

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, April 16, 2018, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway

Members

Lori Stegmann

Tim Clark

Phil Healy

Jerry Hinton

Lisa Barton Mullins

Representing

Multnomah County

City of Wood Village

Port of Portland

City of Gresham

City of Fairview

EMCTC Staff

Katherine Kelly

Chris Strong

John Niiyama

Nolan Young

Joanna Valencia

Jessica Berry

MaryJo Andersen

Rick Buen

Jamie Snook

Sandra Hikari

Eve Nilenders

Representing

City of Gresham

City of Gresham

City of Wood Village

City of Fairview

Multnomah County

Multnomah County

Multnomah County

Multnomah County

Metro

ODOT

TriMet

Guests

Ian Cannon

Shirley Craddick

Steve Entenman

Brian Monberg

Jon Makler

Representing

Multnomah County

Metro

East Metro Economic Alliance

City of Gresham

ODOT

- **Welcome and Introductions**

Lori Stegmann called the meeting to order at 3:03 pm

- **Opportunity for Public Comment**

Jessica Berry introduced Rick Buen, Multnomah County's new engineer in the Transportation Planning and Development program. John Niiyama also introduced himself to the group. He is now the public works director for the City of Wood Village. Jessica also introduced Sandra Hikari from ODOT. Sandra noted that she is working a few projects in the Gorge as well as being the new ODOT Liaison.

- **Review and Adoption of March 12, 2018 Meeting Minutes – All**

Action Item

Motion to approve by Tim Clark. Seconded by Jerry Hinton.

- **JPACT Updates**— Shirley Craddick and Jamie Snook, Metro

Shirley Craddick noted that it is a fairly long agenda this week. She noted the first item on the agenda is approval of the Unified Planning Work Program (UPWP). She noted that this is a communication that they update every year and it's an explanation for the federal government regarding the work that Metro does as the Metropolitan Planning Organization. She noted other items on the consent agenda as well as the discussion agenda. She noted that one of the items on the agenda is the Regional Travel Options strategy. She noted that there are a number of changes to this document since the last update. She noted one large change is to include more emphasis on Safe Routes to School in the RTO program. She also noted that the new Regional Safety Strategy is going to be on the agenda – this will be incorporated into the 2018 Regional Transportation Plan. She also commented that the STIP would also be on the agenda (which Jon has just presented on). She asked if the group knew about the letter sent to ODOT and ODOT's response letter. Jessica noted that it has not been forwarded to the group.

- **State Transportation Improvement Program (STIP) 150% list** –Jon Makler

Jon Makler gave the group an update on changes to the 2021-2024 Statewide Transportation Improvement Program (STIP). He noted one of the changes is the STIP leverage program, which is new. He provided some background on the STIP program and a timeline of which STIP program we're in now and how long it takes to plan for the 2021 STIP program. He provided a breakdown of the different types of funding in the STIP program and showed a pie chart of the funding types. He noted a significant change is that the Fix it program is larger. He then provided an overview of the purpose of the STIP Fix It and Leverage program – the leverage program is intended to identify projects adjacent to ODOT other ODOT projects that can include culverts, sidewalks, etc. The intent is to combine projects to create efficiencies. Jon noted that right now there are not many Fix it projects happening on state facilities in east Multnomah County right now. Which is why there are not projects identified in the 150% STIP leverage list. Jon noted that between now next Spring, ODOT will be identifying and scoping leverage projects to program in the STIP. After that, they'll determine which projects should be funded to be built as part of the ODOT Fix It and Leverage programs.

He then opened it up for questions. Councilor Craddick asked about orphan highways and asked what ODOT's plans are, she noted 82nd avenue. Jon noted that there has been some correspondence regarding the orphan highways. He pointed out that the difference between the Regional Transportation Plan and the STIP. The STIP is where ODOT investing funds for repaving on 82nd avenue. He noted that there are significant investments in the STIP on these highways, the RTP doesn't necessarily reflect this because it doesn't include very near term projects. Councilor

Jerry Hinton asked if there is any new technology that is on the horizon that might make the cost of construction get cheaper in the future. Jon noted that he hasn't been hearing about any opportunities for projects to get cheaper. He noted that they face a dilemma when they work on projects like 82nd avenue trying to determine if it is better to fix more blocks or road (with 6 foot curb tight sidewalks) or is it better to fix fewer blocks but at a higher standard (planter strip, 10 foot sidewalk, bike lane, etc.) Every project has tradeoffs like this and it is unfortunate that it's true. Councilor Jerry Hinton asked if there were any new funding mechanisms on the horizon. Jon noted that the state legislature charged ODOT with doing a feasibility study on value pricing. He noted also that the rest of the region is interested in seeing how this plays out and there are more discussions among Portland and Metro about value pricing as a funding mechanism as well.

- **Metro Funding Programs – Jamie Snook, Metro**

Jamie Snook gave a presentation that served as an overview of what Metro is and does, in particular with transportation and with the funding programs. She noted that in addition to their MPO function they also have a Transit Oriented Development (TOD) group, Transportation system management and operations (TSMO), Regional Travel Options, and an "Investment Areas" program. She noted they're responsible for the RTP and the MTIP. The UPWP technical assistance with modeling services and data research center. It is a federal certification and they have federal guidelines to follow. They have Civil Rights program, the public engagement strategy, and the air quality management plan and performance monitoring.

- **Transit Oriented Development** \$3.1M per year. Guided by a TOD strategic plan. 900,000 transit trips. 3,000 residential units constructed, 518,000 square feet of commercial, 585 acres of land since the start of the program.
- **TSMO** \$1.5M per year. Transport, subcommittee of TPAC. Governed by strategic plan, being updated now. Supplemented by other topical plans, such as the RTO. This committee makes sure we're coordinating operations regionally so signals, emergency response, etc. across boundaries are coordinated. Data inventory in PORTAL (Portland state university). I-84 ICM (incident control management) underway now.
- **RTO** \$2.5M/year. This strategic plan is underway and this group has seen a presentation on it.
- **Investment Areas** \$600k/ year. The engagement for this comes from the UPWP, but planning and coping goes through JPACT/MPAC process to move corridor projects forward. East Metro Connections Plan is an Investment Area.

Jessica asked when the updates for TOD and TSMO get updated. Jamie noted the TOD got an update 2 years ago, the TSMO will be updated soon. Joanna Valencia asked if there are any good east county examples of TOD. Shirley Craddick listed several Gresham TOD projects. Katherine Kelly noted the TOD program is helpful in buying down the cost of affordable housing. Katherine noted a few new future TOD projects that Gresham is looking forward to.

- **Gresham 2018 Construction Projects – Chris Strong, Gresham**

Chris Strong gave a highlight of construction and maintenance projects on Gresham streets in 2018.

- He noted a program called "Hitting the streets" where the City is upgrading the utilities at the same time they're doing paving projects throughout the City. A total of 149 lane miles will be reconstructed over the next 2 years. He noted they're also installing 170 ADA ramps this year.
- He discussed Kane Road culvert replacement project. They'll be advertising for construction bids on May 2nd. The construction window is mid- to late-July. This will be a full closure of the road to be done more quickly. They're anticipating 7 week closure.
- Glisan and 181st is another location the City will be reconstructing for 2 reasons: It has the oldest signal technology in the City so they're concerned about it from a safety

perspective. Also while they're working on it, they'll expand the intersection for expanded growth.

- 223rd and Stark on the NW corner of Gresham Vista Business Park. The current intersection has reached its capacity which was preventing future development and growth. So the City is going to make improvements with use of system development charges.
- He also called out a project called East Metro ITS – operational improvements to help traffic flow better in the City along signals and cables.
- He also listed a few projects in the design phase:
 - On Hogan between Burnside and Powell
 - Sandy Boulevard from 181st to east City limits. Expand to 4 lanes, multiuse path on the south side. Expect to enter ROW phase later 2018

Councilor Shirley Craddick asked about the improvement at 181st. Jamie Snook asked that Gresham work with TriMet on next generation signal technology so that they're work with buses.

Some discussion about the franchise fee and funding opportunities ensued.

- **Active Transportation Project Development (RFFA) – Staff**

Jessica Berry gave a brief overview of the Active Transportation Project Development funding opportunity that has come from Metro's RFFA process. The funding came from the last RFFA funding allocation discussion, some funding was set aside to develop the "Active Transportation Project pipeline". She noted that East Multnomah County will receive \$170,000.

- Division Street, 30% design. Gresham \$107K to match \$100k request for design funding.
- 223rd Avenue Railroad undercrossing, goal is 30% design or a level of design that the Railroad would be able to review. \$70k, with \$105k in match funds.

Jessica noted that these projects are not in competition with one another. The request is to have EMCTC write a letter of support recommending these to JPACT to be funded with the Active Transportation Project Development RFFA funds.

Councilor Barton Mullins moved to approve the recommendation to write a support letter recommending the projects be funded, the motion was seconded Mayor Clark. Motion was approved unanimously.

- **Project Updates, Staff**

- **Division Transit and Development Project Update:** Katherine Kelly noted they project is moving from 30-35% design. And working on closing the funding gap. She noted that once they've reached 35% design it will be time to talk to the general public about the project again. Shirley Craddick noted that 10,000 people per day ride the number 4 already and this will make this more efficient for them and attract new riders, even though it is not exactly the project they envisioned when the Bus Rapid Transit started.
- **Safe Routes to School Update:** Mary Jo has been working with Gresham staff to talk with school districts and principals to get interested in May events. She noted she's been in touch with SUN schools for potential summer activities.
- **East Metro Connections Plan Implementation:** Joanna noted that June will be the 6 year anniversary of the plan, so the group will get a status update then.
- **ODOT Region1 ACT Update:** Jessica shared that the next region 1 ACT meeting will be May 7th. And they'll be talking about the STIP update and a construction season preview. She noted that ODOT will provide that update to EMCTC in May or June as well. Jessica noted that at the end of 2018, a few members will be up for committee reappointment (Jerry Hinton and Jessica Vega Pederson). She also noted that there is currently one vacant position and staff is working with City of Portland staff to fill that vacancy.

- **Main Streets on Halsey Street Corridor:** Nolan noted that Wood Village is moving forward as the lead on the DLCD grant application. He said that they're working on applying for a Metro 2040 grant and also planning a bus tour on May 17th.
 - **RTP Update:** Shirley Craddick noted that the different sections of the RTP is being presented. Final adoption will be at the end of the calendar year. Jamie also noted that any and all refinements to the project lists are due to Metro on April 27th. Gresham and Multnomah County staff are working on this now.
 - **Multnomah County CIPP:** Jessica noted that there were open houses last week. One in east county, one in west county, and one in Wood Village. Consultants are now looking at info received from the public. She noted that late this summer we'll have another round of public engagement. Completion and adoption is scheduled for early spring 2019.
 - **ODOT Value Pricing:** Joanna gave an overview of the last Policy Advisory Committee noting that there is a big focus on equity impacts.
 - **Historic Highway Congestion and Transportation Safety Plan:** Jessica noted that the next round of public workshops will be in May, another Project Leadership team meeting was held in June. The plan is intend to be done at the end of 2018.
 - **Pleasant Valley TSP refinement:** Katherine Kelly noted this is a Gresham led project to look at travel options north and south between Powell and Foster. Trying to relieve congestion at 172nd and Foster as well. They've reviewed 5 alternatives with their technical advisory committee and then discussing with the citizen advisory committee in May 10. Katherine noted that once they've narrowed the projects down, she can bring it to EMCTC for a presentation.
 - **Columbia to Clackamas Corridor Plan:** Katherine shared that Gresham received a TGM grant from ODOT to look at the 181st/182nd and 172nd/190th corridor. She noted that they could bring that info back to the group as well. Shirley Craddick asked if the Pleasant Valley Plan is being coordinated with this. Katherine said yes, it has an impact on traffic. They're working to make sure each plan informs the other.
 - **Troutdale Town Center Plan update:** Joanna noted that there was a technical advisory committee meeting this morning. She noted that there is a parking focus right now.
- **Other Business**
 - Jessica noted that the Historic Highway is still closed. ODOT was hoping to be able to reopen at the beginning of summer but now the target for reopening is late summer. She also noted that the Columbia Gorge Express will be reopening on May 25th. Jake Warr, who runs the shuttle, will be presenting at the next EMCTC meeting.
 - Eve Nilenders noted that TriMet is developing some open houses/work session in late May and early June to talk about the HB2017 budget priorities for how to use the funds.
 - Shirley Craddick brought up the Levee Ready Columbia program. She gave some over view on what the intent is for the program. She also noted that there are important projects that will need built to keep the levees operating well. Nolan noted that it will cost \$114M to improve the levee system and take care of deferred maintenance. But it affects all the cities and the county and it is a regional asset to protect the communities and jobs.
 - **Next EMCTC Meeting:** May 14, 2018
Meeting adjourned at 4:48 pm