



600 NE Grand Ave.  
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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
April 16, 2020  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Craig Dirksen  
Bob Stacey  
Tim Knapp  
Doug Kelsey  
Carley Francis  
Karylinn Echols  
Roy Rogers  
Jessica Vega Pederson  
Anne McEnery-Ogle  
Denny Doyle  
Paul Savas  
Nina DeConcini  
Curtis Robinhold  
Temple Lentz  
Chloe Eudaly

AFFILIATION

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

MEMBERS EXCUSED

Rian Windsheimer

AFFILIATION

Oregon Department of Transportation

ALTERNATES PRESENT

Mandy Putney  
Ty Stober  
Theresa Kohlhoff  
Jamie Kranz \*

AFFILIATION

Oregon Department of Transportation  
City of Vancouver  
City of Lake Oswego  
City of Troutdale, Cities of Multnomah County

OTHERS PRESENT: Aaron Deas, Alex Oreschak, Brad Miller, Brent Kinkade, Brett Morgan, Brian Monberg, Chris Fick, , Christina Deffebach, Cindy Pederson, Daniel Eisenbeis, Dave Roth, Eric Fruits, Eric Hesse, Erin Doyle, Glen Bolen, Heather Wills, Jaimie Huff, Jamie Stasny, Jean Senechal Biggs, Jeff Owen, Jennifer John, Jenny Xiong, John Goodhouse, Kari

Schlosshauer, Katherine Kelly, Mark Lear, Mark Clark, Mari Lo, Marshall Runkel, Matt Ransom, Mike Bezner, Mike Mason, Rebecca Kennedy, Shelley Richards, Tara O'Brien, Taylor Steenbloc, Trent Wilson

STAFF: Ally Holmqvist, Andy Shaw, Anne Buzzini, Anneliese Koehler, Chris Johnson, Eliot Rose, Gareth Prior, Grace Cho, Lisa Hunrichs, Malu Wilkinson, Michelle Belia, Monica Kruege, Patrick Dennis, Ramona Perrault, Ted Leybold, Tom Kloster, Tom Markgraf, Tyler Frisbee, Margi Bradway, Carrie MacLaren, Marlene Guzman and Nellie Papsdorf

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 8:00 am. She asked members to introduce themselves.

Chair Craddick thanked members for their patience and provided instructions on how to properly participate in the virtual meeting.

**2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

*There were none*

**3. UPDATES FROM THE CHAIR AND JPACT MEMBERS**

Chair Craddick announced that the 2021-24 MTIP was open for public review on April 17, 2020. She stated that community members and interested parties were able to submit comments between April 17 – May 18, 2020. Chair Craddick noted that Metro Council had a hearing on the 2021-24 MTIP on April 23<sup>rd</sup>.

**4. CONSENT AGENDA**

**MOTION:** Mayor Denny Doyle and Commissioner Roy Rogers seconded to adopt the consent agenda.

**ACTION:** With all in favor, motion passed.

## 5. INFORMATION AND ITEMS

### 5.1 Federal Affairs Update

Chair Craddick introduced Ms. Tyler Frisbee, Metro Transportation Policy and Federal Affairs Manager and Mr. Bernie Bottomly, TriMet Executive Director, to provide a federal affairs update.

*Key elements of the presentation included:*

Ms. Frisbee provided an update on the state of affairs in DC. She noted that Congress passed the CARES Act. She discussed the potential of disaster aid legislation. Ms. Frisbee explained that democrats discussed including infrastructure invests in a future stimulus bill, while republicans did not. She discussed the potential of an economic recovery bill in the next 3-6 months. Ms. Frisbee noted that Democrats are hoping to include aid for local and state government in a future economic recovery bill. Ms. Frisbee explained that investments in transportation and other infrastructure will potentially be included in a future economic recovery bill. She emphasized the importance of regional collaboration on the potential infrastructure package to ensure that congressional representatives are on the same page.

Mr. Bottomly discussed a strategy for leveraging federal investment from the potential infrastructure package. He emphasized the importance of being unified in how elected officials approach Oregon's congressional delegation. Mr. Bottomly noted that JPACT was the focal point for this unified approach. He noted that JPACT has historically had the authority in the federal process and it was important that JPACT communicate the interests of the region as a united group. Ms. Frisbee noted that if the region is not coordinated it runs the risk of ending up with no federal investments.

*Member discussion included:*

- Commissioner Roy Rogers asked Metro staff to elaborate on what projects JPACT members should prioritize when asking for federal money. Mr. Doug Kelsey added that the Southwest Corridor was the project with the potential largest greenhouse gas emissions reduction. Ms. Kelsey noted that TriMet and Metro staff would need to develop a cohesive message to advocate for projects such as the Southwest Corridor.

- Mayor Tim Knapp urged JPACT members to prioritize three projects included in the Transportation Measure, such as: the 205 in Clackamas County and the Rose Quarter. He also noted that JPACT members should prioritize the South West Corridor. Ms. Frisbee mentioned that Metro staff are strategically considering which projects would receive funding through the federal economy relief bill.
- Councilor Bob Stacey urged JPACT members to listen to Staff advice and to avoid separately approaching delegation on various projects.
- Commissioner Paul Savas seconded Mr. Bottomly's comments about developing a strategic approach to leveraging potential economic recovery bill funds. He noted that JPACT members and Metro staff had a responsibility to prioritize existing projects. Ms. Frisbee explained that in reality Metro staff are focused on prioritizing programs not projects. Commissioner Savas raised concerns about the Transportation Measure and noted that the idea it would likely pass was presumptive. He noted the risk of making the assumption that the ballot measure would pass, and that funding would be available as a result. Ms. Frisbee noted that Metro has always considered infrastructure funding as a strategy to tackle the recession.
- Commissioner Chloe Eudaly reinforced the priorities asserted by the Task Force, including advancing climate, equity and safety goals. She noted that critical safety improvements for pedestrians ensure job creation and major investments. Commissioner Eudaly noted that the City of Portland was ready to support shovel ready projects that advance climate, equity and safety.
- Mr. Kelsey asked about how JPACT members and Metro staff narrow projects. He noted that projects are going to be an important piece for job creation and long-term green-house gas reduction.
- Councilor Dirksen noted that JPACT members aimed to increase programmatic funding for transportation. He explained the importance of tackling the issue strategically by having a shared narrative and story to the congressional delegation.

## 5.2 Regional Congestion Pricing Study Update

Chair Craddick introduced Ms. Elizabeth Mros' Hara, Metro Investment Areas Project Manager, Shoshana Cohen, PBOT Office of the Director, Lucinda Broussard, ODOT Director of Toll Operations and Emma Sangor, from the City of Portland.

*Key elements of the presentation included:*

Ms. Mros-O'Hara provided an overview of the Regional Congestion Pricing Study. She noted that the study was a lead technical study in partnership with Portland and ODOT. She explained that congestion pricing is the use of a price mechanisms such as tolls and parking fees to alert driver of the external costs of their trip. Ms. Mros-O'Hara also explained that congestion pricing aimed to change traveler behavior by changing travel modes and encouraging carpooling.

Ms. Mros-O'Hara noted that multiple plans identified the need for congestion pricing including the 2010 Regional Transportation Plan (RTP), Climate Smart Strategy and the Transportation Systems Management and Operations (TSMO) Strategic Plan. She explained that the 2018 RTP and the Metro Council prioritized a new-term comprehensive review of congestion pricing.

Ms. Mros-O'Hara emphasized the goals of the Regional Congestion Pricing Study, specifically its efforts to understand how the Metro region could use congestion pricing to manage traffic demand and climate goals. She explained that the study assessed the performance of a congestion pricing tool from a regional perspective through modeling, research and analysis. She noted that the Transportation Policy Alternatives Committee (TPAC) reviewed the methodology for the study.

Ms. Mros-O'Hara explained that the study evaluated the technical feasibility and performance of four different pricing tools. She described several pricing tools including the cordon tool, which required vehicles to pay to enter in a congested area. She noted that the four congestion pricing scenarios were measured against the region's four priorities, including reducing disparities, congestion and prioritizing safety, climate goals. Ms. Mros-O'Hara noted the Regional Congestion Pricing Study findings informed discussions on how to implement congestions pricing and policy recommendation.

Ms. Mros-O'Hara noted that Metro was not going to implement the congestion tools.

She also explained the Metro hired Nelson/Nygaard, a consultant team with local and national equity expertise. Ms. Mros'-O'Hara also noted that the consultant firm provided off-model analysis tools and guided communications. She provided a brief overview of the project schedule and the coordination on other pricing efforts, including Portland's pricing options for equitable mobility and ODOT's I-5 and I-205 tolling projects.

Ms. Cohen provided an updated on the City of Portland's pricing options for equitable mobility. She noted that the project was guided by Council direction to center transportation justice and convene a community task force to explore how pricing strategies could be used to improve equitable mobility. Ms. Cohen described the inequity in the current system, including the fact that 31 percent of Black households do not have access to a vehicle.

Ms. Cohen explained how the City of Portland's Pricing Options for Equitable Mobility efforts are connected to the ODOT I-5 And I-205 Tolling Projects as well as the Metro Regional Congestion Pricing Study. She provided a timeline for the City of Portland's task force efforts to explore pricing option for equitable mobility.

Ms. Broussard, ODOT Director of Toll Operations, provided an update of the I-5 and I-205 tolling projects. She noted that goals of ODOT's tolling projects was to generate revenue and manage demand. Ms. Broussard discussed the importance of balancing congestion management and revenue generation.

Ms. Broussard explained revenue generation efforts for the I-5 and I-205 Toll Projects. She noted that the price of tolls and the times of day when tolls may be places was determined by the Oregon Transportation Commission during project development. Ms. Broussard specified that the Congestion Relief Fund would be spend on roadway projects, such as transit improvements along roadways and bicycle and pedestrian facilities.

Ms. Broussard shared the project timeline for the I-205 and I-5 projects and noted that ODOT was in the planning phase of the project. She noted that there were several opportunities for community engagement throughout the project timeline. She explained the decision-making process and the role of the Oregon Transportation Commission in determining toll rates. Ms. Broussard noted ODOT's efforts to engage local agencies and elected officials, including organizing neighborhood workshops, meeting and presentation at council meeting.

*Member discussion included:*

- Commissioner Paul Savas expressed concerns about the emphasis of the Congestion Pricing Study on Portland. Ms. Mros-O'Hara noted that the Congestion Pricing Study Metro was analyzing how one section of the system affects the region wide system. She explained that Metro is considering how different scenarios affects the region in different ways.
- Councilor Dirksen noted that the initiation of a state vehicles miles traveled (VMT) program was more long term than the current efforts to establish tolling and congestion pricing. He noted that if we failed to toll I-5 and I-205 concurrently the data would be skewed. Councilor Dirksen emphasized that regardless of the timeline for studying congestion tolling must happen concurrently.
- Commissioner Chloe Eudaly thanked the presenters for the update. She emphasized that the City of Portland wanted to see an outcomes-based decision for the Rose Quarter, including how congestion pricing can help to manage congestion on the I-5 corridor. Commissioner Eudaly noted that the City of Portland has consistently wanted a system wide analysis of I-5 and I-205. She noted that regional partners have an opportunity to develop a system that addresses climate and equity goals.
- Mayor Knapp raised concerns about the effects of congestions pricing on low income residents. He noted that people need to be able to go to work and explained that people of color tend to have longer commutes.

### **5.3 Resolution No. 5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying the Portland Metropolitan Areas is in Compliance with Federal Transportation Planning Requirements**

Chair Craddick introduced Mr. John Mermin, Metro Senior Transportation Planner, to present on Resolution No. 5086.

*Key elements of the presentation included:*

Mr. Mermin noted that the Unified Planning Work Program (UPWP) was an annual

federally required document that ensure efficient use of federal planning funds. He emphasized that the UPWP does not allocate funds or make funding decisions. Mr. Mermin explained that changes made to the UPWP since last year, including simplified narratives and a simplified summary budget table. He provided a summary of the revisions recommended by Transportation Policy Alternatives Committee (TPAC), including creating a separate narrative for the Travel Behavior survey. Ms. Mermin summarized the next steps for Resolution No. 5086.

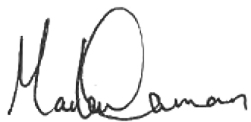
*Member discussion included:*

- Councilor Stacey asked a question about the Urban Reserves Transportation Study. He noted that in 2018 the Metro Council approved a package of four urban growth boundary projects, and he asked if the analysis was included in the UPWP or in a separate study. Commissioner Rogers noted the analysis was included in the UPWP. Councilor Stacey explained that he wanted to ensure there were clear routes within the urban reserves. Commissioner Rogers seconded Councilor Stacey's comments and noted that Washington County wanted to develop a transportation system that works.
- Councilor Craddick wanted to confirm whether Washington County was prioritizing investments in increasing transit access as infrastructure was being developed within the urban reserves. Commissioner Rogers noted that Washington County was looking in a multi-modal approach.

## 6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,



Marlene Guzman  
Recording Secretary



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 16, 2020**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.2	Presentation	4/16/20	Regional Congestion Pricing Study	041620j-01
5.3	Fact Sheet	4/16/20	2020-21 Unified Planning Work Program	041620j-02