



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

May 20, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Juan Carlos González
Christine Lewis
Jessica Vega Pederson
Nafisa Fai
Paul Savas
Jo Ann Hardesty
Travis Stovall
Steve Callaway
Kathy Hyzy
Rian Windsheimer
Sam Desue
Curtis Robinhold
Nina DeConcini
Carley Francis
Anne McEnery-Ogle
Temple Lentz

AFFILIATION

Metro Council
Metro Council
Metro Council
Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Port of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
City of Vancouver
Clark County

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Chris Ford
Chris Warner
Jamie Kranz
JC Vannatta
Jef Dalin
Scott Langer
Ty Stober

AFFILIATION

Oregon Department of Transportation
Portland Department of Transportation
Cities of Multnomah County
TriMet
Cities of Washinton County
Washington State Department of Transportation
City of Vancouver

OTHERS PRESENT: Allison Boyd, Bob Kellet, Brian Monberg, Dave Roth, Derek Bradley, Don Odermott, Erin Doyle, Gerk Kransky, Glen Bolen, Jamie Huff, Jamie Stasny, Jean Senechal Biggs, Jeff Gudman, Jeff Owen, Jennifer John, John Mermin, Kari Herinckx, Katherine Kelly, Kim McMillan, Kristin Hull, Mark Ottenad, Matt Ransom, Jules Walters, Mike Bezner, Rachel Dawson, Sarah Iannarone, Shoshana Cohen, Stephen Roberts

STAFF: Margi Bradway, Carrie MacLaren, Dan Kaempff, Tyler Frisbee, Kim Ellis, Elizabeth Mros-O'Hara, Kate Fagerholm, Ken Lobeck, Lake McTighe, Lisa Hunrichs, Ramona Perrault, Ted Leybold, Tom Kloster, Victor Sin, Connor Ayers, and Jaye Cromwell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:30 am.

Chair Craddick provided instructions on how to properly participate in the virtual meeting and called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

There were none.

3. UPDATES FROM THE CHAIR

Chair Craddick welcomed the newest JPACT member, Commissioner Nafisa Fai from Washinton County. She called on Councilor Juan Carlos Gonzalez to introduce Commissioner Fai to JPACT members.

Councilor Gonzalez welcomed Commissioner Fai and explained her experience and background in Washington County.

Chair Craddick informed members that a recording of the Congestion Pricing Study Expert Review Panel can be found at <https://www.oregonmetro.gov/regional-congestion-pricing-study>.

Chair Craddick asked Metro Staff Margi Bradway to read the names of those that have died in traffic accidents in Clackamas, Multnomah, and Washington Counties.

Ms. Bradway shared the names and ages of victims during the month of April:

Jamie Pallviny-Brown, 43, Anthony L. Tolliver, 30, Stephanie Chambers, 52, Blaise McGuire, 21, Joe Tavera, 23, Eddy M. Kolb, 23, Yotty, 57, Thomas, 58, Josue Sanabria, 21, Oliver Sevin Frazier-Savoy, 24, Thomas Barron, 33, Faustino Jurado, Stephen Kelsey Looser, 66, Gabriel Cook, 46, and Richard LeRoy Russel, 84.

Chair Craddick shared that member updates have been moved to the end of the meeting and that the chat function had been activated.

4. **CONSENT AGENDA**

MOTION: Commissioner Paul Savas moved to remove item 4.1 from the consent agenda for discussion and accept items 4.2 and 4.3. Mayor Anne McEnerny-Ogle seconded the motion.

ACTION: With all in favor, motion passed.

Commissioner Savas pointed out that Resolution No. 21-5156 contains text that implies that the current transportation system is already well balanced, despite major gaps in some areas.

Ms. Bradway thanked Commissioner Savas for his comment and agreed that the language could be read to infer that a well-balanced system already exists. She noted that the UPWP is federally mandated and on a deadline, which meant that delaying the resolution could mean missing the deadline.

Commissioner Savas brought attention to a later part of the document that explained the relationship between JPACT and the Metro Council which said that JPACT is the MPO board. He noted that this is not entirely clear earlier in the document and stated that he would not be able to support the document as it is currently written.

Mayor Steve Callaway asked if Commissioner Savas had any suggestions for changes. He suggested that new language could be approved today by the group and that way a federal deadline would not be missed.

Commissioner Savas suggested making clear the relationship between JPACT and the Metro Council on page 14 and page 65 and to make clear that a well-balanced regional transportation system is the goal, not the current reality.

Ms. Bradway agreed to add clarification to the UPWP.

MOTION: Commissioner Savas moved to approve item 4.1 with the recommended changes. Commissioner Jo Ann Hardesty seconded.

ACTION: With all in favor, motion passed.

5. **INFORMATION AND DISCUSSION ITEMS**

5.1 JPACT Federal Policy Discussion

Chair Craddick introduced Metro Staff Tyler Frisbee to present on the JPACT federal policy.

Key elements of the presentation included:

Ms. Frisbee began by going over what is known about the federal landscape in terms of transportation. She noted that the Portland region has a long history of working together which gives the region a strong start. She explained why a federal policy agenda makes the region stronger and gets it more resources. She went over the JPACT policy principles which started with robustly funding multimodal transportation projects and transportation planning. She noted that in this agenda there is a decreased focus on a gas tax, reflecting a decreased interest in it at the federal level. The second policy principle is to use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency and functionality of our transportation system. The third policy principle is to ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy. The fourth principle is to invest locally and support local engagement, direction, and planning of the transportation system. The fifth principle is to improve transit access and impact, and help build more transit projects across the country. She concluded by going over the next steps which included JPACT approval, congressional action, and congressional JPACT briefings.

Member discussion included:

Commissioner Jo Ann Hardesty discussed the use of “people of color” in the document and how it can result in overlooking Black/Indigenous people. She suggested using terms like Black, Indigenous, and Latinx instead. She also expressed a desire to see stronger language around funding for apprenticeship and workforce training.

Ms. Frisbee thanked Commissioner Hardesty and agreed to work with Metro staff to strengthen the language of the document.

Commissioner Savas expressed appreciation for staff work done on the document. He

expressed a desire for including language about creating a balanced regional transportation system in the federal policy document.

Ms. Frisbee noted that they do speak about the need for a robust system, but could add language about striving for a more balanced system.

Commissioner Savas emphasized focusing on suburban areas and increasing ridership in those areas.

Councilor Kathy Hyzy asked for stronger language around dealing with greenhouse gas emissions. She also expressed concern for encouraging people to forgo their cars and emphasized that the job of elected officials is to support the systems that make it easy for people to forgo driving.

Mayor Travis Stovall expressed support for the policy. He discussed how the words equity and inclusion need to be executed. He noted that his area is extremely diverse but also disproportionately poor. He emphasized the need for investment in a complete system in areas that have been historically underfunded.

Mayor Callaway asked if there are new ideas to generate funding that could be included in the policy. He suggested including more measurements for pollution caused by vehicles. He asked for clarification on what is meant by racial justice analysis on tolling and pricing in the national freight highway system.

Ms. Frisbee agreed to follow up with Mayor Callaway and questions in the chat after the meeting due to time.

Chair Craddick clarified that while they would not be taking a formal vote today, she wanted to check in on how members generally feel about the proposed policy priorities. Rian Windsheimer stated in the chat he would abstain from expressing an opinion on the policy objectives so that it does not appear that ODOT is prioritizing the policy views of one MPO area over others. Other members expressed support for the policy priorities with included feedback.

5.2 RFFA 2025-27 Program Direction – Discussion

Chair Craddick introduced Metro Staff Daniel Kaempff to present on the RFFA process.

Key elements of the presentation included:

Mr. Kaempff explained that he would be briefing members on updates to the RFFA program direction and asking for input from JPACT members. He gave an overview of the year and a half long process timeline. He explained that the program direction is a statement of intent to target regional funds to achieve regional priorities. During the first of three RFFA workshops, the team solicited feedback from staff, officials, and community members on how the funds should be used. The Transportation Policy Alternatives Committee (TPAC) supported eliminating the predetermined split of funds between freight (25%) and active transportation (75%). He explained that the Regional Transportation Plan (RTP) gives no prioritization between safety, equity, climate, and congestion. One piece of feedback that was heard was demonstrating the economic value of projects that focus on RTP priorities when selecting projects. He discussed how TriMet recommended enhanced transit corridors (Better Bus) in Step 2. He concluded by reviewing the next steps of bringing a draft Program Direction to TPAC for recommendation, presenting the TPAC recommendation at the July JPACT meeting, and having the Metro Council adopt in in July or August.

Member discussion included:

Chair Craddick announced that due to time, agenda item 5.3 would be moved to the next JPACT meeting to allow for a full discussion of both topics.

Commissioner Savas referred to TriMet's recommendation and noted that while he recognizes the need for safety improvements in areas, there is also a need for investment in areas that lack transportation in the first place.

Mr. Windsheimer noted that safety concerns are important and even with additional ODOT funding there is not enough. He expressed a desire for a set aside to improve safety in the region.

Mr. Kaempff noted that safety is an RTP priority. He stated that if the desire is there, money could be set aside for safety.

Councilor Hyzy shared that at C4 there was some support for including consideration of economic benefit when looking at projects. She noted that this is one of the few funds for active transportation projects and expressed concern that focusing economic impact could unduly favor freight projects. She also discussed how there needs to be more investment in the region's active transportation system.

Commissioner Hardesty agreed with Councilor Hyzy and expressed concern that TriMet may not have the same safety priorities as the City of Portland. She cautioned being careful about what kind of safety improvements are funded.

Director Sam Desue assured Commissioner Hardesty that TriMet would be on the same page as the City of Portland when it comes to safety and that he would reach out to her.

Mr. Kaempff discussed how Mr. Windsheimer's suggestion could be discussed at TPAC.

Councilor Lewis noted that time constraints have resulted in agenda items being cut short or pushed back. She discussed the possibility of extending the JPACT meetings to two hours long.

Chair Craddick agreed and pointed out that JPACT has federal deadlines that it is obligated to meet.

Ms. Bradway suggested sending out a survey to members on their preference for extending the meeting time.

6. UPDATES FROM JPACT MEMBERS

Commissioner Savas shared that Clackamas County had recently approved its Transit Development Plan which identified areas that are underserved in transit. He urged the group to focus more on areas without transit. He suggested a region wide level of service study transit gaps in the region. He noted that increasing transit could help the region attain climate goals.

Mr. Windsheimer noted that the Oregon Transportation Commission had approved \$10 million for improving safety statewide.

7. AJOURN

Chair Craddick adjourned the meeting at 8:54 am.

Respectfully Submitted,

Connor Ayers

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 20, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	05/20/21	April Traffic Fatalities	052021j-01
5.1	Presentation	05/20/21	JPACT Federal Policy Presentation	052021j-02
5.2	Presentation	05/20/21	RFFA 2025-27 Presentation	052021j-03

