

# ***East Multnomah County Transportation Committee***

**City of Fairview • City of Gresham • City of Troutdale • City of Wood Village • Multnomah County • Port of Portland**

## **Meeting Minutes 7/7/14**

### **Members**

Diane McKeel  
Tim Clark  
Phil Healy  
Ted Tosterud  
Rich Allen

### **Representing**

Multnomah County  
City of Wood Village  
Port of Portland  
City of Fairview  
City of Troutdale

### **EMCTC Staff**

Chris Strong  
Sean Files  
Joanna Valencia  
Rachel Ferdaszewski  
Mark Gunter  
Katherine Kelly  
Rich Watanabe  
Grace Cho  
Steve Kautz

### **Representing**

City of Gresham  
Multnomah County  
Multnomah County  
Multnomah County  
City of Wood Village  
City of Gresham  
ODOT  
Metro  
TriMet

### **Guests**

Shirley Craddick	Metro
Ken Anderton	Port of Portland
David Ableidinger	Parkrose business Association
Craig Ward	City of Troutdale
April Bertelsen	City of Portland

### **Welcome and Chair's Comments**

EMCTC Chair, Diane McKeel, called the meeting to order at 3:01 PM and started with introductions. A quorum was present. There were no additional Chair comments.

### **Opportunity for Public Comment**

There were no public comments.

### **Review and Approval of May 5, 2014 Meeting Minutes**

Minutes for the June 9th, 2014 meeting were emailed to the group prior to the meeting and also available at the meeting. Councilor Healy moved to approve the minutes. Councilor Clark seconded the motion. The minutes were approved unanimously.

### **Port of Portland Investments in East County**

Ken Anderton Senior Business Development Manager for the Port of Portland distributed a handout. For about 50 years the port has been involved in providing industrial land and has developed over 5000 acres to date. He gave brief a history of all the ports industrial areas.

### **Troutdale Reynolds Industrial Park (TRIP)**

The port will wait 20-25 years before seeing a return on investment. Transportation is a key component to a site selector. For an industrial site, companies want to know how fast they can get materials in and how fast they can get

product out. In the case of Fed-Ex, they are concerned with turnaround and access to transportation systems has been identified as important.

This development is a lesson for the Port in understanding “superfund” development. TRIP was previously an aluminum smelter site. One of the biggest hurdles with Superfund sites is the perception. Companies are often scared away by the perception that a superfund site is unsafe or unclear. On this site, the last lingering remedy is managing the groundwater with the existing fluoride plume onsite. This fluoride is a byproduct of the aluminum. Fluoride is discharged into the river in small amounts. The allowable amount is monitored.

Phase I was a \$37 million investment, Phase II had \$38 Million in estimated development costs. Phase II - \$9 million estimated development costs. There has been a total \$84 million or about \$100 million including operating costs. Partnerships have been key for the development of TRIP. There has been \$27.3 million in investments from partners for site readiness.

Councilor Craddick asked if there are standards about the type of business the Port tries to attract and looking for companies that provide good living wage jobs. Ken answered that the Port is looking for a balanced mix of traded sector companies. There is some tradeoff between the number of jobs and the rate of pay for those jobs.

#### Gresham Vista Business Park

This was acquired in 2011. There is a different feel to this site. The close proximity to residential makes Gresham Vista appealing to some companies, but it is not a great fit for all types of industrial uses. The location also makes the land values higher which can be a deterrent. Sites here are currently available and the port is actively marketing. Site readiness work will be completed in partnership with the City of Gresham.

Ken closed by inviting EMCTC to come take a tour of either site at any time.

#### **JPACT Agenda**

Grace Cho reviewed the agenda. The RTP was unanimously recommended by TPAC, MTAC and MPAC to move forward. The ATP has come out with its set of recommendations and responses to comments. The ATP was also recommended to move forward for approval by TPAC, MTAC, MPAC although not completely unanimously. MPAC had some funding concerns for the 150 year horizon. There is a concern between Beaverton and Hillsboro about a specific intersection project. This will be raised at JPACT.

The RTP Air quality determination passed requirements and will be moving forward. The Environmental Justice Title VI was recommended to move forward with some new recommendations from the civil rights assessment to be incorporated.

Randy Tucker will be giving an update on the 2015 Oregon transportation funding package for the legislature. Oregon Transportation Forum (OTF) is a group (both private and public partners) that is looking at all the different funding options as we move into the next funding cycle. Randy will be reporting what they have been discussing as well as taking recommendations. Councilor Craddick said this is an important item for EMCTC to remain aware of. We will want to see it at a future meeting. Joanna Valencia said we will talk about the appropriate timing at the staff level and bring it to EMCTC when it is timely. Also, Chris Rall with Transportation for America will be at our August meeting to talk about their progress and funding discussions.

#### **East County Capital Project Updates**

##### **Multnomah County**

Joanna Valencia gave an update on the Transportation Projects. The Arata Road project is at 70% design and PE (minus some drainage issue we are currently working out). Project construction is expected to begin spring 2015. The related Wood Village Boulevard extension is being done as a pilot project having the County maintenance crew do the work. This is expected to be completed late summer.

The NE 238<sup>th</sup> project which received funding for \$1 million in the MTIP and \$8 million for construction in the STIP this last cycle. Some funding is in flux at the Federal level so we are waiting to get confirmation on this project once that is resolved. Some feasibility done on geo-tech and surveying was funded though the TRB grant was completed. This work complements the work Gresham has done Hogan Road. The County is doing some overlay work but multi-modal freight improvements are on hold for funding.

For the Sandy Blvd/230<sup>th</sup>, we are waiting for PE authorization from ODOT, with construction coming shortly thereafter.

For the Beaver Creek corridor the County is completing 2 out of the 3 necessary culvert improvements. Some work to improve fish passage on the remaining Troutdale culvert will be completed but not the full replacement. This is funded through a Nature in the Neighborhoods grant from Metro.

Summer paving will be taking place in several areas. Phase 1 will take place on NE Sandy Blvd. from 238<sup>th</sup> 223<sup>rd</sup>, on NE 238<sup>th</sup> from NE Sandy Blvd to NE Arata Rd., and on Troutdale from SE Division to SE 282. Phase 2 will take place on Sandy Blvd from NE 238<sup>th</sup> to NE 223rd and on 238<sup>th</sup> from Sandy Blvd to Glisan and Troutdale chip-seal (full closure.)

#### Gresham

Katherine Kelly provided an update. From the 2006-2011 funding cycle there are ADA ramp improvements and one mid-block crossing being done on Cleveland Blvd from Powell to Burnside. From Burnside to Stark, Lighting and sidewalk will be installed on most of the East side and some of the west side. Bike lanes will be installed on both sides through this portion of Cleveland.

From the 2008-2011 funding cycle 190<sup>th</sup> Ave in Pleasant valley from Pleasant View/Highland to 23<sup>rd</sup>. There will be widening on the shoulders and some bike lanes and a turn lane at the signal. Planned to construct this summer but has been delayed. A project to improve Division St. from the Gresham-Fairview Trail to Wallula and provide sidewalk and bike lane is in the works and construction is projected to start next year. The Max path construction is projected to start in early 2015. There are 31 locations from TSMO/System Management updates in design. Start implementation next year. A project for improvements on Hogan from Burnside to Powell is in the works, but the City does not have funding for full build out but will do some widening. This project is delayed as well. The Gresham paving schedule is on the website if anyone would like to view it.

#### ODOT

Rich provided an update for ODOT projects. The Sandy River Bridge project is winding down. The Airport Way Interchange will be done shortly as well. The Mt. Hood safety project has just started and there will be some delays resulting from project. A center median barrier will be placed to reduce cross-over accidents. The project should be completed in summer 2016. Concrete barriers will be used. They are working on putting a Rapid Flash Beacon on 168<sup>th</sup> and Powell. A paving project between Cascade Locks and Hood River is being designed. Multnomah Falls via ducts are also in the design to address current weight restrictions. ODOT continues to work on the rest of the Historic Columbia River Trail and will schedule a guest speaker to come in and talk about the remaining portions in the future for EMCTC. Rich also went over some STIP projects in the Boring area. The I-84 Marine Drive undercrossing continues and is going well at the Troutdale interchange and is scheduled to be done in 2016.

Councilor Craddick asked about the Sunrise Corridor project's completion. Rich responded that its project to be completed in 2016.

Commissioner McKeel asked about the gate on Multnomah Falls. Rich responded that they have run into some problems, especially after it got hit. The lot continues to be full during the busy summer season especially.

#### Port of Portland

Phil Healy went over the Port's projects. The Graham Road reconstruction, Swigert Road extension and Sundial Road improvements should be going into construction next year in the summer. They have worked with ODOT to advance some of the MTIP REOF money. The 40-mile loop trail IGA with ODOT is still in the works. The

construction will probably be delayed due to the recertification process for the levee. There are also challenges with the FAA in regards to their standards for the trail on the berm. The Hood Street extension is expected to go into construction this fall. Some paving work at the airport is also occurring.

Commissioner McKeel asked about the extent of the Hood Street project and if it would be going all the way to Glisan. Phil responded that it will only go as far as the property and will end in either a hammer head or cul-de-sac. Access could be extended with a private roadway to provide further access into the properties.

Troutdale

Craig provided an update for Troutdale. They are working on some chip sealing. There is some TriMet reconfiguration at Glen Otto Park with installation of gates. They are working on the rail road undercrossing at Depot Park to provide access to the urban renewal area.

### **Project Updates**

Joanna provided an update for the East Metro Connections Plan project. EMCTC TAC staff has been working on developing a website and working on a communications plan for the project. Commissioner McKeel emphasized that it helps to highlight the projects and be able to share with the public the implementation occurring.

Councilor Craddick provided an update on the Powell Division project and gave a summary of the Steering Committee meeting. There are numerous public outreach activities occurring with a schedule available online. There was an open house held after the meeting to collect public comments. April highlighted some other workshops that Metro will be hosting for the project. The project will be looking at alternatives and will be going through a first round of screening this summer. Katherine shared that the September Steering Committee will be a key milestone for reviewing alternatives.

### **Other Business**

No other business.

The meeting adjourned at 4:25pm.