

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 12/8/14

Members

Diane McKeel
Tim Clark
Doug Daoust
Phil Healy
Jerry Hinton
Ted Tosterud

Representing

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

EMCTC Staff

Katherine Kelly
Chris Strong
Sean Files
Joanna Valencia
Kate McQuillan
Mark Gunter
Bill Petersen
Craig Ward
Steve Kautz
Vanessa Vissar
Rich Watanabe
Terra Lingley
Grace Cho

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
TriMet
ODOT
ODOT
Metro

Guests

Shirley Craddick	Metro
Claude Cruz	West Columbia Gorge Chamber of Commerce
Rich Allen	City of Troutdale
Eric Chambers	City of Gresham
Steve Entenman	EMEA
Dan Kaempff	Metro
Kim Ellis	Metro
Robert Spurlock	Metro

Welcome and Chair's Comments

EMCTC Chair, Diane McKeel, called the meeting to order at 3:03 PM and started with introductions. A quorum was present.

Opportunity for Public Comment

There were no public comments.

Review and Approval of November 10, 2014 Meeting Minutes

Minutes for the November 10th, 2014 meeting were emailed to the group prior to the meeting and also available at the meeting. Phil Healy moved to approve the minutes. Mayor Daoust seconded the motion. There was no discussion to the motion. The minutes were approved unanimously.

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

Robert Spurlock, Trails Planner and Project Manager, from Metro provided an update to the Sandy River to Springwater Multi-Modal Corridor Phase 1 Master Plan with the Sustainable Cities Initiative. Landscape Architecture students from the University of Oregon students working on the project presented their final work in early December at an open house held at Gresham City Hall. Students presented 25 individual posters on five segments of the study area which includes not only the Sandy River to Springwater corridor as identified in the East Metro Connections Plan, but also the Gresham Buttes area which would connect to the future multi-modal trail and the existing Springwater Trail. The posters and a final alignment document compiled by the University of Oregon professor will be made available to Metro early in 2015. Since the students' midterm presentations in November, the students focused on finalizing the recommended alignments and the detailed design recommendations for the trails.

Staff from several agencies working on the projects was very impressed with the work completed by the University of Oregon students. While some of the work will need to be refined, the recommended designs and alignments are now ready to enter a concept design phase.

Councilor Craddick asked Robert to clarify the process for moving forward to build the trail as many members of the public are excited to see the trails built. Robert responded that the work completed by the students is a key step between the East Metro Connections Plan and moving forward with a trail master plan process. Robert feels optimistic that the materials produced in this project can be used to leverage future grant opportunities that Metro and the City of Gresham can apply for to fund the master plan process, the next appropriate step.

Craig Ward raised some concerns he has regarding the project's proposed alignment and design for the multi-modal trail through downtown Troutdale. Craig's primary concerns includes the proposed "switch backs" through downtown streets to avoid the major hill in downtown Troutdale, and also how the proposed alignment weaves the trail through a residential neighborhood instead of down Buxton Rd / Troutdale Rd which has a more obvious wide and direct alignment. Robert generally agreed with Craig's concerns and clarified that the agencies involved are in no way obligated to work with the final recommendations from the students.

Mayor Daoust noted that one of the posters for the Troutdale segments showed an alignment through the Beaver Creek Canyon. Mayor Daoust noted what a beautiful and untapped resource Beaver Creek Canyon could be with a trail. Craig mentioned there may be some big impacts to the natural resources in Beaver Creek if the trail were routed through the canyon.

Climate Smart Communities Project Update

After last month's lively discussion, Kim Ellis, Metro's project manager for Climate Smart Communities, was present for EMCTC members to provide final feedback for the project before JPACT makes a final recommendation at their December meeting. The final recommendation takes into consideration feedback received from a joint JPACT/MPAC meeting held in early November as well as subsequent TPAC and MTAC meetings at the staff level. After receiving the final recommendation from JPACT later in December, Metro Council will consider and vote on the draft Climate Smart Communities strategy which then will be taken to the Oregon State Legislature for approval.

Councilor Hinton asked Kim if there is any research done to whether or not advancement in fleet, technology and federal regulations alone (and all other local factors held constant) would allow the region to achieve its emission reduction targets. Kim replied that the model developed for the Climate Smart Communities had built in assumptions for this advancement in technology and other factors beyond the local level. Kim noted that Metro worked closely with ODOT, the Department of Energy, and Department of Environmental Quality to develop appropriate assumptions. The model showed that advancement in fleet, technology would allow the region to meet only 60-70% of its reduction goals for 2035.

Mayor Daoust asked Kim to clarify if the Climate Smart Scenarios strategy is merely a reporting back to the Oregon State Legislature or if there is an implementation action or resolution the state will be reviewing. Kim replied that first Metro staff will be reporting back to the State Legislature on the strategy's findings, but that the Land Conservation and Development Commission (LCDC) will review and approve if Metro's work meets the requirements set forth in the administrative rule that directed the work. LCDC is expected to review and make an order of approval by early summer 2015. Councilor Clark asked if LCDC could come back with requested changes or refinements. Kim replied that potentially, yes, LCDC could. As part of Periodic Review, there have been instances in the past that LCDC has asked local jurisdictions to make refinements and/or changes to submitted work.

Councilor Craddick noted that the EMCTC table generally seemed in favor of supporting the recommendation.

Regional Travel Options Grant 101

Dan Kaempff, Principal Transportation Planner for the Regional Travel Options (RTO) program at Metro, provided an overview to EMCTC of the RTO grant program focusing primarily on the grant criteria for the upcoming round of 2015-17 funding. The RTO grant program using federal funds began in 2002 as a means for local jurisdictions, special districts and non-profit agencies to implement programs to help people use their cars less. Examples of RTO-funded projects include the East Multnomah County Bicycle Tourism Initiative, way finding and signage for bicycle routes, and individualized marketing campaigns for new residents to cities on transportation options.

For the 2015-17 RTO grant application, the grant selection committee will be looking primarily for three things: what does the project accomplish from this project; how does the public benefit from this project; and what is the capacity and the ability of the applicant to carry out the project successfully. Dan also provided this list of successful RTO grant applications from the past: a clearly defined problem as to why this project is needed; how does the project improve the community or area of the region; what investments have been made to active transportation that can be leveraged; there is a clear, demonstrated rationale for why the proposed project is the best solution; having strong, successful partnerships; and showing how the project fits into local planning goals and objectives.

There is \$2.1 million available for the 2015-17 RTO grant application process- \$50,000 designated for small local enhancements to transportation systems (i.e., installing bicycle racks, way finding, signage, etc) and \$75,000 for a planning project. For the main pot of RTO funding, Metro established the sub-regional allocation process to ensure that the top priorities project(s) for each sub region is funded regardless of the score given by the grant selection committee. East Multnomah County has \$100,000 to designate for the regional sub allocation process which will either be awarded entirely or divided up for two projects through a deliberation process to be completed through EMCTC. Projects that are not funded through the sub-regional allocation process are still fully eligible through the regional competitive process.

Mayor Daoust asked if the East County projects for the new funding pots (enhancements and planning) would be counted against the regional sub allocation. Dan clarified that yes, if EMCTC prioritizes a project that applied for the enhancements or the planning pots of money, that would count towards the \$100,000 allocation target established for East Multnomah County.

Councilor Craddick asked for clarification on EMCTC's sub regional allocation process. Joanna replied that EMCTC staff will be meeting before the next EMCTC meeting to compile a matrix to score each East Multnomah County grant application using the grant selection criteria. Commissioner McKeel added that EMCTC will receive and review the grant applications at the January EMCTC meeting. EMCTC will then vote on how the sub regional allocation funds will be designated at the February EMCTC meeting.

JPACT Agenda

Councilor Craddick and Grace Cho reviewed the JPACT agenda. As discussed in an earlier agenda item, JPACT will be making a final recommendation for the Climate Smart Communities Scenarios project.

Randy Tucker will be presenting on the draft 2015 State Transportation Legislative Package. Metro is looking for support from JPACT to move forward with the Oregon Transportation Forum's (OTF) proposed funding package with two notable changes: One, to exclude the request for indexing the revenue sources to the Highway Trust Fund; and two, how to distribute the proposed new regional/local portion of the "Enhance" funds. EMCTC asked that Randy Tucker and/or Andy Cotugno be invited to an upcoming EMCTC meeting to provide an overview of both the OTF funding proposal and the discussed amendments that JPACT is considering. Joanna will send out related materials via email in the meantime.

Lastly, JPACT is moving forward with the new Area Commission on Transportation (ACT) formation. EMCTC will be discussing the ACT at the next several EMCTC meetings starting with the membership and representation at the January meeting. Commissioner McKeel noted that Multnomah County will have 8 seats to appoint for the new ACT: One Multnomah County elected seat; one City of Portland elected seat; one from other cities elected seat; and the remaining are to be specific stakeholders that EMCTC will identify at future meetings. Commissioner McKeel encourages EMCTC members to consider which stakeholders ought to be considered for ACT representation. Joanna handed out a one-page document outlining the ACT membership for across the region.

2015 EMCTC Meeting Schedule

Joanna handed out the 2015 EMCTC Meeting Schedule.

2015 EMCTC Representatives / Alternatives

With the start of the new year, the EMCTC voting members need to identify who will be the EMCTC representative and the alternate. A brief email to Commissioner McKeel and to Joanna will suffice.

Project Updates

For the Powell Division High Capacity Transit Project, Councilor Craddick shared that Metro staff held a very successful "BRT 101" information session for the public at the Baghdad Theater in early December. There is interest from EMCTC members to hold a similar session with Metro staff at a future EMCTC meeting. Katherine mentioned that currently there are several working groups meeting as part of the Powell-Division project including a Traffic Modeling and Design working group, a Security and Safety working group, and an Equity working group. There are also several public workshops and open houses planned for late January through late February prior to the next Steering Committee meeting scheduled for mid- March 2015.

Other Business

Councilor Craddick requested an update on the Troutdale Airport Master Plan at a future EMCTC meeting.

The meeting adjourned at 4:35 p.m.