



East Metro Connections Plan Steering Committee

Friday, April 22, 2011

12:30 p.m. to 2 p.m.

Gresham Library

Committee members present

Shirley Craddick, Chair

Tom Hughes

Ron Cazares

Steve Entenman

Mark Garber

Jim Kight

Susie Lahsene

Alan Lehto

Greg Olson

Hector Osuna

Carol Rulla

Paul Savas

Patricia Smith

Shane Bemis

Dwight Unti

Jane Van Dyke

Mike Weatherby

Rian Windsheimer

Diane McKeel

Metro Council

Metro Council

FedEx

East Metro Economic Alliance

East Metro Economic Alliance

City of Troutdale

Port of Portland

TriMet

Multnomah County Bicycle and Pedestrian CAC

El Programa Hispano

Coalition of Gresham Neighborhoods

Clackamas County

City of Wood Village

City of Gresham

Tokola Properties

Columbia Slough Watershed Council

City of Fairview

ODOT Region 1

Multnomah County

Committee members excused

Diana Helm

City of Damascus

Facilitator

Jamie Damon – Oregon Consensus

Metro staff

Robin McArthur, Bridget Wiegart, Deborah Redman, Dana Lucero, Brian Harper and Jenn Tuerk

SYNOPSIS

Nearly every Committee member attended the first meeting, which began with Metro Council President Hughes' insights from spending the morning touring the East Metro area. He asserted that East Metro has great bones in terms of future job growth and that the area will become one of the most important driving economic forces for the rest of the region. To realize that, he said, we are all going to have to pull together to maximize our ability for economic development and the Steering Committee's engagement is a key part of that.

A few themes were repeated as Committee members shared their hopes for the outcome of this effort. There was rousing agreement that everyone wants East Metro Connections Plan to be successful. All hope the process results in economic development and prosperity. There were a variety of views on how to get there. Several members expressed the importance of the I-84/US 26 transportation connection for the communities to achieve economic development. Others wanted to look at a broader range of factors that might stimulate jobs. An overview of the technical work revealed the interconnectedness of the transportation system with economic, community and environmental issues. There is varying desire for technical details, while others felt more was needed.

The Committee agreed to the operating protocols that came out of the interviews and used green, yellow and red cards to reach consensus on plan goals. Some members agreed to provide more input on the goals, which the technical team will keep in mind while developing the objectives and criteria.

I. MEETING CALLED TO ORDER

Before the official start of the meeting the facilitator, Jamie Damon, briefly went through the packet and pointed out the meeting protocols on page 5 of the East Metro Connections Plan Steering Committee Interview report (attached to the record). The Committee agreed to the protocols with head nods. In addition, the Committee agreed to use first names to communicate with each other.

The meeting was officially called to order at 12:48 p.m. by Metro Councilor Shirley Craddick, Chair of the Committee.

II. WELCOME AND OPENING REMARKS BY METRO COUNCIL PRESIDENT TOM HUGHES

Metro Council President Tom Hughes opened the meeting by sharing insights from spending the morning touring the East Metro area. He talked about how, with limited money, the region needs to focus on creating jobs with projects that support multiple aims of transportation and economic development. Key themes from the remarks include:

- Over the last ten years we've not only declined as the rest of the country has declined because of the recession, we've declined relative to the rest of the country.
- Creating and retaining jobs is key. We are going to need to work together to maximize our ability for economic development.
- Metro has convened a leadership council of business and private sector leaders from around the region to develop a plan to invest in infrastructure projects in order to become more prosperous. This effort is called the Community Investment Initiative.

- As we look around the region for where to make investments, the places that have a plan and have looked at the fundamental issues about how these investments help us grow jobs are going to be at the head of the line.
- Metro's role in this is to facilitate your coming to a conclusion and develop a plan of action and then to help you as much as possible implement that plan.

III. INTRODUCTIONS

Ms. Damon asked the Committee to go around the room to introduce themselves, their agency and what they hope to accomplish at the end of this effort.

- Rian Windsheimer, ODOT Region 1: ODOT is currently working on connections and making investments in East Metro. ODOT wants to know what the rest of the network looks like to accommodate movement and economic development.
- Jane Van Dyke, Columbia Slough Watershed Council: Recreational and commute transportation movements as well as economic development.
- Dwight Unti, Tokola Properties: Having a plan to align transportation and land use elements. In addition, having articulated economic and land use aspirations is important to the developers.
- Ron Cazares, FedEx: Development around FedEx in cooperation with neighbors.
- Steve Entenman, East Metro Economic Alliance: A viable plan for all jurisdictions to use and help define gainful, appropriate economic development.
- Hector Osuna, El Programa Hispano: Equity with flexibility.
- Susie Lahsene, Port of Portland: Port investments in area, agreement around investments and an actionable long-term agenda.
- Patricia Smith, Mayor of Wood Village: Work together on important community issues and ensure Wood Village is not overshadowed by others' choices. Give people transportation choices and work together to get more resources.
- Mark Garber, East Metro Economic Alliance: Good connections to I-84 to US 26 to support community development. Possibly multiple solutions?
- Jim Kight, Mayor of Troutdale: Ensure safety. Have a jobs and housing balance. Columbia Corridor River District to provide jobs closer to home.
- Shane Bemis, Mayor of Gresham: Connections are the most important outcome such as connections to Springwater Industrial Area. Multiple solutions supported by empirical data.
- Diane McKeel, Multnomah County Commissioner: Effective movement between I-84 and US 26. Actionable and meaningful economic development.
- Paul Savas, Clackamas County Commissioner: Support aspirations of communities outside the plan area and commuters to/through the area.
- Mike Weatherby, Mayor of Fairview: Economic drivers. Connections to USS Ranger, Damascus and Happy Valley. Work together to achieve goals.
- Greg Olson, Multnomah County Bicycle and Pedestrian CAC: Connection to Highways 212 and 205. A plan that transcends politics and has multi-modal elements. Unify disparate plans and attract more resources to this region.
- Carol Rulla, Coalition of Gresham Neighborhoods: Broad community support for the plan and implementation.

- Alan Lehto, TriMet: Consensus, clear steps and implementable. Understand how to get people to transit stops and improve pedestrian facilities.
- Chair Shirley Craddick, Metro Councilor: Shared economic development goals that help each jurisdiction meet their local goals. Measure in terms of overall consequences.

IV. MILESTONES

Bridget Wieghart, Metro, introduced the Committee to the East Metro Connections Plan Area and Influence map in the agenda packet (attached to record). Over the past twenty years there has been shifting perceptions of the need for the project. At one point, a limited access highway was a critical freight connection to Central Oregon. This was questioned during the Multnomah County Environmental Impact Statement (EIS) in the late 1990's. When Damascus was brought into the region the North-South study by Gresham identified a need for commuters to access jobs in the Columbia Corridor. Growth forecasts have slowed. Coming out of the Regional Transportation Plan with limited dollars available, there is a clear need to make best use of existing facilities, and focus on smaller projects instead of large, new connections. There is a need to prioritize projects that serve priority land uses.

Project timeline

Ms. Wieghart reviewed the East Metro Connections Plan timeline, page 4 of the agenda packet, highlighting key points in the project.

Example end products

Ms. Wieghart also presented an example of an East Metro investment strategy, located on pages 5, 6, 7, 8 and 9.

All – Clarifying questions

Mr. Osuna asked if there are documents pertaining to the study at this point. Ms. Dana Lucero, Metro, will be posting the key documents to the website in the near future.

V. DECISION-MAKING

Role of Steering Committee, local adoption process, Steering Committee decision- making.

Ms. Damon directed the Committee to the Metro Council adopted resolution that declares the formation of the East Metro Connections Plan Steering Committee, pages 12-14 of the packet. Exhibit A of the resolution states the responsibilities of the participants. No one on the Committee disagreed with the responsibilities they are charged with.

Each committee member in the interviews agreed that the Committee needs to come to a clear consensus on the end product and that they should make incremental decisions along the way. The Memorandum of Understanding (2007) between the cities of Fairview, Gresham, Troutdale and Wood Village and Multnomah County set the ground work and is the foundational document for continuing the work of the Committee. Ms. Damon suggested that at the end of the project the jurisdictions may want to go back and create a new MOU from the decisions made as a result of EMCP.

All – Discussion

The group discussed the following points about the work they will be doing and what they want to see come out of it:

- Due to the current economic scenario we should be able to create a plan on incremental levels (3 years, 5 years and 10 years). Also, we need to have each community identify what projects they think are important and then see what we can do with the money available.
- We need to look at the local aspirations to also understand the needs for projects.
- The Committee should have the ability to see the existing conditions to really make confident decisions for the project.
- We need to provide outreach documents in easily understood language.

VI. WHAT'S HAPPENING ON THE GROUND AND WHAT'S ANTICIPATED IN THE FUTURE?

Ms. Deborah Redman, Metro, provided a quick overview of the ongoing technical work. Staff continues to review current plans and data to understand what is happening on the ground. She emphasized the connections between the transportation system with economic, community, and environmental issues.

Existing conditions

Speaking from a sampling of maps representing demographic, natural resource, economic development areas, and transportation projects, Ms. Redman, spoke about the efforts to understand the relationships between, for example, natural resources, tourism, health and economic development. Finding areas where specific goals across a range of topical areas converge allows us to maximize opportunities, leverage related investments, and share project benefits.

Local economic and community development aspirations

On April 15, 2011 a group of economic development staff and city managers met to learn about each other's economic and community development aspirations. This work begins to lay the foundation for the economic development strategy component of EMCP – an analysis of opportunities that cross jurisdictional boundaries. A consultant will come on board to help build this regional strategy.

Bill Peterson, City of Wood Village, participated in the meeting. He confirmed that the EMCP presents a wonderful opportunity to collectively come to the table and approach the shared challenges with a mentality of abundance rather than scarcity.

Ms. Redman moved on to discuss the transportation system and the projects already included in the Regional Transportation Plan, the projects total \$942 million – well beyond what is affordable. An integrated and updated look at these projects is revealing what projects we can scale down, amend, delay or potentially eliminate. Ms. Redman gave a snapshot of some of the recent traffic counts that include through – movement versus local access in the plan area that will aid in understanding the traffic conditions and guide the transportation system. More detailed results will follow in the next phase.

Over the next few weeks the TAC will be unpacking the existing and future conditions report, environmental reconnaissance, economic development, literature review and the health equity baseline scan. We will pull out the most important information relevant to each jurisdiction in

light of their aspirations. From there, we will develop a refined problem statement, plan objectives to reach the larger goals, evaluation criteria, and list of strategies which will be brought to the Committee for approval and review.

Discussion

Some members asked to see the specific numbers regarding the traffic counts and movement in the region, specifically freight and through-movement. Mr. Osuna asked if the plan will be taking into account personal input, not just numbers, by the people that utilize a certain street or highway. Ms. Lucero referred to the timeline from earlier in the meeting. There will be two public workshops and other opportunities for public input before key decisions are made.

Chair Craddick queried Committee members about their expectations. She asked about process and if there were concerns. A number of members noted they are interested in the data and suggested it be shared through means other than meetings. Some suggested the Committee meet only at necessary points when decisions need to be made or critical conversations need to be had.

Mr. Unti asked the plan area mayors to share their priorities for their cities. Ms. Damon noted that the 2007 MOU states where the jurisdictions are at this point but agreed to take a few minutes to go around the room and have the mayors express their point of view.

- Mayor Smith – I tend to get jumpy about the increase of traffic going through Wood Village. I do not want a connector to go through our town and we do not need one primary connector. But if that is what the decision comes to, the MOU states it would go below grade.
- Mayor Weatherby – I understand the issue “Not in My Backyard” and understand no one wants a connector, but we will acquiesce to what the plan finds.. Fairview’s Council will work with what the plan comes up with to have a real route for economic development, which could be multiple routes.
- Mayor Kight – There already 4 routes and most likely will see improvement to the existing routes. We also need to slow down the traffic. He stressed the importance of streetscape. The first and foremost concerns are safety and then support the economic activity that is already there. We need to support economic development and need to do it now.
- Mayor Bemis – Mayor Bemis needed to leave the meeting early but Ms. Damon caught him on his way out and he expressed the importance of the Springwater industrial area.

VII. CONFIRMATION OF EAST METRO CONNECTION PLAN GOALS

Ms. Damon went to the page 24 of the agenda packet that listed the East Metro Connection Plan goals. Using a consensus method of green, yellow and red cards to show if they highly approve (green), mostly agree but has some hesitations (yellow) or do not agree at all (red).

Action taken

The Committee reached consensus on the plan goals with a majority of green cards and a few yellow cards.

Ms. Damon suggested that those who displayed yellow cards provide comments to Ms. Lucero.

VIII. NEXT STEPS

The next step for the Committee is to reconvene in June for a meeting.

XI. PUBLIC COMMENT

The floor was opened for public comment. Theresa Delaney from the Reynolds School District provided the following public comment:

As a citizen she wants the Committee to pay attention to the north/south – east/west transportation issues and to take a look at 223rd Avenue/Fairview Avenue. To note on economic development that any money spent in the region needs to be on local projects, with local employees and local interests. As chair of the Reynolds School District school board, she suggests that a committee member from the school board is missing from the table. Schools can help achieve the goal of the livability in the area by investing in the community here and keeping jobs in the area. The district owns the land near Edgefield that is readily available to be used now and has proven models that can help bring money to the area.

XI. ADJOURN

There being no further business, Chair Craddick adjourned the meeting at 2:38 p.m.

Meeting summary respectfully submitted by:

Jenn Tuerk

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda Packet	4/22/11	EMCP Steering Committee Packet – April 22, 2011	042211emcp-01
2	Document	4/22/11	East Metro Connections Plan Steering Committee Interviews Report	042211emcp-02
3	Document	4/22/11	Invitation to participate from Metro Council President Hughes and Councilor Craddick	042211emcp-03