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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
November 18 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 McEnerny-Ogle

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

MEMBERS EXCUSED

Temple Lentz

AFFILIATION

Clark County

ALTERNATES PRESENT

Chris Ford
Emerald Bogue
JC Vannatta
Jef Dalin

AFFILIATION

Oregon Department of Transportation
Port of Portland
TriMet
Cities of Washington County

OTHERS PRESENT: Adriana Antelo, Allison Boyd, Art Pearce, Bob Kellet, Brenda Bartlett, Brett M, Brian Monberg, Chris Deffebach, Chris Fick, Chris Smith, Chris Warner, Cody Field, Dave Roth, Don Odermott, Derek Bradley, Douglass Allen, Dwight Brashear, Eric Hesse, Erin Doyle, Frank Green, Glen Bolen, Grace Cho, Greg Johnson, Jaime Lorenzini, Jeff Gudman, Jessica Engelmann, John Mermin, Johnell Bell, Jonathan Maus, Kari Schlosshauer, Katherine Kelly, Kim McMillan, Mara Krinke, Mark Gamba,

Mark Lear, Mark Ottenad, Mary Baumgardner, Mary Nolan, Matt Ransom, Matthew Hampton, Meghan Hodges, Mike Bezner, Mike Mason, Monica Tellez-Fowler, Omar Jaff, Rachel Monahan, Ray Mabey, Rodger Geller, Ryan Packer, Sarah Iannarone, Shoshana Cohen, Steve W, Thomas Craig, Tom Markgraf, Rachael Tupica, Will Farley, and Zach Lindahl

STAFF: Ted Leybold, Andre Bealer, Andy Shaw, Anne Buzzini, Anneliese Koehler, Caleb Winter, Dan Kaempff, Ina Zucker, Ken Lobeck, Kim Ellis, Lisa Hunrichs, Malu Wilkinson, Michelle Bellia, Nick Christensen, Stellan Roberts, Tom Kloster, Ramona Perrault, Victor Sin, Margi Bradway, Carrie MacLaren, Connor Ayers, and Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick (she/her) 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

Councilor Mary Nolan (they/them) spoke on the history of the land surrounding the I-5 Bridge. They advocated for making the bridge seismically resilient while focusing on climate, equity, congestion relief, and transit during its planning and design. They urged planners to commit to reducing greenhouse gas emissions to no more than 55% of the 1990 levels. They also advocated for those in the lowest quartile of income to pay less of their income in congestion pricing.

Chris Smith (he/him) agreed with Councilor Nolan's remarks and advocated for vehicle electrification. He urged members to not approve the MTIP amendment and instead table it until further study on congestion relief can be done.

Brett M. (he/him) agreed with the previous comments and brought attention to a letter from Metro Council President Lynn Peterson (she/her) and Commissioner Jo Ann Hardesty (she/her) that had design considerations that he suggested including.

Sarah Iannarone (she/her) advocated for making sure that demand management is in place with the project and recommended tabling the MTIP amendment until more is known. She discussed the need to address GHG reduction, VMT reductions, and equity concerns.

3. UPDATES FROM THE CHAIR

Chair Craddick noted that on Monday President Biden signed the Infrastructure Investment and Jobs Act into law. She introduced Metro Staff Tyler Frisbee (she/her) to give a brief overview of the legislation.

Tyler gave a summary of relevant aspects of the bill. She noted that there will now be an extra \$110 billion of funding for transportation projects.

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

Margi shared the names and ages of victims during the month of October:

Collin Francis Page, 18, Ruby L. Allen, 66, Lisa Marie Lawson, 68, Mary Louise Ring, 60, Ryan J. Dickenson, 34, David Randy Lee, 65, Steven Eric Dunn, 52, Dana Evans, 38, Tai David Ung, 29, and two unidentified persons.

Rian Windsheimer discussed an event happening in the region that is calling attention to roadside worker safety. He shared a press release in the chat: <https://content.govdelivery.com/accounts/ORDOT/bulletins/2fcdf02>

4. CONSENT AGENDA

MOTION: Commissioner Hardesty moved to approve the consent agenda. Mayor Anne McEnerny-Ogle (she/her) seconded the motion.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 Resolution No. 21-5217, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Add the Preliminary Engineering Phase and Partial Funding of \$71 Million Dollars for ODOT and WSDOT's Interstate 5 – Interstate Bridge Replacement Project (NV22-02-NOV2)

Chair Craddick introduced Metro Staff Ted Leybold (he/him) and IBR Staff Greg Johnson (he/him) to give an overview of the item.

Key elements of the presentation included:

Ted gave a brief overview of what the resolution will accomplish.

Greg shared the project timeline and where the program currently is on it. He emphasized that there will be many opportunities to weigh in on decisions. He discussed what work will be funded by the amendment. He gave an overview of public engagement opportunities and what the IBR team is doing to engage with the public and community based organizations.

Member discussion included:

Councilor Kathy Hyzy (she/her) asked for clarification on what commitments the IBR project will make regarding climate and equity.

Greg discussed how partner agencies are imbedded in the team to insure that the right questions are being asked regarding climate and equity. He noted that one question they are looking at from Metro and the City of Portland is in regards to the number of lanes on the bridge. He spoke to the climate and equity frameworks that guide how information is integrated into the project from the beginning.

Councilor Juan Carlos Gonzalez (he/him) emphasized the need for a new bridge that is done right. He requested confirmation that there has been no definitive decision on project design and that the project will analyze alternatives including congestion pricing, induced demand, high capacity transit, and greenhouse gas reduction.

Greg confirmed that they are looking at the demand issue in the corridor and combining the transit system with congestion pricing. They will also look at land use optimization and creating multi-modal options for the corridor. He also confirmed that there is no set design, though there are options that are available to the public.

Councilor Christine Lewis (she/her) expressed appreciation for the team laying out what the Preliminary Engineering phase will accomplish in plain language. She discussed how she hopes that in the future there will continue to be an iterative process between ODOT and local jurisdictions.

Greg discussed the process that they are conducting, which includes running scenarios and engaging with communities affected by the project. They are looking to uncover and provide as much information as possible on what the bridge could be so that they can build trust with communities. He emphasized that they are trying to be as transparent as possible.

Commissioner Hardesty asked for clarification on whether approving this amendment lead to determining whether there is a viable option for replacing the bridge. She asked if there will be multiple options presented to stakeholders. She emphasized the need to see issues like a multi-modal option reflected in potential designs.

Greg confirmed that getting a viable option is the point of the amendment, though it will not be the end of the process.

Commissioner Paul Savas (he/him) commented that he would like to see more effort to look at vehicle electrification. He discussed the need to make sure that there is capacity for the region as it grows and transitions to alternatively fueled vehicles, especially with having enough hydrogen and electric fueling stations.

Greg noted that the team is looking at likely conditions for the future.

Commissioner Jessica Vega Pederson (she/her) expressed appreciation for the team looking at climate and equity in the project. She noted that JPACT will take more votes on the project in the future. She expressed concern for impacts of diversion on the I-205 Bridge due to congestion pricing.

Greg noted that one of the priorities of the project is to make the area safer and reduce traffic accidents.

In the chat Mayor Steve Callaway (he/him) requested that the IBR team return to provide updates during the preliminary engineering phase.

Mayor McEnery-Ogle expressed support for the project because of how crucial it is to the region.

MOTION: Mayor McEnery-Ogle moved to approve Resolution No. 21-5217, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Add the Preliminary Engineering Phase and Partial Funding of \$71 Million Dollars for ODOT and WSDOT's Interstate 5 – Interstate Bridge Replacement Project (NV22-02-NOV2). Commissioner Hardesty seconded.

ACTION: With all in favor, the motion passed.

Councilor Hyzy agreed with Commissioner Pederson's comments and requested that

the project revisit JPACT when it is at 30% design.

5.2 Resolution No. 21-5220, For the Purpose of Adopting the 2021 Regional Transportation System Management and Operations Strategy Replacing the 2010 Regional 2010-2020 Transportation Systems Management and Operations Action Plan

Chair Craddick explained what the Transportation Systems Management and Operations Action Plan (TSMO) does and introduced Metro Staff Caleb Winter (he/him) ODOT Staff Kate Freitag (she/her) and Scott Turnoy (he/him), and Fehr & Peers Staff Chris Grgich (he/him).

Key elements of the presentation included:

Caleb explained that following the adoption the 2018 Regional Transportation Plan (RTP) community priorities were set as safety, equity, climate, and congestion management. He gave an overview of what TSMO is and how it would implement RTP goals.

Chris discussed how TSMO has changed over 10 years and what goals are new. He shared TSMO's equity tree, which is used to address the barriers experienced by people of color. He went through the TSMO planning process from vision to action.

Kate discussed how the Stakeholder Advisory Committee led the TSMO strategy update. She thanked participants and reviewed engagement that had been done from 2019 to 2021.

Caleb shared TSMO vision statements that were developed after engaging with stakeholders. The six goals are keep everyone free from harm, collaborate and partner regionally, ensure reliable travel choices, eliminate disparities, prepare for change, and connect travel choices. He reviewed the TSMO Action overview, which included planning, listening & accountability, data needs, and infrastructure. He shared public comments they had received and responses.

Member discussion included:

Councilor Hyzy requested that the slides be sent out to JPACT members.

MOTION: Commissioner Pederson moved to approve Resolution No. 21-5220, For the Purpose of Adopting the 2021 Regional Transportation System Management and

Operations Strategy Replacing the 2010 Regional 2010-2020 Transportation Systems Management and Operations Action Plan. Commissioner Hardesty Seconded.

ACTION: With all in favor, the motion passed.

5.3 Resolution No. 21-5209, For the Purpose of Providing Concurrence to ODOT to Seek Direct Allocation of Federal Transportation Funding Under the Revenue Loss Provision of the Coronavirus Response and Relief Supplemental Appropriation Act (CRSSA) and Direct to Transportation Uses in the Metro Area

Chair Craddick noted that the CRSSA act provides relief funding due to the pandemic and introduced Metro Staff Margi Bradway (she/her) and Ted Leybold (he/him) to present.

Key elements of the presentation included:

Ted reviewed previous COVID-19 relief funding passed by the federal government and gave an overview of the CRSSA act, which appropriated \$12.16 million to Metro. He noted that the act allows states to declare a loss of revenue in order to receive funds. The resolution today allows the state to pursue these funds by concurring with the state and ODOT on the loss of revenue.

Margi shared losses that incurred by Metro in and what programs had to be cut or eliminated over the last two years. She noted that Metro is both the Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) for the region. She reviewed the 2018 RTP priority areas of equity, climate, safety, and congestion which would help guide where funds are invested. She shared goals for the proposed allocation and proposals for the uses of the funds. She discussed the Better Bus Program, which a large amount of the funds would go towards. She explained how JPACT will continue to be involved in the program. CRSSA funds would allow Metro to leverage and invest in project development and corridor planning. She shared a list of specific projects proposed to receive project development funds and next steps.

Member discussion included:

Commissioner Hardesty asked for clarification on the acronym UPWP, which Margi explained stands for “Unified Planning Work Program”. It identifies how federal funds are spent on planning in the region.

Mayor Callaway noted that cities did not receive federal funds for transportation despite incurring similar losses. He expressed concern that cities in Washington County had not been made aware of the funds until recently and that there was a lack of transparency.

Margi acknowledged that everyone had experienced losses and that COVID-19 relief funding is complicated. She noted that three months ago this item was brought to the Metro Council and she had spoken with staff from the City of Hillsboro about the funding. She explained that Metro could not make direct allocations to cities or counties. The resolution had passed through TPAC with a lot of support.

Mayor Callaway thanked Margi for her comments and acknowledged that it is difficult to reach all the cities and counties, but that he would have liked to be informed about the funds before the item came to the Metro Council.

Councilor Hyzy thanked Margi for being open to adding the Sunrise Corridor project to the list of potential projects to receive funds.

MOTION: Commissioner Hardesty moved to approve Resolution No. 21-5209, For the Purpose of Providing Concurrence to ODOT to Seek Direct Allocation of Federal Transportation Funding Under the Revenue Loss Provision of the Coronavirus Response and Relief Supplemental Appropriation Act (CRSSA) and Direct to Transportation Uses in the Metro Area. Commissioner Pederson seconded.

ACTION: Mayor Callaway opposed. With all others in favor, the motion passed.

6. **UPDATES FROM JPACT MEMBERS**

There were none.

7. **ADJOURN**

Chair Craddick adjourned the meeting at 9:20 am.

Respectfully Submitted,

Connor Ayers

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 18, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	11/18/21	Testimony from Chris Smith	111821j-01
2.0	Testimony	11/18/21	Testimony from Commissioner Susheela Jayapal	111821j-02
2.0	Testimony	11/18/21	Testimony from Doug Allen	111821j-03
2.0	Testimony	11/18/21	Testimony from Brad Perkins	111821j-04
3.0	Presentation	11/18/21	October Traffic Fatalities	111821j-05
3.0	Memo	11/18/21	2022 JPACT Meeting Dates Memo	111821j-06
5.1	Presentation	11/18/21	I-5 Bridge Replacement Presentation	111821j-07
5.2	Presentation	11/18/21	TSMO Presentation	111821j-08
5.3	Presentation	11/18/21	CRSSA funds Presentation	111821j-09

