

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, March 13, 2017, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway

Members

Lori Stegmann
Emerald Bogue
Tim Clark
Ted Tosterud
Casey Ryan
Jerry Hinton

Representing

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

EMCTC Staff

Katherine Kelly
Chris Strong
Jay Higgins
Scott Sloan
Erika Palmer
Joanna Valencia
Nathan Clark
Jessica Berry
Eileen Cunningham
Terra Lingley
Phil Healy
Jamie Snook

Representing

City of Gresham
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

Rich Allen
Shirley Craddick
Ernest Hayes
Judith Grey
Steve Entenman
Mandy Putney
Vanessa Vissar
John Garnder

City of Troutdale
Metro
Metro
City of Portland
East Metro Economic Alliance
ODOT
TriMet
TriMet

1. Welcome and Introductions

Commissioner Stegmann called the meeting to order at 3:04 pm.

2. Opportunity for Public Comment

None

3. Review and Adoption of February 13, 2017 Meeting Minutes – All

Action Item

Motion to approve was made by Jerry Hinton seconded by Ted Tosterud; motion passed unanimously.

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

Informational/Discussion

Jamie Snook noted a few key items on the agenda. She pointed out the MTIP amendment and noted that new federal regulations require that all TIP amendments be formal amendments and have to be done as part of the JPACT agenda. In the past, smaller amendments could be done administratively so they didn't require a full public review. She noted that MTIP amendments will take much longer now that they must be formal amendments, so local agencies should be really as accurate as possible when submitting project costs. The next item she noted is the Unified Planning Work Program (UPWP) which outlines Metro's planning activities and programs for the next year. The last item she mentioned is Metro's funding priorities for the 2017 state legislative program. Councilor Craddick noted that there is a handout that outlines the region's concerns and priorities to send to the Legislature. She said it is still at a very high level. She noted Metro may call upon folks to be involved in the discussion as it progresses. Jamie noted one more item which is the Division Bus Rapid Transit – RTP amendment. They are amending the project into the RTP. The last agenda item is the discussion of the RFFA funding. This is an ongoing item since it was not resolved at the last meeting. Commissioner Stegmann asked if there would be any more technical analysis. Councilor Craddick noted that no, there would not be more technical analysis. Commissioner Stegmann asked if we have been able to get closer to a solution. Councilor Craddick said, yes, there has been discussion between the City and Metro, and they're nearing a resolution. Councilor Craddick said they will have an agreement at JPACT. Commissioner Stegmann asked if the Burnside Bridge is on the list of Metro's legislative priorities. Joanna Valencia noted that it isn't listed as a project but that there is some policy language regarding seismic resiliency.

5. ODOT Bottleneck Presentation – Mandy Putney, ODOT

Action Item

Mandy Putney noted that her presentation would cover the following three ODOT projects addressing bottlenecks in the region: 1) Washington County Oregon 217, which is a safety and travel time reliability project, 2) Clackamas County I-205 project that will fill a final capacity gap, and 3) in Multnomah County the I-5 project in the Rose Quarter area which targets the State's worst bottleneck. She then went into a discussion on each of the three starting with the Highway 217 project. She noted that this is between Beaverton-Hillsdale Highway and Oregon 99W. Project adds auxiliary lanes. There are 10 interchanges along here. The project will add auxiliary lanes between the intersections to reduce the weaving between lanes. The improvements will improve traffic flow and safety and will decrease congestion. She then described the I-205 bottleneck between Stafford Road and Oregon 99E. This will include improvements to Abernathy Bridge. 6 mile segment between. It is the last remaining segment of I-205 that only has 2 lanes of travel in either direction. She noted that this is both a capacity increasing and a safety project. The project will add a third lane in both directions.

The third and final project is on I-5 in Multnomah County within the Rose Quarter between I-84 and I-405. This is a significant area for transportation and goods movement, where the Broadway and Weidler interchange funnels traffic from I-5, I-405, and I-84. In this area the lanes narrow and there are no shoulders. This project will improve traffic flow as well as improve the local circulation. She noted that the design concept has been determined though extensive public outreach. The project will add auxiliary lanes and full shoulders. This segment of I-5 has some of the highest traffic volumes in the State. She also described the changes to the entrances to I-5 which will improve local traffic, reduce interactions with bicyclists and pedestrians as well as reduce the number of movements necessary to get onto the freeway. There are additional bicycle network improvements on local streets. She noted that instead of replacing 4 overcrossings, there will be new lidded sections of the freeway, this will create additional real estate.

She wrapped up her presentation by noting where each project is in its development. All of the projects are in

need of additional funding, and are part of the legislative discussion that is currently underway. Councilor Craddick noted that JPACT said some region dollars will be used by ODOT to get project development going on each of the projects. She asked Mandy how much funding is needed for the improvements and how far will the funding we're seeking from the legislature go for these projects? Mandy noted that ODOT expects to seek funding from various funding sources. They are also looking at the federal tolling program. Councilor Hinton asked if there are any emerging technologies that will help reduce the need for large construction improvements. Mandy noted that the Active Traffic Management signs that can warn drivers of upcoming improvements. This has been shown to improve flow. Councilor Hinton asked about the crash data and fatalities. He noted that homeless camps on high congested interchanges can be unsafe and asked if ODOT is intending to do anything about it. Mandy noted that it is not written into the projects at this time. Judith Gray asked about the FAST Lane grant application for I-205. She asked if that is for the bridge only or the segment widening. Mandy noted that it is for the bridge, and possibly for the widening, but that it doesn't include the seismic upgrade, which is an additional cost. Judith also noted that technology question. She noted that one of the legislative groups received an update on moveable jersey barriers, and ODOT has the technology for it now. That is an example of applying a technology to expand capacity. Councilor Allen noted that the region is behind on building infrastructure and asked if there is anything we can do as a group to support ODOT's effort. Mandy noted that the committee should work with each other and the region to have a unified voice as we go to the legislature. Councilor Craddick concurred that at some point we will be approaching the residents in the region to support these project. Commissioner Stegmann noted that while these projects are not in East Multnomah County, they still impact us.

6. TriMet Low Income Fares Study – John Gardner, Trimet
Information/Discussion

John Gardner introduced himself and provided some background on the work TriMet has done on the low income fares study. He started by thanking Mayor Tim Clark and Metro staff Ernest Hayes for their work on the committee. He noted that the effort was initiated by Metro Councilor Sam Chase asking about feasibility of a low income fare program. He noted that TriMet has sought to provide lower cost fares, but not at a full regional level focused on the folks that are actually accessing the service. They contracted with a research firm that looked at how programs work in other cities and how those programs are funded, who they serve, etc. What they found were three types of programs: discounted passes, discounted single fare/passes, and free programs. Research provided a recommended approach to developing a program. They developed a stakeholder group across the three counties, ranging from agency staff, non-profit service providers, and other stakeholders. The stakeholder group reviewed the various programs around the country, developed ideas about how to move forward in our region. Terra asked if passes would be free. John noted that there will not be free passes; there will be subsidized fares that reduce the cost of a fare. He noted that right now with the legislative program, they would like to see that if there is a transit package that it would include funding for this subsidy program. He noted that they're looking at other ways of raising revenue to fund the program as well. He said the task force is now finished, but they intend to reconvene after the legislative session and in the mean time they're continuing to discuss the program and build support for it.

Councilor Hinton asked what the capacity of our transit system right now and what is the ridership level? He is asking is there sufficient unused capacity that this effort is trying to fill. He noted that if the system is running near capacity now, that if the program pushes the system over its capacity and we have to add new service that it will end up costing even more to the agency. John noted that they did estimate the ridership increase with the program and that they expect it to be around 2 percent. Which is about 6M additional rides. With specific lines we'll be able to tell really quickly which routes will need additional buses. Councilor Craddick noted that one of our regional goals is the Climate Smart Strategies which is to reduce environmental impacts throughout the region. This project could help to meet that regional goal by increasing bus ridership. She asked how that 2% is getting around right now if they can't afford to ride transit. John noted that with gas prices as low as they are right now, it may be cheaper on a trip by trip basis to drive. However, overall household cost of transportation is 17%, and for households using transit it is closer to 11%.

Emerald asked John about funding strategies. John noted they're still looking into how other states do it. The committee also brought a lot of suggestions and they'll explore all of the ways that funds could be raised. Ernest Hayes noted that a lot of other agencies fund their programs through a sales tax, which isn't necessarily viable in Oregon. Mayor Clark noted that the committee also talked about raising the TriMet fees for full price users and

they determined that it may detract other users, which is against our Climate Smart Policies. He also noted that they also wanted to start with a program that could start small and be successful. Councilor Allen noted that he uses TriMet when he has more time. He noted that the TriMet Smartphone App is useful. He also noted that it is easier to travel east to west but it's more difficult when he's trying to go north and south, due to the existing service. Commissioner Stegmann noted that as Multnomah County employees get free TriMet passes and she was wondering if there was a way to "transfer" that unused service to someone else. John Garndner noted that agencies/companies do pay only a portion of the cost of all annual passes based on how much folks are using it.

7. Gresham Local Street Maintenance Program – Chris Strong, Gresham

Informational/Discussion

Chris Strong provided an update on the City's local street maintenance program. He spoke about the current status of the City's streets as well as the funding mechanism. The road and street system has tremendous impact on our daily lives. He noted that Gresham is responsible for 900 lane miles in the city. Replacement cost is over \$1.1B. He showed a graphic of what a road looks like in new condition and the costs of repair/replacement as the road ages. The cost of repair/replacement increases exponentially as the road deteriorates. No road will last forever, no matter how well they're designed. As a general rule roads will last 35-50 years. In Gresham 90% of the roads were built in the 1970s to 90s which indicates why these roads are deteriorating. He then explained the City's revenues for road repair. While the City gets approximately \$10M per year from the gas tax, it has to be used for so many needed improvements. He notes that the number of roads that have deteriorating pavement conditions over time. The concerns have been on the Council's radar for awhile and they're working on finding funding to fix streets. He noted that the City has been using funds to apply sealants to roads that are in fair to good condition to extend the life of the road. He also noted that they have an annual fund source that they've use on roads in greater need of repair, and that they've identified a new fund source that was approved by the council a few months ago includes two parts. One is to begin paying for transportation planning staff through the general fund, freeing up the gas tax to be used on roads. He noted that they'll also start paying for storm water maintenance, sweeping, and vegetation management through the storm water utility instead of using gas tax. Additionally, the city will start charging a franchise fee to the City utility service provider and using that funding for road maintenance. He noted that this funding will be able to take care of all the roads in Gresham. He noted that this will allow the City to fix the streets along with the utility work being done. It will also enable the city to bring the curb ramps up to new ADA standard. He noted that this new program is not creating new sidewalks or widening. The funding will only be used for road maintenance.

Councilor Hinton thanked staff for all their work on being creative to figure out how to fund to do work on the roads. Councilor Hinton asked what the City's current number of staff members. Chris said that there are 17 operations staff and 14 engineering staff. Councilor Craddick asked why the City didn't use the transportation utility fee as a way to generate revenue since it is also allowed in their code. She asked if Gresham Council discuss this as an option. Chris noted that Council directed staff to try to figure out other ways, such as the retention of gas tax funds. He also noted that the Council approved the utility franchise fee in part because it will be a small increase and won't appear as a separate line item on the bill. Councilor Craddick also asked about System Development Charges (SDCs) and asked if the City was going to reconsider how that fund is being used and whether or not that fee should be increase to cover more of the costs of road improvements. He noted that SDCs are currently being used to fund existing intersections that have already been improved; however, Council is concerned about not wanting to discourage development by raising fees. MayorClark asked if the fee would sunset in 10 years. Chris noted that the fee will be in code until Council wants to change it, but he anticipates the City would need 10 years of the funding to do the work that has been identified as a need to date. Commissioner Stegmann thanked staff for their work.

8. Project Updates, Staff

- a. Powell-Division Transit and Development Project Update – Councilor Craddick noted that Metro does the planning phase of projects and now that they're moving into design, TriMet will take responsibility. Katherine noted that there is a Citizen Advisory Committee meeting this Thursday. Katherine also noted that TriMet has started individualized outreach along the corridor.
- b. Safe Routes to School Update – Joanna noted that we're working on preparing for May Bike/walk Challenge and doing some outreach to school districts. She also noted they'll be coming back to EMCTC to talk about opportunities to coordinate.

- c. East Metro Connections Plan Update – Joanna noted that EMCTC continues to implement the projects through our planning, funding, and construction efforts.
- d. ODOT Region1 ACT Update – Terra Lingley noted that the next Region 1 ACT meeting is scheduled for May 1 and the committee will receive an update on all the projects scheduled for construction this summer.
- e. Troutdale to Springwater Trail Master Plan – Councilor Craddick noted that Metro has stopped the trail planning and staff is wrapping up the work that has been done to date and will start doing other regional work. She noted that they’re beginning to discuss and address the homelessness concerns raised along trails. They’re working to see if there is support to bring policing jurisdictions together on what the policies around trails will be and how they will be enforced and monitored. She noted that since the trail planning has been put on hold, it will likely not be revisited for at least 5 years. Commissioner Stegmann asked what would happen to the funding that had been identified for the trail planning effort. Councilor Craddick noted that it will be used for other projects. Commissioner Stegmann noted her disappointment. Councilor Craddick noted that the next step should really be to convene the jurisdictions that do have trails and discuss how to enforce or otherwise address the “no camping” policy that jurisdictions already have in place.

9. Other Business

None

10. Next EMCTC Meeting: April 17, 2017

Meeting adjourned at 4:40 pm