

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 11/10/14

Members

Diane McKeel
Tim Clark
Rich Allen
Susie Lahsene
Jerry Hinton

Representing

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

EMCTC Staff

Katherine Kelly
Chris Strong
Sean Files
Joanna Valencia
Kate McQuillan
Mark Gunter
Bill Petersen
Craig Ward
Steve Kautz
Rich Watanabe
Phil Healy

Representing

City of Gresham
City of Gresham
Multnomah County
Multnomah County
Multnomah County
City of Wood Village
City of Wood Village
City of Troutdale
TriMet
ODOT
Port of Portland

Guests

Shirley Craddick
Terra Lingley
Karen Shaw
Claude Cruz
Alison Hart
LeeAnne Ferguson
Andy Singelakis
Ted Tosterud
David Berniker

Metro
ODOT
West Columbia Gorge Chamber of Commerce
West Columbia Gorge Chamber of Commerce
Gresham Area Chamber of Commerce
Bicycle Transportation Alliance
Washington County
City of Fairview
City of Gresham

Welcome and Chair's Comments

EMCTC Chair, Diane McKeel, called the meeting to order at 3:02 PM and started with introductions. A quorum was present. Commissioner McKeel noted that a letter to Senator Merkley from JPACT regarding the Job Connection Program is being passed around and relates to the JPACT agenda discussion.

Opportunity for Public Comment

There were no public comments.

Review and Approval of October 6, 2014 Meeting Minutes

Minutes for the October 6th, 2014 meeting were emailed to the group prior to the meeting and also available at the meeting. Councilor Clark moved to approve the minutes. Councilor Hinton seconded the motion. The minutes were approved unanimously.

Sandy River to Springwater Multi-Modal Corridor Phase 1(Master Plan) with the Sustainable Cities Initiative

Joanna handed out the overview map in early November for draft concepts of the Sandy River to Springwater Multi-Modal Corridor, a project stems directly from the East Metro Connections Plan. The Sustainable Cities Initiative is a quarter-long project for University of Oregon graduate students in landscape architecture and urban design. Project partners including Metro, the City of Gresham, the City of Troutdale, and Multnomah County, hosted an event in early November in which the students presented draft mid-term recommendations for five multi-use path segments connecting from the 40-Mile Loop in the north down through the Springwater area to the south, then west to the Gresham Buttes. The graduate students will be presenting their final work on the multi-use path's alternatives analysis at an open house event on Wednesday, December 3rd from 5:30 to 8:00pm at Gresham City Hall.

Katherine noted that the end result of this project will be a preferred alternative for all five multi-use path segments, and that the project supports to concurrent work in our regional of creating economic development opportunities around recreational bicycling.

Councilor Craddick attended the mid-term presentation on the draft alternatives and mentioned how impressed she was with the quality and amount of work the graduate students were able to complete in less than two months. Graduate students developed a “low cost”, a “high quality” and a “cost effective” alternative for each multi-use path segment, utilizing a wide variety of routes and options.

Joanna noted that Robert Spurlock, a Trails Planner from Metro, will be attending next month's EMCTC meeting to provide additional details on the project.

Climate Smart Communities Project Update

Councilor Craddick provided a brief overview of the November 7th JPACT and MPAC meeting on the Climate Smart Communities (CSC) project to discuss what details of the draft plan and accompanying documents will move forward to Metro Council. Councilor Craddick reiterated that the scenario that will allow the Metro region to achieve its greenhouse gas reduction target will not require local jurisdictions to change their plans, but that our current local and regional plans will allow us to meet our target. The key question to this scenario however is how to fund the full implementation of our adopted plans.

Councilor Craddick clarified that the CSC only addressed the urbanized portions of the Metro region within the Urban Growth Boundary (UGB) as it seemed from discussions at the joint JPACT and MPAC meeting there was some concern of the CSC impacting areas outside of the UGB. Councilor Craddick also heard a lot of concerns regarding the “Tool Box” of recommend actions the region can take that accompany the draft CSC scenario. One of the primary concerns is how much the tool box will require local jurisdictions to participate in the recommended actions. Councilor Craddick reiterated that the tool box is an advisory document and will not require local jurisdictions to implement the recommended actions. Councilor Craddick also heard several concerns that the CSC focuses too much on the implementation of adopted regional plans, and not adopted local plans. Councilor Craddick noted that the region needs further discussion to ensure the funds to implement the CSC scenario will be equally distributed, and that by building out the Regional Transportation Plan, then local transportation system plans will also be implemented as they go hand-in-hand.

Councilor Clark echoed the sentiments that several jurisdictions at the joint meeting had reservations about the tool box given that local jurisdictions already have adopted transportation system plans that set out clear desires and implementation actions to complete the local street network. Councilor Clark also noted that there is still the question of how the Metro Council will adopt the CSC scenario and its accompanying documents like the tool box and how that might impact how local jurisdictions will be required (or not) to participate.

Phil reiterated that the Port of Portland has concerns regarding the amount of details proposed in the draft edits to the Regional Framework Plan, as it is this document (and not the tool box as part of CSC) that would

prescribe how local jurisdictions must implement the CSC in their local adopted plans. Katherine noted that at the joint JPACT/MPAC meeting, the group recommended eliminating the detailed bullet points that were added to the Regional Framework Plan to keep the language more general and less prescriptive. Metro staff should have a new version of the proposed edits to the Regional Framework Plan before the next JPACT meeting.

Commissioner McKeel asked Councilor Craddick to clarify that yes, the implementation of our current adopted Regional Transportation Plan will achieve the region's reduction target as part of CSC. Councilor Craddick replied, yes, it will; but there remains the challenge of how do we as a region fund the full implementation of our adopted plans.

In regards to Councilor Craddick's comment regarding funding being the limiting factor to achieving our regional target, Katherine mentioned that a key action item from the CSC will be supporting lobbying efforts to the state legislature to ask for dedicated transportation funding, and to also consider funding demonstration projects from each of the categories in the proposed CSC, and advocate that our state legislature support cleaner, low-carbon fuels.

Councilor Clark noted that some jurisdictions felt the process has been a bit rushed, but is sympathetic to the deadline that Metro has from the state to complete the CSC project by the end of 2014.

Councilor Hinton asked if an analysis has been done to determine if we as a region did nothing new, would the assumed advances in car and fuel technology get us to our regional greenhouse gas reduction goal? Councilor Craddick mentioned that fleet technology was looked at very carefully as part of CSC and is included in all the draft scenarios for the CSC including the preferred scenario. Councilor Clark noted that in the data from the CSC which requires the region to reduce emissions from the 2005 level, that since 2005 we have been breaking even as far as reductions go based quite a bit on these advances in car and fuel technology.

Councilor Clark noted his opinion that the CSC project, while it is a CO2 emissions reduction project, it is also a project to generate new revenue for the region. Councilor Craddick noted that the State of Oregon wants to be a national leader in reducing CO2 emissions.

Councilor Craddick asked that the transportation funding topic, particularly the Oregon Transportation Forum's proposal for dedicated transportation funding, be a future agenda item given that funding is the an important factor to implementing the CSC scenario. Councilor Craddick anticipates that she will be approaching the local jurisdictions in East County in the coming months to help support the efforts for new transportation funding. Councilor Craddick would also like to see the ODOT new project on moving from gas tax to mileage-based fees which is part of the proposed changes to transportation funding.

Kim Ellis, the CSC project manager from Metro, will attend next month's EMCTC meeting where the committee will have time to further discuss the project in detail.

Regional Travel Options Grant

Representatives from each applicant for the upcoming Regional Transportation Options (RTO) grant were given ten minutes each to provide an informational overview of their project proposal. The Committee made no decisions as far as the RTO sub-regional allocation.

Alison Hart from the Gresham Area Chamber of Commerce shared the organization will seek request \$95,000 from the RTO grant program to fund the East Multnomah County Bicycle Tourism Initiative (BTI), Phase 2. The BTI received sub-regional allocation funding from the 2013-15 RTO grant funds. The BTI is primarily an economic development project to bring overnight visitors to the East Multnomah County region to participate in recreation bicycling. Phase 2 of the BTI will focus on implementing the phased action items identified in the planning process from Phase 1 which will include: Continuing the Bicycle Friendly Business program throughout East County; Developing and distributing information to local businesses about the effort;

Partnering with neighboring Clackamas County who has its own bicycle tourism project to build a larger effort for cyclists to reach Mount Hood with East County as an obvious stop-over location; A mini-bike rack grant program so local businesses can apply for grants to install bike racks; Continue coordinating and cultivating larger bicycle events in the region; Continue to champion infrastructure projects that support the economic develop and community livability; and their on-going outreach with partner agencies.

Councilor Craddick asked how the project would measure its success, like for example how many more bicyclists are coming to the area. Allison noted that a survey was done in Phase 1 of the project to help determine what visitors may be looking for in the region and that they'll likely conduct a second survey to follow-up on the progress they've made. The Gresham Area Chamber also tracks the number of visitors to its website, the number of emails received, and the number of people signed up for the BTI newsletter. Allison noted that as part of the first round of funding through mid-2015, the project would develop metrics and criteria to measure its success.

Councilor Clark asked for a quick overview of the Bicycle Friendly Business program. Allison stated the program is from Travel Oregon that the BTI is helping to champion in East County. Businesses who apply to the program must show they meet criteria which includes bicycle-friendly services. Businesses to meet the criteria can purchase and set-up signs indicating they are a bike friendly business and also highlighting some of the services they offer that are particularly attractive to cyclists. The businesses are also included in the Travel Oregon bicycle friendly business website, as well as the BTI's website to help potential visitors plan their trips.

Claude Cruz from the West Columbia Gorge Chamber of Commerce presented a proposal for \$50,000 that builds on the momentum from the BTI Phase 1 which the Chamber participated in the past. The West Columbia Gorge Chamber's proposal includes a two-approach: a focus on building facilities that bicycle tourism, and a focus on providing the "final mile connection" to employees of businesses in East County. The proposal includes establishing bicycle hubs along the Historic Columbia River Highway corridor that will be marketed broadly as a world class attraction. The proposal includes both planning and early phases of implementation for developing the series of bicycle hubs. The planning of the bicycle hubs will involve local jurisdictions to determine the best facilities for that particular location and community desires, and would also include amenities like way finding signage and bike locking facilities. The final mile aspect of the proposal will work with partners and local jurisdictions to help fill in last mile gaps, and also with employers to encourage traditional transportation demand management programs such as carpooling, etc.

David asked if as part of this project has completed any sort of analysis or forecast to determine potential future business revenue. Claude mentioned that this project will include measures to evaluate this information that might get at David's question. Alison added that there has been great research completed on the economic impacts that bicycle tourism can bring to regions, including specifically East County.

Susie asked for a clarification that the Gresham Area Chamber and the West Columbia Gorge Chamber are competing for the same pot of limited funds. Both agreed yes. Alison noted that the Gresham Area Chamber is hoping to secure some of the sub regional allocation funding, acknowledging they may have to compete in the larger competitive process with the region. Susie asked for a clarification on the geographies that these projects will serve as they seem mutually beneficial. The applicants noted that there is some overlap in geography.

Katherine asked if this project is related to or duplicative of the ODOT project to plan for bicycle hubs along the Historic Columbia River Highway. Claude mentioned he is unfamiliar with any work ODOT may be completing, but that this initiative is a collaborative project of tourism organizations. Terra mentioned that ODOT staff is currently working on a planning project funded by the Transportation and Growth Management program for bicycle hubs in the Gorge.

Kate McQuillan from Multnomah County shared that the County, in partnership with the City of Gresham, will be seeking around \$50,000-100,000 to fund an East Multnomah County Safe Routes to School program. The

key piece of this proposal is to fund a regional Safe Routes to School coordinator for two years to complete a thorough needs assessment of schools in the cities of Fairview, Wood Village, Troutdale and Gresham, and to also build the framework for Safe Routes to School in East County. Staff is currently developing a proposal that would likely include an AmeriCorps volunteer for the first year, but are weighing the options of hiring a second AmeriCorps volunteer for the second year or if there is sufficient benefit to funding a staff position for the second year. Kate noted that this project would invite local jurisdictions to participate in an action committee to help guide the work of the Coordinator. This committee would likely include the City of Portland who currently works with schools within the Reynolds and Centennial school districts that border City of Gresham. Councilor Craddick suggested the project engage Clackamas County, North Clackamas County School District, and the City of Boring as well. Rich noted that the Safe Routes to School work in East County (particularly in Troutdale) completed so far has been great work. Katherine added that this project is meant to kick start and grow a Safe Routes to School effort that is larger than the baby steps both the City of Gresham and Multnomah County have been able to do thus far. Transportation planning staff from both agencies will continue to work on the Safe Routes to School program, but the dedicated Coordinator position will help launch a stronger, more established regional effort.

Lastly, the City of Gresham will be submitting an RTO grant application to install bicycle boulevard treatments along SE Yamhill / Main / Mill streets from the Ruby Junction Max Stop to just west of Gresham City limits, matching up with the City of Portland's bicycle network. The application will request approximately \$40,000 which will pay for the cost of striping, pavement markings, and signage.

EMCTC members requested that a broader presentation on the RTO program, the grant process and the grant criteria be included in next month's EMCTC agenda so members can be better informed prior to voting for priority projects in early 2015.

Safe Routes to School Funding Initiative

LeeAnne Ferguson from the Bicycle Transportation Alliance provided an overview presentation on the campaign for dedicated regional Safe Routes to School funding. Leanne shared research from across the nation and region on the health risks youth in the metro region are facing related to lack of physical activity and poor transportation infrastructure, among other factors. The Safe Routes to School program help address many of these factors. The coalition of organizations behind this campaign estimate that if we expanded Safe Routes to School to every school in the region, over 150,000 students in the metro region would be provided safer and better access to walk or bike to school. It is also estimated that by serving all schools in the Portland metro region, 50% of all kids in the entire state of Oregon would have access to safer and better walking and bicycling conditions to school. The campaign estimates that it would cost approximately \$23 million per year to implement a complete Safe Routes to School program in every school of Multnomah County. LeeAnne asked that each jurisdiction consider joining the campaign to advocate for funding at next year budget through Metro Council and JPACT.

JPACT Agenda

Most of the JPACT agenda was discussed throughout the EMCTC meeting. Joanna briefly discussed the 2013-15 Unified Planning Work Program Amendment to add the Over-Dimensional Truck Route study which the County and the city of Gresham will be participating in later this winter. Katherine suggested that this agenda topic be brought back to a future EMCTC agenda.

Councilor Dirksen will be sharing the letter from JPACT to Senator Merkley regarding the Job Connection Program, looking for regional support to ask Metro to consider policies that would support the Job Connection Program. The City of Gresham supports the Job Connection Program, particularly since MAP-21 eliminated the JARC program that helped to support off-peak transit service.

For the Opt In and Online Engagement Update, Metro staff as well as representative from the company who designed Opt In, will be providing an overview on some strategies that will help Metro outreach to and survey

communities that are underrepresented including representation across all the Metro districts. The new strategies will help Metro conduct statistically valid research which the Opt In tool was not able to do.

An Introduction to Washington County Funding

In continuing to bring transportation funding guest speakers to EMCTC, Andrew Singelakis shared Washington County's unique funding strategy. The Major Streets Transportation Improvement Program (MSTIP) began as a series of local levies that has now been roped into a more permanent tax rate. Over the last several years, nearly half a billion dollars have been raised to fund 111 major capital projects. Typical projects include building out the County's rural roads to be complete streets with bike lanes and sidewalks. The most recent MSTIP program (2013-2018) has approximately \$175 million for 19 roadway projects, \$10 million for bridge replacement projects, \$500k for ITS upgrade projects and \$5 million "opportunity fund" set aside to leverage future grant opportunities. The opportunity fund has been very successful at securing \$7 for every \$1 used as match. The MSTIP program uses criteria to prioritize the projects selected to be funded including geographic equity across the County.

Washington County also implements System Development Charges (SDCs), or the transportation development tax. This fund is designed to account for approximately 20% of anticipated growth of new developments within the County and funds improvements to arterials and collectors. Since 1999, the fund has accumulated nearly \$300 million and funded approximately 225 projects. Washington County anticipates having to develop new SDC's to build out the new street network for UGB expansion areas.

Washington County also has a one-cent gas tax that primarily funds roadway maintenance which garners approximately \$1.2 million which has to be shared with the Washington County cities. The urban unincorporated areas have an Urban Road Maintenance District with a fund that collects approximately \$3.9 million per year to make local street improvements.

Susie asked what Andrew thought of the regional discussion to raise transportation funds. Andrew thinks the regional discussions for new transportation funding is a good idea, and that passing a new funding strategy at a regional level is likely to be more successful than a county- by-county level.

Project Updates

Joanna hopes to have a preview of the East Metro Connections Plan website at a future EMCTC meeting.

Katherine shared that for Powell-Division, a lot of design and traffic modeling analysis has kicked off. Staff is currently working on developing a data set to move forward with to help guide the project as it moves forward.

As for the ODOT Region 1 ACT update, it seems that much of the region appears comfortable with the one-ACT format. However, now the discussion amongst jurisdictions is how the membership of the one ACT will be determined. Sean shared that the membership will likely be 30 members, with proportional membership based on a combination of ODOT lane miles and population. Multnomah County will likely have 8 seats: one for a County Commissioner, one for the City of Portland, one for an additional Multnomah County city, one for a business, and four additional stakeholders to be determined by EMCTC and City of Portland. Washington and Clackamas Counties will have six seats each, and Hood River County will have four. The JPACT Chair, Port of Portland, TriMet, a small rural transit agency, and a few other core stakeholders will also have designated seats.

Other Business

On Friday, November 14th, the Cities of Wood Village and Fairview, and Multnomah County are holding a ribbon cutting ceremony for the newly constructed Wood Village Blvd Extension.

The meeting adjourned at 5:01 p.m.