

## May 12, 2025 EMCTC Meeting - Zoom Transcript

*Zoom transcripts are software generated and may contain incomplete information. For the most accurate information please refer to the Zoom Meeting video recording for this meeting (the link is located on our website).*

WEBVTT

1

00:00:03.570 --> 00:00:05.479

Oscar Rincones, He/Him - Multco support: All right. Good afternoon, everyone.

2

00:00:05.950 --> 00:00:11.529

Oscar Rincones, He/Him - Multco support: My name is Oscar, and you and I use he him pronouns, and I'm here to provide meeting support

3

00:00:11.670 --> 00:00:22.839

Oscar Rincones, He/Him - Multco support: along with Tina, who will be handling any presentations that were forwarded to us before noon yesterday, and Trini, who will be monitoring the attendee and panelist lists.

4

00:00:24.060 --> 00:00:41.260

Oscar Rincones, He/Him - Multco support: Emuckta committee meetings are now in a Zoom Webinar format. Non panelists or attendees are able to use the chat feature to chat with hosts, panelists, or other attendees and may use the raise hand feature to indicate they have a question or a comment.

5

00:00:41.560 --> 00:00:49.440

Oscar Rincones, He/Him - Multco support: Closed. Captioning is activated. Please wait until the end of a presentation for questions and comments, unless otherwise directed.

6

00:00:49.780 --> 00:00:55.810

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

7

00:00:56.640 --> 00:01:05.349

Vince Jones-Dixon: Great. Okay, great, thank you. Thank you, Oscar, and thank you all for being here this afternoon. Let's start with. Just roll. Call

8

00:01:05.900 --> 00:01:07.220

Vince Jones-Dixon: our introductions.

9

00:01:07.910 --> 00:01:12.120

Vince Jones-Dixon: We have Counselor Todd or Vice chair. Todd

10

00:01:12.590 --> 00:01:15.700

Vince Jones-Dixon: know you're having phone issues. Believe you're here.

11

00:01:17.620 --> 00:01:21.299

Vince Jones-Dixon: Let's go. Mayor Stovall looks like he isn't here yet.

12

00:01:22.753 --> 00:01:23.859

Vince Jones-Dixon: Tom Bullion.

13

00:01:24.870 --> 00:01:27.949

Tom Bouillion, Port of Portland: Hey? Good afternoon, Tom Bullion, with the port of Portland.

14

00:01:29.580 --> 00:01:30.320

Vince Jones-Dixon: Thank you

15

00:01:30.590 --> 00:01:37.340

Vince Jones-Dixon: and Counselor Lamy looks like he's excused. But we have. Do we have someone from Troutdale here representing?

16

00:01:38.990 --> 00:01:40.280

Vince Jones-Dixon: We'll look like it.

17

00:01:42.153 --> 00:01:49.220

Vince Jones-Dixon: And then mayor Rios Campos is excused as well. And then we have Councilor Simpson here. How are you?

18

00:01:54.360 --> 00:01:58.169

Vince Jones-Dixon: Must be away from his phone. Let's move on to public comment.

19

00:01:58.170 --> 00:02:01.260

Councilor Ashton Simpson: Sorry sorry about that Councilor Jones Dixon.

20

00:02:01.400 --> 00:02:04.900

Councilor Ashton Simpson: I am pulling into the garage, and I will see y'all in a second.

21

00:02:05.790 --> 00:02:11.199

Vince Jones-Dixon: Okay, great. See? You see you. Then he's in his mobile office. Let's move on to.

22

00:02:11.370 --> 00:02:13.159

Vince Jones-Dixon: It. Looks like we don't have form yet.

23

00:02:13.931 --> 00:02:16.159

Vince Jones-Dixon: But we can move on to

24

00:02:16.490 --> 00:02:22.229

Vince Jones-Dixon: public comment. Do we have anyone signed up for public comment? Sarah per team.

25

00:02:23.040 --> 00:02:34.860

Sarah Paulus, Multnomah County (she/her): So we didn't receive any ahead of time, but we can see if any of our attendees are here for public comment. If so, you can raise your hand, and we can let you speak.

26

00:02:39.470 --> 00:02:44.350

Vince Jones-Dixon: And not seeing anyone

27

00:02:48.190 --> 00:02:49.180

Vince Jones-Dixon: a moment.

28

00:02:49.180 --> 00:02:49.760

Sarah Paulus, Multnomah County (she/her): Think we're good.

29

00:02:50.460 --> 00:03:00.130

Vince Jones-Dixon: Okay, and we'll move on to. We're gonna skip agenda. Item 3. Seeing that we don't have quorum yet, as far as review and adoption of minutes. Is that

30

00:03:00.730 --> 00:03:02.119

Vince Jones-Dixon: am I tracking that right.

31

00:03:05.375 --> 00:03:10.720

Sarah Paulus, Multnomah County (she/her): Sorry. Yeah. I would go ahead and skip through our

32

00:03:11.600 --> 00:03:17.330

Sarah Paulus, Multnomah County (she/her): action items here at the top of the meeting and see if we get

33

00:03:19.684 --> 00:03:39.979

Sarah Paulus, Multnomah County (she/her): Mayor Stovall to hop on we could maybe move things around just a little bit and we could do the safety update, and then we could have Tom Powers do our legislative update. But we can start with the safety item and see if anyone joins.

34

00:03:40.460 --> 00:03:45.260

Vince Jones-Dixon: Perfect great. We'll invite Mary Jo. Anderson to provide the safety update for us.

35

00:03:45.590 --> 00:04:02.050

MaryJo Andersen, MultCo (she/her): Thank you so much. My name is Mary Jo. I use she her pronouns, and I'm 1 of the planners here for Multnomah County transportation for this month we have actually 2 months of fatality report fatality reports that come to us from Metro

36

00:04:02.170 --> 00:04:04.020

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

37

00:04:04.700 --> 00:04:06.715

MaryJo Andersen, MultCo (she/her): So for our

38

00:04:10.250 --> 00:04:34.730

MaryJo Andersen, MultCo (she/her): March report there were. So for those of you who might be new to this. Each month we acknowledge the people who were killed in traffic crashes in the metro area. And we do this to remind ourselves of the impact that our work in transportation has on the lives of people in our community and recommit each month to eliminating traffic deaths and life changing injuries.

39

00:04:34.860 --> 00:04:53.680

MaryJo Andersen, MultCo (she/her): Previously these reports, these reports, are provided through Odot, and it used to include the names of the crash victims. They no longer include the names of the victims, so we will continue with our reports. But without the names, and in March

40

00:04:54.090 --> 00:05:17.809

MaryJo Andersen, MultCo (she/her): there were 11 traffic deaths throughout the region, 8 that were a driver or passenger, one on a motorcycle, and 2 that were walking. There was one in East County on our East County roads on the 1st of March, and this was a passenger who was in a vehicle with a reported impaired driver. Next slide

41

00:05:19.110 --> 00:05:31.039

MaryJo Andersen, MultCo (she/her): is for the April fatalities, and in April there were 10 traffic deaths, 6 that were driving and were passenger, 2 motorcycle and 2 walking.

42

00:05:31.110 --> 00:05:57.740

MaryJo Andersen, MultCo (she/her): There were no traffic fatalities on the East County roads, so we would like to acknowledge the people who've lost their lives on our roads. Each person had family, friends, neighbors, and coworkers, and we want to take a moment to recognize the loss of their lives and to keep them in our hearts and our minds as we move forward to create safer roads for everyone in our community.

43

00:06:02.250 --> 00:06:07.249

Vince Jones-Dixon: Thank you. Thank you, Mary. Jo. Anderson, thank you for the presentation. What other point? Go ahead.

44

00:06:07.250 --> 00:06:28.123

MaryJo Andersen, MultCo (she/her): I have one more slide. Sorry the good. The good news after the bad news is the good news. Safe routes to school, just to let you all know bike works is really busy this month providing school events walk to school events and safety lessons and partnering with the city of Gresham. They're providing a number of

45

00:06:28.460 --> 00:06:45.200

MaryJo Andersen, MultCo (she/her): bicycle rides and bike rodeos. Probably one of the ones that I'll be at will also be will be on Friday, May 30, th and at the Davis Park traffic playground, grand opening. So we'd love to see all of you there. Thank you so much.

46

00:06:46.870 --> 00:06:54.170

Vince Jones-Dixon: Okay, thank you. Thank you, Mary. Jo. Any questions for Mary Jo regarding regarding that.

47

00:06:57.320 --> 00:07:01.649

Vince Jones-Dixon: All right, we're gonna pass it on to you, Mr. Powers, regarding the updates.

48

00:07:04.900 --> 00:07:06.810

Tom Powers, MultCo (he/him): Thank you. Commissioner Jones, Dixon.

49

00:07:07.100 --> 00:07:07.590

Vince Jones-Dixon: That's it.

50

00:07:07.590 --> 00:07:09.069

Tom Powers, MultCo (he/him): Is my audio working? Okay?

51

00:07:09.300 --> 00:07:09.840

Tom Powers, MultCo (he/him): Okay.

52

00:07:09.840 --> 00:07:10.600

Vince Jones-Dixon: You can hear a lot of click.

53

00:07:10.600 --> 00:07:11.500

Tom Powers, MultCo (he/him): Everybody.

54

00:07:11.660 --> 00:07:17.090

Tom Powers, MultCo (he/him): My name is Tom Powers. You see him pronouns with Multnomah County's office of Government relations, I know.

55

00:07:17.470 --> 00:07:23.280

Tom Powers, MultCo (he/him): met many of you, but I'd like to introduce myself each time, just in case there are new participants.

56

00:07:23.400 --> 00:07:31.949

Tom Powers, MultCo (he/him): So I think I have 5 min to talk about where we're at in the legislative session with respect to transportation policy and transportation funding.

57

00:07:32.070 --> 00:08:01.209

Tom Powers, MultCo (he/him): So transportation funding is the update I was really hoping to give you for this meeting where we're at right now in the development of the transportation package is we are waiting for an actual House Bill to be introduced into the house. So I think last time I was before there was a presentation on the framework that had been released for the transportation package. That was, you know, a 3 or 4 page document that really outlined all sorts of different

58

00:08:01.360 --> 00:08:04.790

Tom Powers, MultCo (he/him): hopes and plans for the transportation package.

59

00:08:05.450 --> 00:08:22.559

Tom Powers, MultCo (he/him): you know. After that was released they started to draft the bill, so that it would, you know, become a policy active in the legislative session that has about just under 50 days left before the end of the legislative session. So sometime this week, and every time I say it

60

00:08:22.680 --> 00:08:50.440

Tom Powers, MultCo (he/him): a day or a timeframe when I expect the bill, I cringe a little bit because I've been wrong about when the bill is gonna be coming before the Legislature, but I do expect it sometime this week or next week, because time is running out in this legislative session. So we need to have a hearing. We need to have, you know, all the tweaks to a bill so that it can pass, and all that. That process is not started formally. There's been a lot of

61

00:08:50.590 --> 00:08:55.769

Tom Powers, MultCo (he/him): negotiations and talks around the framework, and what might be in the package what might be out.

62

00:08:56.690 --> 00:09:00.349

Tom Powers, MultCo (he/him): But right now, what I'm trying to press is.

63

00:09:00.510 --> 00:09:07.150

Tom Powers, MultCo (he/him): we are very much making the case that we need to have a transportation package this session. We want to see that bill.

64

00:09:07.350 --> 00:09:23.919

Tom Powers, MultCo (he/him): And so it was very timely. Today we had a transportation funding press event that was well attended by members of the East, Multnomah County leadership as well as the media. So you'll be seeing stories about that later. I want to

65

00:09:24.060 --> 00:09:48.170

Tom Powers, MultCo (he/him): give a big thank you to Commissioner Jones, Dixon, and the mayors of each of the jurisdictions, as well as the staff, for each of the jurisdictions for really doing great work to plan the event, and also to really clearly communicate the needs of your jurisdiction and your community members for increased additional funding for transportation and the services that could be delivered to your constituents because I think that was really key.

66

00:09:48.641 --> 00:10:04.438

Tom Powers, MultCo (he/him): We want legislature. We want legislators. We want the leadership of the legislature to really hear that the communities are calling out for it. It's not just something that no offense, Odot, that you know Odot is looking for. It's something that the communities

67

00:10:05.110 --> 00:10:11.420

Tom Powers, MultCo (he/him): counties and cities are very much looking for as well, in addition to transit providers across the State. So

68

00:10:11.840 --> 00:10:13.760

Tom Powers, MultCo (he/him): that was a really great event.

69

00:10:14.190 --> 00:10:17.469

Tom Powers, MultCo (he/him): you'll see some coverage of it today and throughout the week.

70

00:10:17.954 --> 00:10:29.990

Tom Powers, MultCo (he/him): But we're hoping that this event could be replicated by other jurisdictions across the State. So bend Eugene Medford, Washington County, Clackamas County. They could each have their own events, and there could be

71

00:10:30.440 --> 00:10:46.410

Tom Powers, MultCo (he/him): this continuous coverage throughout the rest of the legislative session around the need for this package and the desire for it in local communities, and the good that it would do for folks just getting to school doctor's office work, childcare, all of it. So

72

00:10:46.650 --> 00:10:54.749

Tom Powers, MultCo (he/him): that's where we're at right now with the transportation package. I will be happy to email out any bill as soon as it is

73

00:10:54.980 --> 00:11:09.160

Tom Powers, MultCo (he/him): posted. I'd like to get that out to everybody as soon as possible. With, you know, some sort of measurement around. Here's what the framework said when I talked to you last in April. Here's what the introduced bill of the transportation package says.

74

00:11:09.290 --> 00:11:12.890

Tom Powers, MultCo (he/him): So. I hope to see that really soon, and also to get you all

75

00:11:13.671 --> 00:11:21.220

Tom Powers, MultCo (he/him): dates when the Legislature will have committee hearings for so formal public hearings on the Legislative

76

00:11:21.905 --> 00:11:28.840

Tom Powers, MultCo (he/him): Transportation package bill. And again, we expect that to be House Bill 2025, 2, 0 2 5.

77

00:11:29.990 --> 00:11:40.330

Tom Powers, MultCo (he/him): Other than that there's been various transportation policy bills working their way through the Legislature. The Transportation Committee was subject to a legislative deadline

78

00:11:40.720 --> 00:12:04.480

Tom Powers, MultCo (he/him): for the Second Chamber, so it means that policy bills that were in the Transportation Committee had to be scheduled by last Friday, so those bills that are moving forward have already moved forward in the process, or are posted for the next week and a half in the Transportation Committee for any action that might happen there. And there's just various bills around pilot projects for

79

00:12:04.680 --> 00:12:15.152

Tom Powers, MultCo (he/him): dairy trucks, photo radar for work zones. Those are just a couple of the bills, I'm thinking, off the top of my head. There's 1 around the interstate bridge.

80

00:12:15.720 --> 00:12:20.110

Tom Powers, MultCo (he/him): process that has already passed the House, and it's on its way to the Senate.

81

00:12:20.611 --> 00:12:27.239

Tom Powers, MultCo (he/him): But all of these are pretty small stakes compared to the Transportation Funding Bill that we hope to see imminently.

82

00:12:28.110 --> 00:12:30.959

Tom Powers, MultCo (he/him): and I think it's been 5 min. So with that, I'll just

83

00:12:31.660 --> 00:12:36.899

Tom Powers, MultCo (he/him): yield my time and see what you want to do, Commissioner, if it's time for questions, or the next segment.

84

00:12:37.440 --> 00:12:44.220

Vince Jones-Dixon: Yeah, great. Thank you. Thank you, Tom, for your for your work on this. Any questions for for Tom regarding

85

00:12:44.580 --> 00:12:45.600

Vince Jones-Dixon: starting the work.

86

00:12:52.911 --> 00:13:05.130

Vince Jones-Dixon: One of the things that we have in our notes is there? What ways can we support? Just the bill moving forward? Should we draft a letter, Tom? Or how can we? How can we support outside of the the press conferences.

87

00:13:06.770 --> 00:13:29.179

Tom Powers, MultCo (he/him): Yeah, I think what we did earlier today. What you did with the media and with your fellow leaders in East County is is perfect to communicate the need for increased transportation funding, and, you know, just keep that sustained call out to the legislature that this session is really the time to do it. And then, once we have that bill, I think letters would be very appropriate.

88

00:13:29.570 --> 00:13:37.199

Tom Powers, MultCo (he/him): any sort of advocacy for that bill that's in the formal setting of the legislature would be appropriate. So that

89

00:13:37.350 --> 00:13:43.819

Tom Powers, MultCo (he/him): we're showing support. We're showing, for, you know, elements of the bill that we like some things that we'd like to improve

90

00:13:44.262 --> 00:14:00.530

Tom Powers, MultCo (he/him): other things that don't work for us all of that. But I think what we have to go on right now is the priorities that Jpact endorsed at the end of last year. I think they kind of created this centralized document for what they'd like to see in the transportation package.

91

00:14:00.690 --> 00:14:04.005

Tom Powers, MultCo (he/him): and then we have the framework which aligns with a lot of what

92

00:14:04.420 --> 00:14:11.860

Tom Powers, MultCo (he/him): was wish for in the Jpeg framework. And that's kind of where we're at right now. So once we get that bill, we can take it to the next level.

93

00:14:13.910 --> 00:14:14.969

Vince Jones-Dixon: Got it. Got it correct?

94

00:14:15.670 --> 00:14:25.089

Vince Jones-Dixon: Thank you. Thank you. Thank you, Councillor Simpson. Do you have any questions or any recommendations I know? I chatted with Robin briefly at the the press conference earlier. She said that you were

95

00:14:25.699 --> 00:14:30.490

Vince Jones-Dixon: tossing out some ideas around just just transportation infrastructure.

96

00:14:30.880 --> 00:14:31.730

Vince Jones-Dixon: Yeah.

97

00:14:35.490 --> 00:14:40.579

Councilor Ashton Simpson: Yeah, I mean you and I'll talk later. I think I think you know in this moment.

98

00:14:41.110 --> 00:14:49.560

Councilor Ashton Simpson: like media attention is is about as much as you know, attention as we're gonna get, because so many conversations have moved forward.

99

00:14:50.230 --> 00:14:53.380

Councilor Ashton Simpson: And I think it's a matter of

100

00:14:53.700 --> 00:15:05.540

Councilor Ashton Simpson: continuing to press and be, and being ready. So even in a short set, I wouldn't even consider right now as the end all be all. But even during a short session we need to be ready to strike or or go. So.

101

00:15:06.031 --> 00:15:33.869

Councilor Ashton Simpson: I think these are helpful, but we have to get deeper in our organizing, and I know I've met with all the mayors here in East County so to talk about those things. And it's a conversation that, quite frankly, I think beyond a press conference is gonna lead us down deeper conversations. Hopefully get us to a place where we get policy drafted up into a place of funding. So I see Mayor Stovall came off. I want to make sure to

102

00:15:34.410 --> 00:15:41.120

Councilor Ashton Simpson: give him some words on this as well, because he is also one of our great transportation champions out here in East County.

103

00:15:43.120 --> 00:15:59.949

Travis Stovall: Well, I wouldn't add anything more than what you just said. I think you're spot on. Well, I think we have to continue the advocacy. What we did earlier today, I think, is going to be helpful to raise those voices. But just like you said, we have to have the coordinated advocacy

104

00:15:59.950 --> 00:16:16.299

Travis Stovall: to be able to move this forward, and we have to continue to work to ensure that we're bringing those investment dollars here to, you know not just the region, not just to the State, but specifically here to the East Side, as I referenced earlier. You know, there's been a historical and perennial underinvestment

105

00:16:16.645 --> 00:16:32.580

Travis Stovall: in the East Side. That's some of that stuff has been starting to get corrected more recently, especially when we look at active transportation and things that are happening to black and brown folks. We've got to ensure that these investments continue, and I think the path forward is exactly what you said, Counselor.

106

00:16:33.400 --> 00:16:34.070

Councilor Ashton Simpson: Thank you.

107

00:16:35.300 --> 00:16:42.340

Vince Jones-Dixon: Thank you. Thank you both. Tom or Chancellor Todd. Any questions, any additions?

108

00:16:45.650 --> 00:16:59.990

Vince Jones-Dixon: Alright great! Well, thank you, Tom, for your for your support and your and your work on this, and we'll be tracking, tracking it closely, as always. We're gonna move back up to agenda. Item number 3, the review and adoption of the April 14th meeting minutes

109

00:17:00.641 --> 00:17:04.249

Vince Jones-Dixon: any questions regarding the meeting minutes, and if not.

110

00:17:04.760 --> 00:17:07.479

Vince Jones-Dixon: do we have a motion to move forward with adoption.

111

00:17:07.510 --> 00:17:09.149

Travis Stovall: The moved stovall.

112

00:17:09.710 --> 00:17:11.900

Vince Jones-Dixon: Thank you, Mayor Stovall. Can I get a second.

113

00:17:13.540 --> 00:17:15.540

Tom Bouillion, Port of Portland: Second on bullion.

114

00:17:16.770 --> 00:17:21.040

Vince Jones-Dixon: Second by Tom Bullion. All in favor sports members say, aye.

115

00:17:21.690 --> 00:17:22.400

Tom Bouillion, Port of Portland: Hi.

116

00:17:24.400 --> 00:17:31.360

Vince Jones-Dixon: And Councilor Todd, if you can just write in the chat, just yes, be great.

117

00:17:37.350 --> 00:17:44.670

Vince Jones-Dixon: Assuming that he's a yes, we'll move forward, and we'll make any adjustments necessary as far as the the notes, and we'll wait for that, and we'll follow up with him

118

00:17:45.340 --> 00:17:55.690

Vince Jones-Dixon: on that, and we'll move move on to action. Item number 5, which is East County cities. The r. 1 act nomination.

119

00:17:57.050 --> 00:18:00.869

Vince Jones-Dixon: And there would. Could you walk us through that.

120

00:18:01.320 --> 00:18:29.999

Sarah Paulus, Multnomah County (she/her): Yeah, I'm happy to provide some context for this one I'm hoping Councilor Todd is able to hear. But either way we can go forward with this. So, as we have discussed before, there is a vacant seat on the region, one act for the East County Cities representative, and that came up at the last meeting, and Councilor Todd mentioned that he would be interested in running for the

121

00:18:30.090 --> 00:18:53.259

Sarah Paulus, Multnomah County (she/her): to fill the seat, so we were able to follow up with him in between meetings and tell him a bit more about it, and this is an opportunity for Amuck to formally vote, to have Councilor Todd fill the seat and ahead of that you're welcome to see if any other amuck members here are also interested in running, otherwise you're welcome to move forward with the vote on that.

122

00:18:54.960 --> 00:18:59.619

Travis Stovall: Nominate Councilor Todd, the region. One act, position.

123

00:19:00.140 --> 00:19:02.109

Vince Jones-Dixon: Thank you. Mayor Stovall. Do we have a second.

124

00:19:06.320 --> 00:19:08.049

Tom Bouillion, Port of Portland: Second Tom 1 billion.

125

00:19:08.490 --> 00:19:11.840

Vince Jones-Dixon: Thank you. Thank you, Tom, all in favor. Say, aye.

126

00:19:12.530 --> 00:19:13.100

Travis Stovall: I.

127

00:19:13.100 --> 00:19:13.850

Tom Bouillion, Port of Portland: Hi.

128

00:19:14.310 --> 00:19:16.600

Vince Jones-Dixon: And Counselor Todd, you can do the same thing.

129

00:19:20.160 --> 00:19:28.180

Vince Jones-Dixon: You can do the same thing as far as listing your vote in the in the chat feature. We are fully supportive, and thank you for expressing interest and stepping into the role.

130

00:19:29.640 --> 00:19:33.219

Vince Jones-Dixon: Now we'll move on to thank you. I'll move on to.

131

00:19:34.090 --> 00:19:39.389

Vince Jones-Dixon: We want to agenda. Item 6. The the Rifa update, Sarah. It's all yours again.

132

00:19:40.090 --> 00:19:49.199

Sarah Paulus, Multnomah County (she/her): Yes, me again. Okay, let me just take a moment. I just requested access to share my screen. Oscar and team.

133

00:19:49.500 --> 00:19:51.109

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

134

00:19:53.510 --> 00:19:54.840

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

135

00:20:03.850 --> 00:20:07.300

Sarah Paulus, Multnomah County (she/her): Hi, everybody. This is this is me here.

136

00:20:15.810 --> 00:20:18.840

Sarah Paulus, Multnomah County (she/her): Okay, I apologize for that.

137

00:20:30.790 --> 00:20:32.740

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

138

00:20:42.413 --> 00:20:43.780

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

139

00:20:46.790 --> 00:20:49.224

Vince Jones-Dixon: We can speak. Oh, we did.

140

00:20:49.630 --> 00:20:50.180

Sarah Paulus, Multnomah County (she/her): You had it.

141

00:20:50.940 --> 00:20:52.040

Sarah Paulus, Multnomah County (she/her): Sorry. I don't know.

142

00:20:52.040 --> 00:20:52.380

Vince Jones-Dixon: Okay.

143

00:20:52.380 --> 00:20:53.770

Sarah Paulus, Multnomah County (she/her): What's happening here?

144

00:20:54.170 --> 00:20:56.710

Sarah Paulus, Multnomah County (she/her): Okay, let's try this again.

145

00:20:58.320 --> 00:21:01.339

Sarah Paulus, Multnomah County (she/her): Okay, are you seeing the Powerpoint? Okay, great. Thank you.

146

00:21:02.730 --> 00:21:08.133

Sarah Paulus, Multnomah County (she/her): Hi, everyone. So I am going to provide a bit of background on our

147

00:21:08.700 --> 00:21:32.039

Sarah Paulus, Multnomah County (she/her): Rafa, step 2 project prioritization that is in front of you all today. This is set up as an action item, I will make sure to contextualize all of this. But just at the top of this presentation wanted to set the stage that you all have the opportunity to make this an action and vote to prioritize or rank or support

148

00:21:32.040 --> 00:21:55.399

Sarah Paulus, Multnomah County (she/her): the 3 projects that East County submitted as a part of this Rafa step, 2 application cycle. So I'm going to talk through that process a bit. And then I'm going to walk through quickly. The project that Multnomah County submitted on our 2 23, rd and then I'm going to pass it over to Jay from Gresham, who will share a separate presentation on the projects that they submitted.

149

00:21:55.400 --> 00:22:06.789

Sarah Paulus, Multnomah County (she/her): and then we'll hand it back to you, Chair, to facilitate discussion, and any type of vote you may want to take on prioritizing these projects and sending that information to Metro.

150

00:22:08.180 --> 00:22:26.379

Sarah Paulus, Multnomah County (she/her): So as some background, back in November of 2024 jurisdictions across the region submitted projects into this Rafa step 2 application cycle, and there was a total of 24 applications submitted across the region.

151

00:22:26.380 --> 00:22:38.460

Sarah Paulus, Multnomah County (she/her): Those projects were then evaluated on a technical side, and that looked at how the projects advanced. Each of our regional transportation plan goals.

152

00:22:38.460 --> 00:22:52.819

Sarah Paulus, Multnomah County (she/her): as well as their potential risk in delivering that project across the 24 projects. About 140 million dollars was requested. And there's about 42 million dollars available. So about 3 times the amount

153

00:22:52.820 --> 00:23:06.550

Sarah Paulus, Multnomah County (she/her): that's actually pretty standard for what we see in these Rafa cycles. So there's a few factors as a part of this process that are considered by the decision makers which will be jpaced, and the Metro council

154

00:23:06.550 --> 00:23:31.109

Sarah Paulus, Multnomah County (she/her): and all of these different aspects kind of feed into that discussion and that decision. And I'll walk through those quickly. And one of those is what you all are doing today. So the 1st is the original program direction that was developed before anyone even submitted a project, and it just outlined what the money will be spent on, and to direct sort of this entire project. The second one is the evaluation results which

155

00:23:31.658 --> 00:23:49.809

Sarah Paulus, Multnomah County (she/her): I'll share on the next slide. That was the looking at the goals of the Rtp. And sort of ranking them on how they would advance those goals. There's

also public comment to take into consideration. That was open in the month of April, and closed April 30.th

156

00:23:50.300 --> 00:24:06.470

Sarah Paulus, Multnomah County (she/her): The kind of formal summary of what we heard out of that public comment hasn't been finalized quite yet, just because of how recently it closed. But we were able to get some really high level public comment information from Metro to share with you all today to give you more context there.

157

00:24:06.490 --> 00:24:28.480

Sarah Paulus, Multnomah County (she/her): Another element of this, all is the coordinating committee's prioritization. So Amucktuck Washington Clackamas will all have the opportunity to prioritize the projects that essentially came from their neck of the woods, and then they can send that up to the decision makers as sort of a contextual

158

00:24:28.980 --> 00:24:36.839

Sarah Paulus, Multnomah County (she/her): like location based priority and then, as always, input from the region and staff and groups like Tpac.

159

00:24:38.260 --> 00:25:06.229

Sarah Paulus, Multnomah County (she/her): So this slide is complicated and I think, slightly blurry, and I'm not expecting you all to read it. But this just helps kind of contextualize that technical side that I was talking about. So for the kind of visual here. This is a list of all of the projects that were submitted across the region, as well as their total score. Gresham submitted 2 projects, and those were in the construction Application Bucket

160

00:25:06.230 --> 00:25:19.270

Sarah Paulus, Multnomah County (she/her): and Multnomah County submitted one project and that was in the planning and Project development bucket. So the 3 highlights, you see, are those 3 projects that top table. The big one is the construction applications.

161

00:25:19.270 --> 00:25:41.320

Sarah Paulus, Multnomah County (she/her): So you can see the Northwest Division Street is second there, and then a little bit further down is the northeast Halsey Complete Street Project. Those are Gresham's. And then in that second smaller table you have the Multnomah County Project at the top of the Planning and project development applications, and then the rest of the table is each of the regional transportation goals.

162

00:25:41.320 --> 00:25:56.779

Sarah Paulus, Multnomah County (she/her): equitable transportation, safe systems, climate, resilience, mobility, options, thriving economy. So this kind of sets where the East County projects ranked sort of in that raw score across the 24 applications.

163

00:25:57.770 --> 00:26:26.999

Sarah Paulus, Multnomah County (she/her): So, as I mentioned, just some really high level information on the public comment overall, there was over 1,600 comments received, 43% of them came from Multnomah County. They did note that we don't know which city in Multnomah County, including the city of Portland. Those came from. But looking at just the East County projects, there were 38 comments submitted, 7 for the division, 9 for Halsey, and 12 for northeast, 2, 23, rd and we'll see more information

164

00:26:27.000 --> 00:26:39.020

Sarah Paulus, Multnomah County (she/her): and the full report out soon, and how that compares or contextualizes across the other projects. But generally we heard a lot of positive feedback for these projects, and a need to to see that work be completed.

165

00:26:39.820 --> 00:27:04.780

Sarah Paulus, Multnomah County (she/her): So now to Amuktuk's role and your opportunity to take action today, Amuktuk has the opportunity to vote to prioritize those 3 projects. The city of Portland convenes a separate group and prioritizes the projects submitted by the city. So that's sort of a separate process there, some things to consider. As you're thinking about what you want to do today. There are really vague

166

00:27:05.216 --> 00:27:13.073

Sarah Paulus, Multnomah County (she/her): rules from Metro in terms of how you all want to provide. This type of feedback to

167

00:27:13.560 --> 00:27:40.550

Sarah Paulus, Multnomah County (she/her): Metro and J. Pact and Metro Council. There's also no type of rules regarding how much of the funding available goes to a Project Development project versus a construction project. All of that is up to the region to decide. So, knowing that there's not a super strict parameter here, you all can have a discussion and decide to do whatever makes sense to you. All. Some options are, you could choose to really coalesce and show your support for

168

00:27:40.550 --> 00:28:05.189

Sarah Paulus, Multnomah County (she/her): one or 2 of the 3 projects you could rank the projects in order of your top priority or second priority and your 3rd priority. You could also just decide to support all of the projects equally essentially prioritizing all 3 of the projects to the same level. That's a bit easier to do that. We only submitted 3 projects, some jurisdictions submitted a lot more, but it's completely up to you all, and to

169

00:28:05.504 --> 00:28:10.850

Sarah Paulus, Multnomah County (she/her): what you want this to look like to share your priorities up to those other groups.

170

00:28:11.490 --> 00:28:38.210

Sarah Paulus, Multnomah County (she/her): So with that kind of context aside, and I'm happy to answer questions about all of that. During the discussion. I want to just do a quick reminder of what these 3 projects are that we're talking about to help you, as you're deciding what to do today. So I'll talk about this one and then hand it over to Jay. So the Multnomah County Project was northeast to 23rd Avenue from northeast Gleason to Northeast Marine Drive. It was a safety corridor planning project.

171

00:28:38.340 --> 00:28:39.125

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

172

00:28:40.200 --> 00:29:04.409

Sarah Paulus, Multnomah County (she/her): to the right is sort of a map of the project location again, northeast, 223rd from northeast marine drive to northeast Gleason. We requested about \$897,000. The total project cost is a million. And again, we were in that project development category. So what we would do is we would use this to, under really understand the existing conditions of the corridor.

173

00:29:04.410 --> 00:29:26.490

Sarah Paulus, Multnomah County (she/her): analyze crash data and safety data, engage the communities to hear about what safety concerns they're seeing or what safety improvements they would like to see, really consider the alternatives to what we see out there today, and then work to develop those preliminary designs that could help us increase safety. So we would really just be developing the

174

00:29:26.490 --> 00:29:51.209

Sarah Paulus, Multnomah County (she/her): the project. And one of the reasons that we submitted the project in this way is to really gear us up in case in a future Raza cycle, we want to submit under the construction category like Gresham did this round. This would really tee us up to have that community engagement and that preliminary design done to be able to score higher and let the region know that we're really ready to actually construct the things that we heard in this section.

175

00:29:51.210 --> 00:30:01.649

Sarah Paulus, Multnomah County (she/her): So this in itself is important, and it sets us up for a longer term ability to actually build the things that we hear about in this kind of section of the project.

176

00:30:02.420 --> 00:30:03.175

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

177

00:30:04.140 --> 00:30:12.649

Sarah Paulus, Multnomah County (she/her): you all are probably quite familiar with the 2 23rd corridor. I just pulled a couple of pieces from our application.

178

00:30:13.320 --> 00:30:42.920

Sarah Paulus, Multnomah County (she/her): as you know, it's a critical North South Corridor. It connects residential communities, schools, commercial destinations, jobs, recreational opportunities. There's a couple metro spaces and public parks that connect into this. And we were able to really partner with the city of Fairview and the city of Wood Village on this application, and they were both able to share letters of support as part of our application as well. And so that collaboration has been really helpful.

179

00:30:43.234 --> 00:30:51.719

Sarah Paulus, Multnomah County (she/her): It's an equity focus area with high safety concerns. There was 217 crashes over the past 5 years, and that has been trending upwards.

180

00:30:51.760 --> 00:31:13.409

Sarah Paulus, Multnomah County (she/her): And we've actually already been able to hear a bit from underserved communities along this corridor regarding their concerns, such as speeding lack of safe crossings, missing sidewalks, feeling unsafe as a pedestrian, and that type of feedback has really helped us decide that this project needs to happen. So that's a really high, level overview of

181

00:31:13.490 --> 00:31:26.950

Sarah Paulus, Multnomah County (she/her): what you're seeing on this corridor, and why it's important. So with that, I'm gonna stop sharing and send it to Jay to share a little bit about the 2 Gresham projects.

182

00:31:32.110 --> 00:31:36.269

Sarah Paulus, Multnomah County (she/her): Okay, sorry. I'm really having some technical difficulties today.

183

00:31:36.930 --> 00:31:37.989

Sarah Paulus, Multnomah County (she/her): Oh, here we go.

184

00:31:39.010 --> 00:31:41.839

Sarah Paulus, Multnomah County (she/her): Okay, Jay, if you wanna talk through.

185

00:31:42.090 --> 00:31:45.759

Jay Higgins, Gresham: Great. Yes, good afternoon, Mucktuck J. Higgins, city of Gresham.

186

00:31:45.900 --> 00:31:47.270

Jay Higgins, Gresham: See if this will.

187

00:31:48.070 --> 00:31:49.619

E'an Todd: Convert to the big slides.

188

00:31:50.229 --> 00:32:11.940

Jay Higgins, Gresham: Alright. So Gresham has 2 projects, as Sarah mentioned in the construction the 1st one is for Northwest Division Street, Complete streets and the segment we're looking at here is from the Gresham Fairview Trail to Birdsdale Avenue. So in that little box in the red there, and you can see the Gresham Fairview trail coming across here in this purple line.

189

00:32:12.020 --> 00:32:27.799

Jay Higgins, Gresham: I also outlined in the Green Box our past Rafa application, which is currently under construction. So if you've driven this piece of Division Street, you'll see that it's all torn up on one side as they're working to infill sidewalks and build bike lanes there.

190

00:32:28.100 --> 00:32:50.659

Jay Higgins, Gresham: And that's also the story. Really, with this application, we really want to see this be a complete street where we have space for pedestrians and bicyclists to use it. This segment is not very long. It's only 800 feet of missing sidewalk on the north side, and a little under 400 feet of missing sidewalk on the south side.

191

00:32:50.660 --> 00:32:59.209

Jay Higgins, Gresham: We are along the Fx division line, but, as you can see from these blue bus stops, we're kind of like halfway between the bus stops.

192

00:32:59.790 --> 00:33:12.869

Jay Higgins, Gresham: That's where it's located. And then, just to give you a sense of the corridor again, this is looking from the Fairview trail, and as you go up the hill on the south side of the street, there's kind of like a gravel patch, but it's not a sidewalk.

193

00:33:13.370 --> 00:33:28.200

Jay Higgins, Gresham: and then the entire North Side has this kind of goat trail effect here, and there's no, you know, no space at all, really, for bicyclists in the curb to curb. They're just riding in the traffic lanes. And so this project would

194

00:33:28.240 --> 00:33:53.200

Jay Higgins, Gresham: really change that area behind the curb and build it out so that we would have a different cross section, and I'm showing only one side of the street here. But this side of the street has the see. What am I trying to say the cycle track up behind the curb. It has our planter strip closest to the vehicles, and then the sidewalk here. So we end up a little bit more of a kind of shared environment behind the curve there.

195

00:33:53.500 --> 00:33:55.569

Jay Higgins, Gresham: and that would be on both sides of the street.

196

00:33:55.930 --> 00:34:25.770

Jay Higgins, Gresham: And then you saw some scores from Sarah there. This application scored. Very well. I think we were second in the construction area. That's always great to see, because it means that the project really hits the different regional goals, and it scored very well in the areas like equitable transportation, climate, action and design. So we're very pleased with

that. I think this one has a good story because it is related to transit. People are familiar with the ethics line

197

00:34:26.679 --> 00:34:31.659

Jay Higgins, Gresham: and being able to kind of close that final sidewalk gap once our

198

00:34:31.690 --> 00:34:35.559

Jay Higgins, Gresham: current project that's underway builds out sidewalks and bike lanes there

199

00:34:35.929 --> 00:34:52.570

Jay Higgins, Gresham: and then. Metro does do a little bit of feasibility screening on these projects to understand, you know what potential construction challenges they could be under, and they found ours. This project to be a medium to low risk, which is pretty good out of out of the 5 levels. We're kind of right in the middle.

200

00:34:52.830 --> 00:35:01.699

Jay Higgins, Gresham: This is about a 4 million dollar project with a match of or, I should say, a 4.5 million dollar project, and our request was about 4 million dollars.

201

00:35:05.640 --> 00:35:26.090

Jay Higgins, Gresham: All right, and then we'll talk about our next project. This is for Halsey Street, which you know I know the other cities have talked a lot about with the main streets on Halsey project. We took some cues for this segment from all that planning work that's been done over there. You can see the area outlined here in the

202

00:35:26.250 --> 00:35:50.100

Jay Higgins, Gresham: in the red box. That's about a half a mile on Halsey Street. So really, from 1 90 second, all the way to 201, st you see, the bus stops there along the corridor in those blue dots, and then the Gresham Fairview trail links up right here at 201st and continues north and is currently under design from the Trail Project trail, funded project.

203

00:35:51.680 --> 00:36:07.580

Jay Higgins, Gresham: Let's see, I want to share a couple more pictures about this corridor. You can see 1 90 second here in the intersection, you know. Pretty old. Not an upgraded intersection only has a crosswalk on one side, you know. Bus stops along the corridor mostly have this condition where you are waiting on the side of the street

204

00:36:07.750 --> 00:36:23.650

Jay Higgins, Gresham: you can see the kind of the old kind of county character of it, 2 lanes, but no sidewalks, no curb. So this is a pretty big project to be able to change a half mile of street and really upgrade it to something more modern.

205

00:36:23.650 --> 00:36:39.449

Jay Higgins, Gresham: And again, so this is a location where we would propose a Rfb, so that we really can connect these bus stops so that people using them can get to both sides of the street as they're using transit. And then this is the terminus here at 201, st right before we move into Fairview.

206

00:36:40.660 --> 00:37:06.620

Jay Higgins, Gresham: So talking about the Cross section, you know, our design is that similar to what we saw on main streets on Halsey is really thinking about this more as a 3 Lane corridor, so that we've got a center turn lane. We've got this single through lanes, and then again bringing bicycles up behind the curb onto a cycle track or some kind of a more shared environment behind the curb, separating them out to really improve safety there.

207

00:37:07.278 --> 00:37:31.770

Jay Higgins, Gresham: This this project really only scored. Okay, we were a little disappointed with that, but that's the way it goes in the ranking system sometimes, but it did score very well on safe system, and we think that that's partly because it is close to Reynolds Middle School. It does improve, transit access and safety for people who are waiting for transit and then trying to cross to use transit. It also got a medium low risk.

208

00:37:32.420 --> 00:37:42.259

Jay Higgins, Gresham: As I mentioned. It's a fairly large project, you know, about 10.5 million dollars, and we'd be requesting about 9.5 million dollars from the Rafa programs.

209

00:37:43.850 --> 00:37:47.984

Jay Higgins, Gresham: That's what I got happy to answer questions as needed.

210

00:37:48.360 --> 00:37:49.219

Vince Jones-Dixon: Great. Thank you.

211

00:37:49.280 --> 00:37:50.090

Jay Higgins, Gresham: Yeah.

212

00:37:51.210 --> 00:37:58.309

Vince Jones-Dixon: Thank you, Jay, and thank you, Sarah, for the presentation and the updates, Tom, we'll go to questions and we'll start with you.

213

00:37:59.130 --> 00:38:12.169

Tom Bouillion, Port of Portland: Great thanks. Yeah. Maybe it's a question for Sarah or other county staff. But I guess my imagining things, or was earthquake ready? Burnside Bridge also proposed as a Rafa project.

214

00:38:13.840 --> 00:38:36.009

Sarah Paulus, Multnomah County (she/her): That's a great question, and something I probably should have clarified at the beginning. So with this round of Rafa, there's sort of this what we're calling. Step one and step 2 buckets. The step 2 buckets are the is kind of the traditional type of funding that we usually fund every other year in this cycle, and that step. One funding is the bond funding.

215

00:38:36.010 --> 00:38:36.670

Tom Bouillion, Port of Portland: Oh, right!

216

00:38:36.670 --> 00:38:50.869

Sarah Paulus, Multnomah County (she/her): The longer term one. So we have our Eqrb. Project in the other bucket. So they're not really competing for funds with each other. They're they're pretty separate. So we're just talking about Step 2 today. But that's a great question.

217

00:38:50.870 --> 00:38:52.360

Tom Bouillion, Port of Portland: Great. Thank you.

218

00:38:57.250 --> 00:38:59.010

Vince Jones-Dixon: Any other questions, Tom?

219

00:38:59.900 --> 00:39:01.600

Tom Bouillion, Port of Portland: Oh, that's it for me! Thanks.

220

00:39:01.760 --> 00:39:03.780

Vince Jones-Dixon: You're welcome, Councillor Simpson.

221

00:39:07.771 --> 00:39:10.600

Councilor Ashton Simpson: Not a question. Just really

222

00:39:11.700 --> 00:39:17.719

Councilor Ashton Simpson: let the group know. For over a year Jpac. Has been discussing, potentially bonding a portion of the rough dollars.

223

00:39:17.940 --> 00:39:22.580

Councilor Ashton Simpson: an allocation of step, \$2 to local projects throughout the region.

224

00:39:23.020 --> 00:39:30.809

Councilor Ashton Simpson: Part of this is we need to make a decision on the bond in step 2 in July to meet the timing requirements of the mtip and the step.

225

00:39:31.140 --> 00:39:34.840

Councilor Ashton Simpson: So these funds could be made available for us to execute projects.

226

00:39:36.620 --> 00:39:51.839

Councilor Ashton Simpson: as you can feel. I'm sure the weight of it all. But both conversations are challenging because the simple fact of the matter is that there is never enough money for the important projects in this region that the region identifies. And so

227

00:39:51.980 --> 00:39:58.350

Councilor Ashton Simpson: you know, the requests are at a hundred 40 million dollars, and the bucket is at 42.

228

00:39:59.570 --> 00:40:03.713

Councilor Ashton Simpson: You do. You can do the math there and see that that's not gonna pencil.

229

00:40:04.260 --> 00:40:14.819

Councilor Ashton Simpson: So the criteria for developing the bond proposal and the step. 2 projects, allocation were co-created by our technical policy Advisory Committee, Tpac and Jpac.

230

00:40:15.140 --> 00:40:18.519

Councilor Ashton Simpson: And approved by Jpac. In the adopted program direction.

231

00:40:19.138 --> 00:40:33.700

Councilor Ashton Simpson: and at this upcoming Thursday's conversation at Jpac, we will primarily focus on step 2 allocations and members will be asked to provide direction on concepts to develop the step 2 package options

232

00:40:33.860 --> 00:40:37.509

Councilor Ashton Simpson: and bring back, then bring it back for discussion in June.

233

00:40:38.020 --> 00:40:44.849

Councilor Ashton Simpson: And so there will also be a special Jpeg. Meeting on May 20 second to hear presentations from the Bond proposal candidates.

234

00:40:45.010 --> 00:40:49.490

Councilor Ashton Simpson: project teams and an opportunity for Jpec. Members to ask questions.

235

00:40:50.319 --> 00:41:05.479

Councilor Ashton Simpson: There is also a huge wealth of information available in the Jpac packet, including illustrative examples of packages that could be created using this criteria in different ways. So that's that's my update.

236

00:41:07.990 --> 00:41:11.549

Vince Jones-Dixon: Okay. Great Mayor Stovall. Any questions.

237

00:41:14.250 --> 00:41:22.190

Travis Stovall: No questions from me that I could think of. You know. Of course, I think all 3 of these are are solid projects, of course.

238

00:41:22.830 --> 00:41:32.309

Travis Stovall: So all solid projects that can as as Councilor Simpson just referenced, it's always more project than there than there than there is money.

239

00:41:34.480 --> 00:41:35.840

Vince Jones-Dixon: Right perfect.

240

00:41:36.650 --> 00:41:40.070

Vince Jones-Dixon: Thank you, Councillor Tom. Any questions for you or concerns.

241

00:41:41.570 --> 00:41:42.779

E'an Todd: Can you hear me?

242

00:41:43.000 --> 00:41:44.240

Vince Jones-Dixon: Yeah, we can hear you.

243

00:41:44.240 --> 00:41:46.150

E'an Todd: Alright good. I got it working.

244

00:41:46.690 --> 00:41:53.970

E'an Todd: Sorry my my laptop battery died. And so I'm having to. I'm stuck with a phone today.  
So

245

00:41:54.730 --> 00:41:55.550

E'an Todd: I just

246

00:41:56.370 --> 00:42:03.750

E'an Todd: there. There was sort of the the, you know, the putting up for discussion about ranking and so forth. I agree that they're all 3 great projects.

247

00:42:04.250 --> 00:42:16.819

E'an Todd: One thing I can say about the 2, 223rd piece is, there's already the safe routes for school or to schools that is funded on 2, 23, rd and then there's another project that's moving forward with

248

00:42:17.160 --> 00:42:22.390  
E'an Todd: fixing the bike lane, and and I

249  
00:42:22.530 --> 00:42:31.310  
E'an Todd: and sidewalk underneath the railroad bridge. So 2 and 23rd does get a little bit of synergy with some other fully funded

250  
00:42:31.780 --> 00:42:41.870  
E'an Todd: projects. Is that my one observation there with that is, that it would work well, doing 223rd would work well with

251  
00:42:42.210 --> 00:42:44.390  
E'an Todd: 2 other projects that are already going forward.

252  
00:42:49.150 --> 00:42:49.830  
Vince Jones-Dixon: Got it.

253  
00:42:50.410 --> 00:43:01.339  
Vince Jones-Dixon: Got it. Thank you for for that. Input I don't have any additional questions that it sounds like we have. Councilor Todd, are you supportive of us moving? Go ahead, Mayor Stovall.

254  
00:43:01.830 --> 00:43:11.160  
Travis Stovall: Well, I was just gonna say, I I think you're getting ready to kind of move us into the discussion about how we move forward on this, you know, and ultimately

255  
00:43:11.530 --> 00:43:29.379  
Travis Stovall: I also want to highlight the you know, similar to what Councilor Simpson was saying, what was already mentioned by the both presenters. Is that ultimately, I think we all we do want to lend this whole process to something that puts us in the best position to get.

256  
00:43:29.880 --> 00:43:48.660  
Travis Stovall: you know, any of these projects funded. And so you know. So I think that that needs to be a lens that we look through. And I think Jay mentioned some of the criteria in how that plays out. So I'm supportive of all 3 of these projects immensely, you know. Although at the end of the day

257

00:43:48.660 --> 00:44:06.899

Travis Stovall: we all. I also want to see us bring investment dollars to East County as much as possible, so a process that allows us to put forth projects that have the highest probability of getting funded is something that I'd be supportive of. And I like the prioritization saying, okay, here are 3 priorities.

258

00:44:06.910 --> 00:44:18.380

Travis Stovall: You know, this is our number one priority. This is our number 2. Priority is our number 3 priority. If funding were available. And I think it would need to lend itself well to be competitive on the regional, on the regional stage.

259

00:44:22.020 --> 00:44:22.630

Vince Jones-Dixon: Yep.

260

00:44:23.820 --> 00:44:35.029

Vince Jones-Dixon: thank you. Thank you for that. Input so do we have to go back through and determine the priority. Are we going off of the priorities that that have been support or been provided by Sarah and Team

261

00:44:35.800 --> 00:44:37.000

Vince Jones-Dixon: yeah, Councilor Todd.

262

00:44:37.400 --> 00:44:44.020

E'an Todd: I say, I'm I'm fine. I'm absolutely fine, and it would support supporting them in the order that they ranked

263

00:44:44.587 --> 00:44:48.439

E'an Todd: as we just said, like ensuring that we get.

264

00:44:48.980 --> 00:44:51.200

E'an Todd: You know we get investment in East County.

265

00:44:51.850 --> 00:44:56.890

E'an Todd: supporting them in the order that it looks like they they were scored makes sense to me.

266

00:44:57.300 --> 00:45:00.400

Vince Jones-Dixon: Donna, and for you, Mayor Stovall, same.

267

00:45:00.630 --> 00:45:01.390

Travis Stovall: Same.

268

00:45:02.230 --> 00:45:07.550

Vince Jones-Dixon: Great. Let's move, sir. You came off mute. Did you have a question, or can we move forward with the vote?

269

00:45:13.050 --> 00:45:23.559

Vince Jones-Dixon: Guess we'll move. We'll move forward with the vote for the Regional Flexible Fund allocation. Thank you again, Sarah and Jay, for the for the presentation. Do we have a motion

270

00:45:24.350 --> 00:45:26.630

Vince Jones-Dixon: so moved. Do it!

271

00:45:26.810 --> 00:45:31.030

Travis Stovall: Do we do? I need to give any of? Do I need to give any further definition there or

272

00:45:31.210 --> 00:45:42.310

Travis Stovall: moved? That, you know the motion is is that we move forward with the priority list based on how they're presented and what puts the rankings in us in the best possible disposition to get funded.

273

00:45:42.760 --> 00:45:43.430

Vince Jones-Dixon: Perfect?

274

00:45:44.590 --> 00:45:45.720

Vince Jones-Dixon: Do I have a second.

275

00:45:45.970 --> 00:45:46.760

E'an Todd: Second.

276

00:45:47.170 --> 00:45:49.690

Vince Jones-Dixon: Thank you, Councillor Todd, all in favor. Say, aye.

277

00:45:50.840 --> 00:45:51.430

Travis Stovall: Bye.

278

00:45:52.240 --> 00:45:56.049

Vince Jones-Dixon: Perfect looks like it moves, it moves unanimously. Thank you.

279

00:45:56.470 --> 00:45:59.219

Vince Jones-Dixon: And I know, Mayor Stovall. You have to jump, and I believe.

280

00:45:59.220 --> 00:45:59.540

Travis Stovall: I do?

281

00:45:59.540 --> 00:46:00.430

Vince Jones-Dixon: Simpson.

282

00:46:00.430 --> 00:46:01.821

Travis Stovall: From a Councilor, Simpson.

283

00:46:02.170 --> 00:46:06.148

Vince Jones-Dixon: They're taking taking care of. Shs! This shs conversation.

284

00:46:06.590 --> 00:46:07.799

Travis Stovall: Build, that housing.

285

00:46:07.800 --> 00:46:13.660

Vince Jones-Dixon: Yes, yes, sir, and Councilor Simpson, we'll circle back with you regarding just the the voting voting member.

286

00:46:13.900 --> 00:46:18.569

Vince Jones-Dixon: Conversation. Provide an Update here at the end of this week for you. Looking forward to having you

287

00:46:19.190 --> 00:46:37.079

Vince Jones-Dixon: officially, we'll move forward. Move on to agenda agenda. Item, 7. Transportation safety action plan, tsap, safety, countermeasures and phase. 2 engagement we have Mike Selinger, Katie, and Bianca here from Alta

288

00:46:37.550 --> 00:46:38.620

Vince Jones-Dixon: Floor is yours.

289

00:46:38.980 --> 00:46:44.880

Mike Sellinger | Alta: Great. Thank you. Chair. Let's see, Bianca, are you able to share your screen?

290

00:46:45.190 --> 00:46:47.190

Mike Sellinger | Alta: Looks like it's coming up

291

00:46:47.480 --> 00:47:07.549

Mike Sellinger | Alta: alright. Perfect. Yeah, thank you for for having us back to a mucktuck we are getting ready to launch our second phase of engagement. So want to get everybody here up to speed on what that means, and and as well as just give a quick recap of what we've done so far. So I'll try to keep that recap pretty quick. So we have more time

292

00:47:07.780 --> 00:47:11.961

Mike Sellinger | Alta: for the newer items. So if you go to the next slide, please.

293

00:47:12.400 --> 00:47:29.810

Mike Sellinger | Alta: So as I mentioned. Yeah, I want to give an update of where we are in the project what we learned during phase one, and then really focusing on those next 2 pieces. As we have some initial recommendations and actions, as well as getting ready to take those out to the public in June and July next slide, please.

294

00:47:30.700 --> 00:47:42.690

Mike Sellinger | Alta: So quick reminder of the the purpose of this project. We are working to develop a transportation safety action plan to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries.

295

00:47:43.350 --> 00:47:44.512

Mike Sellinger | Alta: Next slide, please.

296

00:47:45.330 --> 00:48:01.039

Mike Sellinger | Alta: And you know we've been in front of a muktuk a number of times talking about the earlier phases of the project which were really about listening to the community, about current safety issues as well as a deep dive into safety analysis. And what we're seeing from collision data

297

00:48:01.040 --> 00:48:18.490

Mike Sellinger | Alta: to really understand what those the biggest issues are. Now, we've turned to moving into recommendations for both specific project areas, 10 high priority corridors, as well as more general actions and strategies to help get at all the safety concerns that we identified in phase one

298

00:48:20.000 --> 00:48:27.210

Mike Sellinger | Alta: next slide, please, and you know, just a a quick recap of what we saw in phase one

299

00:48:28.735 --> 00:48:55.139

Mike Sellinger | Alta: did a lot of different engagement activities that included in person engagement with listening sessions in 5 different languages. A number of key partner interviews as well as events like Juneteenth Wood village night out Fairview on the Green Rockwood rock the block, and Troutdale 1st Friday. We're going to be hitting a lot of those same events in our second round of engagement which you'll hear more about in a little bit. We also had a ton of online engagement.

300

00:48:55.300 --> 00:49:02.809

Mike Sellinger | Alta: I think overall thousands of of responses. So a lot of community interest in in talking about the safety issues in East County.

301

00:49:03.120 --> 00:49:18.889

Mike Sellinger | Alta: Next slide, please, from that to summarize lots and lots of information in 5 bullet points. This is kind of what we paired down as the 5 key safety concerns. We kept hearing and seeing the data over and over again, and those were speeding

302

00:49:19.090 --> 00:49:37.869

Mike Sellinger | Alta: issues at intersections, especially with more vulnerable users of motor vehicles, hitting people, walking and biking by failing to yield peak hours and visibility. We saw huge spikes in the crash data in November, at daylight, savings

303

00:49:37.980 --> 00:49:52.079

Mike Sellinger | Alta: shift, when we, when the the Pm. Commute peak went from daylight into darkness, impaired, driving a lot of the crashes, and particularly the most severe crashes, had drug and alcohol related in some fashion.

304

00:49:52.270 --> 00:50:07.139

Mike Sellinger | Alta: and those were seen most at night, and finally road and pathway maintenance. This is something. We heard a lot from the community about the poor conditions of road sidewalks and bike lanes and really creating safety issues throughout the community.

305

00:50:08.010 --> 00:50:09.319

Mike Sellinger | Alta: Next slide, please.

306

00:50:10.490 --> 00:50:32.180

Mike Sellinger | Alta: So from taking all that and prioritizing the community engagement, the safety analysis, the high injury corridors put together by Metro, as well as some of the collision, specific crash profiles that we identified in equity analysis both on based on where people lived and where they're traveling. We zoomed in on what we saw as the 10 highest priority corridors.

307

00:50:32.410 --> 00:50:57.200

Mike Sellinger | Alta: And that's what's shown here on the map. I won't list them all, and we're working on cut sheets. Now that will have detailed information on the safety concerns and specific safety improvements along each of these 10 corridors, which will be a big part of that engagement that you'll hear about next. So with that, I'll pass it over to Bianca to talk a little bit more about what some of the different recommendations and actions look like.

308

00:50:58.390 --> 00:51:08.519

Bianca Popescu, Alta: Yeah, thanks, Mike. So I'll be talking through some initial safety improvement recommendations or countermeasures at those top priority locations.

309

00:51:08.720 --> 00:51:36.809

Bianca Popescu, Alta: And so, firstly, what makes a street safe, having safe and accessible sidewalks, access to transit, safe street crossings and signal operations, safe visibility at night for lighting safe speed limits for everyone using the road safe and low stress bikeways and safe access for the key elements that we are targeting with the safety countermeasures. And so I'll be introducing some

310

00:51:37.000 --> 00:51:51.590

Bianca Popescu, Alta: countermeasure options that we're recommending in East County on our top corridors that Mike presented. And these are research based best practice safety improvements that we selected to specifically apply to the East County context.

311

00:51:52.130 --> 00:52:01.840

Bianca Popescu, Alta: So some bicycle improvement countermeasures include a separate and protected bike lane as well as bicycle conflict, striping through green paint.

312

00:52:02.110 --> 00:52:23.940

Bianca Popescu, Alta: Some crossing improvement, countermeasure options improve, include rectangular, rapid, flashing beacons, which are pictured here, or pedestrian hybrid beacons which are overhead signals for pedestrians crossing raised pedestrian crossings again pictured here help slow down vehicles.

313

00:52:24.000 --> 00:52:37.499

Bianca Popescu, Alta: pedestrian refuge, islands for people walking and biking to pause in the middle between opposing lanes of traffic and high visibility crosswalks through bold white striping patterns. Which is shown in this photo.

314

00:52:38.510 --> 00:52:49.270

Bianca Popescu, Alta: some intersection improvement countermeasures. We're looking at at specific intersections and priority locations include restricting right turns on red.

315

00:52:49.340 --> 00:53:18.560

Bianca Popescu, Alta: that it reduces conflicts between vehicles turning right and people walking, leading pedestrian intervals allows pedestrians to get a head start before the green

light for the vehicles dedicated left turn phasing to protect vehicles, turning left from other phases and and pedestrians, and also advanced stop bars to have vehicles stop more in advance of the crosswalks and improves visibility.

316

00:53:19.460 --> 00:53:35.280

Bianca Popescu, Alta: Some roadway design, improvement, countermeasure options we're looking at are road diet, so that includes both reducing some vehicle lanes, or also just narrowing vehicle lanes to lower vehicle speeds and create space for pedestrians.

317

00:53:35.470 --> 00:53:39.210

Bianca Popescu, Alta: Curb extensions and curb radius reductions.

318

00:53:39.360 --> 00:53:47.769

Bianca Popescu, Alta: This is a way to encourage slower right turns and improves pedestrian safety

319

00:53:48.110 --> 00:53:54.550

Bianca Popescu, Alta: and slip lane modification. So that is removing right turn, slip lanes, or realigning those.

320

00:53:55.830 --> 00:54:07.560

Bianca Popescu, Alta: And also we looked at speed management countermeasures. Speeding was a major concern in the safety data and heard from the community. So that includes speed feedback signage.

321

00:54:08.074 --> 00:54:19.800

Bianca Popescu, Alta: That's you know, telling drivers that they're speeding to encourage them to slow down speed, safety camera enforcement where you're actually capturing the speeding violations and giving tickets.

322

00:54:20.010 --> 00:54:27.790

Bianca Popescu, Alta: speed humps and speed cushions, slowing down vehicles by vertically vertical delineation.

323

00:54:28.010 --> 00:54:33.719

Bianca Popescu, Alta: speed limit reduction. So that's lowering speed limits. In on key corridors.

324

00:54:34.250 --> 00:55:03.079

Bianca Popescu, Alta: And so all of all of these countermeasures. As I said, they're based on research and best practice. And we're looking at specifically at our top priority locations and looking to see where they could fit to improve specific safety concerns we had along that we saw in that corridor. The safety concerns were, as Mike mentioned, in the safety data and also things we've heard from the community in our 1st phase of engagement.

325

00:55:03.130 --> 00:55:23.590

Bianca Popescu, Alta: So here's an example of one of our top priority corridors, 181st Avenue, from Sandy Boulevard to Yamhill Street. So some of this corridor wide safety concerns here are distant pedestrian crossings, so a countermeasure would be adding pedestrian crossings, specifically pedestrian hybrid beacons or signals.

326

00:55:23.760 --> 00:55:46.039

Bianca Popescu, Alta: There is speeding, seen along this corridor, so a countermeasure would be constructing Medians and lowering the speed limit. The bike lanes were uncomfortable along this corridor, so, having a separated or protected bike lane, and also the having a bicycle conflict striping across driveways as well

327

00:55:46.500 --> 00:55:58.569

Bianca Popescu, Alta: buses block the bike lanes here, so, having a floating bus stop, would improve that there is excessive wide vehicle lanes so narrowing the vehicle lanes would help slow down traffic.

328

00:55:58.680 --> 00:56:26.709

Bianca Popescu, Alta: There's also a history of crashes after dark along this corridor. So, looking at reflective pavement markings, and also specifically improving, lighting at the intersection of Stark and 181, st because that was a location where there is some lighting concerns, and then we also provided some specific site recommendations at this intersection with i. 84, including installing ADA, compliant ramps.

329

00:56:26.710 --> 00:56:32.619

Bianca Popescu, Alta: removing the slip lane or improving the design of the channelization, reducing the curb

330

00:56:32.730 --> 00:56:37.519

Bianca Popescu, Alta: radius, and then also high visibility crosswalks

331

00:56:38.650 --> 00:56:52.849

Bianca Popescu, Alta: and the Safety Action Plan doesn't just look at those countermeasures, as I mentioned, but also looks city countywide and looks at design programmatic and policy recommendations as well.

332

00:56:53.440 --> 00:57:21.340

Bianca Popescu, Alta: So the public health impacts of strategies and action could be seen in the safe system pyramid here. So the higher up elements have less population wide impact. For example, education campaigns. While they can be effective. They have some impacts, but they're not necessarily widespread and lasting, as some of the more systemic elements at the bottom, like the built environment and socioeconomic factors.

333

00:57:21.430 --> 00:57:35.409

Bianca Popescu, Alta: for example, road designers physically separating people, driving from people, walking and biking wherever it possible, has a greater impact of improving public health and safety of the population.

334

00:57:35.410 --> 00:57:58.240

Bianca Popescu, Alta: So some countywide strategies and actions, some examples of things we are recommending as part of this plan are prioritize and implement the safety treatments along the priority corridor. So that's what I was just talking about as the example of 181st Avenue. Improved pedestrian and bicycle infrastructure. So filling in those gaps.

335

00:57:58.440 --> 00:58:11.480

Bianca Popescu, Alta: continue upgrading crossings and sidewalks to ada standards, seeking dedicate seek and dedicate maintenance funding for the safety priority network and identify opportunities to enhance street lighting

336

00:58:12.250 --> 00:58:22.970

Bianca Popescu, Alta: some strategies and action examples for policies and programs could include updating our local, the local design standards and transportation plans

337

00:58:23.080 --> 00:58:43.680

Bianca Popescu, Alta: continuing to fund the East Multnomah County safe routes to school program, installing speed feedback signs and safety cameras coordinating with law enforcement

on high visibility, enforcement of dangerous driving behaviors and launching a safety campaign focused on issues like impaired driving, speeding and bicycle and pedestrian awareness.

338

00:58:44.970 --> 00:59:07.390

Bianca Popescu, Alta: So I'm going to pause here, and if anyone has any questions on the countermeasure strategies or actions, as well as if there are any ideas of other strategies, you should be asking about specifically strategies and actions we should be asking the public about in this next phase of engagement which is coming up this summer.

339

00:59:10.230 --> 00:59:16.400

Vince Jones-Dixon: Okay, thank you, Bianca and Mike. For the for the presentation. Any any questions.

340

00:59:17.340 --> 00:59:20.290

Vince Jones-Dixon: Tom? Or go ahead, Tom.

341

00:59:20.650 --> 00:59:29.099

Tom Bouillion, Port of Portland: Yeah, I was just curious, for I think one of the countermeasures you mentioned was speed cushions. I was just curious. Is there a

342

00:59:30.060 --> 00:59:32.060

Tom Bouillion, Port of Portland: I guess limit to the

343

00:59:32.990 --> 00:59:36.909

Tom Bouillion, Port of Portland: the road classification those can be used

344

00:59:37.370 --> 00:59:39.660

Tom Bouillion, Port of Portland: at. Is it really more for

345

00:59:39.890 --> 00:59:45.629

Tom Bouillion, Port of Portland: local streets? Or I I guess I'm just curious. You know. How far can you

346

00:59:45.810 --> 00:59:50.319

Tom Bouillion, Port of Portland: take that, or where? I guess at what's at? What point is it not recommended.

347

00:59:52.970 --> 01:00:10.260

Bianca Popescu, Alta: Yeah, that's that's a great question. And it's definitely something. We need to keep in mind. When recommending them. The some of them. The speed cushions that I showed in the picture are ones where you actually emergency vehicles can drive

348

01:00:10.750 --> 01:00:19.269

Bianca Popescu, Alta: through them, and if they're at the width that a vehicle would have to slow down to go through. But emergency vehicles could drive through.

349

01:00:20.080 --> 01:00:20.940

Bianca Popescu, Alta: I think.

350

01:00:21.410 --> 01:00:22.010

Bianca Popescu, Alta: Yeah.

351

01:00:22.790 --> 01:00:30.079

Bianca Popescu, Alta: but they do need to be focused on the classification, maybe wouldn't want to put them on a major arterial road. Of course.

352

01:00:35.050 --> 01:00:35.740

Vince Jones-Dixon: Right.

353

01:00:37.139 --> 01:01:03.859

Vince Jones-Dixon: Great thanks for the question. It looks like Councilor Todd. He does not have any questions. This is a I have just one through the conversations like community engagement. Has anybody said anything about parking and how that impacts? Just, sir, the your findings? I've been talking to a lot of community members that live on the just, the Halsey Road or Halsey, between Fairview and trout down some of the business owners as well. They were just discussing, just

354

01:01:04.010 --> 01:01:10.780

Vince Jones-Dixon: sharing just the how they park on the road to get to various businesses. Did that come up in your? I guess your surveys

355

01:01:11.330 --> 01:01:12.599

Vince Jones-Dixon: for your interviews.

356

01:01:13.400 --> 01:01:18.090

Bianca Popescu, Alta: Katie, are you on the line? I think you'd probably be the best answer. Does.

357

01:01:20.400 --> 01:01:28.909

Katie Selin, Alta Planning + Design (she, her): I am sure that we have some comments on parking if we go back through some of the like detailed comments.

358

01:01:29.100 --> 01:01:49.620

Katie Selin, Alta Planning + Design (she, her): Parking did not emerge as one of the top concerns, or like major items. But I think it was in one of our multiple choice questions and and is a is a concern. For sure. But was, yeah, I was not in like that kind of top 5.

359

01:01:51.477 --> 01:01:53.639

Katie Selin, Alta Planning + Design (she, her): Yeah. But from what we were hearing.

360

01:01:54.040 --> 01:01:54.750

Vince Jones-Dixon: Okay.

361

01:01:54.990 --> 01:01:55.719

Vince Jones-Dixon: Got it?

362

01:01:56.230 --> 01:01:59.930

Vince Jones-Dixon: Got it alright? Well, we will.

363

01:01:59.930 --> 01:02:12.420

Bianca Popescu, Alta: I'll say we actually have a little bit more of a presentation. So we're just we have a a little bit more on engagement and upcoming engagement. So just let me know if there's any more questions, and then I'll pass it to Katie to cover that.

364

01:02:12.770 --> 01:02:17.600

Vince Jones-Dixon: Great, great great looks like we don't have any other questions. So, Katie, the floor is yours.

365

01:02:17.600 --> 01:02:18.710

Bianca Popescu, Alta: Okay. Go ahead. Keith.

366

01:02:21.730 --> 01:02:22.910

Katie Selin, Alta Planning + Design (she, her): Thank you.

367

01:02:23.532 --> 01:02:42.129

Katie Selin, Alta Planning + Design (she, her): Yes, just a couple of quick slides on our upcoming engagement. Phase. We are going to be taking our recommendations. What? Bianca was just going over to the community and our partners, June 16, th through July 31, st

368

01:02:42.300 --> 01:02:45.980

Katie Selin, Alta Planning + Design (she, her): and some of the key questions that we're going to be asking

369

01:02:46.541 --> 01:03:14.000

Katie Selin, Alta Planning + Design (she, her): what stands out as important or interesting from the data or community feedback. Does anything surprise you? We're really trying to tell the story, and we got such good, robust feedback in the 1st phase, we wanna reflect that back to the community and show how the recommendations and what we're putting forth connect to what we heard. So that's going to be a focus which roads would be most important to you for safety improvements.

370

01:03:14.559 --> 01:03:25.420

Katie Selin, Alta Planning + Design (she, her): Is there any just asking people for more detail about that more context? And then we're going to be sharing kind of a subset of the actions that Bianca is walking through.

371

01:03:25.660 --> 01:03:35.380

Katie Selin, Alta Planning + Design (she, her): and we'll be asking the community to help us prioritize and share what they would like to see most happen in the coming years

372

01:03:36.060 --> 01:03:37.429

Katie Selin, Alta Planning + Design (she, her): next slide, please.

373

01:03:37.620 --> 01:03:58.100

Katie Selin, Alta Planning + Design (she, her): and the main tool that we're going to be using. We're putting together a virtual open house. It'll be like an interactive website that will have all of the data and kind of tell the story of the project and then have some survey questions. Mixed in to get feedback

374

01:03:59.250 --> 01:04:00.690

Katie Selin, Alta Planning + Design (she, her): next slide, please.

375

01:04:01.780 --> 01:04:15.549

Katie Selin, Alta Planning + Design (she, her): and pretty similar suite of activities and events. From the 1st phase we'll have that story map, that virtual open house in English, Spanish, Chinese, Vietnamese, Russian, and Ukrainian.

376

01:04:15.948 --> 01:04:25.189

Katie Selin, Alta Planning + Design (she, her): We were able to get a good range of feedback in those languages in the 1st phase, so we're hoping. We'll be. That will be similar in this phase.

377

01:04:25.666 --> 01:04:47.060

Katie Selin, Alta Planning + Design (she, her): Going back to a lot of our community based group partners, interviews and presentations there and then really broad communication through county and hopefully through city channel, social media postcards, flyers. Getting the word out that way. And then a similar list of events.

378

01:04:47.586 --> 01:04:53.739

Katie Selin, Alta Planning + Design (she, her): Happening through the phase. So June through July next slide, please.

379

01:04:54.010 --> 01:05:23.619

Katie Selin, Alta Planning + Design (she, her): and just role of a muck and and all of our city partners. We're putting together a toolkit that will have the like engagement copy and graphics that will hopefully make it really easy to take that put it out through newsletters on social media. Help us just spread the word and get this survey out in front of people and let people know where they can find us, at events.

380

01:05:24.240 --> 01:05:29.959

Katie Selin, Alta Planning + Design (she, her): and we welcome any other ideas or feedback from this group.

381

01:05:32.150 --> 01:05:50.220

Katie Selin, Alta Planning + Design (she, her): and then just next steps we'll be back, as Bianca mentioned. With a mock talk in July we'll have the draft plan by the end of August, and then the and then we're planning to share that back with the community in September through October.

382

01:05:52.780 --> 01:05:57.410

Katie Selin, Alta Planning + Design (she, her): And that's it. Yeah. Happy to answer any questions. Or if anyone has

383

01:05:57.550 --> 01:06:00.230

Katie Selin, Alta Planning + Design (she, her): ideas or comments about our engagement plans.

384

01:06:02.060 --> 01:06:09.809

Vince Jones-Dixon: Sounds great, Tom or counselor Todd any any questions for for Katie regarding the engagement plan.

385

01:06:11.470 --> 01:06:13.549

E'an Todd: No, that sounds good.

386

01:06:14.350 --> 01:06:20.574

E'an Todd: the the I was just thinking about with the parking from one of my other committees from

387

01:06:21.280 --> 01:06:24.789

E'an Todd: economic development as far as the Halsey corridor.

388

01:06:25.020 --> 01:06:27.280

E'an Todd: Part of the sort of traffic calming

389

01:06:28.174 --> 01:06:36.240

E'an Todd: discussion is adding in on street parking, which also the businesses on palsy. And Fairview also want

390

01:06:36.959 --> 01:06:44.159

E'an Todd: combined with you know, Blinky Crosswalk. But so parking comes up when I'm talking to folks about

391

01:06:44.360 --> 01:06:47.320

E'an Todd: the intersection of transportation issues and

392

01:06:47.460 --> 01:06:50.809

E'an Todd: economic development and walkability and and livability.

393

01:06:51.020 --> 01:06:53.240

E'an Todd: That's just my one comment.

394

01:06:59.580 --> 01:07:08.000

Vince Jones-Dixon: Thank you. Thank you, Councillor Todd. Thank you. Team, for the presentation, Mike. I saw you came off mute. Did you have anything else to add.

395

01:07:08.650 --> 01:07:13.820

Mike Sellinger | Alta: No, just wanted to thank you for the time today. And we're happy to follow up with any. If there's any other questions.

396

01:07:15.370 --> 01:07:16.160

Vince Jones-Dixon: Great.

397

01:07:16.550 --> 01:07:35.829

Vince Jones-Dixon: Well, we will move on. Thank you again for for your work. We move on to agenda. Item 8, and we'll be ready, just going back to what we were just discussing. It looks like in July. We'll ready to vote on the vision 0 plan moving forward and provide additional feedback. So thank you. Mike and team

398

01:07:36.330 --> 01:07:51.349

Vince Jones-Dixon: move on to agenda. Item, 8. Summer construction. Update with Chris Strong from the city of Gresham, Lance, Calvert from Multnomah County, and John Sierra from Trimet and Francesca, from city of Portland. We'll start with Mr. Strong.

399

01:07:52.950 --> 01:07:53.979

Chris Strong, City of Gresham: Great. Thank you.

400

01:07:54.483 --> 01:08:04.990

Chris Strong, City of Gresham: So you see the presentation on the screen here of what we have going on for construction this year in Gresham. So I'm Chris Strong. Transportation division director Jay Higgins is also on the meeting today.

401

01:08:07.260 --> 01:08:08.270

Chris Strong, City of Gresham: Next slide.

402

01:08:11.530 --> 01:08:40.970

Chris Strong, City of Gresham: So 1st project I want to talk about was mentioned by Jay in his presentation on the Rifa Grants. This is the Division Street section from Birdsdale to Ulula, that was previously funded through Rifa, and is very actively under construction, now really excited to see that, get this going. What this will result in is continuous. Sidewalk and bike lanes in both directions. Some meetings along there as well, and Rfb. Along the way, too, and completion is expected by the end of this calendar year.

403

01:08:41.740 --> 01:08:42.670

Chris Strong, City of Gresham: Next slide

404

01:08:44.600 --> 01:08:57.670

Chris Strong, City of Gresham: we have a project funded by the American Rescue Plan Act or Arpa along Y East way. And so just a little context with this, we've had y East way running along the Trimet

405

01:08:57.700 --> 01:09:12.569

Chris Strong, City of Gresham: property kind of further west in Gresham than downtown for a number of years, and we've had a kind of a pinch point where it left the Trimet right of way, started using city streets, including going down main kind of by Gresham High.

406

01:09:12.569 --> 01:09:31.850

Chris Strong, City of Gresham: And what we found is there's just a really narrow roadway. And so it's really a pinch point that was discouraging bicyclists from using this facility. So using Arpa funds, what we're doing is basically making more direct path that has more along Trimet property. And so there's a Rfb. That's being installed at Miller

407

01:09:31.880 --> 01:09:44.519

Chris Strong, City of Gresham: kind of continues parallel to the right way as you go to the southeast, and then a crossing on main, and continues from there. This is currently under construction, and it's scheduled to wrap up, I believe, by the end of next month

408

01:09:45.010 --> 01:09:45.960

Chris Strong, City of Gresham: next slide.

409

01:09:47.950 --> 01:10:15.320

Chris Strong, City of Gresham: Later this summer we're going to be starting construction on improvements at 223, rd and Stark. This has been a long awaited project, because primarily of traffic congestion issues, but also some safety concerns out there. What this project will do is result in dual left turn lanes and right turn bays on all approaches. And there's gonna be a little bit of just kind of safety cleanup. There are things that we're doing at the intersection, too. So we hope to have that go out to bid

410

01:10:15.450 --> 01:10:19.599

Chris Strong, City of Gresham: in July, I believe, is what we're targeting, and construction will start later this year.

411

01:10:20.380 --> 01:10:21.510

Chris Strong, City of Gresham: Next slide.

412

01:10:23.770 --> 01:10:32.959

Chris Strong, City of Gresham: Then there's a couple of pavement projects to talk about. We have an arterial paving project and a local streets project which we'll talk about in the next 2 slides next.

413

01:10:34.480 --> 01:11:03.039

Chris Strong, City of Gresham: So for arterial paving, we've had a pretty ambitious program in previous years. We didn't have as much funding available this year, so we aren't going to cover

as many miles. But it's a very significant section we'll do this year. We're focusing on Powell Boulevard from Eastman Parkway to the west. Almost the city limits didn't have enough funding to make that work, but we found it's a very deteriorated section of right-of-way with some flaws, or go pretty deep. And so we're looking to start that work after July first, st

414

01:11:03.500 --> 01:11:04.480

Chris Strong, City of Gresham: next slide.

415

01:11:06.040 --> 01:11:14.141

Chris Strong, City of Gresham: and then we have surfacing work being done on a number of local streets. So we had our hitting the streets pavement

416

01:11:14.830 --> 01:11:18.860

Chris Strong, City of Gresham: effort a few years back to take care of our failed local streets.

417

01:11:18.910 --> 01:11:39.500

Chris Strong, City of Gresham: And so what we're supposed to do with these streets is, once we get them in good shape, we're supposed to do low cost, fairly frequent maintenance to keep them in good shape. And so what we're seeing in 2025 is basically some of the streets that were the early part of hitting the streets, it's time to actually do a surface treatment. So several neighborhoods in the city that they had the major work done a few years back.

418

01:11:39.540 --> 01:11:49.030

Chris Strong, City of Gresham: and this will be a much quicker project. They'll help to improve the longevity of the roads. This will be starting, I believe, mid next month, and I think it's going to wrap up as early as July.

419

01:11:50.830 --> 01:11:52.740

Chris Strong, City of Gresham: and that concludes all I have to share.

420

01:11:54.210 --> 01:12:03.939

Vince Jones-Dixon: Thank you. Thank you, Director Strong, for the presentation. It's always encouraging. Seeing the big, the major projects and learning about what's to come. We'll pass it on to Lance.

421

01:12:06.920 --> 01:12:07.770

Lance Calvert, Multnomah County: One moment.

422

01:12:07.850 --> 01:12:19.659

Lance Calvert, Multnomah County: Thank you, and looks like my slides coming up again. My name is Lance Calvert. Hopefully. Everybody can hear me. I'm the roads, engineering services, manager for Multnomah County

423

01:12:19.960 --> 01:12:27.790

Lance Calvert, Multnomah County: and going over the projects that we have under construction this year in East County. So

424

01:12:27.860 --> 01:12:55.290

Lance Calvert, Multnomah County: our 1st project up is a maintenance project traffic signal upgrades, basically replacing equipment that's at or near its end of useful life. This is a great picture, because you can see the typical back plates of the traffic signal there at Columbia River highway, and one back plate is missing. The other back plate is down to the bare aluminum.

425

01:12:55.350 --> 01:13:03.660

Lance Calvert, Multnomah County: and one's still in existence so much needed repair work at multiple traffic signal locations. With this project.

426

01:13:04.030 --> 01:13:16.020

Lance Calvert, Multnomah County: not anticipating much in the way of detours or issues as we'll be utilizing non-peak hours for a lot of this work.

427

01:13:16.290 --> 01:13:35.819

Lance Calvert, Multnomah County: except when we're in the lanes themselves. And obviously we'll be there. But we'll be shifting traffic and stuff to make sure we can get this stuff done, and the locations are listed on the slide. Halsey, 223, rd 238th Historic Columbia River Highway. Here at 257, th 257th Way, and Sturgis

428

01:13:35.960 --> 01:13:39.040

Lance Calvert, Multnomah County: and Cherry Park as well.

429

01:13:40.060 --> 01:13:41.040

Lance Calvert, Multnomah County: Next slide.

430

01:13:43.490 --> 01:13:51.039

Lance Calvert, Multnomah County: The Cochrane Bridge remediation project is also will be under construction here soon.

431

01:13:51.595 --> 01:14:00.250

Lance Calvert, Multnomah County: That project is in the bid award phase right now, so I anticipate seeing that go to a pre-construction

432

01:14:00.520 --> 01:14:09.450

Lance Calvert, Multnomah County: conference, probably here in the next month. But basically we'll be closing Cochrane Road right at the bridge over Beaver Creek

433

01:14:09.590 --> 01:14:13.660

Lance Calvert, Multnomah County: and detouring folks around the work zone.

434

01:14:15.330 --> 01:14:22.840

Lance Calvert, Multnomah County: Sorry. My slide's not great here, but basically detour runs around Troutdale to stark

435

01:14:22.970 --> 01:14:45.630

Lance Calvert, Multnomah County: and came to get around the work of the creek. You can see the bridge there. Basically, this project replaces all of the lightweight fill that was initially put in place at this location that we've had basically leaching problems with and replacing that with inert material.

436

01:14:45.840 --> 01:14:49.770

Lance Calvert, Multnomah County: that project will be under construction for most of the summer.

437

01:14:50.430 --> 01:14:51.490

Lance Calvert, Multnomah County: Next slide

438

01:14:54.060 --> 01:15:12.249

Lance Calvert, Multnomah County: 257th safety and Paving project is currently underway. You can see the pictures here recently taken from the sidewalk work that's currently going on along the corridor, as well as replacement of light posts and installation of new light posts.

439

01:15:12.360 --> 01:15:28.260

Lance Calvert, Multnomah County: So a lot of accessibility, improvements, new dedicated pedestrian crossings are part of this project, particularly ones close to the high school again, new lighting and all new pavement resurfacing for the corridor.

440

01:15:28.420 --> 01:15:56.039

Lance Calvert, Multnomah County: basically south of the existing concrete areas along 257th down to Stark. The construction impacts again, Lane shifting some temporary lane work, probably limiting some left turns and some small detours as we shift traffic through the construction work zones, particularly when we're doing actual pavement operations.

441

01:15:56.240 --> 01:16:05.810

Lance Calvert, Multnomah County: And again lighting work goes here from Columbia River highway to Stark, and then the pavings from Sturgis and Cherry park to Stark.

442

01:16:08.210 --> 01:16:09.530

Lance Calvert, Multnomah County: and I think that's it.

443

01:16:09.910 --> 01:16:12.229

Lance Calvert, Multnomah County: Those are a big 3 for the summer on the east.

444

01:16:13.910 --> 01:16:19.399

Vince Jones-Dixon: Great, great, great! Thank you. Thank you, Lance. And congratulations. You made it 9 months, I think so.

445

01:16:19.983 --> 01:16:22.319

Lance Calvert, Multnomah County: Yeah, 8, actually, yeah.

446

01:16:22.320 --> 01:16:24.599

Vince Jones-Dixon: Okay, keep counting. Yeah.

447

01:16:26.660 --> 01:16:30.920

Vince Jones-Dixon: No, Lance, personally, because the Stark Street Bridge project. So thank you. That was the 1st 1st mission.

448

01:16:31.332 --> 01:16:37.869

Vince Jones-Dixon: Let's move on to, and we'll save questions for the end. If that's okay. We'll go. Go on to Fran Francesca. Welcome.

449

01:16:38.620 --> 01:16:40.419

Francesca Jones (she/her) PBOT: Thank you so much.

450

01:16:41.470 --> 01:16:50.729

Francesca Jones (she/her) PBOT: And I'm Francesca Jones. I'm a senior city planner. With Portland Bureau of Transportation. Am I showing you my!

451

01:16:52.460 --> 01:16:54.539

Francesca Jones (she/her) PBOT: I am showing you the screen. Good!

452

01:16:54.540 --> 01:16:54.860

Vince Jones-Dixon: You are.

453

01:16:55.910 --> 01:16:56.600

Vince Jones-Dixon: We'll see it.

454

01:16:57.030 --> 01:17:12.850

Francesca Jones (she/her) PBOT: So paving and construction will be happening this summer on both 120 Second Avenue and on Stark Street. So first, st I'll tell you about all the action happening on 120 Second Avenue, and I'll cover what's happening on Stark and let you know what else is in the pipeline.

455

01:17:15.270 --> 01:17:38.320

Francesca Jones (she/her) PBOT: So Pbot has been working on plans and projects to improve safety along 120 Second Avenue for many years, and we're going to begin construction on some of these this summer, as well as subsequent years. The map on the right here shows projects that will be happening over the next 2 years. But I highlighted the ones I'm going to talk about today that are happening this summer.

456

01:17:40.000 --> 01:17:58.369

Francesca Jones (she/her) PBOT: So starting with paving and protected bike lanes between northeast Broadway and northeast Gleason, we are planning to pave 120 Second Avenue between northeast Broadway and Gleason this summer. This is a project funded by fixing our streets 3.

457

01:17:58.490 --> 01:18:08.860

Francesca Jones (she/her) PBOT: As a part of this work we'll be restriping the street to widen the bike lanes by removing parking, and a future project will add concrete separators.

458

01:18:09.210 --> 01:18:21.899

Francesca Jones (she/her) PBOT: We are anticipating travel, disruptions and delays during the paving process here. But I don't think of full rerouting.

459

01:18:24.010 --> 01:18:41.720

Francesca Jones (she/her) PBOT: We're also capitalizing on the paving work to modify the intersection of 120 second and Halsey. Now the work involves elevating the bike lanes up to the intersection and separating right turn movements from rude people. Walking, biking, and driving straight

460

01:18:42.400 --> 01:18:51.413

Francesca Jones (she/her) PBOT: also includes some stormwater improvements and signal modifications, and that work should be starting very soon.

461

01:18:52.760 --> 01:18:55.350

Francesca Jones (she/her) PBOT: and go through July.

462

01:18:55.740 --> 01:19:05.520

Francesca Jones (she/her) PBOT: and this is one of 30 high crash intersections in the city. So these safety improvements are funded by fixing our streets too.

463

01:19:06.610 --> 01:19:16.070

Francesca Jones (she/her) PBOT: and there will be Lane closures, detours and travel disruptions to be expected on this one.

464

01:19:18.520 --> 01:19:23.340

Francesca Jones (she/her) PBOT: So there's also going to be some

465

01:19:23.490 --> 01:19:49.969

Francesca Jones (she/her) PBOT: Tbd. Thinking that it's going to happen this summer. Not quite sure when, but there will be lighting infill happening from San Rafael all the way down the Foster road, mostly adding fixtures to existing poles on the side of the street without the light fixtures, and there will also be 2 new signalized crossings coming that will be at northeast Davis and southeast. Clinton.

466

01:19:52.260 --> 01:20:04.319

Francesca Jones (she/her) PBOT: Then Pbot plans to pave southeast, stark between Southeast 108th and 120 Second Avenue. That's starting very soon.

467

01:20:04.520 --> 01:20:10.649

Francesca Jones (she/her) PBOT: The works is expected to then take a couple weeks to complete, and

468

01:20:11.070 --> 01:20:24.389

Francesca Jones (she/her) PBOT: crews are going to be restriping the new Cross section for southeast start from the safer, outer stark plan, and this includes converting the existing on-street parking to protected bike lanes.

469

01:20:24.550 --> 01:20:36.780

Francesca Jones (she/her) PBOT: and our maintenance crews will strike this new cross section, and then a separate contract will follow to install the concrete vertical protection later.

470

01:20:37.190 --> 01:20:44.850

Francesca Jones (she/her) PBOT: So we are not quite sure when this will start. But we are anticipating sometime this summer.

471

01:20:46.880 --> 01:20:52.020

Francesca Jones (she/her) PBOT: and then we also have a.

472

01:20:53.430 --> 01:21:21.899

Francesca Jones (she/her) PBOT: We also have a crossing project that will be happening in the summer of next year, as well as a larger project funded by safe streets for all happening in 2027, and 2028. So if you want to stay on top of all the projects that are coming up, I will drop the link in the chat. But this URL portland.gov slash 1, 2, 2 nd

473

01:21:22.000 --> 01:21:25.890

Francesca Jones (she/her) PBOT: we'll give you the latest on that, and that's all I got. Thanks.

474

01:21:26.610 --> 01:21:31.291

Vince Jones-Dixon: Great, great. Thank you, Francesca. Let's move on to.

475

01:21:32.630 --> 01:21:35.830

Vince Jones-Dixon: I gotta pull back up my notes here, Primate.

476

01:21:37.080 --> 01:21:37.770

Vince Jones-Dixon: Hey, John.

477

01:21:38.090 --> 01:22:00.610

John Serra (TriMet): Thank you. Chair Jones Dixon, just a quick update for you all. I don't have any slides for you today, but I wanted to let you all know that we're currently in the midst of a major renovation of our Northeast 80 Second Avenue Max Station, and we're currently planning a 2 day disruption along the Banfield to finish the temporary northeast Avenue platform that's currently under construction. So that 2 day disruption is going to be June 8th and 9, th

478

01:22:00.670 --> 01:22:22.800

John Serra (TriMet): that disruption will affect the Max blue, green, and red lines, and this temporary station will enable crews to perform 6 or more months of rehabilitation work along northeast 80 second Max Station without disrupting service for that entire time, and during that time riders will use this temporary platform instead. So during that construction, shuttle buses.

479

01:22:25.650 --> 01:22:30.537

John Serra (TriMet): Let's see, that doesn't make sense. Sorry I got this update from someone else, and I'm just reading it right now.

480

01:22:31.630 --> 01:23:00.629

John Serra (TriMet): During that construction, which I believe is June 8th and 9th shuttle buses will be operating between the Oregon Convention Center and the gateway Transit center to get people to and fro, to and from on the blue line where that would normally be operating. And then this fall we have 2 more limited duration disruptions that are planned for this project scheduled for October 12th and November 9, th and I'll just go ahead and drop an article about our work here in the chat in case anyone's interested to learn more or just feel free to shoot me an email, and I'll be happy to answer any of your questions.

481

01:23:00.940 --> 01:23:07.499

Vince Jones-Dixon: Great, great. Thank you. Thank you, John. Any questions for Chris, John Francesca or Lance

482

01:23:10.400 --> 01:23:11.730

Vince Jones-Dixon: for Councillor Todd.

483

01:23:13.700 --> 01:23:28.549

Vince Jones-Dixon: do you have? I do have one question, Francesca. I know there's been last week. There's been a lot of conversations around that the funding that's supposed to be coming out here to East Multnomah County for sidewalks. The plan that I think Counselor

484

01:23:30.460 --> 01:23:36.430

Vince Jones-Dixon: Councilor Smith was working on is that slated for like next year? Or what? Where are we at with with that?

485

01:23:36.750 --> 01:23:45.369

Francesca Jones (she/her) PBOT: I don't have an update for you. Thank you for the question. Let me plan to get more information and share it back.

486

01:23:45.930 --> 01:23:47.839

Vince Jones-Dixon: Oh, perfect, great!

487

01:23:49.500 --> 01:24:02.220

Vince Jones-Dixon: I don't have any other questions, and looks like no one else does either. So thank you all for just the presentation, and the updates looks like a ton of great projects that are happening out here in East Multnomah County. It's always good.

488

01:24:04.161 --> 01:24:08.909

Vince Jones-Dixon: We will move on to the next agenda item, which is.

489

01:24:10.594 --> 01:24:18.825

Vince Jones-Dixon: since Mayor Stovall jumped off. We're gonna Skip Jpek, unless Jay you have, unless you have a an update. If not. We'll move on to the next.

490

01:24:20.330 --> 01:24:22.629

Jay Higgins, Gresham: The Jpac. Agenda update.

491

01:24:22.630 --> 01:24:25.529

Jay Higgins, Gresham: Pull that up. Give me just a moment to figure out where it went.

492

01:24:25.730 --> 01:24:26.480

Vince Jones-Dixon: Okay.

493

01:24:27.970 --> 01:24:29.839

Jay Higgins, Gresham: If you want to proceed, I can come back.

494

01:24:29.840 --> 01:24:32.289

Vince Jones-Dixon: Okay, we'll come back to you. We'll go over to Elliot.

495

01:24:34.630 --> 01:24:40.680

Eliot Rose (Portland Metro, he/him): Thanks so much, and and thanks for pitching in. Sorry I'm gonna take off my hat for formality. So.

496

01:24:40.800 --> 01:25:08.043

Eliot Rose (Portland Metro, he/him): looking at the jpaced agenda. The most important thing I have to share with y'all is that we have 2 Jpac meetings in May. We have the regularly scheduled meeting on the 15th at 7 30, and then we have the an extra meeting. We added special on Thursday, May 20, second, at 7 30, to discuss the rough. A candidate projects as Councilor Simpson mentioned.

497

01:25:09.110 --> 01:25:25.229

Eliot Rose (Portland Metro, he/him): you're gonna be able to hear from project proponent. Jpac's gonna be able to hear from rough of project proponents at that meeting on the 20 second. That's all the details I have about it for now. I haven't seen a posted agenda yet, or posted materials with it.

498

01:25:25.480 --> 01:25:36.373

Eliot Rose (Portland Metro, he/him): So I'm gonna cover. What's gonna happen on on the 15.th But I don't want folks to lose sight that there's gonna be that extra meeting on on the 20 second. So on the 15, th the agenda has

499

01:25:38.050 --> 01:25:41.919

Eliot Rose (Portland Metro, he/him): a resolution on 2

500

01:25:42.180 --> 01:25:56.259

Eliot Rose (Portland Metro, he/him): mtip amendments that are related to technical support for Rafa and and some shuffling of Federal dollars for disabled transit services between reach between transit agencies in the region.

501

01:25:57.885 --> 01:26:00.680

Eliot Rose (Portland Metro, he/him): And then we do have

502

01:26:00.770 --> 01:26:11.531

Eliot Rose (Portland Metro, he/him): one action item for Jpac to take action on the regional priorities for the Federal surface transportation reauthorization bill.

503

01:26:12.070 --> 01:26:35.920

Eliot Rose (Portland Metro, he/him): Tom does a great job of covering those priorities at these meetings, and he's been in close coordination with the other lobbyists around the meeting around the region. That said, If you want to take a look at this letter. I happy to drop a link to the letter containing the current priorities from the packet. If it'd be helpful for folks to to see. I know Jpa. Packets can be a little bit to wade through.

504

01:26:37.470 --> 01:26:39.090

Eliot Rose (Portland Metro, he/him): Then we have

505

01:26:39.780 --> 01:26:51.669

Eliot Rose (Portland Metro, he/him): a rougher conversation about the step. 2 projects that y'all just discuss today at Muktuk. And staff are gonna share. You know.

506

01:26:52.492 --> 01:26:54.540

Eliot Rose (Portland Metro, he/him): I share some

507

01:26:54.820 --> 01:27:02.550

Eliot Rose (Portland Metro, he/him): comments that they'll receive during the public comment period, as well as some illustrative concepts that like that.

508

01:27:02.660 --> 01:27:03.810

Eliot Rose (Portland Metro, he/him): I

509

01:27:04.440 --> 01:27:16.301

Eliot Rose (Portland Metro, he/him): package multiple projects into illustrative scenarios that focus on certain themes like safety or like economic economic development.

510

01:27:17.080 --> 01:27:28.380

Eliot Rose (Portland Metro, he/him): because that was the feedback from Jpaced at the prior meeting was was on these scenarios, and how we could structure them to reflect key themes that were on the mind of decision makers in the public.

511

01:27:30.930 --> 01:27:33.150

Eliot Rose (Portland Metro, he/him): After that we have

512

01:27:33.670 --> 01:27:42.959

Eliot Rose (Portland Metro, he/him): a presentation on the locally preferred alternative for the Tualatin Valley Highway project. That's a big multimodal corridor project in Washington County.

513

01:27:43.610 --> 01:27:55.287

Eliot Rose (Portland Metro, he/him): and as well as a presentation on the locally preferred alternative for the Montgomery Park Streetcar extension from Portland Streetcar, out to Montgomery Park, in Northwest Portland.

514

01:27:55.770 --> 01:28:23.549

Eliot Rose (Portland Metro, he/him): And then, finally, we have the policy framework for the community connector transit study. I believe Ali was here was here talking about that last month. This is a study to look at how we better connect communities that don't have great fixed routes, transit service, particularly at the edges of the region. And this is lots of different services we could look at, and lots of different kind of priorities and uses for those services. So, Ali, we'll be talking about

515

01:28:23.550 --> 01:28:26.140

Eliot Rose (Portland Metro, he/him): which ones we propose to focus on in that study.

516

01:28:26.862 --> 01:28:39.897

Eliot Rose (Portland Metro, he/him): That's the jpaced agenda, as you can tell, it's it's very crowded and jpaced, is gonna continue to be pretty action packed throughout the summer, because there's just a big backlog of stuff on the agenda

517

01:28:40.260 --> 01:28:59.060

Eliot Rose (Portland Metro, he/him): and we know that Rafa is really important, as Councilor Simpson reminded us. You know there's a deadline to to get that out, to line it up for the funds that are supporting that request. So we really appreciate all the Jpac representatives and all the staffers who are putting extra work into preparing for these important conversations.

518

01:29:01.450 --> 01:29:07.790

Vince Jones-Dixon: Okay, okay. Great. Any questions for for Elliot, for oxide.

519

01:29:08.210 --> 01:29:11.030

Vince Jones-Dixon: We don't have any. Mr. Higgins.

520

01:29:11.310 --> 01:29:12.020

Vince Jones-Dixon: Okay.

521

01:29:12.020 --> 01:29:26.879

Jay Higgins, Gresham: All right. Thanks, Chair. Well, this is easy, because now that I'm following Elliott, most of these things have been picked back up by jpex. So last month, you know, Jpex actually spent a majority of the time really hearing public testimony on the Rafa projects for the step 2

522

01:29:26.880 --> 01:29:47.260

Jay Higgins, Gresham: and and for step one A, so those bond projects that we talked about so a lot of a lot of those comments. And then, as you saw from Sarah over over. I think it was 1,800 comments, you know. Public comments came in around that. And then another big discussion item was around the Federal surface Transportation Reauthorization Bill.

523

01:29:47.260 --> 01:30:13.599

Jay Higgins, Gresham: which is the topic of this month's meeting. So they they kind of got a lay of the land from the Government Affairs officer for Metro, and just talked about what they were seeing, you know, hearing back from the lobbyists in Congress, and then, you know, reminded everyone about the sort of priorities that were laid out in that letter. And so they're gonna they're keeping keeping that as kind of the the move forward for the region. And they'll be discussing a lot more this month.

524

01:30:14.020 --> 01:30:21.550

Jay Higgins, Gresham: So those were the kind of the 2 big highlights for the meet meeting. There was some discussion around the unified planning work plan

525

01:30:21.880 --> 01:30:38.749

Jay Higgins, Gresham: as one of the resolutions. But that ultimately passed, and Metro's bringing back a chance to really talk through the Mpo certification process. And discussing that with around some Clackamas County concerns about how there can be more more discussion on

526

01:30:39.440 --> 01:30:41.590

Jay Higgins, Gresham: representation of Clackamas County.

527

01:30:43.740 --> 01:30:44.320

Vince Jones-Dixon: Okay.

528

01:30:44.460 --> 01:31:08.549

Vince Jones-Dixon: okay, thank you, Mr. Higgins, for playing for filling in for Mayor Stovall. Information's great and extremely helpful. We're going to move on to the next agenda item, which is, which is just agency updates. And Ellie, I don't know if you have anything else to add to what Councilor Simpson mentioned earlier this afternoon. Is there anything else that we should know or be thinking about? As it pertains to Metro.

529

01:31:09.716 --> 01:31:10.013  
Eliot Rose (Portland Metro, he/him): Right.

530  
01:31:10.310 --> 01:31:10.700  
Vince Jones-Dixon: Excellent.

531  
01:31:10.700 --> 01:31:11.310  
Eliot Rose (Portland Metro, he/him): Thank you.

532  
01:31:12.710 --> 01:31:16.430  
Vince Jones-Dixon: Great. Let's move over to Oda Glenn.

533  
01:31:16.430 --> 01:31:45.010  
Glen Bolen, ODOT (he/him): Yeah, there is a chair, I guess, in this role. I don't have a whole lot. I'm gonna drop a link in the chat. We have a chat. Yeah, Odot is kicking off our. Since this group is focused on safety a lot. We're kicking off our transportation safety action plan as well, or it's underway. I'm gonna drop a link in the chat. Mary McGowan is our person in charge of that. She would be happy to come to this group if you'd like an update at some point, so I'd be happy to arrange that if your staff wants to reach out to me.

534  
01:31:46.540 --> 01:31:56.520  
Vince Jones-Dixon: That'll be interesting to see the the variation between what we're getting from Alta and work that you guys are doing out there in the gorge and in between. We can circle back with you on that.

535  
01:31:57.140 --> 01:32:00.250  
Vince Jones-Dixon: Let's go to port of Portland, Tom. Any updates.

536  
01:32:04.232 --> 01:32:07.667  
Tom Bouillion, Port of Portland: Yeah. One thing I was, excuse me gonna mention is

537  
01:32:09.090 --> 01:32:15.191  
Tom Bouillion, Port of Portland: Someone from Metro Parks reached out to us and just mentioned that there's a study to

538

01:32:15.740 --> 01:32:19.271

Tom Bouillion, Port of Portland: Look at installing wayfinding signage in

539

01:32:20.800 --> 01:32:27.380

Tom Bouillion, Port of Portland: trails, chalk, chalk trail in particular, in in East Multnom County, as well as marine drive trail.

540

01:32:27.680 --> 01:32:36.239

Tom Bouillion, Port of Portland: and so just wanted to make sure that folks from I guess city of Troutdale and and other jurisdictions were.

541

01:32:36.530 --> 01:32:45.089

Tom Bouillion, Port of Portland: we're in the loop on that, if if not, feel free to reach out to me, and I can put you in touch with the with the planner at Metro.

542

01:32:45.700 --> 01:32:48.549

Tom Bouillion, Port of Portland: I think actually, maybe it was at A

543

01:32:48.690 --> 01:32:51.744

Tom Bouillion, Port of Portland: and a mucktuck meeting in the past. But I think

544

01:32:52.820 --> 01:32:56.620

Tom Bouillion, Port of Portland: Frank Stevens, who's on the planning commission in Gresham.

545

01:32:57.040 --> 01:33:03.143

Tom Bouillion, Port of Portland: reached out about some. I think he had some questions about about wayfinding. So

546

01:33:04.640 --> 01:33:08.679

Tom Bouillion, Port of Portland: yeah, I think this this might be a topic of particular interest to him.

547

01:33:11.170 --> 01:33:16.440

Tom Bouillion, Port of Portland: So that's that's probably all I have from me for for East County topics.

548

01:33:18.890 --> 01:33:27.550

Vince Jones-Dixon: Got it. Got it? Got it? Thank you for mentioning that, Tom. We should definitely tracking that as as well. And I see Frank is on the call, too, so we should.

549

01:33:27.550 --> 01:33:28.420

Tom Bouillion, Port of Portland: Oh, okay.

550

01:33:32.130 --> 01:33:37.599

Vince Jones-Dixon: And then let's move on to. Looks like Trimet has jumped off. Do we have anybody here from Fairview?

551

01:33:39.300 --> 01:33:44.140

Vince Jones-Dixon: I don't think so. Okay, and then jay anything else to add for progression.

552

01:33:44.590 --> 01:33:46.409

Jay Higgins, Gresham: Nothing else from Gresham. Thanks.

553

01:33:48.250 --> 01:33:51.860

Vince Jones-Dixon: Alright. And how about for city of Portland, Francesca.

554

01:33:53.840 --> 01:33:57.639

Vince Jones-Dixon: Any additional updates outside of the capital projects for this summer.

555

01:34:00.140 --> 01:34:00.740

Francesca Jones (she/her) PBOT: So

556

01:34:00.840 --> 01:34:23.940

Francesca Jones (she/her) PBOT: thank you. I don't have any additional updates right now. However, I did drop an answer to your earlier question in the Chat Commissioner a resolution directing Pbot to further refine the proposal, and to bring forth another proposal, evaluating various fiscal options. Past 11 to one at our Portland City council last week.

557

01:34:24.375 --> 01:34:31.780

Francesca Jones (she/her) PBOT: And I. I put a link to that in the chat here as well. So basically.

558

01:34:31.780 --> 01:34:49.450

Francesca Jones (she/her) PBOT: Council is directing Pbot to construct and maintain sidewalks while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents through the sidewalk improvement and paving program. But we'll be responding to this request that

559

01:34:49.620 --> 01:34:59.430

Francesca Jones (she/her) PBOT: they that they passed, and I don't have additional information on timing, but our bureau will be putting together and refining approvals.

560

01:35:00.350 --> 01:35:02.290

Vince Jones-Dixon: Great. Okay. Great. Thank you.

561

01:35:02.805 --> 01:35:04.345

Vince Jones-Dixon: Francesca for that. Update

562

01:35:05.020 --> 01:35:07.800

Vince Jones-Dixon: Councilor Todd, any any updates from Fairview.

563

01:35:11.630 --> 01:35:12.630

E'an Todd: I think

564

01:35:13.030 --> 01:35:27.330

E'an Todd: I pretty much covered everything in the discussion about the other things, the moving forward with the improvements in 223, rd of getting the planning and stuff and engineering for the improvements at the railway underpass.

565

01:35:27.540 --> 01:35:41.430

E'an Todd: And that's the biggest thing right now, other than hoping that we the main streets on holiday Fairview piece is gonna be able to go forward sooner rather than later.

566

01:35:42.970 --> 01:35:48.350

Vince Jones-Dixon: Great, great. Thank you. Thank you for that. Update Dakota Myers. Any updates for for trail tail.

567

01:35:52.832 --> 01:36:04.009

Dakota Meyer - Troutdale Associate Planner: No updates that I can think of just again. I know our counselor. It was unable to attend, but we do support. All the projects moving forward

568

01:36:04.180 --> 01:36:05.049

Dakota Meyer - Troutdale Associate Planner: as well.

569

01:36:05.550 --> 01:36:11.739

Vince Jones-Dixon: Okay, great. Thank you. Dakota. Thank you for being here. And then Wood Village, I believe. No.

570

01:36:15.250 --> 01:36:21.560

Vince Jones-Dixon: all right. Any other final updates from Multnomah County, Sarah, or Team.

571

01:36:21.780 --> 01:36:28.939

Sarah Paulus, Multnomah County (she/her): I have a really quick one, and I can pass it to see if my colleagues have any as well. I can put a link in the chat

572

01:36:29.498 --> 01:36:52.841

Sarah Paulus, Multnomah County (she/her): our safer sandy project is doing some sorry. I'm multitasking public engagement through a survey, so I can put the link in the chat, and it allows people to talk about their experience walking, biking, and rolling on the section of Sandy Boulevard that we're looking at, which is

573

01:36:53.550 --> 01:36:59.320

Sarah Paulus, Multnomah County (she/her): 200 and 30th through 200 and first.st So I'll put that link in the chat. Feel free to share it.

574

01:37:02.090 --> 01:37:24.040

Vince Jones-Dixon: Perfect perfect. And then I don't have any additional updates, just a huge thank you to the team and everyone that participated in the press conference earlier this afternoon. More to come. We'll be reaching out to others as we continue to do as we continue to

engage and ask for for funding brought here in the in the district any other business for for everyone on this call

575

01:37:26.230 --> 01:37:27.310

Vince Jones-Dixon: alright.

576

01:37:28.230 --> 01:37:35.710

Vince Jones-Dixon: Well, great! Well, thank you for being here this afternoon. Thank you for your time, and thank you for your service, Oscar. You're going to close this out. I saw your face.

577

01:37:37.510 --> 01:37:49.520

Vince Jones-Dixon: No, just a thumbs up perfect. Well, we will see you all next month, and we'll be in close contact. Hopefully the legislative will move this, the work forward as it pertains to funding. Take care! Everyone

578

01:37:49.830 --> 01:37:51.030

Vince Jones-Dixon: meeting adjourned.

579

01:37:51.850 --> 01:37:52.890

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