

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 12, 2018, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway

Members

Tim Clark

Ted Tosterud

Phil Healy

Jerry Hinton

Representing

City of Wood Village

City of Fairview

Port of Portland

City of Gresham

EMCTC Staff

Katherine Kelly

Greg Dirks

Nolan Young

Chris Damgen

Joanna Valencia

Nathan Clark

Jessica Berry

MaryJo Andersen

Jamie Snook

Eve Nilenders

Representing

City of Gresham

City of Wood Village

City of Fairview

City of Troutdale

Multnomah County

Multnomah County

Multnomah County

Multnomah County

Metro

TriMet

Guests

Shirley Craddick

Ernest Hayes

Dan Kaempff

Jes Larson

Judith Grey

Brian Monberg

Metro

Metro

Metro

Metro

ODOT

City of Gresham

1. Welcome and Introductions

Mayor Clark called the meeting to order at 3:00 pm

2. Opportunity for Public Comment

None

3. Review and Adoption of January 8, 2017 Meeting Minutes – All

Action Item

Motion to approve by Ted Tosterud. Seconded by Phil Healy.

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

Jamie Snook provided an update on the upcoming agenda:

MTIP updates. Discussion Items: 1) Rian Windsheimer will provide overview of STIP program and schedule and types of funds. Enhance and Active transportation will be used to leverage other funds. Jamie also noted that they're looking to have a 150% list in April. 2) A review of the RTP takeaways from initial modelling was provided based on the policy component and project list submitted in April 2017 highlighting local, regional, and state priorities. Safety is a priority in high injury corridors as well as in communities of color and other historically marginalized communities. Another key issue is that congestion will not ease, but that we'll be continuing to work on the reliability of the system. The Region is not quite meeting goals set during the Climate Smart Communities work. She also noted that not all communities will see improvements in the same way. She noted these will be discussed in the regional leadership forum in March. There will be a project list refinement in April. 3) The last agenda item will be Eliot Rose talking about the emerging technology strategy. This is both the technology and service. Eliot will be seeking feedback from JPACT on the policy language. Councilor Shirley Craddick noted that because the RTP is a reflection of all the jurisdictions' priorities she asked the group, "Is this how you want to focus your resources over the next 10 years?". It was noted that there will be an opportunity later to refine the list in April.

5. Portland Metro Area Value Pricing Feasibility Analysis –Judith Gray, ODOT

Mayor Tim Clark introduced Judith Grey. Judith introduced herself and noted when she has attended EMCTC in the past she was representing Portland, but is now the project manager for the ODOT Value Pricing project. She noted that the term "Value Pricing" doesn't resonate as well with the public as "Congestion Pricing" or "variable rate pricing", however the reason it is called Value pricing is that this is the type of tolling that changes rates in response to the level of congestion and its intent is to influence congestion. This is different than other types of tolling. Judith outlined how the project came to be (through the HB2017 Transportation Package). She noted that value pricing is a management tool that is intended to help us get the most out of our investments. She noted that the legislation doesn't say exactly where the value pricing should be implemented. The bill says that it will be somewhere on I-5 and I-205 within the metro area between Washington State and the interchange of the two facilities.

She noted they're looking at the whole area but they may end up recommending it in segments. There is a Policy Advisory Committee (PAC) with representation from the 4 affected counties and the cities within them as well as Metro, TriMet, The Port of Portland, business interests, transit providers and advocates. One of the PACs task is to determine the location, type, and further mitigation strategies. The deadline for the proposal has to be done at the end of the calendar year. There are many things that people want to explore, but it is important to stay focused on the scope that is required by the OTC. The PAC will make a recommendation to the OTC in June regarding next steps, the OTC will advise ODOT staff and staff will work with the consultant team

to put the proposal together by the end of 2018. Depending on what the Federal Highway Administration (FHWA) decides to do with the proposal, there will be considerably more analysis of policy development and public process.

She then described the ways that tolling could be implemented (the full facility, just one lane, a segment of a facility (but not the whole facility)). She noted that the study will evaluate several “building blocks”, which would be tolling both facilities, tolling one existing lane, building a new lane and tolling just that lane. She noted that these are all concepts with the intent of learning at the highest level “what would we get from each of these?” At the February 28 PAC meeting they will be asking the committee to narrow down these concepts to the ones that should be evaluated further. She noted the PAC will meet 4 times and during that time they’ll be coming back with information about what they learned in the analysis and which concepts to advance and what mitigation will they need to look at. She noted that the timeline required by the legislature makes it difficult to have a lot of engagement with the public, however, they’re doing a lot of outreach to inform the public and agencies about what they’re doing and learning through the analysis. She did note several meetings the project team is attending. As well as the online open house and the project website. She noted that the next round of public outreach will be in April.

Mayor Ted Tosterud asked about the use of shoulders for driving. Judith noted that ODOT noted concerns about using shoulders. He then asked how the different pricing works around the country. Chris Damgen noted in the Dallas Fort Worth area the fees is turned off on the weekends. Mayor Tosterud asked how it works for low income users. Judith noted that sometimes there is a purchase of a transponder that can be provided at a lower cost. Some agencies provide discounts for the use itself. And then some times for low income users the benefit comes from the increased transit and other services that help people get around in a manner less expensive than driving. Mayor Tosterud asked how to deal with people who might take not follow the requirements of the system. Judith noted that enforcement will need to be considered regardless of how the program is set up. Judith noted that the OTC is very concerned with Equity as well. She noted that failing to improve the congestion in the region is not an equity strategy. Low income communities are impacted by congestion as well. Councilor Shirley Craddick said she visited the value pricing freeway in Minnesota. She noted there is a HOT lane and three regular lanes. She said in Minnesota at that time it was \$7.00 per mile. She noted that they had transponders, but could also use a license plate camera as well. Katherine Kelly asked Judith about whether or not value pricing can be added to existing facilities or if it needs to be on new facilities only? Judith noted there are several types of federal programs. Value Pricing for congested facilities can be approved by the Federal Highway Administration when it is specifically addressing congestion. Mayor Tim Clark asked what type of response we would expect from FHWA, Judith said they’ll likely provide a list of what else needs to be done. Mayor Tim Clark noted that he is excited about the direction this is going. He asked if there may be any confusion for the public since there is this Value Pricing study as well as the Regional Transportation Bond Measure. There is a lot of information being presented to the public.

6. Regional Housing Measure— Jes Larson, Metro

Jes Larson from Metro’s government affairs office provided handouts to the group. She encouraged Councilor Craddick to join in on the discussion. She noted that affordable housing is an issue that Metro has been concerned with since its inception. She noted the role has varied over the years. She noted that most recently their work has been focused on the Equitable Housing Initiative. She noted that work is an inquiry into the supply and how many units we have. As well as the income levels across the region to understand the need. She noted the process that the region

has gone through to evaluate both regional housing needs as well as options for financing. She said that what they've discovered is that the greatest need is at the lowest levels of income – those making between 0% and 60% of Mean Family Income. They types of tools that can be used to close that gap is local dedicated funding. She said the Metro council has asked staff to look deeper into what types of financing can be identified to close the gap here in our region. She noted that the Oregon state legislation or constitutional legislation limit many types of financing outright. Such as the real estate transfer tax as well as the lack of sales tax. Both of these tools are widely used in other states. In their research, staff found that Construction Excise Tax and General Obligation Bond are tools that other regions use and could work here. . She said that local jurisdictions don't want Metro to use the construction excise tax because that is a tool that the jurisdictions are using. Metro has instructed staff to focus on evaluating the viability of a general obligation bond at this time. This would be referred to voters for the 2018 election. The bond would create more affordable homes that would be financed through either the acquisition of existing multifamily housing that is at risk of being lost due to cost increases (this is called naturally occurring affordability or NOA). The public would purchase this and bring this into the affordable housing stock and/or buy down the cost of existing rents so that units would become more affordable.

The other option is to create new affordable housing by constructing new unit and/or purchasing land that can be set aside for affordable units. Acquisition of existing hosing is more cost effective but since they have existing tenants, new affordable units are not always being provided. Both strategies would need to be used. Another known issues that that Metro doesn't currently or want to in the future owning, operating, and developing affordable housing. The Counties' housing authorities would be responsible. She noted that Metro can partner with agencies and jurisdictions to buy land to create new affordable housing in conjunction with future transportation developments. Additionally entitlement cities (Hillsboro, Beaverton, Portland, and Gresham) could receive a funding allocation directly for the provision of affordable housing. Currently there is an effort underway at the state legislature to make the use of general obligation bonds more flexible in the distribution funding for affordable housing. She noted that it will likely be approved to be referred to voters in November 2018 which will happen at the same time as this measure. If this is approved funding would not have to flow only to cities and housing authorities, but could also be provided directly to other housing non-profits in the region. There are many things that haven't been decided yet, such as how many units, what type, other policies that may get folded into the conversation. She noted that June is when they will need to bring a recommendation to the Metro Council. She noted there are about 60 members of technical, policy, non-profit and business partners that are working on this now.

Councilor Jerry Hinton asked how much the bond would be for. Jes said the ballpark is around \$500M. This is an average household about \$50 per household per year. Councilor Jerry Hinton noted that he and everyone he knows would struggle supporting that impact and noted that the tax obligations (on homeowners) are already more than most states. He said we need to revisit the idea of a sales tax and Oregon needs to do what every other state has done and pass the cost on to people who buy products. Mayor Ted Tosterud said he is concerned with low and very low income families. This is what he deals with in his community. He also noted that the community has concerns with anything that looks like Title 8 housing, because people perceive the crime to be high. When a developer wants to build something, you can't tell them they have to build housing for low income. The \$500M bond gets it started but with inflation how will it be sustained? There is a big disconnect for people regarding their generosity at the time of voting and when they see it on their taxes. Councilor Jerry Hinton noted that if the \$500M went to apartments that are currently considered slum and blight and that the funds could be used to fix them up, that would help. Mayor Tosterud noted an idea to have a path for the homeless to find employment and eventually

not be homeless). Jes noted that in their research they can see that when you compare two apartment complexes with low income residents: a complex that is managed by a for profit entity or a “mom & pop” landlord vs. a non-profit entity providing the wraparound support services, research shows that it improves the quality of living for both the residences and the neighborhood around the apartment. There are a lot of natural improvements that come along with the acquisitions of affordable housing. Jes also noted that a lot of nonprofit and affordable housing providers will bring in services to help tenants such as career coaches, with the intent of helping tenants succeed. Mayor Tosterud noted that any info she can provide would be appreciated. It helps support his case for addressing homeless concerns in his community. Mayor Tim Clark noted it’s a goal to manage properties with additional goals of helping people. Jes noted that they’ll also look at partnering with housing authorities that bring project based vouchers because it can be hard to find units to rent with vouchers and housing authorities sometimes have to send the vouchers back.

Councilor Shirley Craddick asked Jes to describe how mixed income housing can work. Jes noted that there are a couple ways the bond can be structured. She noted that what their finding with voters is that they don’t want to fund market rate housing construction, they want to fund what the market can’t provide so we have to make sure the bond is contributing to the portion of the housing that is affordable only. She also noted that sometimes mixed income is achieved at the neighborhood level not within the building. Councilor Craddick also noted that in the past she didn’t think that we needed to focus on affordable housing since – as a representative for East County she knows we already have a lot of affordable housing and that can create a burden on the cities’ resources. However, what she likes about this is it creates an opportunity to create affordable housing across the region. This gives people an opportunity to live almost wherever they want. It will also allow them to live closer to their jobs. She noted that it does continue to put the burden on the property owner and she too hopes that we can start looking at other ways to pay for things in this state. Mayor Clark asked how they got to the \$500M bond. Jes noted that this amount still isn’t 100% decided. However, when they asked voters in October their interested to support affordable housing. they found that there was strong support at \$100 per household (over 50%) and it went up from there. However \$100/household is a \$1B measure at that is probably more than the region can deliver in a timely manner (5-7 years). Mayor Clark asked what the measure could get us. Jes noted that no one expects this one measure to meet all the needs. The Federal government has been divesting for the last 4 decades and the level of need is high. This measure of \$500M could address 8-10% of the region’s need.

7. Regional Travel Options Guidance/Policy – Daniel Kaempff, Metro

Dan Kaempff described what the Regional Travel Options program is and how it is used to reduce drive-alone trips. Metro provides funding and technical support to the partners to do the actual work. It is about a 3.2M annual budget. The RTO strategy document provides guidance and direction for the program over the next 10 years. We know that automobile use is growing – there are more cars on our roads due to people moving here. We know that transit use has been in a bit of a decline. Some of this is due to housing costs. Many people don’t live close enough to take transit. Others are looking to live outside the region because of housing costs in the region. However, there is some good news: the program has been successful in getting people to use other modes to get around the region. He provided a slide that shows Portland is one of the best Cities in the country to get people to use transit, biking, walking, or working from home. He noted half of the people moving here are using transit options at a greater rate than people who live here already. There is also a growing interest in Safe Routes to School. Communities are really interested in making safer places for their children to walk and bike to school. He provided some slides about a recent statistically valid survey that Metro conducted. He provided survey results for

this part of the region. With transit, biking, and walking – survey respondents all noted in interest in doing it more. This shows that there are opportunities to increase the number of people taking transit, biking, and walking. He then discussed some of the ways that the program might change to respond to changes in things like technology. What they heard from their outreach is that they should simplify the funding process, providing technical support, and to make sure this program is supporting ODOT's safe routes to school program. Their main goal is to make sure they're using the funding as strategically as possible while still meeting the goals of the program. They also want to expand the program to reach new users. He also noted it includes recommendations about how to change the funding program either support existing partners with ongoing funding (instead of annual grants) at the same time they need to make it easier for new partners to start programs.

Regional Safe Routes to School is a component of the strategy. He noted that the schools vary widely on their ability to do this work. This program would build in resources to help new programs be viable. As well the guidance in the plan recommends focusing the safe routes to school effort on communities of color. The draft strategy is available for public review on Metro's website right now. The intent will be to bring this back to JPACT and Metro Council for approval in the spring. After that they'll work with partners to refine how they allocate funding. Once those are in place, the grant award process can begin. Greg Dirks asked about the survey – the slide says N=40. Dan noted that about the survey was a representative sample of the region and so, 600 people were interviewed in the region with 40 falling within Multnomah county east of I-205. Councilor Jerry Hinton noted that the guidance is for the next 10 years, how will the changing technology influence this? Dan noted yes, one goal is to keep the funding flexible because how people use cars in 10 years could be really different from how they do so now. Eve Nilenders asked for clarification on a slide. Shirley Craddick noted she's really pleased with where we're going with Safe Routes to School. She thinks it will enable us to use money more wisely. Having longer term funding is a good idea because it is hard to have someone develop a program when the cycle is usually on 2 years. Joanna asked if there is coordination between the RTO effort and the HB2017 effort that is underway. Dan noted that they recently met with ODOT to initiate this conversation and make sure the efforts are working together.

8. Project Updates, Staff

- a. **Division Transit and Development Project Update:** Katherine Kelly noted the project is in recalibration mode to look at ways to lower the cost. The project is \$15-20M over budget. Additionally there is a funding gap greater than that. Over the next month, they'll be looking at ways to reduce costs. All the stations will stay.
- b. **Safe Routes to School Update:** Joanna introduced MaryJo as the County's new Safe Routes to School Coordinator. She has an extensive background in educational programs.
- c. **East Metro Connections Plan Implementation:** Joanna noted that the County is planning an open house on February 26 to look at NE 238th.
- d. **ODOT Region1 ACT Update:** No update
- e. **Main Streets on Halsey Street Corridor:** Mayor Tosterud noted that he has been elected chairperson of their executive committee. Oregon Solutions has met with the executive committee and they're organizing a tour. There will be an RFP for a new consultant will be coming out soon. DLCD grant is \$61K (includes match). He said they talked about a bus from 207th to the Sandy River. Also discussed the easement on 207th and NE Halsey – interested in a park and ride there along with an electric car charging station. He thanked Metro for the initial grant because it kicked off the effort.
- f. **RTP Update:** (was provided in JPACT item)
- g. **Multnomah County CIPP:** Jessica noted that she would have more to update the committee on next month.

- h. **Troutdale Town Center Plan update:** Chris Damgen noted they had their first open house recently and it had high attendance. The committee will be taking what their heard from that meeting and developing their existing conditions and goal setting. This will be a yearlong effort.
- i. **Pleasant Valley Transportation System Plan Refinement:** Gresham has started a process to review and update a portion of the TSP. The plan was adopted in 2002, so it is timely to review. Additionally, through modeling for the 2014 RTP there was a new road added to Metro's model but was never adopted into a plan. The City has a committee that is looking at whether this new road is needed and if not are there other network improvements that can be made. Kittelson and Associates are the consultants on it. Hoping to be done by end of 2018.
- j. **Columbia to Clackamas Corridor:** This project received a TGM grant has just released an RFP for consultant to work on this. ODOT is managing the solicitation; Gresham is the project lead; Multnomah County, Clackamas County, and Happy Valley are also partners on the project. Shirley Craddick noted that this is also a EMCP project.

9. Other Business –

- a. Councilor Shirley Craddick noted that metro's 2040 planning grants are open right now. She'll send additional information to Jessica so that it can be sent out. Does anyone already know they'll be applying for funds?
- b. Joanna noted that the TGM grant this cycle has been released and ODOT is taking pre-applications.
- c. Eve Nilenders noted that Trimet has put out their revised proposals for service improvements for 2019. There will be increase frequency on line 20, like 81 will have more frequency, and the all night service to the airport will be on 82nd avenue. Comments can be provided online. Chris Damgen noted that line 81 will begin its new routing and will have an easier connection to FedEx and Amazon starting March 1st of 2018.
- d. Jessica noted that next month staff would be bringing proposals for the Active Transportation Regional Flexible Funds Allocation (AT RFFA) project development funds. We have talked about it at this meeting before. Your staff will bring 2 projects forward for funding next month.

10. Next EMCTC Meeting: March 12, 2018

Meeting adjourned at 4:59 pm