

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 9/8/14

Members

Diane McKeel
Tim Clark
Rich Allen
Phil Healy

Representing

Multnomah County
City of Wood Village
Troutdale
Port of Portland

EMCTC Staff

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

Representing

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

Guests

Shirley Craddick	Metro
Steve Entenman	EMEA
Bill Peterson	Wood Village
Brian Monberg	Metro
Terra Lingley	ODOT
David Ableidinger	Parkrose Business Association
April Bertelsen	City of Portland

Welcome and Chair's Comments

EMCTC Chair, Diane McKeel, called the meeting to order at 3:05 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 August 11, 2014 Meeting Minutes

Minutes for the August 11th, 2014 meeting were emailed to the group prior to the meeting and also available at the meeting. Phil Healy moved to approve the minutes. Rich Allen seconded the motion. The minutes were approved unanimously.

Wood Village Street Fund

Bill Peterson presented information on the development and plan for the new Wood Village street fund. Wood Village has 5 miles of municipally owned roadways. The system was rapidly declining as no investment had been made since 2002.

Wood Village contracted with the FCS Group to develop a strategy and framework. Wood Village went through a formal public information and engagement process that relied on both a technical advisory committee and a citizen advisory committee. The name of the community input process was “Funding good roads for a great community.” Several viable options were developed for consideration. The fee was implemented in July 2014. A portion of this money is paid to Multnomah County for their services.

Steve Kautz asked if the information distributed to the public before adoption laid out specific improvement projects. Bill answered that the character of improvements was identified but not specific improvements. He added that this fee covers maintenance only and does not cover capital improvements. Phil Healy asked about appeals and wanted clarification on whether it is a fee or a tax. Bill Peterson answered that the City allows citizens and businesses to provide their own traffic impact analysis. They cannot appeal the fee but can appeal the traffic impact. Tim Clark added that even if you don’t own a car, you still generate traffic through mail delivery, meter checks etc.

Powell-Division Transit and Development Project Update

Brian Monberg presented a status update on what work has been done so far, what has been learned and what decisions are to be made going forward.

This project started in January of 2014. Several steering committee meetings took place in June and guided the process. The project is now starting to look at what is the right set of transit alternatives and will start looking at station areas in more detail as well. There is another steering committee meeting on September 29th at St Philip Neri church.

This project is working to connect educational opportunities and workforce opportunities while helping economic development. The project will support equity and ensure efficiency with the existing system. It is planned that the action plan will be out next year. The project will be working to refine route options and finding the right mix of transit investments. The project is looking to identify which transit alternatives to advance as well. Right now both rail options and BRT options are being considered.

The current schedule has the project in design 2015-2017 and construction 2018-2020 and will be considering bus improvements, stop amenities, new technology to increase efficiency and select bus service. This project is also focusing on what areas are ripe for development and exploring what kind of investment form the Cities would be appropriate.

Brian indicated that they are trying to get the word out and collect comments by meeting people where they are at (e.g. farmers markets, etc). Brian mentioned that they have heard that the route may need to include portions of both Powell and Division. People are primarily interested in improving reliability and speed of service. They have also heard that rail options may not be the best investment and that bus options may be more supportable. The survey and a series of open houses will take place this fall as they continue to gather public feedback.

Diane McKeel asked where the statistics used in this presentation come from. Brian explained that these are existing conditions. Rich Allen mentioned there are many locations where busses stop across the street from big housing projects and mid block crossings might help with safety. Brian said we have heard about the need for better safety and are very aware of those issues. Part of the project allows us to fund pedestrian improvements within a ½ mile of bus stops. Tim Clark said the city of Eugene had public relations issues with their Bus Rapid Transit (BRT) projects and we want to make sure we don’t recreate that. Rich Allen asked about improvements that may need to take place outside of the Right-of-Way (ROW). Brain answered that we would be looking at the full range of options to find the right mix of in and out of ROW improvements to find the best option for each specific location. Joanna Valencia asked Brian to go over and review the different route and mode options in East County specifically. Brain said the route will be on some combination of Powell and Division as it moves east, but the Steering Committee will need to discuss where the route would finish. Right now both

downtown Gresham and Mt. Hood Community College are being considered as options. There are many route options depending on what is ultimately determined as the terminus.

JPACT Agenda

Councilor Craddick and Grace Cho went over the agenda. There are several information/discussion items and no action items scheduled for the meeting. The first item is the Climate Smart Communities Scenarios Project. Kim Ellis will discuss the draft approach evaluation results. This includes estimated costs and recommendations. The second item is the Streetcar Evaluation model. Councilor Craddick recommended that EMCTC request a presentation on this as well to inform the discussion on East county high capacity transit. What has been learned from this tool will be reviewed with JPACT. This tool can be used for other modes of high capacity transit, not just streetcar. The last item is a discussion of the ODOT region one Area Commission on Transportation (ACT). Andy Cotugno will be giving an overview and collecting input on options that will be considered by the Region 1 Taskforce that is reviewing development of an ACT for Region 1.

ODOT Region 1 ACT Update

Joanna Valencia distributed information and maps on the current options under consideration. She gave a history of why this issue is under discussion at this time. Our region is the only region that does not currently have an ACT. The OTC relies on ACTs for distribution of funds and to help identify and prioritize projects (STIP, Connect Oregon, etc). The conversation about forming an ACT has been going on for a number of years. In 2009, residents of rural Clackamas County raised concerns about their representation in the project selection and prioritization process, and communication between rural and urban areas of the region. Concerns were also raised about the lack of access to the Oregon Transportation Commission (OTC), since Region 1 didn't have an ACT. Additionally, funding concerns has been raised mainly about if funding pots would be created to be allocated to the different ACTs if more than one ACT was formed. Joanna mentioned that so far there has been no indication of the creation of different pots of money and that the STIP allocation for the Region would remain as one funding pot.

After the STIP selection process ODOT, METRO and Clackamas County co-sponsored an assessment by the Oregon Consensus Program at Portland State University (PSU) to recommend ways to create a forum for coordinating current and future transportation issues, and recommending priorities for state transportation funding investments to the OTC. The assessment report recommended that a short-term task force be appointed to make recommendations to the OTC regarding the formation of one or more Area Commissions on Transportation (ACTs) or ACT-like structure(s) as a means of better coordination and formalizing the transportation funding process throughout the four county region represented by Region 1.

Joanna went over the options that have been developed by the Technical Advisory Committee that will be presented to the Task Force. The ACT project will be presented to JPACT and staff will be seeking input. Staff asked if EMCTC had any thoughts on the proposed options. Joanna mentioned that there is an additional option being floated where Clackamas County is placed in one ACT and all other areas of Region 1 fall under a JPACT-like act. This option could pose some problems for Hood River, who would need to identify which ACT would be most appropriate for their county.

Phil offered that 1A Option 2 which follows more closely the ACT-like STIP structure seems to make sense from his point of view. He is still unsure on what the Port may share at JPACT. Commissioner McKeel raised concerns about what Hood River may want and having a conversation with them on what Options they are interested. Bill commented on his past experiences with the ACT in Josephine County.

Councilor Craddick share that Metro currently supports Option 2A since this recognizes the differences between urban and rural areas. This 2 ACT solution allows urban and rural areas to focus on their own priorities. Councilor Allen echoed and supported Councilor Craddick's comments. Commissioner McKeel commented that she would advocate for having all of Multnomah in the one JPACT ACT if Option 2A is chosen.

Bill asked if there is a law requiring that there be an ACT for all regions. Rich responded that the formation of ACTs are encouraged.

Commissioner McKeel asked for other thoughts/comments as information is collected at JPACT on Thursday recognizing that this is pretty new information for folks. The Port could be in support of 1A Option 2. Metro and Councilor Allen is in support of Option 2A. Councilor Clark commented that he doesn't currently have any preference of one option over another and that he would like to continue to receive information on this as discussions continue before action is taken. Katherine commented that she thinks it would be helpful to receive information on criteria for the membership make-up and how that may be determined. Councilor Craddick asked if the membership make-up is already determined and that it is population based. Joanna responded that the ACT guidance defers membership make-up to the ACT, and that variety of membership exists throughout the State. Commissioner McKeel indicated that she felt that the membership structure of the STIP process provided for equal representation and that was successful as part of that process. Commissioner McKeel will bring the questions and comments to JPACT and especially ask about what Hood River's thoughts are on where they belong. She will also bring more information back to EMCTC as it becomes available before action is made in December.

ODOT's Real Time System

The Real Time system is a network of loops and sensors on the highways that automatically display real time travel information on variable message signs to help make travel safer and more efficient. The system was launched on July 10, 2014 on 28 signs throughout the Portland area. Sensors can sense weather information (ice, water, etc.) A promotional and informational video was shown. Informational handouts with links were distributed. www.tripcheck.com/realtime

Nature in the Neighborhoods Grant opportunity

Joanna Valencia presented information on the nature in the Neighborhoods Grants through Metro. These are a good opportunity for small to medium projects that fit the programs goals. The match rate is on the high side (2 to 1) but pretty flexible with match funding. A handout with additional information was distributed.

Project Updates

Joanna provided an update for the East Metro Connections Plan (EMCP) project. Staff is working on developing the EMCP website and other communication tools to continue to inform the public of the implementation work occurring as a result of the EMCP.

Other Business

The Regional Transportation Options grant workshop is on September 12th. An update at on the East County RTO cycle will be on October's agenda.

The City of Fairview was awarded a Transportation and Growth Management (TGM) grant for their Transportation System Plan (TSP) update. The City of Wood Village also received a TGM grant for the Town Center Update and completing their TSP.

Rich Allen requested a future agenda item informing EMCTC members about electric vehicle charging stations. He says businesses have been contacting the city with questions.

The meeting adjourned at 5:02 p.m.