

WEBVTT

1

00:00:00.520 --> 00:00:01.180

transportation.admin@multco.us: But.

2

00:00:02.080 --> 00:00:17.180

Vince Jones-Dixon: Great, great, great! Good afternoon, everyone again. It's not the morning I got it right this time again. Chair Jones Dixon. We started a few moments ago. Trini just went over the just the opening remarks regarding the mucktuck meeting for this afternoon.

3

00:00:17.380 --> 00:00:28.189

Vince Jones-Dixon: and we will jump into the agenda. Like, as I mentioned. We just went over the welcome. Now we'll go over. Do we have anyone here for public comment or testimony? Sarah.

4

00:00:29.040 --> 00:00:42.880

Sarah Paulus, Multnomah County (she/her): We did not receive any ahead of time. If anyone in the attendees would like to provide public comment. Please raise your hand. I think these are all staff, but we can give it a second, and then you can

5

00:00:43.210 --> 00:00:44.010

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

6

00:00:44.360 --> 00:00:47.750

Vince Jones-Dixon: Okay, perfect

7

00:00:48.210 --> 00:00:55.240

Vince Jones-Dixon: looks like we don't. So we will move on to agenda.  
Item 3. The review and adoption of the May 12th meeting minutes.

8

00:00:56.160 --> 00:00:57.500

Vince Jones-Dixon: Any questions.

9

00:00:57.690 --> 00:01:02.080

Vince Jones-Dixon: or do we have a motion to move forward to approve  
the the meeting minutes from last last month.

10

00:01:09.190 --> 00:01:10.389

Vince Jones-Dixon: to have a motion.

11

00:01:10.890 --> 00:01:17.910

Tom Bouillion, Port of Portland: Do? Just a question. Do we need a quorum to to approve minutes or.

12

00:01:18.840 --> 00:01:46.229

Sarah Paulus, Multnomah County (she/her): I can jump in. It's it's a bit of a unique situation. So I think we're actually good to do the action on the minutes, because Greg can vote as a non elected official on the minutes, but he won't be able to vote on anything else. So I think we're good to go ahead and do the vote on the minutes, and then we might want to jump down and skip the rest of those action items until we see Councillor Todd and Councillor Simpson.

13

00:01:47.510 --> 00:01:49.799

Tom Bouillion, Port of Portland: Thanks move to approve. Minutes.

14

00:01:50.280 --> 00:01:52.600

Vince Jones-Dixon: Great. Can I get a second? You have a second.

15

00:01:56.020 --> 00:01:56.700

Greg Dirks - Wood Village: Second.

16

00:01:57.240 --> 00:02:01.050

Vince Jones-Dixon: Great. Thank you, Greg, all in favor. Say, aye, alright.

17

00:02:01.050 --> 00:02:01.770

Tom Bouillion, Port of Portland: Hi.

18

00:02:02.050 --> 00:02:02.710

Greg Dirks - Wood Village: I.

19

00:02:04.870 --> 00:02:05.440

Vince Jones-Dixon: Thank you.

20

00:02:06.180 --> 00:02:13.450

Vince Jones-Dixon: Minutes passed and adopted. We'll move on to Action item number 4, the safety update with Mary Jo. Anderson from Multnomah County.

21

00:02:13.820 --> 00:02:15.230

Vince Jones-Dixon: Welcome, Mary Jo.

22

00:02:15.230 --> 00:02:25.150

MaryJo Andersen, MultCo (she/her): Thank you so much. I'm Mary Jo, with Multnomah County. I have our safety update. And Trini, did I get it to you in time, or should I share, screen, share.

23

00:02:26.288 --> 00:02:29.390

transportation.admin@multco.us: Princess has it, and she'll present it in just a second. Here.

24

00:02:29.390 --> 00:02:40.639

MaryJo Andersen, MultCo (she/her): Thank you so much. This month. I don't have the fatality report yet. For Metro. So next meeting we'll get hopefully 2 fatality reports

25

00:02:40.780 --> 00:02:50.740

MaryJo Andersen, MultCo (she/her): for the fatal crashes in the previous month. Thank you so much. Next slide oops.

26

00:02:51.190 --> 00:02:53.489

MaryJo Andersen, MultCo (she/her): I didn't change the date on that oops.

27

00:02:57.400 --> 00:03:19.250

MaryJo Andersen, MultCo (she/her): There we go safe routes to school. My colleagues at Gresham, City of Gresham and Bike works have been. We've all been really busy. We've had walk and roll events and community events. The Centennial district safe routes to school coordinator. Ian Reese is moving right along last week we had a traffic

28

00:03:19.500 --> 00:03:41.879

MaryJo Andersen, MultCo (she/her): playground event at the Davis Park in Gresham, and it was a lot of fun. We had bikes and helmet giveaways, not bike giveaways, but we had bike riding helmet giveaways. The Smoothie Blender was out there. We had a pretty good turnout, and even Kgw. Came out and did a little interview with Megan and Peyton, which was on the 11 o'clock news.

29

00:03:42.050 --> 00:03:43.219

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

30

00:03:47.260 --> 00:04:16.899

MaryJo Andersen, MultCo (she/her): There we go. Oh, not quite yet. There we go, the safe streets for all the transportation, safety action plan, the tsap. We are doing our soft launch right now with our phase. 2 engagement. We'll be finishing up all of the materials for it and have a story map and a survey, and we will be doing summer outreach. So on this little chart, we're right there at the beginning of summer end of spring, with our phase 2 of our outreach

31

00:04:17.100 --> 00:04:18.880

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

32

00:04:19.880 --> 00:04:31.350

MaryJo Andersen, MultCo (she/her): for the safer, Sandy oops that was, we're going the other way. But anyway, safer Sandy will bounce back to that one safer, sandy project is also moving along.

33

00:04:32.470 --> 00:04:53.379

MaryJo Andersen, MultCo (she/her): and this is a project on Sandy Boulevard, not in the city of Sandy, and it is between the Gresham boundary where the Boeing plant is, and the end of the sandy boulevard which is at the Walmart, and we have been doing outreach for that project.

34

00:04:53.380 --> 00:05:03.539

MaryJo Andersen, MultCo (she/her): The survey actually closes today. So if you have not done the survey, please do it. Recent outreach was

35

00:05:03.600 --> 00:05:10.490

MaryJo Andersen, MultCo (she/her): previous Saturday at the East County Food Bank, which is at a church in Fairview Smith Memorial Church.

36

00:05:10.940 --> 00:05:18.540

MaryJo Andersen, MultCo (she/her): We went and presented at that it was. It's an amazingly run food pantry. If you haven't been aware of that. It's amazing.

37

00:05:18.700 --> 00:05:44.670

MaryJo Andersen, MultCo (she/her): And then we also did outreach at the Quail Hollow, their resident meeting, and they're a manufactured home community. That's right on Sandy, so we met with them for their coffee and donut session. And then Friday evening we went out to Troutdale for their 1st Friday event, and we're able to talk to folks there for that event as well.

38

00:05:44.790 --> 00:05:51.310

MaryJo Andersen, MultCo (she/her): So now I can pop down into our Tsap program other direction.

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00:05:52.200 --> 00:05:57.340

MaryJo Andersen, MultCo (she/her): There we go, and there we go perfect. Well, we have one. We're missing one slide there

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00:05:57.540 --> 00:05:59.244

MaryJo Andersen, MultCo (she/her): for this particular

41

00:06:01.000 --> 00:06:18.069



MaryJo Andersen, MultCo (she/her): group. There we go for this group, our next meeting in July, Alta, our consultants will be coming to the meeting in July to work on our strategies, projects and performance measures, and then the follow up meeting for them will be in October.

42

00:06:18.400 --> 00:06:34.115

MaryJo Andersen, MultCo (she/her): So what we're doing right now from now. Next slide, please. From now until the end of July. We have a 6 week outreach process. We did sort of a soft launch of it at the

43

00:06:34.910 --> 00:06:48.860

MaryJo Andersen, MultCo (she/her): Friday event in Troutdale, but we did actually talk more about the safer Sandy, because we had a nice big map of safer, sandy available. But these are the events that will be at for our phase. 2 outreach.

44

00:06:48.920 --> 00:07:14.230

MaryJo Andersen, MultCo (she/her): as mentioned on here. The we're trying. We're getting to each city at least once, Troutdale. We did a little bit@firstst Friday, then we'll be next week at Juneteenth in Gresham advanced Park. Then we'll be in Wood Village for wood, village night out, and Fairview on the green, and then Sunday parkways. We're going to do the end. It's at the very west.

45

00:07:14.370 --> 00:07:24.339

MaryJo Andersen, MultCo (she/her): or very yeah, the very east edge of Portland. So we'll be out at Sunday parkways trying to capture folks in for feedback for our safety action plan.

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00:07:24.340 --> 00:07:47.260

MaryJo Andersen, MultCo (she/her): So our survey will be open next Wednesday, June 18, th through July 30.th So that's 6 weeks. It will include a story map, and it'll have what we call cut sheets for each of the 10 priority corridors. So a cut sheet is going to be a map of that corridor and the suggestions that we have

47

00:07:47.260 --> 00:08:15.819

MaryJo Andersen, MultCo (she/her): for possible projects. And they're both potential projects that are in specific locations like a crosswalk or something at a signal, or it can be a broad suggestion, such as lowering speed limit along the whole corridor. So we're just finalizing these 10 cut sheets, and then we'll also be going to Multnomah County's bike. Ped Advisory Committee on Wednesday evening

48

00:08:15.970 --> 00:08:40.870

MaryJo Andersen, MultCo (she/her): to do some work sessions with that group of folks as well. The flyer that I have posted up here. We have it available. It will be available in English, Spanish, Vietnamese, Chinese, Ukrainian, and Russian. So as we move around out in East County. The QR. Code on this will be linked to the survey and the story map.

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00:08:40.950 --> 00:08:47.350

MaryJo Andersen, MultCo (she/her): So that's all I have for this afternoon. Does anyone have any questions.

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00:08:51.990 --> 00:08:59.910

Vince Jones-Dixon: Yeah, I just one question, are we going further east at all, as far as the engagement is concerned? Like Corbett.

51

00:09:00.490 --> 00:09:03.259

Vince Jones-Dixon: corporate community, or looping in the Namco.

52

00:09:03.680 --> 00:09:22.439

MaryJo Andersen, MultCo (she/her): Yeah. So we're not going that far east because this project ends at the Sandy River. It doesn't go into the rural East Multnomah county. It is just the urban East Multnomah County. So we have not reached out there. We don't cover the roads out there for this particular project.

53

00:09:23.670 --> 00:09:26.739

MaryJo Andersen, MultCo (she/her): Really good reminder. Thank you. Any other questions.

54

00:09:30.010 --> 00:09:30.970

Vince Jones-Dixon: All right.

55

00:09:30.970 --> 00:09:31.839

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

56

00:09:31.840 --> 00:09:37.199

Vince Jones-Dixon: Thank you. Thank you, Mary Jo. We are. It looks like we're still not at quorum. Is that right, Sarah?

57

00:09:37.470 --> 00:09:45.120

Sarah Paulus, Multnomah County (she/her): Yes, I don't think I've seen Councillor Todd or Counselor Simpson jump in so what we could do is, I think.

58

00:09:45.400 --> 00:09:47.970

Sarah Paulus, Multnomah County (she/her): items 5, 6,

59

00:09:48.650 --> 00:10:01.560

Sarah Paulus, Multnomah County (she/her): 5 and 6 are action items, so we could jump to Number 7 for the 2025 legislative session update. I think Tom is here and ready to go if Princess can share that legislative session power.

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00:10:02.570 --> 00:10:05.620

Vince Jones-Dixon: All right, Tom, the floor is yours. Welcome.

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00:10:07.090 --> 00:10:13.260

Tom Powers (he/him), Multnomah County: Thank you. Chair Jones, Dixon, Sarah, and thanks, Princess, for putting up the slides. Can everybody hear me? Okay.

62

00:10:13.950 --> 00:10:17.710

Vince Jones-Dixon: I'm always on different equipment here in Salem. So I wanna make sure.

63

00:10:18.160 --> 00:10:19.600

Tom Powers (he/him), Multnomah County: The zoom is working.

64

00:10:20.000 --> 00:10:28.879

Tom Powers (he/him), Multnomah County: Okay? So my name is Tom Powers. You see him pronouns. I'm with Multnomah County government relations here to talk about actual legislation

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00:10:28.990 --> 00:10:33.829

Tom Powers (he/him), Multnomah County: for the 2025 legislative session. It is an actual proposed bill

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00:10:34.380 --> 00:10:49.330

Tom Powers (he/him), Multnomah County: just came today. So this is a very timely update. When we were planning this I wasn't sure there was going to be a bill or not, but thankfully for me, I can come to you all and say that there's a bill, and I feel really good about that. So could we go to the next slide? Please?

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00:10:53.070 --> 00:11:01.370

Tom Powers (he/him), Multnomah County: Thank you so much. So I'm going to get into the bill which is called House Bill 2025 in just a second. But just stepping back

68

00:11:01.740 --> 00:11:11.680

Tom Powers (he/him), Multnomah County: the big picture here the 2025 State legislative session is going on. It's got about 20 days left before it expires.

69

00:11:11.880 --> 00:11:14.270

Tom Powers (he/him), Multnomah County: so it has to be done by June 29, th

70

00:11:14.680 --> 00:11:18.800

Tom Powers (he/him), Multnomah County: so, going as far back as April 3<sup>rd</sup> I think

71

00:11:19.320 --> 00:11:30.709

Tom Powers (he/him), Multnomah County: you'll probably remember a presentation around mid April around the co-chairs of the Transportation Committee, releasing a framework they called it trip, transportation, reinvestment, package.

72

00:11:31.000 --> 00:11:36.299

Tom Powers (he/him), Multnomah County: and yes, or last Friday there was an update to that framework

73

00:11:36.420 --> 00:11:40.879

Tom Powers (he/him), Multnomah County: that had some new numbers, that kind of leaked out to the media. And now

74

00:11:41.220 --> 00:12:02.510

Tom Powers (he/him), Multnomah County: there is a new house, Bill 2025 that's been filed, and it's in the committee now. And I wrote this last week, so I was hoping that there would be a hearings that were posted, and they have been posted. So that's great news that there will be hearings. Tuesday, Wednesday, and Thursday of this week for public testimony on different topics. And I can talk about that a little bit, too.

75

00:12:03.090 --> 00:12:04.770

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

76

00:12:06.560 --> 00:12:10.350

Tom Powers (he/him), Multnomah County: So what are we talking about with the transportation package?

77

00:12:10.490 --> 00:12:22.789

Tom Powers (he/him), Multnomah County: Essentially, it's a reinvestment in Oregon's transportation system across the Board from transit agencies to transportation providers at the State county, and city level.

78

00:12:23.080 --> 00:12:27.739

Tom Powers (he/him), Multnomah County: There are a number of components that are in Oregon State law that

79

00:12:28.170 --> 00:12:46.299

Tom Powers (he/him), Multnomah County: talk about how money is raised into paying for transportation services. It's a very complex funding system, and as a result, legislation to address it is very complex as well. The need for a bill is inherent, because a lot of the statute



80

00:12:46.610 --> 00:12:57.549

Tom Powers (he/him), Multnomah County: that raises money for transportation through taxes and fees are raw numbers. So it's not a proportion or a percentage in a lot of cases. What you'll see is, you know, certain

81

00:12:58.300 --> 00:13:14.869

Tom Powers (he/him), Multnomah County: actual amounts per gallon as a tax or per fee for a driver license, or for a Dmv service. So every, so often, every 8 years. Essentially, there's the need for a transportation package. And so this bill will deal with a fuels tax or a gas tax.

82

00:13:15.110 --> 00:13:28.920

Tom Powers (he/him), Multnomah County: The weight mile tax for heavy vehicles like trucks and fee increases for transportation related services. It will also propose to institute a mandatory road user charge for e-vehicles.

83

00:13:29.680 --> 00:13:32.710

Tom Powers (he/him), Multnomah County: a new vehicle purchase tax, or a transfer tax.

84

00:13:32.830 --> 00:13:37.060

Tom Powers (he/him), Multnomah County: It will increase the payroll tax for transit services.

85

00:13:37.200 --> 00:13:41.320

Tom Powers (he/him), Multnomah County: And then there's a host of other taxes and fees that are involved in this proposal.

86

00:13:41.670 --> 00:13:43.070

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

87

00:13:48.730 --> 00:13:54.989

Tom Powers (he/him), Multnomah County: Okay. So when I last talked, I'm using the same exact slides. But they have different numbers. So

88

00:13:55.210 --> 00:14:12.959

Tom Powers (he/him), Multnomah County: just be aware of the changes in the numbers. So the proposal in House Bill 2025 is for a total of 15 cents in new fuels tax, and that's per gallon. So the way this would break down is that in 2026, if this bill passes and becomes law.

89

00:14:13.390 --> 00:14:18.750

Tom Powers (he/him), Multnomah County: In 2026 there would be an increase of 10 cents in the gas tax per gallon of gas

90

00:14:18.870 --> 00:14:22.079

Tom Powers (he/him), Multnomah County: in 2028, that would be 5 cents per gallon.

91

00:14:22.300 --> 00:14:29.680

Tom Powers (he/him), Multnomah County: I think I don't have that number exactly right. It should be point 0 5 per gallon. So the total would be point 1 5

92

00:14:30.443 --> 00:14:40.070

Tom Powers (he/him), Multnomah County: and that would mean we're going from 40 cents a gallon for the state tax to eventually 55 cents per gallon, and then starting in 2029

93

00:14:40.360 --> 00:14:47.810

Tom Powers (he/him), Multnomah County: that number would be tied to inflation, so it would go up proportionally with the inflation amount

94

00:14:48.980 --> 00:14:50.410

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

95

00:14:54.370 --> 00:15:05.089

Tom Powers (he/him), Multnomah County: So last time I actually brought you numbers on the proposal. The framework there were increases for the vehicle, registration fee for the vehicle, title, fee.

96

00:15:05.570 --> 00:15:08.370

Tom Powers (he/him), Multnomah County: and for the weight mile tax for heavy vehicles.

97

00:15:08.570 --> 00:15:12.360

Tom Powers (he/him), Multnomah County: vehicle registration, fee, increase of \$50

98

00:15:12.880 --> 00:15:29.619

Tom Powers (he/him), Multnomah County: and a \$70 increase to the vehicle title fee. So these numbers are a little bit lower than what we saw in the proposal framework from April. But they're still pretty substantial increases that would help to find transportation agencies.

99

00:15:29.770 --> 00:15:39.859

Tom Powers (he/him), Multnomah County: The White Mile tax does not have numbers proposed in the bill right now, but they are doing a number of things with the taxation of heavy vehicles

100

00:15:40.000 --> 00:15:59.190

Tom Powers (he/him), Multnomah County: moving to a more, they say, simplified way to tax Diesel, and going from 80 different ways to tax on the weight mile to maybe a dozen, so simplifying that while hopefully not losing too much of the revenue. That local jurisdictions in the State. Rely on

101

00:15:59.560 --> 00:16:00.820

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

102

00:16:03.030 --> 00:16:23.290

Tom Powers (he/him), Multnomah County: So the interesting development with a the sales new vehicle sales tax or a transfer tax is what it's being called in the bill. This is a new policy of a transfer tax. That would be a 2% fee or tax on new vehicle sales. So if you buy a new car, 2% of the price would be

103

00:16:23.430 --> 00:16:27.699

Tom Powers (he/him), Multnomah County: text into this new revenue stream.

104

00:16:27.980 --> 00:16:33.419

Tom Powers (he/him), Multnomah County: and then 1% for used vehicle sales. If the vehicle is over \$10,000 in price.

105

00:16:33.730 --> 00:16:38.439

Tom Powers (he/him), Multnomah County: this would be a new revenue stream, and it would be dedicated to the safe streets.

106

00:16:40.230 --> 00:16:55.589

Tom Powers (he/him), Multnomah County: safe, safe routes for Schools program, the great streets program as well as major projects, and it lists out a couple of the major projects, but the 2 it really calls out in specific are the I 5 rose quarter project and the i 2 0 5, Abernathy bridge

107

00:16:56.090 --> 00:16:57.530

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

108

00:16:59.610 --> 00:17:10.519

Tom Powers (he/him), Multnomah County: Road user charge. There's a lot in the bill around making the Orgo road user charge a mandatory program for electric vehicles and plug in hybrid vehicles

109

00:17:10.819 --> 00:17:13.690

Tom Powers (he/him), Multnomah County: that would start in 2026

110

00:17:14.140 --> 00:17:37.249

Tom Powers (he/him), Multnomah County: plug in hybrids are gonna have to come into the program, too. We're trying to determine whether non Plugin hybrids are gonna have to be a part of this. It looks from my reading of the bill like it maybe does not include them at this point. So we're gonna keep an eye on that but the upshot is that the road user charge would be created so that it would be a transition period. So you'd be moving.

111

00:17:37.350 --> 00:17:48.309

Tom Powers (he/him), Multnomah County: you know, as vehicles become more efficient or become mostly electric, you know, in the coming decades there would be a replacement revenue stream of the road. Use charge versus the fuel tax.

112

00:17:49.053 --> 00:17:59.649

Tom Powers (he/him), Multnomah County: And they're pricing this at a proportion of the gas tax. So you know, if you're driving a gallon's worth of gas. You would be taxed the same amount.

113

00:17:59.940 --> 00:18:06.939

Tom Powers (he/him), Multnomah County: you know, proportionate to what you would have been paying if you were driving a gas powered vehicle, and you're driving an E vehicle.

114

00:18:07.100 --> 00:18:11.830

Tom Powers (he/him), Multnomah County: So they're going to figure that out and the numbers will start to plug into the State highway fund

115

00:18:12.300 --> 00:18:13.530

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

116

00:18:18.440 --> 00:18:28.830

Tom Powers (he/him), Multnomah County: Okay, and then fleet. So they're also in in the road. Uses charge sector applying a fleet charge. So if you have a medium duty

117

00:18:29.292 --> 00:18:51.247

Tom Powers (he/him), Multnomah County: mostly electric fleet. They're gonna start charging mileage rates, lower registration fees for these vehicles as well, but trying to capture some of the cost that especially electric fleet vehicles are having on the roads. If they're not using gas, they're not paying into the gas tax. They don't pay the same weight mile tax that the heavy trucks pay. So trying to get

118

00:18:52.410 --> 00:18:56.390



Tom Powers (he/him), Multnomah County: some of that revenue captured.  
This is a new policy, and we'll we'll see how it goes

119

00:18:56.660 --> 00:18:58.210

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

120

00:19:00.780 --> 00:19:05.790

Tom Powers (he/him), Multnomah County: Okay, this was a big sticking  
point in the release of the framework a couple

121

00:19:06.020 --> 00:19:12.950

Tom Powers (he/him), Multnomah County: of months ago. So currently,  
the State Transportation Improvement Fund stiff

122

00:19:13.400 --> 00:19:24.540

Tom Powers (he/him), Multnomah County: supports transit services  
across the State and connecting transit districts. Right now it's  
funded through a payroll tax of point 1% of an employee's wages or  
earnings.

123

00:19:24.910 --> 00:19:27.949

Tom Powers (he/him), Multnomah County: So there was a lot of talk  
around how the Transit

124

00:19:28.060 --> 00:19:34.469

Tom Powers (he/him), Multnomah County: Advocacy group wanted a point 5% tax or an increase of 0 point 4%.

125

00:19:34.690 --> 00:19:52.569

Tom Powers (he/him), Multnomah County: So what is in what is proposed in House Bill 2025 is an increase of 0 point 2%. And so the tax after it's phased in over a few years would be 0 point 3% of an employee's wages, and that would go to fund transit services through stiff

126

00:19:53.280 --> 00:19:54.690

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

127

00:19:58.650 --> 00:20:01.050

Tom Powers (he/him), Multnomah County: I think we're on the next steps.

128

00:20:02.900 --> 00:20:30.059

Tom Powers (he/him), Multnomah County: Okay? So the bill was released today. I don't know if I'm allowed to put stuff in the chat for this meeting, but if I am, I could link to it. Okay, great thanks, Sarah. So I'll just link there if you want to see a copy of the bill. It's posted on Oregon Legislative information system or Olis. So you can

go there. That's where you can also find information around public hearings and testimony. You can upload written testimony, all that stuff

129

00:20:30.380 --> 00:20:56.359

Tom Powers (he/him), Multnomah County: some of the updates around differences from the previous bill I've already talked about, but there is not a tire tax in this proposal. I know I had talked about a possible 3% tire tax that was released in the trip framework in April that has not been included in this bill. There are also minor changes to privilege tax and a different vehicle use tax. So it's different than the transfer tax.

130

00:20:56.742 --> 00:21:18.330

Tom Powers (he/him), Multnomah County: There's a lot of other minor policy things and some major policy things as well around odot accountability. Still vetting all that stuff because it's 102, page, Bill. It's 160 sections, and I haven't read all of them yet. So we're working on that I know folks across the county and across the State are reading the bill right now.

131

00:21:18.924 --> 00:21:24.979

Tom Powers (he/him), Multnomah County: But they're gonna start having hearings starting tonight with an informational hearing

132

00:21:25.320 --> 00:21:33.050

Tom Powers (he/him), Multnomah County: tomorrow Tuesday June 10, th at 5 Pm. There will be a public hearing that's focused on Odot accountability

133

00:21:33.490 --> 00:21:49.020

Tom Powers (he/him), Multnomah County: and major projects such as I, 5 rose quarter Abernethy Bridge, etc. Then on Wednesday at 4 pm. Just to mix it up a little bit different time. There will be a hearing that is on active transportation, transit

134

00:21:49.170 --> 00:22:10.890

Tom Powers (he/him), Multnomah County: and rail, and then finally, on Thursday, June 12, th at again 4 Pm. That day there will be a public hearing on maintenance operations and sustainability, not sustainability, preservation. So kind of the nuts and bolts funding our transportation system to make sure that our roads are safe and other transportation

135

00:22:11.290 --> 00:22:13.580

Tom Powers (he/him), Multnomah County: needs are just addressed through.

136

00:22:14.130 --> 00:22:16.779

Tom Powers (he/him), Multnomah County: You know. What we would say is the needed funding.

137

00:22:17.290 --> 00:22:19.410

Tom Powers (he/him), Multnomah County: Could I get the next slide, please?

138

00:22:23.150 --> 00:22:40.350

Tom Powers (he/him), Multnomah County: Okay, so as of tomorrow, there will be 19 days left in the legislative session. I just talked about the hearings. This is a tax Increase Bill. Many taxes are in play here. That means you need more than the normal majority. You need 3 fifths in each Chamber, 3 fifths in the House, 3 fifths in the Senate.

139

00:22:40.938 --> 00:22:51.159

Tom Powers (he/him), Multnomah County: There's also been some recent connection of the transportation package to changes in climate policy that's become a little less clear. This week. So

140

00:22:51.430 --> 00:22:58.490

Tom Powers (he/him), Multnomah County: there hasn't been any sort of proposal on climate policy or anything like that. So we're kind of waiting to see if that materializes or not. But

141

00:22:58.660 --> 00:23:18.000

Tom Powers (he/him), Multnomah County: now this package is kind of connected to another thing. So we'll see how that affects the

transportation package. But you know, this week is really all about the hearings, all about getting public testimony out there. And really just understanding this proposal and any possible changes to it that are going to be proposed. And

142

00:23:18.310 --> 00:23:24.429

Tom Powers (he/him), Multnomah County: I think that is it for my presentation. I don't know if there's time for questions, but I'm available. If so.

143

00:23:24.430 --> 00:23:31.200

Vince Jones-Dixon: Yeah, we do. We do have a couple of minutes for for questions. Thank you, Tom. For the presentation. Any questions for

144

00:23:31.350 --> 00:23:32.889

Vince Jones-Dixon: for Tom from anyone.

145

00:23:35.340 --> 00:23:37.190

Vince Jones-Dixon: Greg, I'll pass it to you.

146

00:23:37.190 --> 00:23:54.280

Greg Dirks - Wood Village: Just a quick question. Don't know if you know, because it's a big bill, but on the used car tax I can see if you buy it a dealer, how that could work. But if someone buys from a private party buys out of State buys online, do you have a sense of how that will be taxed, collected, and otherwise paid.

147

00:23:56.110 --> 00:24:05.610

Tom Powers (he/him), Multnomah County: That is a great question, Greg. I had thought the same thing. I know that tax compliance and tax administration are very, you know serious and challenging

148

00:24:05.850 --> 00:24:21.860

Tom Powers (he/him), Multnomah County: pieces of the revenue conversation. I don't know if they've involved the department of Revenue or Odot in that. Specifically, that's a great question that I really hope will come up during the hearings. They're doing a walkthrough of the bill tonight at 5 pm.

149

00:24:21.920 --> 00:24:39.699

Tom Powers (he/him), Multnomah County: So I'll be watching that. But I don't know if they're going to get that detail oriented but yeah, anytime there's a new tax there's particularly when it's a kind of peer to peer sale. Ensuring that has collection at some point, it will be very important. So

150

00:24:40.068 --> 00:24:45.780

Tom Powers (he/him), Multnomah County: that's a great question, and I'll try to follow up with you. If I get any insight into how they're gonna do that.

151

00:24:45.780 --> 00:24:47.270

Greg Dirks - Wood Village: Awesome. Thank you. Appreciate it.

152

00:24:49.330 --> 00:24:51.599

Vince Jones-Dixon: Great Mr. Higgins Jay.

153

00:24:51.930 --> 00:25:03.299

Jay Higgins, Gresham: Yeah, thanks. Chair, Tom, do you? So it looked like the weight for the like medium. The light duty delivery vehicles was 10,000 and higher

154

00:25:03.430 --> 00:25:18.549

Jay Higgins, Gresham: is that intended to capture things like Amazon's Rivian vans, because it looks like those come in just under that weight a limit. And I wasn't sure if that was a person like a specific carve out that, or if it was just sort of like, happened to be. They picked. They picked a weight.

155

00:25:20.090 --> 00:25:42.489



Tom Powers (he/him), Multnomah County: That's a great question, Jay. I was not familiar with the weight of the Rivians. But I'm glad somebody is, because, yeah, that's the kind of thing you want to look out for. To make sure that the policy as intended, which was definitely the intention to include electric delivery vehicles, such as Amazon Rivian deliveries, that they would be included, because that that's been advertised

156

00:25:42.650 --> 00:25:49.810

Tom Powers (he/him), Multnomah County: as a selling point, like a feature of that fleet delivery delivery fleet road usage charge.

157

00:25:50.000 --> 00:25:52.849

Tom Powers (he/him), Multnomah County: So that's a great thing to

158

00:25:53.160 --> 00:25:57.110

Tom Powers (he/him), Multnomah County: you. Kind of run up the chain and see if they have an answer to that question, and

159

00:25:57.420 --> 00:26:03.389

Tom Powers (he/him), Multnomah County: you know whether there's some other mechanism that they intend to capture for that revenue for those vehicles specifically.

160

00:26:05.640 --> 00:26:07.989

Vince Jones-Dixon: Thank you, Tom Greg, back to you.

161

00:26:08.120 --> 00:26:23.790

Greg Dirks - Wood Village: Yeah, just that 10,000 to 26 is, I think it's a Federal dot weight classification for vehicle. So I think I believe that's where that weight range is coming from. So then, anything of 26,000 and over is considered the heavy duty, and then you've got your medium duty under 10,000 light duty.

162

00:26:24.630 --> 00:26:29.210

Greg Dirks - Wood Village: So I wasn't aware of what Rivian fans way. But that's where the range comes from.

163

00:26:29.930 --> 00:26:31.130

Vince Jones-Dixon: Got it. Great.

164

00:26:31.350 --> 00:26:31.960

Vince Jones-Dixon: Thank you.

165

00:26:31.960 --> 00:26:33.980

Tom Powers (he/him), Multnomah County: Yeah, and we'd have to see whether that would

166

00:26:34.220 --> 00:26:54.849

Tom Powers (he/him), Multnomah County: you know whether they would qualify in the light ruck the word usage charge that's being implemented through this bill. If it passes, or if they would qualify under the medium, or if, because it's not a passenger vehicle and it's light, it wouldn't qualify there either. So I think that'll be one of those unintended consequences. Things we want to make sure

167

00:26:55.060 --> 00:26:56.539

Tom Powers (he/him), Multnomah County: get some eyes on.

168

00:26:59.190 --> 00:27:03.830

Vince Jones-Dixon: Okay, great. Thank you, Tom Greg. Any additional questions for Tom.

169

00:27:05.630 --> 00:27:12.540

Vince Jones-Dixon: Alright. Thank you again for the presentation and the update, Tom. We greatly appreciate it. Good to know that we're moving. Moving this forward.

170

00:27:13.166 --> 00:27:25.640

Vince Jones-Dixon: We will move back to action. Action item number 6, the safe streets for all Grant letter of support. I believe we're receiving the presentation from Allison, Boyd and Jay Higgins and Welcome Vice Chair, Todd.

171

00:27:28.370 --> 00:27:48.950

Allison Boyd, Multnomah County: Thank you. Chair. So we have an opportunity to go after some more grant funding for our safety priorities. So we wanted to give you a bit of an update on that, and also see if the committee would like to submit a letter of support to go as part of that application.

172

00:27:48.950 --> 00:28:11.439

Allison Boyd, Multnomah County: So this is actually the 4th round of 5 years of funding that was set aside at the Federal level for the safe streets for all Grant program and that program. The application period is open right now and is closing at the end of June, and

173

00:28:11.440 --> 00:28:40.089

Allison Boyd, Multnomah County: Metro has actually offered to put in a regional application that will include projects from around the region into this Grant application period. So with the safe streets for all funding, we actually applied for that in the 1st round that they put out and got that funding. And that's what has been funding our Transportation Safety Action Plan Project that we've been coming to you all about. So it's a great opportunity.

174

00:28:40.090 --> 00:29:04.670

Allison Boyd, Multnomah County: We are looking to work with Metro as they pull together another application this year, and they're looking to do planning and demonstration projects that would include projects for ourselves in East County, Portland, Tigard and Beaverton. Right now. They're looking at a total Grant application that would probably be around 3 million.

175

00:29:04.790 --> 00:29:22.519

Allison Boyd, Multnomah County: All of the agencies right now are still working on kind of refining the details of what their application would be, and the cost estimates for that. So as we get closer to that application deadline, we'll have it all pulled together. But right now, at the time of this meeting. We're still working out some of those details.

176

00:29:22.770 --> 00:29:48.270

Allison Boyd, Multnomah County: But the county and Gresham have actually been coordinating with Metro for a little bit on what we could apply for. And so we're looking at a portion of the Grant application to be focused on East County and to be helping us move forward. Some of the strategies that we are seeing come out of the current Safety Action Plan work

177

00:29:48.270 --> 00:30:11.810

Allison Boyd, Multnomah County: that we're doing. So, you know, we've finished the analysis portion. We finished the 1st phase of public input. So we have a lot of ideas that are coming out, and some of those are matching up with the criteria for the planning and demonstration components. So what we've been thinking about is requesting funding for a package of activities that would

178

00:30:11.810 --> 00:30:16.500

Allison Boyd, Multnomah County: focus on developing a speed management strategy.

179

00:30:16.590 --> 00:30:39.570

Allison Boyd, Multnomah County: This would allow us to kind of dive in a little bit deeper than what we've been able to get into with our initial planning project here. You know we've we've seen the data, and we've heard a lot of the concerns about speeding in East County, and we're starting to pull together actions on that, and you'll hear more about that next month at our meeting. But I'm not sure we're going to be able to get into the level of detail of having

180

00:30:39.570 --> 00:31:02.559

Allison Boyd, Multnomah County: all the implementation kind of steps laid out for us. And so this grant, we would be kind of developing that strategy and being able to get into more of the logistics and next steps and kind of that agency coordination that would be needed to work through some of the things that we're seeing with speed management, so that would include being able to work with our law enforcement agencies in more depth and just kind of

181

00:31:02.560 --> 00:31:13.690

Allison Boyd, Multnomah County: be able to to dive in a little bit more on exactly where some of these fee management strategies would need to be implemented and and things of that nature.

182

00:31:13.850 --> 00:31:36.210

Allison Boyd, Multnomah County: We're also looking to pair that kind of planning and agency coordination work with an education campaign. So being able to do more focused public education in East County on safe speeds. And you know, really being able to kind of set that up as ongoing outreach that we can be doing.

183

00:31:36.290 --> 00:31:45.325

Allison Boyd, Multnomah County: And then the other thing that we would be able to pair that with is some demonstration projects where we can really evaluate to see if

184

00:31:45.660 --> 00:32:06.540

Allison Boyd, Multnomah County: you know, these are effective solutions for speed management in East County with that kind of context of the specific streets that we're trying to address in East County, and also pairing that with like the education and seeing. If, if you know, with both of those things happening, are we making any progress and kind of changing behaviors through both kind of

185

00:32:06.600 --> 00:32:10.869

Allison Boyd, Multnomah County: the different interventions we can do say, for like

186

00:32:10.960 --> 00:32:24.010

Allison Boyd, Multnomah County: infrastructure, with like some traffic calming as well as kind of understanding, speed limits, and being able to kind of work on that behavior side of things as well.

187

00:32:24.330 --> 00:32:48.600

Allison Boyd, Multnomah County: So what we're kind of, we're still working out some of the details on what those demonstration projects would look like. And I think even just the locations specifically of the demonstration projects. We'll be figuring out after we get the funding and have done some of that additional analysis that I was talking about as part of the strategy. But what we're looking at is like being able to use like speed feedback signs and variable message boards

188

00:32:48.600 --> 00:32:57.279

Allison Boyd, Multnomah County: to be able to reinforce that education campaign. We're looking at, you know, locating those in places that

189

00:32:57.280 --> 00:33:21.510

Allison Boyd, Multnomah County: we've been finding in our planning work are the most dangerous locations for speeding, and that might also be an opportunity to align that kind of education and pointed locations with future potential for introducing automated enforcement through speed cameras that we'd hope to maybe be able to

190

00:33:21.700 --> 00:33:45.220



Allison Boyd, Multnomah County: pursue down the road. And so that kind of education phase, getting the community ready for that kind of new type of speed enforcement would be something that we could look at through this project. And then we're also looking at the potential for some temporary traffic calming features that we could also evaluate to see how those are affecting speeds.

191

00:33:45.938 --> 00:34:12.500

Allison Boyd, Multnomah County: So what we're as you can see we're still trying to nail down some of those details because we have a lot of ideas. But what we're looking at is maybe requesting something around 500,000. There is a 20% local match. And you know, as we get a better cost estimate, for, like the equipment and labor costs. We'll have a little bit more refined cost estimate for that.

192

00:34:12.610 --> 00:34:36.490

Allison Boyd, Multnomah County: But yeah, we think this would be a great opportunity. Next year there'll probably be another round of this grant funding, and we'll be eligible after we adopt our action plan to go after implementation category of the grant which would let us actually do some permanent construction of safety improvements. So this is a good opportunity for us to kind of.

193

00:34:36.840 --> 00:34:48.970

Allison Boyd, Multnomah County: Do a little bit more homework. Do some more education, try out some different ideas and evaluate them to see if those are a good match with our safety action plan work?

194

00:34:50.069 --> 00:34:50.870

Allison Boyd, Multnomah County: So

195

00:34:51.903 --> 00:35:01.520

Allison Boyd, Multnomah County: I can let Jay jump in with any other thoughts on like what we're working on here. But overall, we just wanted to bring you up to speed.

196

00:35:01.630 --> 00:35:26.429

Allison Boyd, Multnomah County: and the pun is intended there on what we've been considering for the grant. See if you have any feedback or thoughts on what you know we should be including in that proposal. And then, if you'd like to, we have a draft letter of support that you could approve that we'd be able to include in that application package when everything's finished up.

197

00:35:27.460 --> 00:35:31.460

Allison Boyd, Multnomah County: So I don't know, Jay, did you have anything to to add that I missed anything.

198

00:35:31.460 --> 00:35:38.100

Jay Higgins, Gresham: No. Nope, I think you got it all. Yeah, we're we're really close, because we are. You know, we are applying very shortly here, Metro.

199

00:35:38.340 --> 00:35:40.650

Jay Higgins, Gresham: Why, putting the applications? That's good news.

200

00:35:40.900 --> 00:35:41.460

Allison Boyd, Multnomah County: Yep.

201

00:35:41.920 --> 00:35:56.029

Allison Boyd, Multnomah County: yeah. And it's it's very great that Metro is offered to put in this application for us. It really makes for a stronger application we found in the 1st round to have that kind of regional coordination, and to show how all the communities are working together.

202

00:35:58.790 --> 00:35:59.790

Vince Jones-Dixon: Good, good.

203

00:35:59.950 --> 00:36:06.910

Vince Jones-Dixon: Any any questions regarding us drafting a letter of support, or supporting the letter that's been drafted.

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00:36:10.180 --> 00:36:10.920

Allison Boyd, Multnomah County: And.

205

00:36:11.250 --> 00:36:11.860

Vince Jones-Dixon: Go ahead!

206

00:36:12.550 --> 00:36:21.741

Allison Boyd, Multnomah County: I was just gonna say, I forgot I was gonna bring up the letter on the screen, or we can put it a link in the chat. So do you have the link to the dropbox.

207

00:36:23.820 --> 00:36:26.169

Allison Boyd, Multnomah County: If you'd like to see what we've drafted.

208

00:36:26.950 --> 00:36:28.730

Vince Jones-Dixon: Please. If you could bring it, pull it up. That'd be great.

209

00:36:28.730 --> 00:36:31.530

Allison Boyd, Multnomah County: Yeah, okay.

210

00:36:31.530 --> 00:36:37.410

Sarah Paulus, Multnomah County (she/her): Okay, yeah. I think I just sent a link in the chat that should get everyone into the dropbox, but maybe pulling it up as well.

211

00:36:40.980 --> 00:36:44.380

Allison Boyd, Multnomah County: Oops. I don't think that's the right screen. Hold on.

212

00:36:50.080 --> 00:36:58.720

Vince Jones-Dixon: While Allison is pulling that up. Are there any questions, Craig? Tom, Councillor Lemmy?

213

00:37:00.180 --> 00:37:01.440

Vince Jones-Dixon: If I share Todd

214

00:37:04.700 --> 00:37:05.530

Vince Jones-Dixon: alright

215

00:37:16.630 --> 00:37:19.020

Vince Jones-Dixon: right great! Great.

216

00:37:21.560 --> 00:37:25.110

Vince Jones-Dixon: Anyone opposed to us, signing on to the letter.

217

00:37:30.080 --> 00:37:34.740

Vince Jones-Dixon: And, sir, do we have to vote in order to move?  
Move this action item forward.

218

00:37:35.680 --> 00:37:53.870

Sarah Paulus, Multnomah County (she/her): That's completely up to you. If you want to vote. If you would like to take a formal vote, you have quorum, you can do the motion, and then we can take that back and sign this letter as part of our Grant support. But taking the vote is up to the group here.

219

00:37:54.180 --> 00:37:58.989

Vince Jones-Dixon: Okay? And then, when is the letter due? Is that next next month, or when.

220

00:38:00.250 --> 00:38:15.059

Allison Boyd, Multnomah County: The whole Grant application is due. I believe it's the 27.th If I have my dates right. Metro is bundling things up sooner than that, though. So if we can get something to them in the next week. But yeah, I couldn't wait until next month's

221

00:38:15.350 --> 00:38:24.260

Allison Boyd, Multnomah County: meeting. Unfortunately. So that's why we're kind of jumping ahead and having you do this letter of support before we finalize the application.

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00:38:24.400 --> 00:38:29.680

Vince Jones-Dixon: Understood. I'll give folks about a minute to review, and then I'll call for a motion. Thank you.

223

00:38:52.890 --> 00:38:53.630

Vince Jones-Dixon: Okay.

224

00:38:54.120 --> 00:38:58.150

Vince Jones-Dixon: Do we scroll up to the second, that's

225

00:39:28.110 --> 00:39:39.579

Vince Jones-Dixon: and can we put forward a motion? And I can reach out to Mayor Stovall and Councilor Simpson and Mayor Campos just to make sure that they're comfortable with it before moving forward.

226

00:39:40.594 --> 00:39:42.600

Vince Jones-Dixon: And would it be appropriate to

227

00:39:43.930 --> 00:39:46.650

Vince Jones-Dixon: move forward with action? Item, with that caveat?

228

00:39:47.030 --> 00:39:47.790

Vince Jones-Dixon: Sure.

229

00:39:48.190 --> 00:40:01.810

Sarah Paulus, Multnomah County (she/her): Yeah, you can definitely do that. You have a quorum here today. To. You could get the vote from the folks here. And then, if you want to follow up with those other members before we sign this, we're happy to do that as well. So.

230

00:40:01.810 --> 00:40:02.910

Vince Jones-Dixon: Okay, got it?



231

00:40:02.910 --> 00:40:10.649

Greg Dirks - Wood Village: And I can follow up with Mayor Rios Campos directly, and I don't. I don't see why he'd be opposed to this, but I'll I'll follow up directly.

232

00:40:10.820 --> 00:40:12.590

Vince Jones-Dixon: Great? Do we have a motion.

233

00:40:15.050 --> 00:40:16.290

Tom Bouillion, Port of Portland: Move, to approve.

234

00:40:16.760 --> 00:40:18.270

Vince Jones-Dixon: Thank you, Tom. A second.

235

00:40:24.370 --> 00:40:26.239

Vince Jones-Dixon: Can I have a second.

236

00:40:27.160 --> 00:40:28.020

E'an Todd: Second.

237

00:40:28.840 --> 00:40:32.580

Vince Jones-Dixon: Thank you. Vice chair, Todd, all in favor. Say aye, or raise your hand.

238

00:40:33.180 --> 00:40:33.960

Tom Bouillion, Port of Portland: I.

239

00:40:34.620 --> 00:40:37.349

Vince Jones-Dixon: Hi by share. Todd.

240

00:40:37.530 --> 00:40:38.240

E'an Todd: All right.

241

00:40:38.680 --> 00:40:44.999

Vince Jones-Dixon: Hey? Looks like passes, thank you, and I'll follow up with Mayor Snowball on that.

242

00:40:45.730 --> 00:40:46.810

Allison Boyd, Multnomah County: Thank you.

243

00:40:47.010 --> 00:40:47.310

Vince Jones-Dixon: Right.

244

00:40:47.680 --> 00:40:56.939

Vince Jones-Dixon: and we are going to save agenda. Item 5. Regarding Councilor Simpson to. We're going to bounce that to next next month. He's traveling

245

00:40:56.950 --> 00:41:18.049

Vince Jones-Dixon: this afternoon, so he's unable to be with us, and we will move on to Agenda. Item 8, and thank you, Allison and Greg and Mr. Higgins, for your for your work on this. That's extremely helpful. As far as the letter of support. We'll move on to Agenda. Item 8. Gresham transportation system. Plan update Jay Higgins.

246

00:41:20.440 --> 00:41:24.719

Jay Higgins, Gresham: Great. Thank you. Chair. Let me just get my screens ready here.

247

00:41:32.780 --> 00:41:37.549

Jay Higgins, Gresham: Learn that there's a secret trick to get this all to work, so if I can get that one shared

248

00:41:45.260 --> 00:41:46.060

Jay Higgins, Gresham: down.

249

00:41:47.690 --> 00:41:51.650

Jay Higgins, Gresham: Okay, I think you have my title slot great.

250

00:41:52.547 --> 00:42:18.609

Jay Higgins, Gresham: So good afternoon. I just want to give you a brief update about our transportation system plan update that we've been working on and I was last year in November of 2024. So we've made some good progress. And so today, I'm just gonna kind of recap where we're at with the schedule overall. Talk about some of the update pieces that we're working on. And then, the last little bit of the next steps.

251

00:42:18.690 --> 00:42:44.720

Jay Higgins, Gresham: you may remember or may not remember. But this is a minor transportation system plan update under the current rules from the state around system plan updates and what we need to include our transportation system plan is 10 years old. So you know, it's about time we got around to some kind of a big update. We've been doing little updates along the way when we've had different plan areas that needed

252

00:42:44.720 --> 00:43:00.969

Jay Higgins, Gresham: adjustment. Or we've made some like we did an active transportation plan. And we've we've wrapped all of those kinds of things in, so we haven't been totally neglectful. But it is exciting to be closing in on the end of our project and really getting a lot closer to bringing this plan into the 21st century.

253

00:43:02.438 --> 00:43:24.439

Jay Higgins, Gresham: So here's the project schedule, you know. We started back in actually like April of 24, and we did a whole bunch of community outreach last summer. We attended a lot of community events really trying to get out the message about you know, what? What are the values that people want to capture around our 4 main themes, which are safety, safety, equity.

254

00:43:25.466 --> 00:43:44.330

Jay Higgins, Gresham: emerging technologies and climate. And so we're saying, well, around those. You know. What? What do you? What resonates with you? What's important to you? Throughout the fall we really were identifying the priorities within our policies, like what policy updates were really needed. And we worked with some community groups getting some input on that.

255

00:43:44.440 --> 00:44:00.309

Jay Higgins, Gresham: And then this past winter, we've been digging through all of our projects, and the consultant teams been sorting them and comparing them and updating our cost estimates and really trying to figure out, you know what what projects are aligning with the things we heard from the community. And so we did a prioritization process.

256

00:44:00.490 --> 00:44:23.149

Jay Higgins, Gresham: And now we're finally into the end of spring 25, and we've got this. We're closing in on a draft plan. So that's the exciting part is we'll share this draft plan. Our different chapters and then kind of have a final bit of revision before we take it to our planning commission and Council later this year, maybe even adopted by the end of 2025

257

00:44:25.013 --> 00:44:35.489

Jay Higgins, Gresham: and then, you know, these are pretty standard chapters in in Tsp, but you know so I'll go through each of them in. In brief, just to kind of let you know what we're thinking about the kind of the highlights.

258

00:44:37.670 --> 00:44:40.612

Jay Higgins, Gresham: There we go there. It's going.

259

00:44:41.342 --> 00:45:07.250

Jay Higgins, Gresham: you know. Chapter one is always about sort of, you know, like, what are your guiding tenants? You know. What's your vision for your community? You know. What is it that you're working towards in your goals as well as you know. What's the regulatory framework you work under. And so, you know, this time we were working under the climate friendly and equitable communities rules that were updated to include a whole bunch of more guidance around how your transportation system plan

260

00:45:07.250 --> 00:45:20.940

Jay Higgins, Gresham: works, how how it analyzes your projects, what needs to be included. So we're excited to be able to be as aligned with that as possible. As we came right into this like, first, st right out of the gate, we need to start following those rules.

261

00:45:23.350 --> 00:45:47.520

Jay Higgins, Gresham: click, there we go. And then chapter 2, of course, always covers your existing conditions. You know. What's the populations of your city? And you know, where do people travel to? Where are they trying to get to, and how do they move around? What's your mode split? Do you have a well connected system across your different modes, or is it really challenging for people to use one mode or the other, and we focused a lot here on like, what's our safety?

262

00:45:47.520 --> 00:46:02.040

Jay Higgins, Gresham: What do we know about that? When what's our equity? So here as a great way, we've been able to collaborate with Multnomah County's Transportation Safety Action Plan. This is one of the maps that was created for that because they did such a nice deep dive on the crash analysis.

263

00:46:02.040 --> 00:46:27.729

Jay Higgins, Gresham: And so we're able to just bring that right into the Tsp and say, Well, this is what we know about the Gresham part of that plan, and, as you can see, you can pretty easily see the major arterials here. 181, st you know, going north, south, and then Burnside headed kind of East west there, and those are identified,

you know, by Metro as high injury corridors, and of course, re-identified in our plan as important places to be focused in on safety.

264

00:46:29.410 --> 00:46:33.640

Jay Higgins, Gresham: So that's our example for Chapter 2. And of course, we go into lots of other details as well.

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00:46:33.740 --> 00:47:02.309

Jay Higgins, Gresham: Oh, and I did. I included equity as well. So, using again using some of the work that Alta was doing with the Transportation Safety Action Plan. We really combined like, what does it look like when we've got some information from Metro as well as information from the justice? 40 initiative from the Federal Government to think about where are the disparities in our population? And then how does that line up with the projects that we have proposed.

266

00:47:05.640 --> 00:47:22.169

Jay Higgins, Gresham: and then, chapter 3, I skipped over because there's really nothing to show there. It's it's a lot of, you know, keeping track of how your intersections are handling your traffic. So it's not quite as exciting in picture form. But we are updating a little bit around what we know about chapter 3 as well.

267

00:47:22.290 --> 00:47:36.120



Jay Higgins, Gresham: But chapter 4 is a big one for us. This is a lot of revision like I mentioned, we spent a lot of time talking with the community. And with our advisory committee about policies. And we're again really focused in on climate, safety, equity and emerging technologies.

268

00:47:37.870 --> 00:48:00.640

Jay Higgins, Gresham: And I talked about all of these back in November. So I'm not going to go into much detail about them. But just to remind you that you know again in equity, we're really trying to think, how can we embed this into our whole plan? And what are the different steps we can take there and then? What are the actions that come out of those policies that are really going to try and remove burdens, you know, focus in on our prioritization and repair those past harms

269

00:48:02.130 --> 00:48:23.520

Jay Higgins, Gresham: and safety we're bringing forward as vision 0 and complete streets policy. So these are new for Gresham. And it's gonna really, I think, align us with what the work of mucktuck has been doing, and with the county's tsap. And so we're all going to, I think, end up in the same place, which is, you know, super important, because we do so much collaboration here in East County.

270

00:48:25.810 --> 00:48:48.929

Jay Higgins, Gresham: Gresham worked on a climate action plan, and we identified some really good sort of steps that need to be taken. You know what are the actions the city can do to be working on reducing vehicle miles traveled. That's also a requirement from the State is that we're thinking about, how do we encourage other trips? People have other options. So that was a big part of our policies work here making sure that's integrated

271

00:48:50.750 --> 00:49:16.930

Jay Higgins, Gresham: and then emerging technologies. You know, there's lots of new ways to travel around. They've had sort of their like hot moments in in transportation work, but we know that a lot of them are here to stay, and we want to make sure that people are safe when they're doing it. And we want to make sure that they do actually provide options for people so that they can get around the city. So we created some emerging technology policies. And one of the actions is really to dig deeper into that in the future.

272

00:49:19.680 --> 00:49:47.289

Jay Higgins, Gresham: And then, chapter 5, you know, we look at all of the different ways people travel, all the modes and all the things related to transportation, like travel, demand management, and our parking management. Thinking about like our our transportation system management operations, which is very like electronic signals, E-work, like bus transit signal priority type stuff. And so we work on that all through Chapter 5, and I'll give you a brief example. So here's our pedestrian plan.

273

00:49:47.290 --> 00:49:50.290

Jay Higgins, Gresham: you know, showing that we have all these great multi-use

274

00:49:50.290 --> 00:50:04.399

Jay Higgins, Gresham: paths that are planned. And then, you know, of course, the hope is that we have all these, you know, streets that

really have sidewalks on them. That's what our standards are built for, and we have a lot of crossings where all of you can see all the little pedestrian crossing signs there.

275

00:50:04.670 --> 00:50:16.020

Jay Higgins, Gresham: But we really want to be working in the future because we're, you know. Do we have enough crossings? Are they in the right places getting down to a slightly more level of detail. So we call that out in our in our planning work.

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00:50:18.490 --> 00:50:25.900

Jay Higgins, Gresham: All right, I'm gonna jump forward here to Chapter 6, where? We really start talking about our project lists and then implementation.

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00:50:25.900 --> 00:50:48.879

Jay Higgins, Gresham: So we did a 1st pass of prioritization again, thinking through our equity criteria, our walkability locations, all these important things. And we got a project list that was pretty lopsided. It really focused in on pedestrian and bicycle projects and really pulled out a couple of really high cost corridor and intersection projects.

278

00:50:49.180 --> 00:51:01.099

Jay Higgins, Gresham: When we talked to the community what we heard from them is they really wanted us to be doing smaller projects like

do more smaller projects don't just do one or 2 giant projects over the next. You know. 10 to 20 years.

279

00:51:01.566 --> 00:51:17.199

Jay Higgins, Gresham: We also. Then we're able to change our projections for how the funding is going to be accounted. So we were able to add in a few more grants, which does push up our kind of bucket of money that we can assume will get built in the next 20 years.

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00:51:17.710 --> 00:51:30.440

Jay Higgins, Gresham: And so we were able to when we revised our project list again, thinking about that, how can you do more smaller projects? And how can you? And then, with this higher dollar figure, which is always exciting to have a guess at higher dollars.

281

00:51:30.440 --> 00:51:54.120

Jay Higgins, Gresham: We've got a lot more projects. And that helped us in a couple of ways. One, here's 2 examples on this left side is all of our street projects, our corridors, which is like building out medians, building out planter strips and wider sidewalks. None of these are really capacity projects, but they're very focused in on adding what's extra around the edges to make it a complete street.

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00:51:54.410 --> 00:52:13.059

Jay Higgins, Gresham: and then on the right is the intersections, which are some again, signals, work and kind of timing work, bus

priority type projects, but also some safety issues for pedestrians like leading pedestrian intervals, helping people get into the Crosswalk safely before vehicles move.

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00:52:13.450 --> 00:52:29.249

Jay Higgins, Gresham: and we were to spread those out more. So we ended up with more projects at a lower dollar cost average. So they have an average lower dollar cost, but really spread the projects out across the city and see some advances for what we think will really help with safety and equity.

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00:52:30.860 --> 00:52:53.399

Jay Higgins, Gresham: And then examples, for, like our, this is the the left side is our pedestrian side. We've got crossing projects and sidewalk, large sidewalk gaps. And then the right side is our bike network. So again, you see that we've got lots of these smaller projects. You know, these are adding in like more Rfbs or replacing an Rfb. With a pedestrian hybrid beacon which actually comes to a full red stop.

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00:52:53.400 --> 00:53:03.139

Jay Higgins, Gresham: So those are the kinds of things that we wanted to highlight and make sure got into our plan. And then this, the bike routes is all of our local Greenway routes. And again it

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00:53:03.290 --> 00:53:08.540

Jay Higgins, Gresham: from our prioritization equity climate. You know, these, these things really helped

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00:53:08.710 --> 00:53:15.179

Jay Higgins, Gresham: push forward options for bicyclists. So we're hoping that that will also get funded in the future.

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00:53:17.280 --> 00:53:36.720

Jay Higgins, Gresham: And then just the last little bit on kind of implementation. Again, we know it's not just about building infrastructure. There's a big part of our transportation system that really requires, you know, outreach education, making sure that people are, you know, acting safely when they're out there providing people some options around micro mobility and our scooters and bikes.

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00:53:37.014 --> 00:53:50.540

Jay Higgins, Gresham: And then there's a technology guidance section. If we're thinking through. You know, these future technologies that could be coming online like more curb management and doing some automated vehicles. You know, how do we evaluate that and see if that's really helpful for the city?

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00:53:53.730 --> 00:54:00.640

Jay Higgins, Gresham: And then next steps we have public outreach. This is our final round. As I mentioned, we're gonna be mid June to mid July.

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00:54:00.640 --> 00:54:23.959

Jay Higgins, Gresham: and we are out for Juneteenth is kind of our big event, since we're only out there for part of the summer, we're getting some great help from Playgro learn, and from bike works helping to activate that event. You can go out and ride a bike on on Juneteenth if you want to swing by. We've got some bikes and helmets for people to use, and some guided rides.

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00:54:24.660 --> 00:54:40.410

Jay Higgins, Gresham: That's that's that's the bonus pitch. I think it's gonna be a fun event. And then just to mention again. We're we're doing some. We'll do this round of outreach last bit of refinement. And then at this point we're still thinking that we'll be adopting by the end of 2025,

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00:54:43.530 --> 00:54:46.640

Jay Higgins, Gresham: all right, and I will stop there.

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00:54:47.760 --> 00:54:50.629

Jay Higgins, Gresham: Oh, stop sharing! There we go.

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00:54:50.890 --> 00:54:56.600

Vince Jones-Dixon: Okay, okay, great. Thank you. Thank you. Jay. Any questions for jay

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00:55:00.610 --> 00:55:01.590

Vince Jones-Dixon: at Greg.

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00:55:01.880 --> 00:55:30.550

Greg Dirks - Wood Village: Yeah, I'm not being shy today. Don't know what it is. It's good topics. Thanks, Jay, for that. Clearly, there's been a lot of great work, and you know, certainly, while St. Gresham focus the regional approach. And you know, I'm thinking about the East Metro Connections plan, which is, I can't remember if I was adopted in 2010, or 2012. But we're pushing 15 years, and I'm wondering as you're wrapping up your plan, and if your other cities will need to do updates to their slash the county, because all of our roads are county roads. If, like an East Metro connection, plan is 2.0

298

00:55:30.700 --> 00:55:43.319

Greg Dirks - Wood Village: wouldn't be a value of benefit, because I know that really helped bring into light. You know, some regional works and regional projects that enhance the whole system. I don't know if that's really been brought up or or thought of at this level.

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00:55:45.197 --> 00:55:52.390

Jay Higgins, Gresham: You know, we haven't thought about that. You know we include it because you know, the I think one thing it made clear was.



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00:55:52.751 --> 00:56:20.769

Jay Higgins, Gresham: You know, the freight routes right? So that really answered the question around freight routes, especially since several of them went through Gresham and then other cities in East County. The it did highlight a lot of projects, right that were needed, the coordination that's needed. So many of those are still on the books. They haven't been completed yet. But yeah, I don't know. I think that might still be a good question for us to talk over Allison and and kind of other staff from the cities to think about.

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00:56:20.770 --> 00:56:40.930

Greg Dirks - Wood Village: Yeah. Cause I'm just thinking as we go after what will still be constrained. You know, State and Federal dollars for these projects that seem to be a very nice alignment tool that put everyone on the same page and brought resource to the area in a very positive way without oh, crush was fighting for these dollars. Counties fighting for these dollars. Oh, these cities have their pet project. It just seemed to kind of

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00:56:41.030 --> 00:56:42.710

Greg Dirks - Wood Village: coalesce everything.

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00:56:44.460 --> 00:56:49.319

Vince Jones-Dixon: Yeah, it's a good call. Love it, love it.

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00:56:50.271 --> 00:56:52.029

Vince Jones-Dixon: Any other? Any other questions?

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00:56:55.460 --> 00:57:19.540

Vince Jones-Dixon: If not, we will move. Move on. Thank you again. Jay, love to love the little note about the autonomous vehicles like I said, going to San Francisco a couple months ago was crazy, seeing them all over the place. So our interesting wasn't crazy. Thank you. Again for the presentation. Great update. We will move on to agenda. Item 9. The East County strategy update with Emily Bauer and Chris Damjin.

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00:57:19.680 --> 00:57:29.159

Vince Jones-Dixon: We had opportunity to hear the presentation last week. I've been following this work even during my time on city Council and Emily we met years ago, like almost 10 years ago.

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00:57:29.789 --> 00:57:46.020

Vince Jones-Dixon: My 1st introduction was when we were doing community engagement work in Rockwood, so very much looking to this presentation can't get enough of it. Thank you both for convening and the work that you're that you're doing around economic development and bringing us together here in East Multnomah County. We will pass it on to you, Emily.

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00:57:46.470 --> 00:57:56.470

Emily Bower, Port of Portland: That's great. Thank you so much for the introduction. Commissioner John Stickson. I just want to say we are grateful for your time and your

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00:57:56.470 --> 00:58:25.299

Emily Bower, Port of Portland: showing up at the East Multnomah County summer social that was really focused on this economic development roadmap. So we appreciate you and your time and many of you on this screen, I see, are very familiar to the task force, and so I apologize for the redundancy. But I'm so excited about this work. My co-creator here. Chris Damien is on line as well. We're big advocates and promoters, so we love talking about it so hopefully. You don't get tired of hearing.

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00:58:25.300 --> 00:58:26.035

Emily Bower, Port of Portland: Yes.

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00:58:27.123 --> 00:58:42.819

Emily Bower, Port of Portland: I'm gonna just quickly introduce myself. I'm Emily Bauer. I'm a senior manager with the port of Portland. I lead the partnership and properties development with Chris here, so I'm going to go ahead and introduce him, and we're going to jump into the roadmap. After that.

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00:58:43.680 --> 00:59:04.870

Chris Damgen | Port of Portland: Yeah, thanks, Emily, real quick, Chris Damien, with the port of Portland and a mucktuck alum, as I

like to say. So, I fancy seeing a lot of familiar faces and names, and even Councilor Lemi from Troutdale, my previous stop for many years. It's good to see you and Dakota from Troutdale as well. We really appreciate your time, and I hope it's worthwhile.

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00:59:06.310 --> 00:59:10.179

Emily Bower, Port of Portland: Okay, I'm gonna go ahead and share my screen.

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00:59:10.915 --> 00:59:13.140

Emily Bower, Port of Portland: Let's see one moment here.

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00:59:21.660 --> 00:59:27.380

Emily Bower, Port of Portland: Alright, Chris, can I get a thumbs up if you're seeing the roadmap. Okay. Fantastic, great.

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00:59:28.250 --> 00:59:29.999

Emily Bower, Port of Portland: I'm gonna go ahead. And

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00:59:32.480 --> 00:59:54.409

Emily Bower, Port of Portland: there we go, all right for those of us. I think many are familiar with the port of Portland. But this is kind of my opening reach, for you know we have a lot of touch points

across the region. So at the core. The port builds prosperity for the region through 3 major engines that includes travel, trade, and economic development.

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00:59:54.410 --> 01:00:02.560

Emily Bower, Port of Portland: We operate 3 airports and 3 marine terminals, and beyond planes and ships, we develop 6 business parks across the region supporting thousands of jobs.

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01:00:06.010 --> 01:00:14.439

Emily Bower, Port of Portland: and our East. Our work in East Multnomah County has really evolved over the last couple of decades in about, and what we'd like to simplify it in 3 chapters.

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01:00:14.450 --> 01:00:35.939

Emily Bower, Port of Portland: really, starting with our aviation routes, we purchased the trout debt report in the 19 forties. It was a natural entry point into aerospace and aviation business, and then, as we moved into the early 2 thousands, we started to look at business parks and environmental stewardship. How do we think about remediating large lands, large industrial land

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01:00:35.940 --> 01:00:47.820

Emily Bower, Port of Portland: and turning those into vibrant job business parks. So we with Trip, many of you familiar with the Trottell Reynolds Industrial Park, we remediated 700 acres

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01:00:47.820 --> 01:01:10.789

Emily Bower, Port of Portland: of the old Reynolds Aluminum superfund site into a thriving park, and then we invested about 200 acres into Gresham Vista during the 2011 downturn, and this is where many of you may be familiar with on semiconductor as the anchor. And these projects brought hundreds of jobs and improved wetland mitigation opportunities and gave the region a meaningful economic boost.

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01:01:10.790 --> 01:01:28.619

Emily Bower, Port of Portland: And so we think about our 3rd chapter in this iteration of where the port is. And this is really about a people. 1st approach, you know, I heard Jay talking about, you know, how do we make sure that the outcomes of our investments really show up in meaningful ways to communities across our region, particularly in our sub region

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01:01:28.780 --> 01:01:52.410

Emily Bower, Port of Portland: that really is meaningful and impacts their lives on the day to day. So this is really about focusing beyond just infrastructure. But bringing together the jobs, the mobility, the housing, and the inclusion piece. And so it's great to be able to present to you today. So while our ports footprint in East County has grown. And so is our mindset. So we're really excited to be leading this work.

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01:01:52.930 --> 01:01:57.669

Emily Bower, Port of Portland: The strategy is about building a shared roadmap for an inclusive economic development.

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01:01:58.020 --> 01:02:21.449

Emily Bower, Port of Portland: a strategy in East County. The goal is invest with intention. We want to make sure. Economic growth reflects the priorities of the people who live here to work here today in our role for the poor, we're simply conveners. The roadmap belongs to all of us, and it's been co-created by many of you on this call. It's not just about those projects, but it's about our shared progress together.

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01:02:23.730 --> 01:02:48.819

Emily Bower, Port of Portland: So really quick. This is just kind of backing up a little bit. In 2,003 we started with our discovery stage. We really jumped into the community, showing up at festivals, having one on one conversations and talking with many of our partners to make sure we're not being redundant, and that our intention again, was really to focus on what are the gaps. And where can the port sort of help build the momentum and the opportunities for economic development in East County?

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01:02:48.870 --> 01:03:14.439

Emily Bower, Port of Portland: So right now, we're moving from that engagement phase which, with the discovery phase, was really that kind of coalescing with the community. The engagement phase was really building a steering committee, building a project charter and a vision that really set the foundation for the roadmap. So that engagement now into alignment is really the action piece of this. This is where we start implementing the good work of the collective group over the next couple of years.

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01:03:15.130 --> 01:03:18.830

Emily Bower, Port of Portland: And so now, while we're aligning through implementation.

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01:03:19.340 --> 01:03:47.639

Emily Bower, Port of Portland: we want to just give you a quick kind of you know what's happening in East Multnomah County. What's changing in the economic landscape, and it's rapidly changing while Portland's population is declining East. Multnomah County is growing 9,000 people. In the last 5 years 25% of the population speaks a language other than English and rising income. Household incomes are rising and poverty is slowly decreasing. Right? We're making some progress. But there's still more to be made.

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01:03:47.800 --> 01:04:14.880

Emily Bower, Port of Portland: 35, yeah, 35,000 businesses are supported by 555,000 jobs, especially in healthcare, transportation, manufacturing, and construction. And this is a well positioned region. We have the jobs opportunity. We have the housing growth. And we have that diverse population. So it's really about the right investments and the right resources to serve this growing population.

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01:04:16.100 --> 01:04:37.089

Emily Bower, Port of Portland: Education attainment shows both need and potential. The area has a high percentage of residents without a high school diploma and a lower rate of bachelor's degree compared to the broader region. But there's notably a higher rate of residents with some college or associate's degree which aligns really well with the local job growth and construction, manufacturing, transportation, and warehousing.



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01:04:37.090 --> 01:04:47.529

Emily Bower, Port of Portland: So, in short, the workforce is here to support key industry sectors, and there's a real opportunity to build on that foundation with targeted training and pathways to upward mobility.

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01:04:49.190 --> 01:05:17.380

Emily Bower, Port of Portland: East Multnomah County has a lot going for, I think, as you all know, who work and live in this area, and there's a lot of business potential. So sites here offer strong energy, infrastructure, easy access to I-5, and proximity to key economic centers, all of which make it a really great place to invest you add, in our community amenities and the quality of life. And you've got a region that's not just practical, but it's livable. People want to live in this area.

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01:05:17.800 --> 01:05:25.510

Emily Bower, Port of Portland: And just as important, there's a real collaborative spirit across jurisdictions and sectors. And so we're really excited about that momentum right now.

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01:05:27.750 --> 01:05:38.049

Emily Bower, Port of Portland: So if we distill our findings, we have a findings report. If anyone's interested in that, that is looking, it looks at 6 essential focus areas that can help us close that economic gap.

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01:05:38.350 --> 01:05:59.289

Emily Bower, Port of Portland: These elements guide the recommendation in the roadmap. And they're designed to support the coalition. So just to note a couple, education and training equals talent and income growth. So right, if we can really strengthen those career pathways between K and 12 schools to industry. We can better align those programs with employer needs.

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01:05:59.340 --> 01:06:12.719

Emily Bower, Port of Portland: And then to your all. The work that you all do on the day to day is transportation equals access to opportunity. Right? So how are we working across jurisdictional lines, prioritizing projects that are not constrained by city boundaries

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01:06:12.720 --> 01:06:41.499

Emily Bower, Port of Portland: and really helping each other in identifying priority funding to really bolster those projects and make them happen outside of just those city limits. Inclusive growth requires intentional collaboration. We all know that jobs are important, but we also know that the services for families like childcare and housing are really critical. So how are we thinking about those investments as we think about job recruitment and opportunity.

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01:06:42.850 --> 01:07:10.560

Emily Bower, Port of Portland: So with that we have the roadmap right? We shared this at the social that Commissioner Jones Dixon was at, and I think several others. We're really excited about the vision that was crafted by the steering committee and adopted. We all operate under the same coalition kind of Project charter and moving these projects forward. And so we're going to speak to a little bit about how these Coalition members

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01:07:10.660 --> 01:07:18.180

Emily Bower, Port of Portland: are moving from steering committee to Coalition right. And these members now continue. We have about 15 to 20 participants on the regular.

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01:07:18.560 --> 01:07:32.079

Emily Bower, Port of Portland: and we're going to be hosting quarterly meetings. And each of these quarterly meetings are really focused on. How are we solving for these priority projects that Chris is going to speak to in just a short bit?

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01:07:34.110 --> 01:07:38.830

Emily Bower, Port of Portland: And at this point a short bit is now actually, Chris, I'm gonna go ahead and pass it over to you.

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01:07:39.480 --> 01:08:00.270

Chris Damgen | Port of Portland: Thanks, Emily, and we did see the note from Commissioner Jones Dixon on the chat. We will bring you that link here momentarily in the background. We'll work to get that

link to you. The report is online and the findings report is a little bit more of a technical document, and we'll be happy to share it out with Sarah for for the group. But we do have the roadmap document available.

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01:08:00.822 --> 01:08:21.810

Chris Damgen | Port of Portland: So to the methodology and several of you on this call were in the room over a couple of meetings, where we got out big plots and take took a look at just across the 4 city area and tried to figure out what are the projects that we really think are not only important to you as a jurisdiction or as a group, or

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01:08:22.020 --> 01:08:42.729

Chris Damgen | Port of Portland: as another entity that is involved in East County affairs. But where do you think you might be able to support? And you know some of these projects are locational based, but some of them, maybe, are more programmatic. They're more issues related that don't necessarily tie to geography, but might potentially reside in in a place that that is shortlisted and compelling.

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01:08:42.740 --> 01:09:11.510

Chris Damgen | Port of Portland: And so our jurisdictional partners brought out about 50 different locations in about 12 to 15 larger ideas that were not geographically tied, and we went through a series of refinements to identify and shortlist projects that we think really could move the dial regionally, and one that we could hit the ground running with. Once we've developed the roadmap report. So we looked at 3 general criteria items. We looked at taking the inventory and the pulse of people who were in the room.

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01:09:11.510 --> 01:09:17.850

Chris Damgen | Port of Portland: the change makers who who could help move projects. And why are they important?

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01:09:18.000 --> 01:09:43.950

Chris Damgen | Port of Portland: We looked at inclusive development, criteria, that considered environmental leadership. It also included inclusive development factors to consider census, tract, data and all and so forth. And then we also looked to see which projects. What do we know about them? Do they have a running start? Has there been previous work or initiative behind it, or is it just compelling on a map. And maybe we just haven't gotten enough information.

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01:09:43.950 --> 01:09:52.100

Chris Damgen | Port of Portland: So we went through a matrix exercise and we went through a couple of iterations, and we landed next slide, please, Emily.

351

01:09:54.300 --> 01:10:13.870

Chris Damgen | Port of Portland: And we landed really on 3 that we thought were ready to advance, and we could get moving on as we developed the report. And that's not to say that the others that were shortlisted are not important, or that they were not good enough. It just meant that we feel like these 3 potential projects for what we know right now.

352

01:10:13.920 --> 01:10:37.709

Chris Damgen | Port of Portland: and who we have in the room have the best chance to demonstrate progress, and that other projects can also come up once we develop our muscle memory for implementation and moving prioritization. So the 3 that we have highlighted here are in the heart of East County. They are physically all in Gresham, but also tied very closely to all 4 cities. They include

353

01:10:37.770 --> 01:10:49.009

Chris Damgen | Port of Portland: campus efforts at semiconductor and advanced manufacturing programming at Mount Hood Community College, which most of you all of you know where that is. With some programmatic efforts to support

354

01:10:49.130 --> 01:11:05.149

Chris Damgen | Port of Portland: and connect efforts with K. Through 12 and industry. We also had the Vance Vision Master Plan and Gresham Vista, Lot 11, which is actually a port on property. I'll speak to each of these 3 here, a little bit more in detail here with the next slide.

355

01:11:08.970 --> 01:11:21.550

Chris Damgen | Port of Portland: So with regard to the semiconductor conversation at Mount Hood, which obviously is now writing some nice momentum with the bond passage, and so forth. Dr. Skari and her cabinet have convened

356

01:11:21.820 --> 01:11:39.340

Chris Damgen | Port of Portland: well over 2 dozen stakeholders across industry, but also from the K through 12 cte coordination system, as well as the local jurisdictions. And this is really a terrific effort at silo busting and enabling conversations to to provide some connective tissue. And how do we advance

357

01:11:39.420 --> 01:11:53.929

Chris Damgen | Port of Portland: these 2 critical industries in East County? How do we develop that bright ecosystem where kids coming up through middle and high school can get into cte programs, discover the opportunities that exist with the existing industries

358

01:11:54.160 --> 01:11:58.089

Chris Damgen | Port of Portland: in East County and associated industries in the region.

359

01:11:58.250 --> 01:12:03.149

Chris Damgen | Port of Portland: And how do we do a better job of connecting that through? So that has been a very compelling group.

360

01:12:03.510 --> 01:12:21.809

Chris Damgen | Port of Portland: It's been riding on the coattails, obviously of some major policy prioritization of the semiconductor industry, but it also applies to advanced manufacturing as well, so one to keep a tie with, and one certainly where there could be campus level impacts to mount a community college

361

01:12:21.810 --> 01:12:34.460

Chris Damgen | Port of Portland: for the purpose of people in this room. Given that, this is a transportation group, I think one thing that came up also was accessibility and transit ability to get to Mount Hood Community College. And just in the 2 years we've been underway with this work.

362

01:12:34.570 --> 01:13:03.700

Chris Damgen | Port of Portland: We've noticed already a series of improvements with transit accessibility. There's been service improvements. There's been an extension of Line 25 down Gleason Street to connect also with Reynolds High School to the college. These these are connections that didn't previously exist, or they were certainly not as intuitive. And so that's an example of partnerships from Trimet and from others that and from the work of the East County folks through the connections plan of really trying to develop

363

01:13:03.790 --> 01:13:12.439

Chris Damgen | Port of Portland: that network, to be supportive of these efforts, and how people can access their jobs, access their training, and get to and from home

364

01:13:14.018 --> 01:13:15.470

Chris Damgen | Port of Portland: next slide, please.



365

01:13:17.280 --> 01:13:23.519

Chris Damgen | Port of Portland: With regards to advanced vision. This is a Multnomah County sponsored project, so near and dear to

366

01:13:23.800 --> 01:13:42.060

Chris Damgen | Port of Portland: our Multnomah County colleagues. Here also started with previous Commissioner Lori Stegman and her chief. Vance has a long history. Several of you on this call maybe recall meeting at the Eon facility, which is right there in the middle of the image there off 190.th That's the

367

01:13:42.190 --> 01:13:56.400

Chris Damgen | Port of Portland: Transportation Division headquarters. It is a large county owned site within the yellow boundary contains currently an existing park along the 1 80 second corridor operated by the city of Gresham.

368

01:13:56.470 --> 01:14:11.540

Chris Damgen | Port of Portland: Then there is a large pit area which is effectively the quarry that was used for aggregate material for county roads for a number of years, and then, of course, the transportation sites along 190th at the building and the annex.

369

01:14:11.590 --> 01:14:41.180

Chris Damgen | Port of Portland: So several years ago the county really went through some large scale, high level planning community engagement efforts and said, What could we do here? What can we do to make this place more compelling, and the next slide will show the example of the results of this. And that is the vision plan that was developed. So this image actually flips north where north is now on the bottom of your screen. But it imagined this larger area to be potentially partitioned into 3 areas.

370

01:14:41.798 --> 01:14:46.900

Chris Damgen | Port of Portland: I'm going from backwards. Letterwise C, which is the current park site, would become a housing

371

01:14:47.020 --> 01:15:08.869

Chris Damgen | Port of Portland: location. B would be turned into a potential regional park and amenity feature that would actually use some of the contours of the pit to some strategic advantage, and then a imagines a redevelopment of the 1 90th corridor into something akin to more job and employment creation opportunities along there to help

372

01:15:09.000 --> 01:15:11.240

Chris Damgen | Port of Portland: improve potential

373

01:15:12.900 --> 01:15:35.690

Chris Damgen | Port of Portland: well, tax revenue, perhaps for the city of Gresham. It would also hope to thread some better connective tissues with the surrounding neighborhoods, and maybe look to

leverage some of the nearby partnerships and property developers to see if there are linkages between what their needs are, and how that site could be developed. So very compelling site immediately to the south of Gresham, south of Rockwood.

374

01:15:35.730 --> 01:15:50.060

Chris Damgen | Port of Portland: and scored very highly on our list, and then the 3rd site that we have highlighted here is one that Emily and I know very well, but all of you know very well it is right in the heart of East County at 2 23, rd and Gleason

375

01:15:50.950 --> 01:16:05.820

Chris Damgen | Port of Portland: we call it Lot 11. And here's kind of a bird's eye view of it. It is a flattish 7 acre site right across the street from Wood village town center, where the Fred Meyer is catty, cornered from Fairview village.

376

01:16:05.820 --> 01:16:24.150

Chris Damgen | Port of Portland: and across also the street from the Walgreens and that small shopping center in Gresham, tremendously compelling site. It is the one site in the ports portfolio that is not industrially zoned, and we have had internally, as an agency, pretty clear instruction that we should be doing something unique

377

01:16:24.360 --> 01:16:35.130

Chris Damgen | Port of Portland: and community oriented for the site and what that exactly looks like. We are still filtering it down. But we know that programmatically. We'd like to see some

378

01:16:35.280 --> 01:16:59.930

Chris Damgen | Port of Portland: uses that tie in well with the surrounding area, particularly on perhaps job training and teaching and training opportunities. In that location. There's been some other ideas, including maybe some retail, some light assembly, and maybe even some housing opportunities there as well. It's a very compelling site. It does have some access challenges, but not insurmountable.

379

01:16:59.990 --> 01:17:16.769

Chris Damgen | Port of Portland: also well served by transit, and, as you see, right in the heart of East County, right at the intersection of 3 of our 4 cities, so very compelling site, and we look forward to continuing the conversations at the coalition level as we consider a future development solicitation

380

01:17:17.540 --> 01:17:18.830

Chris Damgen | Port of Portland: next slide, please.

381

01:17:19.960 --> 01:17:22.560

Chris Damgen | Port of Portland: Oh, and the Street view. Of course, in case you.

382

01:17:23.320 --> 01:17:27.410

Chris Damgen | Port of Portland: I'm sure all of you have sat at this traffic light once or twice before.

383

01:17:30.070 --> 01:17:43.330

Chris Damgen | Port of Portland: so kind of to put a bow on it. What's next? Several of you who are on this call, of course, are members of this coalition, or at least track it, so we will continue to meet quarterly. The port is committed to a 2 year staffing to convene

384

01:17:43.530 --> 01:18:03.669

Chris Damgen | Port of Portland: the group, and then we'll see what happens. Certainly another entity could take it on. If if we do a good job, perhaps we could contemplate, or maybe it spins off to do something independent. The port is also interested, obviously in securing a development partnership for its particular site, and we'll continue to want to work with folks on this call

385

01:18:03.850 --> 01:18:09.980

Chris Damgen | Port of Portland: and to incorporate our roadmap efforts as part of our overall strategy in East Multnomah County.

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01:18:10.200 --> 01:18:30.839

Chris Damgen | Port of Portland: and for the Coalition itself. We're really hoping that these Coalition meetings, and then these sub meetings of these projects really help again with the connective tissue and the silo busting efforts that I think we've seen really occur the last 2 years. Both Emily and I have been practitioners in East County now for a number of years, and it's really been rewarding to see folks

387

01:18:31.110 --> 01:18:39.669

Chris Damgen | Port of Portland: get together. It was especially nice last week to have several folks at the Fairview Fork get together and discuss

388

01:18:39.810 --> 01:18:48.780

Chris Damgen | Port of Portland: East County as a whole. And what what benefits! So we really hope that with our leadership we can help to continue to convene. But we really love to see the ownership

389

01:18:48.930 --> 01:18:59.020

Chris Damgen | Port of Portland: and the enthusiasm that this plan has yielded. So with that Commissioner Jones Dixon, I think we can yield back, unless, Emily, you have anything else to add from your end.

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01:18:59.280 --> 01:19:05.239

Emily Bower, Port of Portland: No, that's great. Thank you, Chris. I'll go ahead and stop sharing, and we're happy to take a few questions if we have time.

391

01:19:05.770 --> 01:19:07.190

Vince Jones-Dixon: Great. Thank you.

392

01:19:07.350 --> 01:19:10.359

Vince Jones-Dixon: Thank you, Chris. Thank you, Emily. Any questions from the committee?

393

01:19:16.240 --> 01:19:17.140

Vince Jones-Dixon: No?

394

01:19:18.500 --> 01:19:35.129

Vince Jones-Dixon: Great. Well, I'll just ask one question. On. How how are you using? I know you identified that preschools and daycare centers are. There's a need out in East East Multnomah County. Are you guys looking to fund that? Or is it just a a point that's woven into the into the roadmap?

395

01:19:36.680 --> 01:19:54.480

Emily Bower, Port of Portland: Commissioner Jones Dixon. It is a use that we're going to contemplate as we start to do, some scenario planning for that site. There are a lot of opportunities with infusing if housing does go there and some kind of workforce support training.

396

01:19:55.104 --> 01:20:11.290

Emily Bower, Port of Portland: It really makes a lot of sense to have an educational or after school program that provides services on those off hours. So that's still being contemplated for sure. And it's definitely higher on the priority list of uses.

397

01:20:11.748 --> 01:20:16.049

Emily Bower, Port of Portland: But we're going through that exercise through kind of what are the constraints of the site?

398

01:20:16.581 --> 01:20:26.829

Emily Bower, Port of Portland: What are the building opportunities, and what are the required kind of land entitlement uses for the the site as well. So we'll be taking all of that into consideration.

399

01:20:28.040 --> 01:20:39.209

Vince Jones-Dixon: Great. Thank you. Well, looks like we don't have any other questions. Thank you again for your leadership in this work over the last couple of years, and we look forward to the continued participation and collaboration.



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01:20:39.410 --> 01:20:41.940

Emily Bower, Port of Portland: Yeah, thank you.

401

01:20:41.940 --> 01:20:46.659

Emily Bower, Port of Portland: Get our links out to Sarah to email the group. Thank you so much for your time.

402

01:20:46.810 --> 01:20:47.910

Vince Jones-Dixon: Thank you, Chris.

403

01:20:48.400 --> 01:20:49.010

Emily Bower, Port of Portland: Take care!

404

01:20:50.500 --> 01:21:05.709

Vince Jones-Dixon: Stay cool. We're going to move on to agenda. Item 10, region one act update I wanted to check in the vice chair. Todd, if you're still on, were you able to attend the last meeting? And if not, we can pass it on to Sarah for for an update.

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01:21:05.710 --> 01:21:12.880

E'an Todd: So I was able to attend and listen, but not really participate. I had some technical stuff.

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01:21:13.050 --> 01:21:17.654

E'an Todd: and also it was smack in the middle of Rose Festival, which I just finished. So

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01:21:18.662 --> 01:21:26.910

E'an Todd: I'm on the board of Rose Festival as well. So which was successful. But so I'd pass on the details to her. I was able to listen, but I wasn't really able to take notes. Unfortunately.

408

01:21:27.270 --> 01:21:27.950

Vince Jones-Dixon: Great.

409

01:21:28.660 --> 01:21:49.069

Sarah Paulus, Multnomah County (she/her): Yeah, that's that's totally fine. I can do a super high, level sort of report out. The act met on Monday, June second, and one of the 1st action items was that the group formally approved Councillor Todd to be our sort of East County elected official representative on that committee. So.

410

01:21:49.070 --> 01:22:16.820

Sarah Paulus, Multnomah County (she/her): and that has been formalized. And we're really excited about that. And the meeting just had 2 main items. The 1st one was a summer construction update. So we did a similar item at a mucktuck with East County related summer construction updates. Essentially just the construction you'll actively see happening during this 2025 summer construction season. So the act did sort of a higher level version of that where they had

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01:22:16.820 --> 01:22:25.880

Sarah Paulus, Multnomah County (she/her): area managers from the West, central and east regions of the state present on the major construction work happening in those areas.

412

01:22:25.880 --> 01:22:52.640

Sarah Paulus, Multnomah County (she/her): There's a great presentation online with all of them that I can share if people are interested in that. But a couple highlights were. There's going to be some closures on the historic Columbia River highway, due to some repairs needed on Larch Mountain from landslide damage. There's going to be a lot of Ada ramp installments, and the Mccord Creek Bridge is being replaced this summer.

413

01:22:52.760 --> 01:22:58.109

Sarah Paulus, Multnomah County (she/her): and the second item was a transit panel.

414

01:22:58.300 --> 01:23:05.359

Sarah Paulus, Multnomah County (she/her): So the purpose of this transit panel was just to bring together agencies that are represented on the act

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01:23:05.360 --> 01:23:28.529

Sarah Paulus, Multnomah County (she/her): to learn more about what the region is doing in terms of transit in the region, and it was really focused on sort of service planning the successes of that. The challenges, the gaps, future planning sort of how agencies go about planning their transit. So members heard about the rural perspective from the city of Sandy, and then they heard more about the urban perspective from Trimet.

416

01:23:28.530 --> 01:23:35.399

Sarah Paulus, Multnomah County (she/her): And then they heard the regional perspective from Ali at Metro so each just talked about the

417

01:23:35.400 --> 01:23:58.710

Sarah Paulus, Multnomah County (she/her): sort of unique ways that they plan transit service in the region, and they're all really different. I think one example that really stood out to me was how rural transit can feel really successful when they're able to be more flexible sort of in their route and in their timing to be able to include more people as needed, and in urban areas transit often feels more successful

418

01:23:58.710 --> 01:24:15.350

Sarah Paulus, Multnomah County (she/her): successful when it's more rigid and predictable and on schedule. So that's just one example of a theme that came up. There wasn't a lot of time at the end for any Q. And A on this, so I can't really share back on any discussion. But those were the main topics of the meeting.

419

01:24:15.470 --> 01:24:16.180

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

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01:24:16.540 --> 01:24:22.099

Vince Jones-Dixon: Okay, thank you for that. Thanks for that. Update any quick questions for for Sarah or Vice chair. Todd.

421

01:24:24.830 --> 01:24:25.720

Vince Jones-Dixon: Alright.

422

01:24:26.560 --> 01:24:36.069

Vince Jones-Dixon: Okay. Well, we will move on to that. Thank you, Sarah, for the update. Thank you, Asher Todd, for being present, and for all that you do with the Rose Festival as well, it was a lot of fun, this weekend.

423

01:24:37.040 --> 01:24:46.229

Vince Jones-Dixon: We are going to move on to. We're going to combine agenda, item 11 and 12 together and pass it on to Ramona for the Jpac. Update.

424

01:24:48.660 --> 01:24:51.689

Ramona Perrault, Metro: Hello, chair and members of a muktuk.

425

01:24:51.850 --> 01:25:15.849

Ramona Perrault, Metro: You are used to seeing Elliott rose in this role, but you'll be seeing more of me in the future. Of course, just as I start giving this update, I'm going to be out of town in July, so you'll get to see Elliott back here again next month. I use she her pronouns, and I serve as the legislative advisor to Metro's Engagement committee's impact and Jpat

426

01:25:16.624 --> 01:25:28.510

Ramona Perrault, Metro: I've been asked to do a little recap of the May 20 second Jpac. Meeting. We've been very busy at Metro with lots of decisions that have deadlines.

427

01:25:28.560 --> 01:25:56.610

Ramona Perrault, Metro: So we've had. We had 2 meetings in May, and we'll be having 2 meetings this month as well. At our May 20 second meeting. It was a special meeting called by the chair to allow Jpac. Members and the public to hear presentations on the projects that are being considered for rffa bonds. Those are regional, flexible

allocation funds, or sorry bonds. This was for the bond projects that we're considering.

428

01:25:56.630 --> 01:26:00.740

Ramona Perrault, Metro: and as a reminder those projects are Burnside Bridge.

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01:26:00.830 --> 01:26:24.419

Ramona Perrault, Metro: 80 Second Avenue Transit Project, Tualatin Valley Transit Project, the Sunrise Corridor planning project and the Montgomery Streetcar Extension Project. This meeting was not for deliberation, but for learning and asking informal questions. You can watch that video on Metro's website. If you're interested in learning about those projects as well.

430

01:26:24.700 --> 01:26:52.069

Ramona Perrault, Metro: So we have 2 exciting items on the Jpac agenda for Thursday. This coming Thursday, Jpac. Members will be considering resolutions on locally preferred alternatives for enhanced transit projects on northeast 80 Second Avenue and Tualatin Valley Highway. As with all of these types of projects. These votes follow months of meetings with the steering committees. So this is a pretty big milestone for these projects

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01:26:52.230 --> 01:27:04.539

Ramona Perrault, Metro: I anticipate. Both will pass easily, and will then pass on to the next phase of planning and application for

Federal funding. We also have 2 agenda items on our discussion agenda.

432

01:27:04.540 --> 01:27:23.879

Ramona Perrault, Metro: The 1st is a conversation on the Rffa Bond proposal that I mentioned just a minute ago, and, as you all know, here, the region's been discussing this for over a year. This will be our last discussion before Jpac. Votes on a package in July. So another big milestone for us.

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01:27:24.060 --> 01:27:32.589

Ramona Perrault, Metro: and then, as you also are aware, metro operates the Metropolitan Planning organization or Mpo. For our region.

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01:27:32.620 --> 01:27:56.929

Ramona Perrault, Metro: and Mpos must go through Federal recertification every 4 years. Metro just successfully completed our recertification for the region's Mpo. And the Federal team, through that recertification recommended that Metro work with Jpact to address transit membership and representation on impact. So we'll be discussing that at the meeting on Thursday.

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01:27:57.000 --> 01:28:00.220

Ramona Perrault, Metro: and then our meeting on June 26.th



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01:28:00.400 --> 01:28:04.640

Ramona Perrault, Metro: We don't really have a formal agenda for that meeting yet, but

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01:28:04.910 --> 01:28:11.379

Ramona Perrault, Metro: the work plan is pretty solid and includes an annual transit budget. Update

438

01:28:11.500 --> 01:28:19.970

Ramona Perrault, Metro: the Montgomery Park locally preferred alternative adoption. So that's another exciting milestone in the very near future.

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01:28:20.100 --> 01:28:27.690

Ramona Perrault, Metro: a State legislative update from our State legislative advisor.

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01:28:27.880 --> 01:28:32.999

Ramona Perrault, Metro: an Mtip amendment for the I. 5 bridge replacement program

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01:28:33.220 --> 01:28:38.950

Ramona Perrault, Metro: and also likely a discussion about Rffa step 2 projects

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01:28:39.080 --> 01:28:48.180

Ramona Perrault, Metro: as usual. The agenda packet is online, if you would like to look more closely at any of these items. But I'm also happy to take any questions you may have. Thanks.

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01:28:49.790 --> 01:28:57.780

Vince Jones-Dixon: Okay, thank you, Ramona, for the update. Any questions for Ramona or regarding Jpeg or any additions.

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01:29:00.460 --> 01:29:05.690

Vince Jones-Dixon: Alright, great. Well, we look forward to you joining us in August. Enjoy your vacation.

445

01:29:06.345 --> 01:29:17.719

Vince Jones-Dixon: or wherever whatever you're doing. On next month we will move on to agenda. Item 13, just age agency updates. And we'll start with you, Ramona, or anyone anybody else from Metro.

446

01:29:18.400 --> 01:29:19.909

Vince Jones-Dixon: Any additional updates.

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01:29:20.960 --> 01:29:23.730

Ramona Perrault, Metro: I think I gave you everything I have today.

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01:29:24.160 --> 01:29:25.860

Vince Jones-Dixon: That that works?

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01:29:26.378 --> 01:29:27.669

Vince Jones-Dixon: And how about for Odot

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01:29:27.950 --> 01:29:29.890

Vince Jones-Dixon: Lewis? Do you have any updates for us?

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01:29:31.213 --> 01:29:39.350

Lewis Kelley, ODOT: Yes, so Sarah already mentioned some of the construction updates, but I am just putting it into the chat. There is a

452

01:29:39.580 --> 01:29:43.909

Lewis Kelley, ODOT: oh, maybe I can't actually send to everybody.

453

01:29:44.160 --> 01:29:50.550

Lewis Kelley, ODOT: There we go! just a presentation on all of Odot's construction plans for the summer.

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01:29:50.932 --> 01:30:17.030

Lewis Kelley, ODOT: As Sarah mentioned. There's a bunch of stuff going on in the gorge and then some finishing up of bus on shoulder. Down in Clackamas County, but you know, it's a 20, 5 which goes through East County and then just some updates on the Abernathy Bridge, and where we're at with that. So? It's a. It's a big big summer for construction.

455

01:30:18.430 --> 01:30:27.829

Vince Jones-Dixon: Great. Well, thank you. Thank you, Lewis, and we see Eric's his update as well. So thank you. Thank you both. Let's move over to the port of Portland. Tom.

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01:30:29.295 --> 01:30:35.784

Tom Bouillion, Port of Portland: Yeah, well, it's hard to follow up on. Chris, Chris and Emily's excellent presentation. But

457

01:30:36.420 --> 01:30:47.400

Tom Bouillion, Port of Portland: one thing that I heard about is some potential interest in September on a policymakers bike ride that would be focused in East County.

458

01:30:48.000 --> 01:30:58.409

Tom Bouillion, Port of Portland: And that's gonna be organized through a woman named Steph Noel, who's at the Oregon Trails Coalition, and

459

01:30:59.390 --> 01:31:01.332

Tom Bouillion, Port of Portland: I forwarded her.

460

01:31:03.090 --> 01:31:16.886

Tom Bouillion, Port of Portland: yeah, on, or I suggested that a mucktuck might be a good forum to to coordinate, just given the multi jurisdictional aspect of the group. But sounds like it would be a pretty pretty cool event.

461

01:31:17.500 --> 01:31:24.313

Tom Bouillion, Port of Portland: kind of take advantage of some of the the new trails coming online and some that have been written recently been built. So

462

01:31:25.780 --> 01:31:31.723

Tom Bouillion, Port of Portland: I I don't know if other folks have heard from from Steph Noel. But

463

01:31:32.470 --> 01:31:34.470

Tom Bouillion, Port of Portland: Alison. I did forward

464

01:31:34.580 --> 01:31:41.679

Tom Bouillion, Port of Portland: her your name onto her for a for a potential resource in in organizing that event.

465

01:31:43.200 --> 01:31:47.099

Tom Bouillion, Port of Portland: So I think that's that's all I have on my end. Thanks.

466

01:31:48.450 --> 01:31:54.690

Vince Jones-Dixon: Great. Thank you. Thank you, Tom, and thank you for sharing Allison. Did you have a response, or have you been in contact with her?

467

01:31:55.120 --> 01:32:03.669

Allison Boyd, Multnomah County: Yeah, we have been in contact, and I think Sarah is going to do some more coordination with them. And I, I believe Jay's in contact with them as well, so.

468

01:32:04.520 --> 01:32:11.599

Vince Jones-Dixon: Great, great. Thank you. Thank you. Thank you. And then do we have a representative from Trimet here? It doesn't

469

01:32:11.710 --> 01:32:15.970

Vince Jones-Dixon: look like it. Nope, alright, and we'll move on to Fairview.

470

01:32:16.370 --> 01:32:17.530

Vince Jones-Dixon: Any updates.

471

01:32:21.020 --> 01:32:28.259

E'an Todd: Hello, no real updates. Again. You know, the

472

01:32:28.420 --> 01:32:34.928

E'an Todd: we're gonna be looking at transportation stuff next next month. Now that we got through budget season, like most local governments, just did where

473

01:32:35.340 --> 01:32:46.474

E'an Todd: the budget took up most of the air in the room over the last 2 months. But thankfully, now that we're through that I'll be able to focus on other projects. Excited to have seen some of the

474

01:32:46.920 --> 01:32:51.820

E'an Todd: the finished product of the new 88 curbs that have gone in

475

01:32:52.040 --> 01:33:06.969

E'an Todd: as part of that county project. And then, you know, looking forward to the community information gathering on the safer, sandy project, and still hoping to make progress on getting the Halsey corridor

476

01:33:07.621 --> 01:33:10.218

E'an Todd: improvements at our end of Hall Z.

477

01:33:11.480 --> 01:33:15.199

E'an Todd: you know, going and and so forth, sooner rather than later.

478

01:33:15.910 --> 01:33:17.289



E'an Todd: And that's what I've got.

479

01:33:19.440 --> 01:33:24.660

Vince Jones-Dixon: You think? Vice Chair Todd? Let's move on to city aggression, Jake.

480

01:33:26.960 --> 01:33:27.960

Vince Jones-Dixon: Any updates.

481

01:33:28.205 --> 01:33:31.150

Jay Higgins, Gresham: Thanks, chair. No, we we don't have any other updates this time.

482

01:33:31.640 --> 01:33:39.889

Vince Jones-Dixon: Okay, thank you, and looks like city of Portland. Francesca is not here today, so we will move on to Troutdale.

483

01:33:40.290 --> 01:33:43.969

Vince Jones-Dixon: That's it, Lammy or Dakota.

484

01:33:49.040 --> 01:33:49.900

Vince Jones-Dixon: There you are.

485

01:33:50.780 --> 01:33:52.579

Vince Jones-Dixon: We can see you, but you're still on mute.

486

01:33:56.940 --> 01:33:57.800

John Leamy: There we go.

487

01:33:58.878 --> 01:34:19.060

John Leamy: Not really any updates one major complaint we're still getting is Buxton being a roller coaster ride since the Multnom County project got finished on that one so probably waiting for some repavement on that. But that's the major one right now.

488

01:34:20.210 --> 01:34:20.890

Vince Jones-Dixon: Time

489

01:34:22.510 --> 01:34:31.149

Vince Jones-Dixon: got it. Got it? Great! Thank you for flagging that we'll bring that. Bring that to our attention again, and looks like Greg had to jump off.

490

01:34:32.392 --> 01:34:35.940

Vince Jones-Dixon: For Wood Village. It's like we don't have anybody else here.

491

01:34:36.140 --> 01:34:43.859

Vince Jones-Dixon: And for Multnomah County, Sarah, do we have any any additional Updates or anyone from the Multnomah County team.

492

01:34:44.390 --> 01:35:07.929

Sarah Paulus, Multnomah County (she/her): I just have one. I wanted to remind or announce to folks here that we are planning to have our July meeting in person at Gresham City Hall. It will also be hybrid, so there'll be a remote option to join. But we're hoping members and any staff interested are able to come, join us in Gresham for the next meeting, so we'll send out more details on that.

493

01:35:08.720 --> 01:35:28.760

Vince Jones-Dixon: Great, solid, solid, solid. And then also I failed to introduce Ashley Graf. She's the newest member to the D 4 team. She's here from city of Gresham, and we are so excited to have her on the team full time here out of our office. So you'll be seeing and hearing from from her more often in the future.

494

01:35:29.493 --> 01:35:30.259

Vince Jones-Dixon: Any other.

495

01:35:30.260 --> 01:35:31.590

Ashley Graff, MultCo District 4: Commissioner! Hi! Everybody!

496

01:35:32.230 --> 01:35:33.220

Vince Jones-Dixon: Speech, beach.

497

01:35:34.200 --> 01:35:37.219

Ashley Graff, MultCo District 4: I just said, Hi, everybody and thank you, Commissioner.

498

01:35:37.940 --> 01:35:38.740

Vince Jones-Dixon: Most welcome.

499

01:35:39.338 --> 01:35:42.719

Vince Jones-Dixon: Any other business for for the group before we adjourn?

500

01:35:45.250 --> 01:35:46.090

Vince Jones-Dixon: All right.

501

01:35:46.390 --> 01:35:53.519

Vince Jones-Dixon: Well, as always, thank you. We'll have a jam packed meeting next month. Look forward to seeing some of you in person stay hydrated.

502

01:35:53.980 --> 01:35:55.160

Jay Higgins, Gresham: Meeting. It does.

503

01:35:56.156 --> 01:35:56.890

Jay Higgins, Gresham: Bye everybody.

504

01:35:56.890 --> 01:35:57.700

Ashley Graff, MultCo District 4: Take care!

505

01:35:58.130 --> 01:35:58.770

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