

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 3/9/15

Members

Diane McKeel
Tim Clark
Doug Daoust
Ted Tosterud
Jerry Hinton

Representing

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

EMCTC Staff

Chris Strong
Sean Files
Kate McQuillan
Steve Kautz
Terra Lingley

Representing

City of Gresham
Multnomah County
Multnomah County
TriMet
ODOT

Guests

Shirley Craddick	Metro
Andy Cotugno	Metro
Brian Monberg	Metro
April Bertlesen	City of Portland
Rich Allen	City of Troutdale
Steve Schreiber	Port of Portland
Ken Anderton	Port of Portland

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. Commissioner McKeel noted that the ODOT agenda topic on the Real Time ITS System Tiger Grant project will be moved to a future meeting as today's agenda speaker is out sick.

Opportunity for Public Comment

There were no public comments.

Review and Approval of February 9, 2015 Meeting Minutes

Minutes for the February 9, 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.

JPACT 101 and Draft Federal Policy Briefing

Andy Cotugno provided an overview of a metropolitan planning organization (MPO) and the role of the Joint Policy Advisory Committee on Transportation (JPACT) with the MPO. The federal government requires MPO for spending federal dollars in urban areas. MPOs are required to provide long range planning, short range programming of federal transportation funds, and a work plan. The organization of Metro functions as the MPO, however JPACT makes formal recommendations to the Metro Council to

make the guiding decisions of the MPO. In discussing the membership of JPACT, Andy highlighted a clause that was added to the JPACT bylaws in the early 1990's to ensure that cities in the region with the largest population be either the member or the alternative for the "Cities of Each County" position. For Multnomah County, this provision ensures that the City of Gresham serves as either the JPACT representative or alternative for the "Cities of Multnomah County" seat.

As the MPO, Metro is also charged with managing the Metropolitan Transportation Improvement Plan, or MTIP, which is a four year schedule of expenditures of federal transportation funds as well as significant state and local funds in the region. MTIP is comprised of the State Transportation Improvement Program (STIP) funds, TriMet's Capital Asset Management and Investment Program (CAMIP), and South Metro Rapid Area Transit's (SMART) Capital Improvement Plan.

Andy handed out copies the Portland metropolitan region's Position on Federal Transportation Policy and Funding, including the draft resolution to recommend the position to Metro Council at the March JPACT meeting. The primary theme of the region's position is needing increased federal investment on transportation and greater certainty about federal transportation funding. The current federal transportation bill, MAP-21, is set to expire on May 31, 2015, the region is advocating for additional federal funds through a 6-year transportation bill. However if Congress is unwilling or unable to increase transportation investment at this time, the region's is advocating for either an extension on MAP-21 or a new 2-year bill that maintains current funding levels. The handout on the Portland metropolitan region's priorities also outlines the region's priority transportation projects that we need the federal government and our legislators to know about. From East Multnomah County, the region's position highlights the Powell Division High Capacity Corridor Project.

Mayor Tosterud noted the need for safe bridge structures and increased capacity along our interstate system with particular regard to the observed increase in freight movement.

Councilor Hinton asked for an honest opinion from Andy on what actions related to transportation the legislature may take. Andy opined that an increase in the federal gas tax is a possibility, and that Congress will likely only extend MAP-21 once or twice but will then draft a brand new federal transportation bill.

Councilor Craddick emphasized that this formal position on federal transportation priorities from the region will be voted on at the March JPACT Metro. Councilor Craddick also reminded EMCTC about the regional delegation that will be travelling to Washington DC at the end of April to meet with our legislators. Generally, EMCTC was supportive of the region's federal transportation priorities.

Troutdale Reynolds Industrial Park (TRIP) Update and Troutdale Airport Master Plan

Ken Anderton from the Port of Portland provided an updated on the Troutdale Reynolds Industrial Park (TRIP). TRIP is the 700 acre brown field redevelopment project in Troutdale just north of the Troutdale Airport. As part of Phase 1 of the industrial development, FedEx Ground opened a regional hub in 2007. Two pending projects are also slated for development in lots created from Phase 1. Ken shared that construction for Phase 2 of TRIP's development is scheduled to begin this June with lots available for market as early as 2017. To date, the Port of Portland has invested around \$36 million to create these development-ready prime industrial lots. As part of the TRIP project, Ken also shared that the Port will be completing the remaining gap in the 40-Mile Loop Trail within the next few years. The trail project has been delayed due to the levy recertification process.

Commissioner McKeel inquired as to how the levy certification process works. The Federal Emergency Management Agency (FEMA) requires levies be recertified every ten years which includes extensive

flood modeling and insuring the levy system. The Governor's Office has declared that the levy recertification around TRIP is a state priority. The proximity of the levies to the Troutdale Airport, specifically the runway, complicates the long recertification process further as there are conflicting Federal Aviation Administration (FAA) regulations that must be addressed as well.

Councilor Hinton and Mayor Daoust asked if there is currently any freight congestion in the area and if there is an expected increase as the development occurs. Ken clarified that the Portland submitted a Transportation Impact Analysis (TIA) when the initial TRIP lots were subdivided to show clearly when and how the area will experience congestion. The Port has already made investments in the transportation system with the \$11 million Regional Flexible Funds project for Graham Road and Swigert Way. As outlined in the TIA, additional mitigation for congestion will be addressed at certain check points as development progresses.

Councilor Craddick asked if TRIP has standards or requirements for the types of uses that move in. Ken clarified that no, the lots created by TRIP are market-driven. The modeling during the early development phases assumed the uses would be primarily manufacturing and distribution.

Ken also provided an update on the Gresham Vista Business Park project, a Port project located between NE Glisan St and SE Stark Street, and NE 223rd Ave and NE 242nd Ave/Hogan Road. Gresham Vista is mostly green field development with few environmental concerns. The project includes 11 lots that are or will be state certified; meaning the land development and infrastructure needs are already addressed such that a tenant can acquire a building permit in 90 days or less. The only concern expressed by prospective tenants regarding the site is the close proximity to residential at the SE corner of the property. The Port has worked with the City of Gresham through development standards to ensure there is a sufficient buffer between the lots and the residential uses to mitigate any potential impacts. The recruitment strategy for Gresham Vista focuses on recruiting traded sector businesses which means producing goods and services used outside the region.

Ken shared that East Multnomah County will directly benefit in jobs, personal income, and tax revenue from both TRIP and Gresham Vista. TRIP is anticipated to bring 3,381 direct jobs, \$410 million in personal income, and \$41 million in state and local tax revenue. Gresham Vista is anticipated to bring 2,768 direct jobs, \$220 million in personal income, and \$22 million in state and local tax revenue.

Steve Schreiber briefed EMCTC on the Troutdale Airport Master Plan Update. The Troutdale Airport Master Plan was last updated in 2004. For this plan update, the Port is taking the unique approach of considering the adjacent land uses (primarily TRIP) and also by involving the community more and earlier to be more transparent. The land use analysis included in this plan update will help determine if there is a need for particular businesses or services near the Troutdale Airport. Steve provided the example of Cascade Station developed on former airport property to support the Portland International Airport (PDX). While there are significant bureaucratic hoops to jump through to decommission airport property from a direct airport use, the plan will consider if uses such as flex space, start-ups and construction will suit the area.

The use of the airport has changed dramatically over the recent years. The number of take offs and landings (also referred to as "operations") has increased significantly due primarily to a flight school that has opened at the airport. Commissioner McKeel inquired if there is capacity for flight school operations to increase at the airport. Steve replied that yes, there is certainly capacity for increased flight school operations but that initial modeling from the plan update shows that even with an increase in flight school

operations that runway capacity would still be less than 50%. Any increase in operations at the Troutdale Airport cannot conflict with PDX which has overlapping airspace.

As far as revenue is concerned, the costs of operating the Troutdale Airport have exceeded revenue for several years, although the cost of the Troutdale Airport have been subsidized from the revenues of the Portland International Airport and the Hillsboro Airport (both of which the Port of Portland also operates).

EMCTC asked if shortening the runway will have any negative impacts, particularly with regards to Graham Road, the levy and the 40-Mile Loop Trail located directly to the east. Steve replied that based on the aircraft housed and the number of tenants at the airport, there would likely be no negative impact if the runway were shortened.

Steve shared that the project will hold two open houses later this year. Port of Portland staff will also be attending community events and provide briefings at various community or business meetings. EMCTC inquired as to the Port's strategy for getting the word out for these public events. Steve replied that the Port will rely on the media, social media, and PAC members to help spread the word.

Powell Division Project Update

Brian Monberg from Metro providing an update on the Powell Division High Capacity Transit Project for EMCTC, focusing on the decisions that the project's Steering Committee will consider at the March 16th Steering Committee meeting. Brian shared the key themes that will be messaged to the Steering Committee including: this is a new transit type (bus rapid transit, or BRT) that will connect downtown Portland, downtown Gresham and Mount Hood Community College (MHCC); this project will bring many benefits to the project area including safety and infrastructure; the project is moving forward with momentum, with plans to move into a formal project development phase with the Federal Transit Authority later this year; and lastly, that this project supports the "education corridor" bringing faster, more reliable transit service to the various educational institutions along the route.

The Steering Committee will discuss the following route options: (1) The Willamette River crossing; (2) the cross-over in Portland where the service line will transition from inner SE Powell Blvd to SE Division St; and (3) the terminating route in Gresham to connect the downtown Gresham Transit Center to MHCC. More specifically, the actual routes to the above options include:

1. The Willamette River Crossing – Either cross over the Ross Island Bridge or the new Tilikum Crossing.
2. The Portland cross-over – SE 39th Avenue/Cesar Chavez Boulevard; SE 50th Avenue, SE 52nd Avenue, SE 82nd Avenue, or SE 92nd Avenue.
3. The Gresham north/south route options – Terminating at the Gresham Transit Center; NE 223rd Avenue / Eastman Parkway; SE Cleveland Avenue; SE Hogan Road; NE Kane Drive; and a southern loop on SE Powell Blvd.

With regards to the north/south connection in Gresham that EMCTC would be most interested in, the public has shared overwhelming support for connecting BRT service to MHCC. The public and elected leadership in East County has also expressed support for providing BRT service that would connect with important campuses along SE Stark Street including Gresham Vista and the Legacy Mount Hood Medical Center. Regardless of the route option chosen by the Steering Committee, TriMet has committed to maintaining, if not improving, local bus service in the area.

Councilor Allen asked if there were cross-enrollment opportunities at Portland Community College (PCC) and MHCC, and expressed his interest in seeing future collaborations amongst the educational institutions along the corridor. Brian mentioned that PCC currently has a small business program, MHCC has a large nursing program, and both campuses have workforce development programs that would all benefit from having this increased BRT service along the corridor.

EMCTC members asked if the project has networked with large employers in the area. Brian replied that they have not yet. Steve Kautz mentioned that TriMet's Eastside Service Enhancement Plan process has met with several of the large employers in the area to get feedback on transit service needs in the area.

Mayor Daoust suggested that the north/south route in Gresham serve the route with the highest density of housing, such as multifamily housing and the denser subdivisions. Brian shared the project has stirred conversations about the tradeoffs with adding additional service to larger streets and the need to preserve roadway for other uses. For example, through the East Metro Connections Plan, Hogan/242nd was identified to be a major freight route which begs the question if Hogan/242nd roadway is an appropriate route for high capacity transit.

Brian ended the discussion by emphasizing that high capacity transit can be accommodated on any of the proposed routes – the question then for narrowing route choices is where the community would like to see development and investment.

JPACT Agenda

The JPACT agenda was unavailable at the time of this meeting; however Councilor Craddick highlighted some topics that will likely be on the agenda. Metro staff will provide an update on the Regional Travel Options grant process that was just completed. Metro staff will also likely provide an update on the Area Commission on Transportation (ACT) formation and membership.

Project Updates

Kate McQuillan shared that both Multnomah County and City of Gresham staff are actively recruiting for schools to join in the National Walk and Bike to School Day which will be held on Wednesday, May 6th 2015. Kate also shared that the County is moving forward an application for an AmeriCorps member from the Confluence Environmental Center to serve as an East County Safe Routes to School Coordinator.

Other Business

There was no other business.

The meeting adjourned at 5:01 p.m.