



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

May 12, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Rex Burkholder
Jack Burkman
Shirley Craddick
Craig Dirksen
Donna Jordan
Ann Lininger
Neil McFarlane
Roy Rogers
Jason Tell

AFFILIATION

Metro Council
Metro Council
City of Vancouver
Metro Council
City of Tigard, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas County
TriMet
Washington County
Oregon Department of Transportation, Region 1

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Nina DeConcini
Deborah Kafoury
Steve Stuart
Don Wagner
Bill Wyatt

AFFILIATION.

City of Portland
City of Gresham, representing Cities of Multnomah Co.
Oregon Department of Environmental Quality
Multnomah County
Clark County
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Jef Dalin
Bart Gernhart
Andy Ginsburg
Susie Lahsene

AFFILIATION

City of Cornelius, representing Cities of Washington Co.
Washington State Department of Transportation
Oregon Department of Environmental Quality
Port of Portland

STAFF: Kim Ellis, Megan Gibb, Mike Hoglund, Allison Kean Campbell, Ted Leybold, Robin McArthur, Chris Myers, Kelsey Newell, Dylan Rivera, Randy Tucker, Patty Unfred, Chris Yake.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Jason Tell of the Oregon Department of Transportation (ODOT) updated the committee on congestion pricing pilot projects. ODOT is working on multiple congestion pricing projects with a wide range of pricing applications. Three potential pilot projects were chosen and a more detailed analysis has been completed on those three. Three main findings:

- Traffic diversion is a major challenge; tolling one road creates a major diversion to alternate roads.
- Second, the net revenue was less than what had been planned.
- The third finding is that there is strong skepticism from the public around congestion pricing as well as a strong public response that now is not the time for congestion pricing.

Due to these findings ODOT will not be moving forward with congestions pricing however they will move forward with Portland's parking plan with variable rates based on time of day.

Further briefings from Mr. Tell referred to three specific areas:

- Greenhouse gas analysis, ODOT wants to make sure we capture a system of what a pricing structure might look like.
- Oregon Transportation Commission started a series of white papers regarding tolling roadways, primarily to raise understanding of tolls.
- A road user fee; ODOT would like to make sure pricing is an option or at least looked at as an option.

The final update from Mr. Tell was to share a letter written by the governors of Oregon and Washington regarding the Columbia River Crossing (CRC). The letter specifically addressed the final decision on bridge design for the CRC and the extensive feedback taken into account prior to making a decision.

Mr. Bart Gernhart of Washington State Department of Transportation updated the committee on Governor Gregoire's appointments of Nancy Boyd as the new Chair of the CRC and the new Deputy Chair Chris Strickler.

Chair Carlotta Collette of Metro, briefed the committee on the Regional Flexible Fund Allocation (RFFA). Chair Collette met with local government agencies to kick off the process. Counties are working with local municipalities prior to the August 29, 2011 deadline.

Chair Collette also updated the committee on the Urban Growth Boundary study areas. A letter went to Mayors within the region outlining a set of study areas; on May 24 metro will determine which of those areas will be studied.

Councilor Shirley Craddick of Metro briefed the committee on the East Metro Connections plan study which kicked off on April 22nd. The first meeting was held to discuss timelines, milestones, and serve as an introductory meeting and to discuss what transportation improvements are needed and wanted as a means of improving economic development in the East Metro area. The meeting included mayors, Clackamas County Commissioners, and representatives from influence areas such as ODOT, TriMet, Metro, and the Port of Portland.

5. CONSENT AGENDA

5.1 Consideration of the Minutes for the April 1, 2011 Joint MPAC and JPACT Climate Leadership Summit

5.2 Consideration of the JPACT Minutes for April 14, 2011

MOTION: Mayor Craig Dirksen moved, Councilor Donna Jordan seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

6. Climate Smart Communities Scenarios Evaluation – INFORMATION/DIRECTION

Mr. Andy Cotugno of Metro, briefed the committee on greenhouse gas emission reduction scenarios and targets. Vehicle technology will reduce greenhouse gas emissions by 69% which is the majority of the regional goal of 74%. A concern for emissions reductions is that the region will continue to have growth and therefore increases in vehicle miles traveled. Taking growth into account, the target set by the state for greenhouse gas reduction is 20%. The region will need to examine a series of tools to reach this target. The 2040 growth plan is a regional framework that will help define the appropriate transportation tools that don't move the region away from the 2040 plan. This coming summer and fall will be the time to sort through hundreds of different tools and identify two or three different scenarios that represent packages of these tools. Work groups from most jurisdictions will help refine the direction and seek JPACT approval next month to move forward.

Ms. Kim Ellis of Metro updated the committee on the Climate Smart Communities Scenarios Evaluation approach and role of JPACT. This briefing is intended to gather input on the evaluation framework and strategies to be tested in regional scenarios. The evaluation framework provides a set of instructions to staff that will direct the development and evaluation of scenarios

and other research to be conducted in summer 2011. The evaluation framework has been an important piece of work to figure out the scenarios and strategies as well as understanding which combination of strategies will be used. The analysis will include development of a “Strategy Toolbox” that synthesizes existing research on different strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. Evaluation will be based on all six desired outcomes throughout the region. While reducing greenhouse gas emissions from light vehicles is important, the scenarios will be used to demonstrate how the region can progress toward the GHG reduction goals set by the state and achieve other outcomes of importance to the region: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation.

Committee member discussed the potential for overlap within the indicators, the challenges to figuring out public health benefits, possibly separating traditional air quality emissions from air toxics, and the benefit of evaluating the costs to the user by income group.

6.1 Resolution No. 11-4246, For the Purpose of Amending the 2010-2013 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Manage the Regional Mobility Program – ACTION REQUESTED

Mr. Ted Leybold of Metro discussed amending 2010-2013 MTIP to fund on-going management of the Regional Mobility program. This would ensure continued support of key regional programs. TSMO capital infrastructure projects are not impacted. Activities include Grant management, committee management, project management, and performance management. Federal funding has run out on this program and Metro has been using planning funds to backfill.

Mr. Peter Koonce of Portland Bureau of Transportation briefed the committee on the importance of the Metropolitan Transportation Improvement Program (MTIP) resources will allow project groups to know and understand what other project teams are doing which will allow for further connection of applicable projects and example of this collaboration is traffic signal timing between cities throughout the region. We need these funds in order to share with other areas within the region and create these types of collaborations. This will help agencies to use the same language and operate with consistent information.

Committee members asked for clarification on the reductions in FTEs, whether the funding reductions will allow for delivery of the same products, clarification on why there is a reduction in funding, where the money is coming from, and whether bicycling information will be included. Committee members expressed that this is an efficient way to tackle these problems in a limited funds environment. Committee members also expressed the need to minimize administrative costs, if there is a need for FTE to manage this program consideration should be given to the talented planners already employed within local agencies.

Committee members expressed a desire to have more information regarding the impacts of this resolution and would therefore like to postpone a vote until that time.

MOTION: Councilor Rex Burkholder moved, Councilor Donna Jordan seconded, to table Resolution No. 11-4246 to a later date.

ACTION TAKEN: With all in favor, the motion passed.

7. **ADJOURN**

Chair Collette adjourned the meeting at 9:07 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Chris Myers", written in a cursive style.

Chris Myers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 12, 2011

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.0	Handout	5/11/11	Strategies for Reducing Carbon Emissions from Light Vehicles	051211j-01
6.0	PowerPoint	n/a	Scenarios Timeline	051211j-02