

Meeting minutes

Meeting: **82nd Avenue Steering Committee meeting #11**
 Date/time: Thursday, February 22, 2024 | 4:00 p.m. to 6:00 p.m.
 Place: Hybrid meeting held via Zoom at **Portland Community College**, 2305 SE 82nd Avenue,
 Portland, Oregon, Mt. Tabor Hall Room 145

<u>Members, Alternates Attending</u>	<u>Affiliation</u>
JC Vanatta	TriMet
Art Pearce	PBOT
Councilor Christine Lewis	Metro
Councilor Duncan Hwang	Metro
Rian Windsheimer	ODOT
Ayman Irfan	Unite Oregon
Kaitlyn Dey	Clackamas Service Center
Representative Khanh Pham	Oregon Legislature
Commissioner Mark Shull	Clackamas County
Michael Liu	82 nd Ave Business Assn
Zachary Lauritzen	Oregon Walks
Vikki Payne, <i>alternate</i>	Multnomah County

<u>Presenters</u>	
Elizabeth Mros-O’Hara	Metro
Michael Kiser	TriMet

<u>Attendees</u>	
Karen Buehrig	Clackamas County
Peter Meyerhofer	Kimley Horn
Melissa Ashbaugh	Metro
Jason Nolin	Metro
Kate Hawkins	Metro
Michael Skiles	Metro
Monica Krueger	Metro
Malu Wilkinson	Metro
Kelly Betteridge	Metro
Anne Buzzini	Metro
Tanja Olson	Metro
Melissa Ashbaugh	Metro
Eve Nilenders	Multnomah County
Sarah Paulus	Multnomah County
Sandra Hikari	ODOT
Chris Ford	ODOT

Kristin Hull	PBOT
Julia Reed	PBOT
Jamie Snook	TriMet
Paulina Salgado	TriMet
Jonathan Plowman	TriMet
Peter Dydo	WSP
Jacob Loeb	
Holly Querin	
Hector Rodriquez Ruiz	
John Giacoppe	

Welcome and Introductions

Co-chair Metro Councilor Hwang called the meeting to order at 4:06 p.m. and welcomed the attendees by reviewing basic information for the location and providing an overview of the agenda.

Approval of January 2024 Meeting Minutes

Approval moved by JC, seconded by Zachary. The minutes were approved with no objections or abstentions.

Introductions and Updates from Partners

Port of Portland and Multnomah County Commissioner were unavailable this evening, but Vikki Payne attended as Multnomah County's alternate.

JC Vannatta, Executive Director of Public affairs for TriMet, had no updates.

Art Pearce for City of Portland: 60% design for near term safety improvements and comments are being solicited online. Two open houses are coming up soon and construction will begin later this year.

Commissioner Mark Shull (Clackamas County): Constituents are concerned about the cost of transportation and funding for I-205 and Sunrise corridor. What is the update from TriMet on the expected costs of the project? Elizabeth responded that the projection is a \$300 million project. The next phase will get more design and more detailed cost information.

Zachary Lauritzen of Oregon Walks, looking forward to singing happy birthday to Duncan.

Michael Liu of Fubonn Shopping Center is concerned about costs. Where is the funding coming from? Bonding? A lot of asks and how we fund this project is key to getting it finished.

Representative Khanh Pham for House District 46 is in the middle of short legislative session and looks forward to supporting the project.

Rian Windsheimer of ODOT has been traveling around the region today and is looking forward to tonight's meeting.

Ayman Irfan from Unite Oregon had no updates.

Kaitlyn Dey from Clackamas Service Center had no updates.

Councilor Christine Lewis from District 2 had no updates and then introduced Elizabeth for the LPA components staff recommendation.

Staff recommendations on LPA Components (Elizabeth Mros-O'Hara, Metro)

Elizabeth presented on the components of the LPA that have reached consensus. The charge of the

steering committee has been choosing an LPA which includes the mode, the general station locations, and route, and is tied to a high-level funding plan.

Transit Mode: considering modes through previous work: Better bus (spot improvements), Light rail, streetcar, and bus rapid transit (BRT). BRT is the best fit to address reliability, capacity, access, and speed.

General station locations: through extensive technical analysis and community engagement, staff is recommending thirty-one station locations with an average station spacing of under one-third mile. There will be 2-4 more stations associated with the final northern terminus location.

The route would follow 82nd Avenue from Clackamas Town Center to Northeast Portland. This is the highest ridership line in the system and has lots of important destinations and it is growing faster than the region.

Southern terminus is Clackamas Town Center Transit Center which serves many destinations, connects to many other bus lines and the Green Max Line, and has a park and ride facility.

Northern terminus: Staff started with four options that were evaluated with goals and objectives: Cully neighborhood, Parkrose Transit Center, Portland Airport, and Cascade Station. Cully and Parkrose performed best. Cascade and airport did not meet the goals of the project and did not serve many residential areas. Staff is recommending Cully (preferred) and Parkrose (alternate) with a plan to investigate more about design, costing, travel times, and community feedback to narrow down to one option.

Elizabeth shared sample language for the LPA--a brief, descriptive paragraph--and a map of the route with the general station locations.

Next, the committee will meet in April and vote on the LPA components and staff will share a high-level work plan to arrive at a final northern terminus. Elizabeth will reach out to Technical Working Group (TWG) and steering committee (SC) members to check in about process and next steps.

Elizabeth asked members to respond with what staff should know before bringing the LPA components to the committee in April for a vote.

Discussion

Commissioner Shull has heard from constituents, and they are concerned about the impact to cars and trucks through the corridor when focusing more traffic lanes on the BRT. How will we mitigate the inconvenience for cars and trucks?

Answer from Elizabeth: we are still digging into that, and the next phase will do more analysis and design. We will be entering the NEPA process and analyzing all the impacts from the project.

Zachary asked for clarity about the longest distance between stops.

Elizabeth responded that station siting analysis looked at safety and where people want to go. Some distances are longer than others as they are focused on serving key destinations. Some areas like north of Alberta are industrial with few pedestrian destinations and will be served by other bus service. Station locations are tailored to the needs of riders traveling the corridor and where there are destinations.

Question from Councilor Hwang about budget and how we pay for it. He acknowledged the \$300m sweet spot, but what is the best transit project? How much would we need to make the best project?

Elizabeth responded that we want to maximize the federal dollars and want to make it safe and comfortable. This will also be a political conversation.

Follow up from Duncan: Could we scope out the ideal project for comparison purposes?

Elizabeth said that there will be a low-build and high-build options for many areas of the project.

Michael: It is not always about cost. Reliability is the biggest focus because the corridor will be congested over time. Other important aspects are collaborating with the community, making sure everyone is thriving. We will be looking at several congested intersections to address the long-term vision.

Art from Portland noted that there are several projects focused on the same corridor: the City's safety improvements, the transit improvements, and more improvements will be needed. They will need to be prioritizing for each phase.

Comment from Councilor Christine Lewis: Asked that the stops with multiple connections be highlighted on the map.

Comment from Vikki Payne on behalf of Commissioner Julia Brim-Edwards: County would like to see more community engagement from the Parkrose neighborhood and Commissioner Beesan from District 2 is on standby to help with that outreach.

Division Transit Project and workforce equity (Michael Kiser, TriMet)

Michael talked about the work that is coming in the next couple of months: ramping up for the project development (PD) phase; getting recognized by FTA [Federal Transit Administration] means that moneys spent from that point on will count as match; a design RFP [request for proposal] from 1-100% will go out in April and the work will start in July; and TriMet has \$30 million in committed funds for the next phase from Portland, Metro, TriMet, and they are pursuing other funding.

Michael gave a presentation on TriMet's equitable workforce development on the Division Transit Project (DTP). The return on investment is an investment in the community, making partnerships to create a hand up to the local residents and businesses. There were three major players: TriMet, Raimore Construction (general contractor) and Division Midway Alliance. The DTP had a similar number of built stations and had a similar cost (by today's dollars) to the 82nd Avenue transit project. They put the focus on growing people, resiliency, economic empowerment, and building community. To do this, TriMet changed the model to a community-led process, and coordinated with a community-based organization that represented a diverse section of people to build meaningful engagement, grow local workforce, and gave voice to the community. People were at the center: people over profit to develop a long-term vision.

TriMet worked within a cultural liaison model to leverage community skills to build a better future, supporting them along the way so that they became stronger—the idea of paying it forward. They analyzed procurement methodologies to place value on people but still be accountable. They challenged tradition and built workforce diversity. Michael showed a video about Raimore's mission. Inclusivity was intentional by Raimore, the general contractor; they invested in Black engineers, grew people with aptitude rather than educational background, and built capacity.

Michael described the importance of relationships with subcontractors, and identifying early those emerging businesses that need a little help so they will be ready when needed. Inclusivity also comes down to choice. They worked to change the culture of construction through intentional partnerships and addressing the male dominance. Early engagement is key, by setting goals, identifying gaps, and establishing trust.

They approached equity within contracting by removing barriers for Disadvantaged Business Enterprise (DBE) firms. Community-based organization, Division Midway, looked for opportunities to prepare DBE businesses and worked on economic empowerment by offering assistance. Advanced Tribal, a native company, installed all the shelters and now services all the shelters in the system.

Highlights of equity on DTP:

- Delivered on-time and under budget
- Largest project ever awarded to a DBE in Oregon
- Highest inclusion rate in TriMet history
- Increased regional capacity and political support for future projects
- Eighty percent of work went to DBE companies
- Fifty percent of work performed by minorities and women

Division Midway led on economic empowerment: local companies were lifted up by starting on DTP and went on to receive bigger projects. This work led to many jobs, workforce growth, homes purchased, generational wealth, the highest inclusion rate, and the growth of sub-primes (minority and women-owned companies). Another video highlighted how DTP lifted up Advanced Tribal.

Discussion

Councilor Lewis: Are there thoughts about who TriMet could partner with on 82nd? Are there other ways to improve equity in contracting and work force goals? There will be no decision point but working together will make a bigger impact for the community.

Michael confirmed that there is no decision point here, that TriMet is just wanting to coordinate and work together.

Councilor Lewis brought up that many agencies at the table are C2P2 [Construction Career Pathway Project Framework] signatories which lines out specific thresholds, baselines, and investment in workforce through internship programs.

Councilor Hwang appreciated the work from TriMet. The effects are visible in the community. In terms of the RFP for design work: what is the community engagement goals for that phase? How has that changed in the last 3 years?

Michael responded that community engagement is a tradition, and the outreach will ramp up. There will be three positions focusing on this project's engagement, and most of the engagement will be focused on the terminus. Paulina and her group will be working with property owners. We will be asking questions. What are we missing? How can we avoid harm? How can we mitigate unintended consequences? And relaying all the feedback back to the design team. There will be focus groups. The outreach team will be making connections and building relationships from an early stage and will be sharing back to the committee.

Zachary asked about the geographic focus area of the workforce development, in lieu of the potential displacement that comes with an investment of this size.

Michael responded that they used an alternative contracting method, bringing the contractors on early to build relationships and trust, addressing the myriad of coordination challenges, looking for opportunities from the community, looking for subs in the area that can pay it forward, and hopefully grow organically.

Zachary noted that community pride is a big aspect too and offered to help TriMet recruit in a targeted geographic area.

Councilor Lewis encouraged everyone to be thinking about CBO partnerships and building capacity and relationships.

Michael echoed that and he hopes to make those community connections and invite community leaders to the table to tell project managers what they want.

Public Comment

From the room: John Giacoppe [Jee-ah-coh'pee] lives nearby on 74th. They came to see the stops map. Clearly, there is a budget consideration. A half mile is a long walk on 82nd Avenue. Blocks are long and walking on 82nd Avenue is to be avoided as much as possible. More stops are better. Reliability is important and the best way to do that is to provide dedicated right of way.

None from the Zoom call.

Next Steps/Adjourn by Councilor Hwang (Metro)

Councilor Hwang told the group that the next meeting will be April 25th: there will be a vote on the LPA components, a major milestone, a work plan to get to a single northern terminus, and an update on the Equitable Development Strategy. The next phase will have fewer meetings.

Meeting adjourned at 5:27 pm.

Respectfully submitted,

Tanja Olson, 82nd Avenue Steering Committee Recorder

Attachments to the Public Record, 82nd Avenue Steering Committee meeting, February 22, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	02/15/2024	02/22/2024 82 nd Avenue Steering Committee Meeting Agenda	0222202482ASC-01
2	Document	02/15/2024	82nd Avenue Transit Project Steering Committee December 2023 Draft Minutes	0222202482ASC-02
3	Map	02/08/2024	82 nd Avenue Transit LPA In Progress	0222202482ASC-03