

Meeting Notes

Public Transportation Advisory Committee

ConnectOregon III Project Review

Monday, March 8 and Tuesday March 9, 2010

Monday 9:00 a.m. - 5:00 p.m.

Tuesday 1:00 p.m. – 5:00 p.m.

Location: Best Western Black Bear Inn

1600 Motor Ct NE, Salem, Oregon, 97301-1801, US

Inn Phone: 503-581-1559

Directions: From: Interstate 5. Take Interchange Exit 256. The Best Western Black Bear Inn is located on the southeast corner of Interstate 5 and Market Street 2775 19th Street S.E. Salem

Monday, March 8, 2010
Meeting Called to Order 9:10am

Members Present:

Peter Shultz, Yamhill County

Sally Lawson, Oregon State Area Agencies on Aging and Disabilities, Northwest Senior and Disability Services (NWSDS)

Dennis Dick, Valley Retriever Bus

Ernie Palmer, Basin Transit District

Tim McQueary, Governor's Commission on Senior Services

David Ritacco, Office of Vocational Rehabilitation

Bob Lowry, Oregon Passenger Rail Advisory Council (OPRAC)

Julie Brown, Rogue Valley Transportation District

Mary Jo Carpenter, Community Connection of Northeast Oregon, Baker County

Lorna Adkins, Salem Keizer Transit, Transportation Options Group of Oregon

Alan Lehto, TriMet (for Claire Potter)

Allan Pollack, Salem Area Mass Transit District (SAMTD), Salem-Keizer Transit

Heather Ornelas, Bend Area Transit District, City of Bend

Interested Persons present (not all persons attended the entire session, some attended by telephone):

Karen Friend, Central Oregon Intergovernmental Council (COIC); Jon Putman and Patty Fink, representing South Metro Area Regional Transit (SMART); Tim Wilson, Silverton; Shoshonah Oppenheim, City of Portland Streetcar; Sharon Fipps, Benton County; Cindy Howe, Sunset Empire Transportation District; Carol Olsen, ODOT/Connect Oregon Program Manager; Cora Potter, Service Specialist, Ride Connection; Steve Dickey, Salem-Keizer Transit District; Lee Means, Executive Director, Yamhill County Action Partnership (YCAP); Tim D'Alessandro, Rogue Valley Transportation District; Jim Beard, Confederated Tribes of the Umatilla Indian Reservation; Matt Mumford, Tillamook County Transportation District

ODOT public transit Staff present:

Michael Ward, Administrator
Dinah Van Der Hyde, Senior Policy Analyst
PJ Pippin, Executive Assistant
Lee Lazaro, Program Analyst
Jenny Erickson, Program Assistant

9:15 a.m. Conflict of interest declaration; Overview of Project Prioritization and Scoring process. Michael Ward, Administrator

Purposes of the meeting: Assessing projects and assigning project tiering, high/med/low, and a 1-16 ranking of the sixteen projects.. First order of business is the Conflict of Interest Declaration forms. If you are an applicant being considered and you are on the PTAC, you can discuss your project(s) but must withhold voting. This complies with Oregon statutes. Please state your conflict of interest for each project at the beginning of the project discussion.

Please speak up when people are on the speakerphone and so you can be heard on the recording of the meeting. The minutes from this meeting will be used by Transportation Development Division Connect Oregon Staff for comparing the results of all of the modal committees. We are using a “straw model”.

Questions will be answered on each project before we move on to another project. In the spirit of fairness, project representatives should remember they are here to answer questions, not to make presentations. If you begin to make a presentation, I will stop you. Committee members have the same restriction. Also, PTAC members, please be respectful about mingling with applicants during breaks. Be aware of where conversations take you. Avoid discussing the projects and keep things equitable and transparent. The process is competitive, so please follow the rules of the game. All are invited to share comments on the basic process.

10:00 a.m. Overview of Applications – Individual discussion of projects and considerations, questions for applicants if needed. See attached reports for discussion of each application.

2:45 p.m. Review of staff tier sorting, Begin Modal Ranking and Prioritization of Projects, PTAC members complete initial scores

5:00 p.m. Adjourn

Tuesday, March 9 (Continuation at Black Bear Inn)

1:00 p.m. Continue to review initial member Priority and ranking Scores. See individual reports attached to these notes.

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Oregon Public Transportation Advisory Committee
 Group discussion of results and considerations, final questions for applicants*See individual reports for each project discussion.

3:00 p.m. Final PTAC member recommendation on Modal Prioritization and Ranking of transit projects. Members voted to approve final list of recommendations.

Summary of Results. See List of final recommendations.

ConnectOregon III - Public Transit Advisory Committee - Final Project Recommendations							
Modal ID	COIII ID	Applicant Name	Grant (+LoanFunds) Requested	Tier	Rank	Priority	Final Report: Tier/Rank/Priority
2	T10107	City of Wilsonville SMART Transit	\$ 2,000,000	1	H	1	Tier 1 H 1
14	T30144	Rogue Valley Transportation District - CNG Fueling Station	\$ 726,870	1	H	2	Tier 1 H 2
1	T10093	City of Portland - Oregon Sustainability Access	\$ 1,958,651	1	H	3	Tier 1 H 3
15	T40098	Central Oregon Intergovernmental Council - Transit Maint. Facility	\$ 2,596,700	2	H	4	Tier 2 H 4
7	T20086	Salem Area Mass Transit District - Rickreal Park & Ride	\$ 243,200	2	H	5	Tier 2 H 5
16	T50150	Conf.Tribes of the Umatilla Indian Reservation - Transit Center	\$ 1,561,022	2	H	6	Tier 2 H 6
13	T20163	Sunset Empire Transportation District - Transit Center	\$ 3,046,000	2	H	7	Tier 2 H 7
10	T20141	Lane Transit District - Gateway Park & Ride	\$ 3,235,360	2	M	8	Tier 2 M 8
9	T20116	Salem Area Mass Transit District - Cherriots Trolley	\$ 720,000	2	M	9	Tier 2 M 9
4	T10137	Ride Connection Transportation Center	Grant: \$6,029,086 Loan: \$2,516,119	2	M	10	Tier 2 M 10
5	T10157	TriMet - Lake Oswego Streetcar	Grant: \$ - 0 - Loan: \$2,040,800	3	M	11	Tier 3 M 11
8	T20105	Sunset Empire Transportation District - GRO Vehicles	\$ 3,200,000	3	M	12	Tier 3 M 12
12	T20158	Yamhill Community Action Partnership Transit Facility	\$ 400,000	3	M	13	Tier 3 M 13
6	T10168	Tualatin Hills Park and Rec Waterhouse Trail	\$ 329,945	3	L	14	Tier 3 L 14
11	T20151	City of Albany Transit Facility	\$ 2,400,000	3	L	15	Tier 3 L 15
3	T10117	TriMet - Eastside Station Refurbishment	\$ 440,640	4	L	16	Tier 4 L 16
Transit Grant Requests			\$28,887,474				
Transit Loan Requests			\$4,556,919				
Total CO III Funding Requests			\$33,444,393				

4:00 p.m. Readiness Grants Proposal, request for PTAC input.

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Oregon Public Transportation Advisory Committee
Michael Ward. Background, when OTC was confronted with trying to fund multimodal non-highway projects out of federal stimulus dollars, the problem was not that many modes stood ready with large numbers of projects that could meet guidelines compared to the highway division (which has long history of extensive, methodical process to prepare projects.) That could not be said for the other non-highway modes – public transit, rail, bike/ped, etc. OTC tried to address that. In the February OTC meeting, OTC allocated \$2 million split between public transit and transportation enhancement (bike/ped, sidewalk, etc.) as a way to provide preliminary engineering funds to get projects into the pipeline, so if additional federal stimulus dollars come available, they can be funded and meet the tight timeframes. The draft is an outline to think about how to pull that program together. There are some fairly significant constraints to the funds. The project must have a strong likelihood of completion within a five year timeframe. (OTC does not want to provide preliminary engineering funds to a project if the stimulus funds are not put to good use – meaning large agencies with the staff and resources have projects that qualify and rural without the same staff and resources can't take advantage of it.) PTD will cast net as wide as we can. The timeframe is very short, we ask PTAC members to volunteer to assist. Julie Brown, Lorna Adkins and David Ritacco volunteered.

4:00 p.m. Adjourn

July 2010 PTAC Handout A
Oregon Public Transportation Advisory Committee
Attached Individual Application Report of Committee Discussion and Action

T10093 MODAL PROJECT REPORT

REGION 1			
Applicant: City of Portland and Portland Development Commission	Tier 1	Rank High	Priority 3
Project: Oregon Sustainability Streetcar Access			
Requested Funds: \$ 1,958,651.00			
Region: 1			
Report Date: 3/15/2010			
<p>Project Description: The project will provide a new alignment of dual streetcar track, provide access to 700 new jobs, improve the substandard pedestrian and bike crossings, increase safety and transit ridership. The project moves a streetcar station off of 5th, where it interferes with the transit mall and lightrail operations. Removing the contra flow alignment on 4th reduces congestion and delivery times.</p>			
<p>Review Comments: (Alan Lehto of TriMet, recused from vote) Shoshonah Oppenheim, City of Portland staff, responded second day of meeting to questions: Q1. Why was project needed so soon after Streetcar constructed (2001) and what the effect of track improvement was. Q1 Response; Alan Lehto of TriMet explained history of streetcar was that the original single track alignment was always considered temporary until could implement the preferred alignment. This project implements the pre-planned preferred solution. Q2 What was the preferred project, why change needed? Q2 answer. Current single track is not safe, created congestion, is inefficient because slows system. Project will resolve these issues, and create significant economic development. Q3. Is building project separate from track improvement? Should modal committee consider only streetcar track improvements or streetcar and building in terms of project timing and economic value? Q3 answer. Much discussion of this, agreement on value of track improvement important for safety and access. Committee asked for clarity on timing of project. Confirmation from staff and City of Portland that building foundation work and streetcar work is integrated and first work for project. The project is funded and will be within the construction window of ConnectOregon III. Q4. Does the project have completion funding? Question of the TIGER grant for the project. City of Portland was awarded \$23 million of \$50 million request. Q4 answer. City responds that this funding award is positive and will be sufficient. Tiger grant, was successfully awarded at \$23 mill, administered through FTA, to open in Feb. 2012 and right now scoping, and value engineering process to scope project to budget. Project will go forward on time. Q5. Does building construction happen at same time as streetcar line improvement? Q5 answer. Construction of building and tracks through the blocks should be coordinated w/const schedule of building to create efficiencies and accommodate resources. She understands building funded as \$95-98 million. The city is going through value engineering process to match budget. Expects at end of that process can go forward w/building and funding of tracks. General comment: Committee agreed that this urban public transportation project creates important economic development potential for Oregon. Staff recap considerations: a), significant positive business impacts in downtown, considerable access to jobs developed. For b), significant econ benefit, jobs affected. For c), important gains in system efficiency, safety, access, reduced congestion especially in transit system that urban, (2 minute improvement makes big difference) For d, high over-match. For e), Readiness good for complex project.</p>			

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Oregon Public Transportation Advisory Committee



T10107 MODAL PROJECT REPORT

REGION 1			
Applicant:	Tier	Rank	Priority
City of Wilsonville SMART Transit	1	High	1
Project: SMART Operations Center			
Requested Funds: \$ 2,000,000.00			
Region: 1			
Report Date: 3/16/2010			
<p>Project Description: The SMART Operations Center facilities will be a focal point for customer service at SMART Central @ Wilsonville Station, the terminus for WES commuter rail. It will provide urgently needed space for administration, dispatch, customer service, training, operations, bus maintenance, and future retail. It completes key elements of the Wilsonville Station commuter rail, park and ride development plan.</p>			
<p>T10107 SMART ops center Questions: Patty Fink, consultant planner, standing in for Cynthia Thompson, SMART General Manager, answered for Wilsonville. Q1 Committee had some concern about the really large federal appropriation, 3.2mill, and a backup plan for completion financing? Answer to Q1: City has committed a back up plan to provide funds if not available from federal application – the system is in a bind, lease expiring in 2012 for the existing facility, They must build. City has committed to look for traditional loan funds, have AAA bond rating will bond if necessary. Huge burden for city so they prefer to have fed funds. Also have spot for center, land acquired, for both facilities. \$2.5 mill value. City currently has in hand over \$3mill available for project in reserves. The project does have completion financing and will be able to construct on time. Q2. Question about the total cost of project. A letter from mayor looked like project cost was different from those in application. A discrepancy of \$7.4mill project between Mayor’s letter of \$ 14.7 million. Answer to Q2: Answer is application timing. The mayor’s letter and application prep were at different times. The project is continuing to be scoped and value engineered. They have hired engineering consultants to help narrow down the cost to what is needed and what is not. Since they put in the app in Nov, they continue to work those issues and are in the general \$10 mill ballpark – added fuel station not part of original budget submitted, etc. Project costs are more firm now. Q3. Committee asked Patty to describe 9 new jobs, what kind? Answer to Q3: P Fink related that the number is what they felt they could clearly create, perhaps more. Jobs are operator and admin jobs, maintenance (mechanics). Committee positive comments; Ernie Palmer, Basin Transit System representing small general public transit systems, toured project several months ago including idea of what facilities were needed, and where being constructed. Ernie feels project is a perfect example of a “meat and potatoes” transit project improvement and supports wholeheartedly. Heather Ornelas, Bend Area Transit, noted that this is second or third time this project has been requested. With convergence of 4 public transportation systems at WES station, this project has become a very high priority. Staffs recap considerations – A) full credit for improving access and reducing cost and four different kinds of transportation connections together in one location where there is no adequate facility. Important focal point for connections. B). Permanent jobs created and construction jobs created. C)</p>			

Critical, links 3-4 modal connections/ provides efficiency in handling equip and maintenance, D) full
 overmatch E) construction ready.

T10117 MODAL PROJECT REPORT

REGION 1			
Applicant: TriMet	Tier 4	Rank Low	Priority 16
Project: Eastside MAX (Blue Line) Station Refurbish			
Requested Funds: \$ 440,640.00			
Region: 1			
Report Date: 3/16/2010			
Project Description: Repainting of all of metal surfaces at Cleveland, Gresham City Hall, 172 nd , 148 th , Gateway, 82 nd , 60 th , and 42 nd Banfield (MAX Blue Line) Stations, and repainting of the Station Shelters and Furnishings at the Gresham Central, Ruby Junction, 181 st , 122 nd , and 102 nd MAX Blue Line Stations (at these stations some surfaces have recently been repainted so some surfaces are not needed).			

Review Comments:

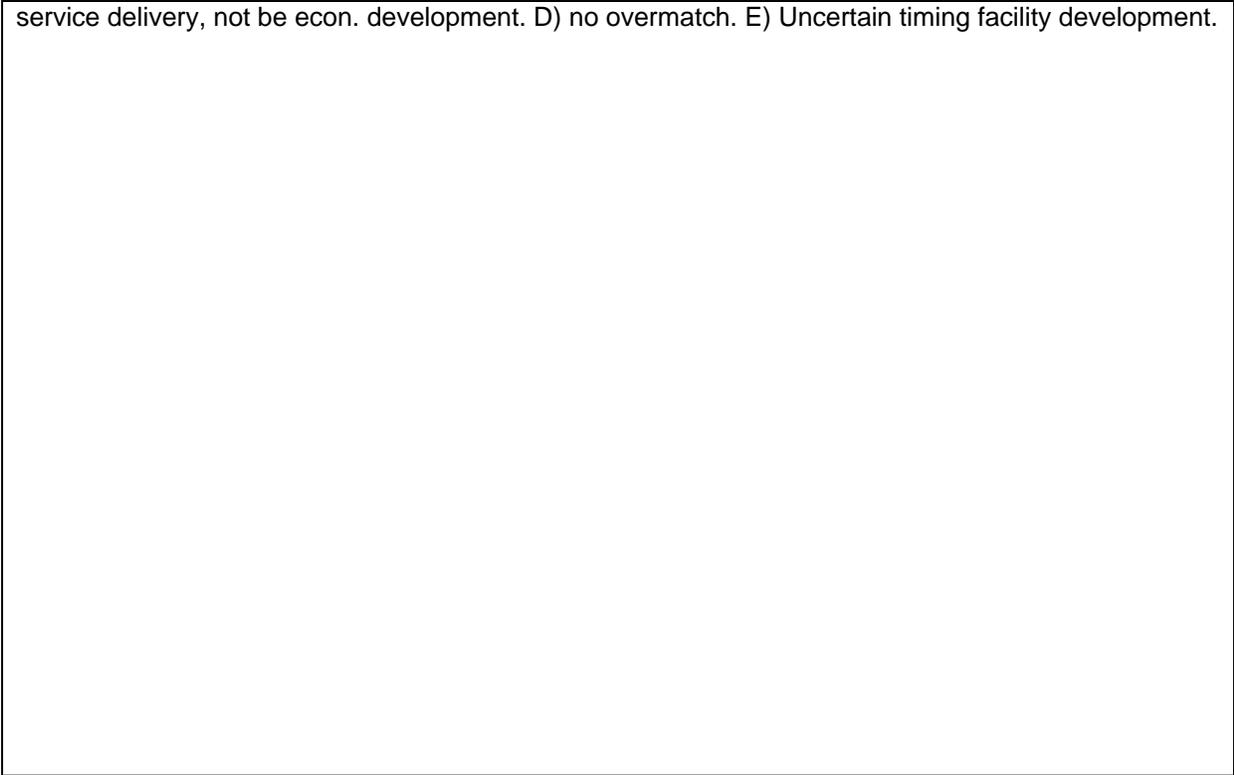
T10117 Eastside MAX refurb (Alan Lehto, TriMet recused)

Committee did not see this project as fitting the ConnectOregon economic development goals although the project is technically eligible.

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 Oregon Public Transportation Advisory Committee
 MODAL PROJECT REPORT

REGION 1			
Applicant: T 10137 Ride Connection Inc.	Tier 2	Rank Medium)	Priority 10
Project: Ride Connection Transportation Center			
Requested Funds: \$ 8,545,205.36			
Region: 1			
Report Date: 3/16/2010			
Project Description: Ride Connection will develop a 16,000 to 40,000 sq ft facility that will become the permanent home for Ride Connection's programs. This will be a central resource in the Portland Metropolitan area for individuals of all ages, abilities and incomes, allowing them to participate and learn about transportation options, including public transit and other supportive transportation services.			
Review Comments: Alan Lehto, TriMet recused. Cora Potter, Ride Connection Service Specialist, was present for questions. Q1. Readiness to proceed. Unless conditions have changed since submission, haven't figured out where to locate yet, many needs to address many issues w/in scope, many departments, things to consider, vehicles to store. The project has criteria that are well-thought-out, where to locate, etc., but won't be easy to find and the project may not be ready to proceed. Q1 answer. Sites have been narrowed to 4, 3 with facilities that would be adapted. Ride Connection has left final site selection until a consultant is on board to ensure proper cost avoidance. 3 site are URA urban renewal, 4 th is reconstruct in URA. A good site has project plan, they are familiar w/architect, anticipate would alter existing plan to suit needs a bit better, so not starting from square 1. The project is slightly behind initial timeline, but current RE market has increased the cost effective opportunities. Heather Ornelas, Bend Area Transit comment. Bend has built two facilities in last few years, \$10K for furniture and fixtures is much too low. Cora response, have adjusted upward for furniture. The total project is still falling between \$9.5 to \$10.5 million. Q2 How does loan program work? Q2 Staff: Loan is taken from CO III amount available. Can be zero interest depending on type and market, with payback and timing negotiated. Committee uncertain how to value the loan payback return to the program. Committee thought project request amount high, but recognized loan return value. Was uncomfortable with including loan in competitive process for grant funds. Had difficulty with where to take efficiency of investment into account? People served vs. total investment. Committee Comments. Another good transit project, meat and potatoes, thinks' it is a victim of own success, of the fact that, for the years they have existed, have been making do. It's time for someone to step up and say they have outgrown their current facility/situation and be a pro quality facility for today and tomorrow. Having said that, apprehensive when look at limited funds, \$8.5 mill is a huge chunk. Thinks good project. Staff comments. A) important because makes connections for audience important to metro area, huge benefit to large population of seniors and persons with disabilities to work and independent living possibilities. B) credit for jobs will as create better options for seniors and person with disabilities to connect. C) Is critical service link in system. Already doing a lot, training, education, may improve			

service delivery, not be econ. development. D) no overmatch. E) Uncertain timing facility development.



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 Oregon Public Transportation Advisory Committee
 T10157 MODAL PROJECT REPORT

REGION 1			
Applicant: T10157 TriMet	Tier 3	Rank Medium	Priority 11
Project: Lake Oswego to Portland Streetcar PE Loan			
Requested Funds: \$ 2,040,800.00			
Region: 1			
Report Date:			
Project Description: A \$2 million loan to advance funding to complete the Preliminary Engineering and NEPA analysis for the Lake Oswego to Portland Streetcar project. The Project will design a higher capacity transit connection between the Lake Oswego Town Center and the Portland City Center mostly using a publicly-owned railroad right-of-way parallel to Hwy 43.			
Review Comments: Committee was concerned about requests for loans competing with requests for grants. They considered rating this project higher if loans did not compete with grants available. Lake Oswego streetcar project considered valuable to Oregon as economic development generator when streetcar segment built, not the study itself, committee recognized the value of this project loan providing forward movement on a big economic development project that is attempting to maintain an aggressive development schedule. Committee uncertain how to value this planning request as CO III project. Request does not include the construction project but will complete a plan for an important future project. That makes it confusing to assess considerations a, b, c. Committee ultimately viewed the project as not competitive with the "shovel ready" grant requests and gave it moderate value. They decided the project should be reviewed as ready to meet considerations today. Committee felt that loan requests should not compete in same pool as grant requests. Putting them in the same pool was a disadvantage to the loan request.			

REGION 1			
Applicant: T10168 Tualatin Hills Park & Recreation District	Tier 3	Rank Low	Priority 14
Project: Waterhouse Trail			
Requested Funds: \$ 382,704.00			
Region: 1			
Report Date:			
Project Description: This project will complete missing link in the Waterhouse Community Trail. It will help complete a 5.5 – mile trail and link to light rail and regional trails.			
Review Comments: Committee not sure that trail connection will encourage much use for modal connection and economic development. Discussion of how to value this project in terms of CO III objectives. Unclear the impact of trail completion on economic development. Some comment that bicycle projects have access to other funds that are more appropriate for trail completion.			

REGION 2			
Applicant: T20086 Salem Area Mass Transit District	Tier 2	Rank High	Priority 5
Project: Rickreall Park & Ride			
Requested Funds: \$ 243,200.00			
Region: 2			
Report Date: 3/16/2010			
<p>Project Description: Develop a park and ride facility on property owned by Polk County. The properties involved are on and adjacent to the Polk County Fairgrounds near the intersection of U.S. Highway 99W and Oregon Highway 22. The park and ride will benefit commuters along these corridors and create easy access to public transit, vanpools and carpools.</p>			
<p>Review Comments: Allan Pollack and Lorna Adkins, SAMTD, recused. Steve Dickey, SAMTD, attended to help answer questions.</p> <p>Q1. Question about design of project. How does the project impact the adjacent fairgrounds and Polk County Museum? Is there pedestrian access?</p> <p>Q1 answer. County has made a decision that there is an even better location. Originally Nesmith Park. Per conversation w/fair board, county commission set aside property adjacent to fence line dividing fairgrounds from right of way next to 99 allowing ingress/egress. Only turning L from 99 to property, R back onto 99. Traffic flow/speed feels signal not necessary. Design director of Polk County Public Works put together concept that allows for flow of bus/car traffic to go in primarily fairground entrance then leave via museum. FG and museum feel it would not interfere with their operations. New proposed design allows for bus pull-through with lit sheltered pad and much more visible for pedestrians to access bus.</p> <p>Q2. How many bus routes go there?</p> <p>Q2 answer. 3 CARTS buses, not sure how many trips, route 1x commuter Grand Ronde into Salem 10 SAMTD roundtrips/ day.</p> <p>Q3.How many spaces?</p> <p>Q3 answer. 50-55, depending on turning radius impact</p> <p>Positive Comments. Looks like great bang for the buck. There is additional match for the project not noted in application.</p> <p>Staff recap on considerations; A Links, various links made and improvements for several rural communities in terms of linking to better job connections. Translated into improved access to labor. B some rural jobs created by project, in rural areas, several make a difference. C critical link, improved connections. Rural P&R connects to urban center. D) no overmatch. E) construction ready.</p>			

REGION 2			
Applicant: T20105 Sunset Empire Transportation District	Tier 3	Rank Medium	Priority 12
Project: GRO Consortium - Hybrid Vehicles			
Requested Funds: \$ 3,200,000.00			
Region: 2			
Report Date: 3/16/2010			
Project Description: The GRO (Greening Rural Oregon) Transit Consortium is made up of transit agencies in Columbia, Clatsop, Tillamook and Benton counties. The consortium is requesting \$4,000,000 for the purpose of purchasing a total of 16 hybrid electric vehicles for operating the coastal transit connector system which will provide the necessary equipment for the agencies to refine and improve coastal connections.			
Review Comments: Cindy Howe, Sunset Empire Transit District, Sharon Fipps, Benton county Transit District, Matt Mumford, Tillamook County Transportation available for questions. Q1. What vehicles are being purchased? Q1 answer. All different sizes, range on agency needs and size per agencies. Sharon F., every service has different ridership. May be other vehicles that may connect with an agency with higher ridership if necessary. Cindy H. idea behind project is to replace current vehicles with hybrid, our connections now work, so we have a good idea of what our ridership is and are able to match up. SETD ridership is quite high, we are going for larger vehicles; Benton has lesser ridership and would want smaller vehicles. Wants to promote sustainability via hybrid and seamless transportation. SETD 5 vehicles, Columbia County 7, Clatsop 3, Benton 2, Tillamook 4 vehicles. Q2. Different agencies committed operating funds to increase routes; do you have a quick list? Q2. answer. Sharon F, for Benton Co, they use JTA funds to produce public trans routes to 1 community north of city and 1 south. Also connect to Lincoln county. Can put at least one onto route connecting with Lincoln. North and South County route out of Corvallis is brand new service. Columbia, Clatsop, and Tillamook, connect currently, several times a day each way, just increased 6 days/wk. Columbia, ridership growing very quickly. Idea is to have some continuous services among counties and promote them regionally together. Counties are contributing funds to market together. Building marketability of transit all along coast. The consortium has applied for other grants, too. Q3. Question of vehicle types and efficiency of replacement vehicles. Discussion of gas or diesel and hybrid suitability for intercommunity routes. Are current vehicles gas? Q3 answer. The replacement vehicles would be diesel hybrids replacing gas vehicles. It's new stuff, way better, maintenance is much lower, lower cost. We are talking about community to community. Clatsop to Tillamook is 13 miles with stops. Sharon, Benton, meets Lincoln 26 miles. Short distances are electric, kick in diesel at 45-50mph. Training issue with drivers. Can't punch it, lose your gas mileage and cost savings. Once diesel engine kicks in, that charges electric. Community stop/start service will be electric. Savings on diesel, savings on less fuel, savings with properly trained drivers. Q4. What will do with old vehicles? Will you continue to use old vehicles? Cindy yes, Sharon also as backups, Cindy in this case plan is to increase service as well. Access to additional vehicles allows counties to connect existing services to each other. Decreased operating cost will allow increased hours for added ridership. Q5. Is cost of hybrid vehicles warranted?			

Q5 answer Matt – about 1/3 more for hybrid electric, \$140K for diesel, \$210-225 for hybrid bus.
Positive Comments. Part of a really well-planned effort for these area counties to improve things step by step. Also applied for Department of Energy grant and Livability Initiative grant for components of consortium effort to coordinate and sustain regional service.

Staff comments – A reduces transportation cost and improves access because connects 5 counties transit as consortium. B – Econ benefit, do add few rural jobs, some construction-related activity. C – Linking, obvious. Utilization and efficiency by going hybrid. It's impressive collaborative effort. Efficiency gains for energy efficient vehicles. D) no overmatch E) full readiness.

REGION 2			
Applicant:	Tier	Rank	Priority
T20116 Salem Area Mass Transit District	2	Medium	9
Project: Cherriots Trolleys			
Requested Funds: \$ 720,000.00			
Region: 2			
Report Date: 3/16/2010			
Project Description: Purchase of two rubber-tired trolley buses for local downtown circulator service.			
<p>Review Comments: Allan Pollack and Lorna Adkins, SAMTD, recused. Steve Dickey, SAMTD Planner, available to answer questions about project.</p> <p>Q1. Is new service for downtown or Keizer/Salem? Q1 answer. Steve, Will serve downtown area, train station, Willamette U, hospital, Broadway/high corridor toward Keizer. High priority transp corridor for development. Benefit of that is trolley purpose. 2005 streetcar study, identified as priority but not proceed because of cost of adding steel wheeled streetcar. This is City of Salem's way of using a wheeled trolley. Steve, 6 routes connect and run through Keizer with hub at Keizer Station. Will be replaced when TC completed. Corridor, connections to this, high frequency service, coordinated, not duplicated.</p> <p>Q2. Is business community pushing this? Q2 answer. Mayor speaks at every occasion. Vision 2020 revitalization of downtown. Salem Chamber and mayor have both been supportive of project. Positive comment. Project meets planning goals. Will set a precedent for other communities.</p> <p>Staff recap – A) application fairly brief, included in recently done plan for transp options – alternative modes study for area as opposed to new bridge. B) Does create several jobs, primarily operating it. C) Connects with other routes/communities. Improves efficiency in linking/utilization improvement. D) no overmatch E) ready to purchase</p>			

T20141 MODAL PROJECT REPORT

REGION 2			
Applicant: T20141 Lane Transit District	Tier 2	Rank Medium	Priority 8
Project: Gateway Park & Ride			
Requested Funds: \$ 3,958,229.60			
Region: 2			
Report Date:			
<p>Project Description: The Gateway Park & Ride project will provide connections to industrial and employment areas, link workers to jobs, provide for efficient and reliable means of transportation for commuters around the region, and generally improve the quality and safety of Gateway Street and International Way.</p>			
<p>Review Comments: Todd Lipkin, Charley Simmons, LTD available on phone. Note: Project request was changed to include only park and ride features, not TODD development.</p> <p>Q1. What does the project include for the cost? Q! answer. Includes land and transit center. Cost of land high because price based on commercial value of sq footage because land buying is in comm. Area. Charlie, correct. This is a new P&R, not one substandard existing, a new location? Yes. Currently just a "lot". The amended project grant includes just the P&R with 100 spaces and the annexation to curbside with a passenger station. Const date? Todd Gateway MX corridor Jan 2011, idea to have this const completed for that opening or shortly thereafter. Will add additional bus stop as well. Positive comment. All of us want to see P&Rs multimodal where connects w/transit routes, that is where you get ridership. Eugene is great location for this improvement. Adds bus effectiveness.</p> <p>Staff recap comments– A) gave high potential, big connect point, potential to bring significant EMX development into leveraging in other good connect points at shopping mall/grocery store. B) Econ benefits jobs thru construction and some permanent from add'l project. C) Link, should increase efficiency of system with add'l stop. Have been working on EMX and bus connect, would be an improvement. D) no overmatch E) Note corrected readiness points per confirmed date of completion.</p>			

July 2010 PTAC Handout A

Oregon Public Transportation Advisory Committee
T20161 MODAL PROJECT REPORT

REGION 2			
Applicant: T20151 City of Albany	Tier 3	Rank Low	Priority 15
Project: Transit Facility			
Requested Funds: \$ 2,400,000.00			
Region: 2			
Report Date: 3/16/2010			
Project Description: The City of Albany has proposed to construct a new operations and maintenance facility to support existing and future fixed route (ATS), demand-response (Call-A-Ride), and regional (e.g. Linn-Benton Loop) transit services.			
Review Comments: Barry Hoffman, City of Albany available by phone Committee had questions about the project site selection and readiness. Concerns were raised that prospective sites were not appropriate for transit facility. Concerns about project being very preliminary, not developed enough for COIII program. Positive comment. Recognition that Albany Transit facility needs are very legitimate and will not go away. Support for solution to this serious facility need. Needs to be addressed in other transit program.			

REGION 2			
Applicant: T20158 Yamhill Community Action Partnership (YCAP)	Tier 3	Rank Medium	Priority 13
Project: YCAP Transit Program			
Requested Funds: \$ 400,000.00			
Region: 2			
Report Date: 3/16/2010			
Project Description: YCAP is building a new facility in 2010 that will improve and expand the capacity of YCAP's Transit Program by constructing a transit yard-- including a dispatch office, driver break room and bathroom, on-site bus parking, and a washing/maintenance building. The project will improve existing public transit services for Yamhill County and provide opportunity to expand routes and boost ridership.			
Review Comments: Peter Shultz, recused. Lee Means, YCAP attended to answer questions. Committee discussed status of the non profit organization role in Yamhill County transportation to determine the long term benefit of the facility investment. The new facility is primarily for other YCAP business, not primarily a transportation building. Yamhill County contracts with providers for local transportation. YCAP currently provides 80% of trips. Discussion of potential of future facility needs if contract with YCAP changes. Some uncertainty exists. Q1. Is funding for the building secured so that building will be completed on schedule? Q1 answer. Lee, YCAP is pre-approved for const loan if they need to do it. Prefer to raise money before they start if possible. Can go ahead with a loan and possibly a building loan. Can afford to pay for a loan if they have to take one out. Want to put money into programs rather than rent. Just heard from Murdock trust, granted 200K of 300K they requested. Have site visit from Meyer Memorial coming up in a couple of weeks Q2. Is design of facility appropriate? Q2. Answer. Small office in new YCAP building and small wash building will be built, just a one-bus pull in, wash, bathroom for early drivers, small supply place for lights, etc. that need quick replacement, check tires, etc. Q3. Staff asked, how did you go about planning parking area and traffic flow, safety, backing in/out? Q3 answer. Have an engineer who has a computer program showing the lengths of vehicles coming in, backing up. Has a one-page showing traffic flow. The Transit Dir. wanted to have no backing up. In spite of 5 acres, wasn't possible to do that. Right now buses parked across street at Head Start building w/their buses. They are leaving or changing and it won't be available anymore. Staff Recap: A) Not sure configuration of adapting this bldg to transit use is going to improve service over time, only one corner is transit amenities. Potential of investment issue. B) doesn't improve jobs/access too much based on app. C) Econ benefit, bringing services together in one location can have benefit to people w/disadvantages. Adds links for services but not new transportation links. Efficiency for safety/security of vehicles. D) no overmatch. E) Construction ready.			

T20163 MODAL PROJECT REPORT

REGION 2			
Applicant: T20163 Sunset Empire Transportation District	Tier 2	Rank High	Priority 7
Project: South County Transit Center			
Requested Funds: \$ 3,046,000.00			
Region: 2			
Report Date: 3/16/2010			
Project Description: The South County Transit Center is a partnership between Sunset Empire Transportation District and the Sunset Empire Park & Recreation District that will serve to stimulate more economic activity, reduce congestion through increased bus ridership and incorporate child care/food bank services in a centrally located transit hub in south Clatsop County			
Review Comments: Cindy Howe, Sunset Empire Transportation District was available for questions. Q1 What is included in the cost of the facility? Q1 answer. Facility would be primarily transit and sections would be leased to others to offset cost plus allow linking of services. This is an approved use of building under the COIII program. The other agencies have been writing grants, and most of match has been obtained through other local sources, some fed. They have opportunities to come up w/match and probably can overmatch, but didn't have that at app time. Also, for operations, their lease will help pay for facility maintenance. Links services w/transit, serves South county community, not currently served. Q2 Is there concern about tsunami effects? Q2. answer. There has been a level 1 assessment on property that was included in application. If a tsunami hits and you are in Seaside, you will be affected. Tsunami mitigation is included in design. .Q3 When might you be ready with the project? Q3. Cindy, Now have 30% design now and can go on to next phase on receipt of funding. Could be under construction in next 12 months. Level 1 EA done. Would not house buses. 4 fixed routes, room for 8 buses to come and go. Parking there, could be used as Park & Ride, but downtown, so not sure that would actually be a P&R location. Positive comments. The food bank distributes directly to people? Cindy, yes it is a "pantry" and distributes to public. Located now in a trailer donated by Lions club. This will be a nicer, cleaner facility, centrally located. Allan P, you will lease out and use \$ for ops? Cindy, yes. Ernie Palmer, Basin Transit Service, unusual, but surely meat and potatoes. Staff recap comments. A).Bring low-income workers in area where hard for them to find transportation and housing. B) several rural permanent jobs, construction jobs. C) Improved areas connections and some linkages, more livability linkage. Transit center serves, 4 fixed routes, dial a ride, Tillamook County Transit connects, currently Oregon motor Coachways does a route to Portland on hwy 26 and beginning 4/27 another greyhound service. D) no			

overmatch in app, E) corrected to show construction readiness.

T30144 MODAL PROJECT REPORT

REGION 3			
Applicant: T30144 Rogue Valley Transportation District	Tier 1	Rank High	Priority 2
Project: CNG Fueling Infrastructure Improvement			
Requested Funds: \$ 726,870.40			
Region: 3			
Report Date: 3/16/2010			
Project Description: The project increases capacity for RVTD to fuel its bus fleet with compressed natural gas. The existing infrastructure requires rebuilding or replacement because of its age. Replacing fueling infrastructure will create capacity to fill more vehicles and to fill the existing bus fleet faster, at higher pressure. Higher fuel pressure, faster fueling and more dispensers will increase efficiency.			

Review Comments: Julie Brown recused. Tim Delessandro, RVT, available to answer questions.

Q1. What is estimated life of equip you are buying?
 Q1. answer. Tim, 16 years, five years, or probably longer than prior equipment. Technology has changed since 90s. 3000PSI was standard, now 3600. No onsite storage for tiered filling to increase efficiencies and speed. Crankcases don't have ability to go to 3600. Can't be made to do that.

Q2. For fastfuel program, any assistance from supplier to upgrade?
 Q2 answer. The project is BETC eligible, will buy tax credit. Currently fueling with one hose, efficiency will increase.

Positive comments. Great project, compressed natural gas, definitely needs to have contemporary fueling equipment. Each bus languishing for 5 hours on diesel pump at low speed is excessive. Need a new facility. With this technology improvement someday other communities will have clean burning compressed natural gas.

Staff recap comment. High scores, hard to score because unusual project in our lineup. A) Critical gains of efficiency and access, cost reduction because fast fueling offers add'l hours for buses to be put in service. B) Jobs access can increase, const jobs some can, C) improved utilization/efficiency of system all around. D) overmatch E) construction ready.

T40098 MODAL PROJECT REPORT

REGION 4			
Applicant:	Tier	Rank	Priority
T40098 Central Oregon Intergovernmental Council and City of Redmond	2	High	4
Project: Transit Maintenance & Operations Facility			
Requested Funds: \$ 2,596,700.00			
Region: 4			
Report Date: 3/16/10			
Project Description: The Project will construct an 11,000 square foot Transit/Fleet Vehicle Maintenance Facility and Transit Operations Center on the City of Redmond Public Works Department's new 10 acre site (former 84 Lumber/Ponderosa Moulding site). The project will include structural retrofits to existing structures to accommodate Cascade East Transit fleet storage and wash bay needs, and is ready to proceed.			

Review Comments: Karen Friend, COIC, available for questions.

Q1. What is need for project?

Q1 answer. Comment about major demand for transit in Central Oregon in last two years. Growth in region rural transit from 9 vehicles to 31, 7 employees to 32. Current 22% per month growth in ridership.

The dispatch and call center in one place, started parking at vacant lot next door but vandalism caused to move so now vehicles are across town, with maintenance at a 3rd facility. No restrooms for drivers. Inefficient. Need a home. The project includes a full use maintenance facility, full-use transit ops, driver room, training room, dispatch. Shared facility with City of Redmond. Value to area clearly documented.

Positive comments. Members felt application is classic example of how application should be done.

Thoroughly answered all questions. Great local support.

Staff comment. A) Employment linked to improved access, 53% of ridership to employment, 40% towards shopping/business. B) Jobs 3 permanent created, high for rural, 36 const jobs. C) Est 41 trips more per day, more connection, link w/3 county areas. Gains efficiencies, this suggests strong score.

D) some overmatch (applicant did not describe all match for project in app. So although has more overmatch, wasn't able to credit. E) Project Ready

REGION 5			
Applicant: T50160 Confederated Tribes of the Umatilla Indian Reservation	Tier 2	Rank High	Priority 6
Project: Tribal Transit / Multi-Mobility Center			
Requested Funds: \$ 1,561,021.60			
Region: 5			
Report Date: 3/16/2010			
Project Description: Construction of a transit / multi-mobility center where CTUIR Public Transit will converge with the CTUIR motor pool and public works equipment corporation yard in a planned facility. The facility provide a center for the operation, covered storage, maintenance and dispatch of all CTUIR program vehicles adjacent to the Tribes new Governance Center.			
Review Comments: Jim Beard, CTUIR Planner, available for questions. Q1 Committee had question about separation of transit work in shared facility with other fleet work? Q1 Heather Ornelas, Bend, had recent experience with this question. ConnectOregon rulea are that Transit vehicles will have priority for use. If bays underutilized, they may work on other city vehicles. Transit always has priority. Q2 Why is project being built in a wheat field? Q2.answer. Re question about wheat field, the aerial map supplied is a fairly old one, much has happened since. Is sending around a map all can look at (see handout) HWY 331 and Mission, main arterial, serves tribal complex. Below I-84 yellow line, new truck plaza, bus/indust park, Wildhorse gaming resort. Just to East, yellow, tribes have a \$22 million new HQ facility, just moved in 7/2009. Property proposing (see drawing that shows layout of new HQ parking just passed out) to West of there purchased 40 acre tract of land for alternate access to property off of Mission so have access from 331 and mission. 40 acre parcel purchased 1 yr ago is where proposing, adjacent to new HQ, wheat field now but using about 3 acres of site for combined facility to locate motor pool, pub works, and transit operation, integrated complex on that property. Road, water, sewer programmed in anticipation of future facility. Thinks they are in an envious position, lots of land, can consolidate HQ and operations. Fuel buses right down road at truck plaza. Want to get this operation out here near HQ and fueling, centrally located for all routes. Right now contract w/provider in city of Pendleton, taxi, building in dt area, buses on streets w/his taxi and parked around downtown. Want own facility. In addition, buildings are all applied to OR energy trust to produce about 200kwh. Rest of project done by work funded by tribal crew, rest by IRR Ind. Reservation Road funds. Q3. What transit vehicles will be maintained at new facility? Mentioned cab company is your contractor. Moving all ops there too or cabs remain in town and only transit moves? Q3. Only transit companies will move. Elite Taxi, provides for City of Pendleton – taxi voucher program with them and with City of Pendleton. All maintenance will be provided, the only thing to send out is tires. Other servicing and washing along with motor pool vehicles, all come to same site, all GSA rigs will soon be tribal. County equip. pool. Positive Committee comments. Sounds like good planning, project been in the works and now developing. Great coordination to include transit. Staff comments. A) Does make ops more efficient, improves maintenance situation. Reduces cost. B) Construction jobs, several permanent maintenance jobs for tribe. C) Improves some link efficiency through utilization. Very rural. They also serve SE WA, 4 univ, 3 comm colleges, hospital. Coordinate to connect NE area in past 2 years. Coordinating with Community Connections of NorthEast Oregon in			

Baker and Union counties especially helps major medical connects. D) no overmatch. E) Construction ready.