

Public Transportation Advisory Committee
April 10, 2006 Special Meeting on *ConnectOregon*
Meeting Notes

MEMBERS PRESENT:

Bob Lowry, Chair, Oregon Passenger Rail Advisory Committee
Terry Parker, Lane Transit District
Dennis Dick, Intercity Bus Service Provider
Ernie Palmer, Rural Transit Service
John Helm, Governor's Commission on Senior Services
Raye Miles, Private for Profit Transportation Service Provider
Sally Lawson, O4AD
Jeff Hamm, Salem Area Mass Transit District
John Wenzholz, Association of Counties

STAFF PRESENT:

Martin W. Loring, ODOT Public Transit Administrator
Adam Torgerson, Public Affairs Representative
Dinah Van Der Hyde, Operations Manager
Erin Grim, Temporary Support
Diana Huitt, Program Technician
P J Pippin, Executive Support
Julie Rodwell, Freight Mobility Manager

INTERESTED PARTIES:

Dan Schwanz	Hood River County Transportation	Region 1
Phil Sclinger	TriMet	Region 1
Rebecca Oake	Gresham	Region 1
Julie Stephens	City of Sandy	Region 1
Nancy Kraushaar	Oregon City	Region 1
Glen Svendzen	City of Eugene	Region 2
Anita Yap	LTD	Region 2
Eric Iversen	City of Medford	Region 3
Brad Emerson	City of Bend	Region 4
Eastern Oregon	University will be available by phone	Region 5

1:00 p.m. Lowry called the meeting to order. Introductions were made.
1:10 p.m. Project Prioritization Process Overview

Martin W. Loring introduced Rodwell of ODOT Freight Mobility, the division coordinating *ConnectOregon*. No PTAC Members had an actual conflict of interest, but they noted projects in which they had any interest.

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Clair Potter	TriMet project	Region 1
Terry Parker	Lane Transit District project	Region 2
Bob Lowery	City of Albany Board Member	Region 2
Sally Lawson	Salem Area Mass Transit District Committee	Region 2
Deb Wert	Salem Area Mass Transit District STF Committee	Region 2
Jeff Hamm	Salem Area Mass Transit District project	Region 2

Loring discussed *ConnectOregon* legislation briefly and the role of PTAC in reviewing transit projects. The Legislature appropriated \$100 million, \$15 million per region and \$25 million for projects with statewide significance. There are a total of 103 project applications in the amount of \$227,944,893. Palmer and Hamm will represent PTAC in the final consensus meeting, scheduled for June 28, 2006 in Boardman, Oregon.

Van Der Hyde asked visitors come to the table when discussing applications. She noted that no presentations will be allowed, but PTAC Members may ask questions of the applicants to which the applicants should respond.

PTAC is one of four modal groups reviewing projects. The Oregon Freight Advisory Committee (OFAC) is meeting and will review all *ConnectOregon* projects for all modes. The OTC will have the final decision on what projects will be chosen. This meeting is scheduled for July 19, 2006 in Salem.

Loring described the following considerations:

1. Whether a proposed project reduces transportation costs for Oregon businesses.
2. Whether a proposed project benefits or connects two or more modes of transportation.
3. Whether a proposed project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system.
4. How much of a cost of a proposed project can be borne by the applicant for the grant or loan.
5. Whether a project creates construction or permanent jobs in the state.
6. Whether a project is ready for construction, or if the project does not involve construction, whether the project is at a comparable stage.

The Committee decided to review all 18 applications first to facilitate questions of the project representatives who may have traveled extensively to attend the meeting.

After discussing various options for scoring considerations, the Committee decided that they would rate each consideration on a scale of 1 – 5, with one being the best, i.e. the project strongly meets the statutory consideration.

PROJECT SUMMARY:

REGION 1

1 – CITY OF WILSONVILLE

Project

Transit and Public Works Maintenance Facility: This project builds a new transit/public works maintenance facility adjacent to the Multi-Modal Facility planned near the Villebois urban village (a transit oriented development of 2,500 dwellings). The existing maintenance facility is inadequate in size and design to efficiently service the current fleet, much less handle the growth anticipated as a result of the Villebois and Frog Pond developments. The project will construct 21,599 s.f of buildings (11,010 s.f. for maintenance, 4,479 s.f. for a maintenance office, 5,510 s.f. for storage, and 600 s.f. for trolley storage) and a 236 space parking lot for transit vehicle and employee parking.

Discussion

Parker asked how important is the Villebois development to the project? Lawson said that this project reduces costs for city transit and reduces costs for maintenance.

Wenholtz said that it is a critical link because it serves Wilsonville to the airport. Discussion then centered around separating maintenance from the operations and how they are linked? Bus maintenance is integral to transportation service.

Parker discussed parking. Loring discussed job creation, but no one from Wilsonville was present to discuss the specifics.

2 – HOOD RIVER TRANSPORTATION DISTRICT

Dan Schwanz was in attendance and available to answer questions.

Project

Hood River County Transportation District (HRCTD) Multimodal Transportation Facility: The HRCTD operates out of three locations. Vehicles are stored in one place, the office in another, and Greyhound's depot is in a third. The HRCTD sells tickets and parcel freight service for Greyhound which uses a depot (which lacks a waiting room) 3/4 of a block away. This project consolidates all district operations and Greyhound's depot into one terminal and provides much better passenger and freight customer accommodations. Note: Match rate changed on April 6, 2006 due to land inclusion.

Discussion

Discussion surrounded freight as a portion of business.

Schwanz noted that without Greyhound the orchard industry would have a hard time finding labor. At this point locals are fed up with Greyhound customers. They will make HRCTD leave or discontinue service and it is a current threat.

Schwanz noted that the project is of significance because of the link with Greyhound, package freight, inter city, up and down the corridor. Schwanz replied that congestion increases may drive a fixed route system.

3 – CITY OF SANDY TRANSIT FACILITY

Julie Stephens was in attendance and available to answer questions.

Project

City of Sandy Transit Operation Facility: Sandy will construct a field operations facility to consolidate public works and transit operations. This facility will also include a park and ride lot. The project budget includes acquisition of 4 acres of land for \$700,000, a 4,000 s.f. concrete administration building for \$480,000 (\$120 a s.f.) and six enclosed concrete bays (65'x20'x14') for \$585,000 (7,800 s.f. at \$75 a s.f.) plus \$1.095 million in site improvements, contingencies and fees bringing the construction cost total to \$2.86 million.

Discussion

This project is similar to the City of Wilsonville's. Separate financing and a park and ride add more value to the maintenance project.

Stephens discussed the origin of business cost reduction figures. It was based on Todd Litman's work and Department of Energy figure of \$1.17 a mile.

Further discussion centered around congestion reduction and building usage.

4 – CITY OF PORTLAND STREET CAR

Project

Portland Streetcar Lowell Extension Project (South Waterfront): The Portland Streetcar currently runs 3.0 miles from Good Samaritan Hospital in northwest Portland through the Pearl District, the west end of downtown and the University District to River Place on the Willamette. In September 2006, the next 0.6 mile extension to S.W. Gibbs will open. This project will extend streetcar service another 0.4 miles to support the needs of the planned new South Waterfront development.

Discussion

The project reduces cost to Oregon businesses and connects with the tram for OHSU; it ties to the city plan to benefit transit providing an indirect benefit to business.

Local Improvement District is putting in match. The feasibility consultant said that the streetcar would start within the 180 day limit. A share of the funding will come from an assessment to properties. A discussion ensued about the LID implementation.

The project is multi-modal since it connects with Greyhound, the airport, TriMet, and OHSU. Local match is the second highest at \$4.5 million over minimum. Some construction jobs will be created with an estimated 5 permanent positions for trolley operations.

5 – GRESHAM REDEVELOPMENT 188TH STREET LIGHT RAIL STATION

Rebecca Oake with the City of Gresham was available for questions.

Project

188th Street Light Rail Station Reconstruction (188th Street & Burnside Road): This project will reconstruct the 188th Street light rail station in Rockwood. The station design will provide safe access to the station, well lit and open platform areas, and reinforce the public commitment to improving the neighborhood.

Discussion

Discussion centered around redevelopment of the Rockwood neighborhood, gateway to the city and directly adjacent to land; it is economically tied to urban renewal plan that should be considered. Rockwood is a cost drain on the City by social and crime issues and the more we can bring in the less we will have to spend.

The long term plan is to reduce it to two lanes and put in a bike and MTIP money from Region 1 for improvement of Burnside from 181st Street to 190th Street shortening the crossing distance at 188th Street for pedestrian safety and it will be enhanced by crosswalk.

Readiness clarification is that there are very few impediments. The project will be ready in the 180 days and get a categorical exclusion of local funds in place, so as soon as the state makes funds available they will be ready to start.

6 – OREGON CITY TROLLEY

Project

Oregon City owns two replica trolleys that are used for a local transit program to support the City's economic development goals. The two trolleys provide transit service along two routes during the summer months. This project will acquire a third replica trolley from the dealer in Medford, Oregon to provide greater reliability in meeting service needs along the two routes.

Discussion

Oregon City's representative noted that the city commission would help us to grow to a year around program to provide access to the rail in Oregon City and links to TriMet in Portland.

Discussion then centered around the use of the vehicle and back up vehicles. The dealer can provide the vehicle within 180 days.

REGION 2

1 – TILLAMOOK COUNTY

Project

Tillamook Transit & Visitors Center: Design and build a combined use facility in the heart of Downtown Tillamook to serve as the central transit center for all TCTD bus routes, a manned visitors center, public restrooms, services site for the flourishing Tillamook Farmers' market and amenities for pedestrians and bicyclists at the juncture of three highways on the scenic Oregon Coast.

Discussion

The project is multi-modal since Tillamook provides intercity connections up and down the coast and to Portland. High rate of over match. An estimated 12 construction jobs will be created, but there are no permanent jobs. The project is construction ready in 180 days. There is no facility now, but it is important for communities linking intercity and ties to Greyhound to Portland and through TriMet to the airport.

2 – CITY OF EUGENE

Project

Eugene Depot Passenger/Transit Access Improvements: This project implements the second phase of a master plan to develop an integrated, multi-modal transportation facility with the historic Eugene Depot as its hub. Phase 1 was the city purchase and restoration of the depot. This phase will improve transit vehicle circulation as well as rail

and transit passenger embarking and debarkation areas. Project elements include covered passenger waiting facilities, specialized paving for passenger and vehicles circulation, lighting, security and communication infrastructure to enhance safety and ease of use. Note: Match rate changed on April 6, 2006 due to land inclusion.

Discussion

Improvements are made to embarking and debarking passenger convenience in parking areas. Bus circulation and passenger debarking with improvements that look superficial actually have a safety purpose. Providing lighting is part of it, especially on the platform. Currently, there is no guidance for passengers and that will be improved. Transit connections will be to the Amtrak bus service, small area connectors, taxis and the goal for the project is to make those providers connect with depot and passenger movement around the site. This is Phase 2 in a long range plan to have Greyhound on site. Applicants would like to connect with LTD bus stops in the area, and this might change the traffic pattern.

3 – LANE TRANSIT DISTRICT

Anita Yap with LTD planning and development was available to answer questions regarding this project.

Project

Pioneer Parkway Bus Rapid Transit Project (BRT): Funds specific portions of Lane Transit District's (LTD's) six-mile long bus rapid transit corridor in Springfield. This second corridor of a regional bus rapid transit system (BRT) called EmX (Emerald Express) is being developed in conjunction with a public-private partnership of the City of Springfield, Peace Health and LTD. Funds from this grant will be used to construct 13 transit stations (\$3.9 million), construct a new transit station at or adjacent to Gateway Mall (\$1.5 million).

Discussion

Application for a second major corridor to follow alignment serves in developing new area east of I-5 east of beltline and commercial development. Call center with 300 employees and major development of transit service to the area was a major reason for the new hospital's (Peace Health) location. Expand service from transit center to Parkway area. Connect with the center of Springfield and LTD thru gateway (Gateway is one of the fastest growing areas). There will be 4,000 new employees for the hospital in the most congested location in the area. They will have 4 vehicles with 10 minute service every other bus will go the other way. Hospital and Gateway Mall. Springfield are joint partners Beltline and I-5 and City of Springfield improvements to make sure transit will work in their design and leverage other construction of \$100 million in the next few years.

Reduce transportation and parking requirements by having high density transit access for employees to move between Eugene Hospital and the Peace Health. The hospital does not have parking for employees so a nearby park and ride is important. They have put in the transit shelters so are expecting service.

Overmatch amount is the highest of any project at 330 percent.

Starting project design in the next month or so and expecting to complete the environmental approval by July 2006.

4 – CITY OF ALBANY

Project

Bus Parking Garage to house transit vehicles-Linn County Fuel Station: To build a seven-bay, pole building-type structure to house the transit buses of the Albany Transit System and the Linn-Benton Loop (totaling five), the Albany senior Center bus and at least two of the Call-A-Ride small buses used for paratransit (demand-responsive) service. The structure will include bathroom facilities and a small office area. It is being built on a property owned by the Linn County adjacent to their regional fueling facility.

Discussion

This project is not a critical statewide transportation link. It is construction ready. The City does not own the land but Linn County has a joint use agreement. This project receives its match from a bond issue sold by fire department.

5 – KEIZER TRANSIT STATION (Both projects: Keizer and South Salem Station)

Jeff Hamm, General Manager for Salem-Keizer Mass Transit was available to answer any questions the Committee may have regarding this application.

Project

Keizer Transit Station: Locate, design, and construct a public transit station in the City of Keizer's commercial center. The transit station will accommodate up to eight bus routes, using a saw-tooth bus bay design, a pedestrian plaza with a heated, weather protected waiting area, lighting and real time bus information. An adjacent park and ride lot for 50-75 cars will also be provided, along with bicycle lockers and racks, ample pedestrian ways, landscaping, interior and exterior lighting and spaces for street vendors selling coffee, newspapers, etc.

Construct South Salem Transit Station (Madrona/Commercial): Locate, design, and construct a public transit station in the City of Keizer's commercial center. The transit

station will accommodate up to 10 buses and several vans, using a saw-tooth bus bay design, a pedestrian plaza with a heated, weather protected waiting area, lighting and real time bus information. An adjacent park and ride lot for 100 cars will also be provided, along with bicycle lockers and racks, ample pedestrian ways, landscaping, interior and exterior lighting and spaces for street vendors selling coffee, newspapers, etc

Discussion

Discussed centered around land availability. It is a multi-modal project since both stations have park and ride on site and connect to other modes. It is regionally critical. There is a small amount of construction jobs created, but permanent jobs are not quantified. Construction is expected to start in 2008 which is outside the limits of the 180 days criteria, however design will begin within the timeline. There is community support and federal money available for the projects.

REGION 3

1 – MEDFORD RENEWAL AGENCY

Eric Iverson was available for questions on this project.

Project

Medford Intermodal Transit Center (MITC): Construct a multi-modal transit center to link multiple forms of transportation previously unlinked. RVT D now operates a single use public transit facility called the RVT D Front Street Transfer station. On this site would be built a new 16,000 s.f. facility to co-locate Greyhound with RVT D and create capacity to serve future transportation modes such as trolley service to Jacksonville and commuter train service to Ashland and Central Point. Space would also be provided for RVT D offices and commercial tenants (subject to change pending project amendment).

Discussion

The redevelopment of eight blocks of downtown is a small part of huge project. The primary component amount of the project is \$65 million and overall project amount is \$147 million.

Discussion regarding possible slight repayment of FTA funding for building modification, but Loring noted that as long as use is maintained, there would probably not be a requirement for repayment.

Rebuilding and moving Greyhound to another facility will make the project multi modal and enable Lithia Motors headquarters to relocate and expand. Currently Lithia Motors employs 390 people. They are expecting to employ 865 workers by 2013.

Very preliminary work has been done on design, and Stage 2 is underway. The project will be construction ready in third quarter of 2007. The deadline with Lithia Motors is 2009 so there is a tight deadline. Lithia controls all but seven parcels in the eight block area.

Discussion centered around Lithia's good corporate citizenship.

2 – ROGUE VALLEY INTERNATIONAL MEDFORD AIRPORT

Project

Multi-modal Airport Improvement Project: Construct improvements at the Medford Airport to improve small parcel handling system and the flow of airport shuttle and taxi operators serving air passenger customers. Of the \$5,958,000 total project cost, \$2,536,000 (43%) is for North Small Parcel Freight Enhancement Sub-Project; \$2,683,000 (45%) is for the Just-In Time Cargo Freight Enhancement Sub-Project, and \$739,000 (12%) is for the Transit-Aviation Hub Sub-Project (\$591,200 represents the transit only requested portion). Note: Match subject to amendment.

Discussion

Only \$738,000 of the project total is transit projects. The rest is for security communication improvement, geometric improvements. The highway plan is geometric horizontal and geometric alignment of the road. This project will make parcel and small package improvements. Projects meets 20 percent match; transit connects air and ground.

REGION 4

1 – CITY OF BEND

Brad Emerson was available for Committee questions.

Project

City of Bend Public Transit Operations and Maintenance Center: Construct an operations center, employee parking and maintenance bays to service transit vehicles for the fixed route transit service now being developed to serve the college campus, St. Charles Medical Campus, government offices and commercial areas. The facility will be co-located with the existing City of Bend Public Works facility on land the City now owns, just off Highway 20 in the center of Bend.

Discussion

Rebuild the operations center similar to City of Sandy and City of Wilsonville.

Combine transit and public works maintenance facility on same site with a larger scope than renovating the call center in Bend. Fix route system and have three maintenance bays that are short and they cannot lengthen to support longer vehicles. Fix route services that this would support. Under review with Nelson Nygard starting in September to start in funding level 2007 funding level to increase then with a special district vote. The City of Bend has an estimated 48 percent that will support property tax for fixed route.

The site plan is done. The City needs this project and there will be multi-modal development.

REGION 5

1 – CITY OF PENDLETON, EASTERN OREGON REGIONAL AIRPORT, AND MID COLUMBIA BUS COMPANY (MIDCO)

Project

Multi-state Mass Transit Training Facility: Construct a 7,200 s.f. facility for Mid Columbia Bus Company's (MIDCO) three state (Oregon, Washington, and Idaho) school bus drivers' training facility. The facility will create a regional education and training center to emphasize safe driving skills, risk management, evacuation and rail crossing safety.

Discussion

The City of Pendleton owns Pendleton airport match from private company. The land and apron to drive bus on will be leased from the airport.

Discussion centered around project criteria relative to this project.

2 – EASTERN OREGON UNIVERSITY (EOU)

Project

EOU Multimodal Transit Portal: Construction of a "transit portal" will be integrated into two floors of underground parking to be built under EOU's new \$25.5 million Information Services Building in the 800 block of Sixth Street in La Grande. In addition to underground parking and adjacent surface parking there will be a ground level bus stop/transfer shelter served by local fixed route service, accommodations for bicycle traffic, accessible public restrooms and elevator access to all levels. Park and ride, bicycle-pedestrian services, and fixed route transit support for the Shuttle will be provided to the Department of Human Services, the Armory/Convention Center, and many high density apartments, senior and family living centers.

Discussion

Committee had a hard time fitting this under the statute.

3 – COMMUNITY CONNECTION OF NORTHEAST OREGON

Project

Multimodal Transit Consolidation & Improvement Project: Construct a "one stop" transit hub serving Baker, Union and Willowa Counties. The hub will combine and provide access to fixed route, dial-a-ride, paratransit, Medicaid contract service, taxi, bicycle-pedestrian, park and ride lots, regional commuter connections (including access to commercial and private air carriers and Greyhound).

Discussion

Similar to Hood River and Tillamook projects they do Greyhound ticketing. Discussion then centered around the state releasing property to a private party.

Match on this project is 20 percent. Only temporary construction jobs will be created.

GENERAL DISCUSSION:

Members discussed using the same job creation formula on the construction part of the project. We need to look at size and magnitude of the project in terms of additional jobs and how this promotes business in the communities. Thirty construction workers in Eastern Oregon will have a bigger impact than it might for LTD to have 300 jobs there. One permanent job in Pendleton means more than one in Portland. A couple of applications focused on jobs in community and we should be able to pullout the job element.

Motion: Potter made a motion objecting to the bucket concept, documentation draft, optional items to PTAC, regional committees, and using buckets to interject into process late that was not in the law and not been documented as a permanent feature of ConnectOregon. Dennis Dick seconded motion.

Discussion centered around the regional priorities and whether it made sense to pick projects by region versus an ordered list.

RANKING PROJECTS

Ranking is Attachment A.

[Note added after the meeting:

Upon a more thorough review of the worksheets, we found a data entry error in the Lane Transit District/City of Springfield Pioneer Parkway Bus Rapid Transit Project that raised the ranking of that project above the City of Portland Streetcar Lowell Extension Project. For the purpose of discussion within the reconciliation committee, these two projects remain virtually tied at the top of PTAC's list.]

The Committee will return on May 19, 2006 for the next PTAC meeting to make the final decision.

The Chair thanked the guests and adjourned the meeting at 7:30 p.m.