

May 18, 2026 3:00 PM

Meeting Minutes

#	Topic, Lead, Organization	Start Time
1.	Welcome - Commissioner Jones-Dixon, Multnomah County Commissioner Jones-Dixon opened the meeting and welcomed attendees. Roll call was conducted to introduce members, including Mayor Stovall, Tom Bouillion from the Port of Portland, and Mayor Rios-Campos from Wood Village. Mayor Stovall noted that he would need to depart early at 4:00 PM.	3:00 PM
2.	Opportunity for Public Comment The floor was opened for public comment, which serves as an open forum for East County transportation topics. Jessica Berry noted that no public comments had been submitted in advance, and no attendees raised their hands to speak during the meeting.	3:10 PM
3.	Review and Adoption of April 13, 2026 Meeting Minutes - All The committee reviewed the meeting minutes from the previous month. Mayor Stovall made a motion to adopt the minutes, which was seconded by Tom Bouillion. The motion passed unanimously via a voice vote and show of hands.	3:15 PM
4.	Safety Update - MaryJo Andersen, Multnomah County Mary Jo Andersen presented the monthly safety update, sharing traffic fatality data from March and April for the metro three-county region. In March, there were 10 regional fatalities (9 drivers, 1 pedestrian), including one driver fatality in East County at SE Stark and East Burnside. April saw 12 regional fatalities (9 drivers, 2 pedestrians, 1 bicyclist), with one East County driver fatality at NE Sandy and 141st. On a positive note, Andersen shared updates regarding the Transportation Safety Action Plan (TSAP), including a training partnership with the Street Trust for Reynolds school bus drivers and a presentation at PSU's Community Transportation Academy. Additionally, Safe Routes to School held a successful walk event with the Gresham Mayor at Hollydale Elementary and hosted a well-attended bike fair at Davis Park. Commissioner Jones-Dixon expressed condolences to the families affected by the traffic crashes.	3:20 PM
5.	Region 1 ACT Community Member Representative Nomination - Allison Boyd, Multnomah County (Action item)	3:25 PM

Jessica Berry filled in for Allison Boyd to present a staff recommendation to fill a vacant, labor-focused community member position on the Region 1 Advisory Committee to ODOT (ACT). The previous representative was Zach Culver from LIUNA. Following an open recruitment and evaluation process alongside the City of Portland, staff recommended David Coe, a field representative with LIUNA 737. Berry noted that if nominated, Coe would be officially welcomed at the next Region 1 ACT meeting. Mayor Stovall made a motion to nominate Coe, which was seconded by Tom Bouillion. The motion passed unanimously. Berry also informed the group that Allison Boyd is leaving Multnomah County next week.

6. Multnomah County Public Health Safe Streets for All Grant Application, Letter of Support - Nsilo Berry, Multnomah County (Action item) 3:30 PM

Amanda Hurley presented on behalf of Nsilo Berry regarding a grant proposal being developed for the U.S. Department of Transportation's Safe Streets for All program. The Health Department is seeking a supplemental and demonstration planning grant to build a community-driven strategy to reduce DUI crashes in East Multnomah County, combining efforts from the REACH program and the Environmental Health Healthy Homes and Communities program. Hurley noted this funding is significantly less competitive than the previously unsuccessful Road to Zero application. Key grant activities include compiling emergency management system (EMS) data to analyze response times, hosting two EMS summits, facilitating a DUI prevention advisory committee with local businesses and transportation agencies, and running a pilot DUI prevention media campaign with evaluation support from PSU. The committee was asked to sign a letter of support aligning with three specific TSAP strategies (reducing impaired driving, improving post-crash response, and deploying variable message boards) before the application deadline on Tuesday, May 26, 2026. Tom Bouillion asked if feedback was received on the previous grant, and Hurley noted that no score or commentary was provided. Mayor Stovall moved to approve drafting the letter of support as a body, Tom Bouillion seconded the motion, and it passed unanimously.

7. Stark Street Bridge Replacement Project Update - Arini Farrell, Multnomah County 3:35 PM

Arini Farrell provided a high-level update on the Stark Street Bridge Replacement Project, which is exploring long-term resilience options—including full structural replacement—following two past crashes that compromised the historical bridge. The project is currently navigating the NEPA process and gathering community feedback via an active survey targeting daily commuters to understand what the historic structure means to residents. Farrell shared that an internal team is evaluating design alternatives, with plans to bring a short list of design concepts back to MUCTUC and neighborhood groups by late summer. The project team is also conducting a "roadshow" to present updates, with upcoming stops including the Troutdale Planning Commission and Council

meetings, as well as a presentation to NEMCA in Corbett. Commissioner Jones-Dixon emphasized the extreme importance of the bridge to the Corbett community and local schools, noting his office would closely track its progress.

8. Multnomah County Transportation Funding Overview - Jessica Berry, Multnomah County

3:40 PM

Jessica Berry delivered a comprehensive overview of the county's transportation infrastructure and funding structures. She highlighted that county revenues are stagnant or declining and failing to keep pace with inflation, noting that infrastructure costs have risen 70% since 2020 while fleet maintenance and replacement costs continue to escalate. Pavement conditions are a major concern; 47% of county roads require full replacement, and fixing severely deteriorated rural roads is exceptionally costly. Looking across a 10-year horizon, the county faces a \$63 million annual funding gap just to maintain status quo service levels, and a \$647 million annual gap to meet all regional transportation plan project needs.

Berry explained the complex system of revenue distribution, focusing heavily on a unique 1980s intergovernmental agreement (IGA) between Multnomah County and the City of Portland. Under this IGA, the county's 30% state highway fund share, Portland's 20% city share, and the county's 3% gas tax are pooled (totaling roughly \$111 million). After allocating roughly \$7 million off the top to operate the expensive Willamette River movable bridges, Portland receives 80% of the remaining pool, while the county retains 20%. Out of its 20% share, the county passes approximately \$5 million along to Gresham, Fairview, and Troutdale through a separate 2000s road-transfer IGA, leaving just \$18.7 million annually for all urban and rural county road programs. Additionally, Oregon statute allows the county's Vehicle Registration Fee (VRF) to be dedicated to the Willamette River bridges, where it is used sequentially for debt repayment (such as the Sellwood and Burnside bridge projects), capital match, a temporary \$3 million road program supplement, and operations.

The funding breakdown sparked significant discussion. Tom Bouillion suggested exploring jurisdictional road transfers to ODOT (similar to Cornelius Pass Road) or creating System Development Charge (SDC) revenue-sharing options to offset impacts on county roads. Greg Dirks expressed that Wood Village, Fairview, and Troutdale are now urbanized and would prefer to see the county transfer full jurisdiction of the remaining roads over to the cities so they can manage their own rights-of-way and eliminate complex revenue sharing. Mayor Rios-Campos and Sarah Selden found the structural reality of the Portland IGA alarming, noting that Portland gains nearly \$30 million from the arrangement, and agreed that regional discussions regarding funding and jurisdiction must continue. Commissioner Jones-Dixon thanked Berry for pulling back the curtain on these numbers so the district can realistically address its needs.

9. Annual Summer Construction Update - Multiple speakers

4:05 PM

Jurisdictions across East County shared updates on upcoming and active summer construction work:

Gresham: Chris Strong noted a massive year ahead, highlighting intersection upgrades at 223rd and Stark, the construction of Phase 4 of the Gresham Fairview Trail (including a Halsey sidewalk infill), minor arterial enhancements on Cleveland Avenue, and streetlighting infill projects. Gresham is also executing extensive pavement preservation through an asphalt inlay program on heavy commercial corridors (Burnside and Division) and a local street slurry program, alongside sidewalk completions on Yamhill, ODOT-funded speed humps near elementary schools, five rapid flashing pedestrian beacons, and Safety Improvements on 181st Avenue. Additionally, Metro is constructing a separated trail south of Marine Drive.

Wood Village: Greg Dirks highlighted a full rebuild of 236th Avenue, their lowest-rated residential street, funded via accumulated street utility fees. The base remains good, but the project will redo the crown and install extra catch basins to handle hillside water runoff, with surrounding streets receiving slurry seals.

Fairview: Sarah Selden shared that while drilling is underway for a major new drinking water well (Well 10) off NE 223rd, their main transportation project is a \$80,000 CDBG-funded sidewalk infill on Lincoln Street to improve walking safety to Fairview Elementary. They are also conducting exploratory investigations on a 1957 concrete sewer trunk line to properly time utility work ahead of the county's upcoming Safer Sandy Boulevard project.

City of Portland / PBOT: Francesca Jones announced phased summer and fall construction on 122nd Avenue. Redesign work at the Halsey intersection will feature signal modifications that completely separate pedestrians and cyclists from right-turning vehicles to eliminate "right hook" conflicts. Paving will occur between Broadway and Gleason in August, transit improvements at Burnside will follow in September, and continuous lighting infill and new crossings will roll out through late 2026. After paving, existing parking on 122nd will be converted to bike lanes.

Multnomah County: Sarah Jeffrey presented roadside updates, including an active 6-ramp ADA project finishing pavement this week, and the \$2 million 223rd Safe Routes to School project starting construction in late June to connect Halsey to Fairview Elementary with west-side sidewalks and dual bike lanes. Other county projects include Germantown curve speed radar signs and rumble strips, the Rita Road culvert replacement on Sauvie Island, a Buxton ADA ramp project, and emergency landslide stabilization (soil nails and a shotcrete wall) on Gorn Creek Road. Mayor Rios-Campos questioned why 223rd was only getting a sidewalk on one side; Jeffrey and Selden clarified that severe environmental constraints and creek proximity made an east-side sidewalk too expensive for the Safe Routes grant, but a future corridor-wide project will look at larger needs.

ODOT: Lewis Kelley highlighted a new multi-use path connecting Jordan Road to the Sandy River Delta parking lot. He also detailed corridor-wide safety upgrades—including brighter lighting, new signage, striping, and signal timing adjustments—along the ramps of I-205 (Columbia River to 82nd Ave) and I-84 (I-5 to Hood River), with lane closures restricted to nights (10:00 PM to 5:00 AM). Lastly, Kelley warned that the ramp transitioning I-84 West to I-5 North (dropping off at the Moda/Convention Center) is closed full-time for bridge rehabilitation and signal upgrades until mid-June.

10. JPACT Report - Mayor Stovall, JPACT Member

4:35 PM

Jay Higgins filled in to report on the April 16th JPACT meeting. JPACT took action on Resolution 26-5563 to adopt the Regional Transportation Demand Management (TDM) Strategy into the Regional Transportation Plan (RTP) to reduce vehicle miles traveled through transit, walking, and biking paths. They also approved RTP amendments for locally preferred alternatives on three RFFA-funded transit projects: the 82nd Avenue Transit Project, the TV Highway Project, and the Montgomery Park Streetcar Project. Discussions were held regarding the Unified Planning Work Program, federal reauthorization advocacy for the upcoming September trip, and funding struggles facing the running-out Highway Trust Fund. Finally, an update was given on the Earthquake Ready Burnside Bridge project reaching 60% design, alongside continued federal and state lobbying strategies to secure complete construction funding.

11. Upcoming JPACT Agenda - Ramona Perrault, Metro

4:40 PM

Ramona Perrault previewed the upcoming Thursday JPACT meeting. JPACT will be asked to give a general approval to send a letter to the House congressional delegation supporting the "Basics Act" ahead of the transportation reauthorization bill. The consent agenda will feature votes on the Unified Planning Work Program, regional emergency transportation routes, and a bundle of MTIP amendments. Key non-consent items for presentation and discussion include an upcoming MTIP amendment regarding the Interstate Bridge Replacement Program (scheduled for a vote next month) and an update on the Community Connector Transit Study, which is tracking toward a support vote in October.

12. Agency Updates - All

4:45 PM

The committee shared brief jurisdictional updates:

Metro: Ramona Perrault had no additional holistic updates.

ODOT: Lewis Kelley had no further updates outside of the summer construction brief.

Port of Portland: Tom Bouillion reported that construction for their largest

intersection project—the upgrade of 82nd and Airport Way—has shifted to 2028.

TriMet: John Serra announced that TriMet successfully passed its proposed system and budget cuts at the end of last month/early this month. Commissioner Jones-Dixon noted that an idea has been floated to bring a "Fareless Square" to East County near the library, and Serra expressed interest in continuing that conversation.

Fairview: Sarah Selden introduced Fairview's new Public Works Director, Silas Richardson, who stepped into the role roughly a month ago.

Gresham: Jay Higgins and Chris Strong had no additional updates.

City of Portland / PBOT: Francesca Jones shared that the Portland 2045 Transportation System Plan is refining its pool of major capital projects and applying evaluation criteria. Broad community engagement and a public survey regarding draft project prioritization are tracking for this fall.

Wood Village: Greg Dirks reported that the city's budget was approved by the Budget Committee a few weeks ago and moves to the Council for formal adoption next month.

13. Other Business, All

4:55 PM

Jessica Berry noted that staff is continuing to take steps to find an alternative meeting time that will shorten the duration of the meeting, responding directly to requests made during the committee's retreat. Commissioner Jones-Dixon reminded everyone that the State of the County event is being hosted at the East County Library tomorrow evening. The meeting was then adjourned, with the next meeting scheduled for Monday, June 15th.

Members

Member	Alternate	Agency
☒ Commissioner Vince Jones-Dixon, EMCTC Chair		Multnomah County
☐ Councilor E'an Todd, EMCTC Vice Chair	☐ Name	City of Fairview
☒ Mayor Travis Stovall, JPACT Member	☐ Name	City of Gresham
☐ Councilor John Leamy	☐ Name	City of Troutdale
☒ Mayor Jairo Rios-Campos	☐ Name	City of Wood Village

Member	Alternate	Agency
☒ Tom Bouillion	☐ <i>Name</i>	Port of Portland
☐ Councilor Ashton Simpson (non-voting)		Metro

Other Attendees

- Jessica Berry, Multnomah County
- MaryJo Andersen, Multnomah County
- Eve Nilenders, Multnomah County
- Summer Cook, MultCo Zoom Support
- Emma Knutson, MultCo Zoom Support
- Jay Higgins, City of Gresham
- Lewis Kelley, ODOT
- Francesca Jones, PBOT
- Jonathan Horowitz, ODOT
- Ramona Perrault, Metro
- Paul Scarlett, ODOT
- Amanda Hurley, Multnomah County
- Greg Dirks, Wood Village
- Sarah Selden, Fairview
- Arini Farrell, Multnomah County
- Chris Strong, City of Gresham
- Emily Miletich, Multnomah County
- John Serra, TriMet
- Sara Jeffrey, Multnomah County
- Emily Miletich, Multnomah County
- Adam Torres, Clackamas County DTD
- Kristen Kibler, JLA
- Chris Strong, City of Gresham
- Megan Neill, Multnomah County
- Christopher Aguon, Community Member
- Ryan Rucker, Community Member

Action Items

- **DUI Grant Letter of Support:** Multnomah County/EMCTC staff must finalize, sign, and submit the formal letter of support for the Safe Streets for All grant application before the USDOT deadline on Tuesday, May 26, 2026.
- **Stark Street Bridge Alternatives:** The Stark Street Bridge project internal team will continue evaluating alternatives and community survey data to prepare a short list of design concepts to present to MUCTUC and neighborhood groups in late summer.
- **Future Funding & IGA Discussions:** Committee members plan to take the Transportation Funding Overview slides back to their respective city managers and councils to foster ongoing regional discussions regarding road jurisdictions, SDCs, and the historical Portland IGA.

- **Meeting Schedule Adjustments:** County staff (Sarah) will continue working to identify a new, shorter meeting time slot for future EMCTC meetings per the retreat guidelines.

Next EMCTC Meeting

Jun 15, 2026 3:00 PM