

2024 07 15 EMCTC Meeting - Zoom Transcript

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WEBVTT

1

00:00:03.260 --> 00:00:09.630

Oscar Rincones, He/Him - Multco Admin Support: Good afternoon, everyone. My name is Oscar. I use he hand pronouns, and I'm here to provide Zoom Meeting support.

2

00:00:09.670 --> 00:00:12.960

Oscar Rincones, He/Him - Multco Admin Support: Here's a quick review of the guidelines for today's meeting.

3

00:00:13.090 --> 00:00:23.229

Oscar Rincones, He/Him - Multco Admin Support: It is a high priority from Oklahoma county transportation to provide the clearest path to equitable distribution and accessibility of all materials for this meeting.

4

00:00:23.620 --> 00:00:30.990

Oscar Rincones, He/Him - Multco Admin Support: Along with the monthly agenda, we provide a zoom, quick reference, guide and links to other resources to prepare you for this meeting.

5

00:00:31.100 --> 00:00:34.860

Oscar Rincones, He/Him - Multco Admin Support: as well as access to any materials available before the meeting

6

00:00:35.360 --> 00:00:37.769

Oscar Rincones, He/Him - Multco Admin Support: closed. Captioning is activated.

7

00:00:37.800 --> 00:00:44.469

Oscar Rincones, He/Him - Multco Admin Support: We ask everyone to wait until the end of a presentation for questions and comments unless otherwise directed.

8

00:00:44.720 --> 00:00:50.389

Oscar Rincones, He/Him - Multco Admin Support: I am available via the chat feature during the meeting. If you need Zoom Meeting assistance.

9

00:00:50.800 --> 00:00:53.530

Oscar Rincones, He/Him - Multco Admin Support: enjoy today's meeting back to you, cancel.

10

00:00:54.070 --> 00:00:55.080

Sandy Glantz: Like Jessica?

11

00:00:55.240 --> 00:00:57.280

Sandy Glantz: Do we have any public comments.

12

00:01:03.130 --> 00:01:07.134

Oscar Rincones, He/Him - Multco Admin Support: Sorry we did not have any public comments submitted.

13

00:01:08.120 --> 00:01:10.209

Sandy Glantz: And we have a quorum.

14

00:01:12.400 --> 00:01:14.450

Sarah Paulus, Multnomah County (she/her): So I think

15

00:01:14.610 --> 00:01:25.939

Sarah Paulus, Multnomah County (she/her): we are still missing the city of Fairview and Wood Village. Rep. I think the city of Fairview person here is a staff member. If I'm correct, so

16

00:01:27.710 --> 00:01:29.319

Sarah Paulus, Multnomah County (she/her): think we might

17

00:01:29.880 --> 00:01:32.180

Sarah Paulus, Multnomah County (she/her): be one short of warm.

18

00:01:33.950 --> 00:01:36.330

City Of Fairview: Yeah, you are correct on staff. Member.

19

00:01:36.690 --> 00:01:37.740

Sarah Paulus, Multnomah County (she/her): Okay. Great.

20

00:01:38.850 --> 00:01:39.400

Sarah Paulus, Multnomah County (she/her): Okay.

21

00:01:39.649 --> 00:01:43.890

Sandy Glantz: We can come back to the minutes or defer them to next week. We'll wait and see.

22

00:01:44.420 --> 00:01:46.619

Sarah Paulus, Multnomah County (she/her): Yeah, that sounds good. We can keep going for now.

23

00:01:47.270 --> 00:01:53.389

Jessica Berry, Multnomah County (she/her): To be clear. Your bylaws do allow you to have a staff person approve the minutes only.

24

00:01:53.710 --> 00:01:54.030

Sandy Glantz: Yeah.

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00:01:54.030 --> 00:01:55.040

Jessica Berry, Multnomah County (she/her): Don't have to.

26

00:02:02.570 --> 00:02:08.500

Sandy Glantz: I didn't see who came on for city of Fairview. Is that something you that you feel comfortable doing? Or should we keep going.

27

00:02:10.576 --> 00:02:14.369

City Of Fairview: I have not had a chance to review the minutes. So sorry.

28

00:02:14.540 --> 00:02:16.100

Sandy Glantz: No worries. We'll come back.

29

00:02:16.100 --> 00:02:16.999

City Of Fairview: Thank you.

30

00:02:18.550 --> 00:02:22.419

Sandy Glantz: Okay. Mary. Jo fatalities report, please.

31

00:02:24.370 --> 00:02:25.840

MaryJo Andersen, MultCo, (she/her): Good afternoon. Everyone

32

00:02:26.715 --> 00:02:31.070

MaryJo Andersen, MultCo, (she/her): Oscar will be putting up the June traffic deaths in

33

00:02:31.140 --> 00:02:34.280

MaryJo Andersen, MultCo, (she/her): Clackamas, Multnomah and Washington counties.

34

00:02:34.790 --> 00:02:39.060

MaryJo Andersen, MultCo, (she/her): and this month there were a total of 15

35

00:02:39.430 --> 00:02:52.750

MaryJo Andersen, MultCo, (she/her): traffic fatalities in our region. Last month there was a correction to last month's report in that one of the fatalities from last month

36

00:02:53.718 --> 00:02:57.610

MaryJo Andersen, MultCo, (she/her): was changed to homicide.

37

00:02:58.295 --> 00:03:05.584

MaryJo Andersen, MultCo, (she/her): So the initial, this, these lists that we get from Metro is used.

38

00:03:06.613 --> 00:03:25.620

MaryJo Andersen, MultCo, (she/her): they get preliminary information so there can be changes, and you'll notice that on this report there are still some people who are unidentified so preliminary. That may mean that they didn't actually identify the person right away, or they haven't notified next of kin.

39

00:03:25.640 --> 00:03:38.779

MaryJo Andersen, MultCo, (she/her): But for the June fatality list that you can see here. As I said there were 15 fatalities this breaks down into. I sort of look for patterns. There were 4 people who were walking

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00:03:39.040 --> 00:03:50.549

MaryJo Andersen, MultCo, (she/her): 5 people who are driving 5 people on motorcycles and one on a scooter which is listed as written a deputy out in Washington County.

41

00:03:51.147 --> 00:03:53.290

MaryJo Andersen, MultCo, (she/her): It looks like there were some

42

00:03:53.794 --> 00:04:19.460

MaryJo Andersen, MultCo, (she/her): Gresham fatalities. It's a little unclear still, the preliminary information about Columbia River Highway i. 84 and these are both the ident unidentified fatalities on this report. Other than that there really aren't there was one fatality. A motorcycle on Birdsdale out in Gresham, the other 2.

43

00:04:19.610 --> 00:04:22.019

MaryJo Andersen, MultCo, (she/her): We're on I 84.

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00:04:22.630 --> 00:04:44.946

MaryJo Andersen, MultCo, (she/her): So I'd like us to take a moment to think about these fatalities and honor the people that died on our roads. They all had family friends, neighbors, co-workers who cared about them, and they will definitely be missing them out of our lives. So as we move forward in our work to

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00:04:45.700 --> 00:04:51.710

MaryJo Andersen, MultCo, (she/her): make our road safer. That's why we present this report every month. Next slide.

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00:04:53.300 --> 00:05:05.220

MaryJo Andersen, MultCo, (she/her): So as we work on our roads, we are committed to systemic changes and preventing future traffic deaths. And this includes redesigning safe streets.

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00:05:05.420 --> 00:05:09.510

MaryJo Andersen, MultCo, (she/her): creating safer speeds by slowing, travel down

48

00:05:10.095 --> 00:05:19.409

MaryJo Andersen, MultCo, (she/her): creating a culture of safe people through education and engagement and safety campaigns as well as vehicle size and technology

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00:05:19.710 --> 00:05:20.940

MaryJo Andersen, MultCo, (she/her): next slide.

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00:05:22.560 --> 00:05:37.409

MaryJo Andersen, MultCo, (she/her): So some of the highlights this month. So what what Metro is doing is gathering sort of good stories, update stories about traffic changes in our area to sort of

51

00:05:37.410 --> 00:05:55.040

MaryJo Andersen, MultCo, (she/her): counteract the fatality report. So some of the highlights for this month are the Gresham Police Department is conducting pedestrian safety operations to raise awareness for drivers and pedestrians regarding pedestrian wide of way laws. I don't have the details on that

52

00:05:55.400 --> 00:06:14.370

MaryJo Andersen, MultCo, (she/her): also. This summer Oregon department of transportation is helping riders prepare for endorsement tests with a summary of the rules of the road and safe riding practices with the new Oregon motorcycle and moped manual. We really do see a spike in the motorcycle

53

00:06:14.470 --> 00:06:17.569

MaryJo Andersen, MultCo, (she/her): fatalities when the weather gets nice here

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00:06:17.770 --> 00:06:39.940

MaryJo Andersen, MultCo, (she/her): and in Portland the Pbot is constructing a new sidewalk right near Park, Rose Middle School and Park Rose High School out there on northeast shaver. So those are some really good and positive things that are going on out in our region. So that concludes the fatalities report.

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00:06:39.960 --> 00:06:42.740

MaryJo Andersen, MultCo, (she/her): and I can move into the safety update.

56

00:06:49.445 --> 00:06:52.490

MaryJo Andersen, MultCo, (she/her): I'll briefly go over our safety, update

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00:06:53.173 --> 00:07:05.050

MaryJo Andersen, MultCo, (she/her): safe routes to school. Our safe routes to school partners at bike works. Bike works are out there teaching scooter lessons for summer school. We've got a scooter fleet through Metro.

58

00:07:05.180 --> 00:07:15.468

MaryJo Andersen, MultCo, (she/her): and the the students really enjoy learning riding on the scooters, and it helps us teach them about traffic safety we're also doing a lot of summer outreach

59

00:07:16.319 --> 00:07:28.000

MaryJo Andersen, MultCo, (she/her): with, say, with safe routes to school, and that's also combined with our safe streets for all program. So in the safe streets, for all transportation, safety action plan.

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00:07:28.390 --> 00:07:46.750

MaryJo Andersen, MultCo, (she/her): the engagement plan. As you know, you approved last month, and we are moving ahead with outreach events. We'll be getting our website going this week and a survey that people can fill out that will be available both online. And as paper surveys

61

00:07:47.205 --> 00:08:06.799

MaryJo Andersen, MultCo, (she/her): at our outreach events. And we're also going to have cells. The community engagement liaisons will be out gathering more personal information. And then we've also been working with Alta Metro and the cities on data clarification and the map.

62

00:08:06.820 --> 00:08:10.310

MaryJo Andersen, MultCo, (she/her): So we've been looking at the different ways to

63

00:08:11.880 --> 00:08:22.340

MaryJo Andersen, MultCo, (she/her): analyze the high injury quarters, corridors so that it's understandable and meaningful as we move out into our engagement plan next slide.

64

00:08:24.310 --> 00:08:39.490

MaryJo Andersen, MultCo, (she/her): So just a quick overview of our main outreach events this summer. We've made contact with staff at all of the cities. This week is wood village night out next week. We have movies in the Park and Fairview on the Green

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00:08:40.069 --> 00:08:44.140

MaryJo Andersen, MultCo, (she/her): the week after. That is a family fun night with play East.

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00:08:44.300 --> 00:09:02.740

MaryJo Andersen, MultCo, (she/her): Then the week after that we have the back to School Health fair. Later in August we have rock the block, and then finally, early September will be our Troutdale art walk. So these are the main events, but other ones will most likely pop up, especially back to school events.

67

00:09:02.940 --> 00:09:04.860

MaryJo Andersen, MultCo, (she/her): So thank you, Oscar.

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00:09:09.300 --> 00:09:11.410

MaryJo Andersen, MultCo, (she/her): Does anyone have any questions.

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00:09:12.140 --> 00:09:13.330

MaryJo Andersen, MultCo, (she/her): Safety

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00:09:14.120 --> 00:09:15.210

MaryJo Andersen, MultCo, (she/her): oriented.

71

00:09:16.050 --> 00:09:20.579

Sandy Glantz: I'm just curious on the fatalities. Report. How does it compare to last year?

72

00:09:22.280 --> 00:09:33.950

MaryJo Andersen, MultCo, (she/her): That is a great question, and I can't tell you off the top of my head. But I'll try to sort of get some of that more organized for next next meeting. It's a great question.

73

00:09:36.900 --> 00:09:41.439

MaryJo Andersen, MultCo, (she/her): doubt it's much lower than last year. Seems like the main time we have

74

00:09:41.610 --> 00:09:46.239

MaryJo Andersen, MultCo, (she/her): reductions is when there's a big ice storm, and nobody drives

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00:09:50.060 --> 00:09:50.610

MaryJo Andersen, MultCo, (she/her): it.

76

00:09:50.610 --> 00:09:51.380

Sandy Glantz: Tokyo.

77

00:09:53.074 --> 00:09:56.339

Sandy Glantz: Next up we have. Taylor.

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00:09:57.176 --> 00:10:01.319

Sandy Glantz: But the letter of support for the at IP. Grant.

79

00:10:02.360 --> 00:10:16.429

Taylor Steenblock (she/her) MultCo: Hello, everyone good to see all of you. So I know we don't have quorum yet, and I was hoping at the end of this presentation. Ask for a letter of support from this body. So Jessica or Sarah. Do you know how we should move forward with this.

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00:10:16.430 --> 00:10:40.650

Sarah Paulus, Multnomah County (she/her): Yeah, great question. So I think what we're gonna do is like Taylor said, she's gonna give a short presentation and then ask you off for a letter of support for a grant that has a very quick turnaround timeline. So I think what makes the most sense for today is we'll still have Taylor present, and then we'll do a vote here to see if we have support from the folks here and then

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00:10:40.650 --> 00:10:55.539

Sarah Paulus, Multnomah County (she/her): and Multnomah County staff is gonna follow up with all of the other Muktuck members that are not present and talk to them, one on one following the meeting, and we will submit the letter of support if we end up having a majority after that. So, Taylor, go ahead and we'll do the kind of

82

00:10:55.680 --> 00:10:59.849

Sarah Paulus, Multnomah County (she/her): on a formal, unofficial vote here with the people present after your presentation.

83

00:11:00.280 --> 00:11:01.070

Taylor Steenblock (she/her) MultCo: Rates.

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00:11:01.970 --> 00:11:03.050

Taylor Steenblock (she/her) MultCo: Okay.

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00:11:05.120 --> 00:11:09.080

Taylor Steenblock (she/her) MultCo: I'm going to share my screen really, quickly.

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00:11:16.810 --> 00:11:19.210

Taylor Steenblock (she/her) MultCo: Sorry everyone. It's making me log in.

87

00:11:44.250 --> 00:11:52.989

Taylor Steenblock (she/her) MultCo: So, Sarah, it's not gonna let me share my presentation. I don't think, could. Is there a chance that you or Oscar could share the presentation.

88

00:11:52.990 --> 00:11:57.689

Sarah Paulus, Multnomah County (she/her): Yeah, I actually have it up. So let's see if I can do it should save some time.

89

00:12:01.790 --> 00:12:03.580

Sarah Paulus, Multnomah County (she/her): Okay, can you see this.

90

00:12:03.580 --> 00:12:07.790

Taylor Steenblock (she/her) MultCo: Yeah, if you could just hit the slideshow button on the upper right? Then I think we're good to go.

91

00:12:09.190 --> 00:12:09.850

Sarah Paulus, Multnomah County (she/her): Awesome.

92

00:12:09.960 --> 00:12:10.889

Sarah Paulus, Multnomah County (she/her): Go ahead.

93

00:12:12.230 --> 00:12:35.872

Taylor Steenblock (she/her) MultCo: Alright. So I'm gonna just talk to all of you today about a Grant application that Multnomah County and the city of Gresham are working on together. It's for the active transportation infrastructure and investment program, or the atip program, as you'll hear me call it today. And really, the focus for this program is to invest in the network of trails that are connecting or not connecting within local government entities or state

94

00:12:36.543 --> 00:13:00.829

Taylor Steenblock (she/her) MultCo: government. And the reason why we are specifically focusing on Gresham is because we've identified a couple of different areas where we have opportunities to develop some trail systems both with the city and with Multnomah County, and the partnership that is this Grant application is something that's relatively new for the both of us working together in this way. But we're really excited because this opportunity is only going to come around

95

00:13:00.830 --> 00:13:16.510

Taylor Steenblock (she/her) MultCo: one time. All of the funding that was put into this program from the bipartisan infrastructure law for the atip is going to be released this Grant cycle. So we're working with Gresham to try and draw down as much of that funding as we possibly can to East Monoma County.

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00:13:16.920 --> 00:13:19.669

Taylor Steenblock (she/her) MultCo: So if you could go to the next slide, Sarah.

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00:13:20.230 --> 00:13:44.430

Taylor Steenblock (she/her) MultCo: I'll just talk a little bit about the Multnomah County portion of this, and then we'll talk a little bit about Gresham's piece as well. So for those of you who are not aware. Although I bet most of you are. There's a property in East Multnomah County called the Vance property. Multnomah County owns this property, and we have some plans to redevelop that area. It's located within Rockwood. And right now it's kind of an industrial space. Multnomah County transportation uses it for various things.

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00:13:44.915 --> 00:13:49.770

Taylor Steenblock (she/her) MultCo: But our vision is for that section that's labeled B on this picture to become a park.

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00:13:50.230 --> 00:14:12.249

Taylor Steenblock (she/her) MultCo: and notably there are a couple of different trails within the Gresham trail network that connect or have the potential to connect to that advanced park. So a big focus for this grant application is going to be to not only create the trail structure within this park, but then also to make sure that this park is actually connected to the existing trail network, so that people who live here and pass through here can utilize it and do so more safely

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00:14:12.920 --> 00:14:14.530

Taylor Steenblock (she/her) MultCo: next slide.

101

00:14:15.722 --> 00:14:34.470

Taylor Steenblock (she/her) MultCo: This is just a picture from the document that we created as a vision for this property. It's called the Vance Vision master Plan. And you can see here, with the purple dotted lines that are the trail networks that we're focusing on for this specific grant application. We've got essentially 2 different trail segments that we're looking at. So one of them.

102

00:14:34.580 --> 00:14:58.710

Taylor Steenblock (she/her) MultCo: you can see along the bottom there where it says alleyway access improvements. That's 187th Avenue. And this is a little bit of a weird map, because down is actually north and up is actually south. So if you were to continue traveling from the Park north on 187th Avenue you would get to Rockwood Market Hall, and all of the other great assets that have been built already in this neighborhood, and then to the right

103

00:14:59.020 --> 00:15:21.870

Taylor Steenblock (she/her) MultCo: will be southeast Maine, which will continue on and connect with the Portland Greenway trail system, and then that purple line at the top. There, you can see goes on to connect out towards the rest of the trail network that Gresham has built out in that area. So you can go ahead and go to the next slide, and we'll have a couple more pictures after I just talk a bit about the Grant opportunity itself.

104

00:15:22.565 --> 00:15:40.384

Taylor Steenblock (she/her) MultCo: So 1st of all, it's a Federal grant. We're specifically going after construction dollars. The nice thing about construction dollars is that we can use it for both planning and construction as well as Nepa, so the flexibility, though, affords us just a little bit more time to kind of get through all the things we need to do to federalize a project like this.

105

00:15:40.660 --> 00:16:08.879

Taylor Steenblock (she/her) MultCo: And then also, the nice thing about this is that it's very regionally focused. They want you to look at the big picture, and how your project fits into that big picture. And we have some really great trail networks in Gresham already. So we're looking at ways to connect to adjacent opportunities. And we're gonna be seeking 15 million dollars which Gresham is going to be offering 5 million dollars in match for this project. And we're really excited to be able to leverage that and potentially bring 3 times as much Federal funding back to the region

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00:16:09.380 --> 00:16:10.610

Taylor Steenblock (she/her) MultCo: next slide.

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00:16:12.310 --> 00:16:28.889

Taylor Steenblock (she/her) MultCo: These are just a couple of pictures of the trail networks in a standalone way. So the city of Gresham you can see below the varying colors of green and

brown are the different trail networks that exist except for those the specific lines on Yam Hill and Main Street.

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00:16:28.890 --> 00:16:53.439

Taylor Steenblock (she/her) MultCo: so the project itself will be an improvement to Yam Hill Street and an improvement to Main Street. The Yam Hill connection is going to be a direct connection to a Max Blue Line stop, which is really awesome, because not only do we have trail connectivity, but we'll also have transit connectivity. And then that main street there, there's a a stoplight right now. That goes that connects Vance Park to Main Street. But the rest of Main Street is unimproved, and then you can see the

109

00:16:53.440 --> 00:17:12.409

Taylor Steenblock (she/her) MultCo: Portland boundary right there, and Main Street continues on to be a part of the Greenway system. So with this project, you could actually ride your bike all the way through Portland Greenway system, connect with the Gresham trail system, or even potentially connect to transit and then the photo on the right you've got. It's really hard to see, I know, but

110

00:17:12.579 --> 00:17:31.810

Taylor Steenblock (she/her) MultCo: you've got the different trail networks within Vance Park, and so on this map, the ones that we're hoping to fund with the grant will be the pink one and the purple one. So not only will you be able to connect to the trail network and transit, but then you'll also be able to recreate or cut through the park, depending on how you want to get around using the trail network. Once this is done.

111

00:17:32.710 --> 00:17:34.240

Taylor Steenblock (she/her) MultCo: and the next

112

00:17:34.688 --> 00:17:59.069

Taylor Steenblock (she/her) MultCo: slide. This is just a picture of the project itself. So you can see we have the southeast, main and southeast Dam Hill improvements, and then we also have trail segments, one and 2 trail segment. One is partially there today, but there will be improvements, trail segment. 2 will be an all new trail. So this is really exciting. We're adding to the trail network. And we're also creating more safety infrastructure for the existing network.

113

00:18:00.833 --> 00:18:06.789

Taylor Steenblock (she/her) MultCo: And so that's pretty much what I've got for you all today. We are submitting this grant on Wednesday.

114

00:18:07.020 --> 00:18:31.980

Taylor Steenblock (she/her) MultCo: and we started writing this grant about 2 weeks ago, so I'm sure you can imagine what it's like for our team. I'm so grateful. There are partners at the city of Gresham and all of our other transportation partners at the at Multnomah County. I'm happy to take any questions you all have, and then ultimately, I would love to get a letter of support from this group. For the grant. As you know, grants are always more competitive, the more regional support we have. And so you're supportive.

115

00:18:31.980 --> 00:18:37.639

Taylor Steenblock (she/her) MultCo: especially with it being located in the the heart of Rockwood would be really appreciated.

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00:18:40.730 --> 00:18:43.660

Taylor Steenblock (she/her) MultCo: And I think maybe, Sarah, do you want to?

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00:18:43.940 --> 00:18:46.399

Taylor Steenblock (she/her) MultCo: Do you want to call folks for questions.

118

00:18:47.400 --> 00:18:49.110

Taylor Steenblock (she/her) MultCo: I'm having a hard time seeing who's.

119

00:18:49.110 --> 00:18:51.050

Sandy Glantz: Oh, I could do that, too. Tom.

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00:18:52.570 --> 00:18:57.932

Tom Bouillion, Port of Portland: Yeah. Sounds like a a great project. I was just curious about the

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00:18:58.380 --> 00:19:01.580

Tom Bouillion, Port of Portland: I guess the Vance vision, or you know.

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00:19:01.650 --> 00:19:09.019

Tom Bouillion, Port of Portland: has the, I guess, is all the property been acquired? As a part of that vision? And is there a

123

00:19:09.550 --> 00:19:11.159

Tom Bouillion, Port of Portland: relationship to the

124

00:19:11.170 --> 00:19:15.580

Tom Bouillion, Port of Portland: to the trail itself. So I guess, in other words.

125

00:19:16.550 --> 00:19:18.319

Tom Bouillion, Port of Portland: is there any

126

00:19:18.680 --> 00:19:24.379

Tom Bouillion, Port of Portland: risk that that some of the property needed for the trail project hasn't been acquired yet?

127

00:19:25.370 --> 00:19:32.229

Taylor Steenblock (she/her) MultCo: Nope, all of the property within Vance is county owned property. So right now, it's actually a county transportation asset.

128

00:19:32.762 --> 00:19:33.807

Taylor Steenblock (she/her) MultCo: And it's

129

00:19:34.440 --> 00:19:50.849

Taylor Steenblock (she/her) MultCo: it is a historic Brownfield. So this would also be not a. It would be a Brownfield redevelopment. We wouldn't be, you know, doing remediation work. But this is going to be a really exciting new use for a property that's kind of stood vacant for a long time, and I believe the counties owned this property, since at least the sixties.

130

00:19:52.520 --> 00:19:53.549

Tom Bouillion, Port of Portland: Great thanks.

131

00:19:53.830 --> 00:19:54.410

Taylor Steenblock (she/her) MultCo: Yeah.

132

00:19:55.150 --> 00:19:55.970

Sandy Glantz: Travis.

133

00:19:57.580 --> 00:20:18.289

Travis Stovall: Thank you very much. As you can imagine, I am fully supportive of this project, so I didn't want to go without actually lending my full support behind it. And have people say, well, as Mayor Snowball supportive, absolutely supportive. I mean to to activate and reactivate the the property there

134

00:20:18.290 --> 00:20:48.090

Travis Stovall: open up Vents Park in various ways. Active transportation is so critical. We're actually looking at. On a number of thoroughfares even around there further enhancing active transit. So it would connect the connectivity into the current infrastructure would be something that is incredibly valuable, as you could all imagine so if I could just put my 2 cents in show the full hearted support of that and advanced vision. Fully, you know, excited about the opportunities that exist there.

135

00:20:49.770 --> 00:20:50.550

Sandy Glantz: Excellent

136

00:20:52.230 --> 00:20:53.610

Sandy Glantz: any other questions

137

00:20:55.010 --> 00:21:00.140

Sandy Glantz: I have one question. I noticed that there was a alleyway designated

138

00:21:00.704 --> 00:21:05.750

Sandy Glantz: will there be any kind of security or safety cameras

139

00:21:06.020 --> 00:21:07.790

Sandy Glantz: around through that alley.

140

00:21:07.790 --> 00:21:32.309

Taylor Steenblock (she/her) MultCo: Yeah, so currently, it's I guess you could call it an alleyway. It's basically a county owned road. That's a dirt road. And part of this grant application has a proposal for funding to improve that alleyway so that it could actually be used as an access point for the Park. So the most exciting thing about this in terms of trail network is that it could be potentially be a part of a Greenway that would lead directly up to the Rockwood Market Hall. So it would.

141

00:21:32.510 --> 00:21:41.558

Taylor Steenblock (she/her) MultCo: It would continue to build on that trail network that Mayor Sobel mentioned and connect all these assets so that people could, you know, go from one to the other?

142

00:21:41.850 --> 00:22:06.080

Taylor Steenblock (she/her) MultCo: right now, it is predominantly local access. And it's basically just, you know, like an unfinished area. So I think bringing those improvements, especially trail network improvements to that. What is now kind of called an alleyway, but is technically just an unfinished road. I think it would actually benefit everybody, because then it would be more accessible for the public. But it will also be a lot nicer for the people who live along that road

143

00:22:06.380 --> 00:22:06.680

Taylor Steenblock (she/her) MultCo: way.

144

00:22:07.410 --> 00:22:08.070

Sandy Glantz: Excellent.

145

00:22:10.300 --> 00:22:18.640

Sandy Glantz: Okay? So we don't have a quorum but we wanna go ahead and just do a vote

146

00:22:18.720 --> 00:22:20.100

Sandy Glantz: as is.

147

00:22:20.270 --> 00:22:32.706

Sarah Paulus, Multnomah County (she/her): Yeah, I think we can do kind of an informal vote of maybe raise your hand or thumbs up if you support this, and then maybe we can do another if you do not support it, and then we can

148

00:22:33.020 --> 00:22:36.219

Sarah Paulus, Multnomah County (she/her): follow up with everybody after this meeting, so maybe a

149

00:22:36.500 --> 00:22:38.179

Sarah Paulus, Multnomah County (she/her): informal thumbs up.

150

00:22:38.710 --> 00:22:39.770

Sarah Paulus, Multnomah County (she/her): Support

151

00:22:40.110 --> 00:22:41.250

Sarah Paulus, Multnomah County (she/her): would be great.

152

00:22:42.940 --> 00:22:48.520

Sarah Paulus, Multnomah County (she/her): awesome looks like we got all 3 perfect. Thank you so much for the flexibility. Everyone.

153

00:22:49.360 --> 00:22:52.040

Taylor Steenblock (she/her) MultCo: Thank you. Thanks for your time. I really appreciate your support.

154

00:22:52.510 --> 00:22:53.360

Sandy Glantz: Thanks. Taylor.

155

00:22:55.003 --> 00:23:01.159

Sandy Glantz: Next up Ada project. Update Mike Cook and Brad Choi.

156

00:23:11.260 --> 00:23:13.140

Michael Cook: Hello! Is this working.

157

00:23:13.610 --> 00:23:14.400

Sandy Glantz: Hear? Ya.

158

00:23:14.650 --> 00:23:15.380

Michael Cook: Okay?

159

00:23:16.476 --> 00:23:26.519

Michael Cook: Yeah. Michael, cook. I am a road engineer with capital, with our Transportation department, with here to talk about our upcoming Ada Ramp Project.

160

00:23:28.560 --> 00:23:30.810

Michael Cook: Oscar, if you had the slides ready.

161

00:23:34.310 --> 00:23:35.309

Michael Cook: and I think

162

00:23:35.690 --> 00:23:38.580

Michael Cook: I'm not sure if Brad is able to join yet.

163

00:23:39.440 --> 00:23:45.593

Allison Boyd, Multnomah County: Actually, yeah, I think we might have skipped an item on the agenda. So just to make sure folks can

164

00:23:46.490 --> 00:23:50.671

Allison Boyd, Multnomah County: be available for the presentation. We might need to go back to Tom's item.

165

00:23:50.950 --> 00:23:53.419

Sandy Glantz: My bad, my bad right by that.

166

00:23:53.420 --> 00:23:53.950

Allison Boyd, Multnomah County: That's.

167

00:23:53.950 --> 00:23:56.382

Michael Cook: Fine with me either way. Whatever works.

168

00:23:57.818 --> 00:24:02.909

Sandy Glantz: Taylor, are you okay to go next, or do you? Wanna wait until after this.

169

00:24:04.350 --> 00:24:06.639

Taylor Steenblock (she/her) MultCo: For the legislative conversation.

170

00:24:06.920 --> 00:24:07.610

Taylor Steenblock (she/her) MultCo: Yeah.

171

00:24:08.096 --> 00:24:10.789

Taylor Steenblock (she/her) MultCo: Yeah, I'm happy to go. Is Tom here.

172

00:24:11.820 --> 00:24:17.360

Sarah Paulus, Multnomah County (she/her): Tom is here. Let's do the legislative item now and then. We'll do the Ada next.

173

00:24:17.950 --> 00:24:18.630

Michael Cook: Okay.

174

00:24:20.140 --> 00:24:27.129

Taylor Steenblock (she/her) MultCo: So I'm gonna turn it over to Tom, actually, and let him kind of talk a little bit about some regional transportation priorities. And then we can go from there.

175

00:24:36.340 --> 00:24:37.490

Sandy Glantz: We're not hearing it, Tom.

176

00:24:37.490 --> 00:24:38.420

Sarah Paulus, Multnomah County (she/her): Yeah.

177

00:24:42.880 --> 00:24:43.880

Tom Powers, Multnomah County (he/him): Can you hear me now?

178

00:24:44.120 --> 00:24:45.239

Sandy Glantz: Yep, now we hear ya.

179

00:24:45.240 --> 00:24:48.080

Tom Powers, Multnomah County (he/him): Okay, Tom Powers. I use his pronouns.

180

00:24:48.240 --> 00:24:50.530

Tom Powers, Multnomah County (he/him): I work with the Multnomah County Government

181

00:24:50.580 --> 00:24:58.039

Tom Powers, Multnomah County (he/him): Relations Office, and my title is the State and Regional affairs coordinator. But I'm here to talk about the 2025

182

00:24:58.140 --> 00:25:04.170

Tom Powers, Multnomah County (he/him): State transportation package and the work that Jpact has been setting up to create regional

183

00:25:04.510 --> 00:25:11.490

Tom Powers, Multnomah County (he/him): priorities. A set of regional priorities for the region as we work towards identifying

184

00:25:12.130 --> 00:25:27.820

Tom Powers, Multnomah County (he/him): what we want out of the 2025 legislative session. So I talked to this group a couple of times about that transportation package process, and where we're at right now. And so the next step is kind of having Jpac. Look at initial

185

00:25:27.950 --> 00:25:35.549

Tom Powers, Multnomah County (he/him): priorities that have been put together as a draft. So I think this was uploaded into the meeting materials for today.

186

00:25:35.690 --> 00:25:40.779

Tom Powers, Multnomah County (he/him): So maybe we can share one of my screens, or Oscar, if you have it, and you want to put it up.

187

00:25:41.240 --> 00:25:45.289

Tom Powers, Multnomah County (he/him): I could go over where we're at with the draft set of priorities for

188

00:25:45.420 --> 00:25:47.060

Tom Powers, Multnomah County (he/him): Jpeg.

189

00:26:09.850 --> 00:26:12.800

Tom Powers, Multnomah County (he/him): and while we're looking for it, I could just kind of talk more about

190

00:26:13.050 --> 00:26:24.128

Tom Powers, Multnomah County (he/him): the process that Jpac is used to get to this point. So since about January there have been informational briefings on the different

191

00:26:25.230 --> 00:26:33.700

Tom Powers, Multnomah County (he/him): portions of the transportation package. So there's been discussion about just the overview of transportation packages in the past.

192

00:26:34.261 --> 00:26:38.719

Tom Powers, Multnomah County (he/him): Odot came in March to present on the challenges that they face

193

00:26:38.740 --> 00:26:42.659

Tom Powers, Multnomah County (he/him): with their revenue streams and funding sources.

194

00:26:43.080 --> 00:26:51.920

Tom Powers, Multnomah County (he/him): And then, in April, local government associations came to present around similar challenges that counties and cities present, that that we face

195

00:26:52.160 --> 00:26:57.020

Tom Powers, Multnomah County (he/him): so I can also share the screen that I have it. I haven't done another

196

00:26:58.110 --> 00:27:01.089

Tom Powers, Multnomah County (he/him): tab here. So let me see if this works.

197

00:27:21.120 --> 00:27:22.310

Tom Powers, Multnomah County (he/him): Okay, does this work?

198

00:27:23.090 --> 00:27:23.890

Tom Powers, Multnomah County (he/him): Yeah. Okay.

199

00:27:24.280 --> 00:27:26.240

Tom Powers, Multnomah County (he/him): so jpact

200

00:27:27.260 --> 00:27:31.105

Tom Powers, Multnomah County (he/him): in March and April. As I said, they were talking about the different funding

201

00:27:31.660 --> 00:27:38.810

Tom Powers, Multnomah County (he/him): problems that both the State and local governments are experiencing. And so in the run up to the transportation package.

202

00:27:38.850 --> 00:27:44.160

Tom Powers, Multnomah County (he/him): We are now shifting to being talking about the different priorities

203

00:27:44.310 --> 00:28:00.280

Tom Powers, Multnomah County (he/him): for the State. 2025 trans transportation package and so the group of folks working on this to present to Jpac has really come up with about 6 key priorities, and I'll show them and go over them here in a second.

204

00:28:00.310 --> 00:28:22.049

Tom Powers, Multnomah County (he/him): But for this group, it's kind of react your initial reactions to their draft priorities as you see them here. As Jpac. Goes along through the process of developing these priorities. What else do you wanna see? Is there anything in this document that is a problem or is not stated sufficiently.

205

00:28:22.333 --> 00:28:25.369

Tom Powers, Multnomah County (he/him): So just keep that in mind as I kind of go over them.

206

00:28:25.560 --> 00:28:30.589

Tom Powers, Multnomah County (he/him): So as we're looking at the 2025 transportation package.

207

00:28:31.040 --> 00:28:33.820

Tom Powers, Multnomah County (he/him): the group kind of split up the

208

00:28:33.850 --> 00:28:39.469

Tom Powers, Multnomah County (he/him): needs for funding solutions into short-term funding solutions and long-term sustainable funding.

209

00:28:39.600 --> 00:28:42.580

Tom Powers, Multnomah County (he/him): And so the difference between those 2 things is really

210

00:28:42.680 --> 00:28:59.290

Tom Powers, Multnomah County (he/him): that. The short term funding solution is that we have a lot of needs right now that aren't being met and so trying to find ways to stabilize the existing funding streams that we have, whether that's the gas tax vehicle registration and the wait mile tax.

211

00:28:59.400 --> 00:29:03.940

Tom Powers, Multnomah County (he/him): What can we do to shore those up right now. So immediate needs can be met.

212

00:29:03.960 --> 00:29:08.839

Tom Powers, Multnomah County (he/him): such as maintenance operations, safety projects, etc.

213

00:29:10.730 --> 00:29:19.700

Tom Powers, Multnomah County (he/him): you know what is the right. Now, we have the 50, 30, 20, the 50 State, 30 county, 20% city State Highway Fund revenue split.

214

00:29:19.720 --> 00:29:23.560

Tom Powers, Multnomah County (he/him): It's very important among this group that

215

00:29:23.590 --> 00:29:28.909

Tom Powers, Multnomah County (he/him): we advocate for the continuation of that, so that counties and cities can continue to maintain

216

00:29:29.358 --> 00:29:32.710

Tom Powers, Multnomah County (he/him): and do operations on their roads and highways.

217

00:29:33.110 --> 00:29:43.130

Tom Powers, Multnomah County (he/him): And then the difference between that and long-term sustainable funding is that the second bullet long term sustainable funding is really about finding more sustainable

218

00:29:43.280 --> 00:30:02.480

Tom Powers, Multnomah County (he/him): sources into the future, and that could be several different things. It could be a road user charge. It could be tagging things to inflation into the future, so that there is not the need to continually come back to vote, to increase fees and gas taxes and other taxes.

219

00:30:02.480 --> 00:30:13.970

Tom Powers, Multnomah County (he/him): and then ensuring that the taxing authorities that cities and counties have continue into the future, and that there are, you know, any barriers that are currently existing to

220

00:30:14.359 --> 00:30:24.330

Tom Powers, Multnomah County (he/him): preempting local governments to raise revenue, that those can be eliminated. And so we're also trying to anticipate. You know what new sources of revenue may be

221

00:30:24.390 --> 00:30:34.289

Tom Powers, Multnomah County (he/him): able to be created, and ensuring that cities and counties are not limited in their authority to also use those types of funding sources.

222

00:30:35.830 --> 00:30:41.490

Tom Powers, Multnomah County (he/him): Finish what we started. If you can see kind of onto the second page to finish what we started.

223

00:30:41.500 --> 00:30:50.979

Tom Powers, Multnomah County (he/him): this is going back to the last transportation package in 2,017. It was conveniently known as Houseville, 2,017, and there were

224

00:30:51.150 --> 00:30:57.639

Tom Powers, Multnomah County (he/him): 3 main projects in the Portland Metro region that were highlighted in that. So that was the Rose quarter

225

00:30:58.389 --> 00:31:05.090

Tom Powers, Multnomah County (he/him): the Abernathy Bridge seismic stability retro fit, and then the

226

00:31:06.070 --> 00:31:25.940

Tom Powers, Multnomah County (he/him): Oregon Highway 2217 project. So only the 2 17 project is really close to completion. The other 2, the Abernathy, is work is in process, but it's not completely funded. Rose quarter is not funded, and I don't believe there's been much work started on that. So this is to

227

00:31:26.210 --> 00:31:30.189

Tom Powers, Multnomah County (he/him): basically say, you know the Portland Metro region

228

00:31:30.370 --> 00:31:42.199

Tom Powers, Multnomah County (he/him): push for inclusion of these projects in the 2017 package, and we want to be able to see them through to completion with the investments that we like to see in the 2025 package.

229

00:31:42.340 --> 00:32:01.519

Tom Powers, Multnomah County (he/him): The next bullet is safe urban arterials and main streets. So this is somewhat a bullet point about safety into the system. But it's really speaking

towards 2 state programs, 2 safety focused programs, such as great streets for those of you who don't know like the

230

00:32:01.840 --> 00:32:11.814

Tom Powers, Multnomah County (he/him): State branded language for some of the programs great streets is kind of the orphaned State highways program. So prioritizing

231

00:32:12.570 --> 00:32:20.220

Tom Powers, Multnomah County (he/him): a way to, you know, rebuild a lot of these streets so that they would be safer for bikes, pedestrians, and all road users.

232

00:32:20.360 --> 00:32:32.080

Tom Powers, Multnomah County (he/him): But this bullet point speaks to prior prioritizing safety. But also, you know, tying together communities that have been built along these somewhat dangerous roads.

233

00:32:32.790 --> 00:32:58.419

Tom Powers, Multnomah County (he/him): Next is transit. This is, you know, ensuring that the Portland Metro region is speaking to the need to sustain our investments in transit. In 2017 the transportation package created the stiff or the Statewide Transit Improvement Fund. I might be getting the acronym wrong. But it was a brand new program that helped to fund transit agencies across the state.

234

00:32:58.906 --> 00:33:01.839

Tom Powers, Multnomah County (he/him): So it's important to build on that investment

235

00:33:01.920 --> 00:33:10.050

Tom Powers, Multnomah County (he/him): into the future. Because it's it's basically a new but very vital service and a streamline of funding that

236

00:33:10.593 --> 00:33:14.710

Tom Powers, Multnomah County (he/him): we'd like to see continue into the future and be more robust.

237

00:33:15.170 --> 00:33:36.419

Tom Powers, Multnomah County (he/him): Resiliency is to speaking to our transport the ability for our transportation infrastructure to be retrofitted or rebuilt, so it could sustain natural disasters, earthquakes, floods. You know anything that we know now, or don't know what may come into the future and threaten

238

00:33:36.480 --> 00:33:40.940

Tom Powers, Multnomah County (he/him): of the infrastructure and lives of the use users of the infrastructure.

239

00:33:41.695 --> 00:33:45.950

Tom Powers, Multnomah County (he/him): So those are the main bullet points. 2 about funding

240

00:33:46.685 --> 00:33:51.804

Tom Powers, Multnomah County (he/him): one kind of about projects, and then 3 that I think

241

00:33:53.170 --> 00:34:01.119

Tom Powers, Multnomah County (he/him): are very important to the Portland Metro area and East Baltimore county in terms of safe urban arterials transit and resiliency.

242

00:34:01.544 --> 00:34:06.040

Tom Powers, Multnomah County (he/him): But I think now would be a good time to throw it open to the group here.

243

00:34:06.411 --> 00:34:22.329

Tom Powers, Multnomah County (he/him): You know, at the discretion of the chair to see. You know what reactions you have to this draft priorities. What do you want to see in the Jpac discussion of these priorities that's coming up on Thursday at the Jpac. Meeting.

244

00:34:22.520 --> 00:34:30.080

Tom Powers, Multnomah County (he/him): knowing that there will be several steps in this process of jpack, talking about the priorities and reviewing

245

00:34:30.130 --> 00:34:36.629

Tom Powers, Multnomah County (he/him): and coming up with a final document that ultimately will be kind of the statement of what this region would like to see

246

00:34:36.699 --> 00:34:40.938

Tom Powers, Multnomah County (he/him): in the 2025 State legislative transportation package.

247

00:34:42.550 --> 00:34:49.019

Tom Powers, Multnomah County (he/him): so that I'll take any questions or at the discretion of the chair, we can throw it up to reactions.

248

00:34:49.590 --> 00:34:50.260

Tom Powers, Multnomah County (he/him): Yep.

249

00:34:51.612 --> 00:34:52.610

Sandy Glantz: Comments from anybody

250

00:34:52.830 --> 00:34:53.730

Sandy Glantz: anyone.

251

00:34:55.050 --> 00:34:55.820

Sandy Glantz: Tom.

252

00:34:59.010 --> 00:35:07.320

Tom Bouillion, Port of Portland: Yeah, I was just curious. Not necessarily advocating for this, but just kind of curious on the Jpeac discussion on

253

00:35:07.440 --> 00:35:09.860

Tom Bouillion, Port of Portland: long term funding.

254

00:35:10.270 --> 00:35:12.900

Tom Bouillion, Port of Portland: If there was any

255

00:35:13.090 --> 00:35:17.929

Tom Bouillion, Port of Portland: discussion about congestion pricing tolling. I know that's been

256

00:35:17.960 --> 00:35:20.179

Tom Bouillion, Port of Portland: a bit of a hot button

257

00:35:20.340 --> 00:35:23.649

Tom Bouillion, Port of Portland: item, but I guess I was a little bit surprised that

258

00:35:24.440 --> 00:35:28.330

Tom Bouillion, Port of Portland: that didn't didn't show up on the list for under long term

259

00:35:28.630 --> 00:35:30.720

Tom Bouillion, Port of Portland: funding, or, you know, maybe it's

260

00:35:30.760 --> 00:35:33.219

Tom Bouillion, Port of Portland: sort of implicit in there. But

261

00:35:34.110 --> 00:35:39.659

Tom Bouillion, Port of Portland: I guess it's just more of a question related to the Jpeac discussion on that topic.

262

00:35:47.050 --> 00:35:50.210

Tom Powers, Multnomah County (he/him): I'm happy to answer that unless anybody else wants to take it.

263

00:35:51.140 --> 00:36:03.305

Tom Powers, Multnomah County (he/him): So. Thanks, Tom. So in terms of the long term sustainable funding bullet point. I think it was developed to acknowledge that there are multiple potential new

264

00:36:03.820 --> 00:36:09.439

Tom Powers, Multnomah County (he/him): funding streams or sources that the State could move to, including congestion, pricing or tolling

265

00:36:09.814 --> 00:36:20.089

Tom Powers, Multnomah County (he/him): but I think at the same time th. This is being created. We kind of saw the dissolution of the regional mobility pricing project and moving to other.

266

00:36:20.200 --> 00:36:23.560

Tom Powers, Multnomah County (he/him): You know ideas to essentially

267

00:36:23.920 --> 00:36:27.889

Tom Powers, Multnomah County (he/him): pay for some of the projects that may have otherwise been paid for with that.

268

00:36:27.900 --> 00:36:34.640

Tom Powers, Multnomah County (he/him): But this is a general bullet point to acknowledge the need for new sustainable funding without identifying

269

00:36:34.670 --> 00:36:56.790

Tom Powers, Multnomah County (he/him): or limiting which ones we definitely would like to see. I think it gives flexibility, not knowing what the makeup of the 2025 legislature will be, and knowing that tax votes, the creation of new taxes or revenue funding streams are inherently political, and so, as

270

00:36:56.820 --> 00:37:10.416

Tom Powers, Multnomah County (he/him): jurisdictions will need to be flexible to see, you know, what would we be able to support once it is proposed. But you know, some of the ones that have been thrown around would be those tolling or road user charge

271

00:37:11.170 --> 00:37:18.989

Tom Powers, Multnomah County (he/him): methods or increasing the current things that we have indexing them to inflation, going forward.

272

00:37:23.080 --> 00:37:23.820

Sandy Glantz: Travis.

273

00:37:25.670 --> 00:37:32.489

Travis Stovall: Thank you. Tom, thanks for the presentation. Oh, certainly agree with the list it was supportive of it.

274

00:37:32.550 --> 00:37:41.109

Travis Stovall: The the one item that. You know. And Gretchen, we'd specifically be looking to potentially have some further on

275

00:37:41.130 --> 00:37:45.849

Travis Stovall: is, you know, of course, we've got things on here. Start what you finish

276

00:37:45.870 --> 00:37:52.539

Travis Stovall: or finish what we start the safe materials. How do we make sure we've got all these things in play short term and long term funding.

277

00:37:52.570 --> 00:37:56.940

Travis Stovall: But one of the areas that we see is as something that potentially

278

00:37:57.040 --> 00:38:01.699

Travis Stovall: can use some time. And attention is in funding for

279

00:38:01.950 --> 00:38:06.720

Travis Stovall: new development. You know, as we think about the housing plans

280

00:38:06.880 --> 00:38:09.229

Travis Stovall: that we have as a state

281

00:38:09.715 --> 00:38:26.149

Travis Stovall: much of that is is gonna be dependent upon infrastructure, and many times we don't have the infrastructure specifically and from a transportation standpoint to support. You know what we need to be doing in these areas. So what type of funding mechanisms could be made available for

282

00:38:26.660 --> 00:38:40.180

Travis Stovall: this new. You know, new types of development that we don't. We currently don't have funding mechanisms in place for, and that could be somewhat of a some type of revolving loan fund at the State. You know, if the State gets concerned.

283

00:38:40.490 --> 00:39:04.370

Travis Stovall: you know, assisting and funding. You know, new development transportation within new development. What about opportunities where you know we can, or cities and municipalities can access? You know, some type of funding mechanism to support the additional transportation required to support this new dev. The new development that we will need, especially in Greenfields, when it comes to supporting the housing efforts.

284

00:39:08.760 --> 00:39:12.469

Tom Powers, Multnomah County (he/him): Thanks, Mayor Stovall. I think that's a great point. Great question around

285

00:39:12.520 --> 00:39:18.329

Tom Powers, Multnomah County (he/him): kind of the intersection of the transportation package with a lot of the Housing production Conversation

286

00:39:18.750 --> 00:39:28.999

Tom Powers, Multnomah County (he/him): and the the last 2 sessions funding packages for housing production. I think the 2024 legislative session had a lot of local government

287

00:39:29.464 --> 00:39:46.049

Tom Powers, Multnomah County (he/him): participation to towards finding ways to get more funding to infrastructure, although it was still not nearly enough to kind of start meeting the need. So I think that will be a focus of the governors, particularly as we're looking at.

288

00:39:46.210 --> 00:39:50.739

Tom Powers, Multnomah County (he/him): you know, not just keeping the transportation agencies.

289

00:39:50.850 --> 00:39:57.279

Tom Powers, Multnomah County (he/him): ability to keep up with operations and maintenance, but meet that long-term need, knowing that we're going to be

290

00:39:57.600 --> 00:40:04.220

Tom Powers, Multnomah County (he/him): going to need to build more housing to meet the need that's creating more miles of road to maintain.

291

00:40:04.690 --> 00:40:07.279

Tom Powers, Multnomah County (he/him): You know, it's just going to create

292

00:40:08.230 --> 00:40:17.229

Tom Powers, Multnomah County (he/him): more need. So I think, finding a way to maybe put it into the long term sustainable funding bullet, I mean, I think it would depend on

293

00:40:17.240 --> 00:40:24.669

Tom Powers, Multnomah County (he/him): kind of how you see Gresham's needs, you know, short term or long term, but ultimately finding the

294

00:40:25.090 --> 00:40:33.768

Tom Powers, Multnomah County (he/him): sources of money that we could pay for this infrastructure long term. So I think, as it relates to a revolving loan fund.

295

00:40:34.340 --> 00:40:36.209

Tom Powers, Multnomah County (he/him): If there's a program that

296

00:40:36.290 --> 00:40:37.925

Tom Powers, Multnomah County (he/him): could be created.

297

00:40:38.520 --> 00:40:48.949

Tom Powers, Multnomah County (he/him): That wouldn't put too much of a burden on Odot per se to you know, lessen the amount of money they'd otherwise have for their operations and maintenance needs. So trying to figure out.

298

00:40:49.010 --> 00:40:53.390

Tom Powers, Multnomah County (he/him): you know how we can get the money to local governments for infrastructure.

299

00:40:55.430 --> 00:41:01.340

Tom Powers, Multnomah County (he/him): in a way that you know doesn't, doesn't defeat the short term purpose, I guess, of the money, so

300

00:41:02.360 --> 00:41:09.379

Tom Powers, Multnomah County (he/him): I think that will be an interesting conversation for Jpeg, particularly with the the Metro Ugb. Expertise.

301

00:41:10.220 --> 00:41:16.859

Travis Stovall: Yup. Everything you said Tom, is is spot on and like you said I mean, anytime

302

00:41:16.890 --> 00:41:46.189

Travis Stovall: we are putting additional pressures on Odot money, you know that that's when the conversation gets very difficult. And hence why, I think we've kind of thought about, you know, similar to water infrastructure. There's revolving loan funds and programs, low interest that allows us to to preempt the development by putting in and getting a loan for that water infrastructure. We don't have transportation which could potentially assist communities in both. The you know.

303

00:41:46.370 --> 00:42:07.501

Travis Stovall: they would mostly be longer term. But I'm I'm I'm sure we've got some short term needs. But the the longer term funding mechanisms that we could talk about potentially that again, if it's some type of revolving loan fund with with maybe some some additional dollars that comes with it. I think that would be something that

304

00:42:08.820 --> 00:42:33.540

Travis Stovall: would be. I think folks would be open to that. Odot would be open to that, you know, if there's identified revenue streams that that that cities could utilize to to get those things going, because once we've got the transportation, the infrastructure in place. The housing will come, and then for us the tax revenues potentially to essentially take care of the long term maintenance with our surface streets here in the city aggression type of thing. So

305

00:42:33.540 --> 00:42:40.150

Travis Stovall: yeah, so we'll be touching base. I mean, I'll since I'm actually the Jpeg person. I'll be talking about this

306

00:42:40.240 --> 00:42:49.439

Travis Stovall: on on Thursday. To see what type of conversation we can. We can start to generate there, especially with our housing production goals.

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00:42:51.980 --> 00:42:52.690

Travis Stovall: Thank you, Mayor.

308

00:42:52.690 --> 00:42:53.940

Tom Powers, Multnomah County (he/him): Minimal yeah.

309

00:42:54.251 --> 00:43:01.100

Sandy Glantz: One thing jumping off of what Amir still said is that I think we need to also be paying attention to maintenance.

310

00:43:01.140 --> 00:43:04.809

Sandy Glantz: so that we don't dig ourselves a hole, literally and figuratively.

311

00:43:04.940 --> 00:43:24.860

Sandy Glantz: And while it's great that we want to complete some of the projects that we have started, I think that should also include just regular road maintenance, and I know that's been set aside a couple years, except for the most critical. And I think that's going to come back and bite us if we don't start paying attention to that and prioritizing it a little higher.

312

00:43:28.600 --> 00:43:29.230

Sandy Glantz: Any other.

313

00:43:29.230 --> 00:43:30.619

Tom Powers, Multnomah County (he/him): Yeah. Sequence. Yep.

314

00:43:32.820 --> 00:43:33.560

Sandy Glantz: The group

315

00:43:38.200 --> 00:43:40.560

Sandy Glantz: quiet group today. It's a good thing, right?

316

00:43:42.410 --> 00:43:47.650

Tom Powers, Multnomah County (he/him): If there's no more questions I could do a little bit of discussion around the next

317

00:43:47.920 --> 00:43:48.880

Tom Powers, Multnomah County (he/him): a

318

00:43:50.010 --> 00:43:59.029

Tom Powers, Multnomah County (he/him): let me let me stop share my screen there the next meetings of the State Transportation Committee that are doing the road tour. The road show.

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00:43:59.200 --> 00:44:08.630

Tom Powers, Multnomah County (he/him): So the next meetings will be tomorrow and Wednesday they'll be doing the mid Willamet Valley, so Albany, and then Eugene.

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00:44:08.690 --> 00:44:19.269

Tom Powers, Multnomah County (he/him): and then they have a flurry of other meetings across the State, mostly in Central and Eastern Oregon before becoming coming back to the Metro area in August.

321

00:44:19.330 --> 00:44:23.320

Tom Powers, Multnomah County (he/him): So I think we have another meeting before the August

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00:44:24.260 --> 00:44:26.692

Tom Powers, Multnomah County (he/him): road show that will be coming to

323

00:44:28.305 --> 00:44:32.464

Tom Powers, Multnomah County (he/him): the Gresham area. I'm sorry the Happy Valley area, but

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00:44:32.930 --> 00:44:34.010

Tom Powers, Multnomah County (he/him): I think

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00:44:35.000 --> 00:44:40.480

Tom Powers, Multnomah County (he/him): we have Happy Valley on September 26, th and then Hillsborough on September 27.th So

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00:44:40.750 --> 00:44:44.479

Tom Powers, Multnomah County (he/him): between July 16th and

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00:44:45.136 --> 00:44:50.680

Tom Powers, Multnomah County (he/him): September 26, th the committee will, continuing, continue to be hearing from local leaders

328

00:44:51.266 --> 00:44:57.800

Tom Powers, Multnomah County (he/him): county officials, mayors, city counselors across the State as they develop kind of the

329

00:44:58.353 --> 00:45:09.239

Tom Powers, Multnomah County (he/him): needs of the whole State. And so the next, you know, opportunity really for the East Multnomah County area would be September 26th in Happy Valley.

330

00:45:09.666 --> 00:45:19.700

Tom Powers, Multnomah County (he/him): And we'll get some more details. About that meeting about where they're gonna be planning on touring. But if you have ideas, for you know, particularly in

331

00:45:19.930 --> 00:45:22.379

Tom Powers, Multnomah County (he/him): the southern part of East Multnomah County.

332

00:45:22.734 --> 00:45:28.319

Tom Powers, Multnomah County (he/him): please feel free to share them, and I can try to elevate them to Odot and the legislative committee.

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00:45:28.873 --> 00:45:29.940

Tom Powers, Multnomah County (he/him): Going forward.

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00:45:30.860 --> 00:45:34.769

Sandy Glantz: Isn't the 26th or the 27, th also a hybrid meeting

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00:45:34.910 --> 00:45:36.699

Sandy Glantz: where people can join by zoom.

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00:45:37.400 --> 00:45:39.585

Tom Powers, Multnomah County (he/him): Yeah. So the way that these

337

00:45:40.308 --> 00:45:43.179

Tom Powers, Multnomah County (he/him): road shows have been structured, they're kind of a

338

00:45:43.220 --> 00:46:03.709

Tom Powers, Multnomah County (he/him): whole day activity. So usually it starts with a tour of local transportation facilities or projects. And then there's a hour-long discussion roundtable with mayors or local electeds. And then there's finally a public hearing.

339

00:46:04.040 --> 00:46:04.990

Tom Powers, Multnomah County (he/him): So

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00:46:05.170 --> 00:46:10.628

Tom Powers, Multnomah County (he/him): you know, registration for the public hearing is in person, but they do allow some virtual

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00:46:12.129 --> 00:46:19.539

Tom Powers, Multnomah County (he/him): testimony, and then I think there will be another hearing at the end that will be predominantly virtual testimony.

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00:46:19.580 --> 00:46:25.899

Tom Powers, Multnomah County (he/him): So I think they'll prioritize in person for most of the meetings, and then have a virtual meeting

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00:46:25.990 --> 00:46:28.009

Tom Powers, Multnomah County (he/him): towards the end of their roadshow.

344

00:46:29.830 --> 00:46:31.030

Tom Powers, Multnomah County (he/him): Perfect. Thank you.

345

00:46:35.500 --> 00:46:36.860

Sandy Glantz: Any other questions.

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00:46:38.920 --> 00:46:40.749

Sandy Glantz: Okay, thanks, Tom, for sharing that.

347

00:46:43.290 --> 00:46:48.059

Sandy Glantz: Now we have the Ada project update. Sorry about that, Michael.

348

00:46:57.000 --> 00:46:57.775

Michael Cook: Okay?

349

00:46:59.170 --> 00:47:02.084

Michael Cook: like, I said earlier. Michael Cook.

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00:47:02.710 --> 00:47:03.910

Michael Cook: he him

351

00:47:03.970 --> 00:47:11.110

Michael Cook: pronouns. Engineer with the road section of transportation and department of community services.

352

00:47:11.200 --> 00:47:14.918

Michael Cook: And this is a presentation mostly about

353

00:47:15.570 --> 00:47:18.867

Michael Cook: our overall program program. But in particular

354

00:47:19.320 --> 00:47:24.229

Michael Cook: a ramp program we are trying to get built this upcoming fall. So

355

00:47:24.280 --> 00:47:25.640

Michael Cook: next slide, please.

356

00:47:28.632 --> 00:47:29.977

Michael Cook: Prior information.

357

00:47:31.170 --> 00:47:38.074

Michael Cook: I believe there was an Ada transition plan presentation to this group before, but if not just kind of

358

00:47:38.590 --> 00:47:43.430

Michael Cook: background on the adh transition plan. The county went out

359

00:47:43.670 --> 00:47:44.680

Michael Cook: a

360

00:47:44.710 --> 00:47:50.510

Michael Cook: well, all agencies, I think 50 plus have to have have an ad trans plan. So

361

00:47:50.981 --> 00:48:02.179

Michael Cook: the county went out in 2016 they created an inventory of their physical barriers relate to Ada. This included curb ramps signalized crossing sidewalks and mark crosswalks.

362

00:48:02.727 --> 00:48:06.329

Michael Cook: So we just kind of took a look at what was out there.

363

00:48:07.470 --> 00:48:15.440

Michael Cook: As part of the transition plan. We also came up with methods to remove our barriers. This would include create policies and standards on how to address this

364

00:48:15.610 --> 00:48:17.709

Michael Cook: prioritize infrastructure need.

365

00:48:17.910 --> 00:48:28.569

Michael Cook: Look at Ada. Specific focus projects, which is what this presentation will be about, and then also look for opportunities with, you know, capital robe and other bridge projects to address. Ada needs there.

366

00:48:30.120 --> 00:48:36.880

Michael Cook: One of the big things was coming up with a way to prioritize what kerb landscape worked on first.st So

367

00:48:36.930 --> 00:48:42.659

Michael Cook: if you go to the Ada transition plan. You can see there was a a criteria put together.

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00:48:42.690 --> 00:48:47.650

Michael Cook: We would look at the ramp. We would look at the existing condition of the ramp, and what quality was in

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00:48:49.340 --> 00:48:51.300

Michael Cook: what standards it did or didn't meet.

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00:48:51.370 --> 00:49:07.910

Michael Cook: We looked at whether there was truncated domes or not. Even if it was, you know, not the best condition as long as they had that that was a fair score. And then we also looked at proximity to infrastructure, including things like schools, hospitals, shopping centers, bus stops, places where people would

371

00:49:07.920 --> 00:49:11.460

Michael Cook: beat. And really, you know, some of these facilities more often.

372

00:49:11.490 --> 00:49:15.510

Michael Cook: And this was all put together. There was a scoring rubric.

373

00:49:16.005 --> 00:49:22.950

Michael Cook: and in the end we came up with 6 tiers of ramps to prioritize, which ones were

374

00:49:23.110 --> 00:49:25.380

Michael Cook: replaced first.st

375

00:49:25.560 --> 00:49:33.390

Michael Cook: The final plan was adopted by the Board in March 2023. And, like, I said, you can see that on

376

00:49:33.450 --> 00:49:40.830

Michael Cook: if you search the multiple accounting ad transition plan has a lot more details. But that's just kind of how we got to where we were

377

00:49:44.160 --> 00:49:45.229

Michael Cook: next slide, please.

378

00:49:48.230 --> 00:49:48.930

Michael Cook: So

379

00:49:48.940 --> 00:49:51.830

Michael Cook: Ada focused projects in particular.

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00:49:52.266 --> 00:49:57.309

Michael Cook: The county I looked at, you know, delivering, you know, projects specifically for Ada Ramps.

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00:49:57.450 --> 00:50:08.960

Michael Cook: So in fiscal year 23 we and transportation receive 1.4 million dollars in one time only funds they had to be used within fiscal year 23, which for us runs from

382

00:50:08.970 --> 00:50:11.080

Michael Cook: July one, through June 30, th

383

00:50:11.300 --> 00:50:29.783

Michael Cook: and we use this money to begin looking at design for the tier one ramps. These are the highest priority, the most in need of replacing. In our assessment we had come up with 20, or we identified 26. In our 2016 assessment we had identified 86 tier, one RAM. Sorry about that.

384

00:50:30.300 --> 00:50:37.099

Michael Cook: And then, as we were, you know, developing this project, we also sometimes found ones that maybe we had missed or they were missing areas.

385

00:50:37.681 --> 00:50:43.099

Michael Cook: But that was kind of our starting point. Some of this money was also used for capital projects

386

00:50:43.150 --> 00:50:57.489

Michael Cook: in particular. The 2 57th corridor project is also replacing 56 ad RAM. So we were able to use some of this money to support that and free up that that county transportation funding for other aspects of that project.

387

00:50:58.420 --> 00:51:15.099

Michael Cook: In fiscal year 24 we receive 1.7 3 5 million of another batch of one time only funding this funding was used to finalize the tier. One ramp design with the goal of construction and fiscal year 2025.

388

00:51:15.190 --> 00:51:23.240

Michael Cook: We also began looking at replacing tier. 2 ramps 94 ramps had been identified in the 2,016 assessment.

389

00:51:23.280 --> 00:51:27.210

Michael Cook: And so that's where, most of that money was used in the prior fiscal year.

390

00:51:27.440 --> 00:51:31.349

Michael Cook: and then fiscal year 25, which has just started. We

391

00:51:32.010 --> 00:51:43.459

Michael Cook: excuse me. We receive 2.6 1 5 million dollars in one time. Only funny, and that'll all ours. Ports will be going to the upcoming project, which is what I will be talking about for the rest of this presentation

392

00:51:43.760 --> 00:51:45.080

Michael Cook: next slide, please.

393

00:51:46.845 --> 00:51:47.500

Michael Cook: So

394

00:51:47.790 --> 00:51:55.260

Michael Cook: the tier one. What started as the tier one project became right now known as the East County Pedestrian improvements

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00:51:55.340 --> 00:51:58.180

Michael Cook: like I said, it's starting in fiscal year 23

396

00:51:58.800 --> 00:52:04.399

Michael Cook: we had scoped our consultant parametrics to design a hundred 12 new rams

397

00:52:04.600 --> 00:52:11.569

Michael Cook: 86. Of these were the tier, one ramps it mentioned before. 24 of these are tier, 2 ramps

398

00:52:11.891 --> 00:52:15.910

Michael Cook: we added some tier, 2 ramps, because there are some times where it makes more sense.

399

00:52:15.960 --> 00:52:34.449

Michael Cook: You might have 3 ramps on an intersection, and we would do the 4th one, even though it was a tier 2, or maybe we come in if we're building everything else on a street or an

area just. And there's 2. There's tier, 2 ramps like the next intersection down we can do that whole area in one construction season and then not come back.

400

00:52:34.540 --> 00:52:42.940

Michael Cook: And impact, we need twice as much. So this is kind of how we came up with selecting some of these to include in this tier one project

401

00:52:43.100 --> 00:52:47.880

Michael Cook: and the ramps are located throughout Troutdale Wood village and Fairview.

402

00:52:50.470 --> 00:52:51.379

Michael Cook: Add up. Yeah.

403

00:52:51.670 --> 00:52:55.100

Michael Cook: So this is just a very brief map, just kind of showing

404

00:52:55.618 --> 00:52:56.992

Michael Cook: the yellow or

405

00:52:57.740 --> 00:53:03.179

Michael Cook: the tier one and orange tier 2, and kind of you know. You can see an example of the intersection

406

00:53:03.340 --> 00:53:08.949

Michael Cook: there with a lot of orange and yellow, and if we're gonna do start doing tier, one might as well just do it all at once. So

407

00:53:08.990 --> 00:53:14.939

Michael Cook: these were the ramps we looked at Fairview Wood village and Troutdale, and then on the next slide

408

00:53:20.650 --> 00:53:25.779

Michael Cook: these are other. This is the rest of the Troutdale kind of more the you know, downtown Troutdale area

409

00:53:26.172 --> 00:53:32.309

Michael Cook: the Blue Ramps. Let I think I mentioned but one of the things we noticed is that when we went out

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00:53:32.380 --> 00:53:38.920

Michael Cook: we are identifying the condition of existing ramps, but not identifying where ramps should be.

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00:53:39.291 --> 00:53:45.210

Michael Cook: Oregon law says that you know any intersection is a crosswalk, and so on. Some of these areas there was

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00:53:45.290 --> 00:53:52.239

Michael Cook: when they were built. They built ramps on one side only, and there was no connecting ramp on the other side, and we had to go through and assess

413

00:53:52.320 --> 00:53:58.520

Michael Cook: whether there should be a ramp there unless there was a a reason for a legal crosswalk closure. And if not, look at how to

414

00:53:58.560 --> 00:54:01.669

Michael Cook: add ramps in these areas. So that's kind of why, the numbers, don't

415

00:54:01.810 --> 00:54:05.599

Michael Cook: you know our our 112 doesn't really add up to the other one. It's just kind of

416

00:54:06.463 --> 00:54:07.609

Michael Cook: based on

417

00:54:08.065 --> 00:54:11.900

Michael Cook: whether rams were there or not, and just how we assess them, and just kind of a

418

00:54:12.532 --> 00:54:15.929

Michael Cook: changing number throughout, just to try and get the right amount of work done.

419

00:54:19.998 --> 00:54:24.920

Michael Cook: So in fiscal year 24, as I mentioned, we started looking on or looking at

420

00:54:24.930 --> 00:54:28.139

Michael Cook: finalizing this project for construction.

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00:54:28.160 --> 00:54:29.189

Michael Cook: we ended up

422

00:54:29.200 --> 00:54:35.220

Michael Cook: putting the the ramps into 2 different phases, phase one, which is the one we're getting ready to build.

423

00:54:35.250 --> 00:54:39.490

Michael Cook: These were ramps that had no right of way requirements

424

00:54:39.500 --> 00:54:43.819

Michael Cook: and no major utility complex. The the right of way process can take

425

00:54:43.860 --> 00:54:45.709

Michael Cook: up to a year, and

426

00:54:45.730 --> 00:54:49.539

Michael Cook: we want to get rams built right away, especially with the one time only funding

427

00:54:50.232 --> 00:54:55.299

Michael Cook: so we had identified 55 new ramps to build this replaced

428

00:54:55.580 --> 00:54:59.840

Michael Cook: 39 existing ramps, 26 for tier, 1, 13 were tier. 2

429

00:55:00.000 --> 00:55:03.110

Michael Cook: and 6 new ramps were none were present.

430

00:55:03.140 --> 00:55:11.570

Michael Cook: and that again, these don't quite add up, because some in some locations we're building 2 ramps where one ramp is currently in place. So we're

431

00:55:11.710 --> 00:55:17.140

Michael Cook: you're actually adding more ramps than were there before. But, we are replacing

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00:55:17.370 --> 00:55:20.929

Michael Cook: 26 that were identified as tier one and 13 is tier 2.

433

00:55:21.500 --> 00:55:33.649

Michael Cook: The current Project estimate is that'll be a 2.5 million dollar project for the construction portion. The construction cost for the contractor is estimated 2.2 million.

434

00:55:33.760 --> 00:55:38.240

Michael Cook: and the inspection and engineering are estimate about 300,000.

435

00:55:38.450 --> 00:55:42.899

Michael Cook: So that's what we're the bulk of what we're looking at spending our money on this year.

436

00:55:43.316 --> 00:55:45.949

Michael Cook: We advertised on the 28th of

437

00:55:46.000 --> 00:55:49.160

Michael Cook: June, and we are hoping to open bids

438

00:55:49.280 --> 00:55:55.610

Michael Cook: in 2 weeks on the 30, th and then start construction September through December.

439

00:55:56.029 --> 00:55:59.699

Michael Cook: One of the main things, because it's 1 time only funding. We need to make sure

440

00:56:00.320 --> 00:56:04.019

Michael Cook: this money is spent by June 30, th 2025. So

441

00:56:04.490 --> 00:56:09.099

Michael Cook: you know, sometimes with the construction, you have delays, but we just really need to make sure this money is spent

442

00:56:09.200 --> 00:56:13.170

Michael Cook: this fall and next spring at the latest. So

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00:56:15.340 --> 00:56:17.630

Michael Cook: this is just kind of a very brief

444

00:56:17.800 --> 00:56:22.119

Michael Cook: overview map of where the locations are for phase one

445

00:56:22.733 --> 00:56:30.009

Michael Cook: we have a couple of little clusters on 2 23.rd We have one on Gleason, one on Halsey

446

00:56:30.170 --> 00:56:33.249

Michael Cook: down there at Stark, and I believe that's Mcguinness.

447

00:56:33.370 --> 00:56:36.170

Michael Cook: and then several on Buxton Road. And

448

00:56:36.310 --> 00:56:37.780

Michael Cook: oh, I think

449

00:56:37.860 --> 00:56:41.789

Michael Cook: you know, Buxton Road is gonna take a 2 2 projects to

450

00:56:42.130 --> 00:56:49.999

Michael Cook: take care of all these, but we are trying to do as many as we can as few times as possible. Like, I said, really, just to reduce the impact on the

451

00:56:50.150 --> 00:56:58.572

Michael Cook: any there and the traffic and everything you know. The worst thing is, when construction comes through your neighborhood like 4 times like 4 years in a row. After a while. You're just what's going on. So

452

00:56:59.040 --> 00:57:04.910

Michael Cook: that that's kind of the goal there of adding some of those tier, 2 ramps and how we're gonna phase the work there.

453

00:57:08.837 --> 00:57:13.850

Michael Cook: Phase 2 is. Also, it's from the same package. But these are

454

00:57:13.900 --> 00:57:21.530

Michael Cook: kind of group based on a RAM said, need right away, which will take, like I said, about a year for acquisition or other major totally complex.

455

00:57:21.780 --> 00:57:26.499

Michael Cook: So we will be looking at 59 new rams for this next phase

456

00:57:26.580 --> 00:57:31.570

Michael Cook: 40 ramps are being replaced. 32 of tier one and 8 of tier 2

457

00:57:31.620 --> 00:57:35.540

Michael Cook: and 2 new ramps were no ramp currently exists.

458

00:57:36.002 --> 00:57:41.140

Michael Cook: The design is complete, or at least most complete. I think they're finalizing here shortly

459

00:57:41.489 --> 00:57:48.080

Michael Cook: so because of the right of way process this would probably be on hold and looked at at the

460

00:57:48.250 --> 00:57:53.779

Michael Cook: next construction season pending our ability to acquire the right way necessary to build these ramps

461

00:57:54.309 --> 00:58:01.799

Michael Cook: the right of way as it typically takes a year. We would start that now or soon to be ready for next year's construction

462

00:58:02.239 --> 00:58:09.019

Michael Cook: the estimate is about 200,000 for the various right of way temporary and permanent. Acquisitions.

463

00:58:09.626 --> 00:58:15.850

Michael Cook: This is kind of con contingent. Well, this is all contingent on funding, as we know, funding is short. So we

464

00:58:15.980 --> 00:58:23.030

Michael Cook: you know, we got 2.6 million. We're thinking 2 for construction. But we don't actually know what the construction

465

00:58:23.250 --> 00:58:25.780

Michael Cook: cost is going to be until we open those bids.

466

00:58:26.335 --> 00:58:27.910

Michael Cook: If our funding.

467

00:58:27.980 --> 00:58:36.680

Michael Cook: if we have funding available or we can identify other funding. We would use that to begin the right of way acquisition process for construction

468

00:58:36.840 --> 00:58:38.309

Michael Cook: next fall

469

00:58:38.350 --> 00:58:39.370

Michael Cook: and

470

00:58:39.694 --> 00:58:51.660

Michael Cook: we won't know the funding until the budget is finalized, but would give us a better idea of how much we need to ask, because one of the challenges with this one time. Only funding is by Tom. You figure out how much you think your ramps gonna cost.

471

00:58:51.740 --> 00:58:53.510

Michael Cook: You really need to be in the budget

472

00:58:53.740 --> 00:58:55.310

Michael Cook: before that. So

473

00:58:55.617 --> 00:59:06.439

Michael Cook: as we go through this and work through this, we're we're getting better at having ramps designed and ready to go. And we know exactly how much we need to ask council or not. Counsel the board for every year. So

474

00:59:09.730 --> 00:59:10.970

Michael Cook: next slide, please.

475

00:59:12.930 --> 00:59:18.349

Michael Cook: And this is locations that we've been looking at phase 2. You can see that some like on Buxton.

476

00:59:18.716 --> 00:59:23.789

Michael Cook: We'll probably be building half the street now, and half the half the ramps the other just because of.

477

00:59:24.060 --> 00:59:28.260

Michael Cook: you know, not trying to have the whole road closed down, being able to coordinate traffic control.

478

00:59:28.280 --> 00:59:33.420

Michael Cook: and then some other sites that are a little more complicated either and right away, or utility work so

479

00:59:34.107 --> 00:59:41.189

Michael Cook: will be spread throughout for both of these projects. But there's a lot of opportunity to get Ada ramps in

480

00:59:41.270 --> 00:59:42.519

Michael Cook: throughout the area.

481

00:59:46.550 --> 00:59:52.230

Michael Cook: And yeah, that's basically my presentation. The main goal was just to kind of inform everybody

482

00:59:52.300 --> 01:00:02.219

Michael Cook: we have this project coming out. There'll be a lot of work in East County. We are excited to be able to start delivering projects. I've been working on this for a while, and

483

01:00:02.290 --> 01:00:08.810

Michael Cook: it's good to get out there with some, you know, actual construction going. And we're hoping that, you know it's

484

01:00:08.860 --> 01:00:10.860

Michael Cook: we'll get support from this group.

485

01:00:10.870 --> 01:00:13.960

Michael Cook: you can let people know what's happening if questions come up and

486

01:00:14.451 --> 01:00:20.940

Michael Cook: support going forward to continue, you know, asking for funding and looking for work and delivering projects and ramps.

487

01:00:24.210 --> 01:00:25.950

Sandy Glantz: Mike. Many questions

488

01:00:29.060 --> 01:00:36.630

Sandy Glantz: have a quick question on the slide that showed Troutdale, and it showed the different type of ramps on Buxton. There was a.

489

01:00:37.180 --> 01:00:39.130

Sandy Glantz: Number ones along

490

01:00:39.440 --> 01:00:43.809

Sandy Glantz: historic river highway. Was that meaning? It was in phase one.

491

01:00:44.597 --> 01:01:04.230

Michael Cook: No, that was left over from how we had rated them as ones. So it was kind of an overlay, some of the ones on historic river highway. I think we all recognize, like Buxton, and that in particular, we're taking out of this current package to do a better job of coordinating with trout, Dale and

492

01:01:04.340 --> 01:01:11.350

Michael Cook: other stakeholders, just to make sure we had a better idea we didn't want to go out just because of the complexity. I know, especially the historic libert

493

01:01:11.410 --> 01:01:15.810

Michael Cook: historic Columbia River Highway in Buxton, and I think there were a few other locations where we

494

01:01:15.970 --> 01:01:26.059

Michael Cook: we just didn't have enough information yet to make a good design. And so we have. They're looking at doing those with a bit more work, a bit more coordination, so they won't be part of this

495

01:01:26.080 --> 01:01:30.100

Michael Cook: current package, but we will address them as soon as we figure out a better plan for them.

496

01:01:31.060 --> 01:01:33.230

Sandy Glantz: Awesome. Thank you. Any other questions.

497

01:01:36.180 --> 01:01:37.919

Sandy Glantz: Very good, thank you, Michael.

498

01:01:43.380 --> 01:01:47.979

Sandy Glantz: Next up we have the Jpac. Report. Mayor still.

499

01:01:50.040 --> 01:02:04.230

Travis Stovall: Thank you so very much. Chair vice chair greatly appreciated so I wasn't able to. I think I reported at the last meeting. I wasn't able to attend the last Jpac meeting because we had the Us. Conference of Mayors meeting in Kansas City

500

01:02:04.559 --> 01:02:18.319

Travis Stovall: last month, which is, of course, my hometown so had a chance to get back there. I did get a chance to review kind of the minutes and review the agenda, and I will give just kind of a brief update based on everything that I've kind of read through

501

01:02:18.661 --> 01:02:40.159

Travis Stovall: so we had one crew one key item on the consent agenda, and they were to add 4 projects to the Metro Metropolitan Transportation Improvement Program, which is in Tip those 4 projects. One was O dots for Hayden Island, Building Demolition Project. This is a project that would support the I 5 bridge replacement. One project in this

502

01:02:40.534 --> 01:03:09.019

Travis Stovall: Bresham, Northwest Division Street, between Northwest Wallula and Northwest Birdsedale Avenue with active transportation improvements to include Ada improvements. Something we were just talking about sidewalk gaps, fills curbs, ramps, plus bike ramps and bike lanes, those types of things. So that's a big thing that we're currently working on right now, and we as a city council, have had to work through a couple of things in that project. Another project

503

01:03:09.358 --> 01:03:30.030

Travis Stovall: was O dot 2, 17 I, 5 capital highway. This project will install electronic signs to provide advanced warning of traffic up ahead. You you've seen those where it tells you kind of what's going on to improve congestion queuing and potential collision. So that's the project looking to that was looking to get on the M Tip and the project.

504

01:03:30.820 --> 01:03:32.670

Travis Stovall: lastly, one in Sherwood.

505

01:03:33.280 --> 01:03:40.349

Travis Stovall: between Ice Age drive. I did not know there was an Ice age drive in Sherwood between Southwest or

506

01:03:40.440 --> 01:04:08.110

Travis Stovall: in Southwest Donkey Lane to East traffic flow on and southwest to Walton Turwood Road and improve i. 5. Access. So those are the 4 projects the consent agenda was approved, so it was approved to add those to the m tip next up there are a couple of resolutions, resolution number 2, 4, 5, 4, 1 4, for the purpose of directing the allocation of 13.6 million dollars a Federal transportation, redistribution, funds to projects and programs.

507

01:04:08.110 --> 01:04:10.759

Travis Stovall: That was also approved. So it it

508

01:04:10.760 --> 01:04:17.530

Travis Stovall: really looked at. Kind of you know how we were going to redistribute that 13.6 million because of

509

01:04:17.720 --> 01:04:40.120

Travis Stovall: of Metro and the regions work with transportation. We got that additional dollars to put forth and and tre Federal transportation dollars, and that was approved as far as the framework of how to move forward, and then resolution number 2, 4, 5, 4, 1, 5, for the purpose of adopting the 2028 through 2030 Regional Flat

510

01:04:40.630 --> 01:04:42.359

Travis Stovall: Fund allocation

511

01:04:42.560 --> 01:04:47.039

Travis Stovall: affectionately called Rafa Program direction. And so

512

01:04:48.010 --> 01:04:56.889

Travis Stovall: there was. There's some key updates there. 2024 direction was given that would continue to repay existing bonding commitments

513

01:04:57.743 --> 01:05:23.139

Travis Stovall: with regional tres, with regional, flexible funds, moved forward to develop a new project bond, to advance implementation of the regional projects in exchange for a new commitment for future regional funds continue to invest in existing region wide programs and regional planning activities with an allocation of regional flexible funds, and then, lastly, begin the step. 2 capital grant

514

01:05:23.140 --> 01:05:32.890

Travis Stovall: application, I mean capital grant allocation process, guided by the direction of the 2023 Rtp strategic regional funding approach.

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01:05:33.400 --> 01:05:39.999

Travis Stovall: So those were kind of the the framework that was also approved. With some of the conversations going into.

516

01:05:40.280 --> 01:06:06.209

Travis Stovall: How do we make sure we're keeping some of these funds flexible to be able to respond to the needs in each of the communities. That was a big piece of the conversation that you could see in the minutes. And then, lastly, we have a regional transportation priorities and funding. Hb. 2017 transit investments stiff. Which is the statewide transportation improvement

funds. This was another kind of presentation in regards to that. So we've I think we've had. I think we've had 5

517

01:06:06.210 --> 01:06:12.599

Travis Stovall: presentations that kind of are talking about the regional transportation for priorities and funding related to Hb.

518

01:06:12.810 --> 01:06:16.289

Travis Stovall: 2017 this time in the transit investments

519

01:06:16.460 --> 01:06:31.700

Travis Stovall: that they're looking and talking about there and again. There was talking talks about gaps kind of in transit. And those types of things. And how do we make sure that we improve the investments in various areas that have those gaps in transit?

520

01:06:32.186 --> 01:06:36.440

Travis Stovall: For me, I believe that's it for the for the Jpeac

521

01:06:36.540 --> 01:06:40.209

Travis Stovall: update for last meeting. Of course, we generally have the Jpeg

522

01:06:40.510 --> 01:06:50.879

Travis Stovall: update for this week's meeting coming up after me. Are there any questions or comments anything that anybody who was at the Jpeac. That I missed out on that, I think would be critical.

523

01:06:50.940 --> 01:06:52.269

Travis Stovall: or a muktug

524

01:06:59.740 --> 01:07:01.040

Travis Stovall: don't see anything.

525

01:07:01.620 --> 01:07:02.470

Sandy Glantz: A group.

526

01:07:04.560 --> 01:07:05.780

Sandy Glantz: Thank you, Travis

527

01:07:07.150 --> 01:07:07.980

Sandy Glantz: Elliot

528

01:07:08.120 --> 01:07:11.379

Sandy Glantz: and I give us a briefing on what's coming up. I believe this Thursday.

529

01:07:12.860 --> 01:07:21.100

Eliot Rose, Metro (he/him): Right jpact is this, Thursday, July 18, th from 7, 30 to 9 30

530

01:07:21.430 --> 01:07:22.620

Eliot Rose, Metro (he/him): and

531

01:07:22.760 --> 01:07:24.160

Eliot Rose, Metro (he/him): got

532

01:07:24.350 --> 01:07:45.309

Eliot Rose, Metro (he/him): a couple of different agenda items. So 1st of all, as a Mayor Stovall prepared us all for this is going to be a meteor, M. Tip amendment conversation than normal, because we have in a bundle. We have a bundle consistent of 2 amendments related to 2 projects related to the rose quarter

533

01:07:45.628 --> 01:08:14.959

Eliot Rose, Metro (he/him): which is quite complex, and a very large project, and we're having a separate presentation on that, so that Jpac. Staff can get all the information that they need about that particular amendment, because we anticipate more questions than normal, just because it's a it's a bigger amendment. And so project that Jpac. Has long been engaged with. And then there's 5 other projects. I look through those, and none of those are in East County, but I'm happy to talk more about what they are. Folks have questions. So

534

01:08:15.050 --> 01:08:24.450

Eliot Rose, Metro (he/him): after that mtip conversation. Th that that's an there's a 2 different action items. One on the whole package, one on Rose quarter in particular.

535

01:08:24.660 --> 01:08:40.540

Eliot Rose, Metro (he/him): and then we have 3 information discussion items one is on the next steps for the Riffa program, as Mayor still noted. There a Jpac. To prove the overall program direction

536

01:08:40.540 --> 01:09:08.850

Eliot Rose, Metro (he/him): for Riffa at the last meeting that included some bonding authority and direction on how different regional policies and goals and outcomes would be addressed through the Riffa process. People have lots of questions about the details as we work through that. And so this is where and this is a presentation with Grayson will tell us about what details to expect next, as they prepare to work through that guidance that they receive from Jpeg.

537

01:09:10.091 --> 01:09:34.660

Eliot Rose, Metro (he/him): then we have yet another presentation on regional transportation priorities and funding. These are not going away. We actually made them a standing agenda item, because at the end, you know, coming through the Rtp process, as Jpac. Noted that, you know, Jpac members noted that. We're often more ever in a position where we're constrained by the resources that are available from pursuing the project

538

01:09:34.660 --> 01:09:44.398

Eliot Rose, Metro (he/him): that we've identified for the region Jpac really wanted to discuss how we address that and get more resources to advance the projects that we need. And so

539

01:09:45.189 --> 01:10:04.079

Eliot Rose, Metro (he/him): big big part of this is developing a recommendation, as Jpact often does in preparation for a long session of the Legislature and a letter describing the region's transportation priorities, and that, that's what Metro's lobbyist Annelise Keeler will be reporting back onto Jpac.

540

01:10:04.170 --> 01:10:08.850

Eliot Rose, Metro (he/him): And then finally, there is a

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01:10:09.251 --> 01:10:33.899

Eliot Rose, Metro (he/him): we're we're starting back up a process that Metro's long been collaborating on with a regional disaster, preparedness organization which is a project to identify regional emergency transportation routes. There's a bit of a pause in that project. Well, it sought resources to enter the second phase, and it's got those resources in place. Now, there's a consultant on board preparing to assist with the next phase of the project, and it's gonna identify what the keys

542

01:10:33.900 --> 01:10:39.080

Eliot Rose, Metro (he/him): transportation routes are to continue to serve our communities in the event of

543

01:10:39.080 --> 01:11:01.179

Eliot Rose, Metro (he/him): a variety of natural disasters, and how we make sure that those roots are available to serve those functions when people need them the most. So that's the J packed agenda. And just to note that Jpeg. Will be taking a much deserved recess in August, too. So you can take one more meeting off your calendars if you're a Jpac. Member for August.

544

01:11:03.840 --> 01:11:04.450

Sandy Glantz: Did he?

545

01:11:04.700 --> 01:11:05.790

Sandy Glantz: They killed it.

546

01:11:08.080 --> 01:11:11.490

Sandy Glantz: Okay, agency updates.

547

01:11:12.040 --> 01:11:18.290

Sandy Glantz: Metro is Counselor Simpson still here? I thought I saw him join at 1 point, but I don't see him now.

548

01:11:20.160 --> 01:11:20.960

Sandy Glantz: Okay.

549

01:11:21.500 --> 01:11:32.212

Eliot Rose, Metro (he/him): Don't, I will say I will say that one thing I've been coordinating with the counselor on is that I do believe he and his staff provided a letter of support for the A tech project that was mentioned earlier.

550

01:11:32.480 --> 01:11:33.420

Sandy Glantz: Excellent, so.

551

01:11:33.420 --> 01:11:34.432

Eliot Rose, Metro (he/him): That's 1 item.

552

01:11:35.910 --> 01:11:36.670

Sandy Glantz: Thank you.

553

01:11:37.190 --> 01:11:38.960

Sandy Glantz: Odot Glen.

554

01:11:39.370 --> 01:11:40.400

Sandy Glantz: Still here.

555

01:11:41.590 --> 01:12:03.196

Glen Bolen, ODOT (he/him): Thank you. I am indeed still here. Don't really have a any pressing news. The moment you might have noticed that we closed 84 over the weekend, partially for graffiti removal. That's a big big step. I have heard rumors that some tigers have gotten out there already. So we're watching it. And I think peep folks probably saw in the news some of the weekend that

556

01:12:04.159 --> 01:12:11.829

Glen Bolen, ODOT (he/him): folks back in DC. Have secured another. I think 1.4 billion toward the interstate bridge replacement. So getting that closer and closer.

557

01:12:12.070 --> 01:12:12.890

Glen Bolen, ODOT (he/him): thanks.

558

01:12:13.650 --> 01:12:14.410

Sandy Glantz: Nice

559

01:12:15.056 --> 01:12:16.920

Sandy Glantz: port of Portland! Tom.

560

01:12:17.990 --> 01:12:20.686

Tom Bouillion, Port of Portland: Yeah, a few announcements.

561

01:12:21.840 --> 01:12:28.130

Tom Bouillion, Port of Portland: see? August 14, th there's gonna be a big reveal at the airport in the

562

01:12:28.410 --> 01:12:31.079

Tom Bouillion, Port of Portland: terminal. So the basically that

563

01:12:31.440 --> 01:12:36.810

Tom Bouillion, Port of Portland: Mall walls will come down, and you'll be able to see what's been going on for the last several years

564

01:12:37.652 --> 01:12:38.980

Tom Bouillion, Port of Portland: which should be

565

01:12:39.500 --> 01:12:41.679

Tom Bouillion, Port of Portland: pretty pretty impressive. They'll be

566

01:12:41.720 --> 01:12:46.601

Tom Bouillion, Port of Portland: quite a few shops and restaurants pre security, so

567

01:12:47.380 --> 01:12:51.390

Tom Bouillion, Port of Portland: folks will have a chance to to hang out and and enjoy that.

568

01:12:53.066 --> 01:12:54.540

Tom Bouillion, Port of Portland: Let's see.

569

01:12:55.620 --> 01:13:00.870

Tom Bouillion, Port of Portland: there is also speaking of Pdx airport, there is a new

570

01:13:01.408 --> 01:13:06.790

Tom Bouillion, Port of Portland: trail. It's currently open. It's I don't know if it has an official name, but essentially it's

571

01:13:07.350 --> 01:13:14.010

Tom Bouillion, Port of Portland: part of the red line double track project out to the airport. So it's a new multi-use path that

572

01:13:14.030 --> 01:13:16.620

Tom Bouillion, Port of Portland: essentially parallels light rail.

573

01:13:17.238 --> 01:13:22.420

Tom Bouillion, Port of Portland: On the the south side of Airport way from 80 Second Avenue to

574

01:13:22.830 --> 01:13:25.830

Tom Bouillion, Port of Portland: to the Terminal Building. So

575

01:13:26.100 --> 01:13:34.600

Tom Bouillion, Port of Portland: basically provide another another access point for cyclists going to and from the airport.

576

01:13:36.040 --> 01:13:39.819

Tom Bouillion, Port of Portland: and that's probably it for me. Thanks.

577

01:13:40.580 --> 01:13:41.830

Sandy Glantz: Very good, thank you.

578

01:13:42.770 --> 01:13:44.090

Sandy Glantz: John, try met!

579

01:13:53.970 --> 01:13:56.520

Sandy Glantz: I swear I saw him just a minute ago.

580

01:13:57.890 --> 01:14:01.059

Oscar Rincones, He/Him - Multco Admin Support: Yeah, just a second. You may not have something.

581

01:14:01.060 --> 01:14:01.789

Sandy Glantz: There we are!

582

01:14:02.230 --> 01:14:03.350

Sandy Glantz: I didn't make it.

583

01:14:03.820 --> 01:14:07.310

John Serra, TriMet: Hey, vice chair! Are you asking for me? Sorry I just had to change devices.

584

01:14:07.490 --> 01:14:10.360

Sandy Glantz: No worries. Yeah. We're just looking for a trimet update.

585

01:14:10.590 --> 01:14:36.760

John Serra, TriMet: Yeah, quick. Update for you all. We were also heavily involved in the Sullivan's Gulch. Clean up effort that have happened this weekend. Yes, likely the taggers are already out there, but I did want to. Thank Odot and all of our partners for the great partnership that led to that event. It was a huge undertaking from Tremend and obviously from Odot, and we really appreciate all the support that all of our jurisdictional partners had. So thanks a lot.

586

01:14:37.760 --> 01:14:38.420

Sandy Glantz: Excellent.

587

01:14:39.505 --> 01:14:42.779

Sandy Glantz: Fairview, I don't see Councillor Todd.

588

01:14:44.423 --> 01:14:45.249

City Of Fairview: Yes, I've

589

01:14:45.410 --> 01:15:01.170

City Of Fairview: I'll fill in for Counselor Todd. Really, the only thing that Fairview has is Saturday, July 27th Fairview on the green summer festival at our City Hall, or outside our City Hall at our main City park. 10 Am. 4 pm. Thank you very much.

590

01:15:01.740 --> 01:15:02.600

Sandy Glantz: Sounds fun.

591

01:15:03.030 --> 01:15:04.490

Sandy Glantz: Gresham

592

01:15:05.710 --> 01:15:08.219

Sandy Glantz: not sure Mayor Stovall or Jay.

593

01:15:09.890 --> 01:15:15.350

Travis Stovall: I don't have anything for an update. But and Jay Jay is saying no, also.

594

01:15:16.430 --> 01:15:18.649

Sandy Glantz: I love it. Portland.

595

01:15:19.650 --> 01:15:26.915

Francesca Jones (she/her) City of Portland: Hi there, Francesca Jones, from Portland Bureau of Transportation. I wanna let everybody know that.

596

01:15:28.070 --> 01:15:32.728

Francesca Jones (she/her) City of Portland: The Portland Bureau of Transportation is now accepting applications to

597

01:15:33.750 --> 01:15:57.850

Francesca Jones (she/her) City of Portland: for folks to serve a 4 year term on the fixing our streets oversight Committee, and the application will be open until Sunday, July 28.th So this is

the body that helps us ensure accountability on the transportation, safety and maintenance program that gets funded with the 10 cent gas tax that was approved by voters

598

01:15:57.850 --> 01:16:04.070

Francesca Jones (she/her) City of Portland: in May of 2016, and then in 2020, and then just renewed again in 2024.

599

01:16:04.130 --> 01:16:13.179

Francesca Jones (she/her) City of Portland: So the program will help Pbot to expand our preventative street maintenance. That saves money

600

01:16:13.370 --> 01:16:26.922

Francesca Jones (she/her) City of Portland: and prevents potholes. I know, Commissioner Glance, that is something you mentioned earlier about maintenance being so important. So this is our our chance at that in Portland,

601

01:16:27.550 --> 01:16:33.915

Francesca Jones (she/her) City of Portland: and it also supports more safe access sidewalks, traffic signals, street lights and bike lanes.

602

01:16:34.620 --> 01:16:36.090

Francesca Jones (she/her) City of Portland: And

603

01:16:36.360 --> 01:16:48.470

Francesca Jones (she/her) City of Portland: so this is a great opportunity to be involved. The application form is online, and I dropped the link in the chat here. So feel free to share around.

604

01:16:49.320 --> 01:16:50.840

Sandy Glantz: Excellent. Thank you.

605

01:16:50.840 --> 01:16:51.426

Francesca Jones (she/her) City of Portland: Thank you.

606

01:16:52.391 --> 01:16:54.799

Sandy Glantz: Truckdale. I don't have anything. Dakota.

607

01:16:56.960 --> 01:17:00.960

Dakota Meyer - Troutdale Associate Planner: Of course, and stuff. I don't have anything August or okay, sweet.

608

01:17:02.360 --> 01:17:02.915

Sandy Glantz: Okay.

609

01:17:03.890 --> 01:17:06.850

Sandy Glantz: Wood Village. Do we have anyone from Wood Village?

610

01:17:08.650 --> 01:17:11.349

Sandy Glantz: Don't see anyone. Multnomah County

611

01:17:11.380 --> 01:17:12.760

Sandy Glantz: any last words.

612

01:17:12.960 --> 01:17:36.789

Sarah Paulus, Multnomah County (she/her): Yeah, I have 2 really brief updates. One is that we are currently recruiting a new engineering services manager to manage all of our capital projects in the road program. And we're also hiring an engineering services manager for the bridge program that we have as well. And then also, just to update you all that the 2 23rd safe routes to school

613

01:17:36.790 --> 01:17:57.209

Sarah Paulus, Multnomah County (she/her): project design work is starting to kick off. So that's to design new sidewalks and bike lanes on 2 23, rd between Bridge Street and Lincoln Street. So we're starting that design work now. That's all I have. I don't think anyone else with the county has updates, but feel free to jump in.

614

01:18:02.230 --> 01:18:08.629

Sandy Glantz: Hearing none. Are we gonna move the minutes to next meeting for approval.

615

01:18:09.700 --> 01:18:12.082

Sarah Paulus, Multnomah County (she/her): Yeah. Let's move them to the next meeting.

616

01:18:12.750 --> 01:18:16.950

Sandy Glantz: Great. And that next meeting nice segue, thank you, is August 12.th

617

01:18:17.850 --> 01:18:19.960

Sandy Glantz: So hopefully, we'll see everybody back then.

618

01:18:20.010 --> 01:18:21.559

Sandy Glantz: and we wow!

619

01:18:22.340 --> 01:18:24.389

Sandy Glantz: 30 min back, plus some

620

01:18:26.600 --> 01:18:27.320

Sandy Glantz: good to see. Y'all.

621

01:18:27.360 --> 01:18:28.039

Francesca Jones (she/her) City of Portland: Much. It's a.

622

01:18:28.309 --> 01:18:28.580

Glen Bolen, ODOT (he/him): One.

623

01:18:28.770 --> 01:18:29.760

Glen Bolen, ODOT (he/him): Thank you.

624

01:18:29.760 --> 01:18:30.360

Sandy Glantz: I.

625

01:18:30.650 --> 01:18:31.600

Sarah Paulus, Multnomah County (she/her): Thank you.

