

April 14, 2025 EMCTC Meeting - Zoom Transcript

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WEBVTT

1

00:00:03.500 --> 00:00:04.390

Oscar R. - He/Him, Multco Meeting Support: All right.

2

00:00:04.520 --> 00:00:06.010

Oscar R. - He/Him, Multco Meeting Support: Good afternoon, everyone.

3

00:00:06.440 --> 00:00:12.489

Oscar R. - He/Him, Multco Meeting Support: My name's Oscar. I use he him pronouns, and I'm here to provide meeting support along with

4

00:00:13.360 --> 00:00:18.409

Oscar R. - He/Him, Multco Meeting Support: my cohort Trini and Tina, who will be helping with the webinar today.

5

00:00:19.770 --> 00:00:39.059

Oscar R. - He/Him, Multco Meeting Support: Here's a quick review of the guidelines for today's meeting. It's a high priority for Multnomah county transportation to provide the clearest path to equitable distribution and accessibility of all materials for this meeting. Along with the monthly agenda, we do provide a zoom, quick reference guide and links to other resources

6

00:00:39.200 --> 00:00:44.659

Oscar R. - He/Him, Multco Meeting Support: to prepare you for this meeting as well as access to any materials available before the meeting

7

00:00:44.870 --> 00:00:50.529

Oscar R. - He/Him, Multco Meeting Support: closed. Captioning is activated. We do ask everyone to wait until the end of a presentation

8

00:00:50.790 --> 00:00:54.239

Oscar R. - He/Him, Multco Meeting Support: or questions and comments, unless otherwise directed.

9

00:00:55.414 --> 00:01:13.669

Oscar R. - He/Him, Multco Meeting Support: And just a couple of notes. We weren't sure that attendees could use the chat feature before we've been able to activate that. So everyone should be able to use the chat feature, however, a reminder to attendees who are not presenters or panelists.

10

00:01:13.820 --> 00:01:25.040

Oscar R. - He/Him, Multco Meeting Support: If there is a question and comment period, you'll have to use your raise hand feature, and then we would allow you to share that question and comment

11

00:01:26.370 --> 00:01:34.230

Oscar R. - He/Him, Multco Meeting Support: also. I'm available via the chat feature during the meeting. If you need Zoom Meeting assistance, enjoy your meeting today. Back to you, Commissioner.

12

00:01:34.430 --> 00:01:38.780

Commissioner Jones-Dixon: Thank you, Oscar. I do have one question. The backdrop.

13

00:01:38.900 --> 00:01:39.859

Commissioner Jones-Dixon: It's dope.

14

00:01:40.020 --> 00:01:41.169

Commissioner Jones-Dixon: How can I get rid of it?

15

00:01:41.490 --> 00:01:41.840

Oscar R. - He/Him, Multco Meeting Support: But.

16

00:01:42.460 --> 00:01:45.051

Commissioner Jones-Dixon: It's really good. It's fitting

17

00:01:45.570 --> 00:01:49.040

Oscar R. - He/Him, Multco Meeting Support: Thanks. Yeah, we'll work on that, and we'll get on to you.

18

00:01:49.040 --> 00:01:53.809

Commissioner Jones-Dixon: Okay, let's go over to thank you. Let's go over to the members. Let's go

19

00:01:54.000 --> 00:02:01.009

Commissioner Jones-Dixon: through the list of the committee members that are here, and we said that let's start with Mayor Mayor Stovall.

20

00:02:03.250 --> 00:02:04.070

Travis Stovall: Present.

21

00:02:05.150 --> 00:02:05.940

Commissioner Jones-Dixon: Tom.

22

00:02:06.780 --> 00:02:08.600

Tom Bouillion, Port of Portland: Tom Bully, in Port of Portland.

23

00:02:09.139 --> 00:02:09.759

Commissioner Jones-Dixon: Great.

24

00:02:10.674 --> 00:02:16.529

Commissioner Jones-Dixon: Mayor Rios Campos, a city manager, Gregory, you.

25

00:02:16.530 --> 00:02:18.499

Greg Dirks: Wood Village: I'll be the alternate this today.

26

00:02:18.690 --> 00:02:21.299

Commissioner Jones-Dixon: Great great Great Councilor Simpson.

27

00:02:21.620 --> 00:02:23.720

Commissioner Jones-Dixon: Don't see him on the list yet.

28

00:02:23.840 --> 00:02:25.669

Commissioner Jones-Dixon: Might be joining us later.

29

00:02:25.920 --> 00:02:28.240

Commissioner Jones-Dixon: And then Councilor Todd.

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00:02:30.140 --> 00:02:35.529

Sarah Selden, City of Fairview (she/her): I'm just checking in with him. But I will be representing Fairview, for now.

31

00:02:35.760 --> 00:02:38.229

Commissioner Jones-Dixon: Great. Thank you. Thank you for being here this afternoon, sir.

32

00:02:38.230 --> 00:02:38.950

Sarah Selden, City of Fairview (she/her): Yep.

33

00:02:38.950 --> 00:02:44.670

Commissioner Jones-Dixon: And then we mentioned Councillor Lemme's out this evening, which is okay.

34

00:02:44.950 --> 00:02:50.319

Commissioner Jones-Dixon: Let's move on to public comment. Do we have anyone signed up for public comment today?

35

00:02:52.660 --> 00:03:04.079

Sarah Paulus, Multnomah County (she/her): I don't believe we got anyone ahead of time. We can do a call to see if any of the attendees have any public comment and give it a minute, otherwise we can move forward.

36

00:03:08.950 --> 00:03:14.390

Commissioner Jones-Dixon: If you'd like to give public comment, just feel free to use the raise hand feature and we'll bring you in. We'll wait a couple seconds

37

00:03:17.320 --> 00:03:23.420

Commissioner Jones-Dixon: we'll we'll move on to the next agenda item, which is reviewing and adopting the meeting minutes for March 17.th

38

00:03:23.760 --> 00:03:25.089

Commissioner Jones-Dixon: Do we have a motion.

39

00:03:26.350 --> 00:03:27.840

Travis Stovall: So move, stovall.

40

00:03:28.220 --> 00:03:30.679

Commissioner Jones-Dixon: So move Mayor Stovall. Second.

41

00:03:32.570 --> 00:03:34.990

Tom Bouillion, Port of Portland: Second Tom Bullion.

42

00:03:35.240 --> 00:03:40.049

Commissioner Jones-Dixon: Great. Thank you. Thank you, Tom. All in favor. Are we allowed to do this with the alternates?

43

00:03:40.210 --> 00:03:42.119

Commissioner Jones-Dixon: I mean is that within protocol.

44

00:03:42.120 --> 00:03:49.870

Sarah Paulus, Multnomah County (she/her): Yes, non. Elected alternates can vote on the meeting minutes and just nothing else. So both Sarah and Greg could vote on the minutes.

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00:03:50.040 --> 00:03:53.809

Commissioner Jones-Dixon: Okay, great. Thank you. All in favor. Raise your hand or say, Aye.

46

00:03:53.960 --> 00:03:54.560

Travis Stovall: Hi.

47

00:03:54.870 --> 00:03:55.210

Sarah Selden, City of Fairview (she/her): I.

48

00:03:56.300 --> 00:04:04.019

Commissioner Jones-Dixon: Thank you. We'll move on to agenda. Item 4. The safety update on to you. Mary Jo. Anderson.

49

00:04:04.230 --> 00:04:21.900

MaryJo Andersen, MultCo (she/her): Thank you so much. Hi! Everyone. I'm Mary Jo. I use she her pronouns. I'm going to have a short safety update this month since our agenda is so full I will do the fatality report. I'll do 2 months next month at the next meeting. Thank you, Oscar. Next slide.

50

00:04:23.719 --> 00:04:50.800

MaryJo Andersen, MultCo (she/her): So our safe streets for all our safety action plan, our tsap, we're still finalizing our safety analysis. And we're also planning our early summer engagement activities. Part of our phase, 2 of engagement. And we are looking at tabling events in each city and having an online survey. So more for that, more details to follow on that

51

00:04:51.307 --> 00:04:58.410

MaryJo Andersen, MultCo (she/her): and, as reported previously, our engagement plan is posted on the website next slide.

52

00:05:00.580 --> 00:05:14.349

MaryJo Andersen, MultCo (she/her): And again, this is our schedule. Last month we did some goal setting and initial analysis. Our consultants from Alto were here at the meeting, and they will be coming next month in May.

53

00:05:14.930 --> 00:05:33.889

MaryJo Andersen, MultCo (she/her): For more of the coordination for the phase, 2 activities that I just was speaking about, and also introducing some projects and strategies to be followed up in July and October. As we push through on this project next slide.

54

00:05:35.030 --> 00:06:01.299

MaryJo Andersen, MultCo (she/her): And then finally, just a quick update on safe routes to school. Our walk to school events and transportation. Safety lessons are being planned

throughout the schools in East Multnomah County, and our colleagues at bike works are providing most of this. If there are. If any of you want an opportunity to get out in the community with some cute kids walking to school in the morning, just let me know, and I can

55

00:06:01.743 --> 00:06:16.369

MaryJo Andersen, MultCo (she/her): direct you to schools that are having events throughout the spring. Our new coordinator at Centennial School district has been hired. His name is Ian and he's got interesting

56

00:06:16.380 --> 00:06:30.289

MaryJo Andersen, MultCo (she/her): school district since Centennial school district, as you know, Straddles Gresham and Portland. So there's a lot of different jurisdictional boundaries for that district. So it's going to be great.

57

00:06:30.634 --> 00:06:52.719

MaryJo Andersen, MultCo (she/her): Previously I reported on a statewide safe routes to school task force for high school students a super exciting thing is that one of the students on this statewide task force is actually from Reynolds High School. So I've had email introductions with him, and I'm hoping to meet with him very soon and get him wrapped up into all things safe routes to school.

58

00:06:52.780 --> 00:06:58.019

MaryJo Andersen, MultCo (she/her): So that's my quick. 5 min update. If you have any questions, feel free to let me know.

59

00:06:58.130 --> 00:06:59.550

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

60

00:07:02.500 --> 00:07:04.250

MaryJo Andersen, MultCo (she/her): Thank you. Thank you, Mary. Trump.

61

00:07:04.748 --> 00:07:09.480

Commissioner Jones-Dixon: We we will move. Are there any questions for Mary Jo regarding the update?

62

00:07:11.840 --> 00:07:18.580

Commissioner Jones-Dixon: Move on to the next agenda? Thank you again. We'll move on to the next agenda. Item 2025. Legislative session update with

63

00:07:19.053 --> 00:07:19.740

Commissioner Jones-Dixon: Tom Powers.

64

00:07:22.570 --> 00:07:29.840

Tom Powers, MultCo (he/him): Thank you. Chair Jones Dixon. My name is Tom Powers. I use. He him pronouns, and I work for Multnomah County's

65

00:07:30.020 --> 00:07:34.809

Tom Powers, MultCo (he/him): Government Relations Office. So I'm going to be talking today about the

66

00:07:35.180 --> 00:07:44.839

Tom Powers, MultCo (he/him): 2025 legislative session, as I have done pretty regularly to this group. But there's a brand new thing to roll out to this group, which is the

67

00:07:45.060 --> 00:07:51.789

Tom Powers, MultCo (he/him): transportation package. It's been branded as transportation reinvestment package with the acronym trip.

68

00:07:52.070 --> 00:07:53.490

Tom Powers, MultCo (he/him): So hopefully.

69

00:07:53.980 --> 00:07:59.629

Tom Powers, MultCo (he/him): you'll like some of the contents and give some feedback on some of the other contents here, and we can figure out

70

00:07:59.840 --> 00:08:03.419

Tom Powers, MultCo (he/him): the next steps as this will move through the legislative process

71

00:08:03.680 --> 00:08:08.440

Tom Powers, MultCo (he/him): through the rest of the session, which is set to run until June 29, th

72

00:08:08.820 --> 00:08:12.880

Tom Powers, MultCo (he/him): and thanks for putting the presentation up, Oscar, could I get the next slide, please.

73

00:08:16.040 --> 00:08:23.130

Tom Powers, MultCo (he/him): Okay, so you want to run through this pretty quick because I want to get to the content of the transportation package. So

74

00:08:23.480 --> 00:08:30.640

Tom Powers, MultCo (he/him): throughout this 2025 legislative session transportation investment has been a top priority for the legislative leadership.

75

00:08:30.800 --> 00:08:51.270

Tom Powers, MultCo (he/him): The Speaker of the House and the Senate President, as well as the caucuses involved. So democratic and republican caucuses both recognize the need to reinvest in our transportation infrastructure. There's different ideas and different priorities within that. But it is a bipartisan theme of this session as a priority

76

00:08:52.140 --> 00:08:53.010

Tom Powers, MultCo (he/him): the

77

00:08:53.320 --> 00:09:04.119

Tom Powers, MultCo (he/him): action is all happening in the Joint Transportation Committee, which has 2 Democratic co-chairs and 2 Republican Co. Vice chairs, and those 4

78

00:09:04.290 --> 00:09:22.250

Tom Powers, MultCo (he/him): members of the committee. The co-chairs and the Co. Vice chairs have worked really closely together for months to develop this package framework, and I think this framework really represents the co-chairs vision. The vice chairs didn't necessarily sign on to it, but they were involved in the crafting of it.

79

00:09:22.790 --> 00:09:30.160

Tom Powers, MultCo (he/him): So this package came out a week from last Thursday, so April 3, rd and it's been rolled out

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00:09:30.260 --> 00:09:34.920

Tom Powers, MultCo (he/him): this not a bill yet, but it will be House Bill 2025

81

00:09:35.280 --> 00:09:44.239

Tom Powers, MultCo (he/him): in the session, which is, you know, the year is 2025. So hospital 2025, kind of like 2017 had hospital 2017. So they're keeping that theme

82

00:09:44.380 --> 00:09:50.610

Tom Powers, MultCo (he/him): of the bill number and knowing which which year different transportation packages were enacted.

83

00:09:50.800 --> 00:09:52.840

Tom Powers, MultCo (he/him): Can I get the next slide, please.

84

00:09:54.650 --> 00:09:59.090

Tom Powers, MultCo (he/him): So the trip framework. It consists of many different

85

00:09:59.510 --> 00:10:04.349

Tom Powers, MultCo (he/him): investments provided by many different types of revenue. Some of them are

86

00:10:04.520 --> 00:10:09.940

Tom Powers, MultCo (he/him): adjustments to existing revenue streams, and some of them are entirely new revenue streams

87

00:10:10.340 --> 00:10:17.600

Tom Powers, MultCo (he/him): going with the high level here. I'll get into each one of these in a little bit more detail, but

88

00:10:17.910 --> 00:10:21.710

Tom Powers, MultCo (he/him): the package includes adjustments to the fuel tax.

89

00:10:21.940 --> 00:10:27.929

Tom Powers, MultCo (he/him): It. It includes making the road user charge mandatory for some drivers.

90

00:10:28.510 --> 00:10:31.580

Tom Powers, MultCo (he/him): There's a new tax around vehicle purchases.

91

00:10:32.110 --> 00:10:39.519

Tom Powers, MultCo (he/him): We currently have a payroll track tax which funds transit the statewide Transportation Improvement fund stiff.

92

00:10:39.780 --> 00:10:42.079

Tom Powers, MultCo (he/him): and this package makes changes to that.

93

00:10:42.360 --> 00:10:45.650

Tom Powers, MultCo (he/him): It also enacts other various taxes and fees.

94

00:10:45.840 --> 00:11:01.109

Tom Powers, MultCo (he/him): and probably has some policy components as well. It's not a bill yet. So we are just working off of the high level framework to kind of roll this out. So everything I say is kind of a grain of salt until you see the printed bill. You don't really know for sure what's going to be in it. But this is what

95

00:11:01.210 --> 00:11:03.470

Tom Powers, MultCo (he/him): has been communicated as the intention

96

00:11:03.580 --> 00:11:08.070

Tom Powers, MultCo (he/him): for the transportation package in the 2025 session next slide, please.

97

00:11:12.240 --> 00:11:15.129

Tom Powers, MultCo (he/him): All right. So we're gonna go off the top here

98

00:11:15.420 --> 00:11:33.930

Tom Powers, MultCo (he/him): with the fuels tax increases. So also known as the gas tax, mostly. So the overall high level number. Here is 20 cents in new fuels tax that's on top of the

statewide fuels tax of 40 cents per gallon, so the 20 cents would be additional per gallon for a tax.

99

00:11:34.300 --> 00:11:52.010

Tom Powers, MultCo (he/him): It would be phased in incrementally over time. So if this bill passes, the 1st increase would be in 2026, with an 8 cent per gallon increase, and that would be followed every 2 years by a 4 cent. Increase per gallon, and that would build up, so that by 2032,

100

00:11:52.230 --> 00:12:06.480

Tom Powers, MultCo (he/him): the total that will be on top of where we are today would be 20 cents. So it would be a 60 cent fuels tax, and they're also stating the intention to index that amount to inflation going forward so it would be tied to.

101

00:12:07.020 --> 00:12:12.740

Tom Powers, MultCo (he/him): you know, bureau labor statistics or some sort of Cpi, so that would be

102

00:12:13.310 --> 00:12:19.130

Tom Powers, MultCo (he/him): going up automatically. Assuming, you know, inflation keeps happening. It would go up

103

00:12:19.230 --> 00:12:31.410

Tom Powers, MultCo (he/him): and they wouldn't need to come back and adjust the amount every time, because right now the amount, like 40 cents, is set in, set in statute, so it cannot increase without legislative action

104

00:12:31.540 --> 00:12:39.230

Tom Powers, MultCo (he/him): indexing it to inflation would allow that amount of tax to be increased without the need for future legislation.

105

00:12:39.890 --> 00:12:41.159

Tom Powers, MultCo (he/him): Next slide, please.

106

00:12:43.700 --> 00:13:01.450

Tom Powers, MultCo (he/him): So other transportation packages that we've seen in the last couple decades usually are a combination of the fuels tax increases, and then Dmv increases. So what you pay for your vehicle registration fee your title fee, and then the weight mile tax for heavy vehicles. We'll get into that a little bit more, too.

107

00:13:01.650 --> 00:13:04.170

Tom Powers, MultCo (he/him): So this trip.

108

00:13:04.330 --> 00:13:10.779

Tom Powers, MultCo (he/him): house Bill 2025 is going to propose a \$66 increase to the vehicle registration fee.

109

00:13:11.000 --> 00:13:17.170

Tom Powers, MultCo (he/him): So that's on top of the existing amount, and also a \$90 increase to the vehicle title fee.

110

00:13:17.510 --> 00:13:31.029

Tom Powers, MultCo (he/him): These amounts would also go with the fuels tax to go into the State Highway fund, so that State Highway Fund is where a lot of state, county, and city transportation resources come from.

111

00:13:32.060 --> 00:13:44.379

Tom Powers, MultCo (he/him): The bill also proposes an increase of about 17% to what the heavy vehicles pay, which is the weight mile tax, and that's been an issue because of the constitutional amendment that requires equity

112

00:13:44.520 --> 00:13:55.470

Tom Powers, MultCo (he/him): between the amount that trucks pay and the services they get, and the amount that light vehicles pay and the services they get right. Now, that's viewed as out of balance on.

113

00:13:56.090 --> 00:14:04.919

Tom Powers, MultCo (he/him): you know, favoring the the light side. So this is an effort to increase the taxes, but also correct the equity between light vehicles and heavy vehicles.

114

00:14:05.330 --> 00:14:06.649

Tom Powers, MultCo (he/him): Next slide, please.

115

00:14:09.590 --> 00:14:11.680

Tom Powers, MultCo (he/him): Okay, so now we're getting into new

116

00:14:11.960 --> 00:14:16.149

Tom Powers, MultCo (he/him): revenue streams. A newly proposed revenue stream.

117

00:14:17.060 --> 00:14:32.760

Tom Powers, MultCo (he/him): Think they're in the name of this? But it was proposed as a 1 time system use fee. It might be called the highway user fee. We're going to learn more about what it's going to be called when it gets rolled out a little bit more. But the interesting thing is that it's a 1% fee

118

00:14:33.190 --> 00:14:35.200

Tom Powers, MultCo (he/him): on all vehicle sales.

119

00:14:35.490 --> 00:14:39.760

Tom Powers, MultCo (he/him): It's the price of the vehicle that would be taxed. This is different than the privilege tax

120

00:14:39.870 --> 00:14:42.460

Tom Powers, MultCo (he/him): this. This is envisioned, not

121

00:14:42.610 --> 00:14:57.030

Tom Powers, MultCo (he/him): being called the sales tax, but essentially is, the sales tax is estimated to raise 500 million per biennium. It would be a new revenue stream, and the reason they're proposing it is looking at transportation funding across the nation.

122

00:14:57.240 --> 00:15:08.120

Tom Powers, MultCo (he/him): Almost all States have some sort of 1st time tax. So it's a 1 time on the purchase of a vehicle. You know, the vehicle is entering that State's transportation system.

123

00:15:08.560 --> 00:15:11.960

Tom Powers, MultCo (he/him): It's paying for it upfront in this way. And so

124

00:15:12.150 --> 00:15:14.240

Tom Powers, MultCo (he/him): the revenue that would be raised here.

125

00:15:14.620 --> 00:15:24.350

Tom Powers, MultCo (he/him): I think, in the bill it's going to say that it would go to a couple projects at first, so the Rose Quarter project, the Abernathy Bridge Project, and then it would go into the State Highway Fund.

126

00:15:24.530 --> 00:15:30.630

Tom Powers, MultCo (he/him): so that the Otc. The Oregon Transportation Commission could make use of this money into the future

127

00:15:30.750 --> 00:15:32.200

Tom Powers, MultCo (he/him): next slide, please.

128

00:15:36.030 --> 00:16:00.280

Tom Powers, MultCo (he/him): Another newish revenue stream would be the implementation of the road user charge or the ruck. Right now we have the orgo program, which is a voluntary pay as you go pay per mile, you know. If you're an electric vehicle, for example, you could find a benefit by paying the pay per mile instead of having to do the increased registration fees. This is a

129

00:16:00.790 --> 00:16:10.130

Tom Powers, MultCo (he/him): policy package in this bill that will make use of the mandatory starting 1st for electric vehicles and hybrids in 2026,

130

00:16:10.350 --> 00:16:14.060

Tom Powers, MultCo (he/him): and then by 2030, it would be rolling out to

131

00:16:14.460 --> 00:16:21.250

Tom Powers, MultCo (he/him): efficient fuel vehicles so efficient gasoline vehicles that are 30 Mpg. Plus.

132

00:16:21.510 --> 00:16:29.670

Tom Powers, MultCo (he/him): And the thinking here is transitioning off of the waning gas tax as more vehicles become more fuel, efficient or entirely electric.

133

00:16:30.580 --> 00:16:40.220

Tom Powers, MultCo (he/him): having a way to pay for our transportation infrastructure that isn't reliant on a gas tax instead, imposing the ruck and being able to adjust the ruck. Going forward

134

00:16:41.570 --> 00:16:42.819

Tom Powers, MultCo (he/him): next slide, please.

135

00:16:45.240 --> 00:17:06.280

Tom Powers, MultCo (he/him): There would also be a road user charge instead of for a fleet or delivery charge. As some people have said, it would be a mandatory ruck for a delivery fleet. So if there's medium duty trucks driving, delivering milk, delivering products from Amazon, delivering all sorts of different products. They would be taxed road user charge

136

00:17:06.500 --> 00:17:10.389

Tom Powers, MultCo (he/him): like the Amazon trucks. If I'm sure you see a lot of those in your neighborhood.

137

00:17:10.630 --> 00:17:32.530

Tom Powers, MultCo (he/him): They don't necessarily pay the fuels tax currently because they don't use gas. So there's an impact to roads that's not being captured. And so the thought here is to impose a road user charge for individual fleets, not for each delivery, but for the fleets and the mileage rates would be determined, you know, in a way to make sure that the the cost is being offset.

138

00:17:33.090 --> 00:17:36.099

Tom Powers, MultCo (he/him): There would be low registration fees, too, for these, so that

139

00:17:36.350 --> 00:17:45.539

Tom Powers, MultCo (he/him): if they're paying the road user charge, they're not having to necessarily pay that higher registration fee that electric vehicles have to pay

140

00:17:45.730 --> 00:17:47.070

Tom Powers, MultCo (he/him): next slide, please.

141

00:17:49.670 --> 00:17:54.909

Tom Powers, MultCo (he/him): Okay, moving over to transit. So currently, since 2017,

142

00:17:55.360 --> 00:18:08.540

Tom Powers, MultCo (he/him): we've we've had the stiff or the Statewide Transportation Improvement Fund, which is funded through a payroll tax and that current payroll tax is 0 point 1% of your earnings for a month.

143

00:18:08.790 --> 00:18:10.410

Tom Powers, MultCo (he/him): It goes into the stiff.

144

00:18:10.990 --> 00:18:13.069

Tom Powers, MultCo (he/him): They're proposing to increase that

145

00:18:13.330 --> 00:18:22.480

Tom Powers, MultCo (he/him): from point 1% to 0 point 1 8%. So an increase of point 0 8%.

146

00:18:22.640 --> 00:18:27.850

Tom Powers, MultCo (he/him): It's a very small number. But it's nearly doubling the payroll tax.

147

00:18:28.010 --> 00:18:32.790

Tom Powers, MultCo (he/him): It's expected to raise an additional 270 million per biennium.

148

00:18:33.010 --> 00:18:43.700

Tom Powers, MultCo (he/him): This is a lot lower than what the Transit Association trimet others have asked for, which was an incremental phase in of an increase to the payroll tax of

149

00:18:43.980 --> 00:19:00.420

Tom Powers, MultCo (he/him): going from 0 point 0 1% eventually to point 0 5%. So this is going to be something that is continually talked about through the development of the rest of the session. And this transportation packages is that amount possibly going to be increased.

150

00:19:00.940 --> 00:19:03.390

Tom Powers, MultCo (he/him): Is there support for that?

151

00:19:03.670 --> 00:19:06.890

Tom Powers, MultCo (he/him): How can we get it up to that level?

152

00:19:07.160 --> 00:19:15.399

Tom Powers, MultCo (he/him): That is maybe not the point 5% that has been asked for, but is higher than what has been proposed at the 0 point 1 8%

153

00:19:15.600 --> 00:19:17.090

Tom Powers, MultCo (he/him): next slide, please.

154

00:19:20.110 --> 00:19:21.980

Tom Powers, MultCo (he/him): So those are the high level.

155

00:19:22.240 --> 00:19:36.199

Tom Powers, MultCo (he/him): new revenue streams and funding. There's also miscellaneous fees rolled in there. The interesting new one is a tire tax of 3% of the sales price of the tires, so that would go to 3 different

156

00:19:37.530 --> 00:19:45.789

Tom Powers, MultCo (he/him): benefiting funds. So there would be transit. There would be a new fund to help

157

00:19:45.910 --> 00:20:08.269

Tom Powers, MultCo (he/him): restore habitat. So watershed habitat for salmons, and I think the issue here is that tires Leach 6 ppd. Or some chemical that's got a name like that that is poisoning our watersheds. And so the idea here is that the tire tax would help to offset and alleviate some of the damage that's being done by

158

00:20:08.390 --> 00:20:17.849

Tom Powers, MultCo (he/him): the chemistry of tires. There will be an increase to the bike tax. I think it's currently \$15 for a new bike. This would increase it to 2450.

159

00:20:18.590 --> 00:20:21.509

Tom Powers, MultCo (he/him): It would increase the vehicle privilege tax.

160

00:20:21.820 --> 00:20:26.099

Tom Powers, MultCo (he/him): They would also reclassify Diesel as a vehicle fuel which

161

00:20:26.370 --> 00:20:30.249

Tom Powers, MultCo (he/him): the plan here is to help capture. Some of the lost revenue

162

00:20:30.370 --> 00:20:34.929

Tom Powers, MultCo (he/him): that. You see, with the way mile tax that's not being currently taxed.

163

00:20:35.340 --> 00:20:38.589

Tom Powers, MultCo (he/him): And again, dealing with that highway cost allocation issue

164

00:20:39.040 --> 00:20:48.600

Tom Powers, MultCo (he/him): the other thing that is big in this package, but was not really spelled out, was what they're going to do around Oregon Department of Transportation or Odot accountability.

165

00:20:49.220 --> 00:20:50.970

Tom Powers, MultCo (he/him): So ensuring that Odot

166

00:20:51.100 --> 00:20:59.480

Tom Powers, MultCo (he/him): has a plan to be successful in delivering projects and delivering services in a cost, effective way. Next slide, please.

167

00:21:02.060 --> 00:21:07.659

Tom Powers, MultCo (he/him): So the high level once again, it's all very high level. A lot of details remain to be seen, but

168

00:21:08.220 --> 00:21:12.149

Tom Powers, MultCo (he/him): it's being purported to raise 1.9 billion per biennium.

169

00:21:12.540 --> 00:21:16.160

Tom Powers, MultCo (he/him): At least 1.7 billion of that goes to the State Highway fund.

170

00:21:16.450 --> 00:21:26.410

Tom Powers, MultCo (he/him): The 50, 30, 20 ratio is preserved within that. So out of the 1.7 billion that's being advertised is going straight to the State Highway Fund.

171

00:21:26.520 --> 00:21:37.219

Tom Powers, MultCo (he/him): 510 million of that would go to counties for that 30% share. And if you do, the math for the 50 and the 20. You know, those numbers would go to the state and to the cities.

172

00:21:37.820 --> 00:21:48.250

Tom Powers, MultCo (he/him): The system use fee that you know, 1%. Essentially sales tax would help pay for megaprojects and then would be available for use in other places for the State highway fund.

173

00:21:48.950 --> 00:21:51.350

Tom Powers, MultCo (he/him): And then what it remains to be seen, is

174

00:21:51.570 --> 00:22:08.129

Tom Powers, MultCo (he/him): safety. So safety has been a big priority for the jpaced table as well as Multnomah County as our priority for the transportation package. We think it will be in this package, but it's not really spelled out. So we really want to see what the funding levels for great streets and safe routes to schools will be.

175

00:22:09.050 --> 00:22:19.559

Tom Powers, MultCo (he/him): and then ruck, as I said, will create that sustainable path from a waning gas tax to something that is more technologically adapted to today.

176

00:22:19.970 --> 00:22:24.420

Tom Powers, MultCo (he/him): And then various benefits of the miscellaneous taxes. They're all going to fund

177

00:22:24.530 --> 00:22:36.699

Tom Powers, MultCo (he/him): a whole bunch of different things across the board from pedestrian trails to bike infrastructure to salmon habitat, as I said, with the tire tax next slide, please.

178

00:22:38.480 --> 00:22:58.660

Tom Powers, MultCo (he/him): So next steps of this, as I said, this will become House Bill 2025. That bill hasn't been introduced yet. It's not even if you look it up on the legislative information page. You can't find it because it doesn't exist yet. So hopefully, that will be introduced in the next couple of weeks. They'll start the process of developing the public hearings

179

00:22:58.800 --> 00:23:01.929

Tom Powers, MultCo (he/him): feedback amendments that'll move through.

180

00:23:02.140 --> 00:23:12.160

Tom Powers, MultCo (he/him): I know that the Transportation Committee has an actual deadline of May 23, rd to vote out a bill. So that's really a hard date for them coming up in about a little over a month

181

00:23:12.580 --> 00:23:20.789

Tom Powers, MultCo (he/him): that the joint Committee on Transportation will have to do this. They'll have to finalize what's going to be in the package and ensuring that it can have 36 votes in the House

182

00:23:20.890 --> 00:23:35.209

Tom Powers, MultCo (he/him): and 18 votes in the Senate, because it's a revenue increasing bill. So there's going to be a lot of sticking points. I think I said a lot of them already. Just the sheer amount of new taxes across the board will be challenging. But I think.

183

00:23:35.660 --> 00:23:42.790

Tom Powers, MultCo (he/him): you know, there's a lot in this package. Some of the numbers aren't as high as people want. Some numbers are too high. So

184

00:23:43.170 --> 00:23:52.380

Tom Powers, MultCo (he/him): it's all going to be sorted out, really, in the next 2 to 3 weeks, and then they really have to get going on publishing the bill and getting it through the process, and

185

00:23:52.650 --> 00:23:55.200

Tom Powers, MultCo (he/him): think I'm at time. So with that, I'll take any questions.

186

00:23:58.720 --> 00:24:02.487

Commissioner Jones-Dixon: Thank you. Thank you, Tom. Any questions for for Tom. That's

187

00:24:03.880 --> 00:24:08.890

Commissioner Jones-Dixon: It's a lot of information to digest, Tom. We'll go with the other Tom, from Port of Portland.

188

00:24:09.160 --> 00:24:12.410

Tom Bouillion, Port of Portland: Yeah, thanks, Tom. Could you

189

00:24:12.660 --> 00:24:22.390

Tom Bouillion, Port of Portland: clarify the I guess the distinction between the, I guess privileged privilege tax which already exists versus

190

00:24:22.580 --> 00:24:25.950

Tom Bouillion, Port of Portland: the proposed 1% sales tax.

191

00:24:28.100 --> 00:24:35.670

Tom Powers, MultCo (he/him): That's a great question. Again, it's all reading the intent of the framework versus seeing the actual bill language. So

192

00:24:36.280 --> 00:24:40.760

Tom Powers, MultCo (he/him): we're we're using the law of the privilege tax versus the

193

00:24:41.020 --> 00:24:46.330

Tom Powers, MultCo (he/him): characterization of what they want to do with the framework for the new 1%

194

00:24:46.880 --> 00:24:49.770

Tom Powers, MultCo (he/him): system use fee or tax.

195

00:24:49.950 --> 00:24:53.889

Tom Powers, MultCo (he/him): So I think the privilege tax is thought of.

196

00:24:54.080 --> 00:24:54.930

Tom Powers, MultCo (he/him): It's not

197

00:24:55.060 --> 00:25:01.850

Tom Powers, MultCo (he/him): said to be a sales tax. It's a privilege on the dealer. So the Dac. The tax is paid by the dealer

198

00:25:02.100 --> 00:25:04.730

Tom Powers, MultCo (he/him): for the privilege of selling a car in Oregon.

199

00:25:05.000 --> 00:25:16.100

Tom Powers, MultCo (he/him): and I think the way that they characterize it, and I may be wrong. So somebody step in. But the privilege tax is not subject to the constitutional provision where it must be spent on

200

00:25:16.370 --> 00:25:21.060

Tom Powers, MultCo (he/him): actual roads, and I think the difference with the

201

00:25:21.250 --> 00:25:27.139

Tom Powers, MultCo (he/him): 1% system, user fee or highway user fee, whatever they're going to call it

202

00:25:27.250 --> 00:25:33.199

Tom Powers, MultCo (he/him): is that it is envisioned to be under that constitutional provision that it must be spent on

203

00:25:34.300 --> 00:25:37.149

Tom Powers, MultCo (he/him): road maintenance, or the construction of roads.

204

00:25:37.650 --> 00:25:45.280

Tom Bouillion, Port of Portland: Does the privilege tax? I don't know if you know this, but does it go entirely towards the Connect Oregon program?

205

00:25:46.440 --> 00:25:48.530

Tom Bouillion, Port of Portland: I think it does, at least in part.

206

00:25:49.150 --> 00:25:51.289

Tom Bouillion, Port of Portland: But I'll defer to others.

207

00:25:54.680 --> 00:25:57.844

Tom Powers, MultCo (he/him): It may do that currently. I think the

208

00:25:58.750 --> 00:26:03.890

Tom Powers, MultCo (he/him): the way it's all going to be split out in this new bill is not set or spelled out. So

209

00:26:04.250 --> 00:26:11.300

Tom Powers, MultCo (he/him): we'll have to see how they write the the funding streams for the privilege tax, because that's 1 of the very few

210

00:26:12.500 --> 00:26:15.939

Tom Powers, MultCo (he/him): levers they have to fund non-road projects.

211

00:26:23.340 --> 00:26:29.200

Commissioner Jones-Dixon: Any other questions for Tom, Sarah Fairview.

212

00:26:29.640 --> 00:26:43.260

Sarah Selden, City of Fairview (she/her): Okay, thank you. So, Tom, I guess I'm wondering what is known so far about what this means for Multnomah County specifically and how road maintenance is being addressed by this package.

213

00:26:44.160 --> 00:26:46.139

Commissioner Jones-Dixon: Stole my question. Thank you, sir.

214

00:26:47.210 --> 00:26:48.770

Commissioner Jones-Dixon: You structured it better than I.

215

00:26:51.280 --> 00:26:53.290

Tom Powers, MultCo (he/him): That is a great question. So

216

00:26:53.520 --> 00:27:21.709

Tom Powers, MultCo (he/him): we will see the details of the bill once it's written. But I think a lot of the important things to the county was the preservation of 50, 30, 20. That's been something. We've been in partnership with the city of Portland, with other counties, with Metro and Association of Oregon counties to make sure that the funding ratio remains the same, and that we're increasing the amount that is being put into the State Highway Fund.

217

00:27:21.780 --> 00:27:29.729

Tom Powers, MultCo (he/him): So that's going to enable Multnomah County to have more resources to address operations and maintenance.

218

00:27:30.490 --> 00:27:34.289

Tom Powers, MultCo (he/him): And I think putting the numbers on it is the challenging thing at this point, because

219

00:27:34.430 --> 00:27:38.820

Tom Powers, MultCo (he/him): we know what the stated intention is. If it's 510 million dollars

220

00:27:39.080 --> 00:27:54.729

Tom Powers, MultCo (he/him): to flow to counties every biennium the Multnomah County share of that would be X right? But we want to make sure we know what's coming off the top as well. So what is the great streets number what is the safe routes to schools? Number? But if you look at

221

00:27:55.280 --> 00:27:56.810

Tom Powers, MultCo (he/him): you know the 40 cent

222

00:27:57.250 --> 00:28:14.929

Tom Powers, MultCo (he/him): state tax that we have now not all of that goes through the 50, 30, 20 formula, but a lot of it does. And then this new 20 cent gas tax would also go through that 50, 30, 20, distribution formula. So it would be more resources to the State Highway Fund, providing resources to Multnomah County.

223

00:28:20.373 --> 00:28:29.929

Commissioner Jones-Dixon: And then, Tom, just to build off of that serious question are we? Is, are we providing like a letter of support, or like expressing to

224

00:28:30.110 --> 00:28:35.850

Commissioner Jones-Dixon: the the chairs as far as where the the needs out here in district or in the Eastern district.

225

00:28:37.830 --> 00:28:41.049

Tom Powers, MultCo (he/him): That's great question, Commissioner. So right now, we are

226

00:28:41.160 --> 00:28:48.229

Tom Powers, MultCo (he/him): kind of laying the priorities that we had communicated, we'd like to see in a package, and we're putting it up against this framework

227

00:28:48.370 --> 00:28:53.980

Tom Powers, MultCo (he/him): thing. We see a lot of that reflected. So there's there has not been an official statement of support.

228

00:28:54.370 --> 00:28:56.340

Tom Powers, MultCo (he/him): I think that would be

229

00:28:57.060 --> 00:29:05.120

Tom Powers, MultCo (he/him): something we'll do. Once we see the actual bill, read the language, ensure that the way it's written into

230

00:29:05.690 --> 00:29:08.280

Tom Powers, MultCo (he/him): or proposed to be written into statute, would work

231

00:29:08.420 --> 00:29:12.819

Tom Powers, MultCo (he/him): to meet our priorities and meet to the goals that they've said they have.

232

00:29:13.020 --> 00:29:22.390

Tom Powers, MultCo (he/him): So I think that's the next step is to move it through the various processes of county support, moving it through the process of our jpaced coalition

233

00:29:22.690 --> 00:29:38.050

Tom Powers, MultCo (he/him): being supportive of this bill and the transportation package. But it's kind of like going into this. We've all stated our priority for having a transportation funding package. And I at initial look, this meets a lot of those

234

00:29:38.460 --> 00:29:46.430

Tom Powers, MultCo (he/him): criteria that we had set out. It doesn't meet all of them, probably. So it's trying to see how we can get movement on those things as well.

235

00:29:48.870 --> 00:29:50.210

Commissioner Jones-Dixon: Any other questions.

236

00:29:52.910 --> 00:29:53.890

Commissioner Jones-Dixon: Alright!

237

00:29:54.200 --> 00:29:57.610

Commissioner Jones-Dixon: Well, if you do have any questions or additional questions, you know where to find Tom.

238

00:29:58.379 --> 00:30:02.099

Commissioner Jones-Dixon: Thank you, Tom, for just the the report out. Greatly appreciate it.

239

00:30:03.270 --> 00:30:03.630

Commissioner Jones-Dixon: Thank you.

240

00:30:03.630 --> 00:30:14.170

Commissioner Jones-Dixon: Move on to agenda. Agenda. Item 6. The safer sandy project overview with the city of Fairview, Sarah and Multnomah County, Areni.

241

00:30:17.380 --> 00:30:32.700

Arini Farrell, Multnomah County: Thank you, Commissioner. I'm here to present with Sarah about our safer, sandy project that we're really excited about, and I can take it away to Sarah to take the 1st few slides, and then I'll jump in to talk a little bit more about the project.

242

00:30:33.410 --> 00:30:36.729

Sarah Selden, City of Fairview (she/her): Great. All right. Thanks, Arini. I can go to the next slide.

243

00:30:38.498 --> 00:30:57.269

Sarah Selden, City of Fairview (she/her): So I'm just gonna cover a little bit of background about Sandy Boulevard. This is a very important corridor, not just for the city of Fairview, but also for Gresham, for Wood Village, and connecting all the way to Portland. So it really has a regional significance here in East County.

244

00:30:57.815 --> 00:31:15.640

Sarah Selden, City of Fairview (she/her): and it is a designated freight corridor. It serves the freight community in Fairview and also in Gresham, but not just a freight corridor. It really is a multimodal corridor, and that is one of the areas where Sandy Boulevard is really lacking.

245

00:31:16.050 --> 00:31:17.520

Sarah Selden, City of Fairview (she/her): You can go to the next slide.

246

00:31:18.650 --> 00:31:39.409

Sarah Selden, City of Fairview (she/her): So just to kind of talk about the population around Sandy Boulevard. It is an area that has been historically marginalized and disadvantaged. And there is a large community of residents along this corridor, too. So it's not just a freight community. And it is

247

00:31:39.410 --> 00:31:48.879

Sarah Selden, City of Fairview (she/her): an area that we're really going to be focusing on in terms of our outreach is reaching the diverse residents along the corridor and meeting them where they are at

248

00:31:50.240 --> 00:31:51.670

Sarah Selden, City of Fairview (she/her): okay, next slide.

249

00:31:55.130 --> 00:32:19.710

Sarah Selden, City of Fairview (she/her): And just to give a little snapshot in terms of the residential community. Along the corridor we have a lot of mobile home parks. There's the Portland, Fairview Rv. Park, with a lot of long term residents, a number of apartment complexes, a manufactured home subdivision. So this is really an area of with a lot of renters. There's over.

250

00:32:19.710 --> 00:32:41.389

Sarah Selden, City of Fairview (she/her): We've got another couple 100 apartment units coming online soon. So like over 1,500 housing units along that corridor. So we're going to be really reaching out to these communities who rely on Sandy Boulevard as kind of the key in and out for their area and make sure that we're hearing their concerns and getting their feedback

251

00:32:42.590 --> 00:32:44.680

Sarah Selden, City of Fairview (she/her): alright next slide.

252

00:32:45.800 --> 00:32:48.239

Sarah Selden, City of Fairview (she/her): And I'm going to turn it back over to Arini.

253

00:32:49.480 --> 00:33:17.000

Arini Farrell, Multnomah County: Thanks, Sarah, so I just want to also mention a recent project that the county did on the other end of Sandy. So from 2 30th till where it ends. We did a recent project with some safety upgrades, which complete, which we completed in 2019. So this project will take away that gap that's from 201st to 2 30.th So next slide, please.

254

00:33:18.740 --> 00:33:32.219

Arini Farrell, Multnomah County: So the safer, sandy project is a planning project. So it's not a construction project. It's a project that will be really focused on hearing about the community and also looking at the standard of Sandy

255

00:33:32.699 --> 00:33:51.870

Arini Farrell, Multnomah County: To provide some alternative design considerations on how we can improve Sandy to make it safer so that could include the alternative design could include adding the addition of crosswalks, putting in some designs for new lighting truck conflict points.

256

00:33:51.870 --> 00:34:03.389

Arini Farrell, Multnomah County: new sidewalks and bike lanes it can also look into. There's about 2 creeks on Sandy. So we're also going to take a look at drainage improvements for that segment of the road

257

00:34:03.730 --> 00:34:05.240

Arini Farrell, Multnomah County: next slide, please.

258

00:34:07.180 --> 00:34:35.639

Arini Farrell, Multnomah County: So this is the project limits that we're looking at. So at the end is a portion of Gresham's jurisdiction for Sandy, and then, when the city of Fairview starts in Multnomah County jurisdiction for Sandy begins, that's also part of our project. So we'll take a little bit part of Gresham all the way to 230th. The majority of the project is for the planning section is going to be in Fairview and next slide, please.

259

00:34:38.190 --> 00:34:52.692

Arini Farrell, Multnomah County: So I wanted to use this presentation to also just do a quick snapshot of the condition of Fairview of Quail Hollow, which is the residential community where the Project

260

00:34:53.300 --> 00:35:16.739

Arini Farrell, Multnomah County: faces the project corridor. As you can see, the area is pretty limited, and it's a truck freight route. So the 2 bus stops are on 2 ends of sandy, and you can see a resident who is just sitting on the side of the road. I hope that that kind of shows what a constricted road Sandy is on that segment next section, please.

261

00:35:18.300 --> 00:35:36.170

Arini Farrell, Multnomah County: So I do want to mention, because we are in a meeting that the project was funded is funded by regional flexible funds. Allocation to do this planning project, the main deliverable for this project would be having an existing conditions and considerations report

262

00:35:36.715 --> 00:35:49.870

Arini Farrell, Multnomah County: being very thorough with our community engagement reaching out to the stakeholders and finally having a 15% design conceptual design, which includes some of the alternative concepts that I mentioned earlier in the slide

263

00:35:50.040 --> 00:35:51.420

Arini Farrell, Multnomah County: next slide, please.

264

00:35:52.960 --> 00:36:11.920

Arini Farrell, Multnomah County: And the great news about this, even though this project is not a construction project, we have been awarded for a step 2 Rafa in a separate but kind of like a separate bucket of funding. So once we have this project, there is construction funding for us to take on

265

00:36:11.920 --> 00:36:26.889

Arini Farrell, Multnomah County: for improvements on Sandy. The segment that we have. We have about 6.5 million dollars. So we're looking at putting the improvements from 201st all the way to the property line, where quell hollow

266

00:36:26.890 --> 00:36:31.210

Arini Farrell, Multnomah County: ends and then hopefully, we can acquire some more funding and

267

00:36:31.210 --> 00:36:35.439

Arini Farrell, Multnomah County: continue our path forward. Hopefully.

268

00:36:35.520 --> 00:36:39.480

Arini Farrell, Multnomah County: really helpful for that. Okay, next slide, please.

269

00:36:40.680 --> 00:36:59.010

Arini Farrell, Multnomah County: This is the overall project, timeline for our safe for Sandy project. We are in the spring section. So we're in the 1st phase of this project, our consultants, Alta, who's also doing the transportation systems plan update plan with with our planning team.

270

00:36:59.010 --> 00:37:18.349

Arini Farrell, Multnomah County: They are also the consultant for this team, which is great because they're able to take some of the initial findings that they have from the Tsap into the existing conditions report. And we did a road audit in this phase to take a look at the conditions of the road and experience it from a pedestrian level.

271

00:37:18.350 --> 00:37:30.200

Arini Farrell, Multnomah County: And at this phase we're also going to be pushing the 1st phase of community engagement so upcoming in the next few weeks we'll be coming in with some more engagement opportunities.

272

00:37:30.960 --> 00:37:53.479

Arini Farrell, Multnomah County: and the project will is slated to end in February 2026, in the winter of 2026, there will be times that we'll definitely going to come back to you to show you the conceptual design based on community feedback that we've heard. And then, finally, kind of wrapping up the plan and express, showing you what our concept design for Sandy will look like

273

00:37:54.190 --> 00:37:55.590

Arini Farrell, Multnomah County: next slide, please.

274

00:37:58.560 --> 00:38:06.060

Arini Farrell, Multnomah County: Okay. So I mentioned that we did a road audit in very breezy but sunny thankfully. January

275

00:38:06.496 --> 00:38:27.860

Arini Farrell, Multnomah County: in our road audit. We had our Alta team. We had Mary Jo Anderson, who is in this call, and she gave us a lot of good feedback about some of the experience that she had with safe rides to school. We have our engineer, Mike Cook, who will be kind of overseeing the other construction section of this project.

276

00:38:27.860 --> 00:38:47.630

Arini Farrell, Multnomah County: and Sarah Selden also attended the meeting, and we also have a resident named Frank Stevens, who gave us his experience on what it's like to bike and walk on Sandy. So it was a very informative meeting, because there's only so much the map can tell us, and we've driven through it a couple of times, too.

277

00:38:47.680 --> 00:39:04.240

Arini Farrell, Multnomah County: But when you're walking through Sandy, and you see kind of the the turning points and the results of some of the crash data. You kind of can understand some of those points that were being made and prioritize areas that otherwise we would have missed

278

00:39:04.410 --> 00:39:10.979

Arini Farrell, Multnomah County: in just looking at a desktop study. So that was a very informative meeting next slide, please.

279

00:39:12.110 --> 00:39:40.419

Arini Farrell, Multnomah County: So I'll go through quickly the results of just some of the overall findings from the road audit. We did break. The Ulta team did break up the findings into 4 segments, and I'm more than happy to share that results with you, too. The 1st segment was 201st to Fairview Parkway. We walked through that section. We met at the end at the Stagecoach Saloon, and then walk through that segment of Sandy. Next slide, please.

280

00:39:42.430 --> 00:40:00.770

Arini Farrell, Multnomah County: What we found was comparing our road audit, and also the the results from the safety analysis. There was a person who was killed with a motor vehicle walking down the street between 2 buses. There's also issues with intermittent sidewalks and bike lanes on that segment

281

00:40:00.850 --> 00:40:16.680

Arini Farrell, Multnomah County: and that segment also has a 40 miles per hour. Speed, which is really presents as a really safety risk for pedestrians and deadly risk for pedestrians and bicyclists next slide, please.

282

00:40:19.467 --> 00:40:30.582

Arini Farrell, Multnomah County: Next segment is Parkway, Ferry Parkway and Blossom Hill. Blossom Hill doesn't sound so significant. But it's actually where around the area where the quail hollow residents

283

00:40:31.590 --> 00:40:49.229

Arini Farrell, Multnomah County: ends. So this is actually the segment where things starts to pick up on Sandy and speed really becomes an issue for that segment. So this section was pretty constrained, and there were already people speeding by, and next segment. Next slide, please.

284

00:40:49.710 --> 00:41:15.849

Arini Farrell, Multnomah County: Sidewalks were already being constructed in that section, and in that segment there is Ferry Parkway Boulevard in Sandy, where 18 of the 44 crashes of this leg of the road audit occurred. So it was really important that we also in the road audit team, we took kind of a personal meter and how safe we felt as we entered each segment.

285

00:41:17.170 --> 00:41:18.360

Arini Farrell, Multnomah County: Next slide.

286

00:41:21.060 --> 00:41:34.929

Arini Farrell, Multnomah County: Okay, so as I mentioned Blossom Hill Road 223rd That's when the speed really picks up on the southern part of this segment of the road. That's also where there's not really any development or any kind of

287

00:41:35.370 --> 00:41:44.129

Arini Farrell, Multnomah County: buildings to slow down the traffic, so that right right away with on Sandy Boulevard is fairly wide, and there is a segment of

288

00:41:44.847 --> 00:41:59.180

Arini Farrell, Multnomah County: a stretch of parking that was inconsistent throughout that section. So cars were speeding through. But also there's parking on either side, but sidewalks are where are located then, and there's

289

00:41:59.350 --> 00:42:06.920

Arini Farrell, Multnomah County: on the corner of 2, 23rd and Sandy. There's a new construction that Sarah mentioned that will be coming in with new apartments.

290

00:42:07.030 --> 00:42:31.490

Arini Farrell, Multnomah County: So when we did the road audit, we were actually met with a conflict because we couldn't walk through the road. The sidewalks were closed, so we had to cross to the southern side, where there aren't any sidewalks. And there are really limited areas for pedestrian. And we experienced it in this part of how everyday residents feel on that section of the road next slide, please.

291

00:42:34.940 --> 00:42:45.540

Arini Farrell, Multnomah County: Okay, so that picture is very updated. But it kind of hopefully, I'll have one. It's pretty done. The apartment that we have. On 2, 23rd and sandy

292

00:42:46.020 --> 00:42:52.119

Arini Farrell, Multnomah County: but I wanted to show that there's not a lot of sidewalk on that section. So next slide, please.

293

00:42:52.340 --> 00:43:00.952

Arini Farrell, Multnomah County: there's also no crossings in between to 23rd and Ferry Parkway. So there's not a lot a lot of space where residents can go north or south

294

00:43:01.300 --> 00:43:29.700

Arini Farrell, Multnomah County: on that section, and then the final section of segment. 4 of Sandy. That's 223rd and 230th And what you can't see is actually it goes down the hill, and when there is truck movement as a pedestrian, the truck actually had to stop to let people through, because the the right of way constraint was pretty tight with the creek that's available. So next slide, please.

295

00:43:31.470 --> 00:43:47.590

Arini Farrell, Multnomah County: there's a this is a picture of what we did in the road audit, because on the other side, on the northern side there's not really any with available. So what you can't see is actually a truck was coming down and had to fully stop for us to kind of walk the whole segment

296

00:43:47.963 --> 00:44:04.279

Arini Farrell, Multnomah County: and I can. And we also saw a grocery cart and also a stroller. So that was kind of concerning to know that there are possibly families who are making their way to Walmart in this segment of the road, knowing how unsafe it is because this is still a safe and

297

00:44:04.350 --> 00:44:09.129

Arini Farrell, Multnomah County: sunny day compared to what a typical winter would look like in East County.

298

00:44:10.963 --> 00:44:12.429

Arini Farrell, Multnomah County: Next slide.

299

00:44:14.670 --> 00:44:22.089

Arini Farrell, Multnomah County: Okay? So I'm here to also break the news that we do have our public engagement campaign launching on May 7, th

300

00:44:22.170 --> 00:44:46.669

Arini Farrell, Multnomah County: we'll have an online survey and an input map. So it'll be pretty interactive. We're going to push it through social media mailers and postcards to residents in the project area launch lines. And also we'll be sending it through the Newsletter. And in addition to the survey we're also trying to, we're also being very intentional in making sure that we hear.

301

00:44:46.770 --> 00:44:55.229

Arini Farrell, Multnomah County: for from the residents who live in the area. So we're all we're going to be scheduling in-person interviews with local community leaders.

302

00:44:55.380 --> 00:45:09.999

Arini Farrell, Multnomah County: And then we're also going to be attending some community events that's existing on the corridor as well as canvassing the site, taking a day to just kind of drop by and dropping off the information about the survey. So next slide

303

00:45:11.777 --> 00:45:26.040

Arini Farrell, Multnomah County: the community conversations that I mentioned will be there's about 6 scheduled that we're looking to do, one of them being kind of a lunch and learn event at Quail Hollow and hearing from the residents on that on that

304

00:45:26.610 --> 00:45:40.974

Arini Farrell, Multnomah County: community complex about their experience. We're also going to be coming to the church with a Russian and Ukrainian interpreter to hear about what their experience using the program and kind of

305

00:45:41.560 --> 00:45:58.399

Arini Farrell, Multnomah County: just overall. How they travel on, Sandy. We're looking to have a pop up event in Walmart and also stopping by the Smith Presbyterian Church. 2 other events are Townsend Farm, which is a very

306

00:45:58.850 --> 00:46:15.639

Arini Farrell, Multnomah County: packing facility. There's a lot of seasonal workers that will bring some Spanish interpreters to to hear about their experience on what it's like to live on Sandy and commute on Sandy and natural leaders, who is a pretty significant community member group.

307

00:46:16.084 --> 00:46:26.389

Arini Farrell, Multnomah County: So we're really excited about coming into the community and hearing about what their, what their experience on Sandy would be, and just kind of building relationships and seeing what we can do with that.

308

00:46:26.580 --> 00:46:52.869

Arini Farrell, Multnomah County: Some of the interviews that were scheduled are also similar. Like the community conversations. One of the interviews that we'll be doing is with the Oregon Trucking Association, Janet Jarvis, to hear what are their experience in kind of traveling on Sandy? And maybe what truck conflict points are identified by the drivers on how they feel about some pedestrian

309

00:46:53.030 --> 00:46:57.360

Arini Farrell, Multnomah County: sharing mode of sharing. So that's about it.

310

00:46:58.040 --> 00:47:02.260

Arini Farrell, Multnomah County: And and the next slide would just be the

311

00:47:02.440 --> 00:47:11.599

Arini Farrell, Multnomah County: postcards showing you the example of postcards that we have. So it's a QR. Code. It's on English on one side and next slide, please.

312

00:47:13.130 --> 00:47:37.350

Arini Farrell, Multnomah County: The next slide is a Spanish version of the same content on the 1st page, and then in Russian and Ukrainian, a sentence that it's available in Russian and Ukrainian. So the survey will be available in 4 languages, English, Spanish, Russian, and Ukrainian, and I really would love, if you can spread it around with your networks and let them know to get involved

313

00:47:37.350 --> 00:47:43.459

Arini Farrell, Multnomah County: and fill out the survey. There will be a push on the 7, th and it'll be upcoming soon.

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00:47:43.650 --> 00:47:45.230

Arini Farrell, Multnomah County: So next slide, please.

315

00:47:46.740 --> 00:48:00.569

Arini Farrell, Multnomah County: I think that's it. The web page is safe for Sandy. If you want to hear more updates on it. In our mailing list there is a web form available for you, and I'm happy to answer any questions that you might have on the project.

316

00:48:01.670 --> 00:48:05.730

Commissioner Jones-Dixon: Great. Thank you. Thank you, Rene, for the presentation, and

317

00:48:05.840 --> 00:48:12.390

Commissioner Jones-Dixon: let's move on. And Sarah as well. Let's move on to questions from the group or from the committee any questions.

318

00:48:16.530 --> 00:48:20.200

Commissioner Jones-Dixon: Okay, I do have. I guess it's a question.

319

00:48:21.090 --> 00:48:23.090

Commissioner Jones-Dixon: Mayor stovall. Years ago.

320

00:48:23.320 --> 00:48:43.600

Commissioner Jones-Dixon: during my time on city council he would always bring up roundabouts. And just has there been any. He's a huge champion, and I love our roundabouts. I was just looking at one of the slides. Is that? Does that include it in your, or have you guys have we thought about that? And that stretch at all as far as slowing down traffic and and things like that.

321

00:48:44.470 --> 00:48:55.930

Arini Farrell, Multnomah County: Well, we're open to it because it's a planning project. So that's gonna be one of the things that we're gonna see if we do have the right of way with to accommodate around about. If that's safer for an intersection.

322

00:48:56.376 --> 00:49:02.510

Arini Farrell, Multnomah County: We're not going to rule it out. So we're happy to see what kind of feedback we get on that.

323

00:49:04.630 --> 00:49:06.569

Commissioner Jones-Dixon: Marshall. Is there anything that you would add to that.

324

00:49:09.155 --> 00:49:23.340

Travis Stovall: Not necessarily, but other than Commissioner Jones Dixon's right prior to in a mucktuck meeting. I wasn't a fan of roundabouts, but when I found out that roundabouts has a possibility and probability of decreasing

325

00:49:23.450 --> 00:49:46.749

Travis Stovall: fatal accidents between vehicles by north of 95%. Then I became a tremendous fan of roundabouts, and I think, from an equity standpoint, all of those things it's a great solution. And again I was. I wasn't necessarily a fan until I found out that critical information of safety is something that we're very interested in. It doesn't require the maintenance that that signals do.

326

00:49:47.109 --> 00:50:05.880

Travis Stovall: And you know, on off hours. It's a much better solution. You're not sitting at a light that needs to change before you can transit the the intersection. So yeah, as Commissioner Jones Dixon mentioned. I am. I am very pro roundabouts. If we're pro safety, I think we've got to consider them more and more.

327

00:50:07.840 --> 00:50:08.380

Commissioner Jones-Dixon: Yeah.

328

00:50:08.740 --> 00:50:09.749

Commissioner Jones-Dixon: Okay, thank you.

329

00:50:10.140 --> 00:50:20.070

Commissioner Jones-Dixon: Thank you, Mayor Stovall, and thank you all for the presentation. We're going to move on to agenda. Item 7. Unless and yes, let's please emphasize roundabouts in the report.

330

00:50:20.070 --> 00:50:22.546

Arini Farrell, Multnomah County: I'll let all you know for sure.

331

00:50:22.900 --> 00:50:24.420

Arini Farrell, Multnomah County: Thank you. Thank you.

332

00:50:25.380 --> 00:50:29.560

Commissioner Jones-Dixon: Community Connector Policy Framework Ali from Metro.

333

00:50:33.390 --> 00:51:00.370

Ally Holmqvist, Metro: Great. Thank you so much and thank you for having me back today to provide an update. So I am hoping to hear your thoughts on the role that's emerging for community connectors as we gear up to begin identifying opportunity areas, particularly what outcomes you're hoping to see from the local service area and mobility hub, location, identification assessments that I'm going to describe in this presentation next slide, please.

334

00:51:02.110 --> 00:51:09.800

Ally Holmqvist, Metro: So last fall I was here to provide an introduction to the study, and I heard from you it was important to consider a couple of things

335

00:51:09.800 --> 00:51:33.229

Ally Holmqvist, Metro: social services and workforce provider sites when we are identifying opportunities. So I want to talk about how that fed into the work that we've been doing to develop the emerging policy framework and the approach for completing those assessments I mentioned. And then the next touch point we've proposed is to report back on the outcomes of what I described today as we start to talk about priorities

336

00:51:33.350 --> 00:51:34.790

Ally Holmqvist, Metro: next slide, please.

337

00:51:36.470 --> 00:51:43.200

Ally Holmqvist, Metro: So what we did 1st is we went back to what we heard during the last regional transportation plan update process.

338

00:51:43.200 --> 00:52:07.870

Ally Holmqvist, Metro: from agency partners and from our community and business outreach. And we identified 4 key needs themes to really look at a little bit closer with best practices. And so that included looking at mobility solutions for low density areas, particularly in our suburban and even ex urban areas of the region which include both neighborhoods where people live and

339

00:52:07.870 --> 00:52:11.019

Ally Holmqvist, Metro: also local places that they're trying to get to

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00:52:11.550 --> 00:52:39.600

Ally Holmqvist, Metro: thinking about access to jobs, particularly in industrial areas, access to major outdoor recreation areas. And by now you're probably noticing a theme that many of these sites are usually at the regional edge, and then one additional theme that was outside of location was also thinking about time of day. So thinking particularly about shift workers that have some needs that are outside sort of that peak travel span period.

341

00:52:40.130 --> 00:53:06.970

Ally Holmqvist, Metro: And so we took these themes, and we looked at best practices regionally. So that did include Multnomah County right here at home, and then also nationally as well. And you'll see a number of photos that are examples on the slide here. And we explored. If community connectors could meet these need themes, and if so, how they could be implemented to best meet them and what they would need to be successful next slide, please.

342

00:53:08.060 --> 00:53:24.580

Ally Holmqvist, Metro: And so from that a framework is emerging for how we can use community connectors as a tool for achieving our vision of an accessible transit system that's also frequent, convenient and affordable. And so the big and speedy light rail and rapid

343

00:53:24.580 --> 00:53:46.229

Ally Holmqvist, Metro: bus types of transit can connect our centers that have the most activity going on. Our workhorse buses can connect communities and destinations along arterials. And then what community connectors can do is link up with these other services to expand the network farther into our suburban areas and reach more employment areas as well.

344

00:53:46.230 --> 00:53:58.079

Ally Holmqvist, Metro: And then, where transit service does not exist today at our regional edges, they can also act as local circulators between neighborhoods and those other key community places next slide, please.

345

00:53:59.690 --> 00:54:21.279

Ally Holmqvist, Metro: And so what we're looking to do next is apply this framework to identify new community connector opportunity areas on the transit vision map that's in the regional transportation plan that you can see on the slide here. And what we're looking to do is create 3 opportunity categories. So current opportunities for shuttles near term.

346

00:54:21.280 --> 00:54:30.560

Ally Holmqvist, Metro: areas that are planned for future service by transit. But where a temporary shuttle sooner could build ridership for that future service later.

347

00:54:30.840 --> 00:54:35.700

Ally Holmqvist, Metro: and then additional areas where we anticipate a need for shuttles later in the future.

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00:54:36.170 --> 00:54:37.599

Ally Holmqvist, Metro: Next slide, please.

349

00:54:38.780 --> 00:55:08.410

Ally Holmqvist, Metro: And so to do that, we're asking 3 key questions that are really related to our regional transportation goals. The 1st is, where are there needs for transit, but where the service is not reaching today. And so we're looking at where there's some areas a little bit outside of the network, but that have key community destinations which, of course, do include social services and other workforce providers, as we heard in the last meeting, and also some clusters of development.

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00:55:08.950 --> 00:55:32.169

Ally Holmqvist, Metro: and then of those areas which are demonstrating a level of transit supportiveness. So we're looking a little bit at the population density of major draw like employer sites and also thinking about equity focused areas where people may rely on transit, but may have been pushed out of transit supportive areas due to patterns of gentrification.

351

00:55:32.520 --> 00:55:53.219

Ally Holmqvist, Metro: And then the last question is, what does other regional work and local expertise tell us about markets. So we want to look at travel, demand, and think a little bit about where other travel is happening to think about mode shift. We want to look at what's been done already by our local partners and their plans, and then also consider partner and community feedback.

352

00:55:53.400 --> 00:55:54.769

Ally Holmqvist, Metro: Next slide, please.

353

00:55:55.730 --> 00:56:16.079

Ally Holmqvist, Metro: And as we're planning for shuttles to link to our existing transit network, including at sites where this is already happening between other types of transit like Bus and

Max. It'll be important to ensure these connection. Points. Have the space and features to be making these linkages happen while also being convenient and comfortable.

354

00:56:16.080 --> 00:56:33.970

Ally Holmqvist, Metro: And so mobility hubs can link not only transit services to each other, but to other 1st and last mile transportation options supported by things like wayfinding, so that includes walking and bicycling routes, but can include other things like bike lockers, bike, share and ride share.

355

00:56:34.230 --> 00:56:47.510

Ally Holmqvist, Metro: It also brings together stop and community amenities as well, like covered in shaded waiting areas, public art, even community gathering spaces all together to create vibrant peopled center places.

356

00:56:48.290 --> 00:57:08.029

Ally Holmqvist, Metro: So these will vary in scale and function, but all contribute to an integrated transportation system in support of our goals. And we're considering that alongside the current community character to develop an approach that really supports implementation in a way that's flexible to address unique community needs. So

357

00:57:08.280 --> 00:57:35.290

Ally Holmqvist, Metro: things like regional hubs where we're seeing an example like the Beaverton Transit center already playing this role. Today, they really bridge the gap between urban and suburban mobility needs excuse me. And then we're also looking at other types of smaller, local or emerging hubs, like we see with the Tualatin Park and ride today that are connecting more local travel modes and supporting suburban employment districts, campuses, and medical centers.

358

00:57:36.210 --> 00:58:02.169

Ally Holmqvist, Metro: We're also looking at identifying hubs where we see that connectivity happening today or planned in the future as well as considering access, land use, equity and community impact along with transit oriented development, potential and opportunities for public private partnership. We're seeing some neat examples in other places where some suburban shopping centers have been

359

00:58:02.370 --> 00:58:12.490

Ally Holmqvist, Metro: leverage, to create some spaces where shuttles and the bus can meet up, for instance, and provide that sort of Mini hub environment. Next slide, please.

360

00:58:13.860 --> 00:58:37.610

Ally Holmqvist, Metro: We're also working to gather more information on local community needs as we're engaging in this process. So that includes talking with agency partners, not only through the advisory committees, but with a working group that advises us on this project. And we're also looking to have partner workshops with staff. This may to review the results of the opportunity areas assessment

361

00:58:37.850 --> 00:58:46.720

Ally Holmqvist, Metro: for public feedback. We have a public survey launch that I can drop the link in the chat for that. We've been doing extensive noticing and cross, promoting

362

00:58:46.880 --> 00:58:57.879

Ally Holmqvist, Metro: to to get the word out about. And then, finally, we're also out in community at tabling events at different community and tribal gatherings. Next slide, please.

363

00:58:59.310 --> 00:59:26.780

Ally Holmqvist, Metro: And this last slide is just a reminder that we're one of many implementation items that's happening between that last 2023 regional transportation plan update and the one that we're going to be beginning here just this next year. And so your feedback today will help us define the community connector Transit framework towards best meeting our regional goals. Since this study will make some recommendations for that 2028 regional transportation plan.

364

00:59:26.780 --> 00:59:27.310

Ally Holmqvist, Metro: It's a question.

365

00:59:27.310 --> 00:59:31.290

Ally Holmqvist, Metro: Guides transportation investments next slide, please.

366

00:59:33.880 --> 00:59:41.290

Ally Holmqvist, Metro: And this is just a quick note about our website to flash on the screen before I turn it back to you, Commissioner.

367

00:59:41.530 --> 00:59:43.359

Commissioner Jones-Dixon: Okay, thank you. Thank you. Ali.

368

00:59:44.590 --> 00:59:50.080

Commissioner Jones-Dixon: So committee. Any recommendations regarding of the presentation or ideas.

369

00:59:52.540 --> 00:59:54.260

Commissioner Jones-Dixon: And, Jay, you are off mute.

370

00:59:57.090 --> 00:59:57.870

Jay Higgins, Gresham: Sorry.

371

00:59:57.870 --> 01:00:00.229

Commissioner Jones-Dixon: No, you're you're good. You have something to share.

372

01:00:00.480 --> 01:00:04.000

Jay Higgins, Gresham: I don't. I'm just trying to get my headphones to work.

373

01:00:04.330 --> 01:00:07.900

Commissioner Jones-Dixon: They're working anyone else.

374

01:00:10.723 --> 01:00:19.200

Commissioner Jones-Dixon: I I have a question regarding. I was in San Francisco over the weekend, and they have the autonomous vehicles? Which I didn't ride in one.

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01:00:19.410 --> 01:00:20.240

Commissioner Jones-Dixon: But

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01:00:20.780 --> 01:00:25.579

Commissioner Jones-Dixon: is that something that we consider as far as this the plan that you're developing? Or is that just

377

01:00:28.460 --> 01:00:29.130

Commissioner Jones-Dixon: or.

378

01:00:29.920 --> 01:00:52.629

Ally Holmqvist, Metro: It could be. We've been focused less on autonomous vehicles and more on ride and car share. But that does include providing some level of parking in the mobility hubs to be able to provide those connections. And so it doesn't preclude autonomous vehicles, because that space would be there autonomous. Vehicles do, or at least the

379

01:00:52.860 --> 01:01:14.140

Ally Holmqvist, Metro: the kind of implementation that I've seen, because we we actually got the chance to ride some in Phoenix when we were there together for a conference. In some cases they've needed some special striping and other types of requirements to be operational. But the hubs would have spaces for for vehicles. We've also talked about the

380

01:01:14.590 --> 01:01:19.429

Ally Holmqvist, Metro: having some options for charging as well for electric vehicles.

381

01:01:21.490 --> 01:01:22.070

Commissioner Jones-Dixon: Yeah.

382

01:01:23.000 --> 01:01:29.380

Commissioner Jones-Dixon: Well, here at Multnomah County we're we're building America's favorite county. So I would toss that out there as far as considering that

383

01:01:29.530 --> 01:01:37.649

Commissioner Jones-Dixon: the autonomous vehicles, or how we prepare that or weave that into the plan. I don't have anything else to to add anyone else. Greg.

384

01:01:38.340 --> 01:01:39.869

Commissioner Jones-Dixon: scene manager, wood village.

385

01:01:40.470 --> 01:01:48.537

Greg Dirks: Wood Village: No, I don't think anything to add certainly I don't. I don't recall seeing anything for the the survey, so it'd be great to get that link so we could help

386

01:01:48.900 --> 01:01:54.170

Greg Dirks: Wood Village: promote it. And and make sure people are aware of what we're trying to get out of all this. So thank you.

387

01:01:55.720 --> 01:01:57.370

Commissioner Jones-Dixon: Councillor Todd. How about for you?

388

01:02:03.392 --> 01:02:05.149

E'an Todd Fairview: Can you hear me? All right.

389

01:02:05.150 --> 01:02:06.030

Commissioner Jones-Dixon: Yeah, we can.

390

01:02:06.030 --> 01:02:33.700

E'an Todd Fairview: Okay. Good. Just I mean, when I look at this, I just I think about the connection on 2 and 23rd down to downtown, Gresham, as far as being one that needs improvement as far as multiple ways to move from Fairview down to. They're about to connect to Max, or the businesses and services, and so forth. And that's just that's sort of the arterial that I always think about, and it could use better transit on

391

01:02:33.920 --> 01:02:46.680

E'an Todd Fairview: as far as like a bunch of different options and improvements, whether it's frequency of service to trimet or additional smaller trimet, think, or something. But just that that connection is just. It has been lacking.

392

01:02:46.820 --> 01:02:59.739

E'an Todd Fairview: And since there are a lot of medical services so forth, and and things, you know, and services in downtown Gresham, that connector from Wood Village, Fairview, down there. I've always looked at as something that could use, some help.

393

01:03:00.520 --> 01:03:05.789

Commissioner Jones-Dixon: All right. Thank you. Thank you, Councillor Todd. We'll go over to John, and then, Tom, we'll check in with you in port of Portland.

394

01:03:07.120 --> 01:03:36.269

John Serra, TriMet: Thank you. Chair Jones Dixon, and thank you, Counselor Todd. I heard that, and happy to chat more about that with you as well. I also just wanted to follow up here and say,

Thank you, Ali, for all your work on this great study. We really appreciate what you've done here. I do just want to flag for everyone. Trimet's reservations about potentially raising the expectations for our community members and making sure that we're very clear about our communication about this study. I do just want to be very clear with you all that

395

01:03:36.270 --> 01:03:58.830

John Serra, TriMet: this is a strategic study that is not, that is, not identified. Any new sources of funding, and any new transit would require additional funding to make that a reality. So I just want to make sure we're all on the same page about that, and that we're communicating this clearly with our constituents to let them know that this is a strategic study and not necessarily something that's already identified funding for these new routes. So thank you.

396

01:03:59.660 --> 01:04:05.930

Commissioner Jones-Dixon: Sounds like we got some more work to do. Thank you, John, for flagging that no surprises out here.

397

01:04:06.030 --> 01:04:10.339

Commissioner Jones-Dixon: Let's go, Tom. Do you have any any questions or anything to add, or Mayor Stovall.

398

01:04:11.200 --> 01:04:13.370

Tom Bouillion, Port of Portland: No, none none for me! Thanks.

399

01:04:13.690 --> 01:04:15.410

Commissioner Jones-Dixon: Okay, how about for you? Thank you, Tom.

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01:04:15.540 --> 01:04:16.529

Commissioner Jones-Dixon: There's so much.

401

01:04:22.560 --> 01:04:24.170

Travis Stovall: None from me.

402

01:04:24.170 --> 01:04:34.359

Commissioner Jones-Dixon: Okay, got it. Well, thank you. Thank you, Ali, for the presentation, and thank you for sharing the link as well. We will share that with the community, and see you next time.

403

01:04:34.710 --> 01:04:35.660

Ally Holmqvist, Metro: Thank you.

404

01:04:35.960 --> 01:04:37.389

Commissioner Jones-Dixon: Welcome. Take care!

405

01:04:38.000 --> 01:04:47.089

Commissioner Jones-Dixon: We'll move on to Item 9. The Portland transportation Systems plan update with Francesca Jones from City of Portland. Hello.

406

01:04:48.450 --> 01:04:50.450

Francesca Jones (she/her) PBOT: Hi, thanks so much.

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01:04:51.250 --> 01:04:59.910

Francesca Jones (she/her) PBOT: I am Francesca Jones. I'm a senior city planner with the Portland Bureau of Transportation, and I'm the project manager for our

408

01:05:00.070 --> 01:05:06.059

Francesca Jones (she/her) PBOT: 2045 transportation system plan update which I am here to talk to you about today.

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01:05:07.200 --> 01:05:28.939

Francesca Jones (she/her) PBOT: So I'll talk about what the Tsp is and does. Why we need it. I'll talk about the process we're undertaking to update the city of Portland's. I'll describe a key aspect of the work that I think y'all are interested in updating the list of major capital projects that fit into what's anticipated to be a more constrained revenue outlook for the 20 year future.

410

01:05:29.040 --> 01:05:41.330

Francesca Jones (she/her) PBOT: And lastly, we are recruiting applications for our 2045 Tsp. Community Advisory Committee, and I hope to have you help share.

411

01:05:41.560 --> 01:05:46.539

Francesca Jones (she/her) PBOT: share that and help us get some good applicants.

412

01:05:47.560 --> 01:05:49.460

Francesca Jones (she/her) PBOT: So the what and why

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01:05:50.940 --> 01:05:58.839

Francesca Jones (she/her) PBOT: the Tsp is the 20 Year Plan to guide our transportation projects, programs, policies and investments in Portland

414

01:05:59.250 --> 01:06:02.349

Francesca Jones (she/her) PBOT: guides how and what we do in 2 key ways.

415

01:06:02.470 --> 01:06:20.320

Francesca Jones (she/her) PBOT: one, our goals, policies, and classifications guide the maintenance, development, prioritization and implementation of our transportation system, including the ways we manage our streets to function to their classifications or the ways that they're planned to supposed to function.

416

01:06:20.460 --> 01:06:33.060

Francesca Jones (she/her) PBOT: And it also has our list of projects that best advance our goals and policies to fit into a financial forecast that would accommodate our population and employment growth 20 years in the future.

417

01:06:34.140 --> 01:06:51.429

Francesca Jones (she/her) PBOT: The 2045 Tsp update is considered a major Tsp update. Which means that we're updating all of these things as we extend the horizon year to 2045, and the last time we adopted a major Tsp update was in 2018 for our 2035 Tsp.

418

01:06:53.270 --> 01:07:05.880

Francesca Jones (she/her) PBOT: so we're required by the State of Oregon to have a Tsp. That supports the statewide planning goals, and through the State's transportation planning rules or Tprs. They tell us what needs to be in our Tsp.

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01:07:06.100 --> 01:07:13.759

Francesca Jones (she/her) PBOT: And then Metro, doing an additional level of planning with our region in mind, also makes rules that our Tsp has to be consistent with.

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01:07:13.920 --> 01:07:31.740

Francesca Jones (she/her) PBOT: We also have to be consistent with our own city comprehensive plan and working through public and political engagement process to update and maintain the Tsp. This is altogether how we make sure transportation serves and supports our land use and the goals of our state, region and city.

421

01:07:31.740 --> 01:07:48.089

Francesca Jones (she/her) PBOT: And so the whole premise of all of this is to make sure that we plan out how we're going to use the land we've got in order to meet the needs of future generations, knowing that if we don't plan well, inequities get exacerbated and carbon emissions and safety get worse.

422

01:07:50.500 --> 01:08:01.669

Francesca Jones (she/her) PBOT: The State just updated, the transportation planning rules in 2022 in a process known as climate, friendly and equitable communities rulemaking. Or maybe you've just heard it called Cpec.

423

01:08:01.940 --> 01:08:06.970

Francesca Jones (she/her) PBOT: The rulemaking primarily focuses on Oregon's 8 most populated areas

424

01:08:07.300 --> 01:08:25.040

Francesca Jones (she/her) PBOT: requiring changes in transportation. Planning to ensure Oregonians have more transportation options to reduce single occupancy, vehicle, reliance, and the purpose of the CFC rulemaking was to better align the State's transportation planning with its long-term climate pollution, goal.

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01:08:25.220 --> 01:08:30.659

Francesca Jones (she/her) PBOT: The rulemaking authority is the department of Land Conservation and Development, or Dlcd.

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01:08:30.779 --> 01:08:36.800

Francesca Jones (she/her) PBOT: And they added a number of requirements to Tsps that we've accounted for in our scope of work.

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01:08:36.920 --> 01:08:51.110

Francesca Jones (she/her) PBOT: The most important new requirement is that jurisdictions have to show projects list that will result in no net. New vehicle miles traveled or Vmt. Generated in the horizon year, so the year 2045,

428

01:08:51.220 --> 01:08:55.710

Francesca Jones (she/her) PBOT: if there are applicable capacity expanding projects in our projects list.

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01:08:55.779 --> 01:09:21.730

Francesca Jones (she/her) PBOT: And there's a lot more we could talk about with this. But I've got a 10 min little update here, and as we get into our planning process, happy to give more updates and more information to this body, should you be interested as well, it's worth noting, though, that this is here because the State knows that keeping Vmt. Per capita steady will result in greater safety and equity.

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01:09:21.729 --> 01:09:35.550

Francesca Jones (she/her) PBOT: It's necessary to help keep our important freight goods and services moving. There's less wear and tear on our transportation assets. It's better for human and environmental health and supports disaster and emergency response resilience.

431

01:09:38.279 --> 01:09:42.489

Francesca Jones (she/her) PBOT: So then, the process to update our Tsp.

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01:09:42.760 --> 01:10:05.050

Francesca Jones (she/her) PBOT: there's 10 different tasks in the Tsp scope of work, each with multiple subtasks, and together they represent 4 phases of work, 3 primary phases, and then some post adoption implementation to make it all matter. And in order to accomplish this work in House with the minimal resources we have. We span the work over 3 fiscal years. And here's what that looks like.

433

01:10:05.420 --> 01:10:28.349

Francesca Jones (she/her) PBOT: We've got a groundwork phase which is going on now, and it's about assembling lots of information about our transportation system informing our work and meeting those Tpr requirements. And this is also where we'll seek lots of community feedback to shape a transportation system, vision and goals which are the basic community priorities. We'll want Portland's transportation system to meet

434

01:10:28.890 --> 01:10:39.040

Francesca Jones (she/her) PBOT: those goals become the basis for criteria, we develop to evaluate the universe of potential needs identified for the system. More on that in a few slides.

435

01:10:39.180 --> 01:10:54.719

Francesca Jones (she/her) PBOT: So in the groundwork phase, we'll be aiming for broad community engagement on the vision goals and evaluation criteria. Hopefully this summer and our technical advisory committee and community advisory committee will help us develop what we have to share, for that.

436

01:10:55.500 --> 01:11:16.280

Francesca Jones (she/her) PBOT: in the development phase is where we'll be assembling the initial draft major capital projects list. We'll need to have meaningful public engagement. After applying the criteria to see if we missed considerations and applying the criteria that might make a difference for what projects make it above or below the financial threshold of what we're anticipating to afford in the next 20 years.

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01:11:16.950 --> 01:11:19.660

Francesca Jones (she/her) PBOT: And then the refinement phase

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01:11:19.970 --> 01:11:33.960

Francesca Jones (she/her) PBOT: is where we have pre legislative process in the formal legal, legislative process required of our Tsp. And we'll be engaging Portlanders to iterate improvements to the 2045 Tsp. Through this process.

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01:11:36.450 --> 01:11:40.470

Francesca Jones (she/her) PBOT: So major capital projects list

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01:11:40.710 --> 01:11:47.629

Francesca Jones (she/her) PBOT: is actually made up of 2 lists, a financially constrained list, and a financially unconstrained list. And

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01:11:47.840 --> 01:11:52.039

Francesca Jones (she/her) PBOT: really, the most important part is the financially constrained list. And I'll tell you why

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01:11:53.130 --> 01:12:03.620

Francesca Jones (she/her) PBOT: projects are required to be on what's called our Tsp financially constrained project list for us to be able to program funds in the Statewide transportation improvement program or stip.

443

01:12:03.780 --> 01:12:07.230

Francesca Jones (she/her) PBOT: which are usually but not always, State or Federal funds.

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01:12:07.550 --> 01:12:15.789

Francesca Jones (she/her) PBOT: Projects also have to be on our Tsp financially constrained list to be eligible for inclusion in the regional transportation plan or Rtp.

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01:12:16.100 --> 01:12:20.710

Francesca Jones (she/her) PBOT: And they need to be in the Rtp. To be eligible for regional and Federal funding sources

446

01:12:20.970 --> 01:12:23.889

Francesca Jones (she/her) PBOT: and now newly established in the State roles.

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01:12:24.020 --> 01:12:29.259

Francesca Jones (she/her) PBOT: we're only allowed to develop fund and construct projects if they're on our financially constrained projects list.

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01:12:29.410 --> 01:12:35.799

Francesca Jones (she/her) PBOT: So in order to get money in and in order to spend our own money on non operations and maintenance projects.

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01:12:36.790 --> 01:12:41.329

Francesca Jones (she/her) PBOT: those projects are required to be in our Tsp's financially constrained projects list.

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01:12:42.620 --> 01:12:44.810

Francesca Jones (she/her) PBOT: Well, what is financially constrained.

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01:12:45.240 --> 01:12:53.890

Francesca Jones (she/her) PBOT: we've got to do work to project out how much reasonably available funding we think we could leverage over the 20 year horizon.

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01:12:54.490 --> 01:13:12.716

Francesca Jones (she/her) PBOT: So that still means we have to actively do the leveraging meaning that over time we still have to seek and secure the revenue necessary to fund each project, and that looks like Staff still seeking, going out writing, and actually getting awarded grants and things like that to implement the plan.

453

01:13:13.250 --> 01:13:22.100

Francesca Jones (she/her) PBOT: So it's kind of like figuring out how much we can afford, and then filling up a 20 year wish list of the most important investments we can make according to our vision and goals.

454

01:13:23.210 --> 01:13:26.920

Francesca Jones (she/her) PBOT: And the simplified version of what we've got to do looks something like this.

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01:13:27.280 --> 01:13:54.439

Francesca Jones (she/her) PBOT: We take the major projects from plans adopted since the last Tsp. Add projects already in the Tsp. Remove the projects we already did layer on identified needs identified from an existing and future conditions, analysis and update project costs. And then that gives us a revised universe of projects, candidates, for our major projects list, and they all go in a bucket.

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01:13:56.260 --> 01:13:57.550

Francesca Jones (she/her) PBOT: And then we put

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01:13:58.070 --> 01:14:11.109

Francesca Jones (she/her) PBOT: all of that through the prioritization process shown here as a leader, and we dump the whole bucket of candidates through the prioritization criteria we develop according to the goals and vision we develop for the transportation system.

458

01:14:11.330 --> 01:14:23.889

Francesca Jones (she/her) PBOT: and we fill up the constrained projects list with the top performers and the rest land on our unconstrained projects list. There's much community engagement to be had in this process, and this is a simplification.

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01:14:25.230 --> 01:14:36.379

Francesca Jones (she/her) PBOT: But hopefully, that helps you be really interested in what's going on here. And we are recruiting for Community Advisory committee members

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01:14:38.157 --> 01:14:48.872

Francesca Jones (she/her) PBOT: this, says April 14.th Sorry about that. We extended it to April 21.st So that's next week, not today. And

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01:14:50.090 --> 01:15:10.090

Francesca Jones (she/her) PBOT: So maybe a little bit about the committee. It's going to advise our Pbot director through advising staff folks can apply for this. If you live outside of Portland, you just have to live or work, or do business, or own property, or worship or play.

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01:15:10.360 --> 01:15:13.284

Francesca Jones (she/her) PBOT: There's like a bunch of criteria like that.

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01:15:13.760 --> 01:15:28.480

Francesca Jones (she/her) PBOT: that has to be met. So you know, if you've got something to do with Portland. And you're interested in this. Then we are accepting applications. We're looking at about.

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01:15:29.700 --> 01:15:32.159

Francesca Jones (she/her) PBOT: currently looking at about 7 meetings.

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01:15:34.050 --> 01:15:35.365

Francesca Jones (she/her) PBOT: Until

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01:15:38.140 --> 01:15:55.070

Francesca Jones (she/her) PBOT: 2027. Adoption. Happy to answer questions about this city of Portland doesn't have any money. However, Dlcd is offering \$500 stipends that we can pass on to folks to be participating in this process

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01:15:55.290 --> 01:15:59.349

Francesca Jones (she/her) PBOT: right now, and that can help

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01:15:59.500 --> 01:16:06.219

Francesca Jones (she/her) PBOT: reduce barriers to engagement so that might buy somebody some babysitting to be able to attend, for example.

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01:16:07.020 --> 01:16:11.379

Francesca Jones (she/her) PBOT: But that's all I've got today, and I'm happy to

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01:16:11.740 --> 01:16:16.150

Francesca Jones (she/her) PBOT: attempt to answer questions or write down what they are so I can get back properly.

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01:16:17.210 --> 01:16:21.090

Commissioner Jones-Dixon: Right city manager. Greg, do you have any questions.

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01:16:22.270 --> 01:16:29.099

Greg Dirks: Wood Village: No, no questions or concerns. Thanks for the the update, and how it kind of folds in, because I think you know the 3 cities out here

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01:16:29.420 --> 01:16:52.069

Greg Dirks: Wood Village: think I'm I'm certainly waiting to see what Metro comes down with in terms of this update, and how that folds into, you know the counties and then to the cities, because most of our actually, all of our main arterials are counties. And just you know, our last Tsp Update is mostly those community connections, pathways, etc. So it's always interesting to see where other other large neighbors are headed, and how that folds into the larger system. So thank you.

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01:16:54.540 --> 01:16:57.510

Commissioner Jones-Dixon: Great. Thank you, Greg, Tom, any questions

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01:17:01.830 --> 01:17:02.600

Commissioner Jones-Dixon: of both.

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01:17:03.840 --> 01:17:05.150

Commissioner Jones-Dixon: Go ahead, Tom.

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01:17:05.150 --> 01:17:10.860

Tom Bouillion, Port of Portland: Sorry. Yeah, no, no, no questions. But yeah, thanks, Francesca. We're

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01:17:11.530 --> 01:17:20.769

Tom Bouillion, Port of Portland: I know my my colleague Lewis is is involved with Pbot staff on this effort. So we look forward to continuing to work together. Thank you.

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01:17:21.410 --> 01:17:30.007

Francesca Jones (she/her) PBOT: Thanks for mentioning that, Tom. Yeah. On our technical advisory committee. We also have Sarah Paulus. We have.

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01:17:31.390 --> 01:17:42.447

Francesca Jones (she/her) PBOT: we have someone from Trimet. We have Metro staff. We've got a variety of different folks, so certainly Glen, right here on my screen.

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01:17:44.860 --> 01:17:50.909

Commissioner Jones-Dixon: Oh, that's everywhere. Any other questions. Feel free to jump in or put your hand up?

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01:17:51.160 --> 01:17:59.429

Commissioner Jones-Dixon: I'll ask the same question I asked during the last presentation. Autonomous vehicles are they? Has there been any conversations?

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01:17:59.660 --> 01:18:01.499

Commissioner Jones-Dixon: Those things are pretty cool, but.

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01:18:04.150 --> 01:18:20.409

Francesca Jones (she/her) PBOT: Our current Tsp does describe a place for how autonomous vehicles would fit into our system. They would need to be. It currently identifies that they would need to be.

485

01:18:20.510 --> 01:18:24.509

Francesca Jones (she/her) PBOT: We had some cute acrony acronym faves.

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01:18:24.840 --> 01:18:31.530

Francesca Jones (she/her) PBOT: fully autonomous and electric shared vehicles or something like that.

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01:18:32.360 --> 01:18:44.696

Francesca Jones (she/her) PBOT: you know, as a as a key element of this update. I wouldn't say that that policy is under revisit, but you know we have the opportunity to Gussy up anything we'd like in this. Tsp, it's

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01:18:45.620 --> 01:18:52.509

Francesca Jones (she/her) PBOT: it's the process for gussing stuff up. So yeah, we'll take a look.

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01:18:53.860 --> 01:18:54.430

Commissioner Jones-Dixon: Good

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01:18:54.720 --> 01:19:00.749

Commissioner Jones-Dixon: again. Thank you for the presentation. I don't think we have any other questions, and sharing the opportunity to

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01:19:00.860 --> 01:19:02.969

Commissioner Jones-Dixon: volunteer and jump on the committee

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01:19:05.686 --> 01:19:13.540

Commissioner Jones-Dixon: we'll move on to the next agenda item, which is Jen. Item, 9 mucktuck process update Sarah

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01:19:14.080 --> 01:19:14.900

Commissioner Jones-Dixon: up to you.

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01:19:15.160 --> 01:19:19.490

Sarah Paulus, Multnomah County (she/her): Yes, thank you. So I wanted to just quick

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01:19:19.927 --> 01:19:34.999

Sarah Paulus, Multnomah County (she/her): jump in and follow up. I know we've been having conversations about potentially expanding our Amuctuk membership. And so what we did as staff was, we just looked at what's in our existing bylaws to see

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01:19:35.000 --> 01:19:55.090

Sarah Paulus, Multnomah County (she/her): if it outlines a process for expanding the Emuctuk membership. So I am going to just go ahead and walk through what that process would look like, and then I'll pass it back over to you Chair, to facilitate any level of discussion you would like today. So if there was interest in expanding the Amuctuk

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01:19:55.090 --> 01:20:15.599

Sarah Paulus, Multnomah County (she/her): membership, what would happen is the interested organization or jurisdiction would submit a written request to be considered for membership, and then our Amuktuk chair would need to convene a membership subcommittee which would include the Amuktuk chair as well as 2 other Amuctuk members. If you have more than that, there's a quorum. So that's not allowed.

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01:20:15.600 --> 01:20:32.450

Sarah Paulus, Multnomah County (she/her): The membership subcommittee would interview the candidates that were interested in becoming members, and then those candidates would present back to the full Amuctuk Committee just sort of expressing their interest, their reasoning their purpose for wanting to join Amuctuk.

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01:20:32.450 --> 01:20:43.159

Sarah Paulus, Multnomah County (she/her): and then a Muktuk would vote on accepting that prospective member. If that vote passes, the prospective member would be admitted for a 6 month

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01:20:43.160 --> 01:21:08.070

Sarah Paulus, Multnomah County (she/her): probationary period, which would allow the committee to learn more about the member and their commitment to the group, their interests, their priorities all of those things. And then, at the end of that 6 month probationary period, a muktuk would vote again to kind of finally accept or reject the membership of that group. So this is laid out in the bylaws.

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01:21:08.070 --> 01:21:32.970

Sarah Paulus, Multnomah County (she/her): You know, it can be confusing to walk through. So I'm happy to share more specifically kind of this abbreviated stepstone version of this. If for anyone here who wants to read it like that, instead of parsing through the bylaws. And so we just wanted to as staff flag. That that's the process as you all as much tech members talk through. If there are groups or jurisdictions that you're interested

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01:21:32.970 --> 01:21:46.670

Sarah Paulus, Multnomah County (she/her): interested in potentially being represented here. Or if you're hearing from groups and organizations that are potentially interested in being represented here. So kind of a nuanced but specific process. So I just want to lay that out, and

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01:21:46.670 --> 01:21:55.030

Sarah Paulus, Multnomah County (she/her): I can pass it back to you, Commissioner. If you wanna facilitate any discussion, or if anyone has any questions on this, but otherwise that's the process.

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01:21:55.380 --> 01:21:59.780

Commissioner Jones-Dixon: Thank you. Thank you for sharing the process. I do have one question before we jump into

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01:22:00.600 --> 01:22:07.139

Commissioner Jones-Dixon: just yeah. Any questions directly for you or to you? When we set up the subcommittee, do we have to

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01:22:07.410 --> 01:22:13.439

Commissioner Jones-Dixon: vote on that, or is it just we identify 2 people to serve on the subcommittee. What what is that process.

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01:22:13.660 --> 01:22:33.580

Sarah Paulus, Multnomah County (she/her): That's a good question. I believe that the bylaws just say that the chair convenes a membership subcommittee which would be 2 other people. So I think one way that we could go about this is, you could just kind of do a call to see who all would be interested. And and maybe if there's more than 2 people interested, we could

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01:22:33.580 --> 01:22:56.299

Sarah Paulus, Multnomah County (she/her): put together some type of nomination or voting process. But I think there's a little room for how we decide to do that and again. We wouldn't

need to convene that group unless there was an interested jurisdiction or organization that had asked to move through this process. So once that happened, we would then maybe formalize the process for making the membership subcommittee.

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01:22:57.240 --> 01:23:01.199

Commissioner Jones-Dixon: Great, great, great, great any questions for for Sarah regarding this

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01:23:03.030 --> 01:23:20.836

Commissioner Jones-Dixon: growing membership idea, I know that Councilor Simpson, he from Metro, he expressed interest. And then also, we discussed, I think, at the last meeting or the new meeting before last reaching out to the Transportation and Infrastructure Committee or someone from District One to serve on the

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01:23:21.460 --> 01:23:23.509

Commissioner Jones-Dixon: I'm a mucktuck within our group.

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01:23:23.870 --> 01:23:28.330

Commissioner Jones-Dixon: I believe it was Counselor Smith, but we were considering.

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01:23:31.120 --> 01:23:38.839

Commissioner Jones-Dixon: Looks like we don't have any questions, so we'll move on to the next. Thank you and everyone else. With that

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01:23:39.673 --> 01:23:49.350

Commissioner Jones-Dixon: and I'll reach out as far as the subcommittee. Let's move on to the next item, which is the region. One act report, sir. Would you mind giving us an update on that.

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01:23:49.620 --> 01:24:12.429

Sarah Paulus, Multnomah County (she/her): Yes, absolutely. So, typically at these meetings, we have an elected give these updates. But we currently don't have an East County representative on the act. So in the meantime, I'm happy to give a staff level report out until that changes. So just a really high, level overview of what happened. The region. One act met last on April 7, th

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01:24:12.470 --> 01:24:42.430

Sarah Paulus, Multnomah County (she/her): and if you remember, out of Mucktuck you all voted to support 2 new Multnomah County Community members to join this committee. That was

Timura Ender and Nancy Chapin. They were both formally voted on at the act and accepted, and have now joined the group. So thank you for being a part of that. It's good to have all 5 of our community reps accounted for in that meeting. Now the Urban Mobility Office gave some updates which were mainly focused on the rose quarter project.

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01:24:42.762 --> 01:24:47.079

Sarah Paulus, Multnomah County (she/her): They just shared the different phases of work and the timelines for them.

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01:24:47.404 --> 01:25:09.810

Sarah Paulus, Multnomah County (she/her): As well as the current project cost and timeline. And then they walked through the different community organizations that they've worked with on this project. So it was just a high level overview of where we are now, and I am going to put a link in the chat afterwards to these presentations I'm talking about, because they all were really good summaries of these projects. So the next

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01:25:09.930 --> 01:25:19.639

Sarah Paulus, Multnomah County (she/her): item that happened at the act was, there was a presentation on the I. 205 bus on Shoulder Transit Service Project happening.

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01:25:19.960 --> 01:25:40.749

Sarah Paulus, Multnomah County (she/her): And this is a way to improve transit reliability by having a bus on the shoulder from Sunnybrook Boulevard over to Stafford Road, so Wilsonville over to the Clackamas Town center. So they were walking through the funding that they have for that. And they're hoping to get that up and running by November of this year.

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01:25:40.850 --> 01:26:01.080

Sarah Paulus, Multnomah County (she/her): and the final presentation was on. The new Odor capital investment plan or cip. Odor has some longer term long range planning documents as well as shorter term documents that guide how and when they allocate their funding. But they don't currently have

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01:26:01.080 --> 01:26:25.800

Sarah Paulus, Multnomah County (she/her): that traditional cip which usually focuses on a 5 to 10 year period. So by adding that into sort of their mix it'll be a really good middle ground to kind of bridge the gap from that kind of immediate allocation to the really long term allocation. So they know that they're doing this and going to create a cip. But they're really still in the early stages of developing it. So they

523

01:26:25.840 --> 01:26:51.840

Sarah Paulus, Multnomah County (she/her): are going around to all of the acts in the State and thinking through things like the goals, evaluation metrics, that type of thing. They don't have all the details for that yet. And I don't know if Glenn has anything else to add on that. But it was just kind of a fyi that they're developing this and and sort of a point for feedback. So that's what happened at the act. I'm gonna share a link to the website that has all these presentations. In case anyone wants to dive into any of those details.

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01:26:53.210 --> 01:26:55.890

Commissioner Jones-Dixon: Very great, Glenn, do you want to add at all.

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01:26:56.090 --> 01:27:13.020

Glen Bolen, ODOT (he/him): Oh, thank you. Thanks, Sarah. Great job. I think a couple of things that are reasons behind this effort to go to this capital improvement program. Some people call it a rolling step. We have, you know, an issue where we do all this project scoping, and then

526

01:27:13.170 --> 01:27:20.199

Glen Bolen, ODOT (he/him): some things get built within the next 5 or so years. Some don't have to rescope them, and things change costs go up. And so I think

527

01:27:20.460 --> 01:27:44.610

Glen Bolen, ODOT (he/him): this is intended to be a cost savings kind of initiative like. Don't do much of work. You don't need to do when you're going to do the project, then get all the math and do the project so just doing enough upfront to put it into a list. And and Sarah's absolutely right. You know you, as cities and counties are used to having a project list that goes out for your 20 years. I know it doesn't have that type of thing. We have projects in local plans of projects and rtps. We don't have the same kind of thing.

528

01:27:44.610 --> 01:28:04.410

Glen Bolen, ODOT (he/him): So I think this is a pretty smart formalization, I think, for us should help us with discussing with y'all what kind of things should move forward, and when, because we'll have kind of a more of an inventory of things, we want to do as opposed to just coming out every 5 years and saying, Okay, it's time for the next step. We have these 6 programs, and each one has this much money.

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01:28:04.620 --> 01:28:05.360

Glen Bolen, ODOT (he/him): so.

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01:28:09.290 --> 01:28:12.929

Commissioner Jones-Dixon: Got it. Got it good, any any questions for for Sarah?

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01:28:16.350 --> 01:28:18.900

Commissioner Jones-Dixon: Well, thank you. Drop all done, I mean.

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01:28:19.210 --> 01:28:24.289

Commissioner Jones-Dixon: are we supposed to? Actually, I'll follow up with you regarding the representation on the region. One act?

533

01:28:24.603 --> 01:28:29.090

Commissioner Jones-Dixon: I think it's supposed to be our my office, is it? Or is it supposed to be someone from a Nuttuk.

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01:28:29.740 --> 01:28:59.660

Sarah Paulus, Multnomah County (she/her): So it can be really, anyone from East County in the past. We've had it be an Amc. Member, just so they can help facilitate the connection between the act and a mucktuck like giving these types of summaries. But the East county seat on the act could be an elected official out in East County. So it, yeah, we can. If there's anyone interested, they can definitely reach out to me and we can start moving through the process of what that would look like to add them in.

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01:29:01.270 --> 01:29:07.120

Commissioner Jones-Dixon: We'll share that mayor Stovall. Looks like you're on deck. Jpac. Report, update.

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01:29:07.510 --> 01:29:11.720

Travis Stovall: Absolutely, and as many of you know, the Jpac.

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01:29:11.980 --> 01:29:36.670

Travis Stovall: Committee has been very busy as of late, and a robust discussion. Last month I'll start from the top and just hit our key. Highlights spend a little bit of time on the on the regional flexible funding conversation that we had. So Jpac. Passed resolution 2554, 73 to add funding

for paratransit that that's lyft replacement vehicles to meet the transportation needs of older adults and people with disabilities.

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01:29:36.790 --> 01:29:43.850

Travis Stovall: This funding came from Federal grants. Jpec. Also passed Resolution number 2554, 63,

539

01:29:43.960 --> 01:29:50.729

Travis Stovall: adding funding for the I. 5 rose quarter projects to the 2024, 2027 mtip.

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01:29:50.870 --> 01:30:09.429

Travis Stovall: So that's as many of you know. That's a big project that is on tap to get done. This has 250 million dollars worth of funding, which is only part of the total project cost, and this funding for preliminary work and partial construction for the additional I. 5 Lane and the freeway deck over

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01:30:09.790 --> 01:30:34.400

Travis Stovall: the freeway. The project has won Federal Grants, which has not yet been added to the Mtip. I will say that there was discussion around concerns about the potential for Federal funding based on what's going on at the Federal level with funding across the board, and specifically within the transportation space. Lastly, the Jpac. Passed the Regional Flexible fund allocation

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01:30:34.400 --> 01:30:58.650

Travis Stovall: better known as Rafa step one. A scenario package is recommended for public comment. If you remember, last month we talked about this because it was something that had a lot of parts and pieces to it. There was an adjusted proposal brought forward by Staff to create that created with the help of Metro chair, Gonzalez. This added funds. This added funds to the 80 Second

543

01:30:58.650 --> 01:31:01.470

Travis Stovall: Avenue Fx. Bus

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01:31:01.610 --> 01:31:19.310

Travis Stovall: Bus Rapid Transit and the TV Highway Bus Rapid Transit projects. It also identified funds that partners Portland and Odor, would add to the projects to reach the 30

million for the local match threshold for the future Federal transit grants. This reduced the funding for the

545

01:31:19.310 --> 01:31:47.130

Travis Stovall: Burnside Bridge, Portland Streetcar and Sunrise corridor to 10 million dollars each, with a desire to add another 2.5 million to the sun's Rise corridor. If you're following all of that. So that comes from the future. Rafa step 2 cycles. The public comment period runs from March 26th through April 30, th and there is an online open house that gives background information on Rafa.

546

01:31:47.130 --> 01:32:12.109

Travis Stovall: And again, if you recall last month, we talked about kind of create a balance of funding across all the different projects that were buying for that funding, and it appears that we achieved that, you know, not everybody got exactly what they wanted. But it does feel like I'm trying to recall. I believe the vote and somebody can correct me if I'm wrong here, but I believe the vote was unanimous for those folks who are at the table.

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01:32:12.468 --> 01:32:22.510

Travis Stovall: So if that's incorrect please correct me if I don't recall, I don't necessarily. I don't remember recalling somebody with a with a nay vote. So

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01:32:22.930 --> 01:32:41.670

Travis Stovall: a lot of work was put into that again. Not everybody got exactly what they wanted. And if you recall last month, I said just me. Personally, I said, Yeah, at some point we do need to be effectively funding the sunrise corridor, and it appears those that there were ample funds provided or funds provided

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01:32:41.670 --> 01:33:04.769

Travis Stovall: for that project to move forward, I said lastly, a few moments ago, but this is truly, lastly, just informational items. We have the forthcoming or upcoming Federal surface transportation Reauthorization bill. So there was a brief discussion about the future Federal Reauthorization bill which expires in 2026. This would be a focus for the annual.

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01:33:04.880 --> 01:33:32.310

Travis Stovall: the annual Jpac. Trip to DC. The goal being to meet the Oregon delegation. Talk about their roles on transportation committees and highlight. The other metro area needs. So again, a lot of stuff is going on, and of course we we do have. Elliot rose here in a few moments

giving us the update on what's coming this week. So I'm sure folks got any insights or inputs. Please don't hesitate to let me know if anybody has any questions

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01:33:32.310 --> 01:33:35.449

Travis Stovall: on all the things I just shared. Please let me know. At this point.

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01:33:37.080 --> 01:33:44.720

Commissioner Jones-Dixon: Yeah, let's transition to thank you, Mayor Stonewall. Let's transition to Elliot, and then come back and see if there's any questions. And you guys can tag him.

553

01:33:45.840 --> 01:34:05.773

Eliot Rose (Portland Metro, he/him): Great thanks. Chair Jones, Dixon, Elliott rose metro senior transportation planner here give a preview of the upcoming jpact agenda just a reminder that jpact is Thursday, April 17, th at 7 30 Am. This Thursday, and on the agenda. 1st of all, we have

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01:34:06.770 --> 01:34:16.282

Eliot Rose (Portland Metro, he/him): 2 consent items, besides the usual approval of the meeting minutes, there is a series of Mtip amendments that are focused on

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01:34:17.780 --> 01:34:25.919

Eliot Rose (Portland Metro, he/him): Americans with Disabilities Act requirements and on transit service for people with special needs and disabilities.

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01:34:26.080 --> 01:34:43.630

Eliot Rose (Portland Metro, he/him): And then there is a resolution to adopt the unified planning work program which captures all of the Federal and State funded transportation planning work that's happening in this region over fiscal years 2526,

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01:34:45.390 --> 01:35:11.120

Eliot Rose (Portland Metro, he/him): Then we move into our loan, into our information and discussion items. The 1st one is a big one. It is a public hearing on a regional, flexible, funding allocation that Mayor Stovall just spoke about. In addition to filling out the survey that he mentioned. We also invited members of the public who want to give comment. To come to this instance of jpact and give their comments on

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01:35:11.120 --> 01:35:25.882

Eliot Rose (Portland Metro, he/him): on this project, on the packages that are proposed for funding through these 2 Rafa funding streams directly to Jpac. So that's going to happen at this meeting. And then we have,

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01:35:27.360 --> 01:35:31.839

Eliot Rose (Portland Metro, he/him): 2 different to other information and discussion items.

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01:35:32.490 --> 01:35:58.180

Eliot Rose (Portland Metro, he/him): The 1st is on regional priorities for the Federal surface Transportation Reauthorization Bill. So you just heard from Tom about the State transportation package. I should have mentioned that Metro's lobbyists will also be giving a note a similar note from what Tom gave at the start of the meeting during comments from the chair about the State transportation funding package.

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01:35:58.180 --> 01:36:19.109

Eliot Rose (Portland Metro, he/him): But then we're having a more substantive presentation on an upcoming Federal transportation Reauthorization bill that's followed finally by an item on a presentation on the locally preferred alternative for the Tualton Valley Highway project, which is a big corridor planning project that's now getting underway.

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01:36:19.710 --> 01:36:21.470

Eliot Rose (Portland Metro, he/him): That's the jpacked agenda.

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01:36:23.260 --> 01:36:25.499

Eliot Rose (Portland Metro, he/him): Any questions I can help answer about that.

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01:36:25.890 --> 01:36:33.010

Commissioner Jones-Dixon: Great. Thank you. Thank you. Elliot and Mayor Stovall. Any questions but great.

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01:36:34.488 --> 01:36:43.641

Greg Dirks: Wood Village: There's more. Thank you to Mayor Stovall for the the update, especially around funding for the Sunrise Corridor. As the 4 Area City managers talked about that

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01:36:44.180 --> 01:37:12.449

Greg Dirks: Wood Village: week or so ago, and just felt that that was, you know, for East County. That was probably more beneficial project of the project list that you know that North, South Connector, especially the 1 70 second corridor as it links. You know, Gresham integrated Clackamas County, those industrial areas. It's just interesting. Because then on Friday, I get an email from the county asking for support for earthquake ready Burnside Bridge increasing its 10 million dollar allocation to 25. And I'm just not really inclined to

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01:37:12.490 --> 01:37:34.019

Greg Dirks: Wood Village: support that and also understand the the tension and conflict that you know it's a county project, this East Boulder County Transportation Committee could be seem a little odd supporting a Clackamas County project. But just looking at what could best support the 4 cities. It was kind of felt that Sunrise Corridor has a lot of options and potentials for our community. So I just kind of wanted to talk that out

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01:37:34.760 --> 01:37:36.260

Greg Dirks: Wood Village: and see where that landed.

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01:37:42.340 --> 01:37:50.290

Travis Stovall: So from where I sit I'm I'm not aware of the current request to go from 10 million to 25.

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01:37:52.160 --> 01:37:58.120

Greg Dirks: Wood Village: It came from Taylor Stein Stein Block. I think that's how you pronounce her last name

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01:37:58.727 --> 01:38:03.860

Greg Dirks: Wood Village: on Friday asking for cities to write a letter of support.

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01:38:05.100 --> 01:38:08.959

Commissioner Jones-Dixon: It looks like Allison just jumped on. Are you more? Are you familiar with.

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01:38:10.133 --> 01:38:20.859

Allison Boyd, Multnomah County: I'm not sure if I'm familiar with this particular email. Greg is mentioning, but I know the county has been pushing out information about the public comment.

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01:38:20.860 --> 01:38:42.979

Allison Boyd, Multnomah County: opportunity for both the step, one ruffa projects and the step 2 projects. So we've been putting out posts. We put out emails to our stakeholder lists for the earthquake ready Burnside Bridge Project, just letting people know that there's an opportunity to weigh in on Metro's process of and.

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01:38:42.980 --> 01:38:55.850

Allison Boyd, Multnomah County: you know support if they think funding should be provided to some of these projects. I don't know if we've been specifically talking about an increase, but we do want to make sure that there is.

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01:38:56.060 --> 01:39:08.569

Allison Boyd, Multnomah County: I mean, we, our our original application to the process was for 25 million for the earthquake ready Burnside Bridge. So that's probably what that's referring to as Mayor Stovall was just talking about in that last

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01:39:08.570 --> 01:39:31.970

Allison Boyd, Multnomah County: Jpac. Meeting the kind of allocations to be able to make all the projects fit all the remaining 5 projects fit within the amount of bonding that we're expecting to have available. There was obviously cuts to all the projects the earthquake ready. Burnside Bridge Project was cut to 10 million from our 25 million. Ask.

578

01:39:31.970 --> 01:39:46.429

Allison Boyd, Multnomah County: So there's there's that kind of communication that's been happening. But obviously, you know, just we're putting out there. There's opportunity at the upcoming Jpax meeting to provide testimony to support projects.

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01:39:46.430 --> 01:39:55.509

Allison Boyd, Multnomah County: And there's also the public survey that's out right now. So just getting the word out that there's chances to help fund these projects.

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01:39:58.910 --> 01:40:26.790

Eliot Rose (Portland Metro, he/him): Yeah, can I offer one more? Follow up, Greg. You mentioned what's the status of that decision, or what's that process? And I do want to emphasize that just right now we have a recommendation out for public comment, and then Jpact will be reviewing the public comments and having more discussion before they make the decision. So I just wanted to reassure you that there's there's nothing, no decisions that have been made about funding levels yet that that you've missed out on, or anything.

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01:40:29.540 --> 01:40:31.750

Commissioner Jones-Dixon: That answer your question, Greg.

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01:40:31.750 --> 01:40:40.709

Greg Dirks: Wood Village: I think so. It was just again, you know, I get an email from the county, and it specifically says, support for additional funding from Rafa, because they requested 25,

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01:40:40.820 --> 01:40:43.100

Greg Dirks: Wood Village: and is being considered a 10.

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01:40:44.200 --> 01:40:44.870

Commissioner Jones-Dixon: Got it.

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01:40:46.410 --> 01:40:53.590

Commissioner Jones-Dixon: and am I hearing your concern right? The concern is there. There is no investment, or in the spring water projects. Is that.

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01:40:53.910 --> 01:41:16.959

Greg Dirks: Wood Village: No, it's just, I think, in talking with the the Area City managers which can not trying to put words in their mouth. But that seems to be a project that would better benefit the 4 cities compared to earthquake earthquake ready, Burnside Bridge, not saying that's not an important useful project in terms of if we're trying to advocate for more dollars, and where those dollars may come from, we don't, I don't think, want to risk sunrise corridor for for that project.

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01:41:17.120 --> 01:41:28.512

Greg Dirks: Wood Village: So just all that to say is, I mean, I'm not planning on providing testimony to secure additional funding for earthquake ready Burnside Bridge. But I'm also not writing a letter in support of Sunrise Corridor. So.

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01:41:29.410 --> 01:41:31.520

Commissioner Jones-Dixon: Understood. Thank you. Thank you. Thank you.

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01:41:31.750 --> 01:41:32.959

Commissioner Jones-Dixon: Mayor Stovall.

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01:41:34.360 --> 01:41:36.899

Commissioner Jones-Dixon: Do you have anything to? You're you're off mute, said.

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01:41:37.140 --> 01:42:04.290

Travis Stovall: Yeah, no, I I was just gonna say, I mean, we stand, you know, city Aggresham certainly stands in full support of the the Burnside Bridge and earthquake readiness. We know it's critical. That's a critical material. If anything should happen with an earthquake or any other disaster we, we have to make sure that we've got that connectivity between the east side of the river and the west side of the river, but we also, as as kind of

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01:42:04.290 --> 01:42:18.280

Travis Stovall: as shown in our last Jpac vote. We do support the efforts that need to happen on the Sunrise corridor. So you know again, you know, how do we? How do we balance out the the needs that exist throughout the region.

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01:42:20.290 --> 01:42:22.940

Commissioner Jones-Dixon: So that's that's where we continue to stand.

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01:42:23.870 --> 01:42:24.700

Commissioner Jones-Dixon: Good. Got it?

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01:42:25.220 --> 01:42:28.330

Commissioner Jones-Dixon: Well, thank you. Thank you for representing the region

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01:42:28.720 --> 01:42:38.640

Commissioner Jones-Dixon: on Jp. Thank you both for the report out, we'll we will move on to agency updates, and we will start with Metro. Is that you, Elliot, today or.

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01:42:39.540 --> 01:42:57.998

Eliot Rose (Portland Metro, he/him): Yeah, I'll just give one quick update, since we don't have Councilor Simpson to provide further updates here. And that's it. Metro, received its certification as a metropolitan planning organization which allows us to continue to distributing allows Federal and State funds to continue to flow to the region.

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01:42:58.340 --> 01:43:09.940

Eliot Rose (Portland Metro, he/him): it's normally a really kind of rote step. But, as you all may have seen, we're having staffing cuts at many Federal agencies that review this. So it's a really significant step that we got it done

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01:43:09.940 --> 01:43:28.230

Eliot Rose (Portland Metro, he/him): promptly before those staffing cuts. Further delay important work like this and potentially delay funding flowing to the region. If you had a hand in contributing to that. I know a lot of folks around this table did as they fed in stuff to various metro processes. Just wanted to say, thank you for keeping transportation dollars flowing to the region.

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01:43:28.960 --> 01:43:29.760

Commissioner Jones-Dixon: Thank you.

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01:43:29.900 --> 01:43:30.920

Commissioner Jones-Dixon: Big news.

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01:43:31.810 --> 01:43:34.269

Commissioner Jones-Dixon: Well, let's move on to Odot Glenn.

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01:43:34.780 --> 01:43:59.680

Glen Bolen, ODOT (he/him): Yeah, thank you. Chair. I think we covered a lot of stuff already. I will mention. It's not necessarily East Mulham County, but there are some new, rapid, flash beacons going in every time we talk about arterial safety. It's a big deal, so just let you know 36th and Powell, as one of the places we're putting in a new beacon. This is just east of the high School, a little bit from the area, one at 174th on TV highway.

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01:43:59.680 --> 01:44:08.496

Glen Bolen, ODOT (he/him): and then also Ashford and Tigard on Hull Boulevard. So I think those are, you know, interesting. And then some. So it's

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01:44:09.450 --> 01:44:18.379

Glen Bolen, ODOT (he/him): There's also, you might notice, since you're driving the freeways, there's some new, real real time signage on the market bridge to the twiliger, you know, area that's going on. So you see, construction for that. But that's

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01:44:18.510 --> 01:44:27.569

Glen Bolen, ODOT (he/him): that transportation system management operations that supposedly helps keep traffic flowing except for today.

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01:44:27.790 --> 01:44:28.920

Commissioner Jones-Dixon: Very great. I'll just

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01:44:29.080 --> 01:44:34.359

Commissioner Jones-Dixon: could you speak to Stark Street? I I think you you guys are working with our team as far as signage or.

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01:44:34.880 --> 01:44:41.469

Glen Bolen, ODOT (he/him): I don't have any knowledge, any update. I can do some research. Or is there a specific question? We're looking for.

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01:44:42.346 --> 01:44:46.380

Commissioner Jones-Dixon: Yeah, no, not right now. We'll move on to the next.

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01:44:46.380 --> 01:44:50.411

Glen Bolen, ODOT (he/him): Yeah. After the last meeting I did look through. I someone talked about

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01:44:51.180 --> 01:45:07.469

Glen Bolen, ODOT (he/him): speeding around the bridge construction and for bike routes going up to Women's con Conference Center. It's called up there. Look out! And I did have some conversations with our folks, and actually looked up. The speeds and the speeds are higher than most of us expected. Posted speeds out there.

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01:45:07.670 --> 01:45:11.049

Glen Bolen, ODOT (he/him): So that's probably a pretty valid concern for that cyclist.

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01:45:14.540 --> 01:45:16.860

Commissioner Jones-Dixon: Go to Tom for Portland. Any updates.

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01:45:22.220 --> 01:45:23.000

Tom Bouillion, Port of Portland: Sorry.

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01:45:24.460 --> 01:45:31.650

Tom Bouillion, Port of Portland: nothing super specific from the from the port of Portland. I was trying to find an email. But

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01:45:32.420 --> 01:45:41.870

Tom Bouillion, Port of Portland: this copied on an email relates to the 80 Second Avenue Transit Project which may be of interest to some folks in this group. But

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01:45:42.910 --> 01:45:54.129

Tom Bouillion, Port of Portland: I'll I'll see if I can find the reference to it and put it in the chat. But looks like I believe Trimet was soliciting some input on some design options, such as a

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01:45:54.830 --> 01:46:00.919

Tom Bouillion, Port of Portland: bus only travel lane, for example. So I'll see if I can find that and put it in the chat.

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01:46:02.920 --> 01:46:07.929

Commissioner Jones-Dixon: Good, and we'll move up. Speaking of Trimet, let's move over to think, John.

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01:46:11.110 --> 01:46:20.030

Commissioner Jones-Dixon: if he's still here, probably jumped off Fairview, Tara, or Counselor.

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01:46:22.520 --> 01:46:23.500

E'an Todd Fairview: Go ahead, Sarah!

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01:46:23.500 --> 01:46:30.390

Sarah Selden, City of Fairview (she/her): Oh, I was gonna turn it over to you. I don't have anything. So any updates, you'd like to provide Counselor Todd.

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01:46:30.734 --> 01:46:47.609

E'an Todd Fairview: Just one thing, and if somebody from Odot could make sure I'm understanding right. I had a request from both the operator of the Fairview Fork, and then the owner of Tanny's bakery, which is Inwood village, but a Fairview resident about exploring the possibility of getting there

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01:46:47.670 --> 01:47:03.750

E'an Todd Fairview: getting those 2 things on the exit. 14 freeway sign. There are 2 blank spots. I've found the the rubric for nonprofit versus profit, and but I want to talk to somebody from Ob about Odot about that process before. I then bring it to my

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01:47:04.210 --> 01:47:11.100

E'an Todd Fairview: council for the Fork thing, and you know, figuring out how to go about that. But right now there's 2 national chains.

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01:47:11.599 --> 01:47:17.190

E'an Todd Fairview: one gas station, and then camping at Blue Lake. But there's 2 empty spots on the

628

01:47:17.650 --> 01:47:22.000

E'an Todd Fairview: on the exit, 14 on 80 i. 84, which is the Fairview exit.

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01:47:22.120 --> 01:47:28.489

E'an Todd Fairview: and those 2 people had asked me to follow up. I said, Well, I'll I'll I'll ask. o.at this meeting.

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01:47:29.200 --> 01:47:35.736

Glen Bolen, ODOT (he/him): Yeah, Senator, I are up center. He's got a promotion

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01:47:36.390 --> 01:48:01.130

Glen Bolen, ODOT (he/him): clearly watching public hearings. Earlier today, I did look into this one. And I sent an email, and I thought it went to this whole group. But if not, I can, we resend it. But it's travel, Oregon. It's not Odot. I found out that is, travel Oregon people who do the rest areas and all this kind of thing. I don't know why we're separated, but it has to do something with keeping commerce away from the highway. And they have a pretty basic. It's pretty simple online application process

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01:48:01.130 --> 01:48:09.639

Glen Bolen, ODOT (he/him): process that is based on size. And they just take a fee. So restaurants, basically this advertising. And so they take a fee. Sarah, did I send you.

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01:48:11.040 --> 01:48:29.820

Sarah Paulus, Multnomah County (she/her): Yes, you did. I was just looking back through my email to see what happened with this. I believe you sent me that answer, that it was the Oregon Travel Information Center, and I believe I sent that over to Sarah and Counselor Todd, but I can redo. I can resend it over. So we'll make sure you get that.

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01:48:30.350 --> 01:48:32.810

Sarah Paulus, Multnomah County (she/her): But it's essentially yeah. What? What Glenn just shared.

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01:48:33.470 --> 01:48:34.030

Glen Bolen, ODOT (he/him): So.

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01:48:35.570 --> 01:48:37.970

Commissioner Jones-Dixon: Mayor Snowball. Severe aggression.

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01:48:43.020 --> 01:49:08.040

Travis Stovall: So we've got. We continue to work on 2 significant projects. In the city of Gresham. One is division. So between division between well, 201, st and all the way down to Division I mean 223rd significant widening project there. So as you go through Gresham on that you'll continue to see that work being done. Yeah, we did have to take out a number of trees

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01:49:08.040 --> 01:49:21.020

Travis Stovall: to get this done, but it is a critical project to increase the width of the roads and also increase the active transit access through that area. Of course, going all the way down the hill.

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01:49:21.020 --> 01:49:47.289

Travis Stovall: Actually, I said, 201st Birdsdale, it actually goes down the hill further. So big project there. We're also doing the big project on Cleveland, which historically. I can't remember if it was an Mtip or a Rafa funded project, but the Cleveland between Burnside and Stark has been a long term project on the books to to increase the width of that road. So we've got 2 major.