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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 18, 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnerny-Ogle
Steve Callaway
Mingus Mapps
Joe Buck
Travis Stovall
Rian Windsheimer

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
Cities of Washington County
City of Portland
Cities of Clackamas County
City of Gresham
ODOT

MEMBERS EXCUSED

Curtis Robinhold
Shawn Donaghy
Jesse Beason
Sam Desue
Curtis Robinhold
Ali Mirzakhilili
Leann Caver

AFFILIATION

Port of Portland
C-Tran
Multnomah County
TriMet
Port of Portland
Oregon Department of Environmental Quality
C-Tran

ALTERNATES PRESENT

Scott Patterson
Jef Dalin
Brett Sherman
Michael Orman
Scott Langer
Chris Ford
Lori Stegmann
Emerald Bogue

AFFILIATION

C-Tran
Cities of Washington County
Cities of Clackamas County
Oregon Department of Environmental Quality
Washington State Department of Transportation
ODOT
Multnomah County
Port of Portland

OTHERS PRESENT: Mallorie Roberts, John Charles, Tom Markgraf, Cody Field, Mark Ottenad, Gerik Kransky, Sara, Dwight Brashear, Laurie Lebowsky-Young, Will Farley, mmcCarthy, Noel Mickelberry, Jim McCauley, Ashley Bryers, Jean Senechal Biggs, Tom Powers, Cynthia Castro, Brenda Bartlett, Kerry Aszklar, Glen Bolen, Jaimie Lorenzini, Katherine Kelly, Sarah Paulus, Josie Tecum, J Stasny, Monica Krueger, Allison Boyd, Trent Wilson, Mandy Putney, Brian Worley

STAFF: Connor Ayers, Georgia Langer, Catherine Ciarlo, Betsy Emery, Jake Lovell, Marielle Bossio, Blake Perez, Andy Shaw, Caleb Winter, Jason Nolin, Jenna Jones, Victor Sin, Ramona Perrault, Matthew Hampton, Eryn Kehe, Ken Lobeck, Lake McTighe, Gerritt Rosenthal

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

Metro staff Connor Ayers read aloud the instructions for providing public testimony.

Chair Gonzalez moved onto the next agenda item.

3. UPDATES FROM THE CHAIR

Chair Gonzalez introduced Catherine Ciarlo, who shared the fatal traffic accidents that have occurred since the last meeting. Ciarlo also included information and links for folks who want to learn more about this.

JPACT Member Discussion:

Rian Windsheimer noted that he loves the idea of sharing what is happening around the meeting. He shared that ODOT is involved in this, and he would love to include a range of ideas and information to be aware.

Ciarlo shared that they can connect with Lake McTighe on that.

Chair Gonzalez introduced Betsy Emery and Catherine Ciarlo who shared the agenda for the DC Trip.

Presentation Summary:

The presenters discussed the JPACT trip preparation timeline, the trip agenda, and shared that they are going to focus on shared priorities. They also discussed the advocacy themes that connect the region.

JPACT Member Discussion:

Mayor Anne McEnery-Ogle shared that she believed a \$6 billion project in the region is still the number one priority for their side of the world and she wants to have a unified voice in JPACT to make sure folks understand that this project is not done yet and \$1.5 billion is still sitting there. She noted that they need a clear emphasis on this if they want many jobs to come to the region.

Rian Windsheimer shared that he agreed with Mayor McEnery-Ogle, emphasizing the necessity of securing funding for planned projects in the region. He praised the efforts of the federal delegation and stressed the urgency of prioritizing the construction of a light rail connection across the river. Additionally, Windsheimer expressed gratitude for the recent \$450 million grant aimed at reconnecting communities and highlighted the ongoing need for further funding to complete important projects. He underscored the importance of expressing gratitude while also reminding stakeholders of the ongoing work ahead.

Mayor Callaway echoed Mayor Ann's perspective, emphasizing the importance of strategic planning to safeguard funds for essential projects. He highlighted the potential challenge posed by President Biden's commitment to rebuild the bridge in Baltimore, stressing the need to advocate both defensively and offensively to ensure that funds are allocated appropriately for immediate needs rather than diverted to other projects.

Commissioner Savas expressed appreciation for Mayor Ann's remarks and highlighted the importance of considering the diverse residential areas and commuting patterns across the region. He emphasized the significance of investments in infrastructure and the workforce, noting the geographical scope of the community and the need for a holistic approach to planning. Commissioner Savas encouraged keeping this comprehensive perspective in mind while discussing the allocation of resources.

Commissioner Stegmann acknowledged the widespread support for the I-5 bridge project while also highlighting Multnomah County's vested interest in the Burnside Bridge. She emphasized the critical nature of these infrastructure projects as lifelines for the region. However, Commissioner Stegmann expressed uncertainty about how the governing body could effectively address the multitude of challenges and needs facing the region, suggesting the presence of competing priorities that require collective resolution.

JPACT Chair Gonzalez shared that he hopes to advocate for all of the priorities that will strengthen the region.

Ciarlo shared that they will try to be strategic for what goes where and to highlight projects such as the Burnside bridge and others, sharing that they will work on that with the materials.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the consent agenda, one being the Consideration of the March 21, 2024 JPACT Minutes, and the second is Resolution No. 24-5409 For the Purpose of Adding Five New Projects to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements.

MOTION: Moved by Commissioner Mingus Mapps and seconded by Mayor Anne McEnery-Ogle

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

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5. INFORMATION/DISCUSSION ITEMS

5.1 Unified Planning Work Program (UPWP)

Chair Gonzalez introduced John Mermin to discuss the topic.

Staff pulled up the UPWP PowerPoint presentation.

Presentation Summary:

The presenter discussed what the Unified Planning Work Program (UPWP) is, and describing it as an annual federally-required document that ensures efficient use of federal planning funds. He shared the document organization, and the TPAC recommendation. The presenter also shared the next steps for the UPWP.

JPACT Member Discussion:

With no questions or discussion, JPACT Chair Gonzalez moved onto the next agenda item.

5.2 Regional Flexible Fund – Program Outcomes Overview & Retrospective

Chair Gonzalez introduced Grace Cho and Ted Leybold to discuss the topic.

Staff pulled up the Regional Flexible Fund Allocation (RFFA) PowerPoint presentation.

Presentation Summary:

Presenters shared the purpose of the presentation, stating that they intend to provide a program direction overview, program direction options, and next steps. They shared that the RFFA is committed to a \$52 million bond repayment and \$41 million for regionwide programs and planning. They shared that they have a discretionary fund of estimated \$60 million. They shared different options that include new bond allocation, step 2 evaluation criteria, and step 2 RFFA cycle objectives and process. The presenters discussed the next steps and asked JPACT members what their thoughts are on the development of a Project Bond proposal, and if they have any thoughts on step 2 proposed objectives and process modifications.

JPACT Member Discussion:

Commissioner Paul Savas expressed a desire for influence in the decision-making process for federal regulations on implementing a carbon metric model. Commissioner Savas emphasized the need for forward-thinking investments, particularly in hydrogen fuel cell technology, to align with future environmental regulations and industry advancements. He raised concerns about interest rates and the potential inflexibility of extensive bonding, highlighting the importance of adaptability to changing times and technologies. Commissioner Savas also voiced apprehension about upcoming environmental regulations, such as the 2030 and 2035 deadlines for electric vehicle adoption, and the current lack of infrastructure for charging stations. He suggested considering not just individual projects, but also broader technological solutions to address these challenges. Commissioner Savas asked what the allocation of carbon reduction funds means and shared that with rates the way they are now, they should be very careful.

Grace Cho responded that the regional flexible funds are not the only federal funds that are being allocated to transportation in the region. She added that they were citing a couple of different examples, one being the carbon reduction program funds, which were created through the bipartisan infrastructure law.

Commissioner Savas asked if they have any idea of the scale of those funds, regarding the scale of the bonding funds, and what that may look like comparatively.

Cho provided context regarding the bipartisan infrastructure law, highlighting the \$18.8 million allocation to the region over a five-year cycle for the Congestion Relief Program (CRP). She expressed uncertainty about the program's future beyond the current transportation authorization, set to expire in 2026, noting that while there are

indications that the program could continue, it remains unclear whether it would be authorized at the same levels or face potential reductions. Cho mentioned the possibility of a second round of CRP allocation in the future but emphasized the need to assess the timing carefully due to the program's uncertain future.

Chair Gonzalez asked for clarification that with the CPRG, they have a direct authorization, but there is also a competitive cycle with that, so it would not apply to RFFA.

Cho noted that the carbon reduction program are federal transportation funds that are administered through FHWA, where the CPRG funds the carbon pollution grant. She clarified that the names are very similar which makes it confusing.

Commissioner Mingus Mapps agreed with Commissioner Savas, emphasizing the need to proceed cautiously considering market conditions and technological advancements impacting greenhouse gas emissions. Commissioner Mapps expressed agreement with the need to account for these risks, suggesting a moderate approach to bond issuance rather than pursuing a large-scale investment. Additionally, Commissioner Mapps commended the progress made by the group and expressed readiness for collaboration moving forward.

Councilor Lewis expressed gratitude for staff's responsiveness to the need for technical assistance in planning programs, particularly for small and mid-sized cities. She emphasized the importance of resiliency in regional infrastructure, highlighting the need for systems that can withstand extreme weather conditions. Regarding design considerations, Councilor Lewis underscored the significance of responsiveness to densification resulting from land use planning along corridors, suggesting it as a key criterion for evaluating projects. Councilor Lewis acknowledged the necessity of bonding in the current moment but cautioned against overextending financial commitments. She expressed concern about accumulating more debt than available funds and requested a detailed analysis of different bonding scenarios, including the implications of modest, midsize, and large-scale investments. Councilor Lewis hoped for a nuanced evaluation of project types and their corresponding financial impacts, aiming for a balanced approach.

Mayor Steve Callaway shared that bonding brings financial risk. He shared that he wants to think about big ideas. He discussed the TRP and climate goals, sharing that they cannot address climate goals if they did zero bonding or even a \$55 million bond. He shared that there is a risk in bonds, but there is a bigger risk to the public. He shared that every month they hear about the people who have died, and he stated that they would be remiss to pass up the opportunity to help the public. He encouraged Metro to think big.

Mayor Buck emphasized the importance of viewing decisions through a comprehensive lens, suggesting that larger bond-funded projects should be considered within the context of broader project packages funded by various sources. He highlighted safety as a crucial criterion and proposed prioritizing projects that support housing construction, particularly denser infill along corridors in underutilized areas, aligning with regional and statewide goals. Mayor Buck also advocated for deeper examination of raising planning and capital dollar thresholds in Step Two, expressing concern that such changes might inadvertently exclude applications from smaller jurisdictions. He encouraged closer scrutiny of these criteria to ensure they align with the goal of encouraging applications from diverse jurisdictions.

Emerald Bogue agreed with many of the themes presented by the other JPACT members and shared that the needs are far greater than the resources available. She noted that all their energy should be toward high-impact and stated that she would like to look at the policy benefits and risks of this approach.

Windsheimer stressed the importance of allocating funds towards implementation rather than further development planning. He advocated for leveraging bonding funds with other opportunities, such as state and federal grants, to expedite the implementation of planned projects. Windsheimer emphasized the need for a systematic approach to address specific safety issues and projects, advocating for a more proactive strategy. He highlighted the success of past programs, such as the immediate opportunity fund for industrial development, and suggested applying similar principles to support housing development by addressing small but crucial transportation improvements. Windsheimer underscored the importance of ensuring that densification efforts are supported by safe and functional transportation systems.

Tom Markgraf expressed TriMet's support for the bond idea, emphasizing the necessity of making significant, region-wide investments. He echoed Commissioner Savas's sentiment regarding the urgency of addressing carbon emissions and emphasized the importance of taking action now to ensure a sustainable future for future generations. Markgraf underscored the gravity of the situation and expressed gratitude for the discussion, acknowledging the influential positions of their colleagues in the conversation.

Mayor McEnerny-Ogle shared that CTRAN and the City of Vancouver supports the bond and the criteria.

Michael Orman shared that he appreciates the conversation about climate and the other funds on climate that may come their way. He noted that it is important to be nimble as they move RFFA forward as federal grant funds become available.

Commissioner Stegmann shared that Multnomah County supports the bond commitment. She shared that resiliency is important and noted that she supports limiting the number of projects brought by each jurisdiction. She stated that while there are tweaks that will need to be made, Multnomah County is very supportive of these efforts.

Councilor Simpson voiced strong support for a bond investment, particularly emphasizing the importance of resilience in pedestrian networks and first and last mile connections to transit. He highlighted the critical role these connections play in providing access to work and job opportunities for individuals. Councilor Simpson underscored the need to prioritize filling gaps in communities that are dense, low-income, and have high rates of poverty and people of color. He urged a focus on enhancing resilience in pedestrian networks to ensure equitable access to amenities such as parks and libraries for these communities.

Commissioner Nafisa Fai echoed the sentiments from Windsheimer and Mayor Callaway and stated that Washington County is supportive of the bond. She added that there will be a lot of tweaks and that they have many suggestions but noted that Washington County will work to provide those comments and edits.

Chair Gonzalez thanked the Metro staff and shared that this was a wonderful conversation. He thanked folks for their insights and their focus on the feedback from their jurisdictions.

Commissioner Savas asked if staff could gather the statements made today and put them into the categories of step one and step two.

5.3 Regional Transportation Priorities and Funding: Regional Perspective on Transportation Funding Challenges

Chair Gonzalez introduced Jim McCauley, Mallorie Robers, and Brian Worley to discuss the topic.

Staff pulled up the Regional Transportation Priorities and funding PowerPoint presentation.

Presentation Summary:

The presenters shared an overview of the County transportation and road revenue, as well as insight on the shared transportation system. They discussed the comparison between Metro County revenue and non-Metro County revenue. The presenters discussed House Bill 2017, and the State Highway Fund. The presenters discussed local funding and the 2025 transportation package considerations.

JPACT Member Discussion:

Margi Bradway underscored the shared challenge faced by ODOT, the county, and the city in terms of funding constraints, emphasizing the critical need to advocate collectively in the upcoming legislative session. She shared that there is a misconception that the Metro region has a lot of wealth, highlighting the struggles with maintenance and operations due to limited funding despite successful fundraising efforts for specific projects like bridges. Bradway expressed concern over the deteriorating state of infrastructure. She stressed the significance of the legislative session for addressing maintenance and operational needs. Bradway raised questions about the small county allocation, suggesting a need for per capita analysis to better understand the impact on the region. She emphasized the importance of considering real people and the wear and tear on roads due to congestion and traffic, urging a comprehensive approach in future presentations to incorporate this perspective.

Commissioner Savas emphasized the significant road mileage under the jurisdiction of counties and cities compared to state and federal facilities combined. He underscored the importance of the 50-30-20 split in gas tax dollars, emphasizing the critical role of counties and cities in transportation funding. Commissioner Savas acknowledged ODOT's effective messaging about their financial challenges but highlighted the need for similar advocacy from counties and cities. Commissioner Savas highlighted the unique challenges faced by Clackamas County, with significant rural areas experiencing rapid population growth but lacking adequate road infrastructure. He stressed the importance of advocating for the metro region's unique needs, acknowledging the joint efforts of AOC and LOC in addressing transportation funding issues. Commissioner Savas expressed commitment to continuing these discussions and working towards solutions in collaboration with cities and counties.

Commissioner Mapps underscored the pressing issue of maintenance and operations funding, particularly highlighting the imminent ballot vote on gas taxes. He emphasized the potential impact of losing a significant portion of funds dedicated to basic maintenance and repair work. Commissioner Mapps acknowledged the interconnectedness of roads and infrastructure across the state and stressed the importance of flexible funding for local maintenance needs. He emphasized the need for state support to address these issues effectively. Commissioner Mapps emphasized the importance of recognizing the interconnected nature of the transportation system and expressed support for collaborative efforts to address funding challenges.

Councilor Lewis emphasized the importance of highlighting real stories to illustrate the challenges posed by the current funding model for operations and maintenance. She stressed the need to uphold high standards of mobility in the region while addressing these challenges. Councilor Lewis highlighted the region's adoption of new standards to measure success in mobility, focusing on safe crossings. She underscored the need for legislators to form a transportation caucus and advocated for regional collaboration to advocate for local needs and raise awareness about funding challenges at the legislative level. Councilor Lewis emphasized the importance of each individual playing their role in advocating for various aspects of transportation, including maintenance, operations, design, project delivery, and funding, to collectively address these issues and achieve comprehensive solutions.

Catherine Ciarlo outlined upcoming sessions in May and June, which will focus on innovative funding tools, Oregon's VMT approach, and revisiting House Bill 2017. Ciarlo encouraged active participation and engagement from attendees, emphasizing the importance of bringing questions, concerns, and input from partners and constituents into the discussion space. She highlighted July as an opportunity for attendees to have in-depth conversations and develop shared principles for a regional approach to transportation issues.

Chair Gonzalez shared that the Metro Council believes that the transportation package needs to include funding for local jurisdictions.

6. UPDATES FROM JPACT MEMBERS

Rian Windsheimer shared that they are doing a lot of construction and Tigard and Beaverton will experience congestion. He noted that 217 could possibly go down to one lane, which could be a significant traffic impact. He added that the paving project in Canby also is creating traffic.

Emerald Bouge discussed the container operation in terminal 6 will remain an operating marine terminal. She expressed that this news is difficult and related to the financial realities of operating the container service there. She noted that from a transportation perspective it does not change a lot of how the Port of Portland will show up, but there are implications to Oregon businesses and the economy. She added that they can discuss this more at a later stage.

7. ADJORN

Chair Gonzalez adjourned the meeting at 9:25 AM.

Respectfully Submitted,



Georgia Langer,
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 21, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	04/18/2024	Fatal Crash Slide	041824-01
3.1	Presentation	04/18/2024	JPACT DC Trip Update Presentation	041824-02
5.1	Presentation	04/18/2024	Unified Planning Work Program (UPWP)	041824-03
5.2	Presentation	04/18/2024	Regional Flexible Fund-Program Outcomes Overview and Retrospective Presentation	041824-04
5.3	Presentation	04/18/2024	Regional Transportation Priorities and Funding: Regional Perspective on Transportation Funding Challenges Presentation	041824-05