



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, June 12, 2019

5:00 PM

Metro Regional Center, Council chamber

REVISED 6/12

1. **Call To Order, Declaration of a Quorum & Introductions (5:00 PM)**
 2. **Public Communication on Agenda Items (5:05 PM)**
 3. **Council Update (5:10 PM)**
 4. **Consent Agenda (5:15 PM)**
 - 4.1 Consideration of May 22, 2019 MPAC Minutes [18-5241](#)
Attachments: [May 22, 2019 Minutes](#)
 5. **Information/Discussion Items**
 - 5.1 Construction Career Pathways Project - Regional Framework (5:20 PM) [COM](#)
[18-0240](#)
Presenter(s): Sebrina Owens-Wilson, Metro
Attachments: [MPAC Worksheet](#)
[Construction Career Pathways Project](#)
 - 5.2 Regional Transportation Funding Measure Update (5:35 PM) [COM](#)
[18-0241](#)
Presenter(s): Andy Shaw, Metro
Tyler Frisbee, Metro
Attachments: [MPAC Worksheet](#)
 - 5.3 Emerging Technology Pilot Program (5:55 PM) [COM](#)
[18-0242](#)
Presenter(s): Eliot Rose, Metro
Attachments: [MPAC Worksheet](#)
[Memo: 2019 Emerging Technology PILOT Program](#)
 6. **Adjourn (6:40 PM)**
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Upcoming MPAC Meetings:

- *Wednesday, June 26, 2019*
- *Wednesday, July 10, 2019*
- *Wednesday, July 24, 2019*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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600 NE Grand Ave.
 Portland, OR 97232-2736
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2019 MPAC Work Program *as of 6/7/2019*

Items in italics are tentative

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| <p><u>Wednesday, June 12, 2019</u></p> <ul style="list-style-type: none"> • Construction Careers Pathway Project – Regional Framework (Raahi Reddy and Sebrina Owens-Wilson, Metro; 15 min) • Regional Transportation Funding Measure Update (Andy Shaw and Tyler Frisbee, Metro; 20 min) • Emerging Technology Pilot Program (Eliot Rose, Metro; 45 min) | <p><u>Wednesday, June 26, 2019</u></p> |
| <p><u>Wednesday, July 10, 2019</u></p> <ul style="list-style-type: none"> • Resiliency Work Update (Sasha Pollack, Metro; 30 min) • Emerging Technology Panel (TBD; 60 min) | <p><u>Wednesday, July 24, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept: Employment Trends Panel (TBD; 60 min) • Housing Bond Local Implementation Strategies (Jes Larson and Emily Lieb, Metro; 30 min) |
| <p><u>Wednesday, August 14, 2019</u></p> | <p><u>Wednesday, August 28, 2019</u></p> |
| <p><u>Wednesday, September 11, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh (Ted Reid, Metro; 45 min) • 2040 Planning and Development Grants (Lisa Miles, Metro; 30 min) | <p><u>Wednesday, September 25, 2019</u></p> <p><i>September 26-28: League of Oregon Cities Annual Conference, Bend, OR</i></p> |

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| <p><u>Wednesday, October 9, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh (Ted Reid, Metro; 30 min) • Mobility Policy Update (Kim Ellis, Metro; 20 min) | <p><u>Wednesday, October 23, 2019</u></p> |
| <p><u>Wednesday, November 13, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh (Ted Reid, Metro; 45 min) • Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 30 min) • Designing Livable Streets (Lake McTighe, Metro; 20 min) <p><u>November 19-21</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p> | <p><u>Wednesday, November 27, 2019</u> – Cancelled</p> |
| <p><u>Wednesday, December 11, 2019</u></p> <ul style="list-style-type: none"> • Updates on 2018 Urban Growth Boundary Expansions | <p><u>Wednesday, December 25, 2019</u> – Cancelled</p> |

Parking Lot:

- 2020 Census Follow Up
- Regional Barometer
- Community Partnerships Program
- Regional Data Strategy

4.1 Consideration of May 22, 2019 Minutes

Consent Agenda

Metro Policy Advisory Committee
Wednesday, June 12 2019
Metro Regional Center, Council Chamber



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

May 22, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Martha Schrader (Chair)

Sam Chase

Christine Lewis

Juan Carlos Gonzalez

Ed Gonke

Mark Gamba

Dick Schouten

Don Trotter

Rachel Lyles Smith

Pete Truax

Denny Doyle

Theresa M. Kohlhoff

Gordon Hovies

Terri Preeg Riggsby

Mark Watson

Steve Callaway

ALTERNATES PRESENT

Carrie MacLaren

John Griffiths

MEMBERS EXCUSED

AFFILIATION

Clackamas County

Metro Council

Metro Council

Metro Council

Citizen of Clackamas County

City of Milwaukie, Other Cities in Clackamas County

Washington County

Clackamas County Fire District #1, Special Districts in Clackamas County

City of Oregon City, Second Largest City in Clackamas County

City of Forest Grove, Other Cities in Washington County

City of Beaverton, Second Largest City in Washington

City of Lake Oswego, Largest City in Clackamas County

Tualatin Valley Fire & Rescue, Special Districts in Washington County

West Multnomah Soil & Water Conservation District, Special Districts in Multnomah County

Hillsboro School District Board of Directors, Governing Body of a School District

Second Vice Chair, Largest City in Washington County

AFFILIATION

Oregon Department of Land Conservation and Development

Tualatin Hills Parks and Recreation District, Special Districts in Washington County

AFFLIATION

OTHERS PRESENT: Adam Barber, Jennifer Donnelly, Daniel Eisbeis, Gretchen Buehner, Karen Buehrig, Mary Phillips, Laura Weigel, Anna Slatinsky, Jeff Gudman.

STAFF: Elissa Gertler, Ted Reid, Jeff Raker, Ernest Hayes, Sara Farrokhzadian, Ramona Perrault, Marlene Guzman, and Sima Anekonda

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Martha Schrader called meeting to order at 5:05 PM.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There were none.

3. COUNCIL UPDATE

Councilor Christine Lewis stated that there was a survey on the potential corridors for the transportation ballot measure. She stated that nearly 400 people submitted comments on 82nd Avenue, 150 people provided comments on TV Highway, and less than 50 comments dealt with 181st Avenue.

Councilor Lewis provided an update on the Oregon Zoo regarding condor births. She said that eight condor birth occurred over the previous year through the condor program. She stated that in 1987, there were only 27 California condors in existence, and by 2017 there were 463 condors. She said that the Oregon Zoo played a critical role in restoring the condor population. She said that historically, condors lived on the West Coast. Councilor Lewis highlighted that if the plan was approved, the northwest condors would be deemed an experimental nonessential population.

4. CONSENT AGENDA

MOTION: Mayor Peter Truax moved and Mayor Denny Doyle seconded to approve the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 2040 Growth Concept: Employment Trends Draft Work Program Overview

Councilor Lewis stated the need to stay on the path of compact growth as well as improve the focus on racial equity. She discussed the importance of engaging diverse

populations that have not been traditionally involved in the planning process as well as create substantial community capacity.

Ms. Elissa Gertler summarized the contents of the previous MPAC meeting and discussed how the Portland-metro area has changed since the mid-1990s. She said that growth had exceeded what was initially planned for and that the needs of people of color were not considered. She said that those were the major reasons for updating the 2040 Growth Concept.

Mr. Reid stated that the 2040 Growth Concept needed to be updated because the regional plan was almost 25 years old, the economy had changed, and more focus needed to be placed on racial equity and climate change. Mr. Reid shared a video discussing the efforts of the Metro Growth Concept in the 1990s.

Ms. Gertler asked that MPAC members consider how future generations would consider car ownership, parks and nature, full-time work, racial disparities in housing opportunities, and a long-range regional plan.

Mr. Reid mentioned that the overarching focus of the growth concept was on climate change mitigation and adaptation along with racial equity. He said that these focuses are being considered because they are Metro's current interest areas and are areas which are not being addressed by the private market. He said that there were three themes that were proposed to the Council: planning for a new economy, great places, and community resilience. Mr. Reid said that planning for a new economy focused on improving understanding around disruptive economic trends to inform planning and investment as well as outline a more strategic approach to leverage our land to support a thriving regional economy. He said that creating great places focused on urban form typologies, housing opportunities, reducing carbon emissions from buildings, and access to parks and nature. Mr. Reid stated that the community resilience focus centered on climate change adaptation, disaster resilience, and how to build and maintain social capital.

Mr. Reid discussed program phasing and the four-year work program. He said that phase one sought to better understand economic trends and that phase two would update the future vision. Mr. Reid discussed that phase three would center on engaging the public to update the Growth Concept and that the last phase would create a path forward.

Mr. Reid asked if MPAC had feedback on the scope and timeline. He also asked if MPAC had ideas on how to help shape future community engagement.

Member discussion included:

- Commissioner Dick Schouten said that he did not see enough focus on affordable housing during the presentation. He mentioned the need to allow for different housing types. He discussed that Portland needed to avoid becoming Los Angeles or the Bay Area and that Portland should provide an immense amount of housing. He inquired about job growth and discussed his experiences working as an attorney in the 1980s. He said that during the 1980s, it was challenging for companies to complete building projects. He also stated that need for MPAC to understand events occurring at the legislative level and what impacts those would have. Ms. Gertler thanked Commissioner Schouten on his comments on housing and mentioned that there were efforts underway that dealt with housing types. Mr. Reid indicated that the Growth Concept work would return to MPAC and the Council throughout the planning process to assess immediate implementation measures.
- Mayor Mark Gamba said that he wished the Growth Concept refresh had come sooner. He said that that region had already committed a substantial amount of investment in housing and transportation. He expressed that there should have been this level of deep thought before we had invested funds in infrastructure. Mayor Gamba also stated that this refresh would still guide planning and implementation efforts. Ms. Gertler said that not every issues was a land use issue. She said that planning efforts had been setting the stage for a refresh and that there was room to consider this.
- Mayor Peter Truax spoke to order of the second and third phases of the plan. Mr. Reid stated that the phases were set up based off of Metro's charter, stating that it required a Future Vision Commission. Mayor Truax expressed interest in providing a public piece in one of the phases to provide adequate engagement during the process. Ms. Gertler appreciated the feedback and said that engagement would be conducted at every point during the planning process. She said that the Future Vision was a prescribed body of work in the Metro Charter.
- Ms. Terri Preeg Riggsby asked if the trends would include public engagement. Ms. Gertler discussed how public engagement would be utilized and that there needed to be a more robust marketing campaign for what the 2040 Growth Concept planning work would be. She then provided further detail on what phase three would entail.

- Mayor Denny Doyle inquired how phase one would include economic trends. He asked if national experts were to be engaged to ensure that planning was on the correct track. Ms. Gertler stated that economic trends would be discussed later in the presentation then spoke to work with the Brookings Institute on the Economic Value Atlas (EVA). Ms. Gertler also offered that the EVA be brought back to MPAC for further discussion.
- Mayor Steve Callaway asked what the relationship would be between the Future Vision and the 2040 Plan. Mr. Reid explained what the Future Vision was, mentioning that it served a conceptual narrative. Ms. Gertler stated that the Future Vision resembled a mission statement.
- Commissioner Schouten stated the need for a robust public input that included individuals who were hoping to become homeowners or were just entering into their career. He spoke to the Bay Area in the 1980s and stated that there was a constituency that was not typically reached out to. Ms. Gertler said that there would be an emphasis on including young individuals in the conversation. Commissioner Schouten noted that the procedure and substantive issues were closely related.
- Chair Schrader asked if updating the Future Vision could be completed in under a year. She also requested clarification on what trends would be analyzed. Ms. Gertler stated how trend analysis would continue and how it related to engagement. Ms. Gertler emphasized the desire to conduct policy work that was based on research and engagement.
- Mayor Callaway spoke Metro's diversity goals and inquired about MPAC's oversight and their work with the Council. He also asked about the structures of community engagement and how to better involve younger generations in the discussion. Mr. Reid spoke to creative colleges and the work conducted by Ms. Dana Lucero with the community placemaking grants. Ms. Gertler stated the need to advertise the creation of MPAC as well as research the way to ensure MPAC was useful and connected.
- Mr. Mark Watson asked if anyone on MPAC was under 40-years of age. He then stated that there needed to be a systematic method of increasing participation for MPAC and to better facilitate the role of younger generations.
- Ms. Carrie MacLaren said that people typically have not made the connection between what was planned for and what actually occurred. She said that this connection needed to be emphasized. She suggested that there be a greater connection between the Future Vision and a modal community.
- Mayor Truax stated that another focus that Metro should consider was to develop a regional plan and to modernize the regional vision. He said that it was

important that future generations remember the positive effects of regional governance as well as consider changes that needed to be made.

- Mr. Ed Gronke reflected on when the Future Vision and 2040 Growth Concept was created. He said that when these documents were initially developed, many details were not considered. He said that Metro needed to continue their work on public engagement and noted how Metro had already improved.
- Chair Schrader asked how to engage with the new communication framework. Councilor Gonzalez expressed his faith in Metro's communications team and their ability to conduct broad engagement. He spoke to his experience with working with Metro as a part of a community based organizations. Councilor Gonzalez stated that young people were extremely engaged with the news and data and stated that people across the region were having conversations on housing. Councilor Lewis stated that deep thinking did not occur via social media. She said that the millennial generation were less likely to join specific groups, and therefore marketing needed to be more flexible. She stated that various hiking groups could be engaged or that Metro could consider reaching out to an office happy hour event. She said that the lines between one's social life and professional life were blurring and that there needed to be a number of methods to engage. Councilor Gonzalez said that community engagement for the Regional Waste Plan utilized a stipend model. He said that incentivizing engagement was effective. He also mentioned that the Regional Waste Plan created an equity workgroup which consisted of young individuals who helped direct the plan.

Mr. Raker stated that planners try to link transportation and land use and mentioned the language gap between planning and business development. He highlighted that economic development was concerned with efforts that encouraged growth in the business sector, however it did not consider the hollowing out of the middle class. Mr. Raker requested that MPAC consider how land use shapes the economy. He also questioned what disruptive trends changed economic expectations. He then asked how to utilize a strategic approach to planning.

Mr. Raker described the different areas in the region's economy, including workforce and client movement, supply chains and firm-to-firm relationships, and business climate and local markets. Mr. Raker provided examples of economic disruptions that could change expectations surrounding the economy. He said that disruptions included automation, micro-scale manufacturing, and co-working economy. He said that these disruptions needed to be better understood.

Mr. Raker provided recommendations on what sites or policies that could be test for a new path forward. He highlighted ideas surrounding retooling retail developments, scaling up makers, and an innovation district.

Mr. Raker explained the following methods of planning for a new economy: testing cases and new approaches, assessing disruptive economic trends, or taking inventory of economic activity. He described the shared economic values derived from the economic values. He said that the values included businesses, people, and places. He mentioned that businesses included job activity, market connectivity, target industries, and labor access. Mr. Raker then provided the following definition for the Economic Value Atlas: A collaborative project to establish tools and analysis aligning planning, infrastructure, and economic development to build agreement on investments to strengthen our regional economy. He added that economic disruptions made future planning unclear.

Mr. Raker stated how the Economic Value Atlas would provide conditions assessment and would evaluate programmatic activity. He then summarized the three major tasks of the Economic Value Atlas.

Member discussion included:

- Mayor Doyle stated the challenges of planning for the future. Mr. Reid expressed how considering the future would help determine values.
- Chair Schrader sought clarification on the concept of economic disruptions. Mr. Raker provided examples of economic disruptions including e-commerce and the evolving retail industry. Chair Schrader asked what the major clusters were. Mr. Raker pointed to a map on his presentation and discussed targeted industries. Chair Schrader asked what the implications to land use were. Mr. Raker stated that there was a lack of understanding regarding the future of land use and issues occurring at the industrial level. He emphasized the need to increase knowledge in these areas.
- Mayor Gamba asked if there was any consideration on coping with the evolving retail sector. Mr. Raker stated that the topic required more research.
- Councilor Kohlhoff asked about data surrounding the retail sector. Mr. Raker mentioned that there was national evidence which indicated that particular areas in the retail sector were being isolated. Councilor Kohlhoff asked if more data was being gathered on this issue and how changes in retail would affect younger generations and women. Mr. Raker stated that more work needed to be done in order to get a better idea of what the future would potentially look like. Ms. Gertler mentioned the participation of the Urban Land Institute and their research on the evolution of retail and the affect it would have on land use plans.

- Mr. Watson expressed concerns that technological advancement would outpace the ability to plan policies. He stated that guiding principles would provide planners with direction, even with an uncertain future. He stated that the government was not as nimble as technological disrupters and highlighted the need for this to change.
- Commissioner Schouten asked about individuals with capital. He spoke to the land opening up in Beaverton and private capital. Commissioner Schouten raised concerns over the changing retail landscape for men and women. Chair Schrader suggested that MPAC should host a panel of individuals from the economic development community. Commissioner Schouten mentioned that Roy Kim should be engaged. Mr. Raker stated that there were opportunities to collaborate with alternative finance organizations and the Federal Reserve Bank.
- Mayor Callaway asked if the EVA would provide the opportunity to engage in scoping and providing feedback. Mr. Raker confirmed. Ms. Gertler stated that a broader technical oversight committee would also be engaged.
- Councilor Lewis asked that individuals around the MPAC table not revert to gender essentialism. She referenced the death of the American mall and stated that this planning would help adapt to the changing retail environment. She described the importance of planning locally.
- Mayor Doyle spoke to a K-Mart site in Beaverton and affordable housing.
- Councilor Kohlhoff spoke to the intentions of capital and provided examples of various title and real-estate companies. She commented on the gig economy and discussed issues with stable housing and paying different expenses. She supported the need to adequately determine values.
- Commissioner Schouten stated that there were values that needed to be pushed forward. He stated they the government also needed to be proactive to the changing economy rather than reactive.
- Mayor Gamba asked about the top ten occupations and wondered if there was a local list. Mr. Raker stated that he could send out information.
Mayor Callaway asked how professional services were being incorporated in the analysis. Councilor Anthony Martin provided further clarity on the question. Mr. Raker stated that the research considered all forms of employment.

6.0 ADJOURN

Chair Schrader adjourned the meeting at 6:55 PM.

Respectfully Submitted,



Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 22, 2019

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|-----------------|-------------------------------------|---------------------|
| 1.0 | Handout | 5/22/19 | Experience Tiny House Living | 052219m-01 |
| 5.1 | Presentation | 5/22/19 | Growth Concept Refresh Presentation | 052219m-02 |

5.1 Construction Career Pathways Project – Regional Framework
Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, June 12, 2019
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title

Construction Career Pathways Project – Regional Framework

Presenter: Sebrina Owens-Wilson

Purpose/Objective

Our objective is to update MPAC members on the progress of the Construction Career Pathways Project which offers a comprehensive regional policy framework for increasing career opportunities for women and people of color to meet the demand for a skilled construction workforce.

Background on Construction Career Pathways Project

In 2018, Metro and City of Portland commissioned a construction workforce market study in anticipation of upcoming public construction projects. This study clearly showed:

- Construction is a high-growth industry reporting a severe shortage in skilled workers
- There is a need for nearly 14,000 construction workers between now and 2021 on 81 known publicly funded projects
- The need for construction workforce will only increase in the next ten years as new construction projects arise and nearly 20% of the workforce is at or near retirement age
- The construction workforce has been historically homogenous – currently only 4% women and 20% minorities, and
- People of color and women are more likely to work in the lower paying trades.

There is an opportunity for meaningful regional collaboration to:

- Build economic prosperity through construction careers that provide family-sustaining wages
- Ensure equitable benefit from public capital project investments for underrepresented communities
- Create more effective and efficient use of public resources and investments, and
- Address significant barriers for people of color and women in accessing and growing careers in construction. Current barriers include:
 - Inconsistent nature of construction work, and
 - Lack of sufficient and consistent funding and resources for education, training, and support services.

To address these challenges, a Public Owner Workgroup was convened in the summer of 2018 to develop the Construction Career Pathways Project Regional Framework. This framework meets the goals of the project to:

- Support and grow a diverse construction workforce,
- Gain efficiencies in public construction projects, and
- Promote equitable growth in the region's economy.

The framework is the right thing to do to build toward an equitable future throughout greater Portland. And it is an opportunity to maximize the impact of publicly funded construction projects.

Public Owner Workgroup

- City of Beaverton
- Beaverton School District
- Bureau of Labor and Industries
- Home Forward
- Metro
- Multnomah County
- North Clackamas School District
- Oregon Department of Transportation
- Oregon Health Sciences University
- Port of Portland
- City of Portland
- Portland Community College
- Portland Public Schools
- Portland State University
- Prosper Portland
- TriMet

Action Requested/Outcome

(What action do you want MPAC to take at *this meeting*? State the **policy** questions that need to be answered.)

- Our primary outcome is to provide an informational update on the policy framework and answer questions.
- Additionally, what does MPAC advise for effective regional collaboration on the implementing and monitoring of the Construction Careers Pathways Project?

What has changed since MPAC last considered this issue/item?

For nearly a year, many of the agencies represented at MPAC have played a vital role in developing the regional policy framework as members of the Public Owners' Workgroup. On July 2, 2019, the workgroup will be finalizing the framework with the goal of full public endorsements by September.

What packet material do you plan to include?

(Must be provided 10 calendar days prior to the actual meeting for distribution)

Construction Career Pathways Project Overview



Construction Career Pathways Project

A regional strategy to create family sustaining career opportunities for people of color and women and meet the demand for a skilled construction workforce.

Unprecedented Growth & Inequality

- Over the next ten years, there are at least \$7.8 billion of publicly funded construction projects in development throughout Greater Portland that will require approximately 14,000 construction workers.
- The construction industry is growing fast and is one of the few remaining industries that offers family sustaining career pathways with wages averaging \$25 per hour, full benefits and retirement.
- The construction industry is grappling with impending workforce shortages caused by a large portion of the workforce nearing retirement and low retention rates.
- We also know that people of color and women face significant barriers in accessing employment opportunities in the construction trades.
- Although the region is experiencing an economic boom, growing and unprecedented inequality will prevent the region from realizing its full potential.

An Opportunity for Leadership

- This period of growth offers an important opportunity to build a future of shared prosperity by ensuring publicly funded construction projects create career pathways for people of color and women.
- Public agencies have the authority to maximize the local return on public investments by both building the systems and structures we all rely on to live full lives and reducing persistent inequality.

Comprehensive Regional Strategy

- The Construction Careers Pathways Project (C2P2) is a groundbreaking regional strategy for capturing the full potential of publically funded construction projects.
- C2P2 brings together 16 public agencies and a wide range of stakeholders including labor, workforce development agencies, contractors and community advocates to build a C2P2 Regional Framework for the greater Portland area.
- The goal is for public agencies to adopt and implement the framework on capital projects and work together to build a robust pipeline of workers ready to rise to the demand and capture and opportunity to make transformative investments that will lift residents out of poverty.

Construction Careers Pathways Project Regional Framework

- 1 Diversity Hiring Goals** – shared hiring goals for people of color, women, and apprentices.
- 2 Investing in the Pipeline** – investing in the training and services required to build and support a pipeline of skilled women and people of color.
- 3 Retention & Culture Change** – developing training and practices on construction worksites to eliminate discrimination and harassment of diverse workers and ensure a safe work environment for everyone.
- 4 Accountability** - establishing a coordinated regional system for tracking and ongoing monitoring of workforce diversity outcomes.
- 5 Efficiency** – creating shared policies and agreements across agencies to support efficient business.



Public Owners Workgroup

City of Beaverton
Beaverton School District
Bureau of Labor & Industries
Home Forward
Metro
Multnomah County
North Clackamas School District
Oregon Department of Transportation
Oregon Health Sciences University
Port of Portland
City of Portland
Portland Community College
Portland Public Schools
Portland State University
Prosper Portland
TriMet

5.2 Regional Transportation Funding Measure Update
Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, June 12, 2019
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title: Regional Transportation Funding Measure Update

Presenters: Andy Shaw, Government Affairs Director
Tyler Frisbee, Transportation Policy Manager

Contact for this worksheet/presentation: Tyler Frisbee, 503-797-1935

Purpose/Objective

Provide an update on work with the Metro Council, the Regional Transportation Funding Task Force, partners and community to develop a potential 2020 regional transportation investment measure.

Outcome

Greater clarity for MPAC members on the measure's development; opportunity to ask questions and give feedback.

What has changed since MPAC last considered this issue/item?

In December 2018, JPACT and the Metro Council adopted a significant Regional Transportation Plan update, following years of engagement that included over 19,000 touch points with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from residents for safe, smart, reliable and affordable transportation options for everyone and every type of trip.

Built around key values of equity, climate, safety, and congestion relief, the 2018 Regional Transportation Plan recognizes that a growing and changing region demands a new vision for serving people's transportation needs.

The themes of this engagement and vision have led directly to the key outcomes and values driving a potential 2020 transportation funding measure.

In January, the Metro Council provided direction on key outcomes, principles and the structure of a potential transportation investment measure that could help advance this vision. The Metro Council also identified several dozen potential key travel corridors where investment could help advance these outcomes as a starting point for further discussion, engagement and prioritization. Finally, the Metro Council approved a charge to provide direction for a Regional Transportation Funding Task Force.

The Transportation Funding Task Force

The Metro Council is ultimately responsible for what could be referred to the region's voters in 2020, but its decision-making is closely informed by community engagement and the recommendations of a Transportation Funding Task Force with nearly three dozen leaders representing perspectives and communities throughout the region.

The Task Force, appointed by the Metro Council President and co-chaired by Multnomah County Commissioner Jessica Vega Pederson and Washington County Commissioner Pam Treece, has met five times since its appointment to identify shared values and discuss key travel corridors where investment could advance these values and the Metro Council's direction.

In April, Metro staff presented a high-level evaluation of the potential of investment in 75 travel corridors to advance the Task Force's values. Task Force members were asked to complete an online exercise in which they applied this evaluation as well as their personal knowledge and

experience to identify potential investment corridors they would include in a measure. The Task Force then reviewed the results of this exercise and the degree to which the corridors that emerged as being of most interest would advance their values if included for investment in a measure.

In meetings on May 15 and 29, the Task Force further discussed corridor prioritization and reached a recommendation to the Metro Council. Metro Council direction on this recommendation at a work session on June 4 initiates a new phase of community engagement and project identification that will last through the summer. During this time, the Task Force will begin discussions of potential region-wide programs for funding transportation improvements that would augment the priority investment corridors for the measure.

At MPAC's June 12 meeting, Metro staff will share the Metro Council's measure direction, the Task Force's identified values and recommended priority corridors, themes of recent community engagement, and next steps for developing the potential funding measure. Staff looks forward to answering MPAC members' questions about the process moving forward.

What packet material do you plan to include?

None

5.3 Emerging Technology Pilot Program
Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, June 12, 2019
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title Emerging Technology PILOT Program

Presenter: Eliot Rose

Contact for this worksheet/presentation: Eliot Rose, 503-797-1825

Purpose/Objective

The purpose of this item is to update MPAC on the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program and describe what it tells us about local, community, and regional needs and ideas related to emerging technology.

Action Requested/Outcome

No formal action is requested. This is an opportunity for MPAC to ask questions and provide feedback on the first round of the PILOT grant program and about what the program means for future work on emerging technology in the region.

What has changed since MPAC last considered this issue/item?

MPAC last considered the discussion draft of the Emerging Technology Strategy, which called for Metro to create the PILOT program as one of four next steps to guide innovation toward supporting our region's goals, in May 2018. Since then, Metro Council approved the PILOT program framework, and Metro launched program and selected the first group of projects.

What packet material do you plan to include?

Memo (attached)

Memo

Date: June 12, 2019
To: Metro Policy Advisory Committee (MPAC) and interested parties
From: Eliot Rose, Senior Technology Strategist
Subject: 2019 Emerging Technology PILOT Program

Purpose

The purpose of this memorandum and the associated presentation is to update MPAC on the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program and describe what it tells us about local, community, and regional needs and ideas related to emerging technology.

Action Requested

No formal action is requested. This is an opportunity for MPAC to ask questions and provide feedback on the first round of the PILOT grant program and about what the program means for future work on emerging technology in the region.

Background

Metro's Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program supports projects that:

- Test how emerging technologies – including ride-hailing; car, scooter, or and bike sharing; ride matching; microtransit; and online/mobile travel information, payment, and incentives – can improve equitable, shared, and active transportation options
- Collect and share information on how projects perform
- Develop partnerships between public agencies, community groups, and new mobility companies that support ongoing success in the region's work on emerging technologies

The need for the PILOT program was identified in the Emerging Technology Strategy, a new component of the 2018 update to the Regional Transportation Plan. The Strategy identifies steps that Metro can take to support our partners in harnessing new developments in transportation technology and create a more equitable and livable region, such as collecting and sharing data on new modes like ride-hailing and scooter sharing, developing policy guidance about these modes, and advocating for state and federal policies that enable local governments to use emerging technology to benefit their communities. MPAC members had opportunities to provide input on the Emerging Technology Strategy in March and May of 2018, and the Metro Council and other Metro committees also provided feedback on the Strategy during Spring and Summer 2018.

One important finding of the Emerging Technology Strategy was that our region is seeing unprecedented growth in new transportation services, but that Metro and its partners often lack the information and relationships that we need to ensure that these services benefit our region. Pilot projects, through which public agencies and non-profits collaborate with companies on short-term implementation projects, have emerged as a best-practice way to learn how new technologies

can advance the public interest. The PILOT program offers grants to support Metro partners in launching pilot projects that explore how emerging technology can best serve the people and places in the region that most need better transportation options. In order to provide the flexibility that partners need to innovate, the program is funded through the Metro general fund instead of through Metro's federal funding distribution process.

PILOT process

During summer 2018, Metro staff interviewed representatives of over 40 organizations working at the intersection of transportation and technology in the Metro region and reviewed results from pilot projects in the region and across the country to develop the program structure. Metro Council approved the program structure in July 2018.

A program launch event was held on October 5, 2018. Over 100 people attended. The launch event included speakers discussing the program and structured networking to help attendees form project teams. A call for letters of interest was open from October 1 to October 26, 2018. Letters of interest included a brief overview of proposed projects and partnerships as well as an opportunity to request technical assistance with developing an application. Metro received 32 letters of interest. The lead organizations submitting letters of interest were evenly distributed across the public, private, and non-profit sectors.

PILOT applications were open from December 3, 2018 to February 1, 2019. Metro offered in-depth technical assistance, including research on similar projects and feedback on developing realistic budgets, timelines and evaluation plans, to four applicants whose letters of interest demonstrated strong alignment with the program's goals and with Metro's Diversity, Equity, and Inclusion strategy, which calls on Metro to provide technical support to jurisdictional and community partners in developing grant applications. Nine applications were received, with a total request of \$541,000. 31 organizations were listed as partners on proposed projects.

A review panel made up of a Metro councilor and four external stakeholders reviewed the applications and recommended projects for funding in March 2018. The panel included diverse perspectives and expertise in community development, equity, transportation project delivery, technology, and public-private partnerships. The Metro Chief Operating Officer reviewed and approved the panel's recommendation.

2019 PILOT projects

The four projects selected for funding represent a diverse set of technologies and communities, but they are all focused on meeting clearly-defined community needs and providing learning opportunities that can inform the region's broader approach to emerging technology. They all involve cross-sector partnerships and use emerging technology to address pressing transportation issues, including:

- The challenge of providing affordable, convenient and clean transportation options in the transit-deficient areas to which many low-income residents are being displaced
- Disparities in access to information and technology that prevents many communities of color from using emerging technologies
- The long wait times and confusing set of options that people with disabilities and special needs experience when trying to book a ride

The four selected projects are:

APANO Communities United Fund

Project name: New Mobility Pilot at the Orchards of 82nd
Location: East Portland
Partners: Rose Community Development Corporation, Car2Go
Amount: \$30,000

APANO and ROSE CDC will partner with Car2go to provide residents of the Orchards of 82nd, a new 48-unit affordable housing developing in Portland's Jade District, with free access to car sharing. APANO staff will also have free access to car sharing. APANO will manage the project, conduct culturally responsive outreach about car share and other travel options; including transit and shared bikes and scooters, in Chinese and Vietnamese; and provide computer access and concierge support to make the system accessible to residents who lack access to technology or a bank account. Rose CDC, which is the developer of the Orchards, will assist with engagement, including conducting Spanish-language outreach. Car2Go will manage the car sharing service, ensuring that an adequate number of cars are located near the building, which is outside of Car2Go's current service area.

Latino Network

Project name: Latinx Ride Share Promotion
Location: Region-wide
Partners: Uber, TriMet
Amount: \$55,000

Latino Network will partner with Uber and TriMet to provide ride-hailing credits and culturally-specific transportation navigation to help Latinxs reach educational programs and other destinations at different locations around the region, with a focus on connecting families to education programs and parental involvement opportunities at selected Portland schools. The project would train two Latino Network staff members to act as trip coordinators who provide in-depth assistance to help participants plan and schedule trips using transit or ride-hailing. Uber would provide ride credits and a concierge platform, and TriMet will provide trip planning tools. Trip coordinators would use these resources to inform participants of their options and, if needed, book rides on behalf of participants.

Portland Transport

Project name: East Portland Transit Appliance Deployment
Location: East Portland
Partners: OPAL Environmental Justice Oregon, Rosewood Initiative, Portland Bureau of Transportation, DKS Associates
Amount: \$30,000

Portland Transport will install at least 20 screens displaying real-time information on transit arrivals in East Portland, with a focus on locations near lines with new or increased transit service. OPAL and Rosewood Initiative will conduct outreach to property owners to identify potential host sites, ensure that community members are aware of the screens, and collect feedback. The team will also explore the potential of screens to display information on other options that people can use to connect to transit, for example the scooters that are located in East Portland under Portland's e-scooter pilot. Portland Bureau of Transportation will help identify and assess evaluation strategies in conjunction with screen installations it will be installing concurrently at affordable housing developments. DKS Associates will provide technical and evaluation support.

Ride Connection, Inc.

Project name: Trip Planning for All
Location: Region-wide
Partners: Full Path, Trillium Transit
Amount: \$35,000

Project and partners: Ride Connection and its partners are working to develop a trip planning tool that would provide information on both fixed-route transit and demand-response transit, including many services that people with disabilities, transit-dependent people and older adults rely on. This grant would support the first phase of that work by developing a tool that would enable users of these services to identify the options that are available for their trip based on their origin and destination and educating stakeholders in the region about the potential uses of the tool. The project would include entering service data for demand-response and special-needs transportation providers in the region into the standard format that travel information apps and websites use to display transit data. This would enable resources such as TriMet's new multimodal trip planner and private apps like Transit and Moovel, to display information on these services alongside information on conventional fixed-route transit. Ride Connection will lead outreach and engagement with other transportation providers in the region, Full Path will manage the project, and Trillium Transit will be responsible for data entry and tool development.

Next Steps

Staff are currently working with grantees to finalize and execute grant agreements. We expect grant agreements to be signed and grantees to begin work in July 2019.

Materials following this page were distributed at the meeting.



Metro

Construction Career Pathways Project

Metro Policy Advisory Committee
June 12, 2019

Sebrina Owens-Wilson | Regional Impact Program Manager



81 Large Capital Projects

Contractors

COBID/MWESB Goals

Workforce

17% Nearing Retirement

Women Completion rate: 38%

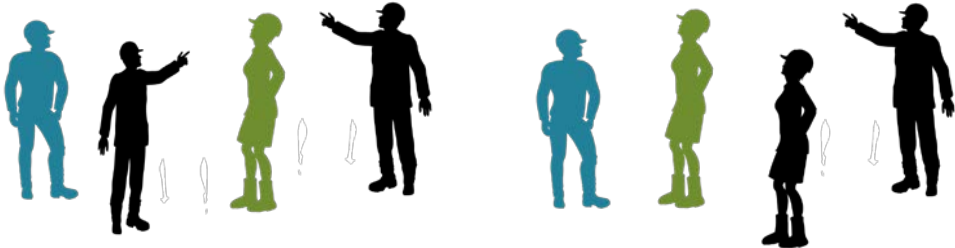
People of Color Completion Rate: 36%



Loss of \$10K per apprentice that doesn't make it through year one

Equity in Construction

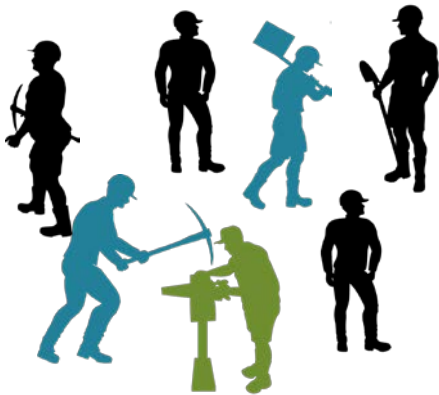
Contractor



Foreman



Journey-level Worker



Apprentice



Construction Career Pathways

Project Outcomes

- Increase career opportunities for people of color and women to meet the regional demand for a skilled construction workforce.
- Regional coordination to leverage collective efforts.
- Establish consistent recruitment, training and retention policies & practices.
- Highroad industry standards become the norm.



Public Owner Workgroup

City of Beaverton

Beaverton

School District

**Bureau of Labor
and Industries**

Home Forward

Metro

Multnomah County

**North Clackamas
School District**

**Oregon Department
of Transportation**

**Oregon Health
Sciences University**

Port of Portland

City of Portland

**Portland
Community College**

**Portland
Public Schools**

**Portland State
University**

Prosper Portland

TriMet

Integrated stakeholder engagement

- Building Trades
- Contractors – general, subs, minority
- Community based organizations
- Pre-apprenticeship training programs
- Trade associations
- Public agencies
- Private developers



Metro Construction Workforce Market Study, 2018

INCREASE RECRUITMENT OF DIVERSE WORKERS

- Ensure steady funding stream to increase capacity of pre-apprenticeship programs
- Increase direct entry from pre-apprenticeship into apprenticeship programs
- Promote recruitment of diverse workers through referrals
- Coordinate additional outreach efforts across the region through partnerships with trusted community organizations and community leaders
- Establish stronger collaboration and alignment across regional and state systems such as K-12, WorkSource, etc.

INCREASE RETENTION OF DIVERSE WORKERS

- Address construction job site culture through respectful workplace trainings with proven results
- Increase monitoring of on the job training of apprentices by well-trained experts
- Formalize mentorship resources for diverse workers
- Invest in ongoing supportive services for apprentices

DEVELOP MORE ROBUST EQUITY POLICIES AND PRACTICES

- Enforce contract goals, with consequences for non-compliance
- Improve oversight to achieve workforce goals on public projects
- Create contractor incentives in bidding process for past equity performance and compliance
- Improve and ensure a transparent system for reporting and monitoring of workforce goals
- Create consistent opportunities for connections across sectors to collectively problem solve
- Adopt shared policies and processes across agencies
- Sustain a regional investment in the construction workforce pipeline



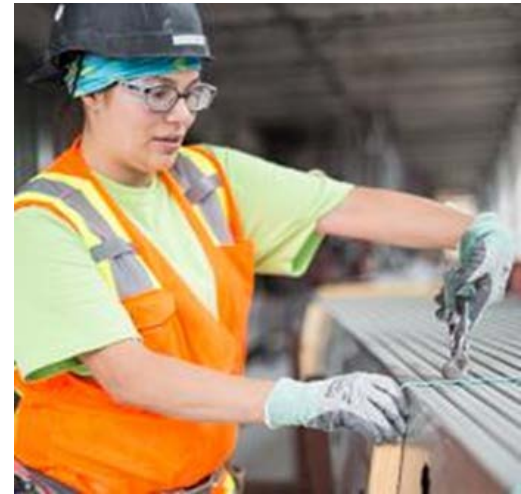
PORTLAND METRO REGION
CONSTRUCTION WORKFORCE
MARKET STUDY

2018

work.
By Portland Metro, Multnomah, Washington, and Clatsop Counties

1 Workforce Diversity Goals

- **20% of total work hours** in each apprenticeable trade performed by **state-registered apprentices**.
- **14% of total work hours** performed by **women and women-identified persons** – both journey and apprentice-level workers in each trade
- **25% total work hours** performed by **persons of color** – both journey and apprentice level workers in each trade



1 Diversity Goal Thresholds

| Tiers | Cost Threshold | Requirements |
|---|-------------------------------------|--|
| Tier 1 – <i>not subject to workforce diversity goals</i> | Total project costs under \$200,000 | Projects are <u>not</u> subject to workforce diversity goals – but tracking workforce participation and recruitment and retention efforts is preferred. |
| Tier 2 – <i>subject to workforce diversity goals</i> | \$200,000 - \$4,999,999 million | Contractors shall document good faith efforts to meet targeted workforce diversity goals ; Project is <u>not</u> subject to full Labor Agreement |
| Tier 3 – <i>subject to workforce diversity goals and Workforce Agreement</i> | \$5 million and above | Subject to all workforce goals and all provisions outlined in Workforce Agreement. |

2 Investing in recruitment & retention of diverse workers

- Consistent funding stream
- Job readiness
- Wrap around support services
- Regional stakeholder and agency coordination



3 Changing the culture on job sites



- Utilize contracting and workforce agreements to institutionalize positive workplace training
- Contractor and Trades accountability for job site culture
- Identify resources, training curriculum

4 Workforce agreements

Boilerplate workforce agreements that establish workforce standards, hiring goals, safety rules, workforce harassment prevention, and conflict resolution

5 Regional tracking & reporting

Establishing a coordinated regional system for tracking and ongoing monitoring of workforce diversity outcomes

Questions





Metro

Regional Transportation Measure update

MPAC

June 12, 2019

What we're building from

2018 Regional
Transportation Plan

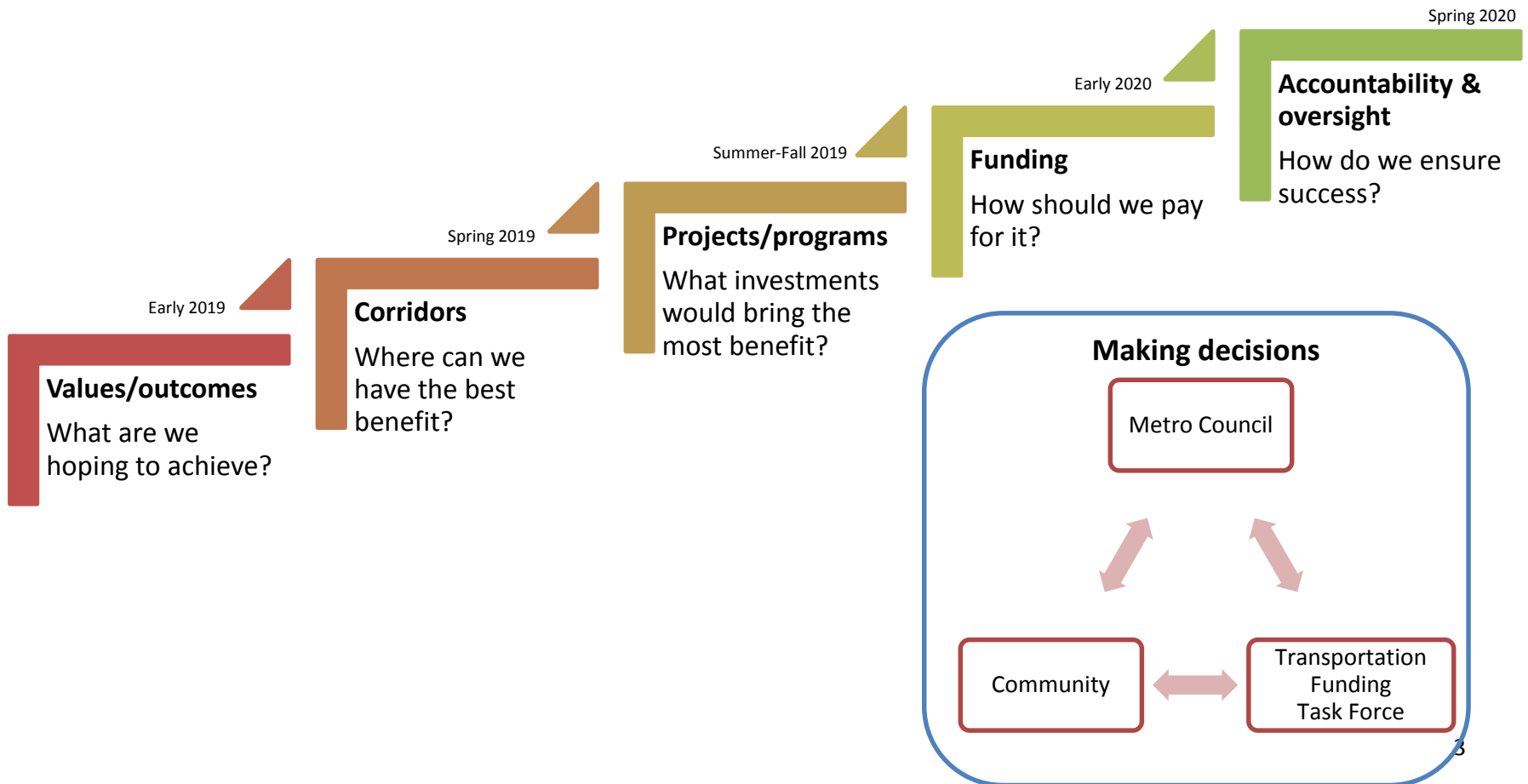
Strategic Plan to
Advance Racial
Equity, Diversity and
Inclusion

Climate Smart
Strategy

2040 Growth
Concept



How we'll get there



Metro Council measure outcomes direction, Jan. 2019

Improve safety

Make it easier to get around, improve congestion

Increase access, especially for people of color

Support resiliency

Protect clean air and reduce carbon emissions

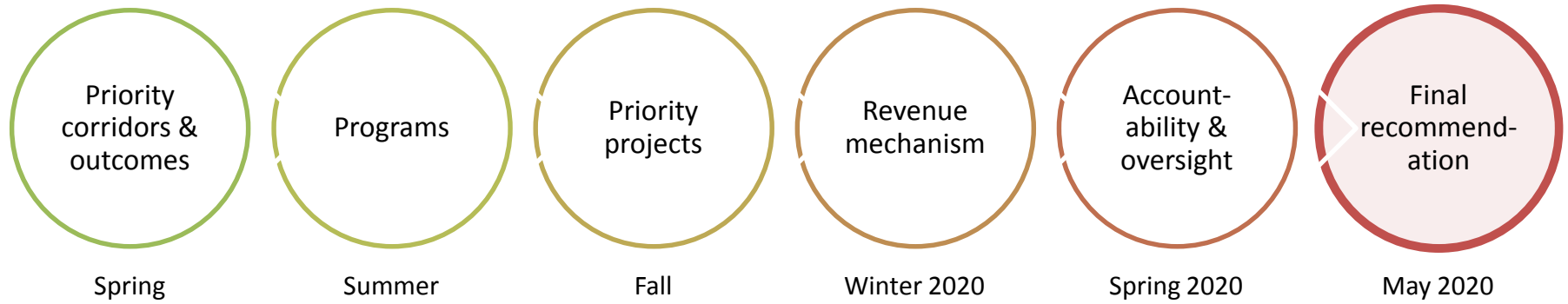
Support economic growth

Transportation Funding Task Force

- Elected officials
- Business
- Community
- Transportation



Task Force phases of work



Task Force measure outcomes, March 2019

Improve safety

Make it easier to get around, improve congestion

Prioritize investments that support communities of color

Increase access, especially for people of color

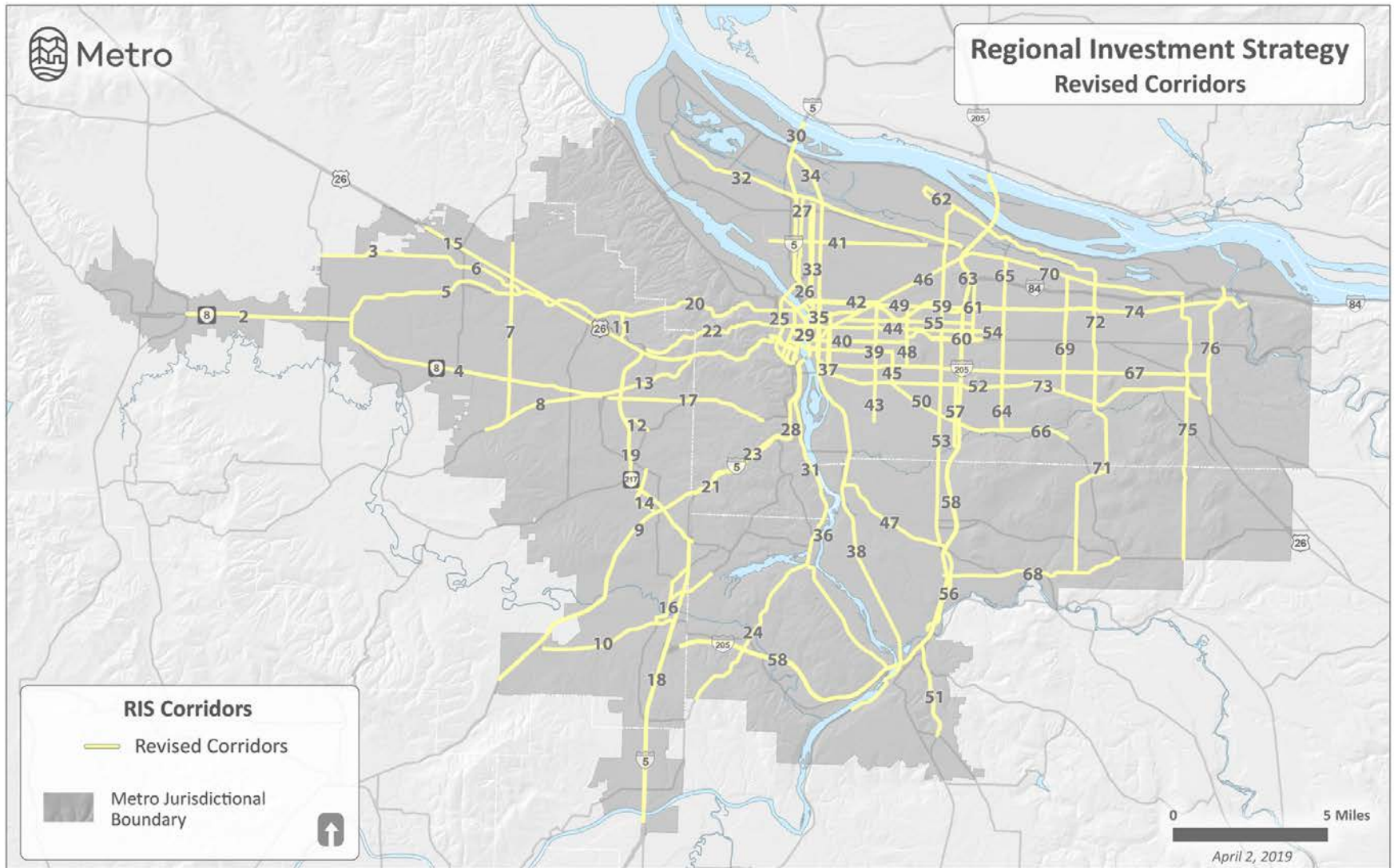
Support resiliency

Protect clean air and reduce carbon emissions

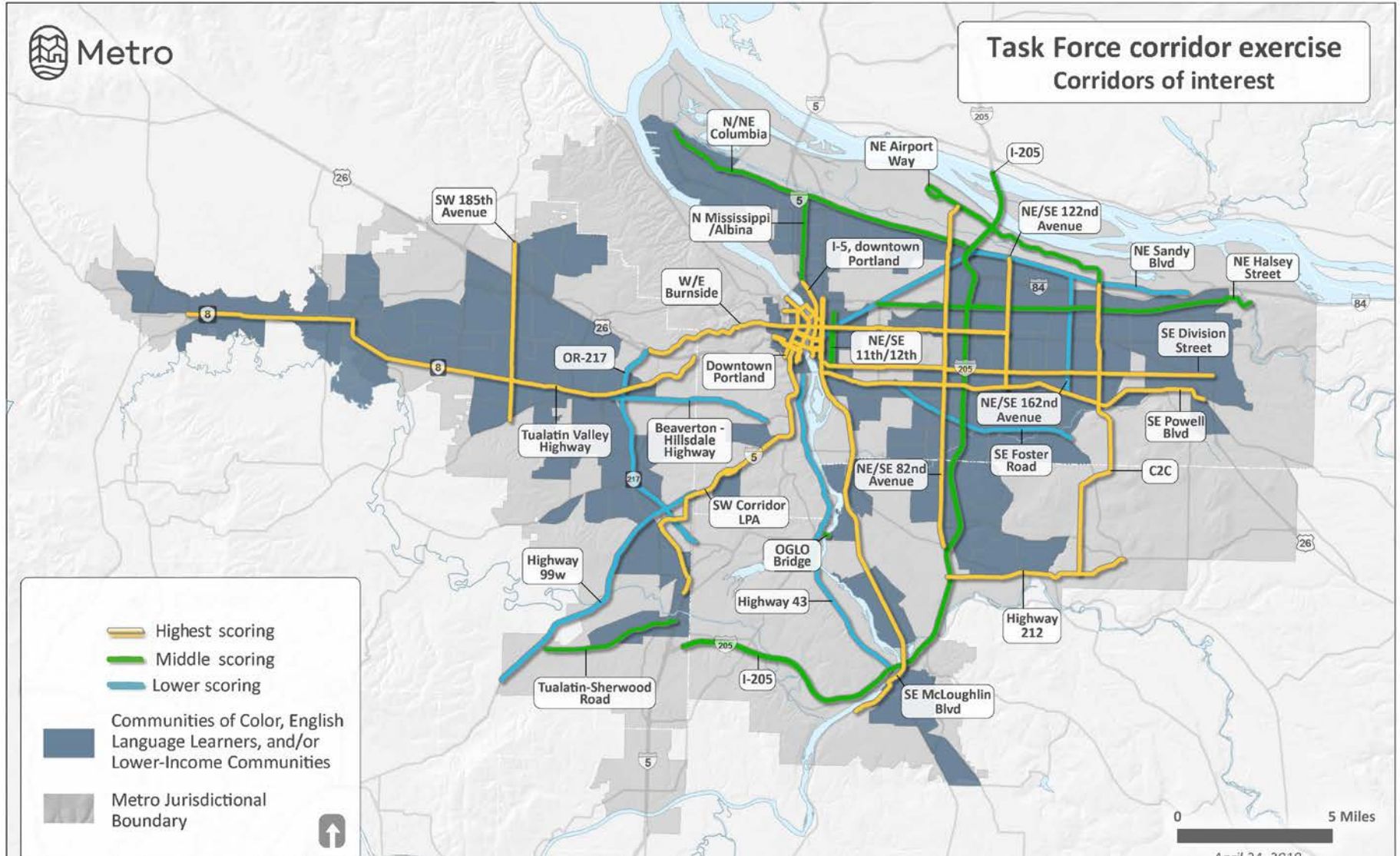
Support economic growth **and system connectivity**

Leverage affordable housing & parks and nature investments 7

Task Force: All corridors for consideration



Task force corridor exercise



Task Force corridor feedback

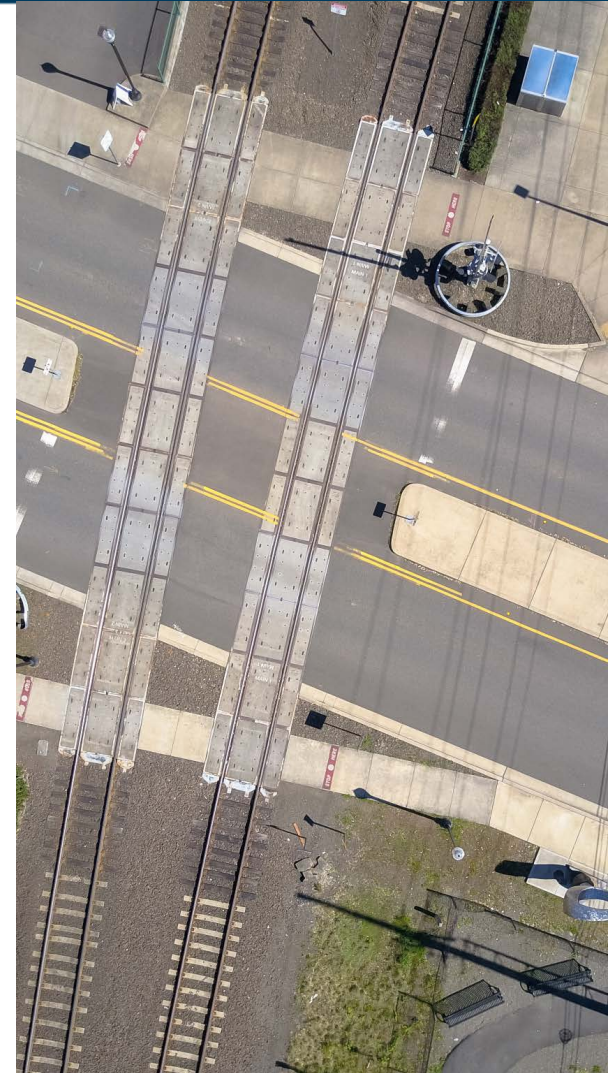
Think about the whole transportation system

Invest in underserved areas

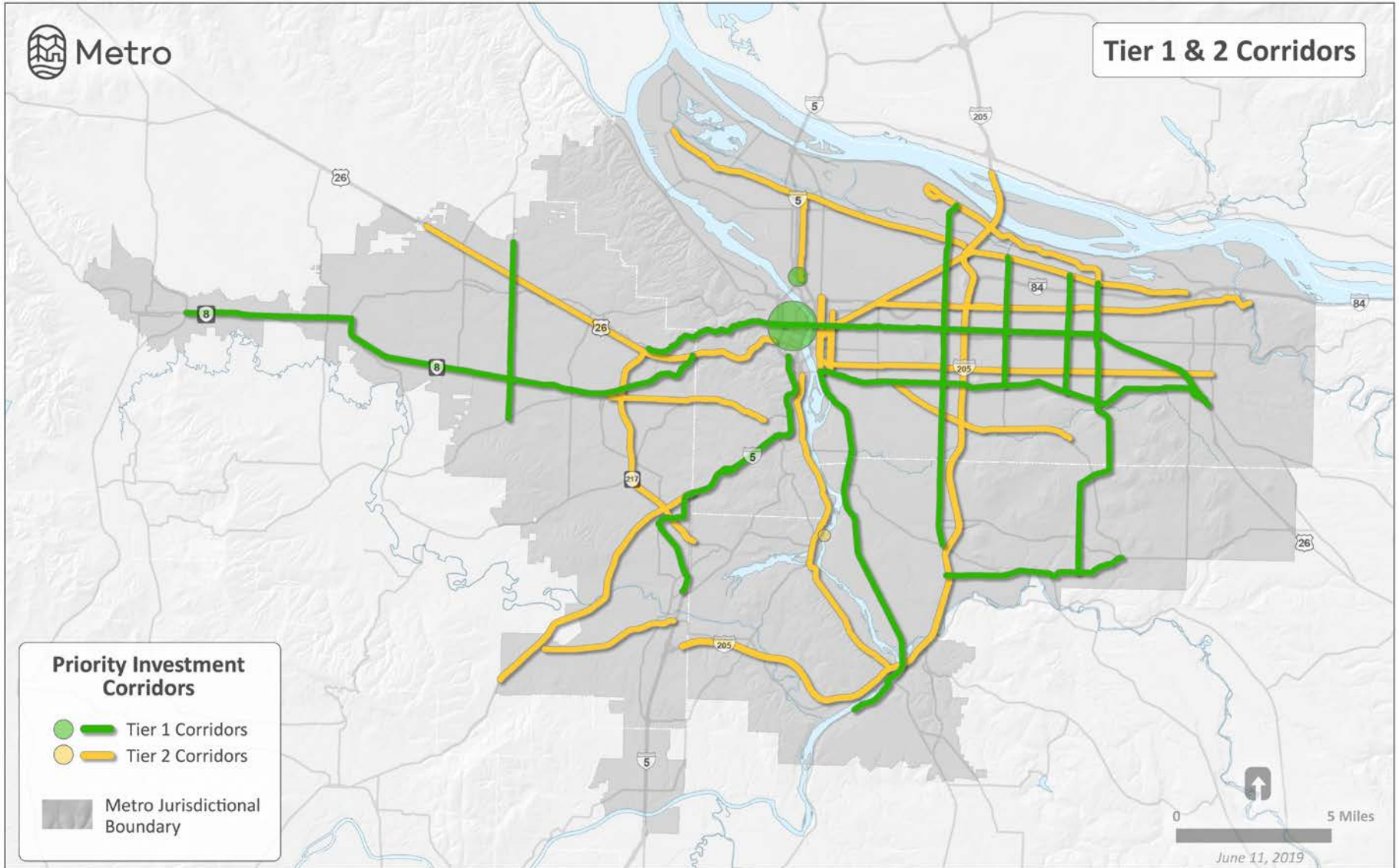
Action on climate change

Equitable, community-focused options

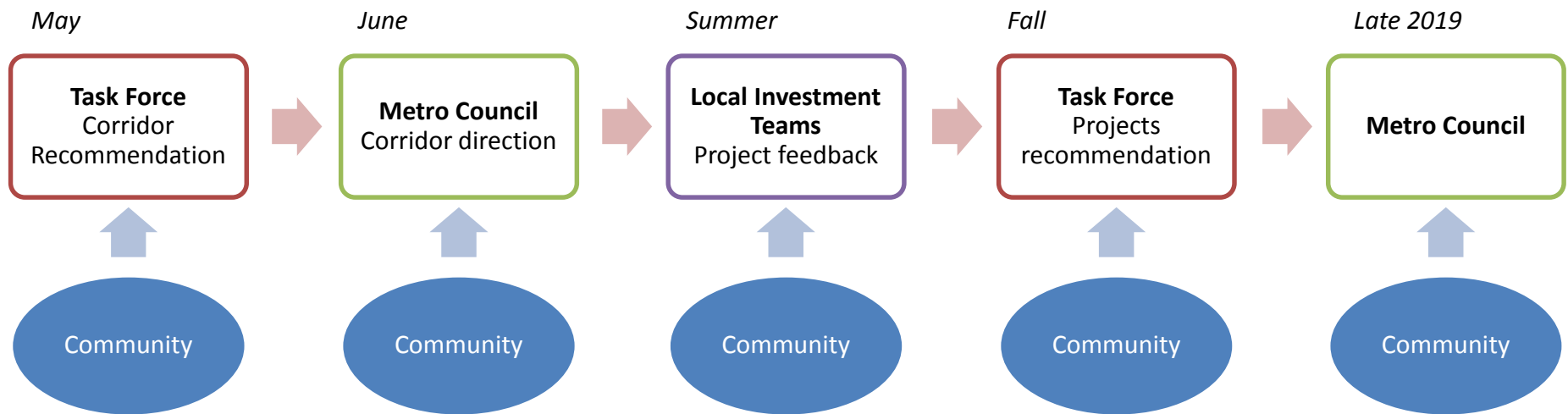
Projects should support better transit



Metro Council Corridor direction



From corridors to projects



Local Investment Teams

1 team per county

8-10 community members
per team

Supported by
jurisdiction staff

June-September 2019

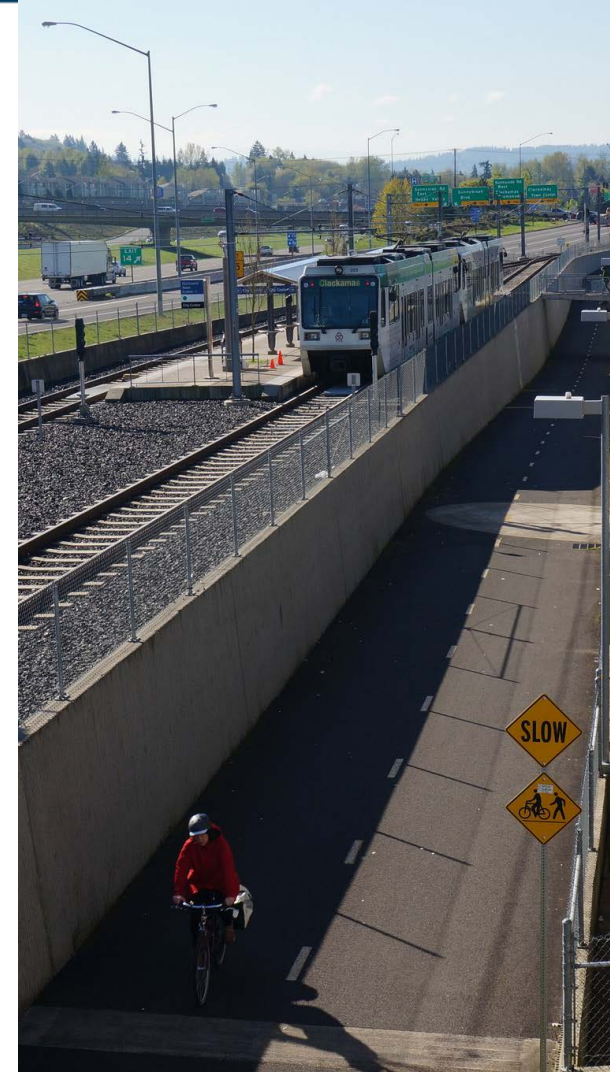


Programs: Next Task Force stage

Looking beyond corridors

Possibilities:

- Safety
- Main Streets
- Smart Cities
- Cleaner buses



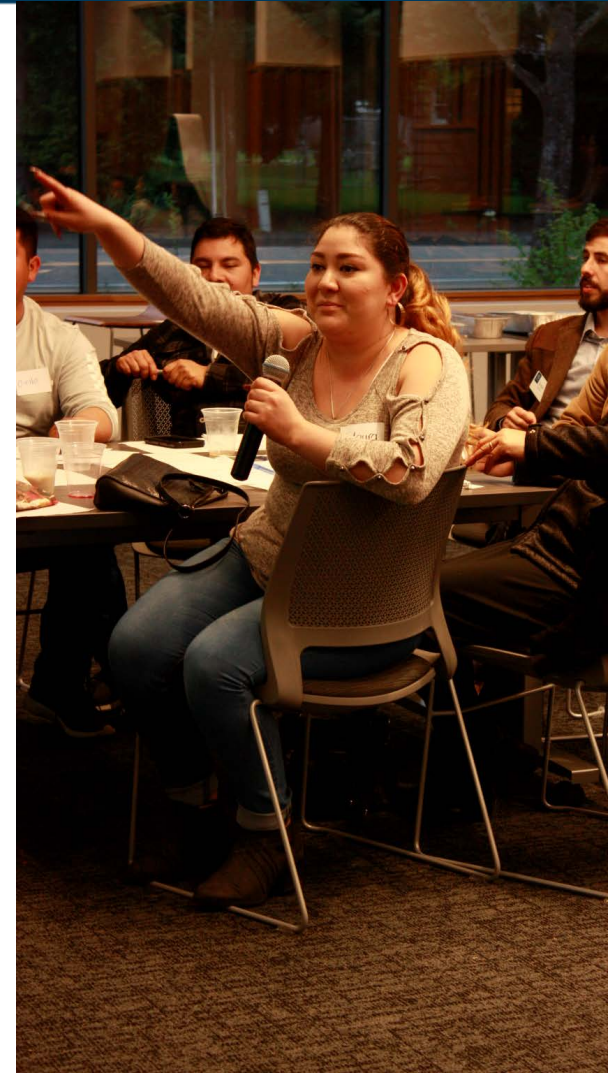
Community voices

Community forums and
discussion groups

Survey open through June 30:
bit.ly/getmoving2020

Local Investment Teams

Partnerships



Next steps

Summer: Local Investment Teams

Task Force:
Region-wide programs

7/30: Metro Council work
session

Fall: JPACT & MPAC updates

Learn more:
getmoving2020.org



#getmoving2020

getmoving2020.org





Metro

PILOT program update

MPAC

June 12, 2019

Our purpose today:

Update MPAC on the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program and describe what it tells us about needs, capacity and ideas related to emerging technology in our region

Why PILOT?



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

A blueprint for the future of transportation in the greater Portland region

June 29, 2018

oregonmetro.gov/rtp



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Emerging Technology Strategy

A strategy for guiding innovation to support the greater Portland region's goals

June 25 2018

oregonmetro.gov/rtp

Partnerships and Innovative Learning Opportunities in Transportation

Q: How do we meet our regional transportation goals?

A: Good question. We do need to think about emerging technology.

Q: How should we approach emerging technology?

A: Guide innovation toward advancing equity and improving travel options.

Q: How do we guide innovation?

A: Test new ideas, develop partnerships, and collect information.

Emerging technologies



Automated vehicles (AVs)



Connected vehicles (CVs) and CV infrastructure



Electric vehicles (EVs)



Ride-hailing



AV/EV transit vehicles



Microtransit



Car share



Bike / scooter share

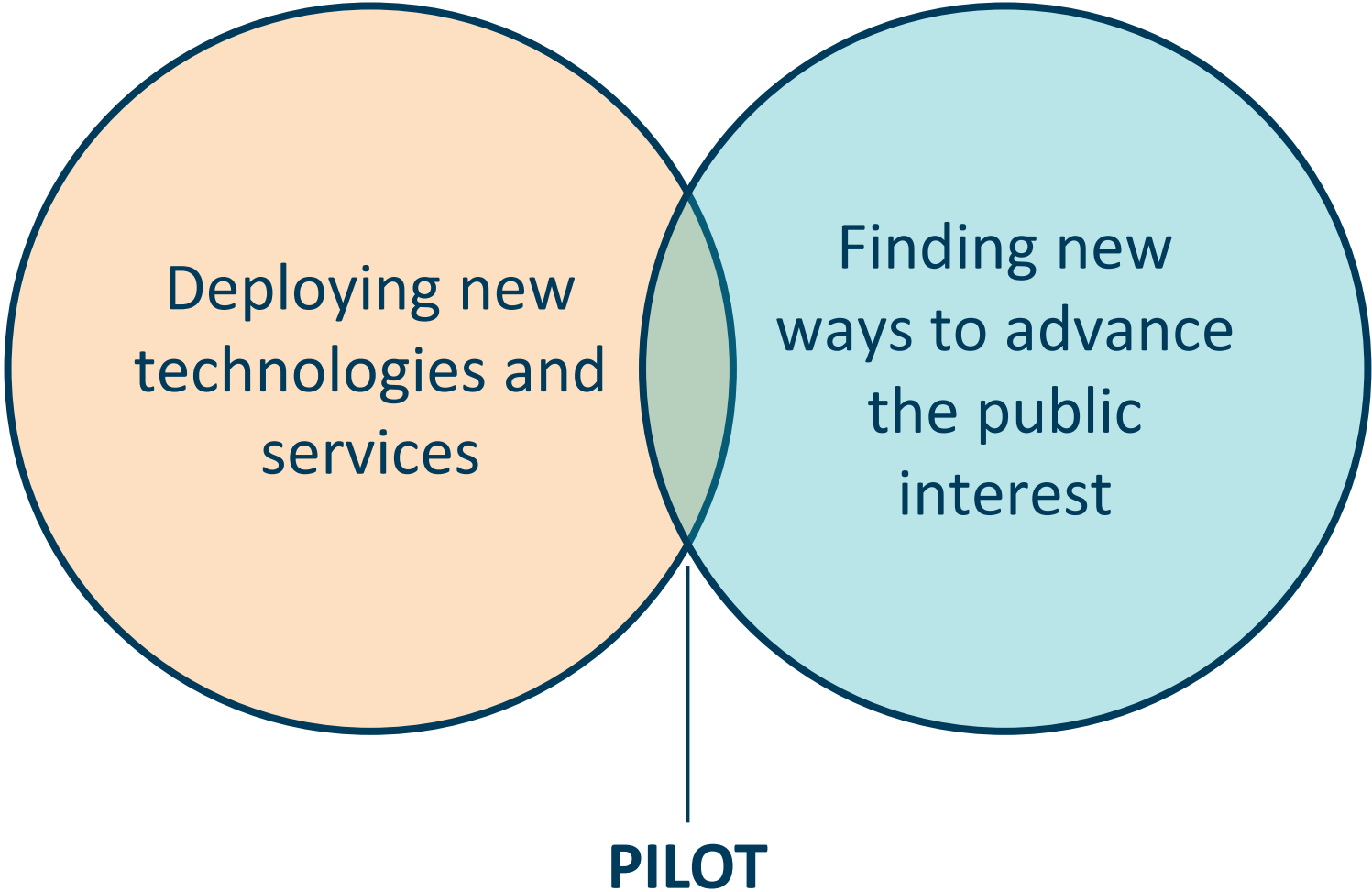


Travel information and payment



New data sources

How we define “innovation”



PILOT program goals



Goal 1: Test new approaches to improving shared, active, and equitable transportation using emerging tech



Goal 2: Collect information to understand results, benefits, and challenges



Goal 3: Develop partnerships across sectors that lay the groundwork for future success

PILOT program basics

- Total funding available: \$150,000
- Amount applicants are allowed to request: \$25,000-\$150,000
- Eligible applicants: Teams consisting of public agencies, non-profits, and/or private companies.
- Grant period: Two years, from July 2019 through June 2021
- Funding source: Metro General Fund

PILOT program timeline

Pre-application
Mar-Oct 2018

- Develop program structure
- Form project and technical review panel
- Hold kickoff event

Letter of interest
Oct-Nov 2018

- Solicit brief letters of interest
- Offer feedback and technical assistance
- Suggest partnerships

Application
Dec 18 – Jan 19

- Solicit applications
- Provide technical assistance to selected applicants

Selection
Mar-Apr 2019

- Staff reviews applications, writes advisory report
- Panel recommends awards
- COO approves recommendations, Metro announces awards

Kick off
Apr-Jun 2019

- Kick off meeting with grantees
- Finalize scopes of work
- Sign agreements



40+ scoping conversations

100 people at the launch event

32 letters of interest

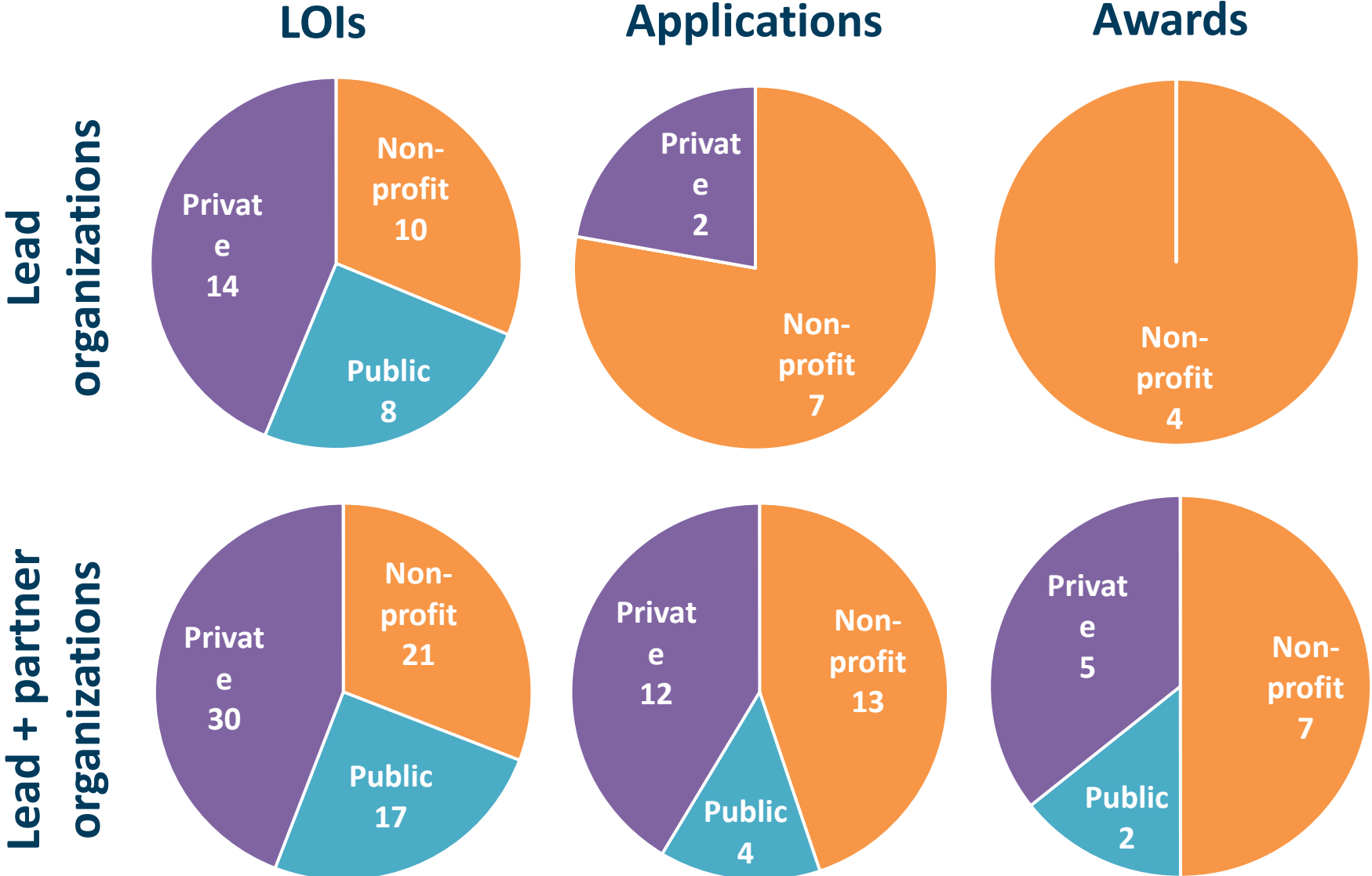
9 applications requesting **\$541k**

4 grants totaling **\$150k**

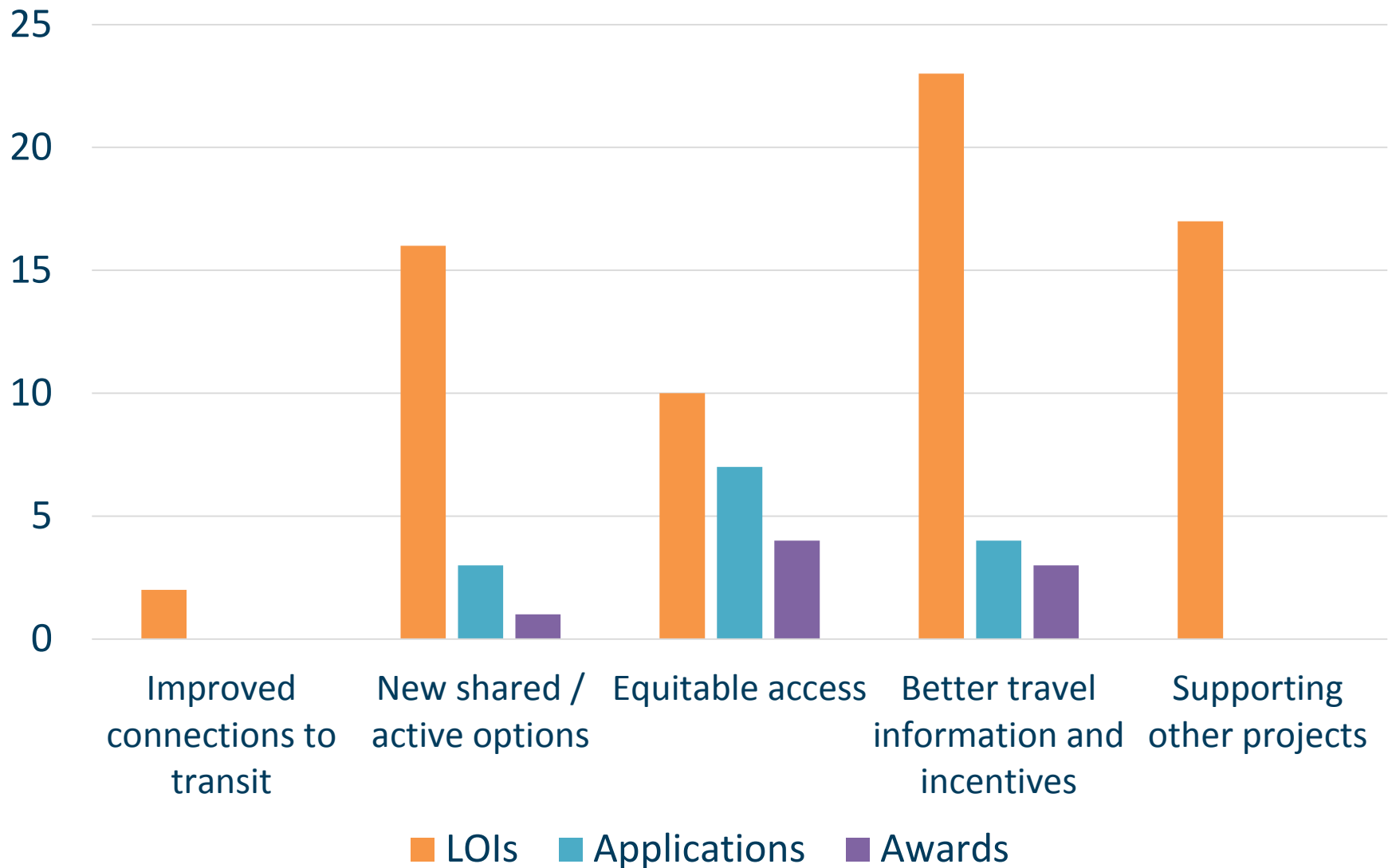
Which projects are we funding?

| Lead | Project name | Description | Award |
|--------------------|----------------------------------|---|--------------|
| APANO | New Mobility at Orchards of 82nd | Provide East Portland affordable housing residents with free access to car sharing, as well as education and technical assistance | \$30,000 |
| Latino Network | Latinx Ride Share Promotion | Provide ride-hailing credits and trip planning assistance to help Latinxs reach community services throughout the region | \$55,000 |
| Portland Transport | East Portland Transit Appliance | Install screens displaying real-time transit information along East Portland bus lines with improved service | \$30,000 |
| Ride Connection | Trip Planning for All | Develop a trip planning tool that provides information on flexible / special-needs transportation services in the region | \$35,000 |

Who engaged with the program?



What outcomes were projects trying to achieve?





Key successes:

Funded 4 projects that explore how to provide equitable access to technology

Developed a pipeline of candidates for future funding opportunities

Engaged new partners from community and the tech sector

Learned more about how Metro can best support innovative projects

What we learned about our region and technology

- There's a lot of interest in this work - across the public, private, and non-profit sectors.
- Partnerships between companies and public agencies or non-profits help to hit the innovation "sweet spot"
- There's a lot of interest in pursuing data and information-related projects, as well as an opportunity to better coordinate among those efforts.
- Improving connections to transit is important, but may require more resources or a different approach.
- Non-profits are well-positioned to lead projects since they have flexibility and understand community needs.

Potential opportunities to improve the PILOT program

- Better align grants with partners' efforts (e.g., TriMet Multimodal Trip Planner, Portland e-scooter pilot)
- Provide more support to foster public-private collaboration
- Consider different models to support successful partnerships and greater public agency engagement
- Focus on solving a particular challenge, and provide more clarity about what we want to achieve

oregonmetro.gov/pilotgrants

oregonmetro.gov



Good Afternoon Sara,

It was good to meet you today. Please accept my testimony for submission of public record regarding the T2020 Regional Transportation Funding Measure.

Thank you members of Metro Transportation Funding Task Force for allowing me the opportunity to share comments on the monumental task before us today.

Invest in a sustainable future by minimizing greenhouse gas emissions and softening the impending impacts of climate crisis by encouraging Low Impact Transportation (LIT). To this end (1) fund construction of the Reedway Overpass RTP #11819 in SE Portland across the OR-99E McLoughlin corridor and (2) expand the proposed Lake Oswego-Oak Grove Bridge to include one lane of transit service with signals on both ends of the bridge head to permit safe access for transit and emergency responders.

Additional travel lanes within the Portland Metro area will only encourage more driving which is the single largest source of greenhouse gas emissions within the State of Oregon. We can change that through careful, thoughtful return of investments of taxpayers' money that encourages Low Impact Transportation.

The Reedway Overpass fills the largest multi-modal connectivity gap in Portland east of the Willamette River and south of the Columbia Slough accounting for the 2.1 miles between the substandard bike lanes on the Bybee Overpass to the south and the Lafayette Street Pedestrian Bridge to the north. The only other east-west connection over the railyard is Holgate Blvd with sidewalks that are unsafe to LIT modes.

Likewise, the Lake Oswego-Oak Grove (LOOG) Bridge would provide a much needed crossing within the over 10 mile gap between Sellwood Bridge and the OR-99E crossing of the Clackamas River next to Gladstone, Oregon. Earlier proposals have called for the LOOG Bridge to be bike & pedestrian only. I encourage you to expand this to one lane of transit service with emergency responder access permitted. In the event of a large earthquake, the LOOG Bridge may be the only surviving crossing of the Willamette south of the Sellwood Bridge based on current infrastructure.

Thank you for your time and consideration on these important projects.

Kind Regards, Matchu Williams

Vice Chair, SouthEast in Active Motion

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