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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

February 20, 2020

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Bob Stacey
Doug Kelsey
Carley Francis
Karylenn Echols
Roy Rogers
Anne McEnerny-Ogle
Paul Savas
Nina DeConcini

AFFILIATION

Metro Council
Metro Council
TriMet
Washington State Department of Transportation
City of Gresham, Cities of Multnomah County
Washington County
City of Vancouver
Clackamas County
Oregon Department of Environmental Quality (ODEQ)

MEMBERS EXCUSED

Rian Windsheimer
Chloe Eudaly
Jessica Vega Pederson
Denny Doyle
Tim Knapp
Craig Dirksen

AFFILIATION

Oregon Department of Transportation
City of Portland
Multnomah County
City of Beaverton, Cities of Washington County
City of Wilsonville, Cities of Clackamas County
Metro Council

ALTERNATES PRESENT

Mandy Putney
Chris Warner
Theresa Kohlhoff

AFFILIATION

Oregon Department of Transportation
City of Portland
City of Lake Oswego, Cities of Clackamas County

OTHERS PRESENT: Jamie Huff, Garet prior, Katherine Kelly and Jennifer John

STAFF: Sara Farrokhzadian, Margi Bradway, Carrie MacLaren, Marlene Guzman, Kate Fagerholm, Dan Kaempff, Lake McTighe and Anne Buzzini

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the meeting to order at 7:32 am. She asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Ms. Roberta Robles—provided testimony on I-5 Rose Quarter Improvement Project and proposed potential solutions. She explained that the solution was to close the ramps at the I-5 Rose Quarter. Ms. Robles noted that ramp closures in St. Louis led to decreased congestion. She submitted a newspaper report about the ramp closures in St. Louis.

Ms. Rachel Dawson— provided testimony on TriMet’s decreasing ridership trends and asked JPACT members to hold TriMet accountable.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

There were none

4. CONSENT AGENDA

MOTION: Commissioner Roy Rogers and Mayor Anne McEnerny-Ogle seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.2 Regional Transportation Funding Measure Update

Chair Craddick switched agenda items 5.1 and 5.2 and introduced Ms. Margi Bradway, Deputy Director of the Metro Planning Department, to provide an update on the Regional Transportation Funding Measure.

Key elements of the presentation included:

Ms. Bradway provided an overview of the Regional Transportation Funding Measure and explained the framework for the measure. She expanded upon the role of the Task Force and their efforts to consider and prioritize corridors. Ms. Bradway noted that the Task Force included thirty-five members who represented various

perspectives, including community, transportation and business interests. She explained the key Metro Council and Task Force outcomes, including increasing pedestrian safety as well as prioritizing investments supporting communities of color.

Ms. Bradway noted that the Task Force has identified thirteen tier one corridors that connect regional centers. She explained that corridors were considered through various outreach efforts, including the Local Investment Teams. Ms. Bradway noted that the Local Investment Teams offered their input across twenty-six meetings and twelve tours throughout the Metro region.

Ms. Bradway explained that the Task Force had a consensus on almost the whole package, especially transit and safety investments. She noted that the Task Force also paired corridor investments with robust region wide programs. Ms. Bradway explained the tier one investments as approved by the Task Force. She noted that fifty-six percent of investments were related to transit, thirty-eight percent were related to safety and seventy-nine percent were in equity focus areas. Ms. Bradway explained that this allowed Metro to focus safety investments in eighty-nine miles of high-injury corridors. She shared that investments improved sidewalks, bikeways, street lights, marked crossings as well as transit priority signals.

Ms. Bradway described the measures climate smart strategies including moderating greenhouse gases by supporting active transportation. She discussed the regionwide programs that made investments beyond the corridors, such as investing in stable communities, safety hotspots and safe routes to school. Ms. Bradway also mentioned that additional program funding would fund anti-displacement strategies in identified corridors.

Ms. Bradway noted that the Regional Transportation Measure was the biggest investment in transportation in a generation. She explained that funding number changed as a result of additional tier two investments. Ms. Bradway mention that Metro was considering vehicle registration fees, payroll taxes and business/personal tax incomes as additional revenue options. She explained that timeline for the Regional Transportation Measure, which was referred to the November ballot by Metro Council in late May.

Member discussion included:

- Commissioner Paul Savas asked if there was an analysis on how corridor investments reduced congestion. He also asked for materials on Metro's anti-displacement efforts and emphasized the importance of affordability. Ms. Bradway noted that Metro did a whole system analysis once it finished determining tier two corridors. She noted that the Task Force emphasized making investments to improve safety and equity. Commissioner Savas noted that Metro needed to consider the system as a whole, specifically by addressing congestion issues along with safety and equity concerns. Ms.

Bradway noted that Metro aimed to develop programs based on stakeholder engagement and mentioned that she would share initial program descriptions.

- Mr. Doug Kelsey expressed his appreciation for members who contributed the measure. He noted that this measure increased multimodal transportation use across the region. Mr. Kelsey asked whether or not the project were ranked. Ms. Bradway explained that corridor by corridor meeting determined which projects were funded and implemented first. Mr. Kelsey urged members to think about how goals aligned with Metro's 2040 Growth Plan.
- Mr. Chris Warner thanked Metro staff for their work on the Regional Transportation Funding Measure. He also thanked ODOT for their work on the 82nd corridor and their continued partnership with Metro.
- Ms. Karlyinn Echols thanked Mr. Kelsey for his comments.

5.1 I-5 Bridge Replacement

Chair Craddick introduced Ms. Carley Francis, Southwest Region Administrator of Washington State Department of Transportation (WDOT) and Travis Brouwer, Assistant Director of Oregon Department of Transportation (ODOT).

Key elements of the presentation included:

Ms. Francis explained the historic factors that contributed to addressing bottlenecks along the 1-5 corridor. She explained previous project development efforts around the Columbia River Crossing. Ms. Francis noted that a thirty-nine member task force was appointed to develop the project. She mentioned that the finance plan anticipated funding from both Oregon and Washington states, the Federal Transit Administration and tolling revenue. Ms. Francis mentioned the previously identified purpose and need of the project, including addressing the growing travel demand and limited public transportation along the Columbia River Crossing.

Ms. Francis noted efforts to restart interstate bridge replacement plans through substitute Senate Bill 5806. She noted that substitute Senate Bill 5806 was passed by Washington state legislature in 2017. Ms. Francis mentioned that in August 2019 eight legislators from each state were identified to participate in the bi-state legislature engagement group. She also noted that in the 2019 legislative session both Washington and Oregon committed funding in 2019 restart bi-state bridge replacement work. Ms. Francis explained that the bridge replacement planning costs would be shared equally between the states.

Ms. Francis noted that Federal Highway Administration (FHWA) granted an extension of repayment of federal funds until Sept. 30, 2024. She explained that Oregon and

Washington state governors signed a bi-state Memorandum of Intent to restart work to replace the Interstate Bridge on November 18, 2019. Ms. Francis provided a conceptual timeline of the replacement of the Interstate Bridge. She mentioned that ODOT and WSDOT aimed to hire a program administrator and a consultant to support the project by spring 2020. Ms. Francis also explained the ODOT and WSDOT have also hired an independent facilitator to guide the collaborative process between bi-state partners. She described ODOT and WSDOT's efforts to reengage stakeholders such as: local partner agencies as well as public and interested parties. Ms. Francis depicted several key Interstate Bridge Replacement milestone goals.

Member discussion included:

- Councilor Karylinn Echols asked why ODOT and WSDOT were required to complete another National Environmental Policy Act (NEPA) process. Ms. Francis noted that there was a need to reevaluate the project to ensure that members were on the same page. She noted that there was a need to update data that informed the NEPA process. Councilor Echols asked about the nature of regional coordination surrounding simultaneous transportation projects. Ms. Francis noted that there were strategies in place to coordinate across the region to anticipate construction impacts. Councilor Echols raised concerns about the outcomes of previous efforts to update the interstate bridge.
- Ms. Nina DeConcini asked about ODOT and WSDOT's efforts to convene stakeholders. Ms. Francis noted that they planned on convening environmental regulators in an engagement group.
- Councilor Bob Stacey thanked ODOT and WSDOT's for their work on restarting the interstate bridge replacement process. He raised concerns about the previous process used to guide the interstate bridge replacement. He suggested that ODOT and WSDOT involve government entities early on in the interstate bridge replacement process to prevent conflicts of interest. Councilor Stacey also emphasized the importance of a robust community engagement process lead by community organizations. Ms. Francis noted that coordination with regional partners was critical in ensuring broad regional support.
- Mr. Chris Warner asked about the makeup of Washington's legislative delegation and whether it mostly included regional representatives. Ms. Francis noted that the Washington legislative delegation consisted of six local members and two from representation from state wide legislators.
- Commissioner Paul Savas raised concerns about the engagement process in Metro's Regional Transportation Funding Measure.

5.3 Regional Barometer

Chair Craddick introduced Ms. Cary Stacey, Organizational Performance Improvement Manager and Mr. Jeff Frkonja, Research Center Director. She noted that Metro's Research Center and Metro's COO Office partnered to develop the Regional Barometer to show metrics relevant to the Six desired outcomes adopted by the Metro Council in 2008, including Vibrant Communities, Economic Competitiveness, Safe and Reliable Transportation, Leadership on Climate Change as well as Clean Air, Water and Equity.

Key elements of the presentation included:

Mr. Frkonja explained that the Metro Council asked the Research Center and the Office of COO to create a communications tool and a data hub. He noted that the purpose was to help increase Metro's accountability and facilitate regional collaboration around data. Mr. Frkonja stated that the data was accessible to the community members and decision makers. He explained the process for which the data was selected and gathered.

Ms. Stacey she explained the scope of the project which included Metro's six desired outcomes. She emphasized that the website did not make a case for specific polices but does include some narrative to provide context. Ms. Stacey discussed the five topic areas, including Transportation, Economy, Environment, and Community. She shared that there are measures specific to racial equity. Ms. Stacey noted that phase 1 of the site was available on March 31st. She gave JPACT members a tour of the draft site and showed them how to navigate the site. Ms. Stacey shared that the site offered links to contextual stories and she worked with staff to provide more storytelling, including information about the impacts of redlining in neighborhoods.

Member discussion included:

- Commissioner Savas expressed his appreciation and asked if the website offered data on housing. Ms. Stacey confirmed that there was data on housing and affordability. He also asked if there was data on congestion and economic loss. Ms. Bradway noted that there is not specific data that ties the two topics together. Ms. Stacey mentioned that the website allows you to overlay datasets to create meaningful maps and data analysis.
- Ms. DeConcini asked if the air quality data was gathered from the Oregon Department of Environmental Quality. Ms. Stacey confirmed that the data on air quality was gathered from the Oregon Department of Environment Quality.
- Ms. Echols asked if there was emerging data centered around food production and the impact on climate. She also asked if there was data on food insecurity. Ms. Stacey took note of Ms. Echols suggestions for additional data sets.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:00am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBURARY 20, 2020

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-----------------|--|---------------------|
| 2. | Public Testimony | 02/20/2020 | Public Testimony on I-5 Rose Quarter Improvement Project | 022020j-01 |
| 5.1 | Presentation | 02/20/2020 | I-5 Bridge Replacement Update | 022020j-03 |
| 5.2 | Presentation | 02/20/2020 | Regional Transportation Funding Measure Update | 022020j-04 |