

HB 2017 Transit Advisory Committee

August 24, 2018

Meeting Agenda

Agenda & Public Comment	8:00 a.m.
Timeline	8:30 a.m.
TriMet Budget Review	8:35 a.m.
Discuss Funding Allocations & Service Scenarios	8:45 a.m.
Regional Coordination Projects	10:00 a.m.
Out of District Presentations	10:15 a.m.
Meeting Adjourns	11:00 a.m.

Public Comment

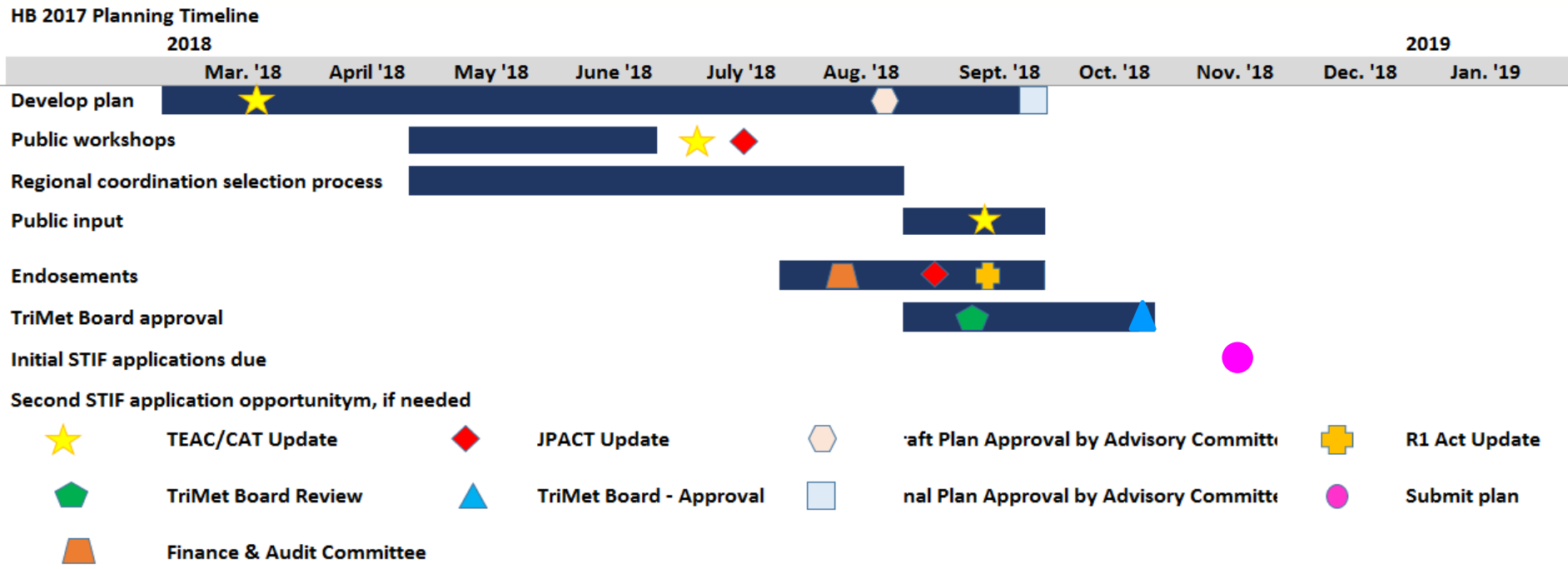


HB2017 Planning Timeline

We are here

Final Plan

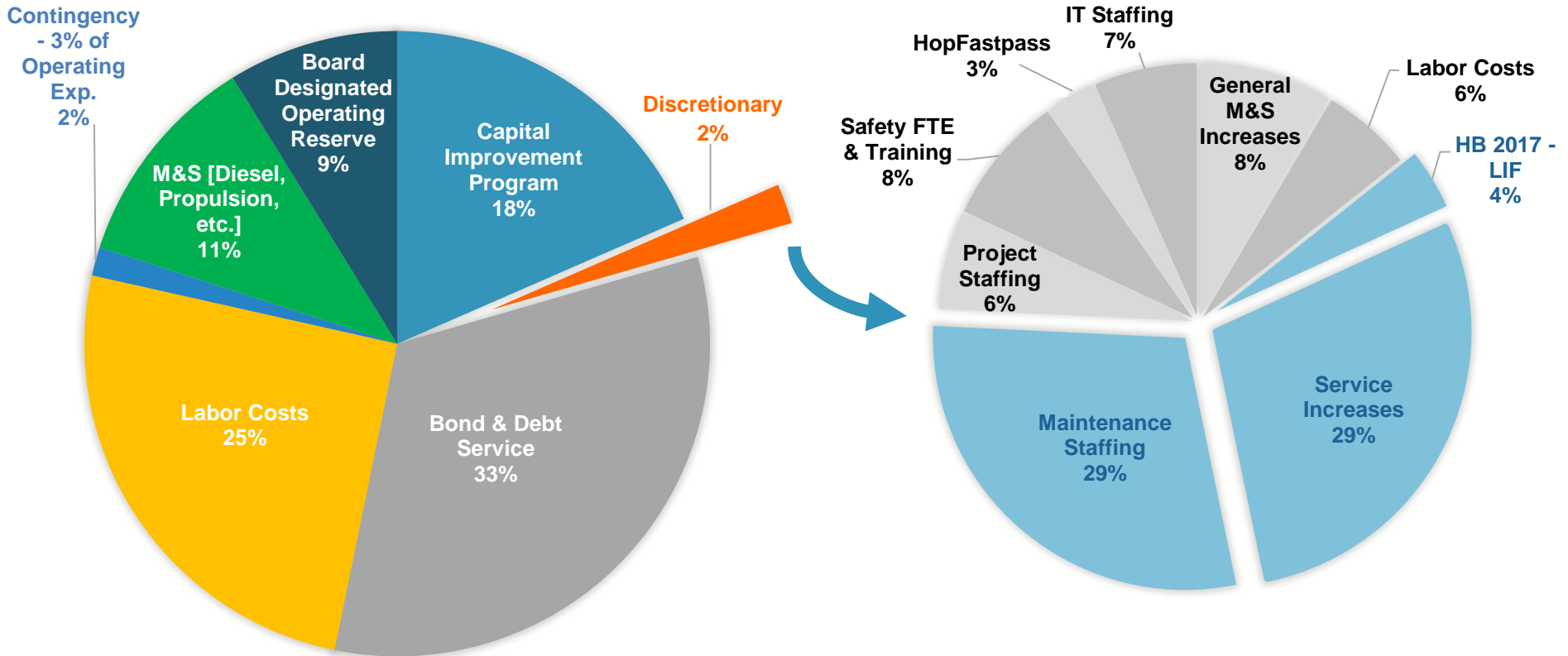
ODOT Submission



TriMet Budget Overview

TOTAL REQUIREMENTS - FY2019
\$1.4B

DISCRETIONARY SPENDING - FY2019



Funding Allocation Proposal

July Proposal

School Transportation \$490,000 (1%)

Regional Coordination \$3 mil (6%)

Non-Diesel Bus Program \$5 mil (10%)

Low Income Fare \$12 mil (24%)

Service FY19-FY23 \$29 mil (59%)
Includes buses & system capital:
More Frequency
More Coverage
Later/Earlier Service
Weekend Service

~\$49 mil (FY20)

~\$50 mil



Security \$2 mil (4%)

ETC Transit Priority \$10 mil (20%)

Amenities Digital Displays Accessible Bus Stops \$10 mil (20%)

Non-Diesel Bus Program \$28 mil (56%)

Public Outreach: Top Priorities

Top Tier Priorities: Within \$100 Survey and Top 2 Service Improvements or Top 8 Non-Service Improvements from Workshops	2nd Tier Priorities: Within \$100 Survey or Top 8 Non-Service Improvements from Workshops	3rd Tier Priorities: Not within \$100 Survey nor Top 8 Non-Service Improvements from Workshops
Expand Service Coverage ✓	More Weekend Service ✓	Bus Rapid Transit
More Frequent Service ✓	More Early/Late Service ✓	Fewer Stops
Get Buses Through Traffic ✓	Larger Buses	Customer Service
On-Street Amenities ✓	Non-Diesel Buses ✓	School Partnerships ✓
Physical Improvements at TCs ✓	Digital Displays ✓	
Additional Security Staff	Reduce Fares - Low Inc. Youth/HC	
	Reduce Fares for All Youth/HC	
Additional Opportunities:		
More Streetcar Service		
More On-Demand Service for Seniors and People with Disabilities		

Advisory Committee Guiding Statement

HB 2017 provides much-needed investment in transit service. For the first time, employees in Oregon will be taxed to pay for transit, and low-income workers will contribute proportionately more of their incomes as a result. Annual per capita income in the Portland metropolitan areas is below the U.S. average and a lack of affordable housing has pushed low-income residents to areas with lower transit services. It is therefore critical that investment of this funding serve the needs of low-income people to have affordable, reliable, convenient transit service that connects them to jobs and services. A modern, well-funded transportation system that is planned, built, and operated with equity as a guiding principle will benefit everyone through reduced air toxics, carbon output, and congestion, and shape our region for generations to come. Therefore, the committee will advise TriMet on a public transportation improvement plan to spend HB2017 funds for the following purposes:

- ✓ Expansion of existing and creation of new transit services (including last mile services), except for light rail, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization,
- ✓ programs to reduce transit fares for communities with a high percentage of low-income households,
- ✓ procurement of buses powered by natural gas or electricity,
- ✓ capital projects required for the creation, expansion and improvement of transit services, including projects intended to improve speed and reliability, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization,
- ✓ expansion of existing/creation of new transit services in communities outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties, and
- ✓ regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.

Revised Service Scenarios

Service Scenarios

- Coverage focused
- Ridership focused
- Combined

All Scenarios

- Serve equity areas
- Show FY19-23 service improvements
- Show Division Transit Project (and Line 4 reallocation) and Red Line Extension
- Include improvements funded with HB 2017 and employer payroll tax increase
- Clackamas revisions
- Streetcar Service
- Senior & Disabled Funding

Combined Scenario – July Proposal Revised

Combined focus options

Revisions:

- New Sunday service on Line 30-Estacada
- Increase weekday frequency on Line 155-Sunnyside

Improvements

5 new bus lines

5 weekend improvements (+1)

7 route extensions or route changes

9 frequency upgrades (+1)

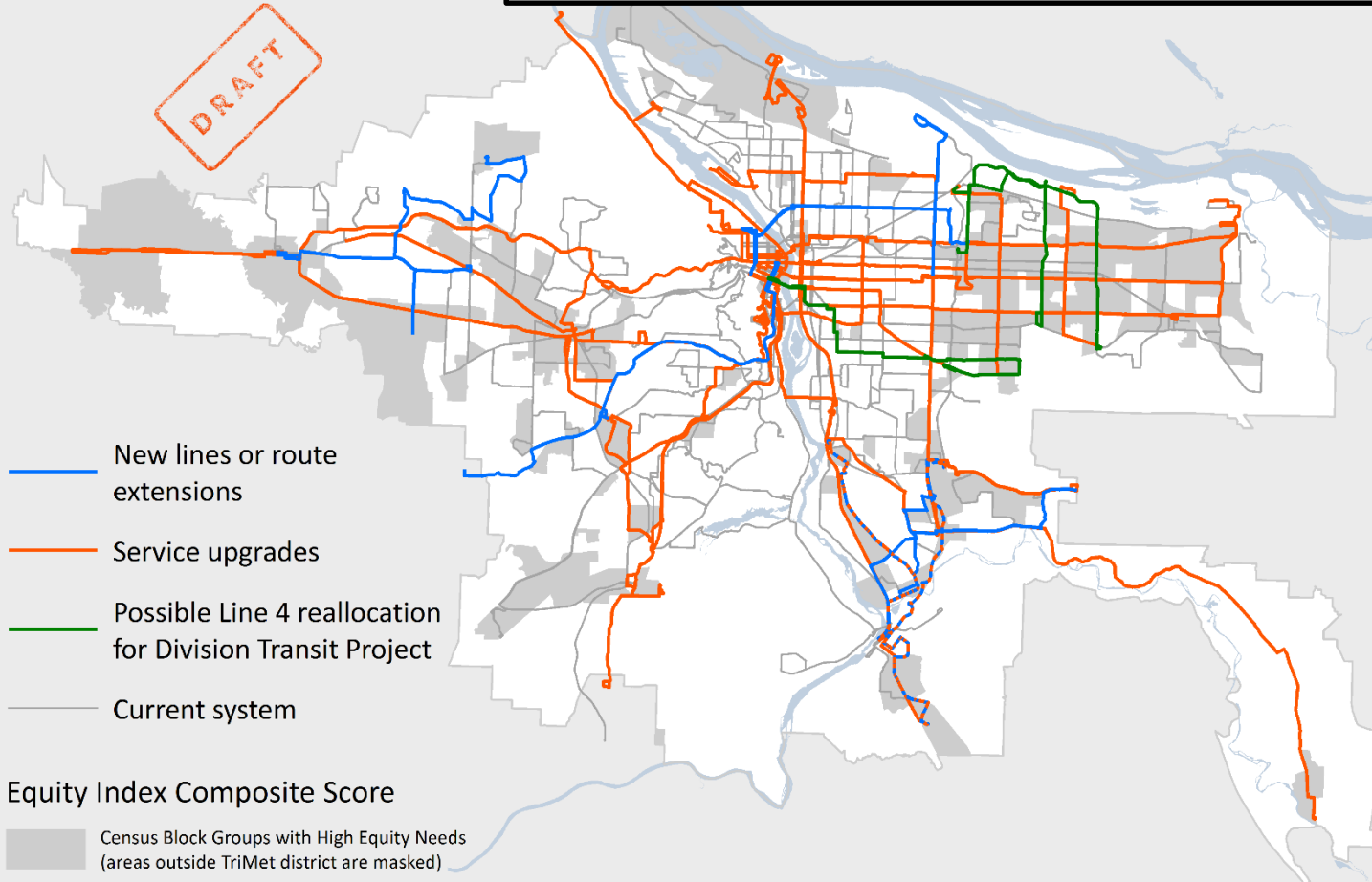
8 early/late/midday improvements

2 24-hr. service additions

5 new 15-min. Frequent Service Lines

4 Frequent Service Lines upgraded to 12 min. service

DRAFT





Portland Streetcar Request

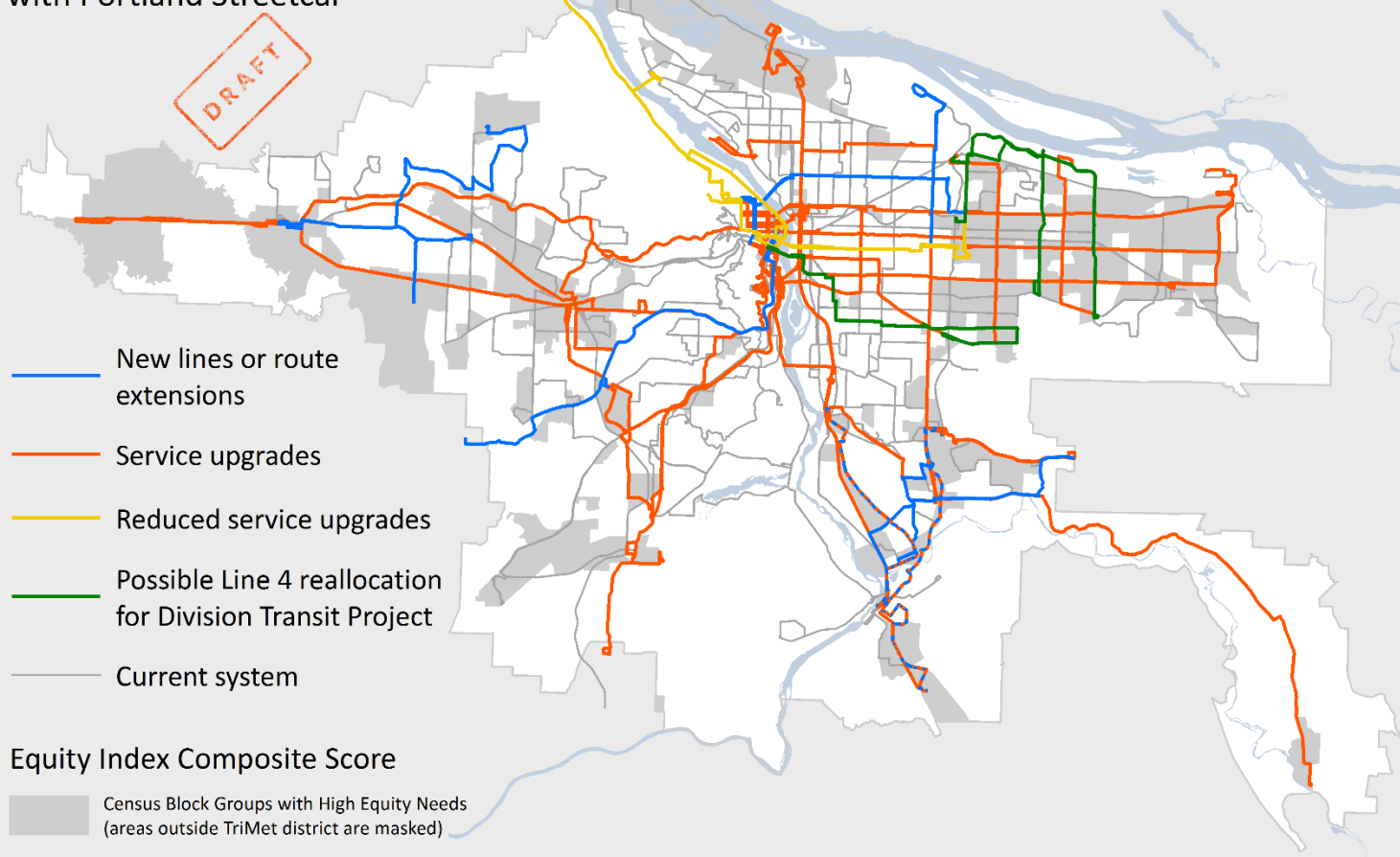
- Requesting \$2 mil per year to increase service to 12-min. frequency
- Proposal:
 - City of Portland has agreed to \$700k in reductions in bus service within their boundaries in order to accommodate the cost of 12-min. frequency improvement on the Portland Streetcar
 - Portland Streetcar would need to find funding elsewhere to fund the rest of the \$2 mil per year.

Combined Revised Scenario with Streetcar

Combined focus options with Portland Streetcar

DRAFT

- Reductions:**
- Lower frequency investment on Line 15-Belmont/NW 23rd.
 - Lower weekday frequency investment on Line 16-Front Ave./St. Helens Rd.
 - No weekend investment in Line 16-Front Ave./St. Helens Rd.



- New lines or route extensions
- Service upgrades
- Reduced service upgrades
- Possible Line 4 reallocation for Division Transit Project
- Current system

Equity Index Composite Score
 Census Block Groups with High Equity Needs (areas outside TriMet district are masked)

Improvements

- 5 new bus lines
- 4 weekend improvements (-1)
- 7 route extensions or route changes
- 10 frequency upgrades (+1)
- 8 early/late/midday improvements
- 2 24-hr. service additions
- 5 new 15-min. Frequent Service Lines
- 4 Frequent Service Lines upgraded to 12 min. service





Discuss & Vote on Portland Streetcar Request

- Proposal:
 - \$700k in reductions in City of Portland bus service to accommodate the cost of 12-min. frequency improvement on the Portland Streetcar



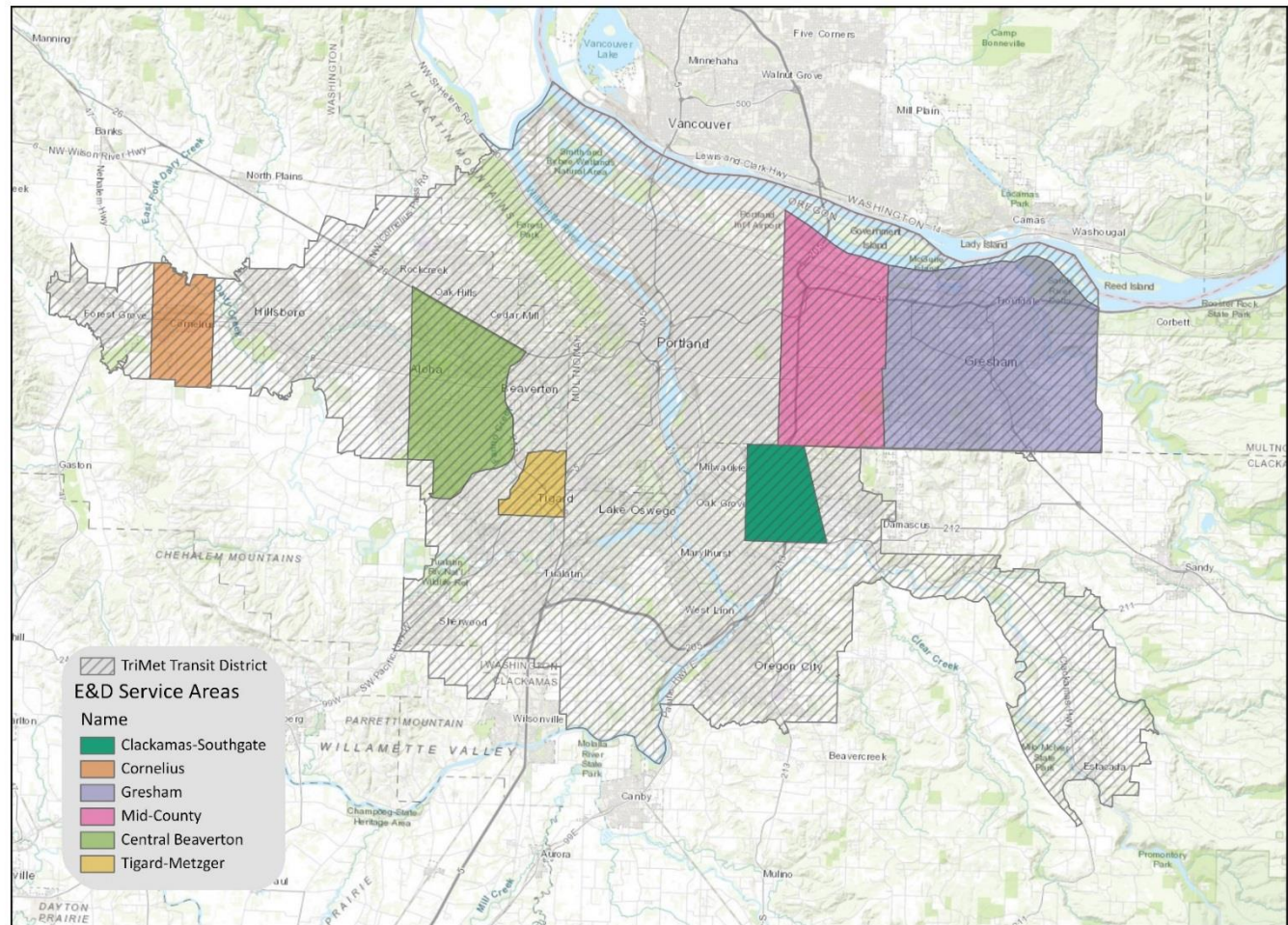
Proposal for Seniors & People with Disabilities

- Requesting \$3.4 mil or 5% - whichever is greater
- The funds will be used for
 - community shuttles in mid-Multnomah County, Gresham, and North Clackamas
 - demand response service in mid-Multnomah County, Gresham, Cornelius, Central Beaverton, and Tigard/Metzger
 - planning and development of mobility management technology
 - increase availability and reimbursement rate for volunteer ride companions
- Local Plan is the Regional Coordinated Transportation Plan
- Specific programs or projects would
 - be targeted towards areas highlighted in the HB2017 equity areas map
 - include accessible shuttles, demand response service, and other low-cost programs such as volunteer mileage reimbursement



Proposal for Seniors & People with Disabilities

Ride Connection STIF Funding - Proposed Project Areas



Combined Revised Scenario with Streetcar and Senior & Disabled Transportation funded at \$1 mil

Combined focus options

less \$1M for senior and disabled services

DRAFT

- Reductions:**
- No weekend service improvement on Line 32-Oatfield
 - Every other Line 56-Scholls Ferry trip extends to S. Cooper Mtn.
 - Lower frequency investment on Line 77-Halsey

- New lines or route extensions
- Service upgrades
- Reduced service upgrades
- Possible Line 4 reallocation for Division Transit Project
- Current system

Equity Index Composite Score

■ Census Block Groups with High Equity Needs (areas outside TriMet district are masked)

Improvements

- 5 new bus lines
- 3 weekend improvements (-1)
- 7 route extensions or route changes
- 10 frequency upgrades
- 8 early/late/midday improvements
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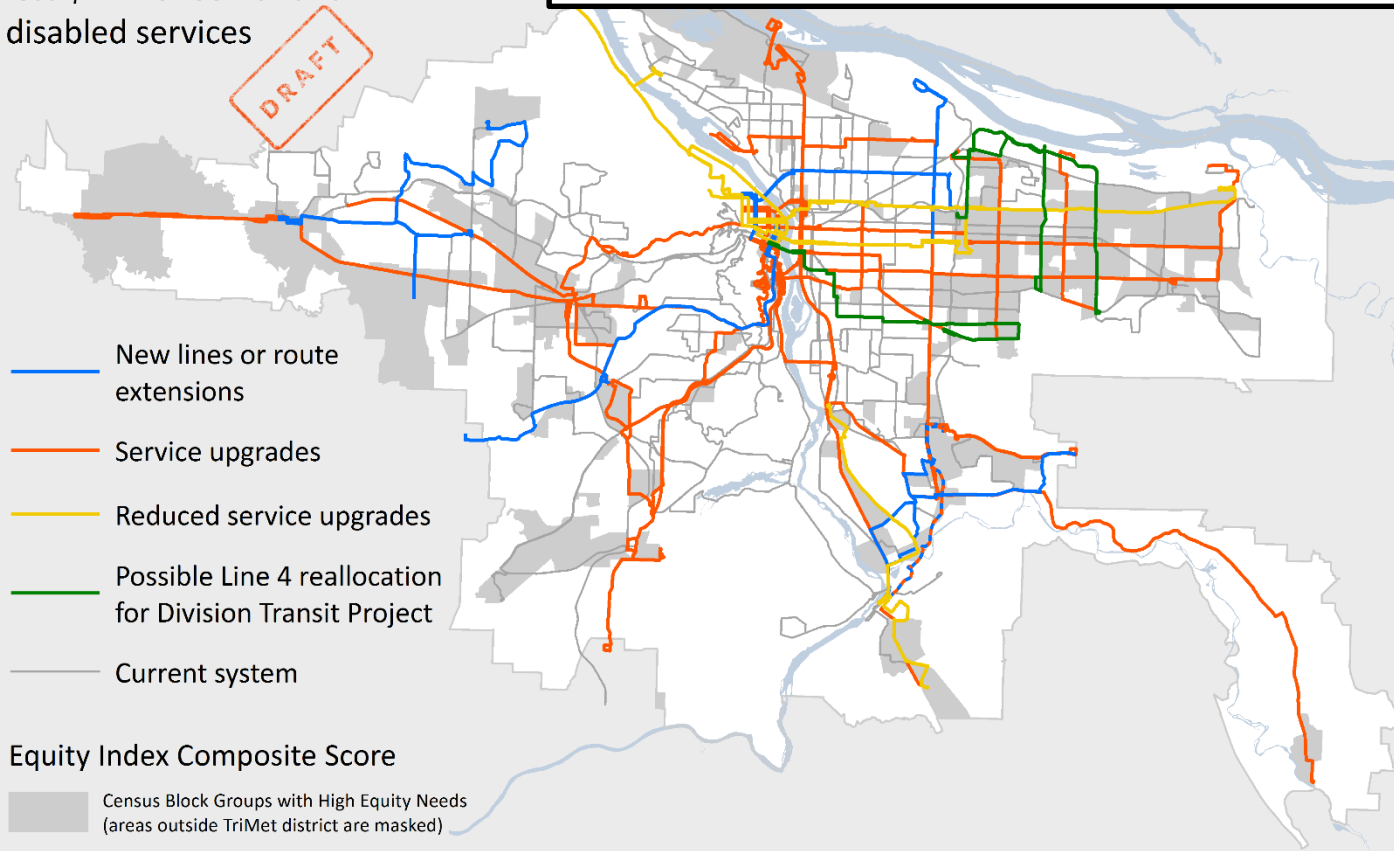


Combined Revised Scenario with Streetcar and Senior & Disabled Transportation funded at \$2 mil

Combined focus options

less \$2M for senior and disabled services

DRAFT



- Reductions:**
- No weekend service improvement on Line 32-Oatfield
 - No weekday frequency improvement or Sun. service on Line 48.
 - Lower frequency investment on Line 77-Halsey

Improvements

- 5 new bus lines
- 2 weekend improvements (-2)
- 7 route extensions or route changes
- 9 frequency upgrades (-1)
- 8 early/late/midday improvements
- 2 24-hr. service additions
- 5 new 15-min. Frequent Service Lines
- 4 Frequent Service Lines upgraded to 12 min. service



Combined Revised Scenario with Streetcar and Senior & Disabled Transportation funded at \$3.4 mil

Combined focus options
less \$3.4M for senior and disabled services

DRAFT

- Reductions:**
- No weekend service improvement on Line 32-Oatfield
 - No weekday frequency improvement or Sun. service on Line 48.
 - Every other Line 56-Scholls Ferry trip extends to S. Cooper Mtn.
 - Lower frequency investment on Line 77-Halsey

- New lines or route extensions
- Service upgrades
- Reduced service upgrades
- Possible Line 4 reallocation for Division Transit Project
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Equity Index Composite Score
Census Block Groups with High Equity Needs (areas outside TriMet district are masked)

Improvements

- 5 new bus lines
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- 4 Frequent Service Lines upgraded to 12 min. service





Discuss & Vote on Transportation Funding for Seniors and People with Disabilities

- Proposal:
 - \$1 mil from transit service allocation
 - \$2 mil from transit service allocation
 - \$3.4 mil for transit service allocation

Funding Allocation Proposal

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School Transportation \$490,000 (1%)

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Amenities Digital Displays Accessible Bus Stops \$10 mil (20%)

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Questions & Discussions

Regional Coordination Subcommittee & Selection Process

- Available funding: \$3 mil + inflation
- Subcommittee approved stabilization funding for existing shuttles
- Enacted a solicitation process new shuttles
- Subcommittee met to
 - Decide eligibility requirements for solicitation process for new shuttles
 - Develop criteria and approve application
 - Review and decide upon applications – Aug. 23rd

Regional Coordination Subcommittee & Selection Process

- Eligible applicants include:
 - Counties
 - Government operated transit providers
 - Other jurisdictions could partner with counties or government operated transit providers
- Eligible projects include planning, capital or operations for:
 - Last mile shuttles in the TriMet district
 - Services that help facilitate transit travel between the TriMet district and areas outside TriMet, but inside Clackamas, Multnomah and Washington counties

Regional Coordination Subcommittee & Selection Process

- Selection Criteria: To what extent does the project
 - Leverage other resources
 - Improve last mile connections within the TriMet district without duplicating TriMet service
 - Reduce fragmentation between communities inside the TriMet district and outside the district, but inside Clackamas, Multnomah, and Washington counties without duplicating TriMet service
 - Improve access to jobs and essential services for low-income and minority populations
 - Have local support and where applicable, regional coordination
 - Operate cost effectively

Regional Coordination Projects

Project

Line 81 Weekend Shuttle to Troutdale Reynolds Industrial Park (Troutdale/Gresham)

Oregon City Shuttle

Airport Way Industrial Area Job Connector (Portland)

Clackamas Industrial Shuttle (Clackamas)

SMART Route 2X to Tualatin Park and Ride (Wilsonville/Tualatin)

Clackamas Community College Shuttle – weekend expansion (Clackamas Town Center/Clackamas Community College)

CC Rider expansion – Columbia County to TriMet District (Columbia County to Portland or Hillsboro)

GroveLink Shuttle – stabilization and expansion (Forest Grove)

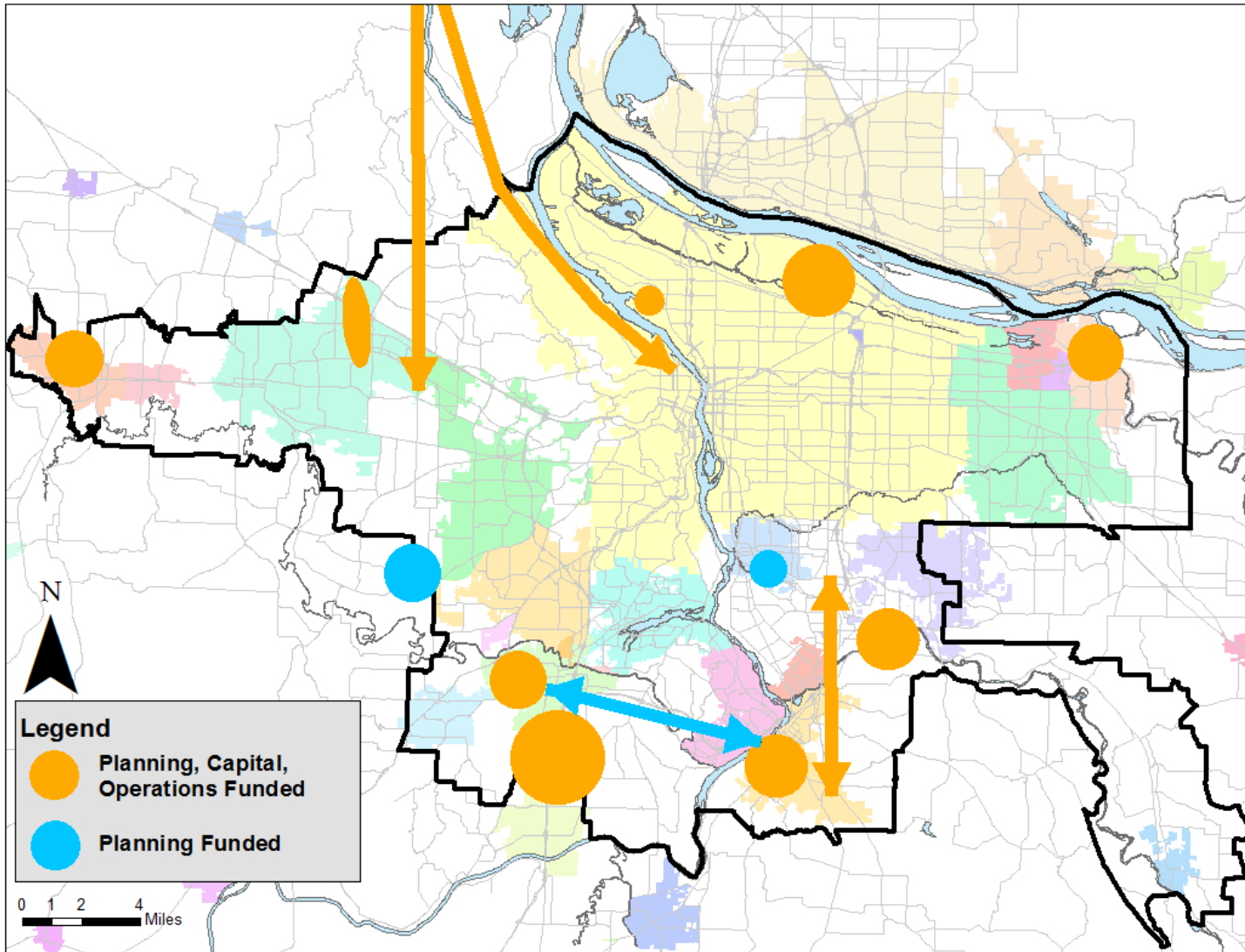
Tualatin Shuttle – stabilization and expansion (Tualatin)

North Hillsboro LINK shuttle – stabilization and expansion (Hillsboro)

Swan Island Evening Shuttle – stabilization (Portland)

Planning funds for South Cooper Mountain Shuttle (Beaverton/Hillsboro), Milwaukie Industrial Area Shuttle, and Tualatin/West Linn/Oregon City Shuttle

Regional Coordination Projects



County Plan Presentations



Clackamas County - State Transportation Improvement Plan Investments



Transit outside of TriMet District in Clackamas County

- ▶ Canby, Sandy, Wilsonville, South Clackamas Transportation District (Molalla) and Clackamas County (Mt Hood Express) provide transit services outside of the TriMet district in Clackamas County
- ▶ Created an IGA to form a CC HB 2017 Transit Advisory Committee
- ▶ CC HB 2017 TAC reviewed and recommend projects to be included in TriMet State Transportation Improvement Plan Nov 1 submittal
- ▶ Committee includes representation from seniors, persons with disabilities, low income households, educational institutions and a transit provider outside of Clackamas County



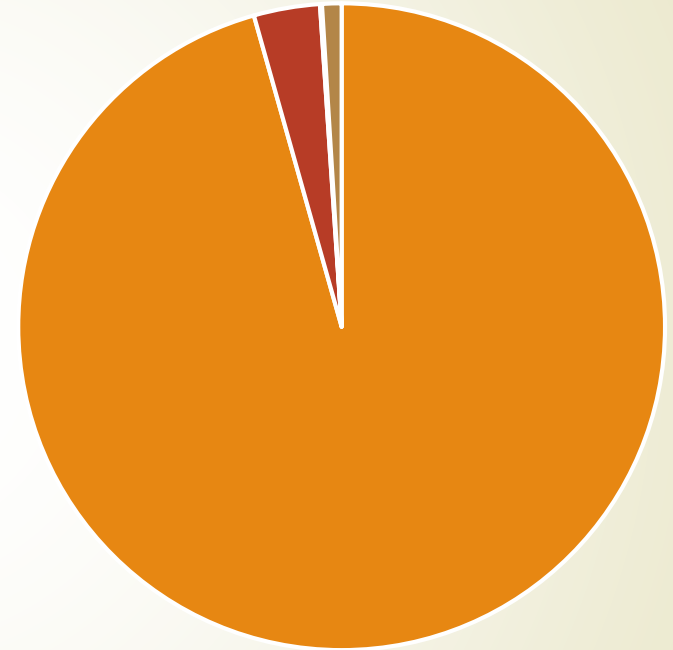
Coordination

- ▶ Each provider engaged uniquely with their community
 - ▶ Presentations to their boards and councils
 - ▶ Other input from their communities such as meeting with High School principal, Sandy Transit Advisory Board Meetings,
 - ▶ City event bus survey, City event activity board, City Council workshops and Council meeting plan approval
 - ▶ Clackamas County Coordination Committee presentations
- ▶ PLANS where the projects emerged
 - ▶ TriMet Coordinated Transportation Plan for Seniors & Persons with Disabilities 2016 (3-year plan)
 - ▶ Molalla Transportation System Plan Update 2018 (20-year plan)
 - ▶ Sandy Transit Master Plan implemented to identify future transit plans and goals.
 - ▶ SMART 2017 Transit Master Plan
 - ▶ Canby Transit Plan
 - ▶ Mt Hood Multi-Modal Plan
- ▶ COLLABORATION
 - ▶ Monthly Clackamas County service provider meetings
 - ▶ TriMet Regional Coordination Technical Advisory Committee.

Anticipated Funding Entire Qualified Entity Area

	Trimet - Qualified Entity Area	FY 2019 (6 M)	FY 2020	FY 2021
In Trimet District	\$109,724,000	\$18,793,000	\$42,670,000	\$48,261,000
Clackamas County	\$3,799,000	\$649,000	\$1,482,000	\$1,668,000
Multnomah County	\$114,000	\$19,000	\$44,000	\$51,000
Washington County	\$1,114,000	\$191,000	\$433,000	\$490,000

Trimet - Qualified Entity Area



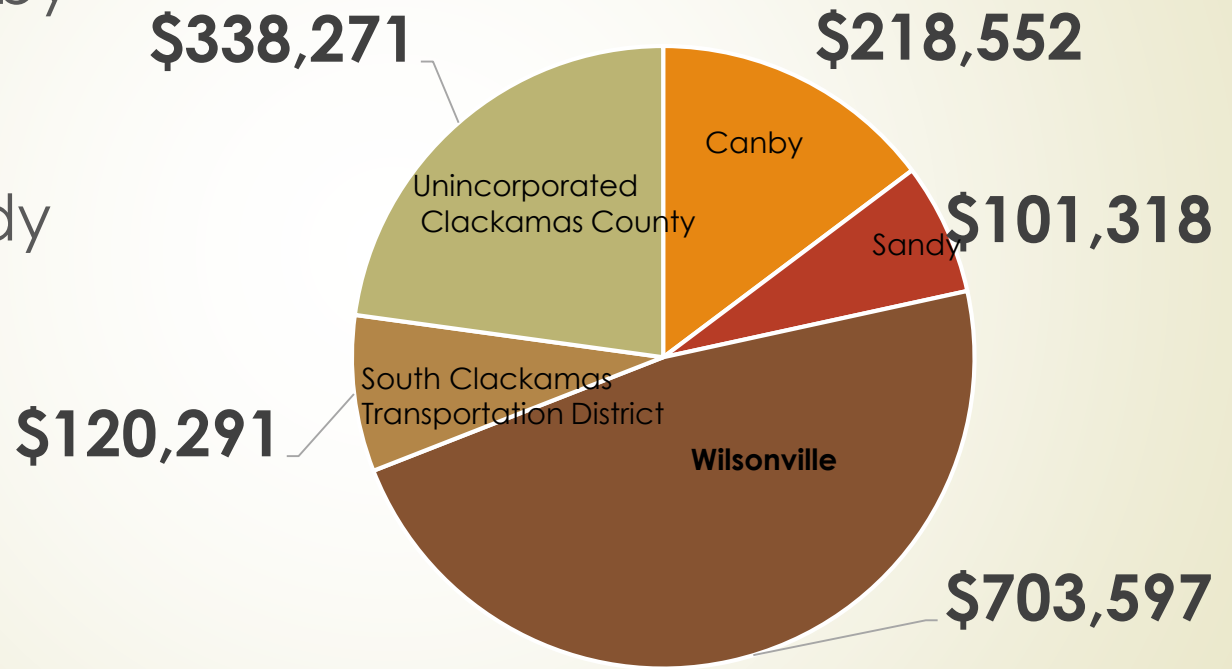
- In Trimet District
- Clackamas County
- Multnomah County
- Washington County

Clackamas County – “Out of Trimet District”

FY 2020 Revenue Estimate

■ City of Canby

■ City of Sandy



About SMART

- ▶ Department of the City of Wilsonville
- ▶ 21,000+ employed in Wilsonville
- ▶ 24,315 (PSU Official Est. July 1 2017) live in Wilsonville
- ▶ Nine routes: Six in-town and connections to Canby, Salem, Tualatin/Barbur
- ▶ 280,000 riders annually
- ▶ Programs: Dial-A-Ride, SMART Options, Ride Connection Travel Training, Emergency Ride Home
- ▶ All in-town service is free



THINK SMART OPTIONS



Transit Master Plan Appendix B

An amendment to the 2017 Transit Master Plan; adopted July 2, 2018

Adopted Project List

1. Added service hours to Tualatin and/or Tigard.
2. Additional Saturday service on local routes.
3. Add midday or late-morning service to Salem.
4. Expand service to Villebois neighborhood.
5. Add service to areas of future development.
6. Enhanced connections with TriMet Line 96 to downtown Portland.
7. Begin service to Woodburn in partnership with Woodburn Transit System and Salem Area Mass Transit District.
8. Acquire battery-electric buses, primarily for in-town use.

SOUTH CLACKAMAS TRANSPORTATION DISTRICT

SCTD

Provides transit service within Molalla (City route 7:30a-5:35p M-F) and between

Molalla and Oregon City (CCC 5a-8:30p M-F; 7a-5p Sa) and

Between Molalla and Canby (7:30-5:15p M-F)

Ridership FY2017 just under 100k (25k in-town 75k out)



KEEP OREGON MOVING HB 2017

PROJECT PROPOSAL STRATEGY—ENHANCE SERVICE

- Planning-match TDMP & administrative costs to start services
- Enhance service on 3 routes:
 - Addition of Saturday service (9a-3p) to City Route
 - Addition of 2 morning peak service hours on CCC
Oregon City Route
 - Extend AM & PM service hours on Canby Route (M-F)
- Infrastructure-add transit amenities





SANDY AREA METRO (SAM), SANDY, OR

POPULATION: 11,000

RIDES FY19: 129,533 RIDES

COST: FREE IN TOWN; \$1 TO GRESHAM AND ESTACADA

***SAM GRESHAM ROUTE**

***SAM ESTACADA ROUTE**

***SAM IN-TOWN SHOPPER SHUTTLE**

***GENERAL PUBLIC DIAL-A-RIDE**

***NON-EMERGENCY MEDICAL RIDES**

KEEP OREGON MOVING ENHANCEMENT PLAN

- **Administration and Infrastructure improvements:** updated dispatch software, new computer equipment, bus and bus stop improvements.
- **SAM Gresham Route**
Route enhancement: add evening route for improved connectivity
- **SAM Estacada Route**
Route enhancement: add evening run (possibly 2) for improved connectivity
- **Shopper Shuttle**
Route enhancement: add hours and coverage for in-town Shopper Shuttle (would also serve grades 9-12 after school activities)
- **Capacity Planning/Building:** training, break rooms, administration space.



Current CAT Services

Route 99X Commuter Service

- 5:00 AM to 10:45 PM - Monday to Friday

Paratransit Service/Premium Service

- 6:00 AM to 8:00 PM - Monday to Friday

General Public Dial-A-Ride

- 8:00AM to 6:00 PM - Monday to Friday



2018 CAT Ridership

- Fixed-Route Commuter Service – 57,886
- Demand Response – 17,226
- Elderly & Disabled – 28,697
- FY 2016-17 Total Trips – 75,112



STIF Project List

- Add Saturday Service to Route 99X
- Add Saturday Service to Dial-A-Ride (Paratransit)
- Purchase Vehicles for Local Canby Circulator Route
- Add a Local Canby Circulator Route
- Purchase Technology
 - Mobile Data Terminals (MDT)
 - Automated Scheduling for Dial-A-Ride
 - Automated Vehicle Location (AVL)
 - Automated Stop Announcements



Mt Hood Express

- ▶ All services operate seven days per week
- ▶ Villages Shuttle (providing service between Sandy and Rhododendron) runs three times per day
- ▶ Express service to Government Camp and Timberline runs 6 times daily in summer and 7 times daily in winter
- ▶ All buses are fully accessible and equipped with trailers or ski boxes
- ▶ Recent changes: route change to Shuttle





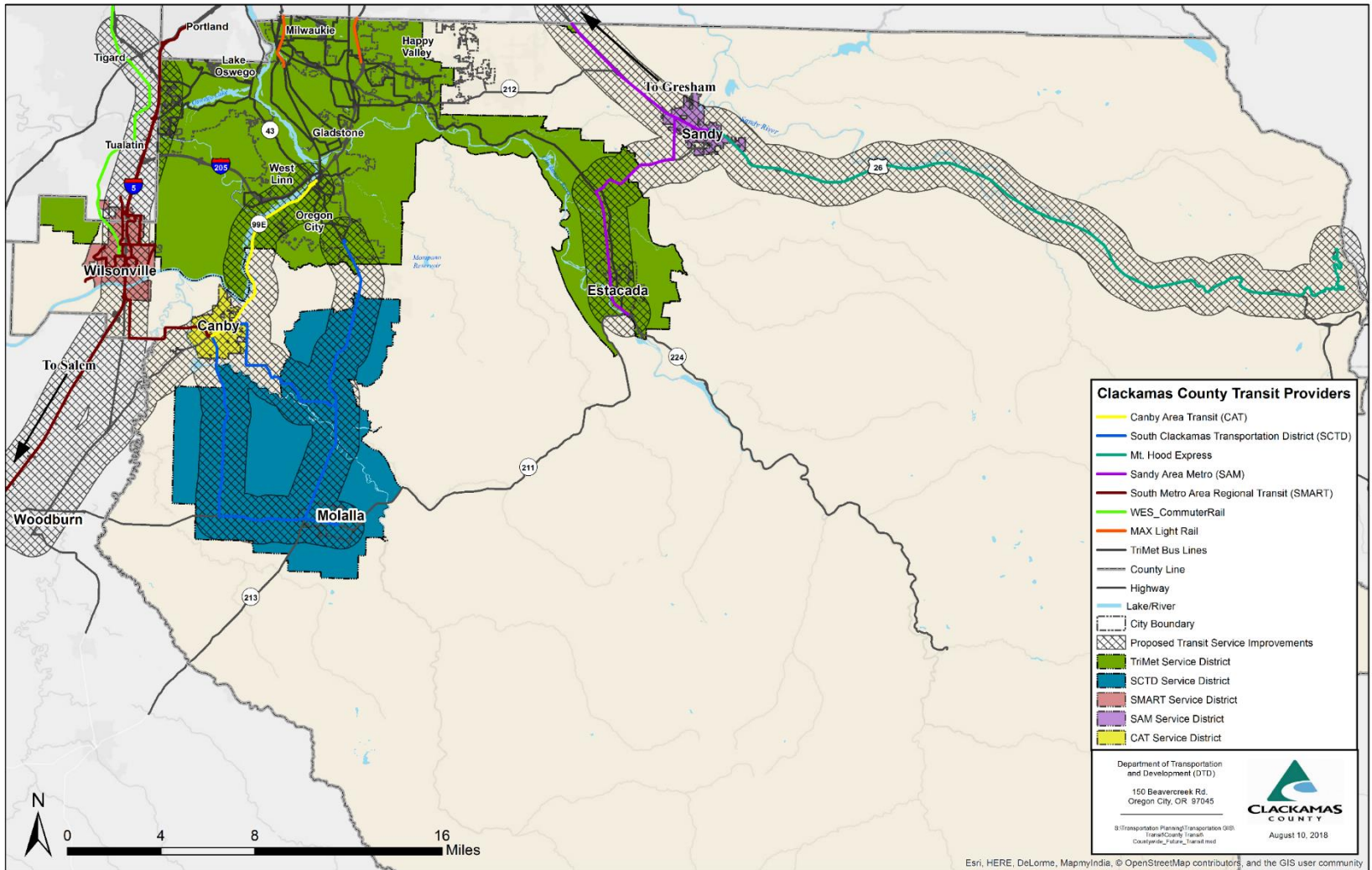
Clackamas County

- ▶ General estimate of \$338,271 yearly revenue (FY20)
- ▶ Focus of investments:
 - ▶ Transit hub in Government Camp area,
 - ▶ Service expansion for Mt Hood Express (one extra run daily year round for the Express and the Villages Shuttle services)
 - ▶ Purchase of new vehicles for anticipated service expansion from the “Transit Around Mt Hood Project” and other future projects
- ▶ Additional planning occurring over the next two years will identify other transit needs in Clackamas County and will provide a basis for future projects to increase the network of transit services



Serving Equity Communities and Regional Coordination

- ▶ All of the service providers are providing access to the equity communities within their cities as well as providing the important connections to the other communities, so their residents can access jobs and services throughout the region
- ▶ Fares in the communities are often free in town, then \$1 for the longer trip to connect to an outside community
- ▶ Proposed investments strengthen the connections between the communities of Sandy, Gresham, Estacada, Molalla, Canby, Oregon City, Wilsonville, Tualatin, Salem, Woodburn and all the way to Timberline



HB 2017 Rural Transit Funds in Multnomah County

August 24, 2018

Joanna Valencia



Projected Funding

Multnomah County – Rural Transit

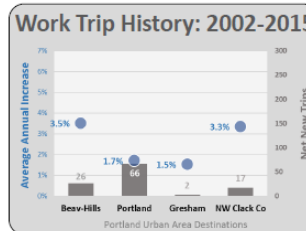
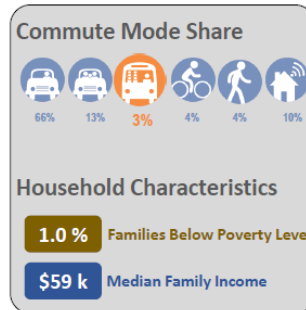
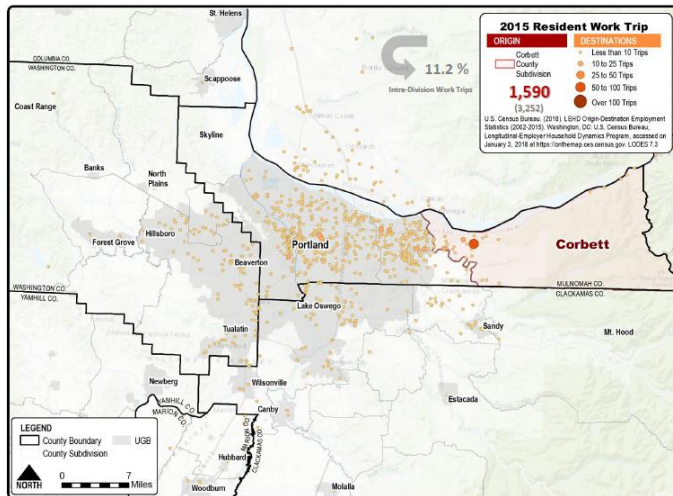
- Estimated revenue:
 - FY 19: \$19k, FY 20: \$44k, FY 21: \$51k
 - Total for the First Biennium: \$114k
 - Planning target \$131,100 (\$114k x 115%)
- Planning documents:
 - Transportation System Plan contains policies but not discrete projects
 - Coordinated Transportation Plan for Elderly and People with Disabilities
 - Oregon Public Transportation Plan



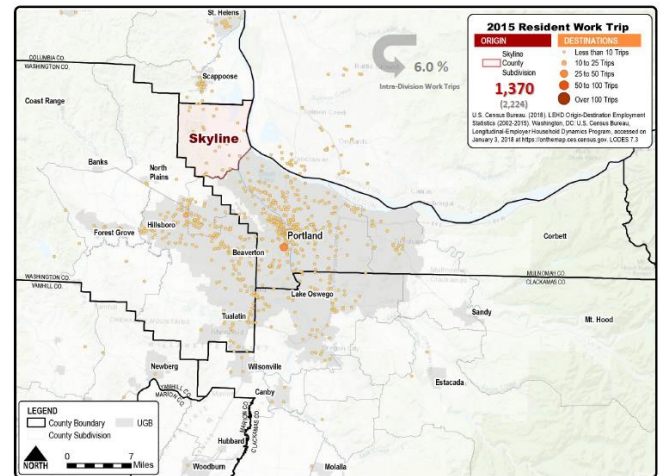
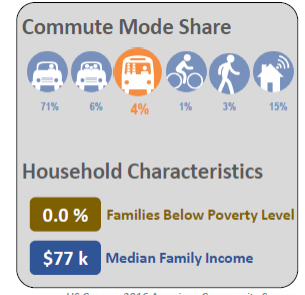
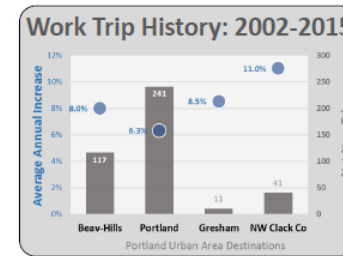
Needs Assessment

Multnomah County – Rural Transit

• Corbett



• Skyline



Proposed Improvements: Service, Capital, and Other

Multnomah County – Rural Transit

- Develop a Plan
 - That includes discreet projects
 - That meets requirements for FTA 5311 funds
- Work with our Department of County Human Services
 - To provide some resources toward Elderly and Disabled Services
 - This is an eligible expense in the Coordination Transportation Plan for seniors and/or persons with disabilities
- Work with Hood River and Columbia Counties to support services passing through rural Multnomah County



Multnomah County – Rural Transit Questions?

August 24, 2018

Joanna Valencia





Washington County Rural Transit Plan

HB2017 Advisory Committee
August 24, 2018

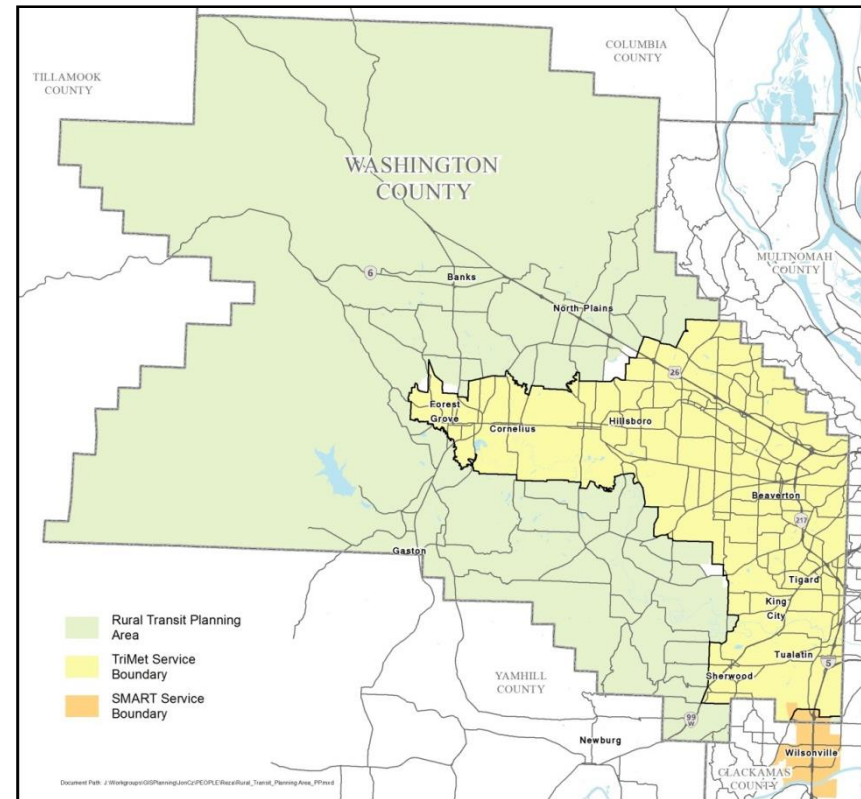
County Transit Committee

Committee members:

- Washington County Board Chair
- Mayors of Banks, Gaston and North Plains
- Hillsboro Chamber
- Centro Cultural
- CPO/CCI
- Health & Human Services

Ex-officio:

- TriMet, SMART and Ride Connection



Washington County Comparative Statistics

	Rural	Urban	TriMet
Density	50	3,400	2,800
Low Income	20%	27%	30%
People of Color	15%	32%	28%
Elderly	16%	12%	13%*

Density: people per square mile

Low Income: 200% federal poverty level

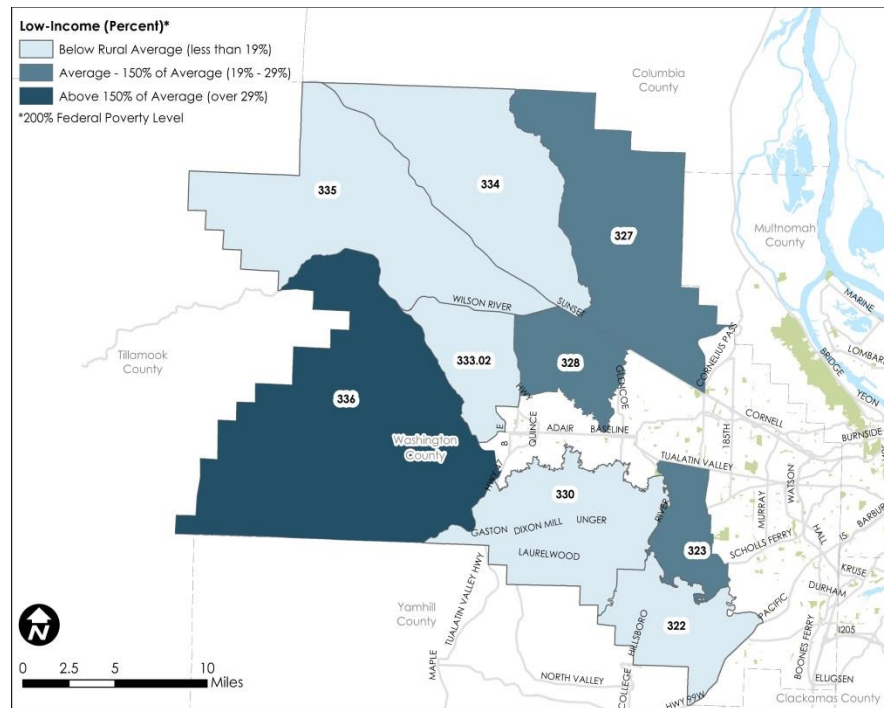
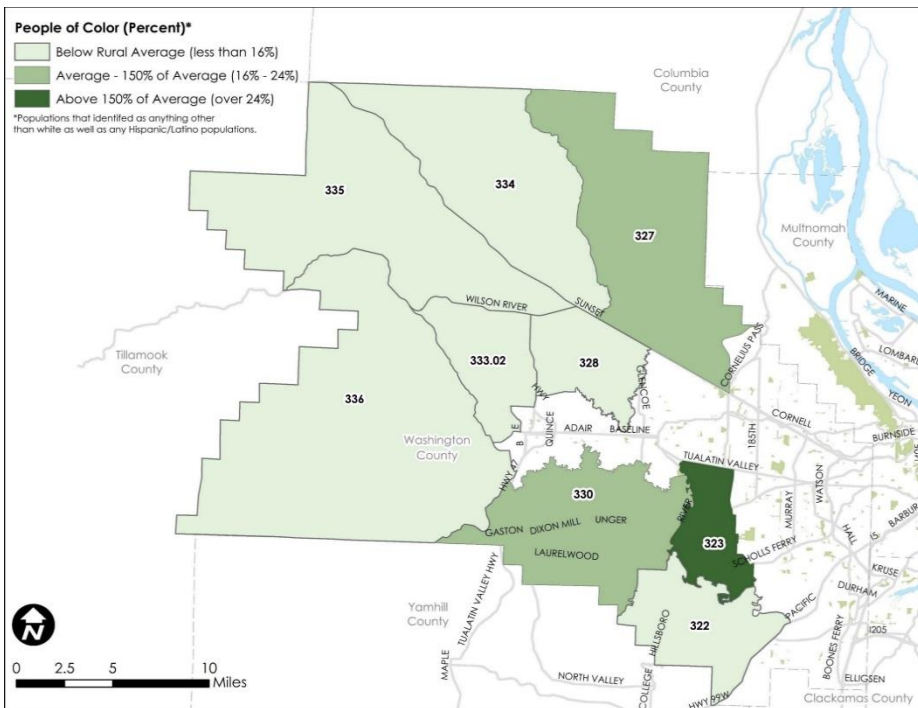
People of Color: non-white

Elderly: 65+

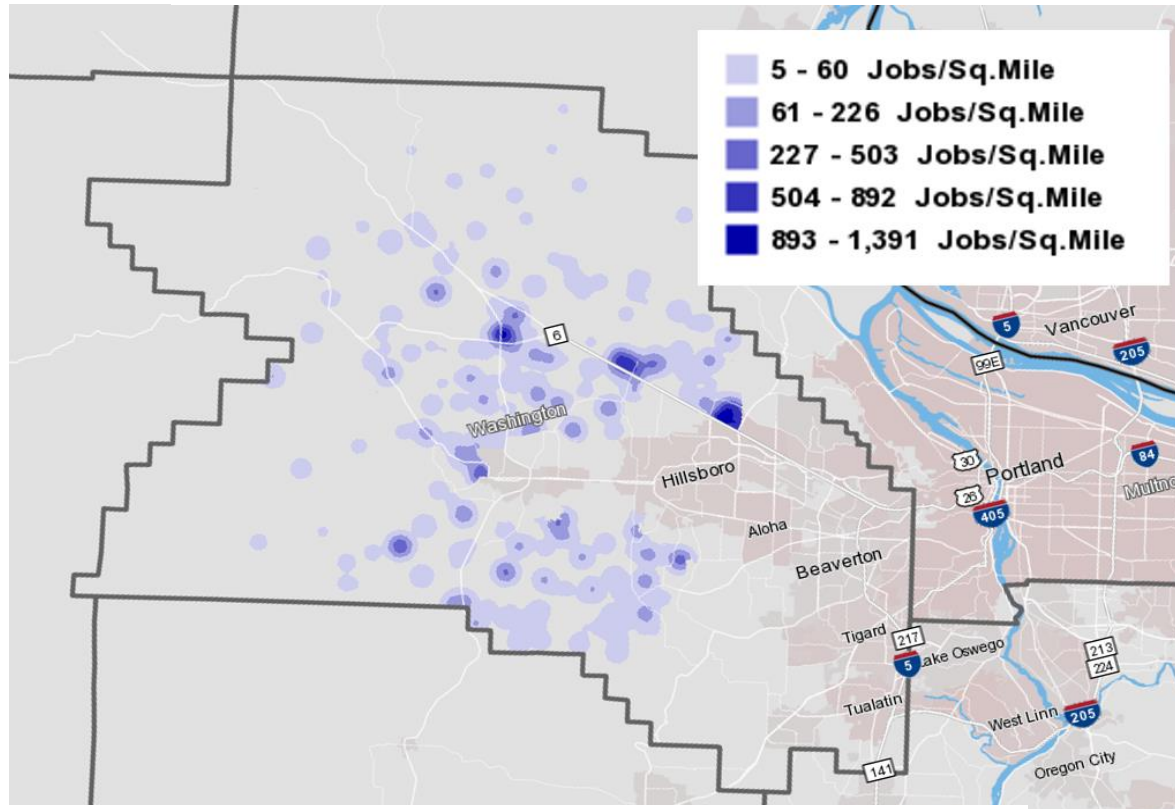
**Tri-County average*



Equity Considerations in Rural Area



Rural Area Employment Locations



Source: 2015 Census Longitudinal Employer Household Dynamics data

Existing Rural Transit Services

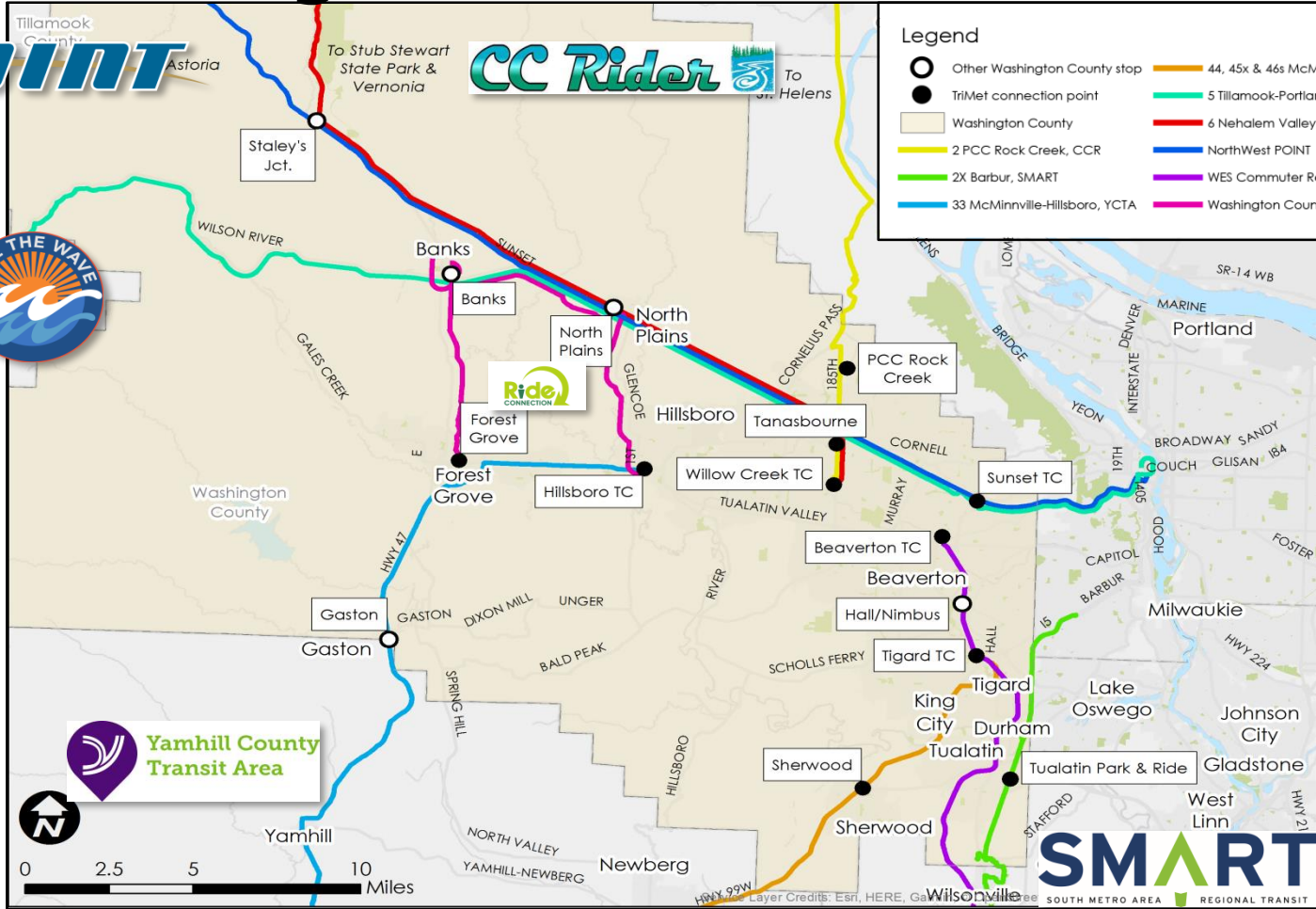
POINT

CC Rider



Legend

- Other Washington County stop
- TriMet connection point
- Washington County
- 2 PCC Rock Creek, CCR
- 2X Barbur, SMART
- 33 McMinnville-Hillsboro, YCTA
- 44, 45x & 46s McMinnville-Tigard, YCTA
- 5 Tillamook-Portland, Wave
- 6 Nehalem Valley, CCR
- NorthWest POINT
- WES Commuter Rail, TriMet
- Washington County Community Bus, RideConnection



Yamhill County Transit Area



Funding Outside TriMet and SMART Districts

	FY 19	FY 20	FY 21
@ 100%	\$97,651	\$221,377	\$250,519
@ 115%	\$112,298	\$254,583	\$288,096





Public Outreach

- Previous planning efforts
- Stakeholder engagement
 - Centro Cultural
 - Health and Human Services
 - Banks, Gaston, North Plains
- Ride Connection user surveys
- Presented to Washington County Coordinating Committee and Board of County Commissioners



Public Outreach

Comments

- Need for improved urban to rural connections
- Desire for earlier, later, more frequent and weekend service
- Desire for improved stop amenities, including for elderly and disabled
- Need for more awareness of available services
- More service coverage



Rural Transit Plan

Project	Description
WestLink	Add additional weekday runs, explore weekend service and new or expanded route
Expand Demand Response Services	Enhance services to better connect rural and urban areas and to services
Expand Inter-regional Services	Coordinate with Tillamook WAVE, Yamhill and Columbia County transit providers to add stops and service
Rural Work Force Shuttle	Provide public shared-ride to serve farm, nursery and other agricultural industry work force needs



Rural Transit Plan

HB 2017 Criteria

- Adopted plans
 - TSPs and CTP

- Serves low income and minority populations

- Reduces service fragmentation



Thank you

HB 2017 Plan Public Outreach

- Online outreach – comment solicitation
- 7 open house meetings (1 in each TriMet Board member district)
 - Contracting with IRCO and other community based organizations to reach out to equity communities
 - Sept. 11th, noon-2 p.m., University of Oregon – Downtown Portland Campus
 - Sept. 12th, 5:00-7:00 p.m., Clackamas Community College Harmony Rd. Campus
 - Sept. 13th, 5:00-7:00 p.m., Hillsboro Civic Center
 - Sept. 18th, 5:00-7:00 p.m., Oregon Ball Room, Tigard
 - Sept. 19th, 5:00-7:00 p.m., Asian Health Center – SE Foster Rd., Portland
 - Sept. 20th, 5:00-7:00 p.m., Gresham City Hall
 - Sept. 25th, 5:00-7:00 p.m., Self Enhancement, Inc., Portland

Next Meeting: September 28th

Time: 8:00 a.m. to 9:30 a.m.

Location: University of Oregon, Portland campus
White Stag Bldg.
40 NW Couch St.
Portland

Agenda:

- Review public comment
- Approve any revisions resulting from public comment
- Approve final plan