

February 10, 2025 EMCTC Meeting - Zoom Transcript

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WEBVTT

1

00:00:02.400 --> 00:00:04.130

Oscar Rincones, He/Him - Multco Meeting Support: Super. Okay. Frank.

2

00:00:07.310 --> 00:00:13.270

Frank Stevens: sir, chair. If if we don't have time, I can do public comment at the end. Do you want to do that?

3

00:00:14.120 --> 00:00:17.499

Jessica Berry, Multnomah County (she/her): I think it would be great if we

4

00:00:17.600 --> 00:00:19.610

Jessica Berry, Multnomah County (she/her): move. If we just jump ahead.

5

00:00:19.610 --> 00:00:22.370

Frank Stevens: Quite catch that. Could you please say that again?

6

00:00:22.850 --> 00:00:24.160

Frank Stevens: That was my phone. Sorry.

7

00:00:24.170 --> 00:00:28.900

Jessica Berry, Multnomah County (she/her): Oh, very good. How about?

8

00:00:29.260 --> 00:00:32.899

Jessica Berry, Multnomah County (she/her): I'm just gonna blow up the agenda here for a second. Why don't we do

9

00:00:33.320 --> 00:00:41.389

Jessica Berry, Multnomah County (she/her): the election of chair, and then I can turn it over to the next chair to run the meeting, and then we can.

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00:00:42.210 --> 00:00:44.529

Jessica Berry, Multnomah County (she/her): you know, take the items in order. After that.

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00:00:44.860 --> 00:00:46.069

Jessica Berry, Multnomah County (she/her): since we know we have a quorum.

12

00:00:46.070 --> 00:00:48.210

Frank Stevens: Okay, with public comment coming later. No big deal.

13

00:00:48.630 --> 00:00:55.039

Jessica Berry, Multnomah County (she/her): Okay, although Oscar, did we receive any other public comment, we did not.

14

00:00:55.040 --> 00:00:56.409

Oscar Rincones, He/Him - Multco Meeting Support: Receive any other.

15

00:00:56.946 --> 00:00:57.740

Oscar Rincones, He/Him - Multco Meeting Support: Public comment.

16

00:00:57.930 --> 00:01:03.080

Jessica Berry, Multnomah County (she/her): Okay. Okay. So if everyone's comfortable, I'm gonna move ahead

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00:01:03.390 --> 00:01:17.069

Jessica Berry, Multnomah County (she/her): to item 4 on our agenda. But I'm going to modify it slightly. We are just going to vote today for chair. And we're going to do that because we have

18

00:01:17.090 --> 00:01:35.719

Jessica Berry, Multnomah County (she/her): a new member from Troutdale that's not here today. And we don't currently have a member from Wood Village, so we want to hold off on that

for another month. But we did want to see if we could elect a chair here today. Traditionally, the County Commissioner has been the chair.

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00:01:35.800 --> 00:01:54.540

Jessica Berry, Multnomah County (she/her): and that is still an option for us today. The staff, the way that the bylaws are written. The staffing happens by the chair, and the county has staff that support the chair. So that's kind of my preface to what we usually do, and at this time I would enter.

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00:01:54.710 --> 00:02:01.300

Jessica Berry, Multnomah County (she/her): entertain a motion for a chair. If somebody wants to nominate someone, I guess nomination.

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00:02:03.640 --> 00:02:04.690

Jessica Berry, Multnomah County (she/her): Mayor Stovall.

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00:02:04.690 --> 00:02:06.940

Travis Stovall: I nominate Commissioner Jones Dixon.

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00:02:11.039 --> 00:02:12.579

Jessica Berry, Multnomah County (she/her): Does anyone want to second that?

24

00:02:15.160 --> 00:02:20.103

Jessica Berry, Multnomah County (she/her): Oh, alright! So we can then take a vote.

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00:02:20.740 --> 00:02:31.290

Jessica Berry, Multnomah County (she/her): All those in favor of making Commissioner Jones Dixon the chair. Please raise your hand, or, yeah, raise your actual hand or your little virtual hand.

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00:02:31.580 --> 00:02:34.830

Jessica Berry, Multnomah County (she/her): Let's see, we have 1, 2, 3,

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00:02:35.260 --> 00:02:43.819

Jessica Berry, Multnomah County (she/her): 4. Okay, that was enough. That was a quorum. We will make Commissioner Jones Dixon the chair moving forward. And now, would you like to take over this meeting?

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00:02:43.820 --> 00:02:46.609

Commissioner Jones-Dixon: I would love to thank you, Jessica, you are doing so.

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00:02:48.347 --> 00:02:49.240

Jessica Berry, Multnomah County (she/her): Yeah, he's there.

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00:02:49.240 --> 00:03:04.799

Commissioner Jones-Dixon: 12 items. Thank you for the nomination Mayor Stovall, and for the support rest of the committee members. So we'll move to public comment. It looks like we have one, Mr. Stevens. We'll go with the floor is yours, and then we'll move on with the agenda. Thank you.

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00:03:05.510 --> 00:03:12.949

Frank Stevens: Outstanding. Thank you. Chair. Do you have my Powerpoint presentation available? Oscar?

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00:03:13.380 --> 00:03:42.169

Frank Stevens: Thank you so much. So my name is Frank Stevens Troutdale, resident, avid biker runner. I help out with volunteering a lot in the area. I just wanted to go over one of my quick road trips. This was 3 weeks ago, and I just checked it out again on Thursday, and it hasn't changed. So what we're talking about is the Troutdale Stark Street Bridge project and the mitigation. Probably that's going along with that as we put in construction right there, it's going to go into March. So next slide.

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00:03:46.660 --> 00:03:50.354

Frank Stevens: Yeah, so this was put out on the Multnomah County

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00:03:51.310 --> 00:03:59.319

Frank Stevens: website, basically. And then, I took these pictures myself. As I was biking. There's obviously some missed

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00:03:59.840 --> 00:04:12.619

Frank Stevens: communication disconnects on the safety aspects the light doesn't turn for just a biker. You have to wait for a car to show up there's not enough room. There's nothing designated for runners or bikers at all.

36

00:04:12.945 --> 00:04:33.519

Frank Stevens: There wasn't really enough time to get through the intersection from one direction to the other, and the speed limits are still at 45 which is actually, I think, more than what is typical in that area. But I'd have to check with Odot on that which doesn't make sense for a construction area for a single lane. It goes down to a single lane on both sides.

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00:04:33.680 --> 00:04:45.670

Frank Stevens: It's also not visibly as you come up to. This is on a corner, so we have some other impediments there as well it does. If you want to go check out the project. It's at that stark street retaining wall

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00:04:45.840 --> 00:04:46.850

Frank Stevens: next slide

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00:04:49.367 --> 00:05:17.029

Frank Stevens: so some of the mitigation. What we're seeing here in Troutdale on this route is a lot more traffic that is avoiding the whole historic river highway and taking Woodward road. That is typically a bike route. That's our shortcut to get up to Crown Point. Most of the bike clubs that I ride with take that route, and then we branch off to other rural routes. But what we're seeing is not only an increase in traffic, but an increase in speeds. And next slide, please.

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00:05:19.700 --> 00:05:34.600

Frank Stevens: Unfortunately, we're also seeing cars going off the road right at this intersection, so that red truck was there Thursday. It's been there about a week. Basically, it just went through the intersection and ended up in the trees right across didn't make it into the river. But maybe next time

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00:05:35.044 --> 00:05:57.739

Frank Stevens: so you're what we're seeing is this long line of cars that because of Stark Streets closure are taking Woodward as a shortcut. And you're seeing traffic going literally both ways. That stop sign is not being that stop area by on Woodward Road and Columbia River highway is not being utilized. And you basically have a line of cars just turning right without even looking from a biker standpoint.

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00:05:57.880 --> 00:06:25.930

Frank Stevens: That's just a hazard all by itself. So it's a hotspot and I know Multnomah County Sheriff's department has been out there, but they can't be there all the time. So some signage multnomah County responded pretty quickly. That was Sarah Hurwitz came back with, yeah, we're working on it. We're trying to get some signs out there and get the lights coordinated, and all these other things. But that's 3 weeks after the construction started, and then, Odot, I still haven't gotten a reply from. So

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00:06:26.410 --> 00:06:28.220

Frank Stevens: that's all I have next slide.

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00:06:29.560 --> 00:06:34.080

Frank Stevens: Thanks for listening. That's a picture from the chalk chalk trail, and I'll send you my info on the chat.

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00:06:38.380 --> 00:06:49.669

Commissioner Jones-Dixon: Great, great. Thank you. Thank you, Mr. Stevens, for providing that test. Just your public comment staff, do we typically just respond via email? Or is there anything that you would like to

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00:06:50.350 --> 00:06:51.279

Commissioner Jones-Dixon: say at this time.

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00:06:51.280 --> 00:06:56.124

Jessica Berry, Multnomah County (she/her): Well, I will be providing a short update on the Stark Street bridge at the end of the meeting.

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00:06:56.940 --> 00:06:57.289

Commissioner Jones-Dixon: Okay.

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00:06:57.640 --> 00:06:59.440

Jessica Berry, Multnomah County (she/her): Yeah. And we can follow up more, too.

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00:06:59.440 --> 00:07:07.520

E'an Todd Fairview: Just have a comment about that truck. I happen to be driving up that way on Friday, and it has been pulled up

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00:07:07.830 --> 00:07:13.400

E'an Todd Fairview: and removed as of Friday afternoon, around 2, 30.

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00:07:13.920 --> 00:07:17.820

Commissioner Jones-Dixon: Thank you. Councillor Todd Glenn Modot.

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00:07:17.970 --> 00:07:29.810

Glen Bolen, ODOT (he/him): Yeah, thank you. Chair Jones Dixon, Frank, I put in the chat. But who did you call at Odot? Oh, you have to ask Odot. Okay? So the specific question, I'm just gonna do work the back end. The specific question here is.

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00:07:30.190 --> 00:07:34.410

Glen Bolen, ODOT (he/him): is, is that supposed to be posted? 45. Is that what you're asking about.

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00:07:35.260 --> 00:07:58.800

Frank Stevens: It's not even so posted is 35 as you and 30 as you come around the corner. And then, as you get past the Park. It's actually posted at 35 again. So I don't. I don't know if that section, because there's nothing posted, is 45. That would be a question for the Odot. I thought of going through Tara Wilker Wilkerson, I think, is the the Odot area historical highway reference?

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00:07:59.365 --> 00:08:01.940

Frank Stevens: Lingley? Yeah. Finally, yeah.

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00:08:02.060 --> 00:08:02.920

Frank Stevens: Yeah.

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00:08:03.150 --> 00:08:07.279

Glen Bolen, ODOT (he/him): Was, was there any signs or anything indicating a 45? There.

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00:08:07.530 --> 00:08:23.180

Frank Stevens: Nothing. So there's nothing coming up to the construction. There's nothing on either side coming up either way. So there's no like, Hey, there's there's construction. It's just it's literally a there'll be a stop in the next 100 meters. Not a lot of prep there. Yeah, it it.

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00:08:23.180 --> 00:08:28.569

Glen Bolen, ODOT (he/him): Where the you said in your slide that it was 45 miles an hour. Is that just the observed speed, or is there.

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00:08:28.940 --> 00:08:35.989

Frank Stevens: That was actually posted. That's there's nothing actually puts on a sign. It's all posted on the website.

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00:08:36.130 --> 00:08:39.840

Frank Stevens: So you won't find the 45 mile an hour. Sign anywhere.

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00:08:40.850 --> 00:08:42.529

Glen Bolen, ODOT (he/him): Okay, that is odd.

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00:08:43.120 --> 00:08:55.390

Frank Stevens: Yeah, right? Yeah, this is an area I've talked about with the historical and river highway a number of times. So we we really need to work on signage between Troutdale and Corbett.

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00:08:56.130 --> 00:08:56.840

Commissioner Jones-Dixon: Okay.

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00:08:57.330 --> 00:08:58.230

Glen Bolen, ODOT (he/him): Alright! Thanks.

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00:08:58.870 --> 00:09:02.888

Commissioner Jones-Dixon: Thank you. Thank you. We're gonna move on, and we'll if there's more time we can.

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00:09:03.340 --> 00:09:14.070

Commissioner Jones-Dixon: make additional comments towards the end. We're going to move on to item number 3, the review and adoption of the the last meeting minutes from December 9.th Do I have a motion.

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00:09:15.880 --> 00:09:17.350

Travis Stovall: So move, stovall.

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00:09:17.990 --> 00:09:21.119

Commissioner Jones-Dixon: Here, Stoleball move. Do we have a second good meeting.

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00:09:21.120 --> 00:09:21.660

Tom Bouillion, Port of Portland: And.

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00:09:23.340 --> 00:09:27.770

Commissioner Jones-Dixon: And second from from Tom, all in favor, say aye.

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00:09:28.060 --> 00:09:28.630

E'an Todd Fairview: Bye.

74

00:09:28.630 --> 00:09:29.150

Tom Bouillion, Port of Portland: I.

75

00:09:29.350 --> 00:09:30.270

Travis Stovall: I.

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00:09:31.020 --> 00:09:40.280

Commissioner Jones-Dixon: And I'm gonna have to abstain because I wasn't there, or can I? Still like, I'm going to abstain.

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00:09:40.420 --> 00:09:42.230

Commissioner Jones-Dixon: And we have the majority right?

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00:09:42.230 --> 00:09:43.250

Commissioner Jones-Dixon: Okay, perfect. Yeah.

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00:09:44.250 --> 00:09:49.990

Commissioner Jones-Dixon: we'll move on to item number 5. The safety update from Mary Jo Anderson from the county.

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00:09:50.430 --> 00:10:15.930

MaryJo, Multnomah County: Thank you so much. So in the past, we're kind of redoing our safety update to combine the fatality report with the safety updates. So it's sort of all one thing, and you don't have to call on me twice, Oscar. I'm hoping. Yep, there it goes, Oscar, thank you so much. So we're combining all things safety related in my report this afternoon. Next slide

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00:10:17.378 --> 00:10:33.170

MaryJo, Multnomah County: this is our fatality report from received through Metro. And this is for the December fatalities that we had. January is a little bit delayed. So we're gonna all have January

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00:10:33.698 --> 00:10:53.859

MaryJo, Multnomah County: next month for you. So in December there were at least 7 traffic deaths in the Metro area, and a previously unreported death from November. So this was so 7. Altogether there were 3 people who were driving 3 pedestrians and one motorcycle.

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00:10:53.920 --> 00:11:11.300

MaryJo, Multnomah County: 2 of these were in East Multnomah County. A pedestrian was killed in Gresham by a hit and run driver near Burnside and Cleveland on the 7th of December, and, as far as I can tell, they haven't found the driver yet, but they are pretty sure which vehicle it was.

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00:11:11.570 --> 00:11:34.980

MaryJo, Multnomah County: The other. Fatality was a driver on I-eighty 4, so not on our East County roads, but on the Interstate, which is Odot. This vehicle was reported to be driving eastbound in the westbound lanes and hit another vehicle head on. The people in the other vehicle were not killed. They went to the hospital.

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00:11:35.370 --> 00:12:01.590

MaryJo, Multnomah County: So this report is to kind of keep a running or sort of keep everyone up to date about what's happening on our roads, and we would like to take a moment to

recognize that these people were our friends, our families, our loved ones, neighbors. And they're not just a statistic. They are members.

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00:12:01.670 --> 00:12:09.930

MaryJo, Multnomah County: people who will be missed by their families and friends, and so we would like to take a moment to acknowledge that

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00:12:10.160 --> 00:12:17.319

MaryJo, Multnomah County: their loss, as we continue to move forward to improve safety in our community on our roads.

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00:12:24.060 --> 00:12:26.419

MaryJo, Multnomah County: Thank you. Next slide, Oscar.

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00:12:27.482 --> 00:12:31.287

MaryJo, Multnomah County: Sort of as a a more upbeat way of

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00:12:31.790 --> 00:12:59.939

MaryJo, Multnomah County: approaching this, we do want to let you know what we are doing proactively to improve safety. Our big project this year is our safe streets for all safety action plan, and we have have posted the engagement plan that was approved by a muktuk some months ago. That's now posted on our website. We're moving into phase 2 of our program and our safety analysis is currently in review next slide.

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00:13:01.510 --> 00:13:19.970

MaryJo, Multnomah County: and we'll be coming to the committee this year with our consultants and our upcoming schedule is that next month we'll be coming and having some goal setting and additional analysis information also in May, working on planning and coordination

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00:13:19.970 --> 00:13:33.509

MaryJo, Multnomah County: for our phase, 2. Engagement, as well as an introduction to projects and strategies, and then July will be a draft of the strategies. The projects and performance measures with

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00:13:33.600 --> 00:13:40.279

MaryJo, Multnomah County: drum roll that in October we'll have a draft plan with our focus on funding strategies as well.

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00:13:41.840 --> 00:13:43.760

MaryJo, Multnomah County: Next slide

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00:13:44.630 --> 00:14:10.830

MaryJo, Multnomah County: another safety oriented project that I work on is our safe routes to school project and programs. At the moment. We just recently had a district meeting with staff from Reynolds school district. And right now they're pausing our walk to school events concerned about safety for students and families of color and potential immigrant issues.

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00:14:11.784 --> 00:14:16.380

MaryJo, Multnomah County: We are working. Thank you. Mayor Stovall.

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00:14:16.910 --> 00:14:34.570

MaryJo, Multnomah County: We are working on planning safety lessons for pedestrian safety, scooter, safety and Bike safety, and those lessons are provided by my partners at bike works. There is a Centennial school district has a safe routes to school coordinator that

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00:14:34.740 --> 00:14:38.769

MaryJo, Multnomah County: I think they're close to hiring someone we'll we'll know any day now

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00:14:38.830 --> 00:14:58.820

MaryJo, Multnomah County: and then. Recently, there's been 2 statewide programs that have been rolled out traditionally safe routes to school has focused on elementary to middle school. And we're slowly expanding our offerings to include high school students. And we have to offer different things. So there's a statewide task force

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00:14:58.840 --> 00:15:18.309

MaryJo, Multnomah County: that there have applications for those students would receive a stipend. And then there's also a sticker design contest to try to get our young designers interested in creating some safety stickers. So those are your safety updates. Thank you, Oscar, and I see that Glen has

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00:15:18.380 --> 00:15:19.450

MaryJo, Multnomah County: your hand up.

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00:15:21.610 --> 00:15:24.410

Glen Bolen, ODOT (he/him): Alright! That was a redman hand from before.

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00:15:24.410 --> 00:15:26.569

MaryJo, Multnomah County: Okay. Thank you.

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00:15:26.930 --> 00:15:27.480

Commissioner Jones-Dixon: Done.

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00:15:28.020 --> 00:15:36.010

Commissioner Jones-Dixon: Thank you. Thank you, Mary Jo, for the presentation, and thank you for just taking the time to just remember our neighbors, that we have lost.

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00:15:36.687 --> 00:15:39.322

Commissioner Jones-Dixon: This is extremely extremely helpful.

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00:15:40.260 --> 00:15:42.300

Commissioner Jones-Dixon: Any questions for Mary Jo.

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00:15:42.580 --> 00:15:44.070

Commissioner Jones-Dixon: See? Now, we have a couple minutes.

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00:15:46.410 --> 00:16:09.229

Commissioner Jones-Dixon: Okay, well, we will move on to item number 6. We have the 2024 year in review and 2025 work plan and be a presentation by Sarah. And then as committee members. We'll have an opportunity to provide feedback on the work plan, and I'm pretty sure we'll bring it up for the next meeting as well for the new member, Sarah, the floor is yours. Thank you.

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00:16:09.230 --> 00:16:13.829

Sarah Paulus, Multnomah County (she/her): Yes, thank you. Oscar, do you have my slideshow? Amazing.

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00:16:15.770 --> 00:16:19.569

Sarah Paulus, Multnomah County (she/her): Perfect. Okay. Good afternoon. Everyone.

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00:16:20.049 --> 00:16:29.460

Sarah Paulus, Multnomah County (she/her): I am going to do a quick year in review. Even though we did not meet in January, and it feels like

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00:16:29.460 --> 00:16:54.280

Sarah Paulus, Multnomah County (she/her): this year is already very much underway. I still thought it could be valuable to do a quick recap of some of the topics that this group worked on in 2024, and then, as mentioned, I'll take just a few minutes to share a staff level sort of draft work plan that was developed for 2025, and then I can pass it back over to the chair to see if there's any discussion on this work plan to see if it seems aligned with

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00:16:54.280 --> 00:17:03.130

Sarah Paulus, Multnomah County (she/her): values and priorities, or if you would like to see any changes or any other topics brought to the forefront. So you can go to the next slide, Oscar.

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00:17:04.450 --> 00:17:05.660

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

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00:17:06.190 --> 00:17:31.139

Sarah Paulus, Multnomah County (she/her): So I think one of the benefits of gathering in this group is to allow room for some policy, discussion, and coordination on whatever critical topics are front of mind for East county and the region in 2024. There was a lot going on in regards to policy. I think you could say that for every year some of the specific touch points that this group had to plug in was through the Regional Flexible fund.

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00:17:31.140 --> 00:17:43.630

Sarah Paulus, Multnomah County (she/her): Allocation or Rafa process 2024 was the start of another cycle and included developing program direction to guide the allocation of the funding for this round

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00:17:43.630 --> 00:18:08.580

Sarah Paulus, Multnomah County (she/her): Multnomah County and the city of Gresham submitted applications for the step, 2 bucket of funding for projects in East County, and

conversations for that are ongoing and actually going to be ramping up, as some more decisions are made this spring. So 2024 was really setting the groundwork, applying, doing all of that 2024 also had a short legislative session that you all

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00:18:08.580 --> 00:18:33.289

Sarah Paulus, Multnomah County (she/her): stayed up to date on, and in January 2025, we saw the start of the 2025 legislative long session, which meant that 2024 included a lot of that groundwork to help prepare for the session and a possible transportation package. Amuctech helped weigh in on the Jpac's regional priorities document which is going to guide the region. As we all navigate this session.

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00:18:33.290 --> 00:18:52.140

Sarah Paulus, Multnomah County (she/her): these conversations will continue throughout this year, and Tom Powers, with Multnomah County government relations is planning to present to this group nearly every month while the session is going to keep you all well informed and engaged. I believe he's actually presenting right after me today.

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00:18:52.140 --> 00:19:04.020

Sarah Paulus, Multnomah County (she/her): And then, additionally, we continue to have updates, coordination and points of input across all of our regional committees, including Tpac Jpact and the region. One act.

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00:19:04.365 --> 00:19:25.759

Sarah Paulus, Multnomah County (she/her): These regional committees track a lot of information and it can be a real lift to stay engaged. We had great support in 2024, from staff, from Mayor Stovall, and from our r. 1 act, representatives to connect Amucktuck to these topics, and we will work to continue to do that into 2025 as well. Next slide, please.

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00:19:26.640 --> 00:19:42.989

Sarah Paulus, Multnomah County (she/her): So adjacent to the policy world, east County did some planning. In 2024, Gresham began an update to their transportation system plan or Tsp, and we're going to hear more about that as well as the city of Portland's Tsp Update in 2025,

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00:19:42.990 --> 00:20:07.949

Sarah Paulus, Multnomah County (she/her): Multnomah County received a safe streets for all Grant and really hit the ground running to start work on creating an East County Transportation Safety action plan. So you all helped kick off the project, did extensive summer outreach,

conducted a safety analysis and then used those results to begin some meaningful goal setting. That work is also going to keep moving forward into 2025. And this group here is

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00:20:07.950 --> 00:20:22.120

Sarah Paulus, Multnomah County (she/her): really critical in developing that plan. We also stayed up to date on Trimet's forward together plan that included some service changes but resulted in some exciting increases in service in areas in East County, next slide.

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00:20:23.120 --> 00:20:46.900

Sarah Paulus, Multnomah County (she/her): And then we also made some really good progress on some of our projects. This is not an exhaustive list by any means, but just to highlight a few. In 2024, Multnomah County finalized the design of our ramps and our Ada plan, and began construction out in East County phase. One of this work will be completed in 2025, and then we can start to look ahead to phase 2.

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00:20:47.080 --> 00:21:14.659

Sarah Paulus, Multnomah County (she/her): The main streets on Halsey plan was completed and is in the process of adoption by East County cities, and Muktuk also heard updates on the major milestones of our earthquake ready. Burnside Bridge project, including reaching the 30% design milestone and some widespread community engagement efforts that led to the choosing of that inverted Y design as the preferred alternative, which was a big step.

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00:21:15.157 --> 00:21:26.559

Sarah Paulus, Multnomah County (she/her): Gresham's 181st Safety Improvements project presented to a mucktuck as well, and that project also did some community engagement efforts in 2024,

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00:21:26.560 --> 00:21:44.969

Sarah Paulus, Multnomah County (she/her): and 2024 was also the year that this group started to hear updates on a bit of a surprise project. The Stark Street emergency bridge repair. Our teams have been working really hard to get that bridge safely reopened, and East County has remained really engaged in that progress

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00:21:45.070 --> 00:21:46.530

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

131

00:21:48.140 --> 00:22:09.189

Sarah Paulus, Multnomah County (she/her): So yeah, in 2024, we said goodbye to a few members now, including our longstanding chair. Commissioner Stegman and many of us were able to gather together in person for her last meeting in December. So now we are looking forward to continuing to welcome all of our new members as we head into 2025, and continue this work.

132

00:22:10.120 --> 00:22:12.610

Sarah Paulus, Multnomah County (she/her): So, Oscar, you can stop sharing awesome.

133

00:22:12.860 --> 00:22:17.420

Sarah Paulus, Multnomah County (she/her): And then I am going to go ahead and jump into

134

00:22:17.640 --> 00:22:22.900

Sarah Paulus, Multnomah County (she/her): sharing the work plan with you all. Let's see here

135

00:22:28.600 --> 00:22:32.130

Sarah Paulus, Multnomah County (she/her): so many screens open just a moment.

136

00:22:42.370 --> 00:22:43.650

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

137

00:22:48.630 --> 00:22:49.400

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

138

00:22:49.570 --> 00:22:51.320

Sarah Paulus, Multnomah County (she/her): Sorry about the delay.

139

00:22:53.640 --> 00:22:56.439

Sarah Paulus, Multnomah County (she/her): Okay, are you all seeing the work plan?

140

00:22:56.440 --> 00:22:57.180

Commissioner Jones-Dixon: Yes.

141

00:22:57.370 --> 00:23:01.810

Sarah Paulus, Multnomah County (she/her): The okay. Here, the scrolling. You're seeing that. Okay.

142

00:23:01.810 --> 00:23:02.819

Jay Higgins, Gresham: Hold on, Sarah!

143

00:23:03.190 --> 00:23:03.830

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

144

00:23:03.830 --> 00:23:05.600

Jay Higgins, Gresham: You zoom in a little. It's just tiny.

145

00:23:08.060 --> 00:23:09.389

Sarah Paulus, Multnomah County (she/her): Did that get bigger?

146

00:23:11.080 --> 00:23:12.089

Sarah Paulus, Multnomah County (she/her): A little bit?

147

00:23:12.680 --> 00:23:16.750

Sarah Paulus, Multnomah County (she/her): Okay? So this is the

148

00:23:17.170 --> 00:23:21.112

Sarah Paulus, Multnomah County (she/her): draft work plan. And we are

149

00:23:22.550 --> 00:23:26.769

Sarah Paulus, Multnomah County (she/her): here to just walk through some general topics. I

150

00:23:26.870 --> 00:23:40.599

Sarah Paulus, Multnomah County (she/her): don't need to talk through every single item. This is posted on the website as well. But I can just highlight, a few repeating categories that you might see across the year. So

151

00:23:40.600 --> 00:24:04.599

Sarah Paulus, Multnomah County (she/her): I also will note that it says in February we did the vice chair elections that will be moved. That is a flag to remind you all that to the extent that we utilize this document it will be a working document that will be updated every month as needed. So you will see some legislative session overviews listed on here, as I mentioned from Tom Powers to keep us plugged in with the legislative session.

152

00:24:04.670 --> 00:24:26.289

Sarah Paulus, Multnomah County (she/her): You're going to see items from Metro, including those Rafa conversations on weighing in, on how to allocate that money. You are going to see some items from Alta. The consultants we're working with on the Transportation Safety Action Plan. Mary Jo talked through some of the times that they'll be coming to the group in 2025.

153

00:24:26.290 --> 00:24:34.930

Sarah Paulus, Multnomah County (she/her): There's going to be updates on different strategies and policies at a regional level, and we can weigh in on how those will impact East County.

154

00:24:34.930 --> 00:24:42.739

Sarah Paulus, Multnomah County (she/her): You'll see some Tsp updates from the city of Gresham and Portland. I'm gonna scroll

155

00:24:43.210 --> 00:25:04.819

Sarah Paulus, Multnomah County (she/her): and moving into the last half of the year you'll see similar topics. We'll hear about the Second Street Bridge project update every summer around. May we do a large kind of summer construction update where everyone can share what construction we should expect to see in their jurisdictions throughout the summer and beyond.

156

00:25:05.257 --> 00:25:18.370

Sarah Paulus, Multnomah County (she/her): And we'll hear more about the trimet forward together. Plan. We'll hear an update on the earthquake ready. Burnside Bridge Project. We'll see, continued updates on the safer sandy project.

157

00:25:18.851 --> 00:25:21.259

Sarah Paulus, Multnomah County (she/her): So these are just some

158

00:25:21.770 --> 00:25:30.769

Sarah Paulus, Multnomah County (she/her): topics that we believe will be coming down the pipeline at around this cadence, and then we also have at the bottom some items that

159

00:25:31.130 --> 00:25:52.810

Sarah Paulus, Multnomah County (she/her): are of high interest to this group. We believe that don't have a super specific timeline that we would like to bring as it makes sense. So we have some other East county projects here. A better bus update more about our Ada transition plan how to implement the regional transportation plan. Things like that. So this is our

160

00:25:52.810 --> 00:25:54.010

Sarah Paulus, Multnomah County (she/her): sort of draft

161

00:25:54.010 --> 00:26:16.849

Sarah Paulus, Multnomah County (she/her): work plan that we have now, and we are more than happy to take any feedback or thoughts from members to see if this type of thing makes sense, or if you have any topics that you feel are missing, or any general conversations that you would like to be more on the forefront, so I'm going to stop sharing my screen.

162

00:26:17.565 --> 00:26:23.459

Sarah Paulus, Multnomah County (she/her): But I'm happy to bring it back up if needed. Otherwise I'll pass it back to the chair. And that's all I had today.

163

00:26:23.660 --> 00:26:30.880

Commissioner Jones-Dixon: Great. Thank you. Thank you for the presentation. Sarah. Committee members, are there? Is there anything that you think we should add to the

164

00:26:31.961 --> 00:26:33.720

Commissioner Jones-Dixon: to their work plan, or their agenda.

165

00:26:34.310 --> 00:26:37.320

Commissioner Jones-Dixon: or any questions for Sarah and Team.

166

00:26:39.170 --> 00:26:46.980

Commissioner Jones-Dixon: If not, I will start while everyone is thinking just it'd be great to have to

167

00:26:48.370 --> 00:27:09.080

Commissioner Jones-Dixon: engage in conversation around just the rural roads so east of Troutdale. Because I've been spending a lot of time in Corbett and unincorporated. You know where the water filtration site is and things like that. So just knowing what possibilities or how that ties into the overall transportation plan would be great.

168

00:27:09.670 --> 00:27:12.510

Commissioner Jones-Dixon: that way. We can share that with the with our neighbors out

169

00:27:12.660 --> 00:27:26.629

Commissioner Jones-Dixon: further further east, all the way out to the dam that would be. That would be amazing. So that's just a spark. Is there anything else that folks would like to add? And this is in, or we can continue the conversation over the over the year as well.

170

00:27:28.590 --> 00:27:30.319

Commissioner Jones-Dixon: Tom, or Counselor Todd.

171

00:27:32.800 --> 00:27:38.802

E'an Todd Fairview: Just one thing that I'd like us to discuss at some point here is that now that

172

00:27:39.250 --> 00:27:42.249

E'an Todd Fairview: Now the city of Portland has 3 dedicated Commissioners

173

00:27:42.520 --> 00:27:51.459

E'an Todd Fairview: for the east end of Portland, which is East, you know, gets into East County because it is, you know, the Rockwood area, and that's adjacent to Gresham, and so forth.

174

00:27:52.000 --> 00:27:59.749

E'an Todd Fairview: I'd like us at least discuss reaching out and seeing if we can get one of those 3

175

00:28:00.624 --> 00:28:12.540

E'an Todd Fairview: to to join us, because I think, having that link to city of Portland, now that there are dedicated 3 Commissioners, and I understand in the past, you know historically.

176

00:28:12.690 --> 00:28:20.989

E'an Todd Fairview: was only like 4 City commissioners in the history of the Portland City Council had been from east of

177

00:28:21.210 --> 00:28:28.249

E'an Todd Fairview: like maybe 50th so. But now that there's 3 that are guaranteed to be East County residents.

178

00:28:28.823 --> 00:28:35.179

E'an Todd Fairview: I think it would be useful and a good connection to see if we can get

179

00:28:35.560 --> 00:28:38.230

E'an Todd Fairview: one of those joining us.

180

00:28:39.900 --> 00:28:57.549

Commissioner Jones-Dixon: Yeah, that's a great recommendation. Councillor Todd, I believe Jessica or Sarah mentioned during my briefing last week years ago Councilor Novik used to come out here to the meetings, and they have a transportation committee now through the city of Portland. I believe it's Councillor Smith, but we can check

181

00:28:57.910 --> 00:29:00.449

Commissioner Jones-Dixon: or Jamie, one of the 2, but we can.

182

00:29:00.810 --> 00:29:03.840

Commissioner Jones-Dixon: We'll work with Staff to see how we can extend that invitation.

183

00:29:04.840 --> 00:29:05.600

E'an Todd Fairview: Good good!

184

00:29:05.600 --> 00:29:06.729

E'an Todd Fairview: That would be great. Thank you.

185

00:29:06.890 --> 00:29:12.049

Commissioner Jones-Dixon: Yeah, thank you, Tom. How about for you any recommendations or anything to add.

186

00:29:13.314 --> 00:29:16.230

Tom Bouillion, Port of Portland: No, I did notice there's there was a

187

00:29:16.340 --> 00:29:25.170

Tom Bouillion, Port of Portland: the East County strategy, which is something that the the port of Portland's been working on so I can reach out to to staff that's working on that, and maybe figure out

188

00:29:25.620 --> 00:29:30.080

Tom Bouillion, Port of Portland: an inappropriate time to to have a presentation to the whole committee.

189

00:29:32.660 --> 00:29:33.210

Commissioner Jones-Dixon: Got it.

190

00:29:34.090 --> 00:29:36.969

Commissioner Jones-Dixon: Great, that's helpful. Thank you. Thank you. Thank you.

191

00:29:37.550 --> 00:29:55.539

Commissioner Jones-Dixon: And just a reminder. I believe Mayor Stovall, he is our link to Jpac. I think he serves on Jpac. And then Commissioners Singleton and I were going to be meeting regular regularly, so we can ensure that the things that we discuss here in mucktuck roll up to roll over to them and Jpac, as well. So

192

00:29:56.040 --> 00:30:02.329

Commissioner Jones-Dixon: if there are no other recommendations, just a reminder, you can always email them over to the team, Jessica, Sarah.

193

00:30:02.820 --> 00:30:05.249

Commissioner Jones-Dixon: or myself. And for now we'll

194

00:30:05.720 --> 00:30:13.559

Commissioner Jones-Dixon: go over to Item Number 7, the 2025 legislative session Preview with Mr. Tom Powers. Are you with us?

195

00:30:13.950 --> 00:30:15.200

Sarah Paulus, Multnomah County (she/her): He is

196

00:30:15.480 --> 00:30:20.359

Sarah Paulus, Multnomah County (she/her): actively logging on right now. I sent him a quick chat that we were a little bit ahead of schedule, so.

197

00:30:20.360 --> 00:30:20.820

Commissioner Jones-Dixon: Okay.

198

00:30:20.820 --> 00:30:32.000

Sarah Paulus, Multnomah County (she/her): Beyond in just in just a few seconds. Thank you so much for the Work Plan recommendations, though, we can definitely work to to implement all of those, appreciate the feedback, and it looks like Tom has joined.

199

00:30:32.360 --> 00:30:34.270

Commissioner Jones-Dixon: Great Welcome Tom!

200

00:30:36.710 --> 00:30:39.679

Tom Powers: Hi, everybody for you. Okay.

201

00:30:39.990 --> 00:30:42.300

Commissioner Jones-Dixon: We can hear you. Let me guess you're in Salem.

202

00:30:43.300 --> 00:30:46.689

Tom Powers: Yes, I just ran across the street because there's a big

203

00:30:46.960 --> 00:30:50.439

Tom Powers: reception going on at the Association of Oregon Counties Building, and

204

00:30:50.840 --> 00:30:54.039

Tom Powers: it's very distracting. So I'm just in my car across the street.

205

00:30:55.040 --> 00:30:56.680

Commissioner Jones-Dixon: Well, we are ready for the update.

206

00:30:57.060 --> 00:30:58.719

Tom Powers: Okay, thank you, Commissioner.

207

00:30:59.150 --> 00:31:10.509

Tom Powers: So hello to a muktuk. I'm Tom Powers. I use he him pronouns. And I'm with Multnomah County's office of government relations. I work on state lobbying as well as regional

208

00:31:10.630 --> 00:31:17.770

Tom Powers: coordination throughout the Portland Metro region. Given a report today on

209

00:31:18.030 --> 00:31:23.180

Tom Powers: kind of the beginning of the 2025 State legislative session.

210

00:31:23.390 --> 00:31:28.390

Tom Powers: So I think there is a regular update that I will be providing to a muktuk

211

00:31:28.680 --> 00:31:34.819

Tom Powers: on the legislative session, and how it's progressing. So this is the very 1st of a few different updates.

212

00:31:35.050 --> 00:31:40.209

Tom Powers: This 1st one is about just how the legislature has gotten up to

213

00:31:40.340 --> 00:31:48.459

Tom Powers: the 1st 3 or 4 weeks of its session. So we are coming up on

214

00:31:48.920 --> 00:32:03.430

Tom Powers: maybe 15% of the session being done so far. So the session started on January 21, st and here we are on February 10.th So we're already a few weeks in, and there's been a ton of public hearings on all sorts of issues.

215

00:32:03.750 --> 00:32:20.740

Tom Powers: The Transportation Committee is what I'll be focusing on today. But if you have other questions that are related to transportation or on land use or bills that are in other committees. I'd be happy to try to answer those questions. But going to focus today on the work of the Joint Transportation committee.

216

00:32:20.990 --> 00:32:28.119

Tom Powers: So that is a bipartisan bicameral committee made up of.

217

00:32:28.260 --> 00:32:42.480

Tom Powers: I think, 5 Senators and 9 Representatives. It has 2 co-chairs and 2 vice chairs. The co-chairs are from the Democratic party. It's Chris Gorsuch in the Senate, and Susan Mclean in the House.

218

00:32:42.610 --> 00:32:49.170

Tom Powers: and then the vice chairs are Bruce Starr in the Senate, and then Shelley, Bosshart Davis in

219

00:32:49.460 --> 00:32:56.870

Tom Powers: the house. So they are the 4 people who are really doing a lot of work crafting the transportation funding package.

220

00:32:56.990 --> 00:33:03.089

Tom Powers: and that is the main focus of the session for transportation. There's

221

00:33:03.230 --> 00:33:20.750

Tom Powers: maybe 4 or 5 main focuses in general for the whole session. So transportation is one of the big items for the 2025 legislature, and we think that it might go 1st out of all the big priorities. So if you look at transportation, the other priorities would be housing, behavioral health and education.

222

00:33:21.080 --> 00:33:24.437

Tom Powers: So we are hoping to see action on that.

223

00:33:25.050 --> 00:33:34.030

Tom Powers: you know, before the these other big votes are taken because it might be one of the main tax increase votes that the legislature would have to take this session.

224

00:33:35.800 --> 00:33:57.210

Tom Powers: so right now we are seeing kind of 2 things going on with transportation. One is that the transportation funding package is being worked on somewhat behind the scenes at this point, as those 4 transportation leaders are trying to put together a bill that then they could start to have public hearings on. The other thing that's going on is the

225

00:33:57.450 --> 00:33:59.640

Tom Powers: committee. The Joint Transportation Committee

226

00:33:59.780 --> 00:34:16.129

Tom Powers: has a bunch of policy bills that they're dealing with right now. So they've had days where they've been vetting bills around passenger rail or the upcoming, tolling jurisdiction for the Interstate 5 replacement bridge.

227

00:34:16.230 --> 00:34:30.940

Tom Powers: And today they have just a number of bills around using Atvs on different highways and roads. So it's a lot of bills that have been introduced and have been referred to the Transportation Committee. So we're not seeing a lot of discussion on those bills

228

00:34:31.310 --> 00:34:36.540

Tom Powers: related to funding right now. But there's going to be a lot of that taking up the rest of the work.

229

00:34:36.880 --> 00:34:53.650

Tom Powers: There are about 90 total bills related to transportation. So far, a ton of them are what you call placeholder bills. So they say. You know, this bill requires, you know, a study on transportation. But ultimately

230

00:34:53.760 --> 00:35:10.480

Tom Powers: one or more of those bills will hopefully be amended to include the actual transportation package or transportation funding bills which would be great for us to start to look at those things, and those would be amendments into those bills. So we'll keep an eye on amendments and those things that are forthcoming.

231

00:35:10.690 --> 00:35:30.509

Tom Powers: So the discussions around the transportation package so far have been a lot about the needs of Oregon statewide, as well as the local providers of transportation services. So 50, 30, 20, the split of the State highway fund being 50% for the state, 30% for counties and 20%

232

00:35:30.650 --> 00:35:48.130

Tom Powers: has been a theme that's been reiterated over and over. And I think right now, most of the discussions around the bill. We're hearing that 50, 30, 20 is going to be re upped for the next transportation package, meaning that counties and cities will continue to get

233

00:35:48.290 --> 00:35:54.319

Tom Powers: half of the State highway fund that you know highway gas tax fuels tax funding source

234

00:35:54.350 --> 00:36:21.950

Tom Powers: into the next. Go around. We don't know how much they will propose raising the gas tax or the vehicle registration fees or other inputs into the State Highway fund. So while we feel good about the proportion of the revenues that we would get, we don't know how much they're going to be increased, or what the different proposals are going to be. So hopefully. By the next time I come back to Imucktuck I'll be able to share that information, or you'll already have it because it'll be emailed.

235

00:36:22.520 --> 00:36:33.910

Tom Powers: There's some side issues around the transportation package that would probably be good to talk about. So there's been discussion around a couple of issues for projects.

236

00:36:34.080 --> 00:36:40.060

Tom Powers: So the I 2, 0 5 projects. One is the Abernathy Bridge, the other is the

237

00:36:40.560 --> 00:36:44.839

Tom Powers: prioritization of traffic, adding lanes on i. 2, 0, 5.

238

00:36:45.020 --> 00:36:47.060

Tom Powers: Those 2 projects are.

239

00:36:47.340 --> 00:37:08.350

Tom Powers: you know, package together under the I, 20, 5 project or Improvement Project. But really it's 2 different projects you could think of as phase one and phase 2. I'm probably getting my terms wrong, but there's just a lot of talk about that project as well as the Rose Quarter project, trying to make sure that the bill can provide the bonding to fund that project.

240

00:37:08.770 --> 00:37:15.489

Tom Powers: There are other projects sort of in the mix that are all Odot related, but those are really the 2 primary ones at this time.

241

00:37:16.050 --> 00:37:23.720

Tom Powers: I think there are, you know. It's been. Talk about the Newburgh-dundee bypass, because the

242

00:37:24.000 --> 00:37:40.159

Tom Powers: vice chair in the Senate is from Yamhill County, and so that would be a big project in his district. So we're just kind of seeing these regional things play in as the different legislators talk about projects in their areas. There's all sorts of

243

00:37:40.420 --> 00:37:43.990

Tom Powers: smaller projects that it's hard to see where they're at right now, because

244

00:37:44.250 --> 00:37:51.469

Tom Powers: the co-chairs are not totally releasing the information about what's going to be in the bill at this time.

245

00:37:52.380 --> 00:37:54.659

Tom Powers: The other thing that's going on is

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00:37:54.900 --> 00:38:23.930

Tom Powers: 2 side issues that probably won't be addressed in the bill, but possibly they could. If the Republican vice chairs really push for it, one of them would be the clean trucks issue. So the Department of Environmental Quality has put forward rulemaking and response to a bill that was passed a few years ago for clean trucks, clean Diesel, but also electric trucks. So Republicans and others have really pushed for that to be

247

00:38:24.770 --> 00:38:35.650

Tom Powers: put on hold for a few years, and we'll see what happens with that. But the way it stands right now is Deq. Is putting forward that rule. There's been bills to delay it.

248

00:38:35.840 --> 00:38:53.689

Tom Powers: But I could see that potentially, being in the transportation package as something that is either putting that rule on hold or delaying it. Multnomah County and the city of Portland are opposing that right now. But we're also making sure that we're supporting the passage of a transportation package.

249

00:38:53.900 --> 00:39:14.099

Tom Powers: The other dynamic that is not necessarily related to the bill, but is getting a lot of discussion is Governor Kotek's executive order on project labor agreements. And so we're working to understand how many projects or initiatives that would apply to. But as of right now you know, there's a lot of clarification being sought on.

250

00:39:14.220 --> 00:39:38.779

Tom Powers: Does that apply to projects already in the pipeline? Does it apply to state projects only, or local projects that have state funding, and our best information right now is that it would apply to a lot of the major state projects, but not necessarily the local projects. But there's not a lot of clarity on that. So we're continuing to hear about that and talk to folks and seeing what reactions there might be legislatively to that if any.

251

00:39:39.360 --> 00:39:42.380

Tom Powers: but it remains a big topic of conversation.

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00:39:43.128 --> 00:39:53.880

Tom Powers: I think the other piece that has been talked about in committee, and probably behind the closed doors of the discussion room for the transportation package is

253

00:39:54.070 --> 00:40:07.049

Tom Powers: the efficiency of funding spent for transit. So I think the Republican co-chairs have scrutinized the stiff in the payroll tax, and how efficient that has been used

254

00:40:07.190 --> 00:40:10.140

Tom Powers: versus, you know, more funding for

255

00:40:10.290 --> 00:40:12.469

Tom Powers: widening highways, that kind of thing.

256

00:40:12.620 --> 00:40:21.420

Tom Powers: and then safe routes to schools. The Republican House co-chair was talking about whether local governments should be

257

00:40:21.620 --> 00:40:35.470

Tom Powers: more responsible for paying for safe routes to schools, and it shouldn't be a State obligation. But I think the way safe routes for schools works is comes off the top of the State Highway Fund. So essentially, all 3 are paying for

258

00:40:35.690 --> 00:40:51.739

Tom Powers: safe routes for schools, because the State Highway Fund is being lessened as a whole, and then up in the proportion. So I may have that wrong. But I think that's how it works with safe routes for schools and some of the other off the top programs that we have.

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00:40:53.710 --> 00:40:54.620

Tom Powers: So

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00:40:54.760 --> 00:41:06.180

Tom Powers: that's all I had in my notes. It's still pretty early for transportation in the session. The Joint Transportation Committee meets Monday and Tuesday evenings from 5 to 6 30 Pm.

261

00:41:06.320 --> 00:41:17.299

Tom Powers: You can watch online on the Oregon Legislative information system or Olis. There's a link to just live stream or watch any of the previous meetings that have been recorded.

262

00:41:18.720 --> 00:41:45.569

Tom Powers: and I'll let you know when the transportation bill is released and they start having the really in-depth conversations about transportation funding and the transportation package, because I think that's where the real action will be. This year. There might be some side bills about transportation, but we're really hoping to see that signature 2025 transportation package be introduced soon and hopefully be passed by the end of session, which is the end of June.

263

00:41:46.510 --> 00:41:50.119

Tom Powers: So with that I will just see if there are any questions.

264

00:41:50.610 --> 00:41:51.700

Commissioner Jones-Dixon: Yeah, thank you.

265

00:41:52.160 --> 00:41:54.579

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

266

00:41:58.270 --> 00:42:00.670

Commissioner Jones-Dixon: Alright great.

267

00:42:01.670 --> 00:42:07.100

Commissioner Jones-Dixon: No questions at this point. Keep up the great work. Oh, I see one question. I'm sorry, Glenn. I didn't see your hand.

268

00:42:07.100 --> 00:42:11.613

Glen Bolen, ODOT (he/him): No, thank you. Chair. My kind of matches my door, doesn't it?

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00:42:12.390 --> 00:42:31.680

Glen Bolen, ODOT (he/him): No, I used it in one addition that I've heard folks speculating on is the highway cost allocation study will also be something to watch. Basically, the Constitution requires cars and trucks to pay their relative fair share, and during the short session the report was highly discussed and

270

00:42:32.030 --> 00:42:49.190

Glen Bolen, ODOT (he/him): with the freight community claiming that that well, basically with gas tax losing its cars, getting more efficient. The cars are paying less as a proportion than they used to be, and the freight community is wanting to see some changes. So I think that along with those agreements that Tom mentioned are going to be some interesting

271

00:42:49.410 --> 00:42:50.579

Glen Bolen, ODOT (he/him): things to follow.

272

00:42:52.640 --> 00:42:54.540

Commissioner Jones-Dixon: Yup. Great point. Great point.

273

00:42:55.397 --> 00:42:56.830

Commissioner Jones-Dixon: Any other questions?

274

00:42:58.010 --> 00:43:02.120

Commissioner Jones-Dixon: Well, see a member of my team just joined Mr. Finn.

275

00:43:02.520 --> 00:43:06.700

Commissioner Jones-Dixon: Would you like to introduce yourself, or do you have anything to add before we move on to the next agenda? Item.

276

00:43:07.260 --> 00:43:27.159

Brendan Finn, Multco District 4: Oh, thank you, Mr. Chair. No, I'm just happy to be part of the group used to be in the transportation world. My previous post some familiar faces on the screen here, just enjoying the conversation. Thank you, Mr. Chair. I'll turn it back over to you. By the way, Chief of staff to Multnomah County Commissioner, Mr. Vince Jones, Dixon. Thank you.

277

00:43:28.020 --> 00:43:34.619

Commissioner Jones-Dixon: Thank you, Chief. Thank you, Miss Powers, for your just for making time this afternoon. Have a safe trip home.

278

00:43:35.460 --> 00:43:36.829

Tom Powers: Thank you, Commissioner. Appreciate it.

279

00:43:37.160 --> 00:43:45.699

Commissioner Jones-Dixon: Welcome. We'll move on to agenda. Item 8. Region one. Act. Report bye, Sarah. Again. Welcome back.

280

00:43:45.970 --> 00:44:02.620

Sarah Paulus, Multnomah County (she/her): Yes, thank you for some additional context. Typically, we aim to have one of the formal members of the r. 1 act present these report outs to amuck. We don't currently have anyone in that role. So I am

281

00:44:02.740 --> 00:44:27.159

Sarah Paulus, Multnomah County (she/her): the current report out person in the meantime. So I attended the last region, one Area Commission on Transportation meeting at the beginning of February. This group meets every other month and includes parts of the Metro area as well as Hood River, which is a voice that's not in some of our other metro groups. So that's always really good.

282

00:44:27.160 --> 00:44:40.300

Sarah Paulus, Multnomah County (she/her): They did a really similar kind of kickoff that we did. They talked through their work plan and the things that they've completed and the things they're expecting to complete in 2025. They're talking through some

283

00:44:40.300 --> 00:44:50.270

Sarah Paulus, Multnomah County (she/her): a potential in person meeting some tours. I'll have to stay updated on if they pick anything exciting for that. And then the 1st item was

284

00:44:50.270 --> 00:45:14.839

Sarah Paulus, Multnomah County (she/her): from Amanda Peetz. With Odot she presented on the Odot priority investment areas. They have what they're calling a Hotspot analysis which just looks at statewide strategic and potential investment locations on their end. So they look through the lens of safety, equity, and climate, and they try to integrate the 3 of those.

285

00:45:14.840 --> 00:45:44.119

Sarah Paulus, Multnomah County (she/her): and they have a very data centric numeric system for analyzing the Odot roads. Through this scale. So she did sort of a high level overview. This presentation has been going to acts around the State. They're currently only mapping State highways. So there was some sort of high level visuals of what roads they were viewing as critical down to less critical so we got some

286

00:45:44.350 --> 00:46:09.310

Sarah Paulus, Multnomah County (she/her): kind of context setting there from Amanda, and the second item was on those joint Transportation committee work groups. There were quite a few act members that were also a part of some of the work groups. So they did a nice report out on what their experience was being a part of those work groups. Again, the 3 work groups that happened this fall

287

00:46:09.310 --> 00:46:33.000

Sarah Paulus, Multnomah County (she/her): focused on maintenance and operations, public and active transportation, and finishing the 2017 priority commitments. I think General Takeaways was that it was really nice to have that Forum to discuss with the region, but that they wish there could have been a bit more time to develop some more action oriented steps ahead of session. So I think it was some good information sharing for everybody.

288

00:46:33.480 --> 00:46:57.779

Sarah Paulus, Multnomah County (she/her): And then the final item was on the jurisdictional Transfer Advisory Committee, Ryan Windsheimer, from Odot region. One presented kind of a high level overview of this committee. Members are appointed by the Governor and represent geographically diverse cities and counties, and they review applications of

289

00:46:57.780 --> 00:47:21.280

Sarah Paulus, Multnomah County (she/her): highway transfers to be submitted to the Joint Committee on Transportation, and they seek feedback from the Otc. On recommendations, and then submit a report for the projects that they think should be considered for funding, and at this meeting we heard from Staff, from a Hall boulevard project and a Hood River project on

290

00:47:21.280 --> 00:47:34.900

Sarah Paulus, Multnomah County (she/her): the roads that they submitted to qualify for this. And then there was some good question and answer there, and I believe that was the final item. So that that's all I have for today. Thank you.

291

00:47:35.790 --> 00:47:37.200

Commissioner Jones-Dixon: Thank you. Thank you, sir.

292

00:47:37.300 --> 00:47:42.030

Commissioner Jones-Dixon: Very good. Feed or excuse me. Report out any questions.

293

00:47:43.500 --> 00:47:45.680

Commissioner Jones-Dixon: Counselor Todd or Tom.

294

00:47:46.330 --> 00:47:51.519

Commissioner Jones-Dixon: Nope, okay, we'll move on to Item 9.

295

00:47:52.250 --> 00:47:56.129

Commissioner Jones-Dixon: And Jay, you're gonna do the report out for us for Jpa.

296

00:47:56.130 --> 00:48:15.419

Jay Higgins, Gresham: Yeah, so just quick. Reminder. Mayor Stovall is the East Multnomah County Representative for jfact. And since he's out I will present some summary notes. I didn't attend the meeting, but I watched most of the recording. So if there's other staff who did attend or watch, you feel free to jump in if you have things you want to chime

297

00:48:16.210 --> 00:48:33.399

Jay Higgins, Gresham: 1st off the they did. They did have an action item, and they've adapted some adapted 9 new projects into the Mtip, which is the Metropolitan Transportation Improvement Plan, and 6 of those were Ada projects related to Odot, continuing their commitment to improving Ada access.

298

00:48:34.390 --> 00:48:55.840

Jay Higgins, Gresham: And then they did much like Sarah mentioned, kind of, you know, what's the year gonna look like ahead. So they did kind of work, plan highlights for the year and Jpaced has things coming up specifically around some of the large projects in the region they're gonna later on in the year. They're expecting to adopt the locally preferred alternative for a couple of different transit projects

299

00:48:56.176 --> 00:49:06.960

Jay Higgins, Gresham: so the 80 Second Avenue bus rapid Transit TV highway bus, rapid Transit and Montgomery Park Streetcar. So as those projects finish up and get their locally preferred alternative, they'd be adopted in

300

00:49:07.595 --> 00:49:17.819

Jay Higgins, Gresham: and then, as well as finalizing the Sunrise corridor visioning. So that's happening in Clackamas County right along, 2 along, 2, 2, 12, and 2, 24 there

301

00:49:19.300 --> 00:49:32.370

Jay Higgins, Gresham: as well as they're expecting to allocate more rose quarter mtip funding. So again adopting funding packages into funding from other places into the the Metro regional plan

302

00:49:33.240 --> 00:49:53.769

Jay Higgins, Gresham: they mentioned some policy work that jpaced will also see, during the year mostly related to actions that came out of the 2023 regional transportation plan. So there's going to be a regional demand management strategy that'll be coming before them. And then, right now, the staff's working on a community connector transit study and a climate pollution reduction plan.

303

00:49:54.350 --> 00:50:02.239

Jay Higgins, Gresham: And then they reminded everyone that there's a lot of talk around regional, flexible funds, allocation. And I'll talk a little bit about more about that in a second.

304

00:50:03.559 --> 00:50:14.279

Jay Higgins, Gresham: Then they talked quite a bit about the Federal advocacy strategy. So they largely in, you know, relation to the the change with the trump administration.

305

00:50:14.390 --> 00:50:34.563

Jay Higgins, Gresham: The fact that they're they're they're DC lobbyists. For Metro are not expecting the trump administration is gonna be focusing on transportation and while Metro typically has a big trip every year where they go back in in the fall and you know, meet with different committee chairs and different government government regulators.

306

00:50:35.130 --> 00:50:53.639

Jay Higgins, Gresham: They they were being advised not to come kind of in mass from blue State to try and seek those same, that same kind of desk time with with people, and instead to really pivot. So that's what staff presented is like, what are some options for pivoting, and got some feedback from different members at Jpac. There

307

00:50:55.080 --> 00:50:57.879

Jay Higgins, Gresham: and then we they heard a a brief

308

00:50:58.500 --> 00:51:06.780

Jay Higgins, Gresham: a briefing on the cooling corridors study, which is a new metro study to understand the hot and cool places in the region. And it's going to be

309

00:51:07.020 --> 00:51:15.120

Jay Higgins, Gresham: creating some best practices and policy recommendations on how to deal with extreme heat, and how we can be more more resilient as a region.

310

00:51:16.050 --> 00:51:25.579

Jay Higgins, Gresham: and then the final item was on the original flexible funds. Allocation, the step what's being called the step one, a point, one potential bond.

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00:51:25.770 --> 00:51:32.780

Jay Higgins, Gresham: And so, you know Metro has current bonds right now that are being paid back by these regional, flexible funds.

312

00:51:33.371 --> 00:51:50.409

Jay Higgins, Gresham: Excuse me, and they're looking to what happens when we no longer have to make those payments. How much of the Regional Flexible fund should we commit to a potential new bond? And what are the projects related to that. So they've really kind of narrowed down to a dollar range of about

313

00:51:50.410 --> 00:52:05.025

Jay Higgins, Gresham: somewhere between 60 and 84 million dollars. There were 8 projects that have been kind of put forward in this call for projects, and only 4 of them are still being evaluated as being highly

314

00:52:05.801 --> 00:52:11.908

Jay Higgins, Gresham: kind of in alignment with the different criteria of the pro program. So those are the 80 Second Avenue

315

00:52:12.400 --> 00:52:21.332

Jay Higgins, Gresham: bus rapid transit, the TV highway bus rapid transit the Sunrise corridor which would not be a construction project, but sort of early

316

00:52:21.870 --> 00:52:28.226

Jay Higgins, Gresham: design getting them through a 30% design and then funds for the Burnside bridge for its

317

00:52:29.440 --> 00:52:35.789

Jay Higgins, Gresham: Oh, how do I say it's transit components? Right? So it's a it's transit and multimodal components.

318

00:52:37.544 --> 00:52:38.959

Jay Higgins, Gresham: Let's see. And then.

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00:52:39.220 --> 00:53:08.170

Jay Higgins, Gresham: so Staff has been working through metro staff have been providing these sort of qualitative assessments and thinking about the different impacts, trying to figure out how to package these up so that they meet so the the intention of the intent of the goal, which is, you know, these have, they meet the Rtp regional goals. They have geographic spread. They have the possibility to leverage Federal funds. So there was a bit of conversation just around those, and they and Jpac will be seeing those again in March to kind of, with a final recommendation.

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00:53:10.060 --> 00:53:13.070

Jay Higgins, Gresham: happy to take any questions or comments from Jessica.

321

00:53:13.370 --> 00:53:15.599

Jessica Berry, Multnomah County (she/her): Perfect. Thank you. Yeah. Jessica.

322

00:53:16.002 --> 00:53:24.057

Jessica Berry, Multnomah County (she/her): I just wanted to clarify that. Actually, Montgomery Park Streetcar is also in that package of potential projects for bonding.

323

00:53:24.660 --> 00:53:26.579

Jessica Berry, Multnomah County (she/her): so Montgomery streetcar.

324

00:53:26.820 --> 00:53:32.401

Jessica Berry, Multnomah County (she/her): 80 second TV highway, Sunrise Corridor and the earthquake ready. Burnside Bridge. It's the

325

00:53:33.370 --> 00:53:39.019

Jessica Berry, Multnomah County (she/her): the bus lane, the Rose lane component and the transit pieces for what we put in there.

326

00:53:39.800 --> 00:53:40.320

Commissioner Jones-Dixon: Yeah.

327

00:53:41.240 --> 00:53:47.689

Commissioner Jones-Dixon: Great. Thank you for clarifying any other questions for Mr. Higgins or Jay.

328

00:53:49.210 --> 00:53:55.600

Commissioner Jones-Dixon: Thank you for jumping in there. Jay, we'll move on to item number 10. Elliot rose from Metro.

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00:53:59.470 --> 00:54:03.000

Eliot Rose (Portland Metro, he/him): Y'all hear me. Okay, thank you.

330

00:54:03.910 --> 00:54:06.149

Eliot Rose (Portland Metro, he/him): Alright. So

331

00:54:06.884 --> 00:54:30.989

Eliot Rose (Portland Metro, he/him): jp, which is on February 20, th from 7, 30 to 9. We have 1st of all, a couple of action items including 2 resolutions regarding the Metropolitan Transportation improvement program. Since I heard some folks who are new to this body earlier in the call metropolitan transportation improvement program is

332

00:54:30.990 --> 00:54:39.239

Eliot Rose (Portland Metro, he/him): federally acquired list that we have to maintain of all projects that are designated to receive Federal and State funding within the next 5 years.

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00:54:39.844 --> 00:55:02.860

Eliot Rose (Portland Metro, he/him): And we have to keep that up to date as projects come in. So there are 2 amendments that Jpac. Will be voting on by resolution. One is for the purpose of redistributing about 10 million dollars in redistribution funds, which is an incentive funding that metro gets for completing our tip projects

334

00:55:02.860 --> 00:55:11.989

Eliot Rose (Portland Metro, he/him): on time, and those funds are getting redistributed to other projects that we funded previously, that are getting hit with inflation to help cover the unanticipated cost of inflation.

335

00:55:12.650 --> 00:55:13.730

Eliot Rose (Portland Metro, he/him): And then

336

00:55:14.311 --> 00:55:24.590

Eliot Rose (Portland Metro, he/him): the other resolution that Jpac will be voting on is one that cancels 1 0 dot project and adds 3 new regional metro planning studies to the Mtip.

337

00:55:24.950 --> 00:55:48.390

Eliot Rose (Portland Metro, he/him): And then we have, several different information and discussion items. We've already had a couple of conversations with him about the regional flexible funds. Allocation. We're gonna be continuing those last month, Staff spoke. Staff got input from Tpac on how we can bundle

338

00:55:48.390 --> 00:56:01.870

Eliot Rose (Portland Metro, he/him): some of the projects that are that are being proposed for the new Rafa, the new Rafa bucket we're creating that supports that it's bonding funds to support major projects.

339

00:56:03.310 --> 00:56:04.360

Eliot Rose (Portland Metro, he/him): And

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00:56:04.450 --> 00:56:26.090

Eliot Rose (Portland Metro, he/him): staff got feedback on different scenarios. We can use to group all those together because it helps with decision making. If, instead of providing results project by project, we, we wrap them up into scenarios of what the multiple projects that the region will likely be able to invest in and evaluate those. So Staff will be sharing the results of that evaluation for feedback and questions from jpact.

341

00:56:26.260 --> 00:56:54.350

Eliot Rose (Portland Metro, he/him): Then we'll have a discussion about an upcoming Mtip amendment that Jpact will be voting on next month. Related to the Rose Quarter Improvement Project. That's a big project that's been funded by the legislature, and whenever it comes up for amendment there's there's often a lot of questions about it. And so you know what we do when we have big, complicated amendments like that is that jpact gets to

342

00:56:54.350 --> 00:56:57.319

Eliot Rose (Portland Metro, he/him): just hear information about the item and discuss it

343

00:56:57.380 --> 00:57:13.979

Eliot Rose (Portland Metro, he/him): a month ahead of voting on it. And so Odot Staff and others will be sharing Odot Staff and Metro staff will be sharing information about the proposed amendment which programs 250 million dollars of funding that the Oregon Transportation Commission recently

344

00:57:14.290 --> 00:57:40.160

Eliot Rose (Portland Metro, he/him): devoted to the project. And then, lastly, we'll have a presentation on the 80 Second Avenue Transit Project locally preferred alternative is a project that's improving transit access and mobility along 80 Second Avenue and staff will be sharing more about the proposed design of the project. So that's the jpaced agenda for next Thursday, the 20.th

345

00:57:41.290 --> 00:57:43.639

Eliot Rose (Portland Metro, he/him): Try to answer any questions.

346

00:57:43.910 --> 00:57:46.099

Commissioner Jones-Dixon: Any questions for for Elliot. Thank you.

347

00:57:48.350 --> 00:57:49.090

Commissioner Jones-Dixon: No.

348

00:57:50.990 --> 00:58:05.260

Commissioner Jones-Dixon: all right. Well, thank you. Thank you, Elliot, for the report out. That's extremely helpful for, like I'm getting caught up on everything, all things transportation within the region and within the within the State. And of course I have Brendan Finn here here to help me as well.

349

00:58:06.440 --> 00:58:19.769

Commissioner Jones-Dixon: we're moving on to just agency updates. So this is a time where everyone from Odot to Metro, you can provide just general updates, we'll start with Dot, Elliot or Ramona. Do you have any any additional updates for

350

00:58:20.245 --> 00:58:21.159

Commissioner Jones-Dixon: for everyone here?

351

00:58:24.150 --> 00:58:26.080

Commissioner Jones-Dixon: Or I guess we'll start with Gwen, since you went off mute.

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00:58:26.080 --> 00:58:29.483

Glen Bolen, ODOT (he/him): Chair, Dixon. I was wondering if you are. If you're asking me 1st or not.

353

00:58:29.710 --> 00:58:31.800

Commissioner Jones-Dixon: Go ahead, sure.

354

00:58:31.800 --> 00:58:52.680

Glen Bolen, ODOT (he/him): Sure, hey? Just a few things, and I'll drop a couple of links in the chat when I'm done. But the construction of phase, 2 of Outer Powell. This is the big revamp of Powell Outer Powell from, you know, no shoulders and everything to nice sidewalks, bike lanes, and a 3 Lane Road. That's gonna start in March. So coming up here pretty soon.

355

00:58:53.630 --> 00:59:12.900

Glen Bolen, ODOT (he/him): Not quite, I pardon. But there's also 4 new rapid flash beacons going in on a Second Avenue. So that's pretty exciting from a safety standpoint. And then just I think I think folks probably know that Metro about Gresham was one of the awardees for safe routes to school money in the recent allocation. So

356

00:59:13.290 --> 00:59:14.689

Glen Bolen, ODOT (he/him): congratulations Jay.

357

00:59:15.630 --> 00:59:16.899

Commissioner Jones-Dixon: Congrats. Thank you.

358

00:59:17.430 --> 00:59:24.960

Commissioner Jones-Dixon: Big Glenn Elliott, do you have any anything else to add for Metro.

359

00:59:24.960 --> 00:59:27.620

Eliot Rose (Portland Metro, he/him): No further updates from Metro at this point. Thank you.

360

00:59:28.310 --> 00:59:31.280

Commissioner Jones-Dixon: Great. Thank you. Thank you both. Port of Portland.

361

00:59:32.570 --> 00:59:33.979

Tom Bouillion, Port of Portland: Hey? Good afternoon.

362

00:59:34.860 --> 00:59:40.519

Tom Bouillion, Port of Portland: One project I could mention. I guess it's not, strictly speaking, in East County, but I think it's used by

363

00:59:40.820 --> 00:59:43.269

Tom Bouillion, Port of Portland: most East County residents is

364

00:59:44.070 --> 00:59:51.165

Tom Bouillion, Port of Portland: 80 second airport way project which is really the the only way to get to to Pdx.

365

00:59:52.600 --> 00:59:59.587

Tom Bouillion, Port of Portland: we've had a project on the books for quite a while to to upgrade that intersection, especially with the

366

01:00:00.440 --> 01:00:08.480

Tom Bouillion, Port of Portland: Trimet's better red project. So double tracking the red line. That's an at grade rail crossing. So

367

01:00:09.705 --> 01:00:10.090

Tom Bouillion, Port of Portland: we're

368

01:00:10.390 --> 01:00:19.692

Tom Bouillion, Port of Portland: we're gonna go to the Port Commission in April, I believe, and get approval, for to complete the 100% design on that. And then

369

01:00:21.780 --> 01:00:29.234

Tom Bouillion, Port of Portland: we'll have a chance to potentially apply for some Federal grant opportunities, but also to

370

01:00:30.730 --> 01:00:37.806

Tom Bouillion, Port of Portland: yeah, just kind of advance the project and it could could start as as early as 2027. But

371

01:00:38.400 --> 01:00:44.960

Tom Bouillion, Port of Portland: we'll, we'll look closely at passenger numbers and and traffic numbers using that intersection.

372

01:00:45.916 --> 01:00:48.830

Tom Bouillion, Port of Portland: One other project I was gonna mention.

373

01:00:49.050 --> 01:00:53.520

Tom Bouillion, Port of Portland: Actually, it's a a pbob project. So I don't wanna

374

01:00:55.310 --> 01:00:58.670

Tom Bouillion, Port of Portland: step on on peabots, peabots, toes if

375

01:00:59.400 --> 01:01:02.334

Tom Bouillion, Port of Portland: if it if it's gonna be mentioned otherwise. But

376

01:01:03.470 --> 01:01:15.190

Tom Bouillion, Port of Portland: There's a a pretty nice safety project that is. Gonna be implemented soon. It goes from northeast, 33rd out to northeast, 185, th and involves

377

01:01:15.520 --> 01:01:21.319

Tom Bouillion, Port of Portland: what are called, I think, delineators so essentially some

378

01:01:23.590 --> 01:01:34.499

Tom Bouillion, Port of Portland: small structures that kind of define the edge of the roadway to to I think. Help people stay on the road. So it's a high crash corridor, I think. Had maybe 5

379

01:01:34.790 --> 01:01:37.738

Tom Bouillion, Port of Portland: fatalities in 2023 alone.

380

01:01:38.930 --> 01:01:46.406

Tom Bouillion, Port of Portland: but I'll I can. I can include a a link to that project in the chat. But

381

01:01:47.000 --> 01:01:51.279

Tom Bouillion, Port of Portland: Think it'll be a positive safety improvement for that corridor.

382

01:01:52.640 --> 01:01:55.650

Tom Bouillion, Port of Portland: and I think that's it for me. Thanks.

383

01:01:56.200 --> 01:01:59.650

Commissioner Jones-Dixon: Thank you. Thank you, Tom John.

384

01:02:00.050 --> 01:02:03.560

Commissioner Jones-Dixon: to guess you knew I was gonna call you next any updates from Trimet. How are you.

385

01:02:03.630 --> 01:02:05.299

John Serra, TriMet: Hey? There, thank you, Commissioner.

386

01:02:05.360 --> 01:02:28.319

John Serra, TriMet: I think we've pretty much gone over all the great trimet updates with all the other presentations that have happened today making progress on our Brt projects, looking for the next steps on the 80 Second Avenue project and going after that rough of funding. I think that the transportation update pretty much covered what we are looking for at the State Legislature this year as well.

387

01:02:28.320 --> 01:02:41.100

John Serra, TriMet: But we are looking for that stiff increase that would be up to a quintupling, I think, of the stiff over the next 10 years. So, looking for incremental updates, each biennium for the next 10 years

388

01:02:41.100 --> 01:02:52.550

John Serra, TriMet: to raise more operations and maintenance funding for trimet and transport transit across the State. So I think everything was covered. But thanks for having me, and let me know if you all have any questions. Thank you.

389

01:02:52.730 --> 01:02:58.130

Commissioner Jones-Dixon: Thank you. Thank you, John. Let's go over to Fairview Councilor Todd. Any any general updates for

390

01:02:58.460 --> 01:02:59.607

Commissioner Jones-Dixon: for the tribe.

391

01:02:59.990 --> 01:03:05.170

E'an Todd Fairview: Sure. Yeah. So John Niyama, who's our public public Works director is on vacation this week. So I'm gonna

392

01:03:05.620 --> 01:03:06.710

E'an Todd Fairview: try to.

393

01:03:07.380 --> 01:03:12.979

E'an Todd Fairview: He did a for Fairview City Council. He did a pretty extensive

394

01:03:13.520 --> 01:03:17.699

E'an Todd Fairview: sort of overview of our projects for the year.

395

01:03:18.234 --> 01:03:22.125

E'an Todd Fairview: Some of which are the things that link into here like

396

01:03:22.850 --> 01:03:28.589

E'an Todd Fairview: the engineering work for safe routes to schools on 2 and 23rd on the west side of that street.

397

01:03:28.830 --> 01:03:35.350

E'an Todd Fairview: That's due to be the engineering work. Is it due to start this summer for construction the following year?

398

01:03:36.570 --> 01:03:39.670

E'an Todd Fairview: Also the Halsey Corridor

399

01:03:40.336 --> 01:03:47.473

E'an Todd Fairview: where I still, you know, want to encourage this this body to really look at

400

01:03:48.270 --> 01:04:01.499

E'an Todd Fairview: Moving forward with those improvements on Halsey that we got a presentation about with the Bike Lane moved over and and the On street parking for the businesses which I think would really help fill in some of those

401

01:04:01.740 --> 01:04:06.510

E'an Todd Fairview: new empty storefronts that have been completed in the last 18 months.

402

01:04:06.730 --> 01:04:09.040

E'an Todd Fairview: and looking at adding the crosswalk

403

01:04:09.783 --> 01:04:12.626

E'an Todd Fairview: from the Northbrook apartments across to

404

01:04:13.480 --> 01:04:19.889

E'an Todd Fairview: where the bumpers is, and now a new Thai restaurant and an expanded sandwich shop and some other things there.

405

01:04:20.140 --> 01:04:32.709

E'an Todd Fairview: and I mentioned, and people have told me a bunch of times what it's called, but the blinky crosswalk where you push the button, and it blinks, and it becomes an active crosswalk like we have on 223, rd I think would really fit there

406

01:04:32.830 --> 01:04:33.580

E'an Todd Fairview: and

407

01:04:35.190 --> 01:04:45.979

E'an Todd Fairview: I've been walking that a lot, and just the speed of the cars and so forth in the distance. And I'm thinking about older residents getting across, and people with kids. And I continue to see people frogger across

408

01:04:46.170 --> 01:04:49.329

E'an Todd Fairview: with bikes from the south side to the north side to sort of

409

01:04:49.480 --> 01:04:53.339

E'an Todd Fairview: create their own bike route. And so I think the

410

01:04:53.490 --> 01:04:59.900

E'an Todd Fairview: dropping the speed limit there and the other improvements would really help both economically and public safety wise.

411

01:05:00.110 --> 01:05:07.180

E'an Todd Fairview: I know a number of residents who are commercial truck drivers, and they have the last several months pointed out

412

01:05:08.080 --> 01:05:17.939

E'an Todd Fairview: missing or knocked down signs on marine drive with the speed limits which makes where the speed limit is going up and down during different stretches, and it makes, and unless you know it.

413

01:05:18.430 --> 01:05:23.160

E'an Todd Fairview: You don't know what the speed limit is supposed to be, because the sign's been down along there

414

01:05:23.340 --> 01:05:28.789

E'an Todd Fairview: and then. The last thing I had is, this is an Odot thing to inquire about is

415

01:05:29.584 --> 01:05:38.669

E'an Todd Fairview: the services ahead signs on Interstate 84. Both the Fairview Food Plaza, also known as the Fork

416

01:05:39.880 --> 01:05:49.409

E'an Todd Fairview: The operator of that is interested in finding out how to get the Fairview Food Plaza Fork on that food next right

417

01:05:49.760 --> 01:05:53.969

E'an Todd Fairview: or next exit, and then also Fairview resident.

418

01:05:54.120 --> 01:05:58.589

E'an Todd Fairview: but it's a wood village business, but Tanny's bakery, which has a

419

01:05:58.810 --> 01:06:03.049

E'an Todd Fairview: a new brand new large facility that's in Wood Village.

420

01:06:04.783 --> 01:06:09.739

E'an Todd Fairview: he was also interested in finding out how to get his business onto that

421

01:06:10.460 --> 01:06:23.144

E'an Todd Fairview: services. Food next exit. And so I said, I bring this committee and ask because there's Odot people here, and other transportation folks, but and I. This Fairview City Council informally also would like to see that

422

01:06:23.710 --> 01:06:25.219

E'an Todd Fairview: the fork on.

423

01:06:25.700 --> 01:06:29.560

E'an Todd Fairview: Added to that, because it is a major feature of our town.

424

01:06:33.300 --> 01:06:39.989

Commissioner Jones-Dixon: That's great. Thank you, Counselor Todd, is that something that we can add to that agenda thing at the bottom here, as far as

425

01:06:41.410 --> 01:06:43.509

Commissioner Jones-Dixon: but I'll bring it up to staff later.

426

01:06:44.550 --> 01:06:50.410

Commissioner Jones-Dixon: Thank you. Let's go to Mr. Jay Jay Higgins. Any updates from Gresham.

427

01:06:51.410 --> 01:07:15.100

Jay Higgins, Gresham: Yeah, just a quick reminder for everyone that our Tsp has a in our current round of engagement. We've put out our our project list our priorities and and you can check it out on our website. I'll drop that link in the chat here and then please encourage people to take a look, you know, if these represent sort of what they think Gresham needs to be doing, you know they're passing through Gresham, or have businesses in Gresham. We love to hear from them.

428

01:07:15.280 --> 01:07:15.970

Jay Higgins, Gresham: Thanks.

429

01:07:16.320 --> 01:07:22.730

Commissioner Jones-Dixon: Thank you. Thank you, Jay, and let's go over to Francesca.

430

01:07:24.070 --> 01:07:24.720

Francesca Jones (she/her), City of Portland PBOT: Hi.

431

01:07:24.840 --> 01:07:44.449

Francesca Jones (she/her), City of Portland PBOT: thank you so much. I did drop in the chat, a link to a poster. This is not transportation related specifically, but there is an East County learn share. Do fair in Gresham. Well, it's at the Centennial High School in the cafeteria there.

432

01:07:44.782 --> 01:07:56.099

Francesca Jones (she/her), City of Portland PBOT: That will be Saturday, February 20, second from 10 am. To 2 Pm. This is exciting, because it's a lot of it's Multnomah County coming together. City of Portland and lots of other organizations.

433

01:07:56.534 --> 01:08:00.006

Francesca Jones (she/her), City of Portland PBOT: There's going to be all sorts of

434

01:08:00.440 --> 01:08:21.220

Francesca Jones (she/her), City of Portland PBOT: different resources for community there, and what is cool is members of the community. Can both can bring a copy of their utility bills and

actually talk to somebody to see if they're eligible for Utility. Bill discounts. So please share the word in East County about this great opportunity for folks.

435

01:08:22.630 --> 01:08:25.349

Commissioner Jones-Dixon: Great. Thank you. Thank you. Thank you for the update.

436

01:08:25.944 --> 01:08:28.850

Commissioner Jones-Dixon: Let's go over to Wood Village.

437

01:08:29.050 --> 01:08:32.770

Commissioner Jones-Dixon: It's I don't think we have anybody here from Troutdale. Erica. Hello.

438

01:08:32.770 --> 01:09:00.829

Erika Normine - City of Wood Village: Hey? So we actually have a couple things coming up. We just put out our Rfp. For the Rfb. Crosswalk on Wood village boulevard, so it'll be coming out of a residential area, and then also on Wood Village Boulevard. Chick-fil-a is going to start all of their work any day now. So in the next few months we'll see a lot more traffic on that road.

439

01:09:02.770 --> 01:09:04.700

Commissioner Jones-Dixon: Oh, we love Chick-fil-a.

440

01:09:05.120 --> 01:09:06.109

Erika Normine - City of Wood Village: Oh yes!

441

01:09:06.300 --> 01:09:07.229

Commissioner Jones-Dixon: Anything else.

442

01:09:07.529 --> 01:09:19.049

Erika Normine - City of Wood Village: That is it? Oh, I I guess I will add, tomorrow we have our council meeting. So we should have an update for you guys on who will be the next member. So.

443

01:09:19.310 --> 01:09:25.119

Commissioner Jones-Dixon: Perfect, great, great. Thank you for the for the update Multnomah County, Jessica Berry.

444

01:09:25.419 --> 01:09:31.936

Jessica Berry, Multnomah County (she/her): I will start. I think Sarah's got an update, too. But I'll I'll start with Stark Street. So

445

01:09:32.439 --> 01:09:53.649

Jessica Berry, Multnomah County (she/her): We are still planning to open in March. The contractors have mostly completed the backfill, and they're working on the reinforced concrete parts. They're doing the lower part first, st then they will do the sidewalk and curb, and then they will do the railing. We had to meet with the State Historic preservation organization, Shippo.

446

01:09:53.749 --> 01:10:09.029

Jessica Berry, Multnomah County (she/her): because what we're putting back in. There isn't the historic stone structure, but it is a concrete wall that is made to look like stone, and we had to get their buy off on that, and they have given us that. So that's really good news.

447

01:10:09.486 --> 01:10:29.459

Jessica Berry, Multnomah County (she/her): And then we did get Frank's comments. So one of the staff members is reaching out to the contractors to see if we can get a button or a bike button or increase the signal timing length and also definitely getting a changeable message, sign that says

448

01:10:29.529 --> 01:10:36.359

Jessica Berry, Multnomah County (she/her): bikes and pedestrians, maybe in roadway or something like that. So we're working on getting that in place as soon as possible.

449

01:10:37.196 --> 01:10:42.659

Jessica Berry, Multnomah County (she/her): That is my whole update on Stark Street, Sarah.

450

01:10:43.100 --> 01:10:43.690

Commissioner Jones-Dixon: Yeah.

451

01:10:45.550 --> 01:11:05.219

Sarah Paulus, Multnomah County (she/her): Yeah, I'm happy to go. I am just giving a quick update on behalf of our engineering project manager. That construction will be starting soon on

our 257th corridor project, either late February or early March. Those local to the area have been receiving communications about this

452

01:11:05.220 --> 01:11:16.700

Sarah Paulus, Multnomah County (she/her): for a while, and the county is going to continue to send out press releases with specific dates as soon as we have them. Construction is planning on, lasting through the end of summer.

453

01:11:16.700 --> 01:11:35.460

Sarah Paulus, Multnomah County (she/her): and we will likely have sort of a bigger update on this project. Come to this group during our summer construction update item around May this year, but I just wanted to flag this here before the crews kind of get out and hit the roadway which should be happening before the next meeting.

454

01:11:35.540 --> 01:11:36.769

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

455

01:11:37.110 --> 01:11:46.699

Sarah Paulus, Multnomah County (she/her): pre-construction flag for you. And then I think Eve actually also has a staff update from Multnomah County. So I might just pass it to her.

456

01:11:47.330 --> 01:12:03.479

Eve Nilenders, Multnomah County (she/her): Thanks, Sarah. I just wanted to make sure to mention that at the end of January Multnomah County said goodbye to 2 of its shuttles, the trip, the Troutdale Reynolds, Industrial Park shuttle that went from Gresham Town Transit Center to trip.

457

01:12:03.490 --> 01:12:27.460

Eve Nilenders, Multnomah County (she/her): and also the Swan Island Evening Shuttle, and we wrap these services up at the end of January, because Trimet has extended its service at those times on those days. So we're happy to pass those successful services over sort of bittersweet. They're great routes, but the good news is that we can also now increase our service on access.

458

01:12:27.460 --> 01:12:39.880

Eve Nilenders, Multnomah County (she/her): So today was actually the 1st day that we moved to 30 min service on the weekdays for access in those early morning and afternoon shifts most of the the most

459

01:12:40.120 --> 01:12:59.980

Eve Nilenders, Multnomah County (she/her): frequent shift time in the access shuttle which runs from Park Rose to Culley neighborhood on Cornfoot and Alderwood and Columbia Road is 7 to 3. So we're really trying to serve those early shifts. I'll drop the link to that updated schedule in the in the link in the chat.

460

01:13:01.920 --> 01:13:03.960

Commissioner Jones-Dixon: Great, great. Thank you. Thank you. Eve.

461

01:13:04.756 --> 01:13:06.760

Commissioner Jones-Dixon: Any other. We have hearts going up

462

01:13:06.880 --> 01:13:11.520

Commissioner Jones-Dixon: the city of Portland. Any other updates? Mary Jo.

463

01:13:11.520 --> 01:13:12.170

MaryJo, Multnomah County: Click on.

464

01:13:13.472 --> 01:13:36.367

MaryJo, Multnomah County: Thank you, Francesca, for sharing the learn share. Do, flyer. My! I mentioned in the chat that my colleagues at bike works will be there with the bike blender. So if anyone wants to make a smoothie hint, hint, nudge nudge Commissioner Snegman did it last year. We'll be there with. I don't know that I will be there personally. But,

465

01:13:36.720 --> 01:13:48.389

MaryJo, Multnomah County: It's a really fun event. There's a very well attended event, and like they may have helmets or locks, or something like that, to give away lawn signs. Some giveaways from bike works at that. At that event.

466

01:13:50.170 --> 01:13:58.799

Commissioner Jones-Dixon: Great, great, great. Thank you for for the update. We're gonna have to join them on that. Any other updates from great team at Multnomah County.

467

01:13:59.710 --> 01:14:05.799

Commissioner Jones-Dixon: Nope. See? Smiles. Great Adam, you're still here. Do you have any updates for us from Clackamas County.

468

01:14:06.717 --> 01:14:10.520

Adam Torres (Clackamas County DTD): No updates at this time. Thank you so much for having me here today.

469

01:14:10.520 --> 01:14:11.670

Commissioner Jones-Dixon: Yeah, you're welcome.

470

01:14:11.810 --> 01:14:15.460

Commissioner Jones-Dixon: But we made it. We're at the end of the agenda. Is

471

01:14:15.590 --> 01:14:20.909

Commissioner Jones-Dixon: is there anything else that you guys would like to share with the the team before we get on with the with the week.

472

01:14:23.410 --> 01:14:24.590

Commissioner Jones-Dixon: Councillor Todd.

473

01:14:24.590 --> 01:14:30.880

E'an Todd Fairview: No, I was just waiting to, you know, for motion adjourn and and goodbye, and all that so unmuting, that's all.

474

01:14:32.230 --> 01:14:36.070

Commissioner Jones-Dixon: Well, I'll move to adjourn the meeting. Thank you. All have a great week.

475

01:14:36.070 --> 01:14:36.680

E'an Todd Fairview: Second.

476

01:14:37.310 --> 01:14:38.070

Commissioner Jones-Dixon: Thank you.

477

01:14:40.200 --> 01:14:41.150
Commissioner Jones-Dixon: Yeah. Bye.

478
01:14:41.450 --> 01:14:42.310
Francesca Jones (she/her), City of Portland PBOT: Thank you.

479
01:14:42.860 --> 01:14:43.870
Sarah Paulus, Multnomah County (she/her): Thank you.

480
01:14:45.290 --> 01:14:46.209
E'an Todd Fairview: Alright! Thanks everyone.