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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 18, 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Mingus Mapps
Joe Buck
Rian Windsheimer
Ali Mirzakhali
Anne McEnery-Ogle
Travis Stovall
Steve Callaway
Curtis Robinhold

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County
Washington County
City of Portland
Cities of Clackamas County
ODOT
Oregon Department of Environmental Quality
City of Vancouver
Cities of Multnomah County
Cities of Washington County
Port of Portland

MEMBERS EXCUSED

Sam Desue
Carley Francis
Leann Caver
Jesse Beason

AFFILIATION

TriMet
Washington State Department of Transportation
C-Tran
Multnomah County

ALTERNATES PRESENT

Jef Dalin
Brett Sherman
Chris Ford
JC Vanatta
Emerald Bogue
Scott Patterson

AFFILIATION

Cities of Washington County
Cities of Clackamas County
ODOT
TriMet
Port of Portland
C-Tran

OTHERS PRESENT: Dwight Brashear, Gerik Kransky, Margi Bradway, Sarah Iannarone, Sara, Tom Powers, John Washington, John Mermin, Chris Smith, Carmen Merlo, Megan Channell, Derek Bradley, Mike Serritella, Steph Noll, Ericka Warren, Brendan Finn, Carly Sylva-Gabrielson, Bryson Davis, JT Flowers, Alex Cousins, Laurie Lebowsky-Young, Sharon Daleo, Blake Perez, Andy Jeffrey, Maluaka, Steve Szigethy, Allison Boyd, Jessica Pelz, Monica Krueger, Bryson Davis, Taylor Steenblock, Aaron Deas, Eric Hesse, Noel, Jean Senechal Biggs, Carol Change, Mandy Putney, Miranda Seekins, Miles Pngilly, Kyung Park, Cynthia Castro, Sarah Paulus, Josie Tecum, Caleb Winter, Alan Lehto, Michael Orman, Matt Ransom, Rebecca Stavenjord, Tiffany Gehrke, Trevor Sleeman, Shoshana Cohen, Ashley Bryers, Adam Torres, Cindy Pederson, Tom Markgraf, Jaimie Lorenzini, Brenda Bartlett, Jeff Gudman, Katherine Kelly

STAFF: Georgia Langer, Catherine Ciarlo, Betsy Emery, Ken Lobeck, Ted Leybold, Jaye Cromwell, Grace Cho, Michelle Bellia, Ally Holmqvist, John Mermin, Kim Ellis, Victor Sin, Ina Zucker, Gerritt Rosenthal, Monica Krueger, Anneliese Koehler, Susanne Raymond, Lake McTighe, Victor Sin, Liza Hunrichs, Dan Kaempff, Anthony Cabadas, Tom Kloster, Jess Zdeb, Marielle Bossio, Gerritt Rosenthal, Ramona Perrault, Ken Lobeck, Jaye Cromwell,

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 roll and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

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

Bryson Davis shared his support of the Albina Project and the highway capping project. He shared that this is an extraordinary opportunity.

Steph Noll, Oregon Trails Coalition, asked that JPACT address two critical funding gaps, which are safe routes to school and Oregon community paths. She shared that they cannot leave out these ODOT safety programs when maintaining and investing in great streets.

John Washington, executive director of the Soul District Business Association, shared he is in support of the Rose Quarter project. He shared that this project would support the economic development of this district.

Chris Smith, No More Freeways, shared that he supports the MTIP bundle for the Rose Quarter project. He shared the cover project is very much supported. He noted that it is preferable to him that they build the cap without widening the highway.

Sarah Iannarone, executive director of the Street Trust, shared that safe routes to school should be supported in the safety strategy for Oregon's transportation priorities.

There being no more testimony, Chair Gonzalez moved onto the next agenda item.

3. UPDATES FROM THE CHAIR

Chair Gonzalez introduced Ted Leybold who shared the fatal traffic accidents that have occurred since the last meeting. He also shared that one of the deaths they reported at the previous meeting as a traffic death has been reclassified as a homicide.

Chair Gonzales shared that starting in September, they will have a new recurring item on the agenda called the Transit Minute following the JPACT trip. They will provide a regular quick update on ridership recovery, sharing where they are now and highlighting the key efforts by regional partners to get to where they want to be. He also shared that the region has secured \$1.5 billion dollar grant from the Federal Bridge Investment Program for the I-5 bridge.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the Consent Agenda. The first was Resolution No. 24-5426 For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements, and the second item was the Consideration of the June 20, 2024, JPACT Minutes.

MOTION: Commissioner Mingus Mapps moved to approve the consent agenda, seconded by Mayor Anne McEnerny-Ogle

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

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

5. ACTION ITEMS

5.1 Resolution No. 24-5425 For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements

Chair Gonzalez introduced Ted Leybold, Ken Lobeck, and Megan Channell, and Albina Trust staff to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters discussed the two federal funding awards and the five MTIP Programming actions. They discussed public comment and TPAC action, as well as the project presentations that have taken place. The presenters discussed the federal investment in Albina projects, sharing information about the Neighborhood Access and Equity Grant Awards. They shared information on the Broadway main street and supporting connections, and the City of Portland Request to amend the 2024-27 MTIP to program the \$38.4 million dollar grant awarded through the Neighborhood Access and Equity program. They discussed the project overview and the grant funding for the highway cover. The presenters discussed the partnership and engagement they have conducted and shared details on the MTIP amendment request.

JPACT Member Discussion:

Commissioner Mingus Mapps shared that the City of Portland is delighted to move forward with this project. He

noted that the leadership of the community members has been great and shared that this is an opportunity to improve safety and reconnect neighborhoods.

Mayor Steve Callaway shared that on behalf of the communities of Washington Counties, they strongly support this. He noted that he hopes this repairs trust going forward.

Chair Gonzalez expressed appreciation for the leadership that led to this significant moment, noting that this project represented the largest award ever granted under the Reconnecting Communities program. He emphasized that this project brought the region together in a unique, once-in-a-generation opportunity to achieve multiple regional goals. Chair Gonzalez highlighted the collaboration between government and community as a model worth replicating to accelerate progress toward their objectives. Chair Gonzalez thanked the presenters for their efforts in carrying the project forward and expressed gratitude for reaching the stage where action could be taken.

MOTION: Commissioner Mingus moved to approve Resolution No. 24-5425, seconded by Mayor Stovall

ACTION: With all in favor, the action item was approved.

6. INFORMATION/DISCUSSION ITEMS

6.1 RFFA Next Steps

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

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters shared an overview of the 2028-2030 Regional Flexible Fund Allocation, and shared where they are on the timeline for the 28-30 RFFA Process. They explained that they are currently at the pre-application and process communication phase. They shared that they are working on candidate project identification, which will occur from August to October of 2024. The presenters shared details about the candidate project identification, as well as the project evaluation and bond scenarios analysis details. The presenters discussed the proposal selection and public comment key dates, as well as the deliberation and decision key dates. They additionally mentioned the committee roadshow dates and asked for questions or comments from the JPACT members.

JPACT Member Discussion:

Commissioner Paul Savas expressed concern over the unusually short nomination period for the project, noting that the timeline, combined with vacations and holidays, did not allow enough time to fully optimize the use of available funds. He mentioned that the limited window seemed more suited for projects already prepared for implementation rather than for innovative or creative initiatives. Commissioner Savas pointed out that while the flexible funds (RFFA) were intended to create broader opportunities, the narrowed criteria and the long-term commitments required by bonding reduced flexibility. He remarked that this limited flexibility particularly impacted less developed areas that needed groundwork to launch projects. Commissioner Savas concluded by emphasizing that, in his experience, having such a brief nomination period during this time of year was unprecedented.

Commissioner Nafisa Fai raised concerns regarding funding limitations for project bond candidates. She referenced the recent JPAC meeting, where Washington County discussed several projects being considered. Commissioner Fai directed her question to Metro staff, asking if there were any specific funding constraints or a maximum amount that project candidates should request, given that some projects are large enough to potentially consume the entire bond funds. She also inquired about the process for evaluating all proposals and creating a cohesive bond proposal for future JPAC consideration.

Grace Cho responded by stating that there were no maximum limits set for project nominations in the current process. She noted that while there were minimum thresholds for certain categories like first and last mile, safe access to transit, and transit vehicle priority projects, these were only intended to establish a baseline for the scale of projects being considered for the bond. Cho explained that the decision not to set maximum limits was intentional, allowing for a better understanding of various project needs. She added that after receiving nominations, there would be a screening and financial analysis phase, followed by discussions with nominating agencies to clarify the rationale behind requests and explore scalability options if needed.

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

6.2 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development:

Chair Gonzalez introduced Anneliese Koehler, Tom Powers, Derek Bradley, Miles Pengilly, Carly Sylvia-Gabrielson and Carmen Merlo to present on the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters shared the educational presentations that have been conducted regarding the 2025 Legislative Priorities, and shared the future JPACT discussions that will take place, as well as the adoption. They shared the timeline of the JPACT 2025 State Transportation package and the overall framing for this package. The presenters shared the challenges of this package, noting that it is not a top tier issue for voters, the perception of transportation funding, and that they have limited funding for the many needs they have. The presenters shared the opportunities for sustainable funding sources and the region's track record for when they work together. They discussed the themes and framing, and what has changed since the last package. They finally shared key takeaways, noting first that 2025 is not guaranteed and that they need to build legislative support, second that money keeps them together and projects pull them apart, and finally that supporting the sustainability of the transportation system is critical but not flashy.

JPACT Member Discussion:

Margi Bradway shared that Multnomah County is ready to be a regional partner in this effort with the State Legislature. She outlined three priority areas for the legislative session: maintenance and operations for critical needs, resiliency, and safety. She expressed confidence that their priorities were reflected in the framework that had been shared and confirmed their support for the proposal as presented.

Commissioner Nafisa Fai expressed appreciation for the work done in developing the legislative priorities and confirmed Washington County's support for the draft JPAC priorities. She emphasized agreement with the short-term funding solutions aimed at stabilizing operations and maintenance, as well as the need for long-term, sustainable funding to ensure stability and fair distribution of revenues to local agencies. Commissioner Fai

highlighted the importance of completing the House Bill 2017 projects and increasing investment in safe urban arterials and main streets. She also supported prioritizing increased state funding for transit capital and operations and enhancing the resilience of critical infrastructure, such as airports and bridges. Commissioner Fai echoed the sentiment that addressing funding challenges should be the primary focus to attract investment and effectively represent the region. She expressed eagerness to collaborate and noted that Washington County, including staff and leadership, is ready to partner and support these efforts.

Commissioner Paul Savas expressed overall support for the draft but suggested an edit. He highlighted concerns raised during the recent JPAC trip to Washington, D.C., specifically about transportation funding. Commissioner Savas emphasized that while Oregon faces unique challenges, the public and state legislators often do not fully grasp the impending financial crisis caused by the reliance on gas tax revenues, which are becoming unsustainable. He pointed out that federal and state efforts, such as CAFE standards and the phase-out of gasoline-powered vehicles, are reducing this revenue stream, making it necessary to rethink funding strategies. Commissioner Savas stressed the importance of better public and legislative education on this issue, noting that visual aids like graphs could be particularly effective. Additionally, he underscored the need to fulfill commitments made in House Bill 2017. Commissioner Savas cited Washington State's success in transportation funding as a model, where visible investments have gained public support. He concluded by reiterating support for the draft while emphasizing the need for continued efforts in educating and addressing the funding challenges.

Commissioner Mingus Mapps expressed appreciation for the presentation and confirmed the City of Portland's support for the draft legislative priorities. He reassured others that Portland would be an engaged and collaborative partner in the upcoming legislative session. Commissioner Mapps highlighted the city's focus on addressing basic transportation needs, given current challenges in maintaining the system. He emphasized that Portland, particularly PBOT, requires funding for essential services like paving, crosswalk striping, and snow clearing. Commissioner Mapps noted that without adequately delivering these basic services, it would be difficult to gain continued support from Portland voters and taxpayers as they work toward reimagining transportation funding.

Mayor Travis Stovall expressed appreciation for the work behind the draft legislative priorities and confirmed the City of Gresham's full support for them. He highlighted a potential initiative Gresham is considering: a revolving loan fund for new greenfield developments. Mayor Stovall explained that as new communities are developed, especially with the state's push for increased housing production, it remains challenging to fund the necessary transportation infrastructure. He noted that system development charges do not fully cover these costs. The proposed revolving loan fund, similar to those for other infrastructure projects with low-interest options, could help ensure that new housing developments are supported by adequate transportation infrastructure. While this initiative is not specifically included in the current priorities, Mayor Stovall emphasized its importance for Gresham as development in greenfield areas continues.

Mayor Steve Callaway praised the presentation and highlighted the idea that while problems unite people, solutions can sometimes be divisive. He affirmed that the communities of Washington County support the draft priorities and emphasized the importance of maintaining the 50-30-20 funding split between cities and counties. Mayor Callaway suggested that if project selection becomes contentious, it's important to remember existing programs like Safe Streets and Safe Routes to Schools. He also noted that if there is an increase in the employer tax, it should be accompanied by enhanced transit services for large employers in Washington County. Finally, he referenced examples from other states, such as Minnesota, and stressed the need to address Oregon's kicker

law. Mayor Callaway criticized the kicker for preventing the state from investing excess revenue in critical infrastructure and transportation, describing this as a missed opportunity and a significant oversight.

Mayor Joe Buck commended the presentation and echoed sentiments expressed by other mayors from Clackamas County. He acknowledged the declining gas tax revenues but noted that the tax base supporting TriMet's payroll tax has been increasing. Mayor Buck stressed the need to recognize changing transit usage patterns and workplace formations across the region, ensuring that businesses and individuals paying the tax see tangible benefits. He emphasized that different communities require different tools and approaches, rather than a one-size-fits-all solution. Mayor Buck highlighted the need for visible improvements in local neighborhoods, such as well-maintained streets, pathways, and safe transit options, to ensure that residents feel the benefits of their contributions. He concluded by expressing support for the draft priorities while emphasizing the need to balance large-scale projects with neighborhood-level improvements.

Rian Windsheimer expressed appreciation for the efforts of the regional government affairs team in developing a regional vision that is both ambitious and realistic. He particularly valued the emphasis on safety and long-term sustainable funding, acknowledging the challenge of addressing these issues but stressing their importance for the future. Windsheimer also highlighted the need for ongoing focus on safety, preservation, and maintenance. He noted the difficulty in communicating the financial strain faced by the region to the public, especially when large sums are allocated to projects like IBR. Windsheimer concluded by supporting the priorities as long as they align with the broader state vision.

Miles Pengilly expressed strong support for the draft priorities and suggested adding a focus on leveraging federal funding opportunities. He emphasized the importance of including strategies to secure local matching funds to access the significant federal infrastructure funding available. Pengilly also agreed with Commissioner Savas on the need to educate the public about the financial realities of transportation funding. He noted that many people underestimate their actual contribution to transportation costs and that a clearer understanding of these costs could help address the current funding shortfall.

Curtis Robinhold thanked everyone for their work on the document and acknowledged the regional priorities reflected in it. He expressed a desire for more focus on intermodal and freight connections, noting their critical role in connecting businesses to markets and supporting tens of thousands of jobs. Robinhold mentioned Governor Kotek's proposal for a \$40 million state investment in container service and connectivity at Terminal 6, which will require legislative approval. He emphasized that supporting investments in freight and intermodal infrastructure should be a key component of the region's transportation strategy. Robinhold requested that his team draft additional language on this topic to present to the group and appreciated the support for advancing intermodal priorities.

Ali Mirzakhilili acknowledged the excellent work done in developing the priorities and appreciated the thoughtful discussion. He noted that while the investment priorities were well outlined, the document was lacking in terms of revenue strategies. Mirzakhilili pointed out that there was no discussion of long-term revenue solutions or how revenue would be generated, which is an important aspect to consider. He specifically mentioned concerns about relying on a significant increase in transit fares, as it might conflict with other objectives. Mirzakhilili flagged this as an issue for future consideration and expressed hope for support of the overall priorities.

Councilor Lewis emphasized the importance of addressing both regional and ODOT funding challenges, noting that local government budgets face similar issues. She supported the direction of the discussion and highlighted

the need to include considerations for freight beyond just specific locations, such as the future freight passage through the Willamette Falls Locks Authority. Councilor Lewis praised the document and the work of the government relations teams, expressing full support for the priorities. She stressed the importance of using data and clear storytelling to advocate for significant systemic changes in the upcoming legislative cycle.

Councilor Simpson expressed strong support for the priorities and commended the staff for their hard work. He emphasized the importance of incorporating community feedback into the priorities, particularly regarding safety and access around schools. Councilor Simpson highlighted the need to continue valuing and involving community voices in discussions, noting that such input was crucial in securing funding for projects like the freeway cover. He underscored the power of community involvement and urged that it remain a key focus in future efforts.

Mayor McEnery-Ogle noted that the issues addressed in the draft priorities are similar to those faced in her area. She expressed agreement with Mayors Steve Callaway and Joe Buck on the importance of preservation, safety, and investment in transit. She emphasized the need for support from Olympia to fund transit throughout their communities.

Scott Patterson acknowledged that transit funding is a key issue that CTRaN is actively exploring with partners in Washington and maintaining close contact with TriMet and others in Oregon. He expressed willingness to assist in advancing progress and offered support where possible. Patterson concluded by stating that everything looks good to him.

Due to time constraints, JPACT Chair Gonzalez postponed the Regional Emergency Transportation Routes Phase 2 presentation to a future meeting.

Member Updates:

Mayor Anne McEnery-Ogle shared that they are very excited about the \$1.5 Billion dollar grant, and they look forward to moving the project forward.

Rian Windsheimer thanked everyone for their patience when they closed Highway 84. He shared that they cleaned up over 1,000 pounds of litter and that they had a great outcome with partners who did a lot of work to help.

7.ADJORN

Chair Gonzalez adjourned the meeting at 9:28AM.

Respectfully Submitted,

Georgia Langer

Georgia Langer,
Recording Secretary

07/18/2024

Minutes 8

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 18, 2024

| ITEM | DOCUMENT TYPE | DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-------------|---|---------------------|
| 3.0 | Presentation | 07/18/2024 | Fatal Crash Slide | 071824-01 |
| 5.1 | Presentation | 07/18/2024 | Resolution No. 24-5424 Presentation | 071824-02 |
| 5.1 | Presentation | 07/18/2024 | Resolution No. 24-5424 Presentation 2 | 071824-03 |
| 6.1 | Presentation | 07/18/2024 | RFFA Next Steps Presentation | 071824-04 |
| 6.2 | Presentation | 07/18/2024 | Regional Transportation Priorities and Funding Presentation | 071824-05 |