



600 NE Grand Ave.  
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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

February 16, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González  
Christine Lewis  
Ashton Simpson  
Travis Stovall  
Anne McEnerney-Ogle  
Paul Savas  
Nafisa Fai  
Susheela Jayapal  
Carley Francis  
Sam Desue  
Mingus Mapps  
Ali Mirzakhali  
Steve Callaway  
Curtis Robinhold  
Rian Windsheimer  
Joe Buck  
Shawn Donaghy

AFFILIATION

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

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

John Miner  
Emerald Bogue  
Jef Dalin  
Brett Sherman  
Monica Tellez-Fowler  
Michael Orman

AFFILIATION

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

OTHERS PRESENT: Megan Neil, Jean Senechal Biggs, Gerik Kransky, Sarah Paulus, Allison Boyd, Neelam Dorman, Matt Ransom, Cody Field, Sara Ryan, Chris Smith, John Mermin, Katherine Kelly, Jamie Stasny, Julie Gustafson, Mark Lear, Dwight Brashear, Mike Bezner, Camden Mckone, Michelle Bellia, Sandy Glantz, Colin Swanson, Eric Hesse, Hayden Miller, Tara O'Brien, Mike McCarthy, Jaimie Lorenzini, John Serra, Stephen Roberts, Mary Baumbardner, Dave Roth, Will Farley, Mark Ottenad, Glen Bolen

STAFF: Kate Hawkins, Eliot Rose, Margi Bradway, Grace Cho, Malu Wilkinson, Matt Bihn, Ken Lobeck, Cindy Pederson, Ina Zucker, Connor Ayers, Lisa Hunrichs, Matthew Hampton, Marielle Bossio, Caleb Winter, Eryn Kehe, Ted Leybold, Carrie Maclaren, Ally Holmqvist, Lake McTighe

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair 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**

Chair Gonzalez notified the committee of the upcoming Washington DC trip for JPACT members. He then provided a reminder that a joint Council Workshop will take place in May to discuss the project list of the 2023 Regional Transportation Plan (RTP).

Metro staff Margi Bradway (she/her) shared the names and ages of traffic victims during the month of December:

Mary L. Mark, 64, Glennard Devon Purvee, 28, Tyler L. David, 44, Miguel Adams, 22, Penny A. Griffith, 98, Lourdes Turcios Garcia, 40, and 2 unidentified victims.

**4. CONSENT AGENDA**

Metro Attorney Carrie MacLaren noted a typo in the script, clarifying that the correct title of the Resolution is Resolution No. 23-5315 For the Purpose of Amending the 2021-24 MTIP to Ensure Previously Approved Funding is Available to Support Planning Activities in the SFY 2024 Unified Planning Work Program (UPWP).

**MOTION:** City of Portland Commissioner Mingus Mapps moved to approve the consent agenda seconded by Clackamas County Commissioner Paul Savas.

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

**5. ACTION ITEMS**

**5.1 Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project**

Chair Gonzalez introduced Alex Oreschak (he/him), Metro, Megan Neil, Multnomah County, and Taylor Steenblock, Multnomah County.

*Key elements of the presentation included*  
2/16/2023 JPACT

Staff provided a high-level overview of the project, explaining the purpose, benefits, functional details, and timeline of making the Burnside Bridge earthquake resilient. Steenblock highlighted that the Burnside Bridge is currently seismically vulnerable, and that an earthquake damaging this bridge would cause significant economic strain on the region. Elements of the bridge's design were discussed, with staff commenting on how different structures would impact seismic resilience. Neil overviewed the project's timeline, highlighting current funding streams and calling for additional funding.

**MOTION:** City of Vancouver Mayor McEnery-Ogle moved to adopt the resolution seconded by Commissioner Mapps.

Port of Portland Executive Director Curtis Robinhold expressed his support for this project and others that build the resiliency of the region. He then asked staff how they plan to achieve funding at the state level.

Steenblock stated that they have been focused on building relationships with those in the legislature. Furthermore, she commented that they are trying not to divert funding away from other projects such as the I-5 Bridge Replacement project.

Robinhold remarked that this unified call for regional resilience should be reflected with a regional funding strategy.

City of Hillsboro Mayor Steve Callaway requested clarification on why there is no dedicated Westbound bus lane, as well as if streetcars will also use dedicated bus lanes.

Neil stated that there is no current need for a dedicated Westbound bus lane. She confirmed that streetcars will also use bus lanes.

Mayor Callaway then asked for an explanation of the graphic displaying construction hours.

Steenblock explained that this graph measured labor through the job-year metric, displaying the total number of hours of employment this project will provide.

Mayor Callaway lastly questioned if staff has incorporated projections of how the buildings alongside the Burnside Bridge may be affected by a large earthquake.

Neil noted that there are landside vulnerabilities along the corridor that would impact the usability of the bridge in the event of a large earthquake.

Oregon Department of Environmental Quality Air Quality Administrator Ali Mirzakhilili sought clarification on why this project is being included in the 2023 RTP, questioning if this project is taking the place of another.

Bradway explained that this project would not be an amendment to the 2018 RTP, but rather would be included in the project list of the 2023 RTP, meaning that it would not be replacing another project.

Washington County Commissioner Nafisa Fai asked if there is a statewide standard of seismic resilience that all buildings must adhere to. She then asked if this project will coincide with the Great Streets project and if this

will create any funding difficulties.

Steenblock affirmed that there are seismic standards that bridges must be built according to, and while certain buildings do not meet earthquake readiness standards that this should be addressed as a separate issue. As for this project coinciding with other major construction projects, Steenblock stated that they are working closely with construction partners and unions to ensure that they will have the resources and capacity to begin this work when ready.

**Motion:** Multnomah County Commissioner Susheela Jayapal proposed an amendment to Resolution No. 53-5306, seconded by Commissioner Mapps.

**Action:** With all in favor, the amendment was adopted.

Commissioner Mapps expressed his support for this project and thanked staff for their work.

**Action:** With all in favor, the resolution was adopted as amended.

## 6. INFORMATION/DISCUSSION ITEMS

### 6.1 2023 RTP: Call for Projects Update

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

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

The presentation overviewed the scope and timeline of the 2023 Regional Transportation Plan (RTP), focusing on the call projects stage of the planning process. The call for projects stage involves local jurisdictions, agencies, and committees updating the RTP by adding new projects that seek to fulfill the region's transportation visions and goals. Ellis detailed the policy framework for the 2023 RTP, highlighting that included projects must support measurable objectives and targets, as well as aligning with the RTP's goals of providing equitable transportation, mobility options, thriving economy, safe systems, and climate action and resilience.

Commissioner Savas expressed concerns that there has been a great deal of uncertainty surrounding this cycle of the RTP, particularly as the timeline for projects is rapidly approaching.

Bradway noted that the RTP process is the time for the region to decide on priorities moving forward. She spoke about the inclusion of congestion pricing in the 2023 RTP, commenting that while this process is new that it will continue to develop.

Metro Councilor Christine Lewis (she/her) shared Commissioner Savas's frustrations regarding the uncertainty of how congestion pricing will affect the region. She remarked that we are missing a strategic plan to address urban arterials.

Metro Councilor Ashton Simpson (he/him) furthered Councilor Lewis's statement by highlighting that low-income communities may be disparately affected by congestion pricing, noting that diversion will result in greater safety concerns.

Oregon Department of Transportation (ODOT) Policy and Development Manager Rian Windsheimer noted that ODOT has a programmatic bucket within the RTP reserved for safety improvements.

Mirzakhilili questioned how projects are evaluated against one another for inclusion in the RTP, as well asking if this process will be transparent.

Ellis explained that the assessment process revolves around the five primary goals of the RTP, highlighting projects that advance one or several goals the furthest. She stated that this process will be documented and readily available to be viewed.

Trimet General Manager Sam Desue acknowledged the sentiment that Trimet needs to invest more in transit to increase access throughout the region. He remarked that Trimet is focusing on implementing the Forward Together bus service in the short term, and that we need to find a local match and new revenue for high-capacity transit projects.

## **6.2 Climate Smart Strategy: JPACT/Council Workshop Recap and Climate Friendly Equitable Communities Update**

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

### *Key elements of the presentation included*

Ellis described the implementation of the Climate Smart Strategy, a regional strategy targeted at reducing greenhouse gas emissions in the transportation sector, in the climate analysis for the 2023 RTP. She explained that this strategy has been designed to synergize with the 2040 Growth Plan, bringing investment to communities that will lead to positive climate impacts over time. Notably, Ellis stated that significant investment in transit is the key to reaching desired greenhouse gas emission levels, along with transit supporting other regional goals and visions. The presentation detailed how the region's transportation climate has changed since the 2018 RTP, noting the dramatic effects of the COVID-19 pandemic, new state policies that bring additional tools to support the reduction of emissions, and the increased prominence of electric vehicles. To conclude the presentation, Ellis overviewed responses from the JPACT and MTAC committees on the Climate Smart Strategy.

Commissioner Savas expressed concerns that some of the projects in the Climate Smart Strategy may have a disparate effect on low-income communities, placing too significant of burdens on individuals already financially struggling. Furthermore, he cautioned against using vehicle miles traveled (VMT) and vehicle hours traveled (VHT) interchangeably as metrics.

Mirzakhilili emphasized the shifts in commuting trends coming out of the COVID-19 pandemic, noting that people will be rewarded for continuing to work and home and not drive. He then spoke to the electrification of the fleet, commenting that we need electric vehicles options to be cheaper than gas fueled vehicles to further incentivize this shift.

Councilor Simpson noted that multimodal transportation is the key to both providing access to low-income communities and keeping greenhouse gas emissions low.

Commissioner Mapps expressed that he would like to see transit usage in the region rise.

Commissioner Fai questioned if Metro as a MPO is considering funding streams for local jurisdictions.

Ellis stated that the state is funding some planning and implementation work currently, however the Environmental Protection Agency (EPA) recently announced a new grant stream for planning and implementation of carbon reduction strategies.

Bradway recognized the administrative strain securing funding can be for jurisdictions. She noted that Metro is aligning their Climate Smart Strategy with the regulations imposed by the Climate-Friendly and Equitable Communities (CFEC) to reduce this burden.

Windsheimer spoke to the importance of advocating for funding at this stage in the planning process.

## **7 UPDATES FROM JPACT MEMBERS**

Bradway provided an update on the travel details for the JPACT Washington DC trip.

## **8 ADJORN**

Chair Gonzalez adjourned the meeting at 9:30

Respectfully Submitted,



Jeffrey Kain  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF February 16, 2023**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
3.0	Presentation	2/16/2023	Fatal Crash Slide	2162023-01
5.1	Presentation	2/16/2023	Burnside Bridge Presentation	2162023--02
6.1	Presentation	2/16/2023	RTP Call for Projects	2162023--03
6.2	Presentation	2/16/2023	Climate Smart Strategy	2162023--04
2.	Testimony	2/16/2023	Sharon Nasset	2162023--05