

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

Port of Portland

Meeting Notes

Monday August 12, 2019, 3:00pm-5:00pm

Gresham City Hall, 1333 Northwest Eastman Parkway, Room 2A/2B

Members

Jerry Hinton
Emerald Bogue
Nolan Young
Jamie Kranz
John Miner

Representing

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

EMCTC Staff

Katherine Kelly
Jay Higgins
Chris Strong
Marlee Boxler
John Niiyama
Nathan Clark
Jessica Berry
MaryJo Andersen
Eve Nilenders

Representing

City of Gresham
City of Gresham
City of Gresham
City of Troutdale
City of Wood Village
Multnomah County
Multnomah County
Multnomah County
TriMet

Guests

Shirley Craddick
Kate Fagerholm
Marne Duke
Stephanie Millar
Heather Catron
Mike Pullen

Representing

Metro
Metro
Metro
ODOT
HDR
Multnomah County

1. Welcome and Introductions

Councilor Kranz called the meeting to order at 3:04 p.m.

2. Opportunity for Public Comment

Jessica announced that Joanna Valencia is leaving Multnomah County at the end of August.

3. Review and Adoption of July 2019 Meeting Minutes - All

Action Item

- Motion: Approve minutes:
- Moved by Councilor Miner, Second Nolan Young. Approved.

4. Earthquake Ready Burnside Bridge – Mike Pullen, Multnomah County and Heather Catron, HDR

Information/Discussion

Mike Pullen introduced himself and Heather Catron from HDR. He noted that the County is moving into the design phase. He noted he presented at EMCTC about a year ago. He noted the project team is down to 4 design alternates (down from 10 the last time he came). He went on to explain why it is important to do the work now – there is a likelihood that there will be an earthquake in the future and currently there are not downtown bridges that are fully seismically resilient. The Burnside Bridge is an important bridge to upgrade because it is a lifeline route and it doesn't have a lot of bridges (e.g. I-5 or I-405) that may fall on it. He then outlined the process of selecting the 3 options – which will be included in the NEPA phase. The NEPA phase will be what is ultimately approved by the Federal Highway Administration (FHWA). He noted that the Board of County Commissioners, City of Portland, and Metro would all also review and approve the preferred alternative. Councilor Hinton asked how much the Vehicle Registration Fee will be raised. Mike said it is currently \$19 and will go up to \$57. It is currently the lowest of the three counties and it will become the highest.

Heather went on to present on the alternatives that the County is pursuing into design. The alternatives that the County is continuing to evaluate include the following: 1) enhanced seismic retrofit, 2) replacement with a fixed bridge (non-moveable), 3 & 4) replacement with moveable bridge – one would be in the same place, the other would be with an additional east side viaduct connecting Couch Street. This would allow for easier access to the bridge than is currently available in the Couch couplet. She also noted that the Streetcar may someday run on the Burnside Bridge, so the new design will accommodate that future. She noted that the non-moveable bridge the height of the bridge would have to be very high to accommodate large ships (during Rose Festival for instance). She also noted that the Construction is very constrained and the workgroup is having to decide if the bridge will be closed for the duration of construction or if there will be a temporary bridge in place during construction. The recommended preferred alternative should be ready by next summer – the county will go out for feedback during this time. Councilor Craddick asked if the County is planning for enhanced bus service on the bridge. Mike Pullen noted that a bus only lane is going to be added to the bridge sooner (next year). Councilor Craddick noted that with the bridge being defined as a lifeline route, how did all the construction get approved on the east end of the bridge. Mike noted that at the time there wasn't the teeth to stop the development from happening. Emerald asked why the construction would take 4-5 years. Mike noted that the old bridge has 50-60 spans, he noted there is a ton of underground work that would be required to fix the old bridge. Mike noted that Sellwood was 5 years. Heather noted that regulations have to be worked around and the urban environment is very constrained. If there is a temporary bridge, that will also take time to build. Mike noted they will come back next summer with another presentation.

5. Get There! Online Ride Matching Program – Stephanie Millar, ODOT

Information/Discussion

Stephanie Millar introduced herself and noted that she is the State's Transportation Options Program Manager and she has 9 grantees around the state. One of the grantees is Metro, and Marne Duke from Metro will co present on the item. Metro's Regional Transportation Options grant program that distributes funds to locals in the region to also promote reducing single occupant travel. Together they introduced "Get There!" a new ridematching program that the state has launched. She went on to explain the new software, it's capabilities, the

new website and how it used around the state. It includes a statewide guide that can be customized for the region. She noted that the website is fully translated into Spanish. This website works for matching carpoolers and vanpoolers for commuting as well as for events – both public and private events. Marne noted it is a great way to do other incentives as well. The app tracks trips by type and can be used for employers that offer incentives to bike and walk, etc. Councilor Craddick how people in the carpool decide who will drive. Stephanie noted that it varies for each carpool. Marnie noted that Metro acts as the regional coordinator for the services. Jessica asked how many employers are enrolled in the region. Marnie said it is about 290 employer sites. There are about 13,000 users in ODOT Region 1. Marlee asked if it could be used by people going to Glenn Otto Park for instance. Stephanie noted it is ideal to use for commuting but it is something that ODOT is looking into with WAZE. She noted that if there is an event, they could create an event in the program and then promote it as part of the event. Councilor Kranz also suggested TRIP be contacted. Metro noted that they've begun working with Amazon. Councilor Craddick asked who is recruiting the employers to participate. Marne noted that it is a team effort through TriMet's employer program as well as with Metro and the Cities. Eve noted that Darrin Lund is the East County employer transportation options representative at TriMet, Eve noted she can share his contact information. Stephanie invited everyone to go online and check it out.

6. T2020 Regional Bond Measure Programs – Staff

Information/Discussion

Jessica kicked off the conversation about Metro's regional transportation funding measure. Up until now we have been talking about corridors, the conversation has now shifted to talk about programs that might be funded. She pulled up a list of potential corridors to be included in the measure. Kate noted that there are currently 15 programs and the task force is hoping to narrow the list down to 5 or 6. Councilor Craddick introduced Kate Fagerholm who is her new aide, but has been very involved with the task force up to this point. Councilor Craddick noted that up until this point the task force has been focused on capital projects, but now they're looking planning and ongoing programs that can supplement or support the projects we're building. Jessica noted that Metro has identified projects that they already know how to implement and that are important to the region. These are programs that Metro knows how to deliver them. Jessica noted that the County is supportive of the Main Streets project. Nolan asked if it could be used for capital as well. Kate noted that yes, like Safe Routes to School there can be a capital component as well as programmatic. Discussion ensued. Kate noted that the message to the task force would be most powerful if it came from the Halsey group if they're interested in the Main Streets program. Katherine Kelly noted that staff was hopeful that we could come to a consensus on which programs were most important. She noted Gresham is interested in Main Street, Better Bus, Safety Hotspots, Smart Cities, and Equitable Transit Oriented Development. Jessica noted that we can remind the task force members to support the programs. Emerald noted that if people cannot attend it is still important to send a letter. Emerald noted that the Task Force is not the ultimate decision making body, they will make a recommendation to the Metro Council who will ultimately decide whether or not to refer the measure to the ballot.

7. Agency Updates

- a. ODOT Update - none
- b. TriMet Update – Second week of the MAX upgrades in the Lloyd Center. TriMet is phasing out printed tickets. Paper ticket can be replaced with a mobile ticket. Three MAX stations downtown will be closed in order to speed up travel times downtown.
- c. Port of Portland – none
- d. Fairview – the Halsey group has selected a consultant for their Metro grant. At the August 28th meeting, they'll talk about design themes.
- e. Gresham – none.
- f. Troutdale – Councilor Kranz noted this weekend is the third annual Bigfoot festival. 30% trail design for the waterfront trail is underway. Open house in mid-October.
- g. Wood Village – John Niyama announced that former Mayor Tim Clark passed away. Councilor Hinton noted that Tim Clark was a wonderful man and councilor and loved serving on EMCTC.

- h. Multnomah County – Jessica noted that the County is in the procurement process to start the TRIP shuttle. She noted that County will also be doing some transit planning in the rural area. MaryJo noted she's gearing up for Fall Back-to-School days.

8. Other Business – none.

Next Regular Meeting is October 14, 2019. September 12 meeting is a tour of PDX.

Meeting adjourned at 4:45 pm