



600 NE Grand Ave.
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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

May 18, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Travis Stovall
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnery-Ogle
Mingus Mapps
Rian Windsheimer
Joe Buck
Ashton Simpson
Shawn Donaghy
Ali Mirzakhilili

AFFILIATION

Metro Council
Metro Council
Cities of Multnomah County
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
City of Portland
Oregon Department of Transportation
Cities of Clackamas County
Metro Council
C-Tran
Oregon Department of Environmental Quality

MEMBERS EXCUSED

Sam Desue
Steve Callaway
Curtis Robinhold
Susheela Jayapal

AFFILIATION

TriMet
Cities of Washington County
Port of Portland
Multnomah County

ALTERNATES PRESENT

Emerald Bogue
Jef Dalin
Brett Sherman
JC Vannatta
Ty Stober
John Miner
Brendan Finn
Chris Ford
Scott Langer

AFFILIATION

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

OTHERS PRESENT: Mark Ottenad, Ariadna, Sarah Paulus, Karen Buehrig, Eric Hesse, Jonathan Maus, Dave Roth, Gerik Kransky, Sarah Iannarone, Mike McCarthy, Tia Williams, Zoie Wesenberg, Brenda Bartlett, Laurie Lebowsky, Stephen Roberts, Alan Lehto, Sandy Glantz, Allison Boyd, Jean Senechal Biggs, Tara O'Brien, Jeff Gudman, Shoshana Cohen, Jaimie Lorenzini, Mike Bezner, Cody Field, Jamie Stasny, Jessica Pelz

STAFF: Eliot Rose, Jeff Kain, Connor Ayers, John Mermin, Malu Wilkinson, Ally Holmqvist, Ted Leybold, Gerritt Rosenthal, Michelle Bellia, Kim Ellis, Grace Cho, Eryn Kehe, Caleb Winter, Victor Sin, Jess Zdeb, Cindy Pederson, Jaye Cromwell, Lake McTighe, Ken Lobeck, Glen Bolen, Matthew Hampton, Lisa Hunrichs, Matt Bihn, Marielle Bossio, Anne Buzzini, Ramona Perrault

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

No members of the public chose to provide testimony.

3. UPDATES FROM THE CHAIR

Metro staff Malu Wilkinson (she/her) shared the names and ages of traffic victims during the month of April:

Tommy Angel Mendiola, 19, James Jung Keun Park, 85, Jonathan David Gilkey, 41, Christopher Wendell Niiranen, 55, and four unidentified victims.

Chair Gonzalez provided details on the upcoming JPACT trip to Washington D.C.

4. CONSENT AGENDA

Chair Gonzalez called a vote on the first item on the consent agenda, Resolution No. 23-5338 For the Purpose of Adding Six Projects, Authorized by Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities.

MOTION: TriMet Executive Director of Public Affairs JC Vannatta moved to approve the consent agenda seconded by City of Vancouver Mayor Anne McEnerny-Ogle.

ACTION: With all in favor, consent agenda passed.

Chair Gonzalez then called a vote on the second item on the consent agenda, Consideration of the April 20, 2023 JPACT Minutes.

MOTION: City of Gresham Mayor Travis Stovall moved to approve the consent agenda seconded by Washington County Commissioner Nafisa Fai.

ACTION: With all in favor, consent agenda passed.

5. ACTION ITEMS

5.1 Resolution No. 23-5317 For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

Chair Gonzalez introduced Metro Staff John Mermin (he/him).

Staff provided a high-level overview of the Unified Planning Work Program (UPWP), an annual federally-required document that ensures efficient use of federal planning funds. The document describes transportation planning tasks, relationship to other planning activities in the region, and budget summaries.

Seeing no discussion, Chair Gonzalez called for a vote to adopt the resolution.

MOTION: Mayor McEnerny-Ogle moved to adopt the resolution seconded by City of Portland Commissioner Mingus Mapps.

ACTION: The resolution was adopted.

5.2 Resolution No. 23-5337 For the Purpose of Allocating \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP

Chair Gonzalez introduced Metro Staff Ted Leybold (he/him) and Grace Cho (she/her).

The presentation overviewed the Carbon Reduction Program, a federal program with the objective to reduce emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions. Staff remarked that this program opens funding opportunities to implement projects in Metro's Climate Smart Strategy. Transit, active transportation, and system management and operations were identified as the three Climate Smart Strategy areas in which this funding could be most efficiently invested. Leybold identified the requested action, detailing the process through which the recommendation was refined.

Clackamas County Commissioner Paul Savas expressed concerns that this program fails to meet coverage goals that would have a significant impact on vehicle miles traveled (VMT). He questioned if TriMet has advocated for these dollars to be allocated to other services rather than just capital.

Leybold noted that an expansion of services is not an eligible use of funds, and that if expanding services was eligible that a finance strategy to backfill service funds would also be required.

Vannatta responded to Commissioner Savas' question, clarifying that these are one-time only capital funds, making service expansion an ineligible option. He then commented that increasing transit frequency is correlated with greater ridership, and that TriMet is matching funds to expand the usage of these dollars.

City of Lake Oswego Mayor Joe Buck asked for more information on how the Climate Smart Strategy investments will allow for better measurement of outcomes.

Leybold remarked that this better measurement is achieved in part due to having more staff capacity to monitor the progress of the program, provide communications on the benefits of these strategies, and coordinate with local and state agencies. He noted that this progress has also been aided by investments in tool development, allowing for more detailed analysis of key climate metrics.

Mayor Buck asked for more clarification on the categorization of these investments.

Staff responded, stating that these funds can be spent on either capital or planning operations costs.

Metro Councilor Christine Lewis asked staff to provide a recap on how the current proposal with TPAC was developed.

Leybold discussed how the TPAC committee's recommendations were incorporated into the plan, explaining that investing into system operations would maximize emission reductions in a short period of time.

Oregon Department of Environmental Quality Air Quality Administrator Ali Mirzakhilili requested clarification on the funding timeline, as well as how projects were compared without a clear measure of emissions reduction.

Leybold remarked that this funding program contains funds for a five-year timeline, and that it is possible for this program to be reauthorized in the next bill. He confirmed that expected emission reduction was not measured on a project by project basis, but that measurements were drawn from the analysis of the Climate Smart Strategy process.

Mirzakhilili questioned if this project will establish bus rapid transit (BRT) on TV Highway.

Wilkinson clarified that these funds require the BRT projects to move into the next phase of development with the Federal Transit Administration (FTA), setting up the project for the additional funding required to implement it.

Chair Gonzalez provided his thoughts on the proposal, praising how the investments seek to address regional goals and may continue to lead to the leveraging of other funding sources.

City of Cornelius Mayor Jef Dalin remarked that while these investments are not transformative in nature, they still support the region's needs and bring us closer to the target climate goals.

Seeing no further discussion, Chair Gonzalez called for a vote to adopt the resolution.

MOTION: Commissioner Mapps moved to adopt the resolution seconded by Vannatta.

ACTION: The resolution was adopted.

6. INFORMATION/DISCUSSION ITEMS

6.1 High Capacity Transit Strategy Update: Draft Report

Chair Gonzalez introduced Metro Staff Ally Holmqvist (she/her).

The presentation overviewed progress on the High Capacity Transit project, providing details on the project's draft report. The report serves as a framework for establishing the regional high-capacity transit strategy, identifying the necessary actions and investments to bring this vision into reality. A timeline of the project's progress was provided.

C-Tran Chief Executive Officer Shawn Donaghy expressed concerns that the Federal Transit Administration (FTA) model is flawed in that it overvalues ridership, stating that many of the Tier 2 and 3 corridors will have their ridership constrained by poor infrastructure.

Holmqvist noted that staff looked beyond federal requirements when making their models, citing the importance of building equity-focused areas as a key driver in the planning process.

Mirzakhilili requested clarification on the affordability concerns in this project.

Holmqvist remarked that the 2023 Regional Transportation Plan (RTP) includes an affordability policy, as well as TriMet offering several different programs and services to increase the affordability of transit.

Councilor Lewis commented that staff should use the West and Heavy Rail project as an example when drafting the high-capacity transit strategy in order to not repeat the same mistakes.

Staff responded, affirming Councilor Lewis' statement.

Metro Councilor Ashton Simpson asked about the potential of high-capacity transit in bringing residents to parks and nature areas.

Holmqvist noted that the transit strategy for parks outside of the Metro region, as well as the TriMet region, would likely look different from that of the strategy within the boundary.

Commissioner Savas expressed that he would like to see an equivalent investment of transit funds into expanding coverage as there is funds supporting the existing backbone of the system.

Oregon Department of Transportation (ODOT) Region Manager Rian Windsheimer highlighted that high-capacity transit is just one component of creating a more utilized, more efficient transit system. He remarked that a more in-depth look into a funding strategy will be critical to get this project implemented.

Chair Gonzalez seconded Windsheimer's statement, discussing the importance of continuing to build transit and safety infrastructure alongside high-capacity transit.

Vannatta stated his agreement with Windsheimer's comment about understanding the funding necessary to implement a project of this scope. He then responded to Commissioner Savas' remark about expanding coverage, noting that the Forward Together study has identified some of the challenges with growing coverage and provided a clearer path forward for bringing transit to these areas.

6.2 2023 RTP: Project List Input and Draft System Analysis

Chair Gonzalez introduced Metro Staff Kim Ellis (she/her).

The presentation recapped the key findings and public input of the draft system analysis, as well as reporting the feedback gathered in the May 11th JPACT/Metro Council RTP Workshop. Information was provided on the projects included in the RTP's constrained list. The key findings from the draft system analysis revealed that the RTP makes progress towards regional goals, but falls short of meeting several target outcomes, with mixed results towards the mobility, equity, and economy goals, and a negative trend towards safety goals. Ellis discussed opportunities to further advance the RTP's goals in the near term. A timeline of the project's next steps was provided.

Commissioner Savas shared some of the findings from Clackamas County's analysis of ODOT's I-205 Tolling Project environmental assessment, stating that tolling will increase VMT, vehicle hours traveled (VHT), and total emissions. He recommended convening a meeting to specifically discuss the impact of tolling pricing on the climate.

Mayor Stovall emphasized that our region needs to start focusing its funding in equity-focused areas, particularly in regards to safety investments.

Mirzakhilili thanked Metro staff for separating the climate goals from resiliency goals. He suggested that a greater emphasis could be placed on electrification and charging in the next cycle of the RTP.

Councilor Lewis highlighted that we are rapidly approaching the end of the 2023 RTP cycle, and that final changes to the direction of the plan need to be made in the short term.

Mayor Dalin discussed the interplay between safety, tolling, and equity, remarking that highways are significantly safer roads than arterials, and that tolling pricing may result in lower income communities being forced to drive on arterial roads. He then spoke to the importance of including jurisdictions outside of the Metro region in the decision making process for the transportation system.

Commissioner Fai thanked Mayor Dalin for his comments. She asked how the 2023 RTP will be incorporated into the 2040 Growth Plan.

Ellis noted that the refresh of the 2040 plan has not been fully established.

Mayor Buck seconded Commissioner Savas' call for more time to discuss the impact of tolling on the transportation system.

Councilor Simpson urged the committee to consider the impact of diversion that tolling would create.

Windsheimer remarked that it is important to recognize that diversion is already occurring without tolling in place.

Commissioner Savas echoed Mayor Dalin's statements that tolling may have adverse effects on not just

climate goals, but safety goals as well.

7. UPDATES FROM JPACT MEMBERS

No members of the committee chose to provide updates.

8. ADJORN

Chair Gonzalez adjourned the meeting at 9:30 AM.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Jeff Kain".

Jeffrey Kain
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 18, 2023

| ITEM | DOCUMENT TYPE | DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-------------|--|---------------------|
| 3.0 | Presentation | 05/18/2023 | Fatal Crash Slide | 051823-01 |
| 5.1 | Presentation | 05/18/2023 | Unified Planning Work Program Presentation | 051823-02 |
| 5.2 | Presentation | 05/18/2023 | Carbon Reduction Program – Recommended Allocation Presentation | 051823-03 |
| 6.1 | Presentation | 05/18/2023 | HCT Strategy Update: Report & Actions | 051823-04 |
| 6.2 | Presentation | 05/18/2023 | 2023 RTP: Opportunities to Improve Draft Project List Presentation | 051823-05 |