



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
February 17, 2022  
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  
Steve Callaway  
Kathy Hyzy  
Rian Windsheimer  
Sam Desue  
Curtis Robinhold  
Nina DeConcini  
Temple Lentz  
Carley Francis

AFFILIATION

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

MEMBERS EXCUSED

Travis Stovall  
Anne McEnery-Ogle

AFFILIATION

Cities of Multnomah County  
City of Vancouver

ALTERNATES PRESENT

Brendan Finn  
Chris Ford  
Emerald Bogue  
JC Vannatta  
Jef Dalin  
Ty Stober  
Michael Orman

AFFILIATION

Oregon Department of Transportation  
Oregon Department of Transportation  
Port of Portland  
TriMet  
Cities of Washington County  
City of Vancouver  
Oregon Department of Environmental Quality

OTHERS PRESENT: Adriana Antelo, Allison Boyd, Ally Holmqvist, Amy Ruiz, Aurora Jackson, Brenda Bartlett, Brett Sherman, Brooke Jordan, Carrie Leonard, Chris Deffebach, Chris Fick, Chris Smith, Cindy Pederson, Cody Field, Dan Mahr, Dave Roth, Della Mosier, Derek Bradley, Don Odermott, Duncan Hwang, Dwight Brashear, Eric Hesse, Everett Wild, Gerik Kransky, Glen Bolen, Jamie Lorenzini, Jamie Snook, Jamie Stasny, Jay Higgins, Jean Senechal Biggs, Jeff Gudman, Joe Buck, John Charles, John Williams, Jonathan Maus, Julie Hajduk, Karen Buehrig, Katherine Kelly, Kelly Brooks, Mandy Putney, Mark Gamba, Mark Lear, Mary Baumgardner, Mary Nolan, Matt Bihn, Matt Ransom, Mike Bezner, Monica Tellez-Fowler, Nathan Clark, Pamplin Media Group, Rachel Dawson, Rachel Dawson, Roger Alfred, Sarrah Iannarone, Scott Langer, Sean Philbrook, Sherilyn Lombos, Shoshana Cohen, Stephen Roberts, Tara O'Brian, Taylor Steenblock, Terry Kearns, Tia Williams, Tom Ellis, Tom Markgraf, Trent Wilson, Trevor Sleeman, Valerie Pratt, Will Farley.

STAFF: Alex Oreschak, Andy Shaw, Anne Buzzini, Anneliese Koehler, Craig Beebe, Dan Kaempff, Eliot Rose, Gareth Prior, Jef Dalin, John Mermin, Lisa Hunrichs, Malu Wilkinson, Michelle Bellia, Molly Conney-Mesker, Ramona Perrault, Ted Leybold, Tom Kloster, Tyler Frisbee, Victor Sin, Margi Bradway, Carrie MacLaren, Stellan Roberts, 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 declared a quorum and called the role.

**2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Sara Wright with Oregon Environmental Council provided testimony. They requested that members of JPACT treat the transportation system of the Metro area as a system so what is done to one part of the region affects everyone. Sara explained that the Regional Pricing Mobility Project and the I-205 Tolling Project must be consolidated and coordinated.

Chris Smith (he/him) of No More Freeways provided testimony. He began by supporting Sara's remarks in their entirety. Chris then responded a letter from the Oregon Transportation Commission. He expressed that funds are available for the Abernethy Bridge project so he views the letter as gamesmanship and hopes that JPACT will reject this.

### 3. UPDATES FROM THE CHAIR

There was none.

### 4. CONSENT AGENDA

**MOTION:** Commissioner Jo Ann Hardesty (she/her) moved to approve the consent agenda. Mayor Travis Stovall (he/him) seconded the motion.

Mayor Pro Tem Ty Stober (he/him) suggested a clarification to the January 20, 2022 JPACT Minutes. He clarified that comments made by Mayor Anne McEnerny-Ogle (she/her) were more specific than what was depicted in the minutes and requested that further clarification be added to the minutes to explain that Mayor McEnerny-Ogle was clarifying that the Regional Mobility Pricing project starts at the end of the bridge influence area due to a discrepancy in the materials distributed.

**MOTION:** Curtis Robinhold (he/him) moved to accept Mayor Pro Tem Stober's clarification to the January 20, 2022 JPACT Minutes. Commissioner Hardesty seconded the motion.

**ACTION:** With all in favor, the clarification and consent agenda passed.

### 5. INFORMATION/DISCUSSION ITEMS

#### 5.1 FTA Discretionary Funds Letter

Chair Craddick introduced Metro Staff Tyler Frisbee (she/her) to present.

*Key elements of the presentation included:*

Tyler explained transportation investments that came from the Infrastructure Investments and Jobs Act (IIJA) and outlined the regional priorities letter. Later, Tyler noted requests for small changes to the Discretionary Funds Letter brought forward by Commissioner Paul Savas (he/him) and the City of Wilsonville and explained that these will be made. Commissioner Savas' amendment was to change the word "underused" to "underdeveloped" and the City of Wilsonville suggested consistency with the spelling of the word buses.

Tom Markgraf highlighted regional federalized projects and next steps.

*Member discussion included:*

Commissioner Savas thanked Staff for recognizing the amendments made and is ready to make a motion or second the motion to approve the FTA Discretionary Funds Letter.

Mayor Pro Tem Stober voiced support for Commissioner Savas' amendment.

Ryan Windsheimer (he/him) voiced support for the letter and reminded folks of the range of transit options that connect to and through the region that are not as clear in the letter. He requested that JPACT discuss funding options for these other transit options in the region as grant opportunities arise.

Commissioner Hardesty expressed pleasure with the growing consensus around investing in transit in some of the most important and dangerous areas in the region, specifically noting 82<sup>nd</sup> and TV Highway. She explained that she is encouraged by the Oregon Transportation Commission's Great Streets Program and appreciated the regional priorities that are on the list.

Carley Francis (she/her) discussed opportunities for JPACT and other bodies to think more regionally.

Tyler responded to Carley by expressing interest in improving the region's relationship with Representative Jaime Lynn Herrera Beutler which could help progress a more regional approach.

Metro Staff Margi Bradway (she/her) also responded to Carly and highlighted that there could be opportunities to align Metro's Regional Transportation Plan (RTP) with Vancouver's Regional Transportation Committee (RTC).

Tom responded to Margi by highlighting the regionalism that is being shown at JPACT agreed that there is room for improvement.

Tyler addressed Ryan Windsheimer's earlier comments by explaining that the FTA Discretionary Funds Letter is specifically for projects within the regional boundary for which we intend to seek FTA Discretionary Funds.

Chair Craddick confirmed that JPACT supports this letter and thanked staff.

## **5.2 Emerging Transportation Trends**

Chair Craddick introduced Metro Staff Eliot Rose (he/him) and Margi Bradway and Briana

Calhoun with Fehr & Peers to present.

*Key elements of the presentation included:*

Margi introduced the presentation and explained why Metro is working on this study.

Eliot explained the study's purpose, timeline and summarized emerging trends and equity.

Briana Calhoun presented the following charts that look at past data and predict future data: transit service and ridership, telework rates in Oregon, national ecommerce sales, percent of Oregon vehicles that are EVs, and Metro Region Strava bike trips. Briana highlighted qualitative data that was analyzed, this included fatal crash rates, personal safety and agency funding. She summarized the impacts on regional goals.

Eliot summarized key findings and next steps, and presented a few discussion questions to JPACT.

*Member discussion included:*

Commissioner Savas showed concern over some of the transit findings that seemed to infer that getting back to previous levels of ridership will be sufficient. He explained that for transit to become a true alternative to driving there needs to be more service and different types of service.

Mayor Stovall agreed with Commissioner Savas and explained that transit modal share must be increased. Mayor Stovall stressed the importance of the connection between the utilization of transit and equity and the importance of transit investment.

Mayor Steve Callaway (he/him) asked if there is any data on the length of commute with e-bikes. He then emphasized that low income people move farther away from city centers until they can find an affordable place to live.

Commissioner Hardesty stressed that all BIPOC communities are not the same and asked how intentional staff will be in finding out what community needs are. She expressed concern over the notion that electric vehicles will solve all transit emission problems due to the lack of equitable access to electric vehicles. Commissioner Hardesty discussed that equity, safety, climate, and mobility of goods and people must be the region's transportation priority.

In the chat, Commissioner Nafisa Fai (she/her) supported Commissioner Hardesty's

comments.

Councilor Christine Lewis (she/her) expressed hope that as the RTP is developed that granularity can be found between the delivery service options that are available in the urban core versus those at the outer edges of the regions.

Mayor Pro Tem Stober asked if self-driving vehicles and transportation on demand will be investigated or discussed further in the future.

Councilor Juan Carlos Gonzalez (he/him) highlighted the opportunity that the 2023 RTP presents and showed appreciation for the general agreement across JPACT.

Eliot expressed appreciation for the questions they received and explained that the current RTP assumes that the region will have roughly 60% more transit service than there was in 2015.

### **5.3 Values and Outcomes for the 2023 Regional Transportation Plan**

Chair Craddick introduced the presentation and Metro Staff Kim Ellis (she/her) to present to JPACT.

#### *Key elements of the presentation included:*

Kim explained today's purpose, what the RTP is, the partner and public engagement that has been done since October, and the 2018 RTP vision statement, priorities and goals. She discussed information that was received from Metro Council, JPACT, MPAC, MTAC, TPAC, stakeholder interviews, and community members. Kim summarized the updated timeline for the 2023 RTP Update, recommended engagement strategies, and the values, outcomes and actions for the 2023 RTP.

#### *Member discussion included:*

Commissioner Savas expressed appreciation for the value of being more explicit about providing access and support for jobs, freight, and commerce that was mentioned in the presentation, but showed concern that this value was not clearly stated in the materials distributed. He expressed the need of a transportation system that works for everyone.

Councilor Kathy Hyzy (she/her) expressed appreciation for the five goals presented and for racial equity being listed at the top of the RTP values. She also showed appreciation for the call-outs for multimodal transportation and the breakdown between outcomes and actions.

Commissioner Hardesty agreed with Councilor Hyzy's statements. She applauded staff for centering race in the RTP. Commissioner Hardesty reminded JPACT that tens of thousands of people in the region lost everything during the COVID pandemic and have not recovered. She went on to share that the proposed values and desired outcomes are well aligned with the goals of the City of Portland and with what she hears from community members.

Mayor Jef Dalin (he/him) explained that in his community most families experience a longer than average commute time and a lower than average income and most households are multi-family or multi-generational. Mayor Dalin stressed that a transit system that takes four times longer than driving is not a viable or equitable system. He highlighted that his community does not have the same transit opportunities that are available in Portland. Mayor Dalin explained that these are real issues that communities face and that the outer edges of the region are suffering very differently than other areas. He concluded by stating that he hopes that JPACT can hear from community members in their communities to discuss the problems that are being faced.

In the chat Commissioner Fai expressed that resiliency, economic/growth support and prioritizing improving connectivity to support mobility are missing in the values and outcomes for the 2023 RTP.

In the chat Commissioner Savas agreed with Mayor Dalin's comments and added that the region needs to a multimodal approach to transit.

Sam Desue (he/him) put the following information in the chat: "TriMet will be working closely with Metro and partners on how to grow transit ridership and how assumptions about future ridership will inform the RTP update. The Forward Together comprehensive service analysis will be looking into how to support existing riders and possibly restructure service. This RTP update provides an opportunity for us to more clearly articulate how the transition to a zero emissions transit fleet and transit investments will help us meet climate goals and reduce SOV (single occupancy vehicle) trips."

Mayor Pro Tem Stober spoke on the opportunity for the RTP to look at land use patterns to allow everyone to be able to live in a smaller area and still have their core needs met.

Margi explained that JPACT workshops are being explored to work on the RTP.

Metro attorney Carrie MacLaren (she/her) addressed the provisions for alternates in the JPACT bylaws.

## 5.4 I-205 Tolling Discussion

Chair Craddick introduced ODOT Staff Mandy Putney (she/her), Brendan Finn (he/him), and Della Mosier (she/her) to present.

*Key elements of the presentation included:*

Brendan introduced the presentation.

Della contextualized how the I-205 program fits within the Urban Mobility Strategy.

Mandy shared a brief video that explained how tolls will affect traffic. Mandy then explained that the language in House Bill 3055 is a great starting point for ODOT commitments for this project and asked for specific feedback for ODOT staff.

*Member discussion included:*

Chair Craddick asked JPACT members what issues they want TPAC to address regarding the amendment of the 2018 RTP to include the preliminary engineering phase of the I-205 Toll Project.

Verbally and in the chat, Commissioner Savas requested that updates be made to the RTP, MTIP, and ODOT's commitments to address the following:

- Establish a formal structure for the impacted local jurisdictions to identify and prioritize mitigation projects, monitor performance, and make ongoing investment decisions.
- Develop a plan to ensure consistency between I-205 and the RMPP, and do not begin tolling on I-205 until FHWA has approved the RMPP.
- Ensure that Phase 1A of the I-205 Capital Project remains on the current construction schedule.
- Reduce the scope of the MTIP Amendment to include only the NEPA process (\$20 million dollars) and not preliminary engineering of the gantries (\$7 million dollars). ODOT should return to JPACT with a request for the PE amendment.
- Provide Financial Transparency – we need to understand the intent behind the RMPP and how I-205 fits into the long-term plan for congestion pricing in the region, the financial path to funding diversion solutions and improvements to local roads, and how alternatives can be funded – especially transit.

Councilor Hyzy requested clear language stating commitment from ODOT to analyzing 2027 data on impacts and rerouting in local communities and express how ODOT will work



with local communities to address these impacts be included in the amendment.

Commissioner Hardesty explained that the region has an opportunity to design this tolling to reduce carbon emissions, advance equity, and use resources and roadways as efficiently as possible. She expressed that she would like more information about what ODOT's specific commitments are and how they can be held accountable for these commitments and showed concern for the lack of a real plan for diversion mitigation.

Commissioner Fai explained that she wants to see a wholistic toll program that aligns policy and implementation for both the Regional Mobility Pricing Project (RMPP) and the I-205 Tolling Project. She highlighted that there is a need for diversion needs to be addressed in both the short term and the long term, stressed that local communities need to be engaged and that funding for travel options must be available.

Mayor Dalin expressed that communities are already suffering from the effects of diversion and stressed the importance of appropriate income levels for waivers to tolling.

Commissioner Jessica Vega Pederson (she/her) requested more details on the financing of the project and the allowed uses of tolling dollars. She asked for clarity on the implications of IJA dollars and pricing if the project does not move forward at this time.

Mayor Pro Tem Stober voiced support for Commissioner Savas' comments.

Councilor Lewis voiced support for her colleagues' comments especially those made by Commissioner Savas and Councilor Hyzy and asked what future actions will be necessary at JPACT.

Councilor Gonzalez stressed the importance of having a plan for addressing the cost-burdened that this will have on low income folks.

Mayor Dalin expressed that JPACT must have time to review ODOT's specific plans in regards to diversion.

Michael Orman (he/him) put the following comment in the chat: "DEQ appreciates our ongoing coordination with ODOT on their estimations of air quality impacts from the I-205 project in their Environmental Assessment and we will continue to collaborate as they assess options to reduce burden and evaluate potential impacts from diversion as referenced in their Policy and Project Commitments. We also look forward to our ongoing collaboration with all regional partners through JPACT related to this project, and others as DEQ works to reduce air quality impacts, especially for overburdened communities, and greenhouse gas emissions from the transportation sector".

Della emphasized that the amendment being discussed is to allow ODOT to continue to pay consultants and work with modelers to dive in and try to answer a number of the questions being asked today and stressed that ODOT wants to create a toll program that works for Oregonians.

Mandy explained that there are a lot of steps in the planning and National Environmental Policy Act (NEPA) processes and that there are still just under three years until implementation is reached.

Brendan thanked JPACT members for the time and effort that they have put into this work. He agreed with Commissioner Savas' earlier comments by stating that ODOT needs to go beyond federal requirements.

In the chat Commissioner Savas explained that he supports the NEPA completion in order to answer the region's questions.

In the chat, Commissioner Hardesty questioned the rush to vote if there is time needed to answer questions.

In the chat, Mandy responded to Commissioner Hardesty by explaining that ODOT needs to program the funds so that the questions can be answered.

Chair Craddick and Margi explained next steps for this amendment.

## 6. **UPDATES FROM JPACT MEMBERS**

*There were none.*

## 7. **ADJOURN**

Chair Craddick adjourned the meeting at 9:32 am.

Respectfully Submitted,

*Stellan Roberts*

Stellan Roberts  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 17, 2022**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	Presentation	02/17/2022	Infrastructure Investment and Jobs Act (IIJA) and Regional Transit Projects PowerPoint	021722j-01
5.2	Presentation	02/17/2022	Emerging Transportation Trends PowerPoint	021722j-02
5.3	Presentation	02/17/2022	2021 RTP Update PowerPoint	021722j-03
5.4	Presentation	02/17/2022	I-205 Toll Project Update PowerPoint	021722j-04