

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

Monday, February 13, 2017, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway

Members

Lori Stegmann
Emerald Bogue
Tim Clark
Ted Tosterud
Casey Ryan

Representing

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

EMCTC Staff

Katherine Kelly
Chris Strong
Scott Sloan
Erika Palmer
Joanna Valencia
Nathan Clark
Jessica Berry
Eileen Cunningham
Rich Watanabe
Phil Healy
Jamie Snook

Representing

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

Guests

Brian Monberg
Lisa Barton-Mullins
Shirley Craddick
Ernest Hayes
Kim Ellis
Judith Grey
April Bertelson
Steve Entenman
Greg Olson

City of Gresham
City of Fairview
Metro
Metro
Metro
City of Portland
City of Portland
East Metro Economic Alliance
Gresham Transportation Committee, Multnomah County Bike/Ped
Advisory Committee
Multnomah County Bike/Ped Advisory Committee

Jon Huffman

1. **Welcome and Introductions**

Commissioner Stegmann called the meeting to order at 3:05pm.

2. **Opportunity for Public Comment**

Greg Olson provided public comments about the Troutdale to Springwater corridor planning effort. He expressed concerns regarding the City of Gresham recently announcing that the City was pulling out of the planning process. He noted that during the planning of the East Metro Connections Plan (EMCP) development, the corridor was identified as an important multimodal option that would provide job opportunities and connect employers and job centers that would give employers other ways for people to get to work. The train would connect the Troutdale business center to downtown Troutdale, the McMenamin's property, Troutdale Market, Mount Hood Community College, Gresham Vista, the Wood Village Town Center, downtown Gresham, and the Springwater community developments in East County. It was proposed to enhance economic interests and business opportunities and it was especially important to bicycle commuters as well as recreationalists. Greg also noted that the path is also used to meet the mandates of every jurisdiction's Transportation System Plan (TSP) to provide alternates to single occupant vehicle use. It specifically addresses the community of Springwater's TSP.

The secondary use Greg noted was to complete the 40-Mile Loop to connect the community to I-205 and I-84. Greg also noted that the City of Gresham prohibit and enforce the rule of not allowing camping along the corridor, but they did not do that. He noted that the City has neglected that policy. This became acute when citizens complained and the City of Gresham responded with a \$1 million dollar plan to clean up and police the corridor. He notes that this money would not need to be spent, had they followed their own policy in the first place. He went on to note that there have been many more recent reported crime incidents in downtown Gresham than on the Springwater Corridor, and that City leadership should not propagate the myth that the Corridor is unsafe and that residents should abandon the trail and the planning effort. Commissioner Stegmann suggested that this item be discussed at a future meeting. Greg noted that he would like the other cities on this committee to know what Gresham is doing. Commissioner Stegmann suggested we hold off and discuss it when there is more time.

3. **Review and Adoption of December 12, 2017 Meeting Minutes – All**

Action Item

Motion to approve was made by Mayor Ted Tosterud, seconded by Mayor Tim Clark; motion passed unanimously.

4. **JPACT Updates – Shirley Craddick and Jamie Snook, Metro**

Informational/Discussion

Jamie Snook noted that the JPACT agenda is very full. She noted that there is an MTIP amendment on the consent agenda to add two projects, one for TriMet's new Open Trip Planner and one for Low or No Emission Bus Project. For information and discussion there will be an overview of the last JPACT Finance Subcommittee meeting. There will be an update on the 2018 RTP update. Kim Ellis will be at this meeting to talk about that item. Also on the agenda will be a resolution about the priorities for the 2017 State Legislature. She noted it aligns with Scenario 1 that came out of the Oregon Transportation Commission (OTC) and that it is focused on fixing and maintaining what we already have, prioritizing transit, addressing congestion, multimodal solutions, congestion, air quality, and flexibility at the local level on funding solutions. Lastly, there will be discussion and determination of the Regional Flex Funds Allocation (RFFA) funding for either the Division or Cleveland Streets projects. Councilor Shirley Craddick recommended folks look at the legislative principles outlined in the resolution for the state legislature as they will be of interest to the cities. She noted they are in the JPACT agenda.

5. **Congestion Mitigation and Air Quality (CMAQ) funding – Staff**

Action Item

Jamie Snook provided input on behalf of Tyler Frisbee, who was unable to attend the meeting. Jamie directed attendees to review a list of project that have previously been funded with CMAQ money as well as a template letter to ODOT to outline the importance of funding to the region. She provided some back ground to the group, noting that two new regions have become eligible for CMAQ funding. Since the funds are not being increased overall, there is a potential for our region to get less funds that in previous years. Back in October several jurisdictions sent letters to the State urging them to revisit the allocation methodology, which the state has done. She noted that since that time, Metro has heard that a lot of other regions have been louder than the Metro

Region has in trying to secure and/or maintain the existing levels of funding. She noted that this is one of our final opportunities to express to the State that our programs are vital and they need to have the funding maintained. Councilor Shirley Craddick noted that many cities sent in letters the last time. She noted that these are the very dollars we're making decisions about right now. She asked that all members consider writing letters from their jurisdictions. Joanna also noted that this group could decide to send a letter on behalf of EMCTC to ODOT. Councilor Craddick asked if there are other ways to provide input other than letters. Commissioner Stegmann asked if this group would support sending a letter. Mayor Tim Clark asked for clarification about why we are sending a second letter if we've sent one before. Jamie noted that before we were asking them to change the methodology for how to fund the projects, which ODOT agreed to. This letter is to reiterate the importance of the projects and the funding to our region. And to argue for not losing as much money to the region as we otherwise might. Councilor Craddick noted we'll also work on lobbying the legislature to backfill the funds we lose through this process. Commissioner Stegmann asked for a motion.

Mayor Casey Ryan moved to support sending a letter to ODOT on behalf of EMCTC to support continuation of funding from the CMAQ program. Mayor Tim Clark seconded, motioned approved.

6. Main Streets on Halsey – Erika Palmer, Troutdale staff, Fregonese Associates, consultant
Information/Discussion

Erika Palmer introduced John Fregonese, who is the project manager of the consultant team for this project. John gave background on the project, noting that it is intended to wrap up in April. The project is an implementation focused corridor plan. It was originally envisioned as an economic development strategy but has grown to include land use and transportation strategies as well. There is a lot of existing foundation plans: TSPs, land use plans, the Halsey Street Corridor Plan. These existing plans are good and may just need minor tweaks to make things happen. He noted the Corridor has tremendous potential. He noted they had a very good workshop with approximately 60 people in attendance. There was also interactive polling. He showed a map that digitized the results. Most of the comments were about the transportation infrastructure. He noted that Halsey has just enough traffic to give it good economic potential but not so much traffic that it feels really unsafe. Discussed the cross sections of the road and the gateway locations on the corridor. He provided some slides showing the potential improvements at different locations. He noted the plan is going to be a strategy but also have a list of actions that can be completed in the near time. He also noted the private sector is becoming very active along this corridor as well. Shirley Craddick asked what Gresham has in their plan for the path at the intersection for Halsey and 201st. Katherine Kelly noted that Gresham's plan is consistent with this work; the north side of Halsey is not in Gresham. It becomes the City of Fairview on the north side of Halsey. April Bertelson noted that on the Portland side they have some projects on Halsey that will be implemented in the future. Shirley Craddick noted that this is a East Metro Connection Plan project and she's very excited to see the work being done on it. She thanked the City of Fairview for taking the lead on the project. Lori Stegmann noted that we've been thinking about this corridor for a long time and it is really exciting to have everyone pulling in the same direction and we'll have more economic power working together.

7. Fairview Transportation System Plan – Erika Palmer, Troutdale
Informational/Discussion

Erika Palmer provided a presentation on the recently adopted Transportation System Plan (TSP). They received a grant through the Transportation Growth Management (TGM) program to update the plan, which was last adopted in 1999, but was updated using data from the 1990s. She noted that they had a project team, a technical advisory committee and a community advisory committee. She noted that a TSP looks at long range transportation investments and needs, usually over a 20 year time frame. It does this by looking at the existing conditions and future expectations, as well as looking at future funding mechanisms. She noted the update to this plan looked at the East Metro Connections Plan and TriMet's Eastside Service Enhancement Plan – looking to make sure that all of our transportation projects in the plan meet the vision and goals of the community vision and transportation needs. She noted that they looked at current funding and current expenditures and noted that comparing this to the needs overall, the community will likely need to look for additional funding mechanisms. She noted they had several public workshops, 4 community advisory committee meetings, 3 technical advisory committee meetings and an interactive website. She noted they have a constrained list and as well as an illustrative list, which are projects that don't have potential funding identified in the 20 year time frame. She noted they also updated their standards and development code. She said the main outcomes of the TSP process are: increased bicycle connections, safety improvements, and a need for sidewalk infill. She then

noted some of the funding mechanisms they looked into as part of the plan process.

Mayor Tosterud noted that the City is looking onto whether or not people want sidewalks. He noted that the plan right now is to take a survey to determine whether or not people really want sidewalks in old town. He noted that the sidewalk infill project would likely cost a significant amount of money and will likely need a bond to go forward. He noted that they do have in their budget to add sidewalks around schools as much as possible. He noted it would be a nice package to have that done before schools open in the fall.

Councilor Craddick noted that it would be nice to have a presentation on all the different funding sources that Cities have been pursuing or thinking about (such as Service Development Charges, Utility Fees, Local improvement Districts). It would be nice to have a comparison among the Cities to see what options are being pursued. Joanna noted that we have been looking at bringing the “funding 101” presentation back to this group.

8. 2018 Regional Transportation Plan update – Kim Ellis, Metro
Informational/Discussion

Kim Ellis provided an update on where Metro is in the process of updating the Regional Transportation Plan(RTP) which is the region-wide transportation system plan. She provided an overview/fact sheet about the effort. She noted that the RTP also has a constrained list that reflects projects that it is anticipated could be funded through reasonably anticipated funding revenues. We also have a list that is unconstrained and has in the past been referred to as an “aspirational” list of projects. They’re more than aspirational though, they’re projects that are known to be needed for the region, however, there is simply not adequate funding for all of them. Kim also noted that there are several working groups that have been meeting and discussing policies and performance measures for Freight, Transit, Equity, Safety, Design, Finance, Policy, and System Performance. We’re now working to bring the results of those working groups to the technical policy advisory committees for further discussion and refinement. This is leading up to the call for projects which will happen later in the spring.

The Metro Council had advised staff to use this process to determine how much transportation needs there are and how the funding revenues are shrinking. That is a large part of the discussion during this RTP update. She noted that much of the call for projects will be coordinated through the coordinating committee (EMCTC) and staff that serve them on the technical committees. She also noted that there will be a new process this year that will look at the performance or the outcomes of particular projects on the system and right now staff is working on developing what this might look like. It will likely be for higher cost projects. She noted that there will be a lot of work ahead. EMCTC will be seeing more of the RTP discussion at future meetings in the next year. Councilor Craddick asked how EMCTC will be involved in the RTP call for projects. Katherine Kelly noted that last time the 4 cities looked at all projects in all the TSPs and put them on lists of priorities. Joanna noted that there has been a lot of planning work since the last RTP and there is likely less funding available so EMCTC will have to work through that. At the technical level we’ll review the lists and the funding amount and we’ll bring a staff recommendation to this table. She noted it will be a two step process, we’ll bring it for review and then we’ll come back for an action.

9. Project Updates, Staff

- a. Powell-Division Transit and Development Project Update – Joanna said there’s been a lot of discussion of the design and station locations and cross sections. She noted that there are still studies looking at whether it will cross the Tilikum or Hawthorne Bridge. Katherine noted there are 6 potential station locations in Gresham and they’ve been looking at three of them in greater detail. They’ll look at the next three in the next few months. By the end of June they’ll have enough information that they’ll move forward with basic design. April noted that the Locally Preferred Alternative (LPA) will be adopted by the various jurisdictions and will also be added to the Regional Transportation Plan. Jamie Snook noted that they’re also working on a documented Categorical Exclusion process. Joanna noted there has been some action around the RFFA funding for Cleveland or for Division Street. She noted we’ve communicated our position to the JPACT and other elected officials are welcome to attend. Commissioner Lori Stegmann noted that it is always important to hear people testify. She noted that if people want to attend and be supportive it is always welcome.
- b. Safe Routes to School Update – Joanna noted that East County is preparing for the May Bike/Walk Day. She noted they’ll send out a notice to the schools to see which schools want to

participate and have some support from the County for projects. She noted we'll come in the next couple months and see if anyone at this table would like to participate. It is a fun rewarding activity. She also noted we have a grant to hire safe routes to school coordinator for East County.

- c. East Metro Connections Plan Update – Joanna noted that there are a number of projects that need to still be implemented and that EMCTC will keep working on implementation.
- d. ODOT Region1 ACT Update – Rich Watanabe noted that ODOT has the Statewide Transportation Improvement Program (STIP). He noted that part of that is to do outreach to the public about the projects that will likely be funded. He noted there are some projects that are only on ODOT facilities, several are on local roads as well, and he notes that they're truly multimodal. There are two upcoming workshops next week. Councilor Shirley Craddick asked to know which projects are in the east county. Joanna listed several projects in east county including: Stark Street as an STIP Enhance project, as well as Germantown road improvements that received ARTS (All Roads Transportation Safety) grant. Katherine noted that Gresham has several ARTS grants for signal improvements. Corridors include 181st Avenue, Division Street, etc. These projects are on the 100% list. Commissioner Stegmann noted that she attended the last Region 1 ACT meeting and there was a great presentation on the three ODOT bottlenecks. She suggested this group receive that presentation as well. Councilor Craddick noted that the JPACT Finance Subcommittee has received presentations on the ODOT Bottlenecks, the regional transit needs, and the Active Transportation project development work. She suggested this group may want to see those presentations as well. Joanna also shared that one of our Region 1 ACT members has had to step down and we are working with Portland to identify a list of potential representatives. She suggested this group let us know if they have any ideas of candidates.
- e. Troutdale to Springwater Trail Master Plan – Joanna noted that from I-84 to Mount Hood Community College, the outreach effort will continue. There will be a community meeting at Harvest Christian Church on February 22nd, at 7 pm. This will look at the alternatives being proposed. Katherine noted that Gresham is planning to retain the segment connecting Troutdale to the Springwater trail that is identified in the City's TSP. She noted that easements are being reserved and they are requiring streets to be built out as part of development. Mayor Casey Ryan noted that many citizens in Troutdale are not happy about the upcoming workshop and that Gresham's decision not to participate in the planning effort has emboldened those who want to see Troutdale not participate as well. He noted that they will continue to have the workshop as scheduled, but he's receiving a lot of input that it may not be what some community members want. There are a lot of misconceptions and fear in the community right now. Commissioner Stegmann asked what people are upset about. Is it the routes? Is it the homelessness? Is it the safety? Mayor Ryan noted that safety is the primary concern he hears. Ernest Hayes noted that there is a website and with facts on it and staff have been briefed. Councilor Shirley Craddick noted that this is a high priority in the EMCP and this is a planning effort to identify the route and protect the right of way. There is no funding for building a trail at this time. The planning of this route and the homeless camping issues are two separate discussions. Deciding not to plan the trail route will not make homeless camping go away. She notes she would hate to see this opportunity to preserve the right of way be lost. Katherine noted that Gresham has opted out of the planning effort to choose a route. She noted that the City has a trail plan that has identified a route and that remains in adopted city documents. This route will continue to be identified and will continue to be addressed through development. April Bertelsen noted that it may be useful to develop some design elements to address the fears among members of the public who are open to the trail concept but are not yet comfortable with it. Katherine noted that through the outreach process that was very clear and that there was significant discussion around crime prevention through alternative design. Commissioner Lori Stegmann suggested that this body should show some leadership that if they think this project is good for economic development in East County, this group should step up and support the trail effort. Greg Olsen noted we're planning a trail that won't be built for 15 or 20 years and that has been told over and over again but people are continue to be concerned. He noted that there will be a new generation of users once this trail is built. Commissioner Lori Stegmann suggested that everyone attend the upcoming workshop if they

are able to. Mayor Ryan noted that he is hearing both support and opposition for the trail. Mayor Ryan noted that there are so many big exciting economic projects coming along in East County and he's worried that if Troutdale Council takes action sooner rather than later that we won't end up with the best route possible. Ernest Hayes also suggested bringing back a discussion of a maintenance agreement regarding the trail systems on how we're going to maintain and monitor the trails.

10. Other Business

Katherine noted that May is Bike Month and we traditionally do lots of activities in May. This year we want to do a Policy Makers Bike Ride so we'll be talking about that next month.

Jessica noted that there is a TGM Grant application process open right now. Pre-applications are due March 10th.

11. Next EMCTC Meeting: March 13, 2017

Meeting adjourned at 5:03 pm