

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 2/9/15

Members

Diane McKeel
Tim Clark
Doug Daoust
Susie Lahsene
Ted Tosterud

Representing

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

EMCTC Staff

Chris Strong
Sean Files
Megan Beyer
Joanna Valencia
Kate McQuillan
Allan Berry
Mark Gunter
Craig Ward
Steve Kautz
Rich Watanabe
Terra Lingley
Grace Cho
Phil Healy

Representing

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

Guests

Shirley Craddick	Metro
Steve Novick	City of Portland
Margi Bradway	City of Portland
April Bertlesen	City of Portland
Claude Cruz	West Columbia Gorge Chamber of Commerce
Bob McDonald	Gresham Area Chamber of Commerce
Sue D'Agnese	ODOT
Katherine Burns	ODOT

Welcome and Chair's Comments

EMCTC Chair, Commissioner Diane McKeel, called the meeting to order at 3:02 PM and started with introductions. A quorum was present.

Opportunity for Public Comment

There were no public comments.

Review and Approval of January 5, 2015 Meeting Minutes

Minutes for the January 5, 2015 meeting were emailed to the group prior to the meeting and also available at the meeting. Tim Clark moved to approve the minutes. Mayor Doug Daoust seconded the motion. There was no discussion to the motion. The minutes were approved unanimously.

Elections of the 2015 EMCTC Chair and Vice Chair

Representatives from the voting EMCTC partners completed ballots to vote for the EMCTC Chair and Vice Chair. Multnomah County Commissioner Diane McKeel was re-elected as the EMCTC Chair. Troutdale Mayor Doug Daoust was elected as EMCTC Vice Chair.

ODOT All Roads Transportation Safety (ARTS) Program

Sue D'Agnese and Katherine Burns from ODOT Region 1 provided an overview of the All Roads Transportation Safety (ARTS) program. With the latest federal transportation bill, MAP-21, the state's Highway Safety Improvement Program (HSIP) is now required to fund improvements of all roads (including local roads) using a data driven approach to prioritize the spending of funds. The focus of the funds will be to address high fatal and serious injury crash sites, to focus on making targeted improvements to the safety concerns, and to be jurisdictionally blind in how the funds are distributed. Specific measures that will be used to improve safety issues will undergo a cost benefit analysis through a program developed by Kittleson & Associates that will be made available to jurisdictions.

The ARTS program has approximately \$50 million available for five years (2017 – 2021), and will be equally divided into two subprograms: "Hot Spots" and "Systemic". The funds for the Systemic program will be broken down into three different funding targets based on the types of crashes: 49% intersection improvements, 30% roadway departure improvements, and 21% are bicycle and pedestrian improvements.

The Hot Spots program will use a more traditional approach that will prioritize safety improvements at locations with the worst fatal and serious crash history. The Systemic program addresses low-cost measures that could be widely implemented based on an aggregated and generalized analysis of serious crash trends. Examples of systemic improvements are rumble strips on rural roads to prevent road departures, or countdown pedestrian counts at signalized intersections.

The Systemic program will be application based. ODOT will provide a 300% list of corridors with fatal and serious crash histories, although local jurisdictions will not be constrained to working off the 300% list. ODOT will host a couple workshops in March for jurisdictions to learn more about ARTS, to provide feedback on the process and to get input from Kittleson & Associates about the assistance available to put applications together. Systemic program applications are due March 27th, 2015. ODOT will kick off the Hot Spots program later in March. ODOT will complete a rigorous project selection process that will emphasize benefit/cost analysis and project feasibility.

Mayor Tosterud appreciated the data-driven approach and asked if the crash data includes specific details as to why the crashes occurred. Sue clarified that the DMV crash data includes a lot of background data, and that the ODOT process will take into consideration these details.

Susie Lahsene wondered what would happen if ODOT were to pursue funds from the Systemic program to make corridor improvements on a massive facility such as I-205, and how would that compete with the rest of the jurisdictions' applications for ARTS Systemic funding. Sue replied that while major freeways like I-205 will show up on the 300% list for the "road departure" pot of funding, the projects are not expected to score highly on cost/benefit analysis making them either not viable, or not competitive with other projects.

Grace Cho asked if land use and the general activity surrounding projects will be considered as part of the project selection process. Sue replied that the data-driven method used to select projects focuses on crash

history and not explicitly land use. However, ODOT will rely on jurisdictions to supply important contextual information within the project applications that may get at land use. Grace also inquired as to the public involvement strategy for the two ARTS programs. Sue replied that ARTS will undergo the same public involvement process as the larger State Transportation Improvement Program (STIP) process that will begin in late 2015. ODOT also committed to sending proposed project lists to a few advocacy organizations for their feedback.

Claude Cruz asked how ODOT will be transparent with its scoring and interpretation of the data. Sue emphasized that ODOT uses federal rules and counter measures to score and prioritize projects.

Councilor Craddick asked if any of the East Metro Connections Plan projects are on the ARTS 300% list. The 300% list has not yet been released but it's anticipated that some projects would show up.

Area Commission on Transportation (ACT) Nominees

Portland City Commissioner Steve Novick and Portland Bureau of Transportation staff attended this meeting as partners in nominating stakeholder categories and individuals to be on the region's new Area Commission on Transportation (ACT). Joanna Valencia handed out the EMCTC staff recommendation for the categories of stakeholders to be represented on the ACT, and also suggested individuals to represent the category. In addition to the required business/labor stakeholder category, staff recommends the following four categories based on EMCTC's previous guidance: health; environment / environmental justice; community based organization; and safety / Safe Routes to School / emergency services. With EMCTC's input, staff also compiled names of potential candidates for all five of these categories with top choices identified in the staff recommendation.

As for the elected membership to represent Multnomah County on the ACT, Multnomah County Commissioner Diane McKeel will serve as the County Commissioner member, Portland City Commissioner Steve Novick will serve as the Portland elected official, and Gresham Mayor Shane Bemis is seeking the position for "Other City Elected Representative".

Margi Bradway noted that Portland staff has been working closely with EMCTC staff to compile names of individuals to potentially serve on the ACT. EMCTC and Portland are in agreement about the representatives for the four "other" categories of membership, but less so on the business/labor representative thus staff would greatly appreciate the input from EMCTC. Also, Margi needs to confirm with ODOT whether or not it would be acceptable to nominate an individual who may have a well-trusted staff person and/or alternate attend on their behalf.

Susie Lahsene apologized for missing previous discussions regarding the ACT formation and membership, but raised a concern that there is a lack of business representation on the ACT since the business/labor category is leaning toward a labor representative. Given the serious impacts of congestion on freight and the movement of goods, Susie feels that not having business representation at the Multnomah County table does not send a good message to the region.

Commissioner Novick feels that labor is more underrepresented in discussions such as this, and that the labor representative EMCTC staff proposes will be able to represent business as well. Susie clarified that she fully supports having labor representation on the ACT but that we should take the opportunity to add a business voice as well. Susie suggested combining two of other four discretionary seats to free up a spot for a dedicated business seat, such as combining environment/environmental justice and community based organization.

Commissioner McKeel asked Susie for names of individuals that could represent business if a dedicated business seat were made available. Susie suggested either of the region's chambers of commerce, asking the East Metro Economic Alliance (EMAE) for suggestions, FedEx, or Boeing. Susie emphasized a desire to have a business representative who could also represent East Multnomah County.

Commissioner Novick reminded EMCTC that the region's ACT will have a dedicated freight position that would likely represent business interests, and that the other three counties are also required to nominate a business/labor representative.

Mayor Daoust agrees with Susie that there ought to be a business representative but then asks who and/or what stakeholder category would be taken off the list of member nominations to make room for a dedicated business position. Mayor Daoust suggested it would help the discussion to have firm proposals on the table.

Joanna reiterated the EMCTC staff proposal: to move forward with nominating the top choice candidate for business/labor (with an individual who focuses on labor); health; environment / environmental justice; community based organization; and safety / Safe Routes to School / emergency services.

Councilor Craddick noted that based on the membership requirements set forth from ODOT, the other three counties in the region do not have the discretionary seats that Multnomah County has, and thus Multnomah County has a real opportunity to nominate diverse stakeholders who are not often invited to the table.

Susie asked some clarifying questions: What was the rationale for having both a Safe Routes to School position and a community based organization position? Joanna replied with safety / emergency services / Safe Routes to School lumped together, EMCTC initially considered Tom Chamberlain with his fire services background. However EMCTC decided Tom is also an excellent candidate for the business/labor category, thus opening up a spot for Sam Breyer at the Centennial School District who is new to the regional transportation discussion but has been an excellent partner on current transportation issues locally. Commissioner Novick added that by having the community based organization spot remain on the ACT would encourage greater diversity on the ACT.

Susie suggested that Tom Chamberlain may be able to represent a Safe Routes to School interest. Commissioner McKeel noted that, as discussed at previous EMCTC meetings, EMCTC felt strongly about the importance of having education at the table. Commissioner McKeel also noted that having a representative from Centennial School District is also beneficial because the district boundaries cross multiple jurisdictions in East County. Similarly, Margi noted that the organization nominated for the community based organization seat, APANO, also represents multiple jurisdictions as they work in both Portland and Gresham. APANO also has a strong voice in regional transportation issues such as the Powell Division High Capacity Transit Project.

Councilor Clark agrees with Susie about needing a business representative but that perhaps EMCTC should have discussed this need sooner especially since last month's conversation identified stakeholder categories already. Mayor Tosterud also agrees that the ACT ought to have a dedicated business representative. Mayor Daoust noted that while many agree there needs to be a business representative, that there is no concrete alternative on the table and that it would be difficult to decide on who to remove off the list. All the folks on the list have been contacted to ask if they would like to have their names added for consideration. Commissioner Novick suggested the top nominee from the Portland Business

Alliance who represents the Rose Quarter. Commissioner McKeel asked if this representative from the Rose Quarter understands that the ACT role would represent the entire County.

Susie posed the option of combining the environment / environmental health category with the community based organization category to make room for a new business seat. When asked by Mayor Daoust if she had a specific individual in mind to fulfill a new, dedicated business seat, Susie feels comfortable with the contact at the Rose Quarter, Chris Oxley.

Susie proposed to combine the community based organization category and the environment / environmental health category to free up seat to become a designated business seat, with Chris Oxley from the Rose Quarter invited as the representative for the business seat. The combined community based organization / environment / environmental justice seat would be offered to Joseph Lyons from APANO. Mayor Daoust, Mayor Tosterud, and Councilor Clark are all comfortable with this proposal. There was conversation on the work of APANO and applicability of Environmental Justice and/or Environmental category. Commissioner McKeel inquired about Chris Oxley. Commissioner Novick responded that he was a recommendation from PBA and additional information is still needed regarding Chris and the business seat. Commissioner McKeel will take this recommendation to further conversations with Commissioner Novick. Claude asked about representatives from East County. Commissioner McKeel, Mayor Bemis and Superintendent Breyer would all be representing East County.

Commissioner Novick stated that if he had a vote in EMCTC, he would not vote in favor of the proposal put forth by Susie to combine categories and open up a business seat. Commissioner Novick would prefer to swap the labor position with a business person, and maintain the original four discretionary seats. Margi posed to EMCTC if members would support this alternative as well; all EMCTC members except Susie replied yes. Commissioner Novick and Commissioner McKeel will consider the two alternatives in their future conversations as they move forward with recommending nominees to ODOT and the OTC.

Margi raised the question about EMCTC voting when the City of Portland is an active partner in the ACT nomination process. So that when EMCTC votes in favor of a recommendation, what does that mean for Portland and for the ACT formation? Commissioner McKeel replied that the EMCTC vote would show East County's preference for the nominations, and that she as Chair would work with City of Portland to formalize the nominations.

In summary, EMCTC agreed that either of the two options would work (Option 1: Combine Env/EJ and Community Orgs and identify Joseph Santos Lyons for this seat. Create new business seat and identify Chris Oxley for Business Seat; Option 2: Keep categories as is and identify Chris Oxley for Business/Labor Seat) and that they leave it to Commissioner McKeel and Commissioner Novick to discuss and to formalize final nominations for submittal to ODOT for the OTC consideration.

Regional Travel Options Grant

Joanna handed out the final scoring sheet for the four East Multnomah County projects that applied for Regional Travel Options (RTO) grant funding. The scores were combined from staff of all six voting EMCTC jurisdictions using the criteria set forth in the RTO grant application form. Joanna noted that since the last EMCTC meeting, the applicants were asked to respond to specific questions from EMCTC members. Each applicant submitted responses to EMCTC staff except for the West Columbia Gorge Chamber of Commerce. None of the scores were amended. The top two projects remain: the East Multnomah County Safe Routes to School Program, and the Gresham Sharrows project.

Joanna reminded EMCTC that the Committee can allocate \$100,000 from the RTO sub regional allocation process to East County's top priority projects. This can be done with either allocating the full amount to one project, or equally distributing the funds to two projects (at \$50,000 each). If the sub regional allocation does not fund the full grant ask of a project, the project will continue to compete in the larger regional pot to fulfill that funding gap.

Joanna handed out the staff recommendation to allocate \$50,000 of the sub regional allocation funds to each of the two projects with highest scores, the East Multnomah County Safe Routes to School Program, and the Gresham Sharrows project. Staff requested EMCTC to review and approve the recommendation.

Councilor Clark indicated that he is interested in allocating \$50,000 each to the West Columbia Gorge Chamber project and the Gresham Sharrows project. Councilor Clark did not think the Gresham Area Chamber project was able to use the \$50,000 and that they needed their full request of \$95,000 based on previous EMCTC discussions. Bob McDonald replied that the Gresham Area Chamber of Commerce could scale back their project to work within a \$50,000 award if the project is not successful at securing the regionally competitive RTO funds.

Mayor Daoust proposed allocating \$50,000 each to the West Columbia Gorge Chamber project and the Gresham Area Chamber project. Mayor Daoust thought the West Columbia Gorge Chamber project and the Gresham Area Chamber of Commerce combined would cover all four cities in East County, would work well together, would address increasing alternative modes, address the RTO's health criteria best, and addressed concrete deliverables as opposed to simply hiring individuals. Mayor Daoust commented that the Gresham Sharrows project only serves Gresham, and that the Safe Routes to School proposal could succeed with just an AmeriCops member which can be funded without the grant awards.

Bob McDonald reiterated how the Gresham Area Chamber of Commerce is committed to working closely with the West Columbia Gorge Chamber to combine their two projects. Claude Cruz also affirmed that his organization is committed to re-scoping their project to be more collaborative with the Gresham Area Chamber's projects.

Kate McQuillan addressed questions about the Safe Routes to School proposal, namely that the project could succeed with an AmeriCorps volunteer as the Regional Coordinator as opposed to hiring a fulltime staff position the second year. Kate also reminded the Committee that the Safe Routes proposal serves all four cities and builds on collaborative momentum the County and Gresham have been working on for several years now. The timing for Safe Routes to School to receive additional investment through RTO funds is perfect.

Chris Strong mentioned that the Gresham Sharrows project can very easily be scaled down to \$50,000 and still meet the goals and objectives of the proposal. The Sharrows will improve the bicycle network that directly connects to Portland's network and the rest of the Gresham community.

Mayor Tosterud shared that the City of Fairview has recently joined the West Columbia Gorge Chamber of Commerce and is excited to participate in the Gorge Hubs project. The RTO proposed project for Gorge Bicycle Hubs could potentially help out other transportation projects the City of Fairview is interested in. Mayor Tosterud supports Mayor Daoust's proposal to split the sub regional allocation between the two Chamber projects.

Susie Lahsene commented that she supports the staff recommendation with Safe Routes to School as the top project, but also appreciates the Chamber's perspective with their proposed bicycle tourism-related

projects. Susie also asked if staff and/or EMCTC have considered the competitiveness of the East County projects as a strategy to how to allocate the sub regional funds. Staff replied that yes in previous EMCTC meetings the Committee discussed the strategy of allocating sub regional funds to the two lower-scored projects assuming the two top-scored projects are more competitive at the regional level, thus ensuring more East County projects get funded overall.

Mayor Daoust made a motion to split the \$100,000 sub regional allocation between the Gresham Area Chamber of Commerce's "East County Bicycle Tourism Initiative" project and the West Columbia Gorge Chamber's "Gorge Hubs and Final Mile Initiative" project. Councilor Clark seconded the motion. The motion passed.

JPACT Agenda

Councilor Craddick reviewed the February 2015 JPACT agenda. Metro Councilor Harrington will be bringing an important information topic on the region's emergency preparedness and resilience planning. Andy Cutugno will be discussing the federal transportation funding policy issues that the JPACT Finance Subcommittee has been working through the last several months. JPACT will be asked to act on this topic of federal transportation policy at the March 2015 JPACT meeting. And lastly, JPACT Chair Dirksen will be reviewing the JPACT Work Program for 2015.

Councilor Craddick suggested that Andy Cutugno come to the March EMCTC meeting to provide an overview of the federal transportation policy options that JPACT will vote on at their March meeting. EMCTC members also commented that a presentation on the regional emergency preparedness and resilience work be on a future EMCTC meeting agenda.

Project Updates

Commissioner McKeel shared that the Multnomah County Commissioners approved initiating the processes to vacate the 242nd right-of-way as recommended from the East Metro Connections Plan.

Councilor Craddick requested an update on the NE 238th Drive improvement project that the County is working on at a future EMCTC meeting.

Powell Division High Capacity Transit Project will be hosting a series of public workshops to further refine station areas and the alignment options particularly where the transit line ends in Gresham. Councilor Craddick suggested that EMCTC get an update on the Powell-Division project particularly since the project's Steering Committee is scheduled to meet in mid-March.

Councilor Craddick encouraged EMCTC members to consider attending the annual JPACT trip to Washington DC. Last year, Councilor Craddick was the only representative from East Multnomah County.

Susie Lahsene passed out copies of the recently completed "Cost of Congestion" study that reinforces the impact congestion has statewide on economic development and freight movement.

Other Business

Mayor Daoust is now the JPACT alternate, with Mayor Bemis still as the primary Multnomah County Cities representative.

The meeting adjourned at 5:10 p.m.