

**Minutes of the Board of Commissioners
Multnomah Building, Board Room 100
501 SE Hawthorne Blvd., Portland, Oregon
Tuesday, December 10, 2013**

REGULAR MEETING

Chair Marissa Madrigal called the meeting to order at 10:05 a.m. with Commissioners Liesl Wendt, Loretta Smith and Diane McKeel present. Vice-Chair Shiprack was excused.

Also attending were Jenny Madkour, County Attorney, and Marina Baker, Assistant Board Clerk.

[THE FOLLOWING TEXT IS THE BYPRODUCT OF THE CLOSED CAPTIONING OF THIS PROGRAM.]

Chair Madrigal: GOOD MORNING AND WELCOME TO TODAY'S BOARD BRIEFING. COMMISSIONER SHIPRACK IS EXCUSED TODAY. WOULD YOU READ THE FIRST TITLE?

>> BOARD BRIEFING ON THE EQUITY ATLAS 2.0.

>> Chair Madrigal: THANK YOU. COMMISSIONER SMITH.

>> Comm. Smith: I WOULD LIKE TO WELCOME TED REID, SENIOR REGIONAL PLANNER AT METRO AND MARA GROSS, HOW ARE YOU DOING? EXECUTIVE DIRECTOR FOR THE COALITION FOR LEVEL FUTURES TO PRESENT THE EQUITY ATLAS. AS THE CHAIR OF THE METRO POLICY ADVISORY COMMITTEE, I HAD THE OPPORTUNITY TO SEE A PRESENTATION ABOUT THE EQUITY ATLAS DURING AN IMPACT MEETING. WHEN I SAW THE ROBUST DATA SET, I WAS SO IMPRESSED WITH THE INFORMATION I SAID YOU HAVE TO COME TO MULTNOMAH COUNTY. THE POWER OF THE EQUITY ATLAS IS THAT IT ALLOWS POLICY MAKERS TO MAKE DECISIONS BASED ON WHAT THE DATA TELLS US ABOUT DEMOGRAPHIC INDICATORS AND ACCESS INDICATORS THROUGHOUT MULTNOMAH COUNTY. THESE LAYERS OF INFORMATION SHARE POWERFUL STORIES ABOUT EACH NEIGHBORHOOD. THE AREAS IN WHICH THEY HAVE THRIVED IN AND THAT THE WORK IS STILL NEEDED TO BE DONE, THEY WILL BE ABLE TO TELL YOU THROUGH THE REGIONAL EQUITY ATLAS. I'M REALLY LOOKING FORWARD TO HEARING MORE ABOUT HOW THE EQUITY ATLAS AND CAN HELP US PROVIDE BEST PRACTICES AND SERVICES FOR THE CITIZENS OF MULTNOMAH COUNTY. SO WITHOUT ANY FURTHER HESITATION OR ADO, I WILL LET TED START US OFF.

>> THANK YOU, COMMISSIONER SMITH. THANK YOU, CHAIR MADRIGAL, THANK YOU COMMISSIONERS FOR HAVING US HERE TODAY. I'M TED REID, SENIOR

REGIONAL PLANNER AT METRO IN THE COMMUNITY DEVELOPMENT DIVISION. I'M HERE TO SPEAK TO YOU TODAY ABOUT THE UPDATE OF THE COALITION FOR A LEVEL FUTURES EQUITY ATLAS ALONG WITH PSU, METRO WAS A PARTNER ON THIS PROJECT. OUR HOPE IS THAT AS COMMISSIONER SMITH NOTED THAT THE COUNTY WILL ALSO FIND USE IN THE EQUITY ATLAS IN THE WORK THAT YOU DO. CLF'S FIRST REGIONAL EQUITY ATLAS WAS PUBLISHED IN 2007 AND IT WAS CRUCIAL TO BRINGING THE REGION'S ATTENTION TO THE TOPIC OF EQUITY AND ILLUSTRATED HOW VARIOUS PRIVATE AND PUBLIC POLICIES AND INVESTMENTS CAN EITHER IMPROVE OR MAKE WORSE PEOPLE'S ACCESS TO OPPORTUNITY. THESE TYPES OF CONSIDERATIONS INFORMED THE METRO COUNCIL'S DECISION TO ADOPT A POLICY OF MAKING OUTCOMES BASED DECISIONS. WE HAVE OVER THE YEARS GOTTEN PRETTY GOOD AT REPORTING ON TRANSPORTATION PERFORMANCE AND PERFORMANCE INDICATORS ABOUT THE ECONOMY BUT WE RECOGNIZE THAT WE HAD A WAYS TO GO TO IMPROVE ON HOW WE TALK ABOUT EQUITY. SO THAT WAS METRO'S INTEREST IN BEING A PARTNER ON THIS PROJECT WAS TO GET BETTER IN THAT REGARD. SO WE PARTNERED WITH CLF AND PSU. GENERALLY, THE PARTNERSHIP CONSISTED OF CLF TAKING THE LEAD IN THE COMMUNITY ON WHICH TYPES OF INDICATORS MATTERED AND GATHERING A TREMENDOUS AMOUNT OF DATA. METRO'S ROLE WAS LARGELY AROUND DEVELOPING THE ONLINE MAPPING TOOL AND INCORPORATING THOSE INDICATORS INTO THE TOOL. AS YOU'LL SEE, THE TOOL HAS THE ABILITY TO ILLUSTRATE A WIDE VARIETY OF INDICATORS AND CONVEYED VERY COMPLEX INFORMATION. COMPLETING THIS PROJECT HAS ENHANCED METRO STAFF'S ABILITY TO BRING THIS COMPLEX INFORMATION TO THE METRO COUNCIL. WE'RE NOW BEGINNING TO LEARN HOW TO INCORPORATE THIS INFORMATION INTO ONGOING PROJECTS, SUCH AS OUR AGENCY'S REGIONAL EQUITY STRATEGY. WE'RE GOING TO BE PRODUCING AN EQUITY BASELINE REPORT IN THE NEXT YEAR THAT WILL USE THIS TOOL. WE'RE ALSO LOOKING TO INCORPORATE THIS INFORMATION INTO OUR CLIMATE-SMART COMMUNITIES PROGRAM, WHICH IS OUR MANDATED PROGRAM ADDRESSING CARBON EMISSIONS FROM LIGHT-DUTY VEHICLES. WE'RE LOOKING TO INCORPORATE IT INTO OUR GROWTH MANAGEMENT DECISIONS, CORRIDOR PLANNING AND HOW WE ALLOCATE TRANSPORTATION FUNDS. AND TO MAKE SURE THAT OTHER AGENCIES AND ORGANIZATIONS AROUND THE REGION ALSO HAVE THE BENEFIT OF THIS INFORMATION, WE'VE BEEN FUNDING TRAINING SESSIONS. THERE ARE TWO MORE THIS WEEK THAT ARE HAPPENING. ONE ON FRIDAY STILL HAS FROM WHAT I UNDERSTAND FIVE SPOTS LEFT SO THIS IS A VERY HANDS-ON TRAINING THAT YOUR STAFF ARE WELCOME TO ATTEND, IF THEY'RE INTERESTED IN THAT. THEY CAN CONTACT EITHER ME OR MARA ABOUT THAT AND WITHOUT FURTHER ADO I'LL INTRODUCE MARA GROSS, EXECUTIVE DIRECTOR OF THE COALITION.

>> THANK YOU SO MUCH. CHAIR MADRIGAL, COMMISSIONER SMITH, THANK YOU SO MUCH FOR HAVING US HERE TODAY TO TALK ABOUT THE REGIONAL EQUITY ATLAS. THE EQUITY ATLAS IS THE PROJECT OF THE COALITION IN

PARTNERSHIP WITH METRO AND PSU AND CLF, COALITION FOR A LEVEL FUTURE, IT'S A PARTNERSHIP OF OVER 90 ORGANIZATIONS AND THOUSANDS OF INDIVIDUALS WORKING FOR HEALTHY, SUSTAINABLE COMMUNITIES IN THE PORTLAND METRO AREA. SO THE EQUITY ATLAS, THIS IS EQUITY ATLAS 2.0 WAS RELEASED IN JUNE AND WE'RE EXCITED TO BE ABLE TO SHARE IT WITH YOU. I'M GOING TO TALK ABOUT WHAT IT IS AND TALK ABOUT SOME OF THE WAYS THAT WE HAVE WORKED WITH THE COUNTY ALREADY IN UTILIZING THE ATLAS AND THAT WILL BOTH -- WE'LL TALK ABOUT THAT SPECIFIC WORK AND USE IT TO HIGHLIGHT SORT OF WHAT SOME OF THE FINDINGS ARE AND BRIEFLY GOING TO SHOW YOU THE TOOL ITSELF SO YOU CAN SEE THAT. SO WHAT IS THE EQUITY ATLAS? IT'S A TOOL THAT HELPS US UNDERSTAND HOW WELL DIFFERENT NEIGHBORHOODS AND POPULATIONS ACROSS THE REGION ARE ABLE TO ACCESS RESOURCES AND OPPORTUNITIES. IT PROVIDES A VISUAL DEPICTION OF DISPARITIES AND SO OUR GOAL IS SO EVERYONE CAN ACCESS THEIR BASIC NEEDS AND ADVANCE THEIR WELLBEING. SO WE'RE STARTING TO WORK WITH JURISDICTIONS AROUND THE REGION TO SHOW FOLKS ABOUT THIS RESOURCE, YOU CAN USE IT TO INFORM YOUR POLICY AND PLANNING AND INVESTMENTS. AND ALSO JUST NOTE THAT IT'S RELEVANT TO SPECIFIC DECISIONS. YOU KNOW, THE REGION'S CLIMATE SMART COMMUNITIES PROGRAM THAT TED MENTIONED CAN UTILIZE THIS IN THE WORK THAT THEY'RE DOING. SO THE PROJECT INCLUDES THREE PARTS. ONE IS A WEB-BASED MAPPING TOOL WHERE YOU CAN CREATE CUSTOMIZED MAPS, THAT'S THE TOOL THAT'S HOSTED BY METRO. SECOND IS A WEBSITE THAT PROVIDES A SUMMARY OF FINDINGS, A GALLERY OF KEY MAPS, ADDITIONAL INFORMATION AND THEN THIRD THIS OUTREACH AND EDUCATION INITIATIVE TO MAKE SURE THAT PEOPLE CAN ACTUALLY USE IT. OKAY. SO THE EQUITY ATLAS WAS PUBLISHED IN 2007 AND IT RECEIVED NATIONAL ATTENTION FOR ITS ANALYSIS OF EQUITY. IT TRANSFORMED LOCAL CONVERSATIONS. AND THIS EQUITY ATLAS IS AN UPDATE AND AN EXPANSION OF THE FIRST ATLAS. AND WE SPENT MORE THAN A YEAR ON A MULTISTEP PROCESS TO DEVELOP THE LIST OF INDICATORS THAT ARE NOW AVAILABLE. WE STUDIED BEST PRACTICES, WE WORKED WITH STAKEHOLDER ENGAGEMENT AND REALLY MADE SURE THAT THE THINGS WE'RE MEASURING ARE IMPORTANT TO DECISIONS THAT ARE HAPPENING HERE. SO BASED ON THIS INPUT, THE TOOL INCLUDES A RANGE OF DEMOGRAPHIC INDICATORS IN ALL THE CATEGORIES YOU SEE HERE, ACCESS TO RESOURCES AND OPPORTUNITIES AND SO YOU CAN SEE WE CAN MAP THINGS LIKE WHERE IS POVERTY? HOW DOES THAT CONNECT TO WHERE IS THERE AFFORDABLE HOUSING, ETC. AND SOME OF THE MOST EXCITING NEW DATA IN THE EQUITY ATLAS RELATES TO HEALTHCARE AND HEALTH OUTCOMES. WE PARTNERED WITH OREGON HEALTHCARE QUALITY CORPORATION AND ARE ABLE TO MAP ORIGINAL MEDICAL DATA BY PATIENT ADDRESS AND BE ASSURED THAT IT IS - - IT'S REALLY HARD DATA TO GET AND WE CLEANED IT UP TO MAKE SURE IT PROTECTS PATIENT PRIVACY AND ALL THOSE THINGS, THAT'S PART OF WHY IT'S SO HARD TO GET AND WHY WE WERE SO EXCITED ABOUT IT. SO IN GENERAL, THE ATLAS HIGHLIGHTS SIGNIFICANT REGIONAL DISPARITIES

WITHIN EACH COUNTY THAT AFFECT PEOPLE OF COLOR, LOW-INCOME POPULATIONS, OTHER KEY DEMOGRAPHIC GROUPS LIKE YOUTH BUT IT ALSO HIGHLIGHTS POSITIVE EXAMPLES AND THOSE CAN BE INFORMATIVE AS WELL IN TERMS OF WHAT'S WORKING. SO FIRST, WE WORKED WITH THE ONE SERVICE SYSTEM TO BETTER UNDERSTAND THE SHIFTING DEMOGRAPHICS OF YOUTH UP TO AGE 17 IN THE COUNTY. IN PARTICULAR THEY WANTED TO VISUALLY UNDERSTAND WHO THESE KIDS ARE, WHERE THEY LIVE, AND HOW THESE FACTORS HAVE CHANGED IN THE RECENT DECADE. SO IT BECOMES AN IMPORTANT ELEMENT IS WHAT THEY SAID IN PLANNING AND DESIGN. SO THESE NEXT SEVERAL MAPS WE CREATED FOR THE SUN SERVICE SYSTEM, THIS ONE IS THE PERCENTAGE OF CHILDREN IN POVERTY IN THE COUNTY, THE DARKER THE COLOR, THE GREATER THE PERCENTAGE OF CHILDREN IN POVERTY AND YOU CAN SEE POVERTY AROUND MOST OF THE REGION, THOUGH YOU CAN CERTAINLY SEE LESS CLOSER TO THE CENTRAL CITY. THIS MAP IS CHANGE IN THE PERCENTAGE OF CHILDREN IN POVERTY. SO RED AND ORANGE SHOW INCREASE AND BLUE SHOWS A DECREASE. AND SO, YOU KNOW, AS YOU LOOK AT THIS MAP YOU CAN LOOK FOR PLACES THAT JUMP OUT WITH MAJOR INCREASES, MIDCOUNTY AND EAST COUNTY, PARTS OF SOUTHWEST PORTLAND I THOUGHT WAS INTERESTING, AND SOME SIGNIFICANT DECLINES IN PARTS OF NORTH AND NORTHEAST PORTLAND BUT AS YOU CAN SEE FROM THE PREVIOUS MAP THERE'S STILL -- IF YOU GO BACK TO THE PREVIOUS MAP YOU'LL STILL SEE SIGNIFICANT POVERTY IN THOSE AREAS. THE NEXT MAP SHOWS PERCENTAGE OF CHILDREN OF COLOR IN THE COUNTY AND AS WE KNOW POPULATIONS OF COLOR, AN INCREASINGLY SIGNIFICANT PERCENTAGE OF THE COUNTY'S POPULATION AND THEY LIVE IN COMMUNITIES THROUGHOUT THE COUNTY AND, IN FACT, ALL OVER THE METRO AREA NOT JUST IN MULTNOMAH COUNTY ANYMORE WHICH HAS BEEN AN INTERESTING TREND OVER THE LAST DECADE OR TWO. SO YOU SHOULD KNOW THAT THE DARKEST GREEN PERCENTAGE BEGINS WITH 55% OF CHILDREN OF COLOR. THE NEXT ONE STARTS AT 45%. SO REALLY A HIGH PERCENTAGE. AND THIS NEXT MAP SHOWS CHANGE IN PERCENTAGE OF CHILDREN OF COLOR. DARKEST BLUE MEANS THAT THE POPULATION OF CHILDREN ARE LESS THAN HALF OF WHAT IT WAS 10 YEARS AGO AND THE DARKEST RED MEANS IT IS AT LEAST DOUBLED. SO REALLY BIG CHANGES. MOVING ONTO THE WORK WE DID WITH DEPARTMENT OF COUNTY HUMAN SERVICES. THE COMMUNITY SERVICES SECTOR. WE FACILITATED EQUITY DISCUSSIONS DURING THEIR ANNUAL STAFF RETREAT AND USING THE EQUITY ATLAS MAPS THAT I'LL SHOW YOU IN JUST A SECOND, CLF SHOWED TRENDS ON VARIOUS SERVICE AREAS, HELPED THE COUNTY COMMUNITY SERVICE SECTOR EXCUSE ME, CONSIDER HOW TO STRENGTHEN SERVICES, DISCUSS AND TO HELP DISCUSS DISPARITIES AND BARRIERS TO THOSE SERVICE DELIVERIES. OKAY, THIS IS THE LOCATION OF PUBLICLY SUBSIDIZED HOUSING IN THE COUNTY AND EACH DOT REPRESENTS AFFORDABLE HOUSING AND THE LARGER THE DOT, THE GREATER THE NUMBER OF UNITS. THIS IS THE SAME MAP OF AFFORDABLE HOUSING UNITS BUT WE'VE ADDED THE CENSUS TRACKS HERE IN GRAY, WHERE THE POPULATIONS IN POVERTY

ARE ABOVE THE REGIONAL AVERAGE. SO IT'S A GOOD EXAMPLE OF HOW YOU CAN LAYER MAPS IN THE EQUITY ATLAS TO SHOW HOW DIFFERENT ISSUES INTERSECT AND CONSIDER WHERE WE WANT TO CONSIDER SERVICES, PLACEMENT OF HOUSING, ETC. OKAY, THIS MAP SHOWS ACCESS TO TRANSIT, INCLUDING -- IT'S A COMBINATION OF WHERE THERE ARE TRANSIT STOPS AND WHERE THERE ARE SIDEWALKS. THE DARKER BROWN SHOWS BETTER ACCESS. AND IT LOOKS LIKE WE HAVE ON THIS -- THERE'S A LOT OF ACCESS IN AREAS THAT HAVE HISTORICALLY HAD HIGH POPULATIONS OF COLOR, HIGH NUMBERS OF PEOPLE IN POVERTY BUT ACCESS FOR THESE POPULATIONS HAVE DECREASED AS THEY'VE BEEN DISPLACED OUT OF THE CENTRAL CITY BUT THIS MAP SHOWS SOMETHING A LITTLE DIFFERENT. IT SHOWS THE OVERLAY REPORTING THAN THOSE POPULATIONS, THEY HAD ASKED FOR ABOVE THE REGIONAL AVERAGE OF SENIORS AGED 65 AND OVER. AND SO IT MAY BE A LITTLE HARD TO SEE THE COLORS UNDER THE GRAY AND YOU CAN ADJUST THAT WHEN YOU'RE WORKING IN THE TOOL BUT WHAT YOU CAN SEE IS SIGNIFICANT AREAS WHERE THERE ARE A LOT OF SENIORS BUT YOU DON'T HAVE GREAT ACCESS TO TRANSIT. YOU KNOW, BOTH IN EAST COUNTIES AS WELL AS IN SOUTHWEST. SO THIS IS THE SAME MAP, EXCEPT THE ABOVE AVERAGE POPULATION OF YOUTH. AND IT REALLY STRUCK ME AS I WAS LOOKING AT THIS HOW MOST OF THESE CENSUS TRACTS ARE EAST OF 82nd AVENUE. OKAY. SO MOVING ONTO WORK THAT WE DID OR THE WAY THE COUNTY HEALTH DEPARTMENT HAS UTILIZED THE EQUITY ATLAS. THE HEALTH DEPARTMENT AS WELL AS CLF ACTUALLY IS A PARTNER ON THE REDEVELOPMENT PROJECT WHICH I'M SURE YOU'RE AWARE OF. IT'S AN INNOVATIVE COALITION EFFORT TO BUILD A PARK AND CREATE ECONOMIC OPPORTUNITY IN THE CULLY NEIGHBORHOOD IN NORTHEAST PORTLAND. IT'S A PREDOMINANTLY LOW-INCOME NEIGHBORHOOD AND THE FIRST REGIONAL EQUITY ATLAS INTERESTINGLY HIGHLIGHTED IT AS HAVING THE SMALLEST AMOUNT OF PARK LAND PER RESIDENT OF ANY NEIGHBORHOOD IN THE CITY OF PORTLAND. SO THESE TWO MAPS, YOU CAN SEE THE UPPER LEFT SHOWS THE ACCESS TO PARKS AND OPEN SPACE IN NORTHEAST PORTLAND, ZOOMED IN THERE AND SECOND IT SHOWS THE DENSITY OF POPULATIONS OF COLOR AND YOU CAN SEE THAT CULLY, THIS IS BASED ON 2010 CENSUS DATA, HAS SIGNIFICANT POPULATIONS OF COLOR. SO THERE WAS SIGNIFICANT COMMUNITY INTEREST IN HAVING THE PROJECT IMPROVE HEALTH OUTCOMES. AND SO AS I MENTIONED, HEALTH OUTCOMES IS HARD TO GET AND THE HEALTH DEPARTMENT IS USING OUR DATA TO TRACK CHRONIC DISEASE AND TO COMPARE NEIGHBORHOOD OUTCOMES OVER TIME TO SEE WHAT THE IMPACT OF THIS PROJECT WILL BE. SO THE HEALTH DEPARTMENT USED OUR DATA TO SHOW DIABETES AND OBESITY BY NEIGHBORHOOD. AND SO WE COULD HAVE MAPPED IT BUT WE THOUGHT ACTUALLY IN THIS CASE THE DATA WAS REALLY POWERFUL USING A TABLE SEEING HOW THE DIFFERENT NEIGHBORHOODS SURROUNDING IT, HOW DIFFERENT THE DIABETES RATES ARE IN THE NEIGHBORHOOD SURROUNDING THIS. SO YOU CAN SEE IN CULLY, 8% AND IN NEIGHBORING ALAMEDA IT'S LESS THAN HALF. SUMNER EVEN

HIGHER. I WANT TO BE CAREFUL AS WE LOOK AT DATA LIKE THIS IN ATTRIBUTING CAUSE RIGHT BECAUSE AS WE THINK ABOUT LACK OF ACCESS TO HEALTHY OPPORTUNITIES LIKE PARKS, LIKE WALKABLE NEIGHBORHOODS, THOSE ARE FACTORS, THOSE ARE IMPORTANT FACTORS AND THEY'RE GOING TO TRACK THIS OVER TIME BUT WE WANT TO BE CONSCIOUS THAT THERE ARE OTHER FACTORS INFLUENCING DIABETES RATES, INCOME, RACE, ETC., AND SO, YOU KNOW, IT'S ILLUMINATING TO SEE THIS AND WE WANT TO BE CAREFUL ABOUT HOW WE UTILIZE THIS INFORMATION.

>> Comm. Smith: MADAM CHAIR, I HAVE A QUICK QUESTION. SO WHERE IS THE SUMNER NEIGHBORHOOD? SO THAT I'M CLEAR ON WHERE THAT IS.

>> LOOKING BACK AT THE LAST ONE, SUMNER NEIGHBORHOOD IS JUST TO THE EAST OF CULLY. ADJACENT TO I-205.

>> Comm. Smith: OKAY. I KNOW I LIVE ON SUMNER STREET BUT I THOUGHT I WAS IN THE HUMBOLDT NEIGHBORHOOD BUT THAT'S NOT IT SO SUMNER IS OUT THERE BY 205.

>> ACTUALLY, THAT DOES REFLECT THE IMPORTANCE OF MAYBE IT IS ABOUT MAPPING THAT I DID THE TABLE BUT MAPPING IT YOU CAN SEE THE HIGH IN ONE AREA AND YOU CAN SEE WHERE THEY ARE NEXT TO EACH OTHER.

>> I HAVE A QUESTION, AS WELL. THANK YOU. THANK YOU. I NOTICED THIS IS A SPECIFIC AREA, SO DO YOU HAVE THIS INFORMATION FOR THE ENTIRE COUNTY?

>> WE DO.

>> OKAY, THANK YOU.

>> WE MAP IT BY CENSUS TRACT BUT THIS IS WHAT THE COUNTY DID, TOOK THE DATA AND SUMMARIZED IT BY NEIGHBORHOOD. WE DID. AND ALSO JUST NOTE THAT THE DATA WAS USED TO EDUCATE COMMUNITY MEMBERS AND LEADERS ABOUT HEALTH DISPARITIES AND APPARENTLY, THEY DID THIS PRICE IS RIGHT TYPE GAME TO MATCH DIABETES AND OBESITY IN EACH OF THE NEIGHBORHOODS, TO HELP PEOPLE UNDERSTAND HOW IT WORKS. I THOUGHT THAT WAS A PRETTY NEAT WAY TO HELP EDUCATE A COMMUNITY. OKAY. SO NOW, I'M GOING TO GO AND DEMONSTRATE A LITTLE BIT ABOUT HOW THE TOOL WORKS. OKAY, SO THIS IS OUR WEBSITE, THE WWW.EQUITYATLAS.ORG WEBSITE AND FROM HERE YOU CAN GO STRAIGHT INTO THE TOOL BUT I'M GOING TO SHOW YOU HOW TO DO IT FROM OUR WEBSITE BECAUSE IT SHOWS YOU THE DIFFERENT KINDS OF MAPS THAT YOU CAN MAKE. SO I'M GOING TO GO INTRODUCTION TO THE KEY MAPS, SO THESE ARE ALL THE DIFFERENT CATEGORIES THAT I SHOWED YOU BEFORE. I'M GOING TO SHOW YOU ACCESS TO COMMUNITY AMENITIES. THIS IS GOING TO

BE THE EXAMPLE THAT I'M GOING TO USE HERE IS ABOUT LIBRARIES. SO LIBRARIES ARE UNDER COMMUNITY AMENITIES, AND THIS IS A COMPOSITE OF DIFFERENT TYPES OF COMMUNITY AMENITIES THAT INCLUDE LIBRARIES, RELIGIOUS INSTITUTIONS AS WELL AS OTHER TYPES OF PLACES WHERE THE COMMUNITY CAN GATHER. IF YOU CLICK HERE, YOU CAN SEE THERE'S A DESCRIPTION OF THE MAPS, WHAT'S INCLUDED. SOME OTHER RELATED MAPS THAT YOU CAN CLICK ON TO SEE THE DATA, AND THEN SOME GENERAL INITIAL FINDINGS ON EACH OF THESE MAPS. IF I CLICK ON THIS ABOVE HERE, YOU CAN GO DIRECTLY INTO THE TOOL. IT'S GOING TO TAKE A SECOND TO LOAD BECAUSE I DIDN'T PRELOAD IT BUT IN ONE MOMENT. SO NOW, YOU CAN SEE THE REGION AND YOU CAN SEE HOW THESE THREE INDICATORS SHOW. YOU CAN -- I'M GOING TO SHOW THE NEIGHBORHOODS, CLICK SO YOU CAN SEE NEIGHBORHOODS SO THAT'S AN AVERAGE FOR EACH NEIGHBORHOOD. AND YOU CAN SEE A DATA TABLE THAT SHOWS EVERY NEIGHBORHOOD IN THE REGION. AND IT SHOWS -- AND YOU CAN SAY OH, I WANT TO KNOW WHAT NEIGHBORHOOD IS BEST AT ACCESS TO PUBLIC LIBRARIES. OH, GRANT PARK HOLLYWOOD. AND SO YOU CAN SEE -- YOU CAN CHANGE IT BASED ON THAT. YOU CAN ALSO DO CHARTS WHERE YOU CAN SEE HOW DOES THIS NEIGHBORHOOD, GRAY IS THE REGIONAL AVERAGE AND THE RED IS HOW EACH ONE OF THOSE INDICATORS, THIS PARTICULAR NEIGHBORHOOD. IT'S A PRETTY NEAT THING THAT THE TOOL DOES. SO I'M GOING TO JUST SHOW LIBRARIES HERE. JUST SHOW LIBRARIES SO I'M GOING TO CLICK OFF OF THESE OTHER AREAS AND SO NOW ALL YOU SEE ARE WHERE OUR LIBRARIES ARE. SO THINKING ABOUT HOW LIBRARIES ARE UTILIZED BY THE COMMUNITY AND THE MANY WAYS THAT PEOPLE RELY ON THEIR LIBRARIES, I'M GOING TO ZOOM IN A LITTLE BIT SO YOU CAN FOCUS IN ON THE COUNTY. I COULD ALSO PUT THE COUNTY LINES ON IT BUT FOR THE TIME BEING I'M NOT GOING TO. WHAT I'M GOING TO OVERLAY HERE IS ABOVE AVERAGE POPULATIONS OF YOUTH. WHICH WE SAW BEFORE IN GRAY, RIGHT? AND SO WHAT WE CAN SEE IS -- BECAUSE YOUTH USE THE LIBRARIES SO MUCH AND SO THIS WILL SHOW US -- ONE THING WE CAN USE IT FOR IS WHERE AREN'T THERE LIBRARIES WHERE THERE ARE A LOT OF KIDS SO WE CAN THINK ABOUT WHAT OTHER SERVICES WE NEED TO PROVIDE OR IF WE'RE THINKING ABOUT -- WE ACTUALLY HAVE THE RESOURCES TO BUILD A NEW LIBRARY, WHATEVER IT MIGHT BE.

>> Comm. Smith: THAT LOOKS LIKE CLACKAMAS COUNTY OUT THERE.

>> DID I GO FORWARD TO CLACKAMAS? [LAUGHTER] BUT IF I CLICK ON NEIGHBORHOODS IT'S GOING TO MAKE IT A LITTLE HARDER TO SEE BUT WHAT YOU CAN DO IS ALL RIGHT IF WE GO BACK HERE AND WE SEE THESE NEIGHBORHOODS HERE RIGHT? IS THIS IN MULTNOMAH, CLACKAMAS, REMEMBER WHERE THIS AREA IS. IF YOU CLICK ON NEIGHBORHOODS, YOU CAN SEE POWELLHURST GILBERT, CENTENNIAL, PLEASANT VALLEY, IF YOU GO EAST OVER TO EAST COUNTY, YOU'RE NOT GOING TO FIND LIBRARIES AT ALL RIGHT? IF YOU GO BEYOND THE URBAN AREA. SO CERTAINLY WHEN YOU

GO INTO CLACKAMAS COUNTY BUT IT IS STILL INFORMATIVE ON THAT. I THOUGHT THAT WAS AN INTERESTING --

>> IS IT EASY TO OVERLAY THE TRANSIT AVAILABILITY SO THAT WE CAN LOOK AT LIBRARIES AND TRANSIT?

>> LET ME SEE. SOMETIMES, WHEN WE DO ADD OR REMOVE INDICATORS, TRANSPORTATION --

>> TRANSIT ACCESS.

>> YEAH. THAT ONE ISN'T IN THERE. IS IT IN SHAPES? TWO DIFFERENT WAYS TO LOOK AT IT. DO YOU KNOW THIS ONE?

>> WHAT WERE YOU LOOKING FOR?

>> LOOKING FOR TRANSIT ACCESS.

>> IT WAS IN THE PREVIOUS.

>> IT'S UNDER HEAT MAPS THERE.

>> TRANSIT ACCESS. SO THIS SHOWS YOU BOTH HOW YOU CAN SEE THOSE BUT IT'S ALSO HOW IT CAN BE A LITTLE BIT MUDDY RIGHT? BECAUSE THEY ARE THE SAME COLORS. ONE THING THAT YOU CAN DO ON SOME OF THEM, DOES THIS ONE HAVE A -- I'M TRYING TO GET IT TO DO OPACITY. DO YOU KNOW IF IT DOES THAT.

>> LET'S SEE.

>> TWO HEAT MAPS SO I DON'T KNOW IF YOU CAN.

>> SORRY.

>> IT'S OKAY. ON ONES LIKE THIS, SOMETIMES, YOU CAN LAYER THEM ON TOP OF EACH OTHER TO SEE THE CIRCLES AND IT GIVES YOU A SENSE OR SOMETIMES, ONES WHERE IT GETS A LITTLE BIT MUDDY YOU CAN PUT THEM SIDE BY SIDE. AND THAT'S ANOTHER WAY THAT YOU CAN LOOK AT THEM. SO I THINK -- I WANT TO MAKE SURE WE HAVE SOME TIME FOR OTHER QUESTIONS OR MAYBE WE'RE ALMOST OUT OF TIME BUT I JUST WANT TO NOTE THAT MOVING FORWARD RIGHT WE'RE WORKING WITH LOCAL GOVERNMENTS, WE'RE WORKING WITH LOCAL COMMUNITIES ON HOW THE ATLAS CAN HELP, FOLKS DO THEIR WORK AND WE BROUGHT TOGETHER A LOT OF DATA AND DISPLAYING IT IN A WAY THAT'S EASY TO UNDERSTAND BUT ALSO WANT TO NOTE THAT OTHER FOLKS ARE DOING SOME AMAZING WORK AS WELL RIGHT? THIS ISN'T JUST OUR WORK. THERE ARE COMMUNITY WORKS DOING WORK,

THE STATE OF BLACK OREGON AND THE WORK THAT THE COALITION OF COMMUNITIES OF COLOR IS DOING AND MULTNOMAH COUNTY IS DOING SOME REALLY AMAZING WORK. FOR INSTANCE, THE COUNTY'S EQUITY EMPOWERMENT LENS IS A REALLY POWERFUL TOOL TO HELP PEOPLE CONSIDER HOW DO YOU ADDRESS EQUITY AS YOU'RE WORKING THROUGH PROJECTS? AND I THINK THE EQUITY ATLAS I REALLY THINK IT IS COMPLEMENTING THOSE OTHER TOOLS. SO I'M JUST LEAVING IT RIGHT THERE.

>> Chair Madrigal: COMMENTS OR QUESTIONS?

>> A COMMENT AND A QUESTION.

>> IT'S AMAZING TO SEE WHAT YOU'VE DONE. THE FIRST EQUITY ATLAS WAS AMAZING BUT TO SEE THIS IS IMPRESSIVE AND I KNOW FROM WORK AT 211 HOW DIFFICULT IT IS TO MAP SOME OF THESE PIECES BECAUSE AGENCIES MIGHT BE LOCATED IN AN AREA THAT SERVE A LARGER AREA AND MANY NUANCES SO KUDOS TO WHAT YOU'VE BEEN ABLE TO CREATE, IT'S QUITE SOMETHING. WHEN YOU LOOK AT SOME OF THE POVERTY ISSUES, I KNOW WE'VE RECENTLY DONE SOME MAPPING OF SNAP PARTICIPATION AND FOOD PANTRIES, FOR EXAMPLE, AND THERE IS HUGE NEED IN SOME OF THE SAME AREAS THAT ARE IDENTIFIED HERE IN TERMS OF EAST COUNTY AND I'M CURIOUS IF YOU'VE DONE SOME WORK ON FOOD AND HUNGER ISSUES THAT ARE PART OF THIS.

>> WE DID. IN FACT, THE DATA -- IN CREATING THE EQUITY ATLAS WE CERTAINLY DID. SO WE LOOK AT FOOD ACCESS, LET ME SEE IF I CAN -- IF IT'S EASY TO SEE WHEN I PULL IT UP THIS WAY. BECAUSE WHEN YOU PULL IT UP IN THE TOOL THERE ARE TWO DIFFERENT -- YOU CAN SEE THERE'S BOTH PROXIMITY TO HEALTHY FOOD, GROCERY STORES AND FARMERS MARKETS AND THOSE SORTS OF THINGS AND ALSO ACCESS TO UNHEALTHY FOODS, CORNER STORES. SO WE ALSO HAVE PROXIMITY TO STORES AND MARKETS ACCEPTING BOTH WIC AND SNAP SO THAT YOU CAN SEE WHERE PEOPLE CAN ACCESS THAT BECAUSE AS WE KNOW IF WE JUST SHOW SUPERMARKETS AND GROCERY STORES, THAT DOESN'T MEAN THAT THEY ARE AFFORDABLE OR CULTURALLY RELEVANT AND SO IT'S SOMETHING THAT WE NEED TO BE AWARE OF AND ACCEPTING WIC AND SNAP AT LEAST IN PART ADDRESSES ONE OF THOSE ISSUES.

>> THANK YOU.

>> Comm. Smith: YES THANK YOU AND THANK YOU FOR BRINGING THIS TO US TODAY. QUESTION. HOW ARE OTHER JURISDICTIONS USING THE INFORMATION LIKE ODOT, TRIMET? OTHER ORGANIZATIONS?

>> YOU KNOW, WE ARE JUST STILL IN THE PROCESS OF REACHING OUT TO OTHER JURISDICTIONS TO HELP THEM UTILIZE THE TOOL. WE HAVEN'T REACHED OUT -- WE HAVEN'T CONNECTED WITH ODOT YET AND THAT'S A GOOD FLAG AS SOMEONE THAT WE SHOULD REACH OUT TO. MET WITH TRIMET STAFF AND THEY'RE VERY INTERESTED IN THIS PROJECT AND INTERESTED IN HOW IT CAN CONNECT TO THEIR OWN EQUITY WORK AND WE'RE STILL DETERMINING HOW THAT WOULD WORK.

>> Comm. Smith: I THINK THAT'S GREAT. AND PUTTING ON MY IMPACT HAT TOO, UNDERSTANDING THAT CLACKAMAS COUNTY, THEY DON'T HAVE ALL THE TRANSPORTATION INFRASTRUCTURE THAT WE HAVE AND SO IT WILL BE REALLY INTERESTING TO USE SOME OF THAT DATA TO GET THOSE FOLKS WHO ARE RESPONSIBLE FOR TRANSPORTATION AND, YOU KNOW, FROM A REGIONAL STANDPOINT, THAT'S GREAT. WE HAVE A LOT OF DATA HERE, THERE'S SO MUCH. I COULD ACTUALLY SPEND MY WHOLE DAY LOOKING AT THIS EVERY DAY. THAT BEING SAID, IS THERE ANY INFORMATION THAT YOU THINK SHOULD BE ADDED TO THIS EQUITY ATLAS THAT'S NOT HERE NOW?

>> YOU KNOW, WE STARTED OUT WITH SEVERAL HUNDRED INDICATORS THAT WE WERE CONSIDERING INCLUDING. AND WHITTLED IT DOWN TO AROUND 150. SO THERE'S ALWAYS MORE DATA THAT YOU CAN ADD AND SOME OF THE REASON WE WHITTLED IT DOWN IS IF WE DIDN'T HAVE COMPLETE AND RELIABLE DATA, THINGS LIKE AS WE TALKED ABOUT BROWNFIELDS. I DID CONFIRM THAT WHILE THERE IS SOME DATA ON IT, THE DEQ HAS, WE DECIDED NOT TO INCLUDE THAT BECAUSE IT'S NOT A COMPLETE LIST. WE KNOW THERE ARE A LOT OF BROWNFIELDS THAT WE DON'T HAVE INFORMATION ON OR OTHERS WHERE THE DATA ISN'T RELIABLE. I THINK A REALLY IMPORTANT ONE IS PEOPLE WITH DISABILITIES. IT IS NOT IN THE U.S. CENSUS. IT IS ONLY IN THE AMERICAN COMMUNITY SURVEY THAT COMES UP BETWEEN CENSUS YEARS AND THAT'S ONLY A SAMPLE SO YOU CAN'T MAP IT AT THE LEVEL OF GEOGRAPHIC SCOPE THAT YOU CAN OTHER DEMOGRAPHICS. SO YEAH, THERE ARE OTHER THINGS WE WOULD LOVE TO INCLUDE, IN ADDITION, TO RESOURCE LIMITATIONS, THERE ARE OTHER REASONS WE CHOSE THE ONES WE DID.

>> THANK YOU.

>> Comm. McKeel: THIS IS JUST AMAZING, ALL THIS DATA, AND I THINK IT REALLY SHOWS WHAT WE'VE KNOWN FOR QUITE A WHILE THAT OUR DEMOGRAPHICS ARE SHIFTING EAST IN THIS COUNTY AND THIS HIGHLIGHTS THAT. I KNOW THAT OUR CITIES IN EAST COUNTY WILL BE VERY INTERESTED IN ALL OF THE DATA. ARE YOU PRESENTING AT JPAC?

>> WE HAVEN'T SCHEDULED THAT AT THIS POINT.

>> Comm. McKeel: OKAY.

>> WE CAN LOOK INTO THAT IF YOU ALL BELIEVE THERE WOULD BE INTEREST AMONGST YOUR PEERS THERE.

>> Comm. McKeel: I THINK IT'S -- YEAH, I THINK ANYBODY WOULD BE INTERESTED IN THIS. THIS IS GREAT. YEAH. SO YEAH, THANK YOU VERY MUCH. APPRECIATE IT.

>> Chair Madrigal: I WANT TO THANK YOU COMMISSIONER SMITH FOR BRINGING THIS FORWARD. I THINK THIS IS AN INCREDIBLE TOOL THAT ALLOWS ALL GOVERNMENTS WITH THE INDICATORS THAT YOU HAVE, THE BROAD CROSS SECTION. IT ALLOWS ALL OF US TO DO LONG-RANGE PLANNING AND FIGURE OUT STRATEGIES FOR REACHING THESE POCKETS THAT AREN'T GETTING SERVED AND IT'S JUST -- IT'S INCREDIBLE BECAUSE WE HEAR ANECDOTALLY ABOUT THESE THINGS BUT TO SEE THE DATA, TO SEE THE MAP, TO KNOW EXACTLY WHERE WE NEED TO GO OVER THE NEXT YEAR, FIVE YEARS, 10 YEARS, IT'S INCREDIBLY HELPFUL AND VALUABLE. SO THANK YOU SO MUCH FOR THE WORK THAT YOU'VE DONE.

>> APPRECIATE THE OPPORTUNITY.

>> BOARD BRIEFING ON LAND USE PLANNING PROGRAM BUDGET NOTE RESPONSE.

>> GOOD MORNING, CHAIR MADRIGAL, KAREN SCHILLING, PLANNING DIRECTOR. LAST WEEK, WE WERE HERE TALKING TO YOU ABOUT THE PLANNING PROGRAM, INCLUDING LAND USE, TRANSPORTATION AND OUR CODE COMPLIANCE PROGRAM. WE TALKED ABOUT OUR ROLES AND RESPONSIBILITIES, OUR PARTNERSHIPS, THE COMPLEXITY OF IMPLEMENTING OUR PROGRAM AND LAST BUT NOT LEAST OUR GUIDING DOCUMENTS, THE COMPREHENSIVE FRAMEWORK PLAN AND THE RURAL AREA PLANS. TODAY, I WOULD LIKE TO SPEND A LITTLE BIT OF TIME TALKING TO YOU IN RESPONSE TO THE BUDGET NOTE REQUEST FROM THIS YEAR, HOW WE WOULD UPDATE OUR OTHER RURAL AREA PLANS. AS YOU KNOW, WE'RE WORKING ON OUR SAUVIE ISLAND RURAL AREA PLAN RIGHT NOW. ONE THING I HOPE THAT YOU REALLY HEARD LAST WEEK ABOUT THE COMPREHENSIVE FRAMEWORK PLAN IS IT WAS LAST ADOPTED IN 1980, ALMOST 30 YEARS AGO. THAT IS A LONG TIME AGO. AND SIGNIFICANT CHANGES, BOTH TO LAND USE AND EVERY OTHER ASPECT OF OUR WORLD HAVE CHANGED SINCE THEN, INCLUDING THE CONSTRUCTION OF I-205. THAT WAS NOT IN PLACE WHEN WE ADOPTED OUR COMPREHENSIVE FRAMEWORK PLAN. URBANIZATION OF MIDCOUNTY. THAT WAS ALL PART OF UNINCORPORATED COUNTY AT THE TIME. WE'VE HAD URBAN GROWTH BOUNDARY CHANGES, WE'VE ADOPTED URBAN AND RURAL RESERVES RECENTLY, WE'VE CHANGED THE COUNTY BOUNDARY VERY RECENTLY, AS WELL. AND IN ADDITION WE HAVE OTHER COUNTY POLICIES AND INITIATIVES THAT ARE VERY CURRENT AND NOT INCLUDED OR

REFLECTED IN OUR COMP PLAN OR OUR RURAL AREA PLANS, INCLUDING THINGS LIKE THE CLIMATE ACTION PLAN, THE EQUITY LENS, MEASURE 49 WHICH DIRECTLY IMPACTS LAND USE AND LOCAL FOOD POLICY. SO PLENTY OF THE ISSUES THAT WE HEARD ABOUT THROUGH THE EQUITY ATLAS. SO THE COMPREHENSIVE PLAN INCLUDES BOTH AN INVENTORIED VOLUME AND A POLICY VOLUME. AND WE HAVE IN THAT POLICY DOCUMENT POLICIES THAT ARE STRICTLY URBAN AND WE NO LONGER HAVE ANY URBAN RESPONSIBILITY IN OUR LAND USE VENUE. SO IT'S REALLY TIMELY THAT WE UPDATE OUR COMP PLAN AND WE BELIEVE THAT UPDATING OUR COMP PLAN IS THE WAY TO GO TO GET TO UPDATING OUR RURAL AREA PLAN. SO LET ME TALK ABOUT HOW THAT WOULD WORK, GOING INTO THE FUTURE. THE COMP PLAN IS I THINK OF IT AS THE UMBRELLA DOCUMENT FOR OUR RURAL AREA PLANS AND WE HAVE FOUR RURAL AREA PLANS UNDERNEATH THAT DOCUMENT. AS I MENTIONED, WE'RE WORKING ON OUR SAUVIE ISLAND PLAN AND WE BELIEVE THAT IF WE TAKE THE NEXT TWO YEARS AND UPDATE OUR COMP PLAN AND UPDATE THE REMAINING THREE RURAL AREA PLANS AT THE SAME TIME, AND THEN LASTLY, BUT DEFINITELY NOT LEAST, COMBINE OUR FOUR CHAPTERS OF CODE, WE HAVE ONE FOR EACH RURAL AREA PLAN AND WE COMBINED THOSE ALL INTO ONE CHAPTER OF CODE, WE BELIEVE THIS IS THE MOST EFFICIENT WAY TO UPDATE OUR RURAL AREA PLANS, UPDATE OUR COMP PLAN, AND ACTUALLY MAKE A HIGHLY EFFICIENT CODE FOR BOTH OUR CUSTOMERS AND OUR STAFF TO USE, GOING INTO THE FUTURE. WE THINK WE CAN DO THIS OVER THE NEXT COUPLE OF YEARS, IT'S A VERY AMBITIOUS PLAN. I RECOGNIZE THAT AND WE BELIEVE WITH THE RIGHT RESOURCES THAT WE CAN ACCOMPLISH THIS. IF WE TRY TO TACKLE EACH RURAL AREA PLAN INDEPENDENTLY AND THE COMP PLAN INDEPENDENTLY WE COULD EASILY BE EIGHT TO 10 YEARS OUT AND GUESS WHAT? BY THAT TIME WE WOULD WANT TO UPDATE ALL OF THOSE DOCUMENTS AGAIN AND SO WE THINK THIS IS A REALLY EFFICIENT WAY TO APPROACH THIS CHALLENGE IN FRONT OF US. AND I HOPE THAT YOU WILL AGREE WITH THAT AS WE MOVE FORWARD DOING THIS. THIS EFFORT WILL BE AN EXTENSIVE OUTREACH TO THE PUBLIC SO RIGHT NOW, WE'RE VERY FOCUSED ON SAUVIE ISLAND AND UNDERTAKING THIS PROJECT, WE WOULD BE DOING OUTREACH BOTH TO THE WEST SIDE OF THE COUNTY AND THE EAST SIDE OF THE COUNTY BUT IT WOULD DEFINITELY BE BUN PROJECT COMBINED AND WE THINK THAT'S A REALLY VALUABLE DISCUSSION TO HAVE. ONE OF THE THINGS YOU MAY BE ASKING YOURSELF AT THIS POINT IN TIME IS COMBINING ALL THOSE RURAL AREA PLANS AND WHAT DOES THAT REALLY MEAN? EARLY 1990s, THE BOARD AT THAT TIME SAID OUR RURAL AREAS ARE UNIQUE AND WE HAVE FOUR, WE BELIEVE ACTUALLY FIVE UNIQUE RURAL AREAS SO WE HAVE THE SAUVIE ISLAND MULTNOMAH CHANNEL, THE WEST HILLS, THE WEST OF SANDY RIVER, EAST OF SANDY RIVER, AND THEN OUR SCENIC AREA. SO THE FOUR RURAL AREA PLANS EXCLUDING THE SCENIC AREA ARE VERY UNIQUE AREAS AND THEY HAVE SPECIAL THINGS ABOUT EACH ONE OF THEM. SAUVIE ISLAND'S VERY DIFFERENT THAN WEST SANDY RIVER, EAST OF SANDY RIVER. BUT IN REALITY OUR CODE IS NOT THAT DIFFERENT BETWEEN

EACH OF THOSE RURAL AREA PLANS. SO WHAT WE WOULD LIKE TO DO IS NOT LOSE THAT UNIQUENESS, DEFINE THE RURAL AREAS GEOGRAPHICALLY, AND THEN WE WOULD HAVE ONE CODE AND WE WOULD HAVE AN OVERLAY ZONE. SO IF THERE WAS SOMETHING THAT WAS UNIQUE IN THE CODE FOR SAUVIE ISLAND IN COMPARISON TO THE OTHER THREE RURAL AREAS, THEN WE WOULD HAVE AN OVERLAY ZONE THAT WOULD SAY IN THIS PARTICULAR CHAPTER OF THE CODE IN THE SAUVIE ISLAND OVERLAY HERE, HERE ARE THE DIFFERENT CRITERIA THAN THE REST OF THEM SO THAT'S HOW WE WILL LIKE TO DO THAT. THAT'S MUCH MORE THE STANDARD THROUGHOUT THE STATE FOR HOW OTHER PEOPLE HAVE THEIR COMP PLAN AND THEIR CODE AND SO WE THINK THAT'S A VERY EFFICIENT MOVE FOR US TO DO, AS WELL. IF THIS SOUNDS LIKE THE RIGHT APPROACH TO YOU THEN WE COULD PUT TOGETHER A PROGRAM OFFER FOR FISCAL YEAR 15. AS I MENTIONED IT WOULD BE A TWO-YEAR EFFORT AND WE REALIZE THAT WE BUDGET FOR ONE YEAR SO WE WOULD BE PUTTING FORTH A PROPOSAL FOR ONE YEAR BUT KNOWING THAT WORK WOULD FOLLOW ON IN THE SECOND YEAR, AS WELL. I'M HAPPY TO ANSWER ANY QUESTIONS.

>> Comm. Smith: I HAVE A QUESTION. GOOD MORNING, KAREN. IT'S GOOD TO SEE YOU OVER THERE TALKING ABOUT LAND USE. HOW OFTEN DO OTHER JURISDICTIONS UPDATE THEIR PLANS?

>> BOY, CAN I ASK ADAM THAT QUESTION? [LAUGHTER]

>> Comm. Smith: HI, ADAM.

>> THE LAWS HAVE CHANGED. IT USED TO BE THAT YOU WERE REQUIRED TO UPDATE PLANS EVERY 10 YEARS, WAS IT? AND THAT'S NO LONGER A STATE REQUIREMENT TO DO. AND SO I DON'T KNOW IF ADAM HAS A BETTER SENSE OF HOW OFTEN PEOPLE DO IT WITHOUT A STATE REQUIREMENT.

>> GOOD MORNING, ADAM BARBER, SENIOR PLANNER. IT'S LIKE KAREN MENTIONED, IT'S NO LONGER REQUIRED BY THE STATE AND A LOT OF JURISDICTIONS TRY TO DELAY AN UPDATE UNTIL THEY HAVE ENOUGH CONTENT TO ENGAGE IN THAT PLANNING PROCESS BECAUSE IT IS QUITE INVOLVED. MY SENSE IS THAT EVERY 15 YEARS MIGHT BE ON AVERAGE. THE PROBLEM WAS JURISDICTIONS WERE NOT UPDATING EVERY 10 YEARS AND SO I THINK THE AVERAGE IS QUITE A BIT HIGHER THAN THAT. SO THAT WOULD BE MY GUESS.

>> Comm. Smith: SO THIS IS REALLY LONG TIME OVERDUE, WITH 30 YEARS PAST THE POINT.

>> THE 205 BIT, THE 205 DIDN'T EXIST WHEN THIS WAS CREATED. [LAUGHTER]

>> Comm. Smith: SO WHAT KIND OF INFORMATION, YOU KNOW, FOR FOLKS WHO ARE WATCHING THIS ARE IN THEIR PLANS THAT YOU'RE UPDATING?

>> SO, FOR INSTANCE, THE INVENTORY OF THE COMPREHENSIVE FRAMEWORK PLAN TALKS ABOUT POPULATION, STREAMS, AGRICULTURAL LAND, IT'S A WIDE VARIETY. LOOKING AT THIS EQUITY ATLAS AND SEEING THE KINDS OF INFORMATION. IT'S REALLY JUST AN INVENTORY OF ALL OF THE RESOURCES THAT WE HAVE IN THE AREAS THAT WE'RE RESPONSIBLE FOR AND AS I SAID BECAUSE WE USED TO HAVE THAT URBAN UNINCORPORATED AREA IN MIDCOUNTY WE HAD IN TURN POLICIES FOR ALL OF THAT AREA AND IT'S JUST NOT EVEN PART OF OUR REALM ANYMORE.

>> Comm. Smith: SO THIS INFORMATION IS IMPORTANT BECAUSE OF THE SERVICES THAT WE PROVIDE?

>> ABSOLUTELY. SO IN TERMS OF THE CODE THAT WE USE IN THE LAND USE REALM.

>> Comm. Smith: THANK YOU.

>> Comm. Wendt: I WAS SHARING THE CHAIR'S COMMENT OF THINKING ABOUT 205, PUTS AN EXCLAMATION A MARK ON THIS. TIMES HAVE CHANGED CERTAINLY. I KNOW THE IDEA THAT YOU TALKED ABOUT OF DOING THE PLAN SIMULTANEOUSLY, CAN YOU TALK ABOUT OTHER BENEFITS THAT WOULD COME OF THAT FOR CONSISTENCY OR SORT OF OTHER THOUGHTS THAT PEOPLE LIVING IN THOSE AREAS MIGHT SHARE, SOME EITHER CONCERNS OR BENEFITS?

>> SURE. ONE OF THE REAL BENEFITS I THINK WE HAVE IS THAT NOW, WHEN WE MAKE ONE AMENDMENT, WE ACTUALLY HAVE TO AMEND FOUR CHAPTERS OF CODE. SO THERE ARE SOME INADVERTENT CHANGES AS WE DO THAT. SOMETIMES, WE DON'T KNOW IF IT WAS INTENDED TO BE A DIFFERENT CODE BETWEEN THE CHAPTERS OR NOT. AND DID IT JUST HAPPEN BECAUSE AS WE WERE TYPING IT UP WE TYPED IT UP DIFFERENT, WE DIDN'T CUT AND PASTE IN THE RIGHT AREA, WE CHANGED AN AND TO AN OR, I THINK IT WOULD BE MORE CONSISTENT, THAT PART OF IT WOULD BE VERY NICE FOR OUR STAFF. WE DON'T HAVE THE DEVELOPERS LIKE CITIES DO SO IT'S NOT LIKE ONE DEVELOPER IS NECESSARILY WORKING IN ALL THE DIFFERENT CODE AREAS. SO IT'S PROBABLY THE MOST BENEFIT TO OUR STAFF IN WORKING WITH PEOPLE AND KNOWING -- BEING ABLE TO DIRECT PEOPLE TO WHAT THE CRITERIA ARE.

>> THANK YOU.

>> Comm. McKeel: I WANT TO THANK YOU SO MUCH FOR THIS. I THINK I'M THE ONE THAT PUT IN THE BUDGET NOTE SO I'M REALLY APPRECIATING YOU

TAKING THIS KIND OF LOOK AT IT BECAUSE TO ME THIS MAKES SO MUCH SENSE TO GET THE COMPREHENSIVE PLAN ORGANIZED AND THEN TO DO THE OTHER PLANS IN CONJUNCTION WITH THAT. SO APPRECIATE YOUR LOOKING AT THIS APPROACH. I THINK IT'S GREAT. I THINK IT'S A WIN FOR EVERYBODY, QUITE FRANKLY.

>> THANK YOU.

>> Chair Madrigal: I AGREE. ANY OTHER QUESTIONS OR COMMENTS? OKAY. SO I THINK IT SOUNDS TO ME LIKE THERE'S SUPPORT TO CONSIDER A PROGRAM OFFER.

>> GREAT, THANK YOU VERY MUCH.

>> B3, BOARD BRIEFING ON RIDE SECTION.

>> CAN I GET A MOTION TO POSTPONE THE BRIEFING?

>> SO MOVED.

>> SECOND.

>> McKEEL MOVES, WENDT SECONDS. POSTPONEMENT TO FUTURE DATE. WE DON'T HAVE A TIME CERTAIN YET.

>> THANK YOU.

>> BOARD BRIEFING ON SELLWOOD BRIDGE PROJECT.

>> Chair Madrigal: GOOD MORNING.

>> GOOD MORNING, IAN CANNON, SELLWOOD BRIDGE PROGRAM MANAGER.

>> GOOD MORNING, CHAIR MADRIGAL AND COMMISSIONERS, MIKE BAKER, SERVING AS YOUR OWNER'S REPRESENTATIVE. OUR AGENDA FOR THIS MORNING, WE'RE GOING TO PROVIDE AN OVERALL PROJECT DASH BOARD AND STATUS SUMMARY, A MORE SPECIFIC ONE AIMED AT THE EQUITY VALUES ON THE PROJECT, AND THEN WE'LL PROVIDE A PRETTY INTERESTING VISUAL CONSTRUCTION UPDATE ON WHAT'S BEEN GOING ON IN THE PROJECT AND WE WANTED TO TAKE THE OPPORTUNITY AT THE END OF THE YEAR TO SUMMARIZE WHAT SOME OF THE MAJOR ACCOMPLISHMENTS TO DATE ON THE PROJECT HAVE BEEN. SOMETIMES, WE GET SO FOCUSED ON TRAFFIC BEING SNARLED OR WHAT DOESN'T SEEM TO BE GOING RIGHT, WE DON'T TAKE CREDIT FOR WHAT HAS GONE WELL SO THERE'S BEEN A LOT OF GOOD STUFF ON THE PROJECT, WE WANT TO BRING THAT TO YOUR ATTENTION. THIS IS THE FRONT PAGE OF THE OVERALL PROJECT DASHBOARD. JUST A

FEW ITEMS OF NOTE THAT I'LL CHERRY PICK OFF THE SUMMARY HERE. ABOUT A YEAR OR SO AGO YOU DIRECTED US TO MAKE SURE WE WORKED VERY CLOSELY AND COLLABORATIVELY WITH THE INTERESTED NEIGHBORS AND BUSINESSES IN THE MILES PLACE AREA TO REACH A DESIGN THAT COULD BE SENSITIVE TO THE SURROUNDINGS AS WELL AS MEETING OVERALL PROJECT NEEDS TO FIT A REGIONAL TRAIL DOWN THIS LOCAL STREET. WE'VE WORKED VERY CLOSELY WITH THE NEIGHBORS AND BUSINESSES. WE'VE REACHED 90% DESIGN APPROVAL AND AGREEMENT WITH THE INTERESTED PARTIES AND WE'RE MOVING TOWARDS 100% DESIGN SCHEDULED IN JANUARY OF NEXT YEAR. 13 UP THERE BUT IT'S ACTUALLY 14 SO THAT'S BEEN A LOT OF INTENSIVE WORK BUT THINGS ARE GOING ALONG VERY WELL. ALSO IN THE PUBLIC INVOLVEMENT FRONT, WHILE YOU MAY NOT BE GETTING A LOT OF CALLS WE DO CONTINUE TO HEAR FROM THE PUBLIC THAT THEY WISH TRAFFIC WAS MOVING BETTER. WE DO WORK VERY CLOSELY ON A WEEKLY IF NOT DAILY BASIS WITH CITY OF PORTLAND AND ODOT AND WITH OUR FLAGGING CREWS TO MAKE SURE THAT WE'RE BEING SENSITIVE TO THE MAJOR DIRECTIONS OF TRAFFIC AND DOING WHAT WE CAN TO KEEP THINGS MOVING. BUT WE'RE IN STORE FOR MORE TRAFFIC BEING SLOW FOR A BIT LONGER HERE. WE ARE AT THIS POINT ON THE PROJECT BOTH ON SCHEDULE AND ON BUDGET AS THE SUMMARY SHOWS ON THE SLIDE HERE. SO THAT'S A GOOD PLACE TO BE, NEXT SLIDE. I WANT TO HIT THE SOCIAL EQUITY ON THIS, WE HAVE THREE SLIDES COMING UP. OF NOTE, WE ARE DOWN TO OUR FINAL RIGHT OF WAY FILE IN THE PROJECT. IT'S BEEN A LONG ROAD TO GET HERE. WE'RE VERY CLOSE ON THAT ONE AND MAKING PROGRESS. THE NEWS HEADLINES AGAIN TEND TO BE PRIMARILY TRAFFIC RELATED AND SO WE'RE CONTINUING TO WORK. MIKE CONTINUES TO DO A FANTASTIC JOB ON THE COUNTY'S BEHALF TO KEEP THE PUBLIC AND BUSINESSES INFORMED OF WHAT'S GOING ON AND THEY APPRECIATE HIS HARD WORK THERE. FIRST SLIDE FOR OUR DIVERSITY SUMMARY, WE HAVE AWARDED THE PRIME CONTRACTOR 179 SUBCONTRACTS ON THE PROJECT THUS FAR. THIS IS THE UPPER RIGHT QUADRANT OF THE SLIDE AND OF THAT, 99 OF THOSE HAVE GONE TO DMW OR E FIRMS. OF THOSE 99, 62 HAVE BEEN AWARDED TO DISADVANTAGED BUSINESS ENTERPRISES, DBs. 15 TO WOMEN OWNED AND EIGHT TO MINORITY OWN. GOING STRAIGHT DOWN TO THE LOWER RIGHT QUADRANT YOU CAN SEE HOW THE BREAKOUT OF DOLLARS FLOW. SO THERE HAVE BEEN A LITTLE OVER \$29 MILLION OF CONTRACTED VALUE AWARDED TO THOSE FIRMS TO DATE AND THEN THE ADJACENT PIE CHART SHOWS THE DISTRIBUTION OF THOSE DOLLARS TO FIRMS THAT ARE OWNED EITHER AS A DMW OR E FIRM. AND WE HAVE AWARDED TO DATE 14% OF THE EXPECTED CONTRACT VALUE TO THOSE FIRMS, MAKING OUR WAY TOWARDS \$40 MILLION BY THE TIME THE SUBCONTRACTS ARE AWARDED SO GOOD PROGRESS ON THAT FRONT. NEXT. WE CONTINUE TO SLIGHTLY EXCEED OUR 14% TARGET. THIS IS FOR WORKFORCE COMPOSITION. 14% FOR WOMEN. WE'RE AT 15%. NO CHANGE. AND WE ARE AT 30% MINORITY COMPOSITION OF OUR WORKFORCE WITH THE TARGET BEING 20. SO WE'VE CONTINUED TO WORK VERY HARD, VERY DILIGENTLY IN COORDINATION WITH

THEIR SUBCONTRACTORS AND GETTING THE WORD OUT TO MAKE SURE THAT THE WORKFORCE THAT WE HAVE SHOWING UP DAY IN, DAY OUT REPRESENTS THE VALUES OF THE BOARD AND WHAT WE WANT TO SEE ACHIEVED ON THE PROJECT. NEXT. FINALLY, ON THE APPRENTICESHIP SIDE OF THE LEDGER, WE ARE JUST AT ABOUT 20%, 19 OR 20% OVERALL APPRENTICESHIP ON OUR PROJECT, WHICH IS THE GOAL. SOME OF THE INDIVIDUAL TRADES ARE ABOVE AND SOME SLIGHTLY BELOW BUT WE CONTINUE TO WORK WITH ALL OF OUR MAJOR SUBS AND IN CASE OF IRON WORKERS, THERE'S JUST A LOT OF WORK LEFT TO COME SO WE SEE OPPORTUNITY FOR SEVERAL OF THESE TRADES TO ACTUALLY MOVE UP TOWARD OUR ABOVE OUR OVERALL GOAL BUT IF YOU WERE TO ADD ALL OF THE VARIOUS TRADES, WE'RE AT OUR 20% THRESHOLD THAT WE WOULD LIKE TO BE AT AS AN OVERALL PROJECT. ANY QUESTIONS ON ANY OF THE OVERALL OR DIVERSITY BEFORE WE MOVE ONTO THE PICTURE SHOW PART OF THE PRESENTATION?

>> Comm. Smith: I HAVE A QUESTION FOR YOU MIKE. I SEE THAT THE DASHBOARD SHOWS DMWESB CONTRACTED AS 14%. AND THE DMWESB PAID OUT IS 5%.

>> I'M SORRY, WHERE DO YOU SEE THE 5%? IN THE UPPER LEFT TARGET THERE? SO THE PAID TO DATE NUMBERS JUST A LITTLE BIT OVER \$11 MILLION IN THE LOWER LEFT GRAPHIC, YOU SEE THAT GREEN LINE REPRESENTATIVE OF THE 14% THAT'S BEEN CONTRACTED TO DATE.

>> Comm. Smith: AND OUR GOAL IS 20%?

>> 20% OVERALL, YES.

>> Comm. Smith: SO WHAT DO YOU EXPECT THAT WE'LL MEET THE 20% GOAL?

>> SO I THINK WE HAVE IN TALKING WITH THE CONTRACTOR WE'RE PROBABLY A COUPLE OF MONTHS OUT FROM SEEING THE REMAINING SUBCONTRACTS AWARDED WHERE WE WOULD SEE THAT WE'RE GOING TO BE AT OR SLIGHTLY ABOVE OUR 20% CONTRACTING GOAL FOR THE CONTRACTS SO THEY'RE WORKING HARD TO GET THE CONTRACTS AWARDED.

>> Comm. Smith: THANK YOU.

>> YOU'RE WELCOME. SO IN TERMS OF OVERALL CONSTRUCTION, THE DETOUR BRIDGE IS COMPLETE, THE LANDSLIDE IS ALMOST COMPLETE. WORK BRIDGE, WE'RE VERY CLOSE. THE RETAINING WALLS, WE'RE A LITTLE OVER HALFWAY AND THE BRIDGE ITSELF JUST ABOUT A QUARTER OF THE WAY FINISHED, A LITTLE OVER 40% COMPLETE ON CONSTRUCTION AND WHEN WE LOOK AT THE BRIDGE AND INTERCHANGE, THAT INCLUDES WORK THAT'S NOT

HAPPENING ON SITE, HAPPENING UP IN VANCOUVER FOR CONSTRUCTION OF THE STEEL PARTS. SO SOMETIMES, IT DOESN'T LOOK LIKE 40% COMPLETE BUT THERE'S A LOT OF WORK GOING ON OUT THERE. THIS OVERVIEW SHOWS THE PROJECT SITE AND ALL THE ACTIVITY GOING ON PRETTY MUCH FROM ONE SIDE OF THE SLIDE TO THE OTHER. WE'RE WORKING AND WE START AT THE UPPER RIGHT, WE'RE WORKING ON THE -- YOU CAN POINT. UPPER RIGHT WE'RE WORKING ON THE EAST APPROACH, ALL OF THE COLUMNS NOW AND FOR THAT, THE SOUTH HALF OF THE EAST APPROACH ARE COMPLETE AND WE'RE ANTICIPATING BRINGING THE CONCRETE BEAMS OUT IN FEBRUARY TO START PUTTING THAT IN, IT WILL LOOK MORE LIKE A BRIDGE AT THAT POINT. THE BIG EAST FOUNDATION IS IN PROGRESS. I'VE GOT MORE DETAILED PHOTOS OF THAT AND OUT IN THE RIVER WE'RE ALSO DOING WORK ON BOTH SIDES OF THE RIVER. AND THEN BACK ON THE EAST SIDE OR THE WEST SIDE, I'LL SHOW YOU ON THE NEXT SLIDE, THAT'S KIND OF A BETTER VIEW OF ALL THE WORK GOING ON ON THE WEST SIDE. CULVERT AND RETAINING WALLS GOING IN UP IN THAT DIRECTION, RETAINING WALLS BETWEEN THE CULVERT AND THE BRIDGE AND ON BOTH SIDES OF OREGON 43, THE CEMETERY, WE'VE BEEN WORKING IN THERE, SO PRETTY MUCH EVERY PIECE OF GROUND WE CAN BE WORKING ON, WE'RE ACTIVE ON RIGHT NOW. THIS VIEW SHOWS THE CULVERT IN MAY. THIS KIND OF IS A LITTLE BIT OF A REMINDER, THIS IS WHAT WAS THERE BEFORE. AND NOW, WE'RE MOVING TOWARD -- THIS PHOTOGRAPH SHOWS THE EXCAVATION AND THE PILING TO GO IN AND SUPPORT THE CULVERT. THIS IMAGE SHOWS THE BY-PASS PIPE THAT THE STREAM IS RUNNING THROUGH WHILE WE'RE WORKING. AND THEN ALSO THE SIDE WALLS FOR THE CULVERT GOING IN AND THE CREATION OF THE NEW STREAMBED THAT HASN'T BEEN THERE FOR ABOUT 100 YEARS AND JUST ANOTHER VIEW NOW THAT THE BY-PASS PIPE ISN'T THERE AND THE STREAM IS RUNNING THROUGH THAT AREA IN A STREAMBED INSTEAD OF THROUGH A METAL PIPE. AND WHAT WAS INTERESTING WITHIN A DAY OR SO OF THAT BEING OPEN, THERE WERE LITTLE FISH UP IN THAT AREA THAT HADN'T BEEN THERE IN A LONG TIME. SO THIS SHOWS THE CULVERT THAT ARCHES GOING OVER THE TOP. TOOK ABOUT TWO DAYS TO PLACE ALL OF THOSE. AND THEN THEY'RE STARTING TO BUILD UP THE FILL TO GET IT OVER THE TOP. SO HERE'S YOUR OWNER'S REP ON THE JOB.

>> I APPROVE THIS CULVERT. [LAUGHTER]

>> BUT, YOU KNOW, ALSO A LITTLE BIT OF A DIFFERENT SCALE FROM WHAT WAS THERE AND CERTAINLY SOMETHING THAT IS A LOT MORE FISH AND WILDLIFE FRIENDLY. AND RETAINING WALLS NEARBY. SO THESE WALLS WILL BE VEGETATED ULTIMATELY SO VERY GREEN AND HOPEFULLY, ALL THE PLANTS WILL GROW, WE'RE PICKING OUT ONES THAT SHOULD DO WELL IN THIS LOCATION. IT SHOULD BE PRETTY LUSH GREENERY IN HERE WHEN IT'S FILLED IN. JUST SOUTH OF THERE BETWEEN THE CULVERT AND THE BRIDGE WHAT IT LOOKED LIKE IN MARCH AND WHAT WE'RE SEEING THERE NOW. AGAIN MORE OF THIS RETAINING WALL TYPE STRUCTURE THAT WILL BE

VEGETATED ON THE FACE ONCE IT'S ALL IN PLACE. AND THEN ON TOP WHERE THERE USED TO BE ROOM FOR ONE PAIR OF RAILROAD TRACTION, THERE WILL BE ROOM FOR TWO PAIRS OF RAILROAD TRACKS AND A 16-FOOT TRAIL THROUGH HERE, A MUCH WIDER FACILITY UP THERE, THAT'S WHY WE'RE BUILDING THE RETAINING WALL AND THIS WILL CONNECT ALL THE WAY FROM BRIDGE UP TO THE MILES PLACE FACILITY THAT WE'RE BUILDING. ALONG OREGON 43, WIDENING OUT TO MAKE ROOM FOR THE IMPROVED INTERCHANGE, MORE RETAINING WALLS IN THE HILLSIDE. AND SOUTH OF THE BRIDGE. AND EVEN FURTHER SOUTH OF THE BRIDGE. SO THAT ACTIVITY IS GOING ON RIGHT NOW, ALTHOUGH I THINK THEY TOOK A DAY OR TWO OFF BECAUSE OF THE -- THEY USE A LOT OF WATER IN THESE ACTIVITIES AND WHEN IT'S 15 DEGREES OUT, THAT DOESN'T WORK SO WELL. THE CEMETERY ROADWAY THAT WE'VE TALKED ABOUT BEING REALIGNED SO IT WILL TIE IN WITH THE NEW INTERCHANGER. SO THE NEW BRIDGE WILL END UP RIGHT ACROSS FROM THERE AND SO IT WILL MAKE THAT INTERSECTION WORK. SO WE'VE BEEN WORKING THERE TO REBUILD THAT ROAD. ONE OF THE KEY THINGS ABOUT OUR WORK HERE IS THAT WE'VE PRETTY MUCH STAGED IT THE WHOLE TIME SO WE COULD KEEP THIS FACILITY OPEN FOR BICYCLISTS AND PEDESTRIANS. THERE ARE 400 TRIPS A DAY FOR BIKES AND PEDS THROUGH THE CEMETERY AND SO IT'S IMPORTANT FOR US TO KEEP THAT OPEN. WE HAD ABOUT AN EIGHT-HOUR CLOSURE ONE DAY DURING THE WHOLE TIME WE DID THIS WORK. AND RETAINING WALL IN THAT AREA. AND WHAT IT LOOKS LIKE RIGHT NOW. SO PEOPLE WHO ARE RUNNING ON A GRAVEL PATH FOR SEVERAL MONTHS, AND NOW IN TIME FOR WINTER WE GOT IT PAVED OUT. SO I THINK ACTUALLY MY -- I USE THAT A COUPLE OF TIMES A WEEK AND IT'S WAY BETTER NOW THAT IT'S PAVED OUT. WORK BRIDGES. WE'VE SEEN THOSE GET CONSTRUCTED, WE DID THE WATER WORK, AND THEN WE MADE A LOT OF PROGRESS ON THAT. EVEN WHAT WE CALL THE FINGERS OFF THE SIDE FOR WHERE ULTIMATELY LARGE CRANES WILL SIT WHEN WE COME TO PLACE THE ARCH PIECES NEXT FALL. OUT BY THE RIVER OR OUT IN THE RIVER, WE'VE GOT THE DRILL SHAFTS IN AND THE CONTRACTOR NOW IS WORKING ON CREATING WHAT WE TECHNICALLY CALL THE PERCHED BOX CAISSON, A BIG BATHTUB, WHICH YOU CAN SORT OF SEE IN THIS PHOTOGRAPH NOW THAT THERE'S A BOTTOM TO IT THAT GOES AROUND THE DRILLED SHAFTS AND THEN THIS IMAGE THEY'RE STARTING TO BUILD THE WALLS ON THE SIDE. THIS WHOLE THING WILL BE ONCE IT'S ALL THE WAY ENCLOSED, ALL THE WAY AROUND WILL BE SUNK DOWN INTO THE WATER TO CREATE A -- AND THEN SEALED AND PUMPED OUT AND THAT WILL CREATE A SPACE WHERE THE CONTRACTOR CAN WORK TO BUILD THE PIER WITHOUT THE WATER IN THE WAY. AND ALSO PROTECTS THE FISH FROM THE IMPACTS OF THE WORK. SO IT CONTAINS THE WORK AND IT HAS A DOUBLE BENEFIT FOR US.

>> SEVERAL MONTHS AGO THIS WAS ONE OF THE AREAS OF RISK WE HAD IDENTIFIED IN THE PROJECT BECAUSE WE NEEDED AN IMPORTANT VARIANCE FROM THE NATIONAL FISH SERVICE. WE'VE RECEIVED THAT IN THE LAST

WEEK SO WE ARE CLEAR TO DO THIS WORK OUTSIDE THE OFFICIAL SUMMER WATER WORK WINDOW SO THAT RISK HAS BEEN MITIGATED.

>> SO ANOTHER PHOTOGRAPH SHOWING MORE OF THE WALL CONSTRUCTED AND ONE OF THE PIECES, ACTUALLY UP IN THE AIR GETTING LIFTED INTO PLACE. UP ON THE EAST SIDE, WHERE THERE ARE A NUMBER OF COLUMNS FOR THE EAST APPROACH, THIS IMAGE KIND OF SHOWS THEM MOSTLY COMPLETE. AND ALSO SHOWS TWO THINGS. ONE IS HOW CLOSE THE BRIDGE IS TO THE CONDOMINIUMS ON THE LEFT SIDE OF THE PICTURE, AND THEN ON THE RIGHT SIDE HOW CLOSE THE WORK IS TO THE OLD BRIDGE. SO ULTIMATELY ONCE THE TRAFFIC IS ON THE NEW BRIDGE, THEN THE OLD BRIDGE ON THE RIGHT-HAND SIDE IN THIS IMAGE WILL GET KNOCKED DOWN AND THESE CONCRETE PIERS, WE'LL BUILD MIRROR IMAGE IN PLACE OF THE OLD BRIDGE TO GET THE FULL WIDTH OF THE EAST APPROACH. JUST ONE MORE SHOT SHOWING THE PROXIMITY OF THAT WORK. THIS IS ON THE EAST BANK. IT'S THE HOLE IN THE GROUND, STARTING TO PUT REBAR IN FOR THE EAST FOUNDATION OF THE ARCH. IF YOU LOOK KIND OF AT THE RIGHT HAND OF THE IMAGE, MAYBE YOU CAN POINT UP THERE, THERE'S A COUPLE OF GENTLEMEN WORKING. RIGHT, DOWN. RIGHT THERE. I DON'T KNOW. YOU WOULD HAVE TO SEE WHERE MIKE IS POINTING, MAYBE I CAN POINT WITH THIS. HEY, LOOK AT THAT, RIGHT HERE. A COUPLE OF GUYS AT WORK. THIS WAS A HUGE BLOCK OF CONCRETE. WE'RE PLANNING TO POUR THE CONCRETE IN THIS ON THE 3rd AND 4th OF JANUARY. IT WILL TAKE ABOUT 24 HOURS AND AROUND 200 TRUCKS OF CONCRETE TO FILL IT.

>> YOU MIGHT WANT TO AVOID THIS AREA IF YOU DON'T NEED TO BE HERE.

>> A LOT OF PEOPLE WON'T BE BACK AT IT UNTIL THE 6th OF JANUARY SO MAYBE TRAFFIC WILL BE LIGHTER. AND THIS IMAGE SHOWS SOME OF THE STEEL PLATE THAT'S BEING FABRICATED UP AT THOMPSON METAL FABRICATIONS IN VANCOUVER. ULTIMATELY, ALL OF THIS MATERIAL WILL BE PUT ON A BARGE AND COME UP TO THE RIVER TO THE JOB SITE TO BE INSTALLED AND WE'LL BE STARTING THAT INSTALLATION OF THE STEEL IN THE FALL OF 2014 OR LATE SUMMER.

>> DO YOU WANT ME TO START? SOME OF THE ACCOMPLISHMENTS. THIS ISN'T JUST FOR 2013, THIS IS REALLY TO DATE, ALTHOUGH A LOT OF THEM WERE THIS YEAR. ONE OF THE IMPORTANT DECISIONS WE MADE WITH THE CONTRACTOR EARLIER ON WAS TO COLOCATE RATHER THAN HAVE AN OWNER COMPLEX, A TRAILER. WE DECIDED THE PACE OF THIS PROJECT AND THE COMPLEXITY OF IT REQUIRES US TO SIT TOGETHER AND TO WORK THINGS OUT REALTIME AS ISSUES COME UP. AND SO I THINK IT'S PROVEN TO BE INVALUABLE ON THIS PROJECT. IT'S HELPED US DEVELOP WHAT WE THINK WE HAVE AS A HIGH-FUNCTIONING TEAM AS WELL COMBINED WITH THE OWNER, FOLKS FROM OUR OWNER'S REP TEAM, THE CONTRACTOR, THE DESIGNERS STILL INVOLVED IN THE PROJECT AS WELL AS CITY OF PORTLAND

AND ODOT AND KEY PARTNER AGENCIES SO BEING ALL TOGETHER UNDER ONE ROOF IS INCREDIBLY IMPORTANT. WE HAD THE CHANCE THIS YEAR TO OUTREACH, TO DO 24 SCHOOL OUTREACH EVENTS, TO PLACES SUCH AS JACKSON MIDDLE, BENSON HIGH SCHOOL, WILSON HIGH SCHOOL, ACE ACADEMY WHICH REPRESENTS A VARIETY OF HIGH SCHOOLS, OREGON STATE, WE'RE HITTING THE FULL GAMUT FROM FIRST GRADE THROUGH COLLEGE AND USING THE PROJECT AS AN EDUCATION AND LEARNING OPPORTUNITY, NOT JUST THE WAY BRIDGES ARE BUILT BUT OFTENTIMES THE STUDENTS ARE EXTREMELY INTERESTED IN HOW GOVERNMENT MAKES DECISIONS. HOW DID YOU DECIDE HOW BIG THE BRIDGE WOULD BE AND WHERE YOU WOULD PUT IT AND HOW MANY LANES OF TRAFFIC IT WOULD CARRY AND WHAT IT WOULD LOOK LIKE? SO WE TELL THAT STORY AND ENGAGE THE STUDENTS IN UNDERSTANDING THAT.

>> HOPEFULLY GIVE THE STUDENTS THE CHANCE FOR SOME CAREERS THAT THEY HADN'T THOUGHT ABOUT BEFORE.

>> Comm. McKeel: THAT'S GREAT. DO YOU ACTUALLY GO INTO THE CLASSROOMS OR WHAT DO THOSE EVENTS LOOK LIKE?

>> SOME OF THEM ARE OUT ON SITE. WE'VE HAD SOME IN SELLWOOD PARK. WE'VE HAD VERY CLOSE TO THE BRIDGE BUT GENERALLY, THEY'RE IN THE CLASSROOM AND WE COORDINATE WITH THE TEACHERS TO UNDERSTAND WHAT THEY'RE LEARNING IN CLASS ANYWAYS, IS IT RELATED TO MATH OR SCIENCE AND TRY TO TAILOR WHAT WE CAN BRING. WE'VE HAD PROBABLY A DOZEN TO 18 DIFFERENT PEOPLE ON OUR PROJECT VOLUNTEER TO GO OUT TO THESE SCHOOLS. WE DON'T HAVE TO MAKE ANYBODY. THEY ENJOY IT. THEY GET AS MUCH OUT OF IT AS THE STUDENTS DO. IT'S A GOOD CROSS-SECTION OF PEOPLE WHO HAVE ENJOYED.

>> Chair Madrigal: HOW DO YOU CHOOSE WHICH SCHOOLS TO GO OUT TO?

>> WE HAVE A SCHOOLS OUTREACH COORDINATOR WHO IS PART OF THE DESIGN TEAM. SO SHE HAS -- SHE HAS TIES INTO PORTLAND PUBLIC SCHOOLS AND THE VARIOUS SCHOOLS AND SENDS PINGS OUT AND SAYS WHO WOULD BE INTERESTED IN HAVING FOLKS FROM THE SELLWOOD BRIDGE COME? WE VERY MUCH MAKE IT AN INVITATION. BECAUSE WE REALLY WANT TO GO WHERE THEY WANT US TO COME INTO THE CLASSROOM AND HAVE IT BE SOMETHING THAT THEY ENJOY. SO THAT'S -- WE CAST A WIDE NET AND THEN WORK FROM WHERE THE AREAS OF INTEREST ARE EXPRESSED.

>> Chair Madrigal: AND WHAT IS HER NAME, JUST IN CASE TEACHERS AND ADMINISTRATORS --

>> YOU'LL LOVE THIS. IT'S LOIS COHEN AND I CAN CERTAINLY MAKE SURE WE FOLLOW UP IN THE APPROPRIATE OUTLET WITH HER CONTACT INFORMATION.

>> Comm. McKeel: AND HER CONTACTS ARE IN ALL THE SCHOOL DISTRICTS IN MULTNOMAH COUNTY? YOU MENTIONED PORTLAND PUBLIC SCHOOLS.

>> CENTENNIAL HIGH SCHOOL, DAVID DOUGLAS AND PARKROSE HAVE PARTICIPATED, IT'S MORE THAN JUST PORTLAND PUBLIC, YOU BET.

>> THANK YOU.

>> Comm. Smith: I THINK IT'S GREAT. I WENT OUT TO THE ACE ACADEMY, AND THEY WERE DOING GOOD WORK. I WAS SO IMPRESSED WITH THEM AND THIS IS SOMETHING THAT THEY WANT TO DO AND THEY'RE GETTING VERY TECHNICAL SKILLS OUT THERE. VERY GOOD ONES I MIGHT ADD. AND I THINK THAT HAVING THIS PARTICULAR PROJECT WHERE THEY DO SOME OUTREACH OUT THERE, I THINK THAT'S HUGE TO LET THEM KNOW THAT MULTNOMAH, WE CARE ABOUT ALL THE STUDENTS, EVEN THE ONES OUT IN EAST COUNTY. SO THAT'S GREAT.

>> UNLESS I'M MISTAKEN WE'RE STILL PLANNING ON HAVING BENSON DEVELOP THE BENCHES DESIGN AND CONSTRUCT THE BENCHES. SOMETHING OF LASTING VALUING THAT CONTRIBUTES TO THE OVERALL PROJECT.

>> Chair Madrigal: THAT'S SO GREAT.

>> THIS IS JUST ONE OF MANY, MANY EXAMPLES OF THE FEEDBACK THAT WE GET. THIS IS FROM A YOUNG GIRL NAMED AUTUMN, FROM FABIAN, THANKING US FOR COMING TO THEIR CLASS AND THEIR SCHOOL AND THERE ARE BOOKS AND BOOKS OF THESE BUT EVERY TIME WE READ THEM, IT MAKES YOU STOP AND FEEL GOOD THAT YOU'RE ACTUALLY MAKING A DIFFERENCE. THOUGHT WE WOULD SHARE THIS HERE.

>> Comm. McKeel: I LIKE SHE REALIZED WE HAD TO WORK WITHIN A BUDGET.

>> Chair Madrigal: ME, TOO. [LAUGHTER]

>> SO IN ADDITION TO THAT, YOU KNOW, WE'VE HAD OVER 160,000 HOURS OF CRAFTWORK ON THE PROJECT THROUGH THE END OF SEPTEMBER, 22,000 HOURS OF WOMEN WORKERS, OVER 22,000 HOURS OF APPRENTICE WORK ON THE PROJECT, SO WE'RE REAL DAY-TO-DAY PEOPLE OUT THERE WORKING, CONTRIBUTING TO THE ECONOMY, IMPROVING THEIR LIVES. SO FAR PAID TO DATE OVER \$11 MILLION TO DMWESB SUBCONTRACTORS AND SO THOSE ARE ALL THROUGH THE END OF SEPTEMBER. AND THEN THE LAST TWO NUMBERS ARE THROUGH THE END OF NOVEMBER, \$92 MILLION OF

CONSTRUCTION COMPLETE, THAT'S MONEY GOING INTO THE LOCAL ECONOMY AND ABOUT AS I MENTIONED BEFORE ABOUT 44% COMPLETE WITH THE CONSTRUCTION. OTHER THINGS WE'VE DONE, WE'VE COMPLETED THE REMODEL OF THE CONDOMINIUMS NEARBY. AS MIKE MENTIONED EARLIER, 53 OF 54 PROPERTIES HAVE BEEN ACQUIRED AND WE'RE WORKING ON THE LAST ONE. THE LANDSLIDE STABILIZATION IS COMPLETE. AND ONE OF THE INTERESTING THINGS ABOUT THAT IS WE'VE BEEN MONITORING THE LANDSLIDE AND AS WE WERE BUILDING IT AND DOING WORK OUT THERE, WE WOULD SEE WHERE PARTS OF IT WOULD MOVE AND PARTS OF IT WOULD MOVE FASTER AND THEN AS WE'VE GOTTEN ALL THE WORK IN PLACE, IT'S STABILIZED. NOT ONLY HAVE WE COMPLETED CONSTRUCTING WHAT WE HAD TO CONSTRUCT, IT APPEARS TO BE WORKING. WE'RE GLAD ABOUT THAT. WE'VE COMPLETED ALL THE IN-RIVER DRILL SHAFTS, THE LARGE KIND OF HIGHEST RISK PROBABLY ELEMENTS OF CONSTRUCTION ON THE PROJECT. AND WE GOT THOSE DONE WITHIN THE WORK WINDOW THAT WE HAD. WE'RE VERY PLEASED TO HAVE THAT WORK BEHIND US. WE STILL HAVE ABOUT HALF OF THE TOTAL NUMBER OF DRILL SHAFTS STILL TO GO, THESE ARE SMALLER ONES ON BOTH THE WEST AND EAST APPROACH.

>> SO OTHER ACCOMPLISHMENTS, JUST A LITTLE UNDER A YEAR AGO, JANUARY 19th, I THINK WAS THE DATE LAST YEAR WE MOVED THE SELLWOOD BRIDGE 66 FEET ON THE WEST SIDE AND 33 FEET ON THE EAST SIDE TO ALLOW US TO BUILD THE NEW BRIDGE IN ONE STAGE VERSUS TWO AND NOT ONLY SAVE SOMETHING ON THE ORDER OF \$10 MILLION BUT SEVERAL MONTHS OF CONSTRUCTION TIME. WE CONTINUE TO GET INQUIRIES FROM FOLKS AROUND THE COUNTRY TO FIND OUT HOW WE DID IT AND TELL THE STORY OR ATTEND A CONFERENCE. SO IT CONTINUES TO BE A VERY BRIGHT SPOT FOR THE COUNTY. WE COMPLETED AS IAN SHOWED IN THE PHOTOS CONSTRUCTION OF THE STEVENS CREEK CULVERT AND IN THAT PROCESS REALLY HELPED DEMONSTRATE AND SOLIDIFY THROUGH OUR RELATIONSHIP WITH PARKS THAT WE UNDERSTOOD WHAT THEY NEEDED AND WE REALLY WERE SENSITIVE AND CARED ABOUT THE WORK AND MAKING SURE IT WAS GOING TO MEET THEIR NEEDS IN THE END AND THEY'RE VERY HAPPY WITH THE WAY IT'S TURNED OUT SO THAT'S GOOD. WE'VE COMPLETED THE COLUMNS TO SUPPORT THE SOUTH HALF OF THE EAST BRIDGE APPROACH. SO STARTING TO SEE NOT JUST -- STARTING TO SEE THE WORK, SO MUCH OF IT WAS BELOW GROUND BUT NOW, YOU'RE SEEING IT RISE UP AND THAT'S WHAT PEOPLE START TO CONNECT WITH VISUALLY.

>> ALL THE IN-WATER PILE DRIVING FOR THE WORK BRIDGES IS COMPLETE. WE'VE REMOVED ALL BUT ONE OF THE OLD BRIDGE PIERS, THE ONE THAT IS STILL IN PLACE IS ACTUALLY THERE ON PURPOSE TO HELP PROTECT THE DETOUR BRIDGE UNTIL THAT'S READY TO COME DOWN. WE'RE THE FIRST REGISTERED GREEN ROADS PROJECT IN THE STATE OF OREGON. SO THAT'S KIND OF EXCITING FOR THE RECOGNITION OF THE SUSTAINABILITY VALUES ON THE PROJECT. WE SAFELY COMPLETED BLASTING ON THE WEST SIDE OF

OREGON 43, WHICH TURNED OUT TO BE THE NOISIEST PART ACTUALLY OF THE BLASTING WAS THE AIR HORN THAT WAS WARNING PEOPLE THAT THE BLAST WAS GOING TO COME. AND THE OTHER KIND OF COOL THING IS THAT, DESPITE THE BLASTING AND ALL THE WORK WE'VE BEEN DOING, WE HAD TWO NEW EAGLETS UP IN THE NEST OF THE HILLSIDE ABOVE THE BRIDGE. IT'S A LITTLE BIT HARD TO SEE IN THIS PHOTOGRAPH BUT ONE OF THEM GETTING BREAKFAST AND THE OTHER ONE WAITING ITS TURN FOR BREAKFAST. AND THEY BOTH GREW TO AT LEAST TEENAGEHOOD AND FLEW OFF. SO WE'RE VERY PLEASED THAT OUR ACTIVITIES HAVEN'T NEGATIVELY IMPACTED THE WILDLIFE IN THAT NEIGHBORHOOD.

>> IT'S A LOT.

>> Chair Madrigal: QUESTIONS.

>> Comm. Smith: EVERY TIME I SEE A BRIEFING ON THE SELLWOOD BRIDGE, I AM SO TOTALLY AMAZED BY ALL THE WORK THAT'S BEEN DONE AND I WAS OUT THERE ON THAT ROAD THAT YOU GO ON, AND SAME HERE, I HAD THE SAME FEELING. THIS IS NICE. THIS IS REALLY NICE AND I'M GLAD WE'RE ABLE TO KEEP THE PEDESTRIAN AND BIKE TRAFFIC GOING ON AND OFF THAT BRIDGE, AND I THINK THAT HAVING A COUNTY DO AN INFRASTRUCTURE PROJECT LIKE THIS, THIS IS AN EXCELLENT EXAMPLE OF WHAT COUNTY GOVERNMENT CAN DO. SO THANK YOU, THANK YOU FOR DOING THIS.

>> THANK YOU.

>> THANK YOU. ONE OTHER LITTLE NOTE. I'M SORRY, WE WILL BE PUTTING A SIGNAL ON THURSDAY AT THE END OF THE BRIDGE SO THE TRAFFIC FLOW AT THE END OF THE BRIDGE IS GOING TO CHANGE SOMEWHAT. THERE WILL PROBABLY BE SOME STRESS FOR FOLKS AS THEY ADAPT TO THE NEW TRAFFIC FLOW.

>> Comm. Smith: HAVE YOU NOTIFIED THE NEIGHBORS?

>> WE HAVE.

>> THEY KNOW.

>> Comm. McKeel: THANK YOU. THANK YOU. THIS IS SO GREAT. AND I ALSO WANT TO POINT OUT FOR ANYONE THAT DOESN'T KNOW THAT IAN GAVE A PRESENTATION AT THE ASSOCIATED OREGON COUNTIES' ANNUAL CONFERENCE LAST MONTH. YOU WERE A LUNCH SPEAKER FOR ALL THE COMMISSIONERS AND YOU DID A GREAT JOB AND AS COMMISSIONER SMITH SAID, THIS KIND OF A PROJECT, ALL THE COUNTIES, WERE PRETTY IMPRESSED.

>> Chair Madrigal: THEY WERE.

>> THANK YOU.

>> Comm. Wendt: A COMMENT AND I SEE MIKE IN THE BACKGROUND, SOMEBODY WHO LIVES NEAR THE BRIDGE AND DRIVES OVER THE BRIDGE FREQUENTLY, I THINK YOU'VE DONE A TREMENDOUS JOB KEEPING PEOPLE POSTED WITH WHAT'S COMING. IT DOESN'T MAKE YOU FEEL ANY BETTER WHEN YOU'RE IN THE TRAFFIC BUT I TRY TO VISUAL WHAT THE FUTURE BRIDGE WILL LOOK LIKE IN THOSE MOMENTS. [LAUGHTER] AND THE FLAGGERS ARE TREMENDOUS. IT'S BEEN THE SAME TEAM ON THE PROJECT I'VE NOTICED, VERY FRIENDLY, AND AS SOMEONE WHO DRIVES IT PRETTY REGULARLY, IT'S BEEN IMPRESSIVE TO HAVE THE WHOLE COMMUNICATION TEAM BE FAIRLY ORGANIZED IN WHAT COULD EASILY BE A REALLY DISORGANIZED SYSTEM, PARTICULARLY ON THE WEST SIDE. SO THANK YOU FOR YOUR WORK.

Chair Madrigal: YOU GUYS MAKE IT LOOK SO EASY AND IT'S EASY TO FORGET HOW COMPLICATED THESE THINGS ARE AND THERE HAVE BEEN OTHER GOVERNMENT AGENCIES THAT HAVE HAD DISASTROUS BRIDGE PROJECTS WHERE THEY WERE DEALING WITH LANDSLIDES AND ALL KINDS OF THINGS AND YOU GUYS ARE JUST SO PROFESSIONAL IN KEEPING EVERYTHING ON TASK AND IAN, YOU WIN BEST TIE OF THE DAY TODAY WITH YOUR SNOWMAN TIE, TOO, SO THANK YOU. FASHION AND BRAINS, IT'S GREAT.

>> THANK YOU. HAPPY HOLIDAYS.

>> THANK YOU.

Chair Madrigal: THERE BEING NO FURTHER BUSINESS, WE'RE ADJOURNED.
[GAVEL]

ADJOURNMENT

The meeting was adjourned at 11:16 a.m.

This transcript was prepared by LNS Captioning and edited by the Board Clerk's office.
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Board of County Commissioners
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