

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

Meeting Minutes

**Monday
August 31, 2015**

Members

Diane McKeel
Tim Clark
Ted Tosterud
Jerry Hinton
Doug Daoust
Susie Lahsene

Representing

Multnomah County
City of Wood Village
City of Fairview
City of Gresham
City of Troutdale
Port of Portland

EMCTC Staff

Mark Gunter
Chris Strong
Katherine Kelly
Joanna Valencia
Jessica Berry
Kate Sappell
Phil Healy
Rich Watanabe
Jamie Snook

Representing

City of Wood Village
City of Gresham
City of Gresham
Multnomah County
Multnomah County
Multnomah County
Port of Portland
ODOT
Metro

Guests

Shirley Craddick
Greg Olson

Michelle Godfrey
Jacques Livingston
Bill Peterson

Metro
Gresham Transportation Committee, Multnomah County
Bike/Ped Advisory Committee
ODOT
Mount Hood Express – Clackamas County
City of Wood Village

Welcome and Introductions

EMCTC Chair, Commissioner Diane McKeel, called the meeting to order at 3:09 PM and started with introductions. A quorum was present.

Chair's Comments

Commissioner McKeel announced that Region 1 ACT will have a meeting on September 2nd. Joanna Valencia noted that the meeting will cover the ACT work plan as well as both STIP and Connect-Oregon Application processes.

Opportunity for Public Comment

None

Review and Adoption of August 10, 2015 Meeting Minutes- All

Action Item

- Jerry Hinton moved, Doug Daoust seconded. Minutes approved.

OreGo- Michelle Godfrey, ODOT presentation on OReGo <http://www.myorego.org/>

Information/Discussion

- Michelle Godfrey presented on the OReGo program, which has been up and running for 2 months. Some highlights:
- The number 1 concern they hear is about privacy, so several mechanisms are in place: Orego doesn't track drivers, location data doesn't go to the state. Data is destroyed after 30 days and can only be used to calculate charge – this is written into the legislation. Additionally, the user has a choice for what company they use to track information: ODOT created platform for the market, developed standards for the vendors and they compete with one another. Vendors include Azuga, Verizon, and others.
- An interested observation: rural drivers don't drive more, drive longer distances but take fewer trips. Also: miles on private roads will not be charged because they're not maintained by state.
- Electric vehicles do not pay their fare share through a gas tax, so they do not benefit as much from the program. High MPG drivers save more in fuel costs using OReGo.
- How do you get your gas tax refund? It's a billing system. Gas tax at pump gets credited toward your VMT charge. The VMT charge is based on the device in your car that reads your mileage.
- Jerry Hinton asked what is the minimum length of time a vehicle can be on the program? Michelle noted there are no restrictions set out by the bill, she suggested a person could enroll for as short as a week.
- Ted Tosterud asked how the state picked 1.5 cents per mile? Michelle answered that SB 810, designated the program to be revenue neutral for the average car on the road; they set that at 20 MPG which is the average based on DMV records.
- Ted Tosterud noted that with low price of gasoline, now an opportune time to raise gas tax. But it doesn't solve the problem.
- Michelle noted that the Federal government is waiting to see how the program works in Oregon to determine how other states might use it to raise revenue that is more consistent with transportation impacts.
- She also noted that currently 900 users are signed up, but they would love to get 5,000 in program.

Mt. Hood Express transit – Jacques Livingston, Clackamas County

Information/Discussion

- Jacques Livingston from Clackamas County presented on the Mt. Hood Express transit service, noting the first question people ask is "Why is social services providing transit?" He noted that in Clackamas County, social services has the most experience providing transportation for elderly and disabled citizens so it made sense to have them operate the service. The service grew out of the 2014 Multimodal Transportation Plan. Which had three important goals: (1) Service between Mount Hood and Sandy, (2) park and ride lots, (3) service north of Mount Hood. Based on these goals, funds were sought to develop the service between Mt. Hood and Sandy. The funds include public/private partnership.

- Some service highlights include: (1) Lots of ridership during ski season, (2) During the summer a bike trailer is provided which holds 12 bikes, some days need to bring bikes inside. In July 2015, the services shuttled 1000 bikes per month.
- Shirley Craddick asked how can EMCTC get this discussion started to develop a service to Multnomah Falls? Jacques noted the success of the Mt. Hood Express is that the community identified it as a need AND that the private partners really make it happen by providing funding.
- Jerry Hinton indicated he thinks the user should pay more, noting that \$2/per way seems ridiculously cheap if someone is willing to pay \$60 for a lift ticket.
- Jacques pointed out that the service is not just a recreational vehicle; 40% of the riders are commuting to work and 20% are transit dependent. He also noted that the MHE farebox recovery ratio is 15% (which is the federal requirement on how much the transit services is required to recover (as a percentage of the cost of the service)).
- Jerry asked, what is the purpose of public funding? What is the requirement to provide this service, how do we justify taking them to the mountain on the public's dime?
- Jacques noted that the project started with a desire of the community to get the employees to their jobs on the mountain. Locals are stewards to the project. He also noted that providing the service to recreational riders also relieves congestion on the corridor.
- Jacques wrapped up the discussion by noting that the Mt. Hood Express is 2 years into the new service and some grants are going to run out (2017, etc). So they're trying to figure out how to make it sustainable and whether or not its viable to serve Hood River. They're in the planning process now. In September they'll have drafts of recommendations and options. At the end of that they'll select a direction to move forward. Consultant will develop implementation plan by February; a public meeting will be held in September. And the project is expected to be complete in March 2016.

JPACT Agenda –Jamie Snook, Metro

Jamie noted that the agenda is not official yet for the JPACT meeting. She noted that the JPACT finance subcommittee is still working on being able to provide MTIP and RFFA policies to share with the public. She also noted that the equity initiative not ready to go onto agenda. Shirley Craddick thanked Mayor Daoust for attending the JPACT meetings and noted that it is valuable for EMCTC members to attend JPACT even if they're in the audience.

STIP and MTIP updates – Joanna Valencia

Joanna Valencia presented information about the status of the STIP Enhance, Connect Oregon, and the MTIP. She noted that the 75% active, 25% freight split for the MTIP can be difficult for the jurisdictions to achieve when trying to put together an application for a complete project. Safe Routes to School in MTIP funding and how to address Climate Smart Strategies. How do we move forward with implementation? Some discussion ensued.

Project Updates - Staff

- Powell-Division Project update: Commissioner McKeel told the group that there was a meeting Friday morning August 28th about stop spacing. She noted that stop locations have not yet been determined, but the consultant is looking at criteria to determine locations based on key issues. The decision will need to be made within next 5 months. Another key issue is sidewalks access to stop

locations. Commissioner McKeel suggested that EMCTC receive a presentation about stop spacing and how the decisions are being made.

- Safe Routes to School: Joanna noted that school is back in session. She also let the group know the new Americorp Member for Multnomah County will be starting soon. Xao Xiong will be introduced at the next EMCTC meeting.
- East Metro Connections Plan Update - Joanna noted that there wasn't anything new to report.

Other Business - All

Joanna shared that County has hired Ian Cannon as Transportation Director, managing Sellwood Bridge program. Shirley Craddock asked for an org chart. Joanna also noted that the county has hired a new engineer III and extended offer for engineer II.

The meeting adjourned at 4:45 p.m.

Next EMCTC Meeting: October 5, 2015