

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 5/11/15

Members

Diane McKeel
Tim Clark
Doug Daoust
Ted Tosterud
Susie Lahsene

Representing

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

EMCTC Staff

Mark Gunter
Craig Ward
Allan Berry
Chris Strong
Katherine Kelley
Mary-Margaret Wheeler-Weber
Kate McQuillan
Joanna Valencia
Phil Healy
Terra Lingley
Rich Watanabe
Grace Cho

Representing

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

Guests

Shirley Craddick
Dan Kaempff
Rich Allen
Kelly Brooks

Metro
Metro
City of Troutdale
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 April 6, 2015 Meeting Minutes

Minutes for the April 6, 2015 meeting were emailed to the group prior to the meeting and also available at the meeting. Mayor Doug Daoust moved to approve the minutes. Councilor Tim Clark seconded the motion. There was no discussion to the motion. The minutes were approved unanimously.

2018-2021 STIP Enhance

Kelly Brooks from ODOT Region 1 provided an update for the State Transportation Improvement Program (STIP) Enhance grant program. The STIP is the state's 4-year list of transportation projects that are funded with almost exclusively federal funding. Starting with the last round of STIP funding, the

program can generally be broken down into two categories: Fix It and Enhance. The Fix It funds include a consolidated fund for operations, preservation, safety, bridges, interstate maintenance- essentially anything to keep the existing system up and running. The Enhance program is the discretionary grant funding that used to be several grant programs (Transportation Enhancements, Flex Funds, etc.) that are now consolidated.

The STIP funds have been in decline since 2000 for well known reasons of more fuel efficient vehicles, inflation, etc. The Oregon Transportation Commission (OTC) is currently reviewing scenarios on how to allocate the STIP funds this year for Fix It and Enhance, and will adopt their decision in June 2015. ODOT anticipates that the total STIP funds for 2019-2021 will be a 10% reduction in federal funds that the last cycle. Two scenarios that the OTC is considering are:

- (a) 100% Fix-It (which amounts to approximately \$825 million in funds for Fix It, and approximately \$57 million in already committed non-highway funds from previous Flex Funds and TAP funds).
- (b) 87.5% Fix-It (would give approximately \$110 million to Enhance *for the entire state over three years*, and \$770 million for Fix-It). For reference, last cycle for Region 1 alone, we had \$67 million for a three-year time period.

The timeline for STIP Enhance has already begun. The proposal period began in January 2015 to try to front load the scoping work with ODOT staff. Ultimately the OTC (Oregon Transportation Commission) will have a final project list by fall 2016.

Kelly handed out the 150% project lists and maps for Operations Program, Preservation Program, and the Interstate Maintenance Program that are part of the Fix-It program. These lists will be discussed at the first Region 1 ACT (Area Commission on Transportation) meeting that will be held on Monday, June 8, 2015.

Susie Lahsene asked Kelly to clarify how much of the anticipated STIP Enhance funds will be allocated to Region 1. In the past, roughly 30% of the total state funds went to Region 1. Kelly clarified that the 30% formula is an older formula that no longer applies because some of the funds now consolidated into STIP Enhance do not follow that formula. As of now, there is no way to know what percentage of statewide funds would be allocated to Region 1. The OTC will review allocations at their upcoming meeting.

Rich Watanabe pointed out that the Fix-It list project lists that were handed out include several construction projects because the 2015-2018 funding round funded a lot of planning and engineering work.

Terra Lingley wanted clarification on how the new Region 1 ACT will influence both the Fix-It and the Enhance funds. Kelly clarified that if there are Enhance dollars this round, the Region 1 ACT will serve a similar role to the Region 1 Project Selection Committee from last cycle where they worked through a process to narrow the Region 1 applications to a 150% list, and then down to a 100% list. Kelly noted that the OTC is committed to ensuring the ACT's have a role in the upcoming 2018-2021 funding regardless of whether or not Enhance funds will be part of the funding cycle.

Susie commented on the need for EMCTC to discuss what we in East County and what we want our transportation network to look like regardless of funding pots so that when the information for the various upcoming funding streams becomes more clear, the region will be poised to move strategically. Commissioner McKeel agreed that we need this conversation, and that we also need a more clear picture

of how the MTIP and the STIP fund process overlaps so we can be strategic like we did last year with NE 238th Drive. Similarly, Councilor Shirley Craddick wants to see a regional discussion about how to be more strategic with the MTIP and the STIP funding processes.

2018-2021 MTIP and 2019-2021 RFFA Policy Update Work Program, Timeline and Process

Dan Kaempff and Grace Cho from Metro shared an overview of the upcoming Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) processes. The MTIP is required by the federal government to show that the region is in compliance with federal regulations, and is a list of federally-funded projects in the Portland metro region. The MTIP is comprised of Metro's funding allocation (known as RFFA), ODOT's STIP allocation, TriMet's Capital Asset Management and Investment Program (CAMIP), and SMART's Capital Improvement Plan.

Metro kicked off the MTIP/RFFA policy update process with a workshop series beginning in April to review last cycle's policies and vet changes to the policies and/or new policies. The next workshops will be held on May 29th and June 26th from 1-4pm at Metro. Emerging themes from the April workshop include: how to best coordinate the multiple funding processes over the next year so agencies can be strategic in funding their local priorities; discussion on if or how to incorporate dedicated funding for Safe Routes to School, both for infrastructure and programming; how to incorporate the Climate Smart strategies the region recently adopted; how to incorporate the Regional Active Transportation Plan recently adopted into the RTP; and how can we better accommodate freight including "industrial smart growth"; project scaling and whether or not smaller projects are good candidates to receive federal dollars which requires high administrative costs; and policy considerations to better incorporate safety, health and equity concerns.

The RFFA process, similar to the state's STIP process, will determine how to spend the federal money allocated directly to Metro for the 2019-2021 timeframe. At this time, Metro estimates there will be just under \$126 million available for the RFFA. \$48 million of these funds will go to debt service for transit bonds; \$31 million is anticipated to be allocated for region wide programs; and approximately \$46 million will be available to agencies. Previous RFFA cycles allocated the grant funding by 75% "Active Transportation / Complete Streets" category, and 25% "Freight / Green Economy" funding. If we assume these categories remain the same, the 2019-2021 cycle can expect roughly \$34.5 million for "Active Transportation / Complete Streets" and \$11.5 million for "Freight / Green Economy".

Metro expects to have some draft policies for the upcoming MTIP and RFFA process by the May 29th workshop for agencies and advocates to respond to. Specifically Metro is looking for feedback on (1) how to best coordinate the MTIP with other funding processes, and (2) if the funding allocations for the regional programming and the grant categories still works for the region.

Councilor Rich Allan asked for clarification on what the "Freight / Green Economy" funding category means. Grace referred to the hand out of projects funded in the last round (2015-2018) that show projects that support industrial access.

Mayor Daoust commented on how complex all these funding cycles are, and asked for clarification on if MTIP is a portion of the STIP, or if they are two funding processes. Dan clarified that MTIP is separate from STIP, and also reviewed the three funding pots that make up the MTIP. Mayor Daoust requested a flow chart that shows how all these various funding streams flow together and roughly what all the dollar amounts are for each.

Susie added the ConnectOregon is another funding source that is also changing. The new Region 1 ACT will be a part of the upcoming round of ConnectOregon funding which is another reason why we in East County need to have a discussion about what our regional needs are.

Joanna Valencia added that at the last cycle, the region had the benefit of MTIP and STIP processes running parallel to one another so that East County was able to come up with a successful funding strategy. This cycle, we will not have this benefit.

Councilor Craddick mentioned that the new Region 1 ACT will be a key part of the STIP process, but noted that JPACT would like the opportunity to weigh in on the regional projects. Currently there is no process established so that JPACT and the Region 1 ACT can both weigh in on priority projects at both the STIP and the MTIP level.

Susie suggested that EMCTC hold a workshop at a future meeting where we can all strategize and consider the various funding streams to fund regional priority projects. Commissioner McKeel agreed that EMCTC needs to have a work session to establish regional priorities.

East Metro Connections Plan Update

Joanna introduced the topic of revisiting the East Metro Connections Plan (EMCP) as East County starts the conversation about priority projects for funding processes. The June EMCTC meeting will have a “Funding 101” presentation followed by an interactive workshop to learn what has happened regionally since the adoption of EMCP such as Gresham completing its TSP, the regional adoption of the Climate Smart Strategies, etc. Susie wants to be sure that the Columbia-Cascade River District’s (CCRD) top priority projects are also included in the upcoming discussion of East County priority projects.

Mayor Daoust asked how can we incorporate new projects that can be “fast tracked” into the regional priority discussion. The City of Troutdale would like to prioritize access to the urban renewal area in downtown Troutdale. Joanna mentioned this can be incorporated into the conversation and asked if any other jurisdictions have similar new projects to email her so she can include them in any materials prepared for the June EMCTC meeting.

Councilor Craddick asked if EMCTC could have updates on the funded projects from the 2015-2018 funding cycles.

JPACT Agenda

Councilor Shirley Craddick of Metro provided the JPACT agenda overview. The bulk of the May JPACT agenda are project updates. Councilor Craddick noted that JPACT will not meet in August so EMCTC will need to decide if or when they will meet. Councilor Dirksen will provide an update on the JPACT Finance Subcommittee. Rian Windsheimer from ODOT will provide an update on the new Region 1 ACT as well as the STIP process. Commissioner Rogers will discuss the Washington County Futures study. There will also be a report back on the Cost of Congestion study.

Halsey Street Community Planning and Development Grant Submittal

Alan Berry from the City of Fairview provided an overview of the Community Planning and Development Grant application that the cities of Fairview, Wood Village and Troutdale are submitting to look at land uses and economic development opportunities along NE Halsey Street (from approximately 207th Ave through the downtown Troutdale core). The grant request is for \$100,000 and offers a 30% match in the form of both cash and in-kind staff time. Alan is seeking to have resolutions of support for

the project from all the cities and Multnomah County. Commissioner McKeel offered a letter of support from EMCTC. Alan would appreciate having letters of support before the June 1st 2015 deadline.

Councilor Craddick mentioned her excitement and support for this project that all three cities are working together to bring more dollars to East County. Councilor Craddick hopes that one of the project outcomes will be prioritized projects from the three cities much like EMCP.

Joanna mentioned that this is not necessarily an update to the Halsey Street Concept Plan, which was a transportation plan. That concept plan has been challenging to implement, and the County has issued several variances over the years for development along NE Halsey Street because of the difficulty implementing the concept. Joanna also mentioned the need to coordinate with the city of Gresham that shares the boundary along NE Halsey St.

Commissioner McKeel asked for a motion for EMCTC to write a letter of support for the Community Planning and Development grant application for Halsey Street Plan. Mayor Daoust made the motion. Councilor Clark seconded. All EMCTC voting members voted in favor.

Project Updates

Councilor Craddick shared that there is currently an online survey for the three Gresham route alternatives for the Powell Division Bus Rapid Transit project which are NE 223rd/Eastman, Cleveland Ave, and 242nd/Hogan.

Kate McQuillan shared a quick Safe Routes to School update. May is the month-long Walk and Bike Challenge where Troutdale and Gresham schools are participating. Also, the County applied and was successful at having an AmeriCorps position funded through the Confluence Environmental Center. This AmeriCorps member will focus on outreaching to East County schools and communities about the benefits of Safe Routes to School and also providing support to schools who wish to start programs.

Joanna gave a brief update on the Region 1 ACT. Commissioner McKeel and City of Portland Commissioner nominated the following Multnomah County representatives based on feedback from EMCTC: Commissioner McKeel (County representative), Mayor Shane Bemis (other elected), Joseph Santos-Lyon from APANO, Sam Breyer from Centennial School District, Brian Newman from OHSU, Tom Chamberlain from AFL-CIO, and Chris Oxley from the Rose Quarter. Multnomah County's nominees were the most diverse set of nominees for the region. The Region 1 ACT's first meeting will be June 8, 2015 after the EMCTC meeting.

Other Business

Councilor Craddick wanted to share some highlights from the JPACT trip to Washington DC held this past April. Councilor Craddick, Susie, and Joanna were the representatives from East Multnomah County who attended the trip. The Portland region's congressional delegation is very supportive of finding more funding for transportation, but the challenge will be to engage the hundreds of other legislators across the Country to also support an increase in transportation funding. There is some hope that Congress will first pass a quick extension for the federal transportation bill, MAP-21, but that a brand new 6-year federal transportation bill will follow.

The meeting adjourned at 4:58 p.m.