

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE

Thursday, April 19, 2018, 6:00 p.m. - 7:30 p.m.

Portland Community College, 2305 SE 82nd Ave, Portland, OR 97216

CAC MEMBERS PRESENT

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)

Rick Bartko, Division Midway Alliance (DMA)

John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air

Michael Harrison, Oregon Health Science University (OHSU)

Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)

Sydney Mead, Division Clinton Business Association (DCBA)

Jef Kaiser, Gresham Coalition of Neighborhoods

Thuy Tu, Jade District/APANO

Teresa Keishi Soto, East Portland Action Plan (EPAP)

Absent

Carol Fenstermacher, Centennial School District

Welcome

Chabre opened the meeting and thanked members for attending and representing their communities. Members reviewed the notes and approved the notes with edits.

Public Comments

None

Transit Oriented Development at 82nd Ave/Division St. Update

Jonathan Williams, Metro

The Jade Apartments is a direct result of community outreach. The Jade District Business Plan and APANO brought awareness for this project to Metro. The Jade Apartments project provides opportunities for low-income housing and community spaces. This Transit-Oriented Development will bring 48 regulated formal housing units and new headquarters for APANO. The non-profit, ROSE CDC, based in southeast, was selected as the developer. APANO raised over 1.3 million dollars to begin construction. Jonathan presented the design of the new space and apartments. The project expects to be completed by March 2019.

Budget/Scope and Schedule Update

Michael Kiser, Project Manager

Currently the project is in the middle of the 35% of design update. The project continues to follow the congressional funding approach. This work is poised to be project ready for NEPA by June. The City of Portland has committed to assisting in closing the local funding gap. There is still some final work to be done with Gresham and the county for their assistance. The 35% design plans to be completed by the end of May. Michael explained how the Powell Garage is an independent project. The \$20 million committed from the DTP funding will be coming back to

the project budget to be used to make a better project. The additional funding will help the project to be ready for FTA.

Platforms, signals, performance and reliability are a few items the 35% will be focused on. The platform design will consider the bikes up and over approach. Staff is doing everything possible to utilize signal technology moving the buses through the corridor. There will be additional modeling to increase reliability. At the end of the day the performance component is what is most important.

The project continues to work with the Outer Division Multi-Modal Safety Project with the bicycle interface. The project plans on holding 35% open house in June.

Jef Kaiser asked if there will be multiple open houses for each of the geographic areas.

Coral Egnew responded there will be one in Gresham and another in Portland. No dates have been set yet.

Rick Bartko asked if there are any examples of up and over in Portland, and if not, is it feasible to do a prototype somewhere.

Michael Kiser said there is some potential around prototyping. The Enhanced Transit Corridor group is looking at bus and bike interfaces at the stations. We are bringing on a multi-modal specialist firm to help figure out the essential elements of the bikes up and over design. This multi-modal firm has experience throughout the US, Canada and abroad.

Claudia Robertson said Jesse is moving forward with the coordination of the Committee on Accessible Transportation (CAT) team, Bicycle Advisory Committee and Pedestrian Advisory Committee. There is concern about the ability of the disabled and those with mobility devices to board the buses through the doors. There are low-tech simple techniques in Canada that solve these problems that may be able to be implemented here.

Michael Kiser responded he has been working with the same group Claudia has been working with looking at these approaches.

John Carr asked for clarification on the due dates on the fund approvals for the congressional approach. He asked if the project will have to wait until October to be notified.

Michael Kiser said that the Omnibus will be approved in October, but the project will be granted approval to move forward before October.

John Carr asked if the City of Portland helping to close the funding gap had to do with the \$20 million or the prior 87% ratio.

Michael Kiser responded when the project switched to the 50/50 funding, TriMet stepped up to pay the difference. But there was still a \$6 million in local funding which added another \$6

million to match. This drew great concerns, so the City of Portland committed to help close the gap and are working with other organizations in hopes of getting more contributions.

John Carr asked where are the \$20 million in funds coming from after the project pulled funding out from the Powell Garage project.

Michael Kiser said the funds are from a variety of places, he does not know exactly where the funds are or where they are all coming from. The project manager for Powell Garage would know the details.

John Carr asked what is the difference between performance and reliability.

Michael Kiser said performance has to do with travel time during average conditions. Reliability has to do with signal timing and the interconnectedness of signals. The bus operators are relying on the signals to help move through the corridor smoothly. From a user perspective, they need to be able to rely on the system to function well to get to work or wherever they wish to go on time. Reliability and performance are interlinked.

John Carr asked about a railroad that needed a new switch. What's the status on that?

Michael Kiser wanted to make a note to get back to John about that.

Public Comment

Jim Howell asked, "When is the Powell Garage supposed to be in operation?"

Michael Kiser answered, "They will be looking to wrap it up by 2020."

Jim Howell expressed concern about building things, such as the garage before the technological advances are being discussed have been implemented. For example building the Powell Garage prior to electrical buses.

Michael Kiser responded that the timeline for the technological advances are further out and what is being implemented and built now, such as the Powell Garage, is in anticipation of the technological advances and ready to convert/retrofit when necessary.

Committee Roundtable

Rick Bartko gave an update on what occurred at the policy and budget committee meeting. He said TriMet's General Manager Doug Kelsey will be doing some outreach in the community. There are still problems in getting community involvement and agreement on the project. TriMet is encouraging the community to endorse this project. Rick said that he will be doing outreach with APANO and others to endorse the project.

Claudia Robertson asked Rick if there are any dates or a time -frame for the outreach.

Rick Bartko said that there is no specific date, but will occur within 60 to 90 days.

Wendy Serrano clarified the outreach being done by TriMet's general manager is done as part of the agency community outreach.

Jef Kaiser said there was talk before about branding this project. Where are we on that?

Wendy Serrano responded that at 35%, the project is not ready for branding. Once it gets to 60% we expect to be ready to explore branding.

Jef Kaiser said the Neighborhood Coalition that he represents does not support the loss of bus stations and the longer distances they will have to travel to get to buses.

Coral Egnew responded that if he needs help explaining changes and why, he could let her know.

Sydney Mead asked if there is something more specific the committee should be focusing on during May.

Wendy Serrano responded she is trying to get the Outer Division Multi-Modal Safety Project (ODMMSP) to come and present to the committee again. They last presented to the committee at the beginning of this project. ODMMSPP has been moving forward and are getting closer to construction.

Teresa Keishi Soto said every time a station is removed she will not be happy and those at EPAP will not be happy either. She also thanked everyone who has continued to attend the CAC meetings staying involved. She said that once she is finished reviewing the plans that Kem Marks has put together she would update the CAC.