

A G E N D A

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METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION SPECIAL MEETING
DATE: April 26, 2007 **PLEASE NOTE SPECIAL MEETING DATE**
TIME: 7:30 A.M.
PLACE: Council Chambers, Metro Regional Center

7:30 AM	1.	CALL TO ORDER AND DECLARATION OF A QUORUM	Rex Burkholder, Chair
7:35 AM	2.	INTRODUCTIONS	Rex Burkholder, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS	Rex Burkholder, Chair
7:40 AM	4.	COMMENTS FROM THE CHAIR	Rex Burkholder, Chair
	5.	CONSENT AGENDA Consideration of JPACT minutes for April 12, 2007	Rex Burkholder, Chair
	6.	ACTION ITEMS	
7:40 AM	*6.1	JPACT MEMBERSHIP - Direction on JPACT membership - Representation of cities - Representation of small transit districts	Andy Cotugno
	7.0	INFORMATION ITEMS	
8:30 AM	7.1	REGIONAL TRANSPORTATION OPTIONS (RTO) PROGRAM PROGRESS REPORT	Pam Peck
8:45 AM	7.2	TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA) REPORT	Pam Peck
9:00 AM	8.0	ADJOURN	

* Material available electronically

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Minutes

April 12, 2007 – Regular Meeting
Council Chamber – Metro Regional Center

MEMBERS PRESENT

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Sam Adams	City of Portland
James Bernard	City of Milwaukie, representing Cities of Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Dick Pederson	DEQ
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Jason Tell	ODOT
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Don Wagner	Washington DOT
Bill Wyatt	Port of Portland

AFFILIATION

MEMBERS EXCUSED

Royce Pollard	City of Vancouver
Maria Rojo de Steffey	Multnomah County
Steve Stuart	Clark County

AFFILIATION

ALTERNATES PRESENT

Donna Jordan	City of Lake Oswego, representing Cities of Clackamas County
Dean Lookingbill	SW WA RTC, representing the City of Vancouver

AFFILIATION

GUESTS PRESENT

David Bragdon	Metro Council President
Ann Gardner	Schnitzer Steel
Lawrence O'Dell	Washington County LUT
David Nordberg	DEQ
Danielle Cowan	Wilsonville
Sharon Nasset	Economic Transportation Alliance
Cam Rapp	City of Waterloo, Canada
Janet Babcock	City of Waterloo, Canada
Councillor Carl Zehr	Regional Municipality of Waterloo, Canada
Councilor Sean Strickland	Regional Municipality of Waterloo, Canada
Councilor Jean Hoalborn	Regional Municipality of Waterloo, Canada
Yanick Cyr	Regional Municipality of Waterloo, Canada
Rob Horne	Regional Municipality of Waterloo, Canada
Thomas Schmidt	Regional Municipality of Waterloo, Canada

There were other guests present who did not sign the sign-in sheet.

AFFILIATION

STAFF PRESENT

Robin McArthur, Tom Kloster, Pat Emmerson, Josh Naramore, Pam Peck, Kathryn Sofich, Amelia Porterfield, Anthony Butzek, Jon Makler, John Mermin, Caleb Winter, Aaron Buston

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Burkholder declared a quorum and called the meeting to order at 7:35 a.m.

2. INTRODUCTIONS

Chair Burkholder welcomed elected officials and agency heads from Waterloo, Ontario, Canada.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Ann Gardner of Schnitzer Steel noted the importance of the RTP update. The cost of congestion study pointed out some significant problems for this region. Ms. Gardner has been speaking with House and Senate leadership regarding transportation funding.

Sharon Nasset offered a twenty-minute presentation to anyone interested focusing on a bi-state industrial corridor, from the Ports of Vancouver to I-5.

4. COMMENTS FROM THE CHAIR

Chair Burkholder proposed canceling the April 26 JPACT financial meeting and instead having a special meeting focusing on the RTO update, the Transportation Association Management Report and JPACT membership options. The finance meeting will be re-scheduled.

5. CONSENT AGENDA

5.1 Consideration of minutes from the March 1, 2007 JPACT Meeting

Motion: Mr. Rob Drake moved, seconded by Councilor Rod Park to approve the March 1, 2007 minutes. Hearing no objections, the motion passed unanimously.

6. ACTION ITEMS

6.1 Resolution No. 07-3799, For the Purpose of Adopting the FY 2008 Unified Planning Work Program (UPWP)

Ms. Robin McArthur said that the UPWP is the federal requirement that outlines how the region intends to use federal transportation planning dollars. The only change is in the consultation section. The Bicycle Transportation Alliance wants to be included in the consultation process. Mr. Tom Kloster added that AAA and other NGO agencies will also be included. This standard document outlines how Metro intends to use transportation dollars.

Motion: Mr. Rob Drake moved, seconded by Mr. Bill Wyatt. Hearing no objections, the motion passed unanimously.

6.2 Resolution 07-3798, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements

Ms. Robin McArthur stated that this is a companion piece to the first resolution that outlines that Metro is in compliance with the federal requirements for allocating the money. Chair Burkholder added that this is a self-certification.

Motion: Mr. Fred Hansen moved, seconded by Mr. Dick Petterson. Hearing no objections, the motion passed unanimously.

6.3 Resolution no. 07-3786, for the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Suballocations for Fiscal Year 07-08

Ms. Pam Peck explained that the RTO program works to reduce drive alone auto trips and vehicle miles of travel, to manage congestion, to maximize the capacity of the transportation system, to reduce pollution, and to encourage use of all forms of transport including biking, walking and mass transit. This action will fund the regional marketing program, TriMet's employer program and six transportation management associations plus a new transportation management program in the south waterfront district (pending a feasibility study). There will also be grants for four regional projects and six local projects. Responding to questions, Ms. Peck confirmed that there are two separate grants going to Clackamas County and that Troutdale receives funding as it has a transportation management association.

Motion: Councilor Brian Newman moved, seconded by Mayor Drake. Hearing no objections, the motion passed unanimously.

6.4 RTP Investment Solicitation Process

Chair Burkholder explained that this is phase three of the transportation plan. This meeting will focus on screening criteria, regional mobility and related concerns.

Mr. Tom Kloster gave a presentation, detailed in the handouts for item 6.4. He said that there are two types of projects: small community driven projects, and larger projects costing millions of dollars. The funding shortfall occurs with the larger projects.

A solicitation packet will go out in late April. Projects will come from local plans that have already been adopted, to see what fits best with the updated RTP. The deadline for applications is June 8. There will be one round of modeling analysis. Investment targets will be assigned to each county, based on the 2035 population numbers. The target will be 200% of that. Some revenues are local revenues that will be dedicated to the areas where they are generated.

Mr. Kloster explained that the screening criteria are a self-scoring exercise that will help determine if the projects are consistent with the policy. The analysis will look at sets of projects and investments and how they might work together.

System management and gaps are the first priority with system deficiencies as second priority. There are nine goals, detailed in the handout, and the first six goals are the proposed screening criteria.

Comments and questions included:

- At the suggestion that the goals be prioritized, Mr. Kloster responded that the information will be collected so that the prioritization can occur in the fall.
- Regarding whether 100% be used instead of 200%, Mr. Kloster responded that the purpose of screening is for committees to rethink their own projects. In the fall, JPACT, MPAC and Council will discuss financial constraints. The regional financial forecast will be ready this summer. He said that although we are starting with 200%, the number could vary depending on what the jurisdictions see as a reasonable set of assumptions.
- The budgets and the forecasts are to be prepared in current 2007 dollars.
- Projects will go into one of the following categories: financially constrained, illustrious, or chapter 7. Regions will come back with a recommended financially constrained list.
- Responding to the question of allocation methodology, Mr. Kloster said that the regional share is divided up, but local money stays with the jurisdiction. There are three categories into which the municipalities are designated: developed, developing or undeveloped. Projects will be

compared within these categories. The policy recognizes that different kinds of areas have different needs.

- Regarding Chapter One implementation and funding, Mr. Kloster responded that he is hoping that the responsibilities for these projects can be sorted out between ODOT and the jurisdictions.

- Mr. Kloster said that in order to forecast, there will be a community exercise where cities and counties work together on modeling input with a 2007 base year and 2035 with no investments. There will be one round of analysis. If it is not enough, we will try to add more by the fall.

- What if the numbers for growth are not accurate and are low? With global warming, this area will become even more attractive. Mr. Kloster responded that with the regional forecast, we have a good track record. By the next update, there could be dramatic change in how we allocate.

- A broader discussion is needed on minimum investment and on regional versus local priorities. We need a policy framework where we agree on what should be in, what should not be in, and the responsibility of local funding.

- Our local financial responsibility is colored by the loss of timber receipts. We will not be able to do any capacity enhancements. We would like confirmation that local money will stay local.

- We need a regional system, however it does not make sense to run transit into areas where there is not the population to support it. We have not done smart growth when we have population in one area and jobs in another. We do need to assist areas of existing large populations with their needs.

- Damascus has a lot of infrastructure work ahead to accommodate growth. We need regional commitment to make sure the goals are met.

- Portland endorses the screening criteria but they are concerned about the timing of the process and the lack of an original, updated transportation analysis. Their preference is that the RTP should follow the decisions of Metro's New Look. There should also be a transportation systems analysis before making decisions on individual projects. The current sequence may encourage a "divide and spoils" kind of approach. Chair Burkholder responded that the next RTP update will start in 2010, and suggested that this first process and the modeling be completed, followed by a check-in in the summer. At that time, we can look at the options.

- It would be helpful to have a 3-4 year timeline on how it all fits together so we will know when discussions will be revisited. Include when the New Look will be done and when the new transportation analysis will be completed.

- We need more time to talk about these critical issues. Should we have another meeting?

Mr. Tom Kloster said that the 2000 RTP failed to set an agenda. Now, he said, we are trying to get more focus. He introduced an exercise to help identify the most critical needs and opportunities in the transportation system. He said that a technical workshop and modeling would follow, with results to come out in May. Those present completed the exercise.

Chair Burkholder asked for and received endorsement of the project selection criteria. He reminded people to send in their worksheets. The next two meetings will take place April 26 and May 10.

7. ADJOURN

There being no further business, Chair Burkholder adjourned the regular meeting at 9:08 a.m.

Respectfully submitted,
Laura Dawson Bodner
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 12, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
* 5.1	Consent Agenda	N/A	Meeting Minutes from March 1, 2007 Meeting	041207j.01
* 6.1	Resolution	N/A	No. 07-3799, For the Purpose of Adopting the FY2008 Unified Planning Work Program	041207j.02
* 6.1	Information	03/22/07	FY 2007-08 Unified Planning Work Program: Transportation Planning in the Portland/Vancouver Metropolitan Area	041207j.03
* 6.2	Resolution	N/A	No. 07-3798, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements	041207j.04
* 6.3	Resolution	N/A	No. 07-3786, For the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Suballocations for Fiscal Year 07-08	041207j.05
* 6.4	Information	04/04/07	2035 RTP: Phase 3 Investment Solicitation and System Analysis Process	041207j.06
** 6.4	Presentation	N/A	A New Look at Transportation	041207j.07
** 6.4	Information	Spring 2007	New Look: 2035 Regional Transportation Plan in a Nutshell	041207j.08
** 6.4	Draft Memo	04/10/07	Regional Freight and Goods Movement Task Force Comments	041207j.09
** 6.4	Attachment	04/10/07	Regional Freight and Goods Movement Task Force Freight System Investment Priorities	041207j.10

* Included in packet

**Distributed at meeting



TRANSIT DISTRICTS AND JPACT BYLAW UPDATE OPTIONS

The Joint Policy Advisory Committee on Transportation (JPACT) was formed almost thirty years ago in response to federal legislation designating Metropolitan Planning Organizations (MPOs) as the regional body responsible for transportation planning in larger urban areas. The JPACT operating bylaws have been updated periodically, most recently in 2001. However, bylaw updates have been limited to administrative procedures. Current JPACT Board membership has remained unaltered since the committee's inception in 1979.

This is the second part of a series to evaluate JPACT membership and operating bylaws. The first part explored the population growth trends in the incorporated and unincorporated areas as well as the demographic changes in the cities and counties throughout the region. This second part focuses on identifying regional transit service districts that provide service into or within the MPO boundary. It also highlights transit district demographic changes within the Portland Metropolitan region from 1970 – 2005.

Attached are the following:

- Memo discussing regional transit districts, demographic changes, and a list of policy options for amending current JPACT Bylaws
- Memo discussing growth trends in cities and counties and list of policy options for amending current JPACT Bylaws
- Current JPACT Bylaws
- Metro Policy Advisory Committee (MPAC) Bylaws including a proposed amendment
- Association of Metropolitan Planning Organizations (AMPO) survey results of the structure and activities of MPO Policy Boards



METRO

DATE: April 26, 2007
TO: JPACT Members and Interested Parties
FROM: Andy Cotugno, Planning Director
SUBJECT: Transit Districts and Bylaw Update Options

Introduction

As part of the 2004 Federal Triennial Certification Review, the Federal Highway Administration and Federal Transit Administration issued the following recommendations to review the bylaws and membership of JPACT to reflect the dramatic changes in the region's area and population since the committee's inception in 1979:

- 1. Because of the recent inclusion of the City of Wilsonville and the emerging City of Damascus in the MPO boundary, the considerable growth of the MPO population in general and public comments indicating a perception that smaller jurisdictions may not be adequately represented in MPO matters, it is recommended that the MPO members review the existing policy board representation and voting structure and either reaffirm its adequacy or agree on appropriate modifications*
- 2. It is strongly recommended that other MPO members also evaluate the effectiveness of SMARTs input opportunities and consider appropriate alternatives.*

Federal law requires that MPO policy boards be comprised of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials¹.

In response to this recommendation, Metro agreed to initiate a review of JPACT membership and operating bylaws. Amending bylaws requires a two-thirds vote of the full JPACT and a majority vote of the Metro Council. The following presents background information on transit districts in the Portland Metropolitan region both inside and outside of the MPO boundary. This information is used as a foundation for developing policy options for addressing the concerns expressed by FHWA and FTA about the MPO representation amongst smaller transit districts that have emerged since JPACT was formed almost thirty years ago.

¹ "Metropolitan Planning." Title 49 U.S.Code, Sec. 5303. <<http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=61971321540+0+0+0&WAIAction=retrieve>>

I. Metro Area Providers

TriMet Services

Created in 1969 by the state, TriMet is the primary transit service provider in the Metro region. The TriMet service district now encompasses 575 square miles and serves 1.4 million people in the urban portions of Clackamas, Multnomah, and Washington counties. TriMet operates the bus system, the MAX Light Rail System as well as LIFT service and Medical Transportation Programs to meet the needs of elderly and disabled individuals. Table 1 shows annual ridership from 1987 – 2006. Ridership on bus and rail lines has increased every year since 1988.

**TABLE 1 - TRIMET RIDERSHIP
TOTALS FY 1987 - 2006**

FY87	47,880,000	FY97	66,780,000
FY88	46,560,000	FY98	68,952,000
FY89	48,600,000	FY99	76,309,200
FY90	51,541,200	FY00	81,237,600
FY91	55,031,100	FY01	84,946,800
FY92	57,172,200	FY02	88,633,200
FY93	57,197,600	FY03	88,863,600
FY94	59,148,000	FY04	91,071,600
FY95	61,188,000	FY05	95,826,000
FY96	63,912,000	FY06	95,736,000

These ridership figures include boarding rides for both the TriMet bus and rail systems.

TriMet's fixed route service is comprised of bus and rail lines. It operates 626 buses that serve more than ninety bus lines and seasonal shuttles. Currently there are 16 frequent bus service routes covering 164 miles that offer riders fifteen minute or better service seven days a week. The MAX Light Rail has three routes and is 44 miles long. TriMet currently funds service with fare revenue, a .6518 percent local business payroll tax and a combination of state and federal grants.

TriMet offers a variety of fares. All day tickets for all zones are \$4.25. Two hour tickets cost \$2 for an adult all zones, \$1.70 for an adult 1 and 2 zones, \$0.85 for honored citizens (riders 65 and older, people on Medicare, and people with disabilities), \$1.35 for Youth/Students and \$1.65 for LIFT/paratransit service. Seven day, half month, monthly, and annual passes are available.

Current JPACT Representation: *TriMet is represented on JPACT through one voting seat.*

South Metro Area Rapid Transit (SMART)

SMART is operated by the City of Wilsonville with a payroll tax of 0.33 percent and grant funding. It has gradually expanded its services since 1989. When it first formed, SMART was only providing demand response service by contract. In 1991 it began operating demand response service on its own and in 1993 started providing fixed route service to the Tualatin Park and Ride lot and the Barbur Transit Center. Then in 1994,

SMART started in town service. It offers five fixed route service throughout the City as well as connections to Canby, Salem, and the south end of Portland. SMART also provides Wilsonville residents with Dial-A-Ride service, a special demand response service for the elderly and the disabled.

All in town services are provided to riders free of charge, with the one-way fare for the Salem route costing \$2 and the one-way fares to Canby, Tualatin, and Barbur Boulevard Park and Ride costing \$1.25. Table 2 shows SMART ridership from 1991 – 2006.

**TABLE 2 - SMART RIDERSHIP TOTALS
FY 1991 - 2006**

FY91	4,715	FY99	163,275
FY92	11,714	FY00	171,981
FY93	18,831	FY01	190,580
FY94	29,272	FY02	213,511
FY95	42,175	FY03	228,611
FY96	75,362	FY04	257,491
FY97	116,354	FY05	279,369
FY98	142,541	FY06	306,462

SMART ridership has grown steadily each year since its creation with the introduction of new routes, increased route frequency, and improved connections between transit systems. Table 3 shows ridership in fiscal year 2006 by route. The three out of town routes to Salem, Canby and Barbur Transit Center comprise more than fifty percent of annual ridership making SMART a regional transit service provider in addition to a local service provider.

TABLE 3 - SMART Route Totals for FY06				
Dial-a-Ride	1X Wilsonville to Salem	201 Wilsonville to Barbur Transit Center	201 Saturday North South Connecting to Tualatin P & R	203 West Side Commuter Service
23,995	41,026	89,898	2,481	14,625
204 Cross- town Route	204 Saturday Cross- town Route	205 Wilsonville to Canby	Special Events	Grand Total
102,285	6,656	22,812	2,684	306,462

Note: Routes 1X and 203 only operate during peak commute times.

Current JPACT Representation: SMART does not have a direct voting seat on JPACT. Representation for the City of Wilsonville, the governing body of SMART is provided by the Cities of Clackamas County currently maintained by the City of Milwaukie with the City of Lake Oswego as the alternate.

Clark County Public Transportation Benefit Authority (C-TRAN)

C-TRAN has been providing Clark County residents with public transit for more than 25 years. In 2005, C-TRAN services were reduced from the full County to the City of Vancouver and its Urban Growth Boundary. It currently offers fixed route service, premium commuter bus service to Portland, and dial-a-ride Paratransit service for the elderly and disabled. In all, C-TRAN operates seventeen local urban routes, eight premium commuter service routes, and five dial-a-ride routes. Table 4 shows annual ridership from FY 1996 – 2005.

**TABLE 4 - C-TRAN ANNUAL RIDERSHIP TOTALS
FY 1996 - 2006**

Year	Fixed Route	Demand Response	Van Pools	TOTAL
1996	5,985,456	142,495	18,458	6,146,409
1997	6,658,550	172,531	32,886	6,863,967
1998	7,208,587	189,074	49,352	7,447,013
1999	7,750,095	188,269	68,096	8,006,460
2000	6,564,961	162,130	66,555	6,793,646
2001	5,954,946	175,029	51,255	6,181,230
2002	6,215,424	180,867	35,911	6,432,202
2003	6,669,074	199,524	36,442	7,234,040
2004	6,804,572	200,088	26,318	7,030,978
2005	5,614,951	196,478	988	5,812,417

C-TRAN currently operates a number of routes that offer connections with TriMet at the Portland Transit Mall, Rose Quarter and Lloyd District, Parkrose Sumner Transit Center, and Marquam Hill. C-TRAN demand response service also transfers riders to TriMet at Jantzen Beach and Gateway Transit Centers. Table 5 displays 2005 ridership figures for C-TRAN routes that cross into the Portland Metropolitan region.

C-TRAN currently funds service with fare revenue, sales tax revenue and a combination of state and federal grants. Fares for trips into the Portland Metropolitan region are \$2.25 for adults and \$1.25 for riders 65 and older, people on Medicare, and people with disabilities. C-TRAN also operates an express service to Lloyd District and Marquam Hill for \$3. Ticket books, day and monthly passes are available.

TABLE 5 - C-TRAN 2005 Annual Passengers for Routes into the Portland Metropolitan Region

Route #	Route Name	Total Passengers	Destination
105	I-5 Express	124,999	Travels to Portland Transit Mall
114	Camas Washougal Ltd.	10,393	Travels to Portland Transit Mall
134	Salmon Creek Express	243,279	Travels to Portland Transit Mall
157	Lloyd Dist./BPA	29,439	Travels to Rose Quarter and Lloyd District
164	Fisher's Landing Express	213,253	Travels to Portland Transit Mall
165	Parkrose Express	108,718	Travels to Parkrose/Sumner Station
177	Evergreen Express	35,099	Travels to Portland Transit Mall
190	Marquam Hill Express	47,476	Travels to Marquam Hill
TOTAL		812,656	

Current JPACT Representation: C-TRAN is represented on JPACT through the three seats assigned to the State of Washington. The C-TRAN Board of Directors is comprised of various elected officials from Clark County and its cities. Commissioner Steve Stuart who sits on the C-TRAN Board currently maintains the Clark County JPACT seat. Additionally, the Mayor of Vancouver, Royce Pollard also maintains a seat on JPACT. Both positions are also on the C-TRAN Board. According to JPACT Bylaws, the three member seats and their alternates for the State of Washington will be elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN. The three members are selected by the RTC Policy Committee.

II. Tri-County Service Providers Outside Metro

Sandy Area Metro (SAM)

SAM has become the hub of transportation alternatives in east Clackamas County providing connectivity to the TriMet Bus/MAX in Gresham and the greater Portland Metropolitan region. Sandy Transit has grown from one bus on one route in 2000 to seven vehicles on four fixed routes and a demand-response route. Table 6 below shows the annual ridership from 2001 – 2006.

**TABLE 6 - SAM RIDERSHIP TOTALS
FY 2001 - 2006**

FY01	106,706
FY02	131,635
FY03	142,991
FY04	140,521
FY05	177,213
FY06	191,206

Services now extend from Sandy east to the Mt. Hood Corridor, south to Estacada and west to Gresham and the greater Portland Metropolitan region. Services offer connections to TriMet in Gresham and Estacada. These services provide much needed regional access to jobs, education, shopping, social activities, medical and social services for transit dependent as well as discretionary riders. Sandy Transit Area Rides (STAR) is Sandy Transit's intracity general public service operating by demand-response (dial-a-ride) between 7:30 a.m.-6:30 p.m. and 8:30-9:00 p.m. weekdays and 10:30 a.m.-4:30 p.m. Saturdays. It provides rides in the city and the surrounding five-mile radius prioritizing elderly and persons with disabilities especially in the out-of-city areas. Table 7 shows the ridership by line for 2006.

TABLE 7 - SAM Route Totals for FY06

Gresham #1 (First half hour)	Gresham #2 (Second half hour)	Estacada	SAM Total	STAR (Dial-a-Ride)	Elderly & Disabled Out- of-District Paratransit
248,955	107,355	24,348	380,658	33,331	3,178

SAM services are fareless with the exception of some STAR services. STAR fares are \$.50 one-way for general public; \$.25 youth; and free for elderly (over 60), low-income, or person with a disability. The City of Sandy currently funds service with a .6 percent local business payroll tax and a combination of state and federal grants.

SAM also connects with the Mountain Express, which began service in June 2004 and operates a deviated fixed route six times daily on weekdays between Sandy and Rhododendron. Deviations are made for ADA eligible residents within a 3/4-mile of the

route. Area residents who are elderly or have disabilities and need door-to-door transportation receive service to and from the Welches Senior Center.

Current JPACT Representation: SAM does not have a direct voting seat and is not currently represented on JPACT as it falls outside of the MPO boundary. To some extent, the City of Sandy receives representation by the JPACT seat maintained by Clackamas County.

South Clackamas Transit District (SCTD) or City of Molalla

The SCTD runs three deviated fixed route services. It provides service between Clackamas Community College (CCC) and Molalla along Highway 213. Connections with TriMet lines can be made at CCC. The route to Canby provides connections to Canby Area Transit, SMART and the Canby to Woodburn bus. SCTD is fareless for service within Molalla. Both the Canby and CCC routes charge a \$1 fare per ride. The SCTD currently funds service with a .3 percent local business payroll tax and a combination of state and federal grants. Annual ridership and ridership by route from 2003 – 2006 are displayed in Table 8.

	2003	2004	2005	2006
To Clackamas Community College	30,278	29,619	31,786	41,119
To Canby	13,451	14,961	16,362	16,989
Molalla City Route	15,510	23,234	26,652	26,312
TOTAL	59,239	67,814	74,800	84,420

Current JPACT Representation: SCTD does not have a direct voting seat and is not currently represented on JPACT as it falls outside of the MPO boundary. To some extent, the City of Molalla receives representation by the JPACT seat maintained by Clackamas County.

Canby Area Transit (CAT)

CAT began service in September 2002 and currently operates three fixed routes. The three fixed routes all operate within the Canby city limits and offer connections to the Oregon City transit center and to Woodburn. Additionally, the routes link up with service provided by SMART that connects Canby with Wilsonville and with SCTD’s Molalla to Canby service. Table 9 shows total annual ridership from 2002 – 2006.

Fiscal Year	Total Ridership	Fixed Route Elderly & Disabled	Fixed Route Other	Paratransit Lift Dial-A-Ride
*2002-2003	84,013	4,107	76,377	3,529
2003-2004	159,483	8,400	145,553	5,530
2004-2005	198,420	11,672	177,079	9,669
2005-2006	205,119	13,712	178,449	12,958
Totals	647,035	37,891	577,458	31,686

*CAT service started in September of 2002.

All CAT services are operated at no charge to riders. The City of Canby currently funds service with a .6 percent local business payroll tax and a combination of state and federal grants.

Current JPACT Representation: *CAT does not have a direct voting seat and is not currently represented on JPACT as it falls outside of the MPO boundary. To some extent, the City of Canby receives representation by the JPACT seat maintained by Clackamas County.*

III. Transit District Population Trends: 1970-2005

The TriMet transit operations began in 1969, when the Tri-County Metropolitan Transit District of Oregon assumed service from the Rose City Transit Company. TriMet’s jurisdiction covers the urban area, and some rural communities. In 1989, the City of Wilsonville withdrew from the TriMet district, forming the South Metro Area Rapid Transit (SMART) district. The Damascus and Molalla areas also withdrew at that time. In 2000, the City of Sandy withdrew from the TriMet district to form the Sandy Area Metro (SAM) district, and in 2002, the City of Canby withdrew to form the Canby Area Transit (CAT) district. Despite these reductions in the area of the TriMet district, the agency continues to provide service to the bulk of the Metro region, and most residents. Table 10 shows the comparative population within the Tri-County region’s transit districts, and Table 11 shows the percentage of the regional population located within each district, as well as the share of the tri-county population located outside any transit jurisdiction.

Table 10: Population of Tri-County Transit Districts

	1970	1980	1990	2000	2005
Tri-Met District	880,675	940,600	1,053,800	1,261,517	1,352,450
SMART (Wilsonville)	N/A	N/A	N/A	13,991	16,510
Canby District	N/A	N/A	N/A	12,790	14,385
Sandy District	N/A	N/A	N/A	5,385	6,680
Molalla District	N/A	N/A	N/A	5,647	6,395
Balance of Tri-county	N/A	N/A	N/A	144,889	144,750
Tri-county Total	880,675	940,600	1,053,800	1,444,219	1,541,170

Table 11: Population Share of Tri-County Transit Districts

	1970	1980	1990	2000	2005
Tri-Met (Metro)	100.0%	100%	100%	87.3%	87.8%
SMART (Wilsonville)	0%	0%	0%	1.0%	1.1%
Canby (City)	0%	0%	0%	0.9%	0.9%
Sandy (City)	0%	0%	0%	0.4%	0.4%
Molalla (City)	0%	0%	0%	0.4%	0.4%
Balance of Tri-county	0%	0%	0%	10.0%	9.4%
Tri-county Total	100.0%	100.0%	100.0%	100.0%	100.0%

IV. Policy Options for Updating JPACT Membership

Option A) Adapt the Status Quo

Maintain current JPACT membership leaving TriMet as the lone transit service provider represented on the MPO Board. Amend JPACT Bylaws to clarify TriMet's responsibility to coordinate with the tri-county transit service providers providing services within and into the MPO boundary. Amend JPACT bylaws to clarify the Cities of Clackamas County seat as representing the City of Wilsonville, which as the governing body represents SMART.

Option A - STATUS QUO

Transit Districts in MPO Boundary				
	2005 Transit District Population	% of Metro Population inside Transit District	Votes	Share of JPACT Votes
Tri-Met (Metro)	1,352,450	98.8%	1	5.9%
SMART (Wilsonville)	16,510	1.2%	0	0.0%
Subtotal	1,368,960	100%	1	5.9%
Total Transit Seats			1	5.9%
Other Seats			16	94.1%
GRAND TOTAL			17	100.0%

Option B) Create a General Transit Seat

The seat currently held by TriMet on JPACT would become a general transit seat. TriMet and SMART would select a member and alternate to sit on JPACT. Amend the JPACT Bylaws accordingly.

Option B – CREATE GENERAL TRANSIT SEAT

Transit Districts in MPO Boundary				
	2005 Transit District Population	% of Metro Population inside Transit District	Votes	Share of JPACT Votes
Tri-Met (Metro)	1,352,450	98.8%	1	5.9%
SMART (Wilsonville)	16,510	1.2%		
Subtotal	1,368,960	100%	1	5.9%
Total Transit Seats			1	5.9%
Other Seats			16	94.1%
GRAND TOTAL			17	100.0%

Option C) Add a Seat for SMART (City of Wilsonville)

Amend JPACT bylaws to include the addition of a seat for SMART (City of Wilsonville). This would expand JPACT membership to eighteen members.

Option C – ADD SMART (WILSONVILLE) SEAT

Transit Districts in MPO Boundary				
	2005 Transit District Population	% of Metro Population inside Transit District	Votes	Share of JPACT Votes
Tri-Met (Metro)	1,352,450	98.8%	1	5.6%
SMART (Wilsonville)	16,510	1.2%	1	5.6%
Subtotal	1,368,960	100%	1	11.1%
Total Transit Seats			2	11.1%
Other Seats			16	88.9%
GRAND TOTAL			18	100.0%

Option D) Add a Seat for Other Tri-County Transit Service Providers

Add an additional seat to JPACT to represent other tri-county transit service districts that provide service into or within the MPO boundary. The other transit service districts, other than TriMet, would collectively select their JPACT member and alternate. The selected member would be given an obligation to communicate and represent each of the tri-county transit service districts. Amend the JPACT Bylaws accordingly.

Option D – ADD SEAT FOR OTHER TRI-COUNTY TRANSIT PROVIDERS

Regional Transit Districts Providing Service into and within MPO Boundary				
	2005 Transit District Population	% of Regional Population inside Transit District	Votes	Share of JPACT Votes
Tri-Met District	1,352,450	87.8%	1	5.6%
SMART (Wilsonville)	16,510	1.1%	1	5.6%
Canby District	14,385	0.9%		
Sandy District	6,680	0.4%		
Molalla District	6,395	0.4%		
Balance of Tri-county	144,750	9.4%	0	0.0%
Tri-County Total	1,541,170	100%	2	11.1%
Total Transit Seats			2	11.1%
Other Seats			16	88.9%
GRAND TOTAL			18	100.0%



REGIONAL GROWTH TRENDS AND JPACT BYLAW UPDATE OPTIONS

The Joint Policy Advisory Committee on Transportation (JPACT) was formed almost thirty years ago in response to federal legislation designating Metropolitan Planning Organizations (MPOs) as the regional body responsible for transportation planning in larger urban areas. The JPACT operating bylaws have been updated periodically, most recently in 2001. However, bylaw updates have been limited to administrative procedures. Current JPACT Board membership has remained unaltered since the committee's inception in 1979.

This is the first of a series of memos to evaluate JPACT membership and operating membership. This memo focuses on the population growth trends within the incorporated and unincorporated areas of the region as well as demographic changes in the cities and counties throughout the region from 1980 – 2005. Attached are the following:

- Memo discussing growth trends in cities and counties and list of policy options for amending current JPACT Bylaws
- Current JPACT Bylaws
- Metro Policy Advisory Committee (MPAC) Bylaws including a proposed amendment
- Association of Metropolitan Planning Organizations (AMPO) survey results of the structure and activities of MPO Policy Boards



METRO

DATE: March 1, 2007
TO: JPACT Members and Interested Parties
FROM: Andy Cotugno, Planning Director
SUBJECT: Regional Growth Trends and Bylaw Update Options

Introduction

As part of the 2004 Federal Triennial Certification Review, the Federal Highway Administration and Federal Transit Administration issued the following recommendations to review the bylaws and membership of JPACT to reflect the dramatic changes in the region's area and population since the inception of the committee:

- 1. Because of the recent inclusion of the City of Wilsonville and the emerging City of Damascus in the MPO boundary, the considerable growth of the MPO population in general and public comments indicating a perception that smaller jurisdictions may not be adequately represented in MPO matters, it is recommended that the MPO members review the existing policy board representation and voting structure and either reaffirm its adequacy or agree on appropriate modifications*
- 2. It is strongly recommended that other MPO members also evaluate the effectiveness of SMARTs input opportunities and consider appropriate alternatives.*

Federal law requires that MPO policy boards be comprised of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials¹.

In response to this recommendation, Metro agreed to initiate a review of JPACT membership and operating bylaws. Amending bylaws requires a two-thirds vote of the full JPACT and a majority vote of the Metro Council. The following presents background information on recent population trends. This memo focuses on the population growth trends within the incorporated and unincorporated areas of the region as well as demographic changes in the cities and counties throughout the region from 1980 – 2005. This information is used as a foundation for developing policy options for addressing the concerns expressed by FHWA and FTA about MPO representation

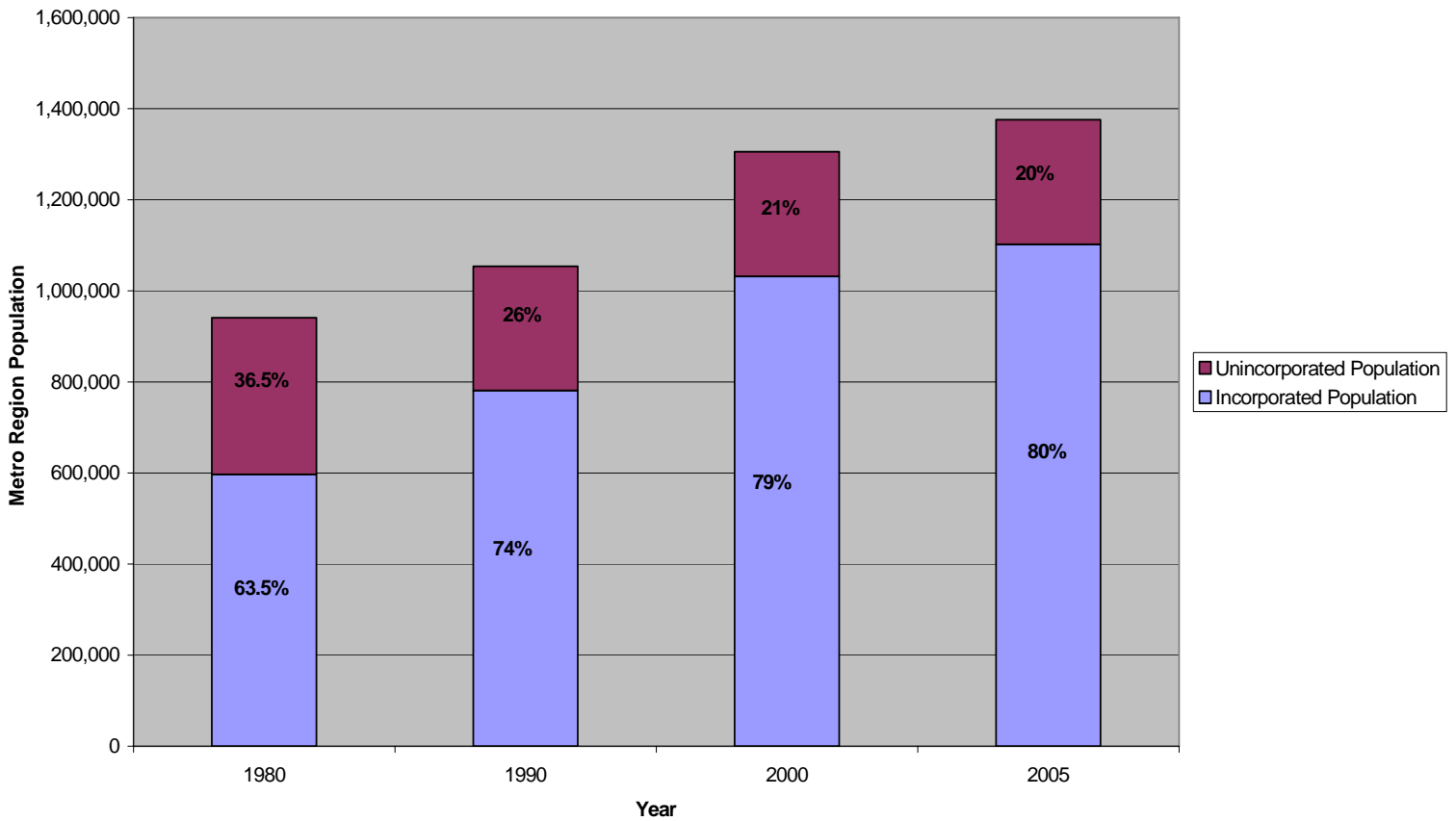
¹ "Metropolitan Planning." Title 49 U.S.Code, Sec. 5303. <<http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=61971321540+0+0+0&WAIAction=retrieve>>

amongst smaller jurisdictions and communities brought into the Urban Growth Boundary since 1980.

Regional Population Trends: 1980 – 2005

A substantial shift in the region’s population from unincorporated areas to incorporated cities has occurred from 1980 – 2005. Actual population growth combined with annexation has fueled this trend as cities have expanded the provision of urban services in the region’s emerging areas. Figure 1 shows a regional shift from 63.5 percent of the population living within cities in 1980 to 80 percent in 2005. This is the most noticeable in Multnomah County with nearly 100 percent of the county’s population living within cities. This reflects the massive annexation programs triggered by the mid-county sewer construction mandate in the 1980s. Washington County has also experienced an increase in population shift toward an incorporated base. Clackamas County still maintains a relative even split between incorporated and unincorporated areas.

Figure 1 - METRO Unincorporated/Incorporated Population Share 1980-2005

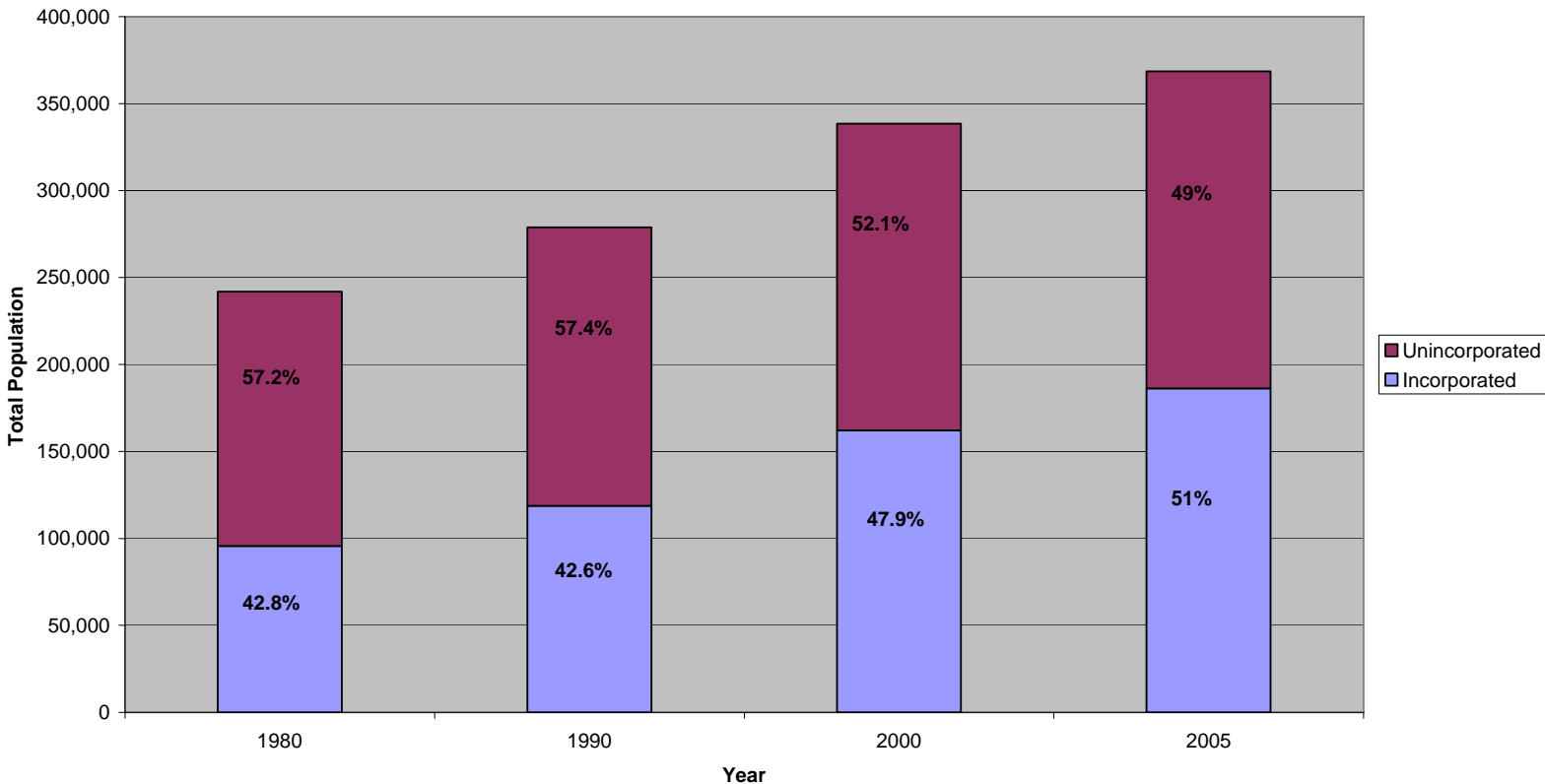


Clackamas County Population Trends: 1980 – 2005

From 1980 to 2005 Clackamas County's population grew by 52 percent from 241,911 to 377,355. In 1980 the County population was comprised of 57.2 percent in unincorporated areas and 42.8 percent within cities. However, from 1980 to 2005 population in cities grew by 95 percent and now comprises 51 percent of the County's population. Cities grew by real population growth and annexation with the most dramatic example being Wilsonville's more than 400 percent growth. Unincorporated areas also grew from 1980 – 2005, especially in the vicinity of Clackamas Town Center and along the Sunnyside Road corridor, but only by 25 percent.

Expansions of the Urban Growth Boundary (UGB) saw the addition of Damascus areas, which are expected to result in dramatic increases in Clackamas County incorporated population in the next few decades. In 2004, residents of Damascus voted to incorporate most of the territory included in the UGB expansion, meaning that future development of this area will accelerate the shift of Clackamas County residents residing within municipal boundaries. The city of Happy Valley expects to incorporate the Sunnyside Road corridor, which will also have the effect of increasing the share of future Clackamas County population living within incorporated areas. Figure 2 shows the population shift to incorporated areas for Clackamas County from 1980 – 2005.

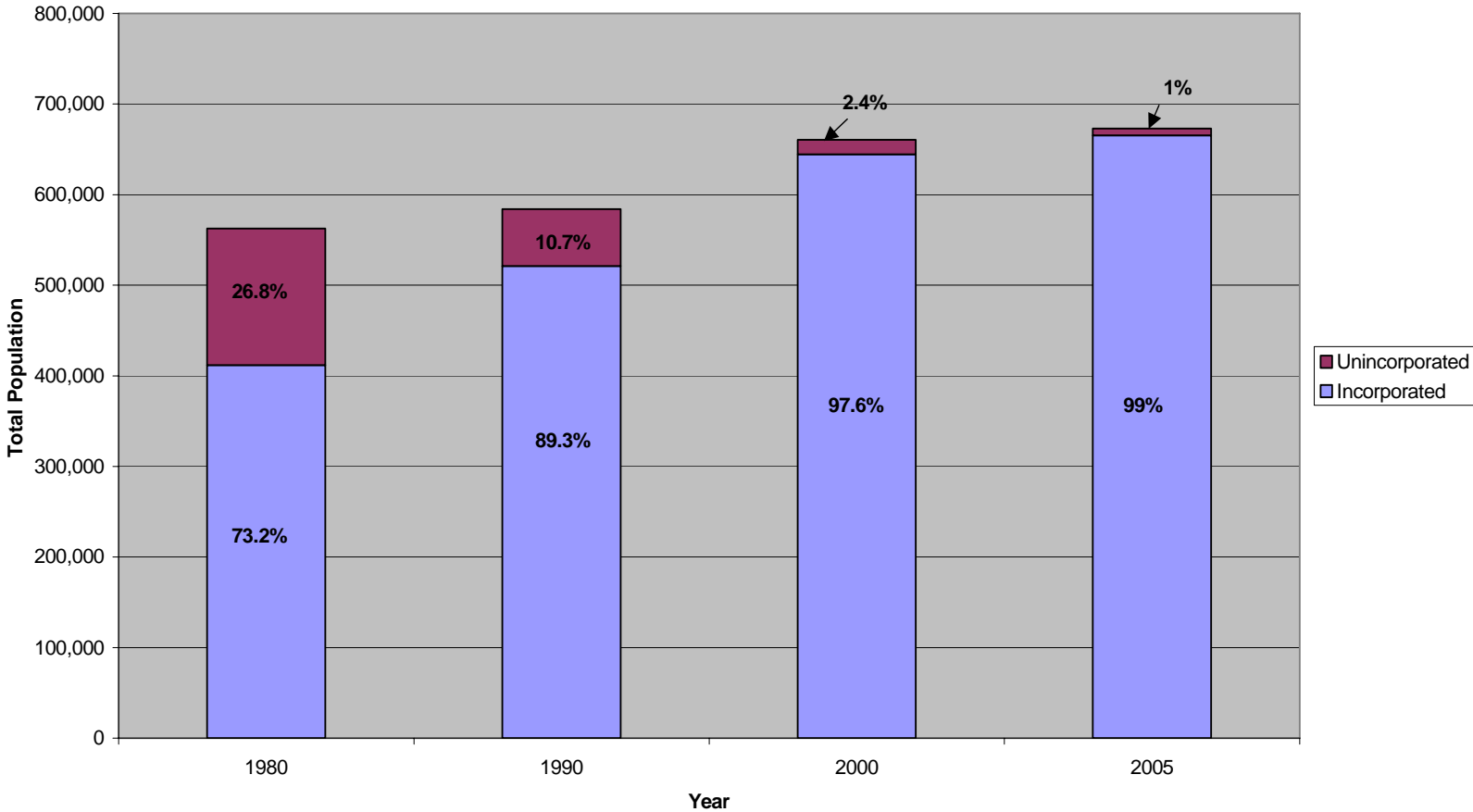
Figure 2 - Clackamas County Incorporate/Unincorporated Population Share 1980-2005



Multnomah County Population Trends: 1980 – 2005

As previously discussed, Multnomah County has experienced an almost complete transition to incorporation from 1980 – 2005. The County’s real population grew 20 percent from 562,647 in 1980 to 672,906 in 2005. In 1980 the City of Portland accounted for 65 percent and unincorporated areas comprised 27 percent of the entire County’s population. Both the City of Portland and City of Gresham began massive annexations in the mid 1980s as part of the mandated sewer project, bringing more than 200,000 residents into the two cities over a span of less than ten years. By 2005, only 1 percent of the County’s population lived in unincorporated areas. The Pleasant Valley and Spring Water UGB expansions brought rural Multnomah County land into the urban area with all of the affected areas expected to be incorporated into the cities of Gresham and Portland. Figure 3 shows the population trends in Multnomah County from 1980 – 2005.

Figure 3 - Multnomah County Unincorporated/Incorporated Population Share 1980-2005

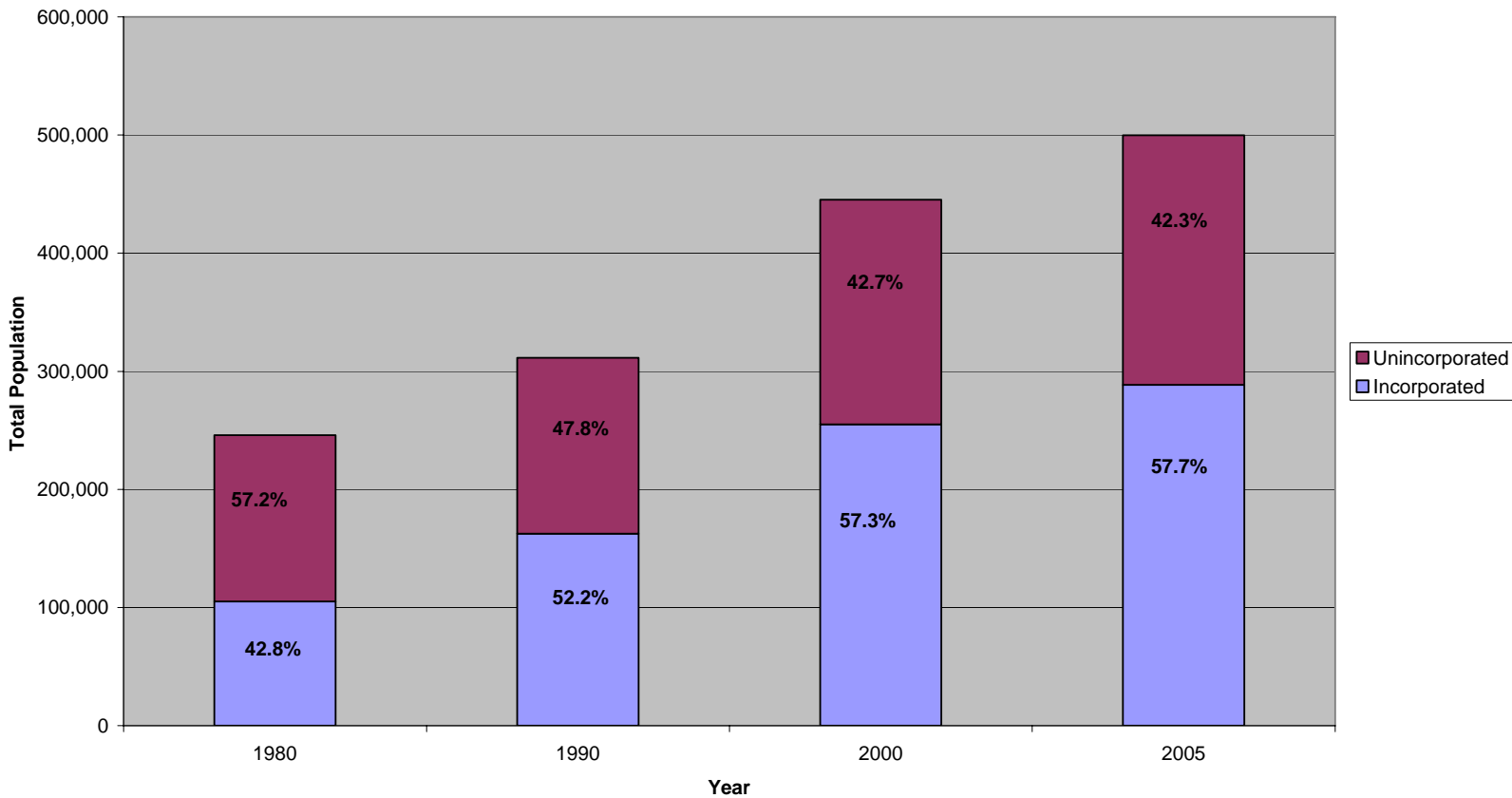


Washington County Population Trends: 1980 – 2005

Washington County experienced the greatest growth in urban population of the three counties. From 1980 – 2005, the County's incorporated population grew 174 percent from 105,162 to 288,555. Washington County's unincorporated growth of 50 percent was also the greatest in the region, but as a share of overall County population it declined from 57.2 percent to 42.3 percent. This is despite an overall increase in real population. In the 1970s and 80s, population growth centered around the cities of Tigard, Beaverton and Hillsboro, but shifted to include the cities of Tualatin, Wilsonville and Sherwood.

The cities of Washington County have absorbed the majority of the County's 174 percent growth from 1980 – 2005. The cities of Beaverton and Cornelius grew by more than 140 percent, Hillsboro, Tigard, and Tualatin grew by more than 200 percent, and Sherwood grew by more than 500 percent. The recent UGB expansions included a number of relatively small areas in Washington County, but were mostly focused on adding employment land, unlike the major expansion of the UGB in Clackamas County. Most of the UGB expansion areas in Washington County are adjacent to incorporated cities, and are expected to be annexed as urbanization occurs. Figure 4, illustrates the trends in population growth and incorporation in Washington County from 1980 – 2005.

Figure 4 - Washington County Unincorporated/Incorporated Population Share 1980-2005



Policy Options for Updating JPACT Membership

Option A) Status Quo

Maintain the status quo with no change to current JPACT membership. The current JPACT bylaws are attached as a reference.

Option A - STATUS QUO CITY/COUNTY REPRESENTATION

Local Government	Votes	Population	Share of Local Government Votes	Share of Population
City of Portland	1	554,130	14%	37%
Cities of Multnomah County	1	123,660	14%	8%
Unincorporated Multnomah County	1	0*	14%	<1%
Subtotal	3	672,906	43%	45%
Cities of Washington County	1	281,630	14%	17%
Unincorporated Washington County	1	211,239**	14%	15%
Subtotal	2	492,869	29%	32%
Cities of Clackamas County	1	152,350	14%	10%
Unincorporated Clackamas County	1	182,190**	14%	14%
Subtotal	2	335,325	29%	24%
Total Local Government Seats	7		41%	
Other Seats	10		59%	
GRAND TOTAL	17		100%	

*Lack of cities in East Multnomah County make population estimates uneven and imprecise.

**Unincorporated population figures reflect the unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

Option B) City Seats Added By County

Add three seats for the largest cities of Washington and Clackamas Counties and second largest city in Multnomah County. This is in addition to the existing seats for the other cities of each county. As the largest cities in each county, Lake Oswego and Beaverton would gain seats. Because the City of Portland already holds a seat, the additional Multnomah County seat would to the second largest city, Gresham.

Option B - CITY SEATS ADDED BY COUNTY

Local Government	Votes	Population	Share of Local Government Votes	Share of Population
City of Portland	1	554,130	10%	37%
2nd Largest City in Multnomah County (Gresham)	1	95,900	10%	6%
Other Cities of Multnomah County	1	27,760	10%	2%
Subtotal	3	672,906	30%	45%
Unincorporated Multnomah County	1	0*	10%	<1%
Multnomah County Total	4	672,906	40%	45%
Largest City in Washington County (Beaverton)	1	83,095	10%	6%
Other Cities of Washington County	1	198,535	10%	13%
Subtotal	2	281,630	20%	19%
Unincorporated Washington County	1	211,239**	10%	14%
Washington County Total	3	492,869	30%	33%
Largest City in Clackamas County (Lake Oswego)	1	33,740	10%	2%
Other Cities of Clackamas County	1	119,395	10%	8%
Subtotal	2	153,135	20%	10%
Unincorporated Clackamas County	1	182,190**	10%	12%
Clackamas County Total	3	335,325	30%	22%
Total Local Government Seats	10		50%	
Other Seats	10		50%	
GRAND TOTAL	20		100%	

*Lack of cities in East Multnomah County make population estimates uneven and imprecise.

**Unincorporated population figures reflect the unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

Option C) MPAC Model

Amend JPACT bylaws to mirror the existing local government representation at Metro Policy Advisory Committee (MPAC). In addition to two seats for the City of Portland, each county would receive a seat for the largest and second largest cities and a third seat to represent the remaining cities within each county. As the largest and second largest cities in each county, Gresham, Lake Oswego, Oregon City, Beaverton, and Hillsboro would gain a seat and the City of Portland would gain a second seat.

Option C - MPAC MODEL

Local Government	Votes	Population	Share of Local Government Votes	Share of Population
City of Portland	2	554,130	15%	37%
2nd Largest City in Multnomah County (Gresham)	1	95,900	8%	6%
Other Cities of Multnomah County	1	27,760	8%	2%
Subtotal	4	672,906	31%	
Unincorporated Multnomah County	1	0*	8%	<1%
Multnomah County Total	5	672,906	38%	45%
Largest City in Washington County (Beaverton)	1	83,095	8%	6%
2nd Largest City in Washington County (Hillsboro)	1	82,025	8%	6%
Other Cities of Washington County	1	116,510	8%	7%
Subtotal	3	281,630	23%	19%
Unincorporated Washington County	1	211,239**	8%	14%
Washington County Total	4	492,869	31%	33%
Largest City in Clackamas County (Lake Oswego)	1	33,740	8%	2%
2nd Largest City in Clackamas County (Oregon City)	1	28,965	8%	2%
Other Cities of Clackamas County	1	89,645	8%	6%
Subtotal	3	152,350	23%	10%
Unincorporated Clackamas County	1	182,190**	8%	12%
Clackamas County Total	4	335,325	31%	22%
Total Local Government Seats	13		57%	
Other Seats	10		43%	
GRAND TOTAL	23		100%	

*Lack of cities in East Multnomah County make population estimates uneven and imprecise.

**Unincorporated population figures reflect the unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

Option D) Proposed MPAC Amendment Model

Expand membership to mirror local government representation on MPAC and add two additional non-voting, ex-officio seats for the cities outside of the Metro boundary. This approach is currently being considered by MPAC. Both Clackamas County and Washington County would receive one non-voting seat to represent these cities. The proposed MPAC amendment is attached as a reference.

Option D - MPAC AMENDMENT MODEL

Local Government	Votes	Population	Share of Local Government Votes	Share of Population
City of Portland	2	554,130	15%	37%
2nd Largest City in Multnomah County (Gresham)	1	95,900	8%	6%
Other Cities of Multnomah County	1	27,760	8%	2%
Subtotal	4	672,906	31%	45%
Unincorporated Multnomah County	1	0*	8%	<1%
Multnomah County Total	5	672,906	38%	45%
Largest City in Washington County (Beaverton)	1	83,095	8%	6%
2nd Largest City in Washington County (Hillsboro)	1	82,025	8%	6%
Other Cities of Washington County	1	116,510	8%	7%
Subtotal	3	281,630	23%	19%
Unincorporated Washington County	1	211,239**	8%	14%
Washington County Total	4	492,869	31%	33%
Largest City in Clackamas County (Lake Oswego)	1	33,740	8%	2%
2nd Largest City in Clackamas County (Oregon City)	1	28,965	8%	2%
Other Cities of Clackamas County	1	89,645	8%	6%
Subtotal	3	152,350	23%	10%
Unincorporated Clackamas County	1	182,190**	8%	12%
Clackamas County Total	4	335,325	31%	22%
Total Local Government Seats	13		57%	
Other Seats	10		43%	
GRAND TOTAL	23		100%	
Ex-Officio				
Cities Outside the Metro Boundary in Clackamas County	Non-voting	30,080	n/a	2%
Cities Outside the Metro Boundary in Washington County	Non-voting	3,760	n/a	<1%

*Lack of cities in East Multnomah County make population estimates uneven and imprecise.

**Unincorporated population figures reflect the unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

Table 1 shows the population of the region by city and county. Multnomah County and its cities comprise 45 percent of the region's population, Washington County and its cities make up 33 percent and Clackamas County makes up the remaining 22 percent. Table 2 shows the population growth from 1980 – 2005 among cities outside of the Metro boundary.

TABLE 1 – Population by City and County within Metro Boundary

	1980	1990	2000	2005	% Change	% of Regional Population
Damascus				9,670		1%
Gladstone	9,500	10,152	11,438	12,170	28%	1%
Happy Valley	1,499	1,519	4,519	7,275	385%	0%
Johnson City	378	586	634	630	67%	0%
Lake Oswego	21,313	28,317	32,989	33,740	58%	2%
Milwaukie	17,931	18,670	20,490	20,655	15%	1%
Oregon City	14,673	14,698	25,754	28,965	97%	2%
Rivergrove	287	267	287	315	10%	0%
West Linn	11,358	16,389	22,261	24,075	112%	2%
Wilsonville	2,900	7,096	13,987	14,855	412%	1%
Unincorporated Clackamas County**	162,072	181,156	206,032	182,190	12%	12%
Clackamas County	241,911	278,850	338,391	334,540	38%	22%
Fairview	1,749	2,391	7,561	9,250	429%	1%
Gresham	33,005	68,249	90,205	95,900	191%	6%
Maywood Park	845	781	777	750	-11%	0%
Portland	368,139	436,898	526,986	554,130	51%	37%
Troutdale	5,908	7,852	13,777	14,880	152%	1%
Wood Village	2,253	2,814	2,860	2,880	28%	0%
Unincorporated Multnomah County	150,748	64,902	18,320	0*	n/a	<1%
Multnomah County	562,647	583,887	660,486	672,906	20%	45%
Beaverton	31,962	53,310	76,129	83,095	160%	6%
Cornelius	4,462	6,148	9,652	10,585	137%	1%
Durham	707	748	1,382	1,390	97%	0%
Forest Grove	11,499	13,559	17,708	19,565	70%	1%
Hillsboro	27,664	37,598	70,186	82,025	197%	5%
King City	1,853	2,060	1,949	2,130	15%	0%
Sherwood	2,386	3,093	11,791	14,940	526%	1%
Tigard	14,799	29,435	41,223	45,500	207%	3%
Tualatin	7,442	13,258	20,127	22,400	201%	1%
Unincorporated Washington County**	143,086	152,345	195,195	211,239	48%	14%
Washington County	245,860	311,554	445,342	492,869	100%	33%
GRAND TOTAL	1,050,418	1,174,291	1,444,219	1,500,315	43%	100%

*Lack of cities in East Multnomah County make population estimates uneven and imprecise.

**Unincorporated population figures reflect the unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

TABLE 2 – Population of Cities Outside of the Metro Boundary

	1980	1990	2000	2005	% Change
Clackamas County					
Barlow	105	118	140	140	25%
Canby	7,659	8,990	12,790	14,385	47%
Estacada	1,419	2,016	2,371	2,480	43%
Molalla	2,992	3,637	5,647	6,395	53%
Sandy	2,905	4,154	5,385	6,680	57%
Washington County					
Banks	489	563	1,286	1,430	66%
Gaston	471	563	600	630	25%
North Plains	715	972	1,605	1,700	58%
TOTAL	16,755	21,013	29,824	33,840	50%

Conclusion

The population shifts from unincorporated to emerging municipal jurisdictions during the study period are significant, with cities growing dramatically both in area and population. While these municipalities have not uniformly assumed county roles in providing transportation services, they have assumed land use planning and permitting functions for all incorporated areas. This shift warrants consideration of greater representation of smaller municipalities within JPACT structure to ensure effective coordination between land use and transportation authorities in the development of regional transportation policy.

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
(JPACT)**

BYLAWS

ARTICLE I

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

**ARTICLE II
MISSION**

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

**ARTICLE III
PURPOSE**

Section 1. The purpose of JPACT is as follows:

- a. To provide the forum of general purpose local governments and transportation agencies required for designation of the Metropolitan Service District as the metropolitan planning organization for the Oregon urbanized portion of the Portland metropolitan area and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.
- b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.
- c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.
- d. (Pending establishment of an Urban Arterial Fund) To establish the program of projects for disbursement from the Urban Arterial Fund.

Section 2. In accordance with these purposes, the principal duties of JPACT are as follows:

- a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.
- b. To approve and submit to the Metro Council for adoption short and long-range growth forecasts and periodic amendments upon which the RTP and other Metro functional plans will be based.
- c. To approve and submit to the Metro Council for adoption the Unified Work Program (UWP) and periodic amendments for the Oregon and Washington portions of the metropolitan area. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- d. To approve and submit to the Metro Council for adoption the Transportation Improvement Program (TIP) and periodic amendments. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- e. To approve and submit to the Metro Council for adoption the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- f. To periodically adopt positions that represent the con-transportation policy matters, including adoption of regional priorities on federal funding, the Surface Transportation Act, the Six-Year Highway Improvement Program priorities and regional priorities for LRT funding. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- g. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.
- h. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

**ARTICLE IV
COMMITTEE MEMBERSHIP**

Section 1. Membership

- a. The Committee will be made up of representatives of the following jurisdictions and agencies:

City of Portland	1
Washington County	1
Clackamas County	1
Cities of Multnomah County	1
Cities of Washington County	1
Cities of Clackamas County	1
Oregon Department of Transportation.	1
Tri-Met.	1
Port of Portland	1
Department of Environmental Quality. .	1
Metropolitan Service District (Metro). . . .	3
State of Washington	<u>3</u>
	17

TOTAL

b. Alternates may be appointed to serve in the absence of the regular members.

c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction.

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area.

c. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

d. Members and alternates from the two tri-county agencies (Tri-Met and the Port of Portland) will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency.

e. Members and alternate from the Metropolitan Service District will be elected officials and will be appointed by the Presiding Officer of the Metro Council in consultation with the Metro Executive Officer and will represent a broad cross-section of geographic areas. The members and alternate will serve until removed by the Presiding Officer of the Metro Council.

f. Members and alternate from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the IRC Transportation Policy Committee.

ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of the Committee will be held monthly at a time and place established by the chairperson. Special or emergency meetings may be called by the chairperson or a majority of the membership. In the absence of a quorum at a regular monthly meeting or a special meeting, the chairperson may call a special or emergency meeting, including membership participation and vote by telephone, for deliberation and action on any matters requiring consideration prior to the next meeting. The minutes shall describe the circumstances justifying membership participation by telephone and the actual emergency for any meeting called on less than 24 hours' notice.

b. A majority of the voting members (or designated alternates) of the full Committee shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall

be en-titled to one (1) vote. The chairperson shall vote only in case of a tie.

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "cities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee and to handle Committee business, correspondence and public information.

ARTICLE VI OFFICERS AND DUTIES

a. The chairperson and vice-chairperson of the Committee shall be designated by the Metro Presiding Officer.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

ARTICLE VII RECOGNITION OF TPAC

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

ARTICLE VIII AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a majority vote of the Metro Council.

b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.

JPACT.BYL Rev. 6-14-90
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METRO POLICY ADVISORY COMMITTEE (MPAC) BY-LAWS

Approved March 13, 1996; Revised March 26, 1997; May 1998; September, 1999; October, 2000; November, 2000; June, 2001; March 12, 2003; , 2007

ARTICLE I

This Committee shall be known as the METRO POLICY ADVISORY COMMITTEE (“MPAC”) created by Section 27 of the 1992 Metro Charter.

ARTICLE II MISSION AND PURPOSE

Section 1. The MPAC shall perform the duties assigned to it by the 1992 Metro Charter and any other duties the Metro Council prescribes.

Section 2. The purposes of MPAC are as follows:

- a. MPAC shall perform those duties required by the Charter, including:
 1. Providing consultation and advice to the Council on the Regional Framework Plan (Section 5 (2));
 2. Providing consultation and advice to the Council on the possible inclusion in the Regional Framework Plan of other growth management and land use planning matters, determined by the Council to be of metropolitan concern, which will benefit from regional planning, other than those specifically identified in Charter Section 5 (2) (b);
 3. Providing consultation and advice to the Council on any amendments to the Regional Framework Plan (Section 5 (2) (d));
 4. Approve or disapprove the authorization for Metro to provide or regulate a local government service, as defined in Charter Section 7 (2), in those cases in which Metro does not seek or secure such approval directly from the voters;
 5. Providing advice to the Council before it adopts an ordinance authorizing provision or regulation by Metro of a service which is not a local government service as defined by the Charter (Section 7 (3)); and
 6. Providing advice to the Council on a study of the Portland Metropolitan Area Local Government Boundary Commission (Section 7 (5)).
- b. Other duties prescribed by the Council.

**ARTICLE III
COMMITTEE MEMBERSHIP**

Section 1. Membership

a. The Committee will be made up of representative of the following voting and non-voting members:

1. Voting Members:

Multnomah County Commission	1
Second Largest City in Multnomah County	1
Other Cities in Multnomah County	1
Special Districts in Multnomah County	1
Citizen of Multnomah County	1
City of Portland	2
Clackamas County Commission	1
Largest City in Clackamas County	1
Second Largest City in Clackamas County	1
Other Cities in Clackamas County	1
Special Districts in Clackamas County	1
Citizen of Clackamas County	1
Washington County Commission	1
Largest City in Washington County	1
Second Largest City in Washington County	1
Other Cities in Washington County	1
Special Districts in Washington County	1
Citizen of Washington County	1
Tri-Met	+
Governing Body of a School District	+
State Agency Growth Council	+
Clark County	+
City of Vancouver	+
Portland of Portland	+
Total	<u>2519</u>

2. Non-voting members:

<u>Tri-Met</u>	<u>1</u>
<u>Governing Body of a School District</u>	<u>1</u>
<u>Oregon Dept of Land Conservation and Development</u>	<u>1</u>
<u>Clark County</u>	<u>1</u>
<u>City of Vancouver</u>	<u>1</u>
<u>Portland of Portland</u>	<u>1</u>
<u>City in Clackamas County outside UGB</u>	<u>1</u>
<u>City in Washington County outside UGB</u>	<u>1</u>
Total	<u>8</u>

- b. ~~Except a provided in Section 2 voting M~~members and alternates representing jurisdictions shall be appointed from among members of the governing body. All voting jurisdictions represented by members, including cities within each county, shall have territory within Metro boundaries.
- c. Non-voting members or alternates may either be members of the governing body of a jurisdiction or serve as a Chief Operating Office or Planning Director or equivalent.
- ~~ed.~~ Alternates ~~qualified to be members~~ shall ~~be appointed to~~ serve in the absence of the regular members.
- ~~de.~~ Metro Councilors will participate with the Committee membership with three non-voting liaison delegates appointed by the Metro Council.
- ~~e.~~ ~~Clark County, Washington, and City of Vancouver, Washington membership includes all duties of MPAC except approving or disapproving authorization for Metro to provide or regulate a local service, as defined in Charter section 7(2), in those cases in which Metro does not seek or secure such approval directly from the voters.~~
- f. The composition of the MPAC may be changed at any time by a vote of both a majority of the MPAC members and a majority of all Metro Councilors (Metro Charter, Section 27 (2)).

Section 2. Appointment of Members and Alternates

- a. ~~Members and alternates will be initially appointed to serve for two years.~~ Members and alternates from the City of Portland, the counties of Multnomah, Clackamas, and Washington, the largest cities of Multnomah, Clackamas, and Washington Counties, excluding Portland, and the second largest cities of Clackamas and Washington counties shall be appointed by the jurisdiction. The City of Portland may appoint a department director as an alternate voting member. ~~Members and alternates may be removed by the appointing jurisdiction at any time.~~
- b. Members and alternates from the cities of Multnomah, Clackamas, and Washington Counties, other than those directly entitled to membership, will be appointed jointly by the governing bodies of those cities represented. The member and alternate will be from different jurisdictions. The member and alternate will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. In the event the member’s position is vacated, the alternate will automatically become the member and complete the original term of office.
- c. Members and alternates from the special districts with territory in Multnomah, Clackamas, and Washington Counties will be appointed by special district caucus. The member and alternate will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. The member and

alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.

- d. Metro Council delegates will be appointed by ~~the Presiding Officer of~~ the Metro Council President and will represent each county in the region. The delegates may be removed by the ~~Presiding Officer of the Metro~~ Council President at any time.
- e. Members and alternates representing citizens will be appointed by the Metro ~~Executive Officer Council~~ President and confirmed by the Metro Council consistent with Section 27(1)(m) of the 1992 Metro Charter and will represent each county in the region. Members and alternates will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. Members and alternates may be reappointed. Terms of the members and alternates will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.
- f. Members and alternates from the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) will be appointed by the governing body of that District. The member and alternate will serve until removed by the governing body.
- g. Members and alternates from the ~~State Agency Growth Council~~ Land Conservation and Development Commission will be chosen by the Chairperson of that body. The member and alternate may be removed by the Chairperson at any time. ~~The member and alternate will serve as non-voting members.~~
- h. Members and alternates from the Port of Portland will be appointed by the governing body of that organization. The member and alternate will serve until removed by the governing body.
- i. The member and alternate from the school boards in the Metro Region will be appointed by a caucus or organization of school boards from districts within the Metro region. If there is no caucus or organization of school boards within the region, the Executive Officer will facilitate the appointment by the school boards. The member and alternate will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. The member and alternate will be from different school districts in the Metro Region. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.
- j. Appointments of all members and alternates shall become effective upon the appointing authority giving written notice addressed to the Chair of MPAC and filing the notice with the Clerk of the Metro Council. The determination of the relative size of cities shall be based on the official population estimates for Oregon issued by the Center for Population Research and Census, School of Urban and Public Affairs, Portland State University. If the official population estimates result in a change in the relative population of a city entitled to membership, then the term of membership of the affected

city or cities shall terminate 90 days after the release of the official estimate and new member(s) shall be appointed as provided by these by-laws. Members and alternates may be removed by the appointing authority at any time.

**ARTICLE IV
MEETINGS, CONDUCT OF MEETINGS, AND QUORUM**

- a. A regular meeting date, time and place of MPAC shall be established by the MPAC Chair. Special or emergency meetings may be called by the Chair or a third of the members of MPAC.
- b. A majority of the members (or designated alternates) shall constitute a quorum for the conduct of business. The act of a majority of those voting members present at meetings at which a quorum is present shall be the act of MPAC, except in exercising the duty of authorizing Metro to provide or regulate a local government service as described in Section 7 (2) of the 1992 Metro Charter. In these cases a majority vote of all voting MPAC members is required.
- c. Subcommittees or advisory committees to develop recommendations for MPAC may be appointed by the Chair and ratified by MPAC. At a regularly scheduled meeting MPAC shall approve subcommittee membership and MPAC members and/or alternates and outside experts. The Chair of any citizen advisory committee shall neither be the Chair of MPAC nor be an MPAC member, except upon the agreement of a majority of the advisory committee membership. MPAC members of any citizen advisory committee of MPAC shall participate on a nonvoting basis.
The Metro Technical Advisory Committee (“MTAC”) is an advisory committee to MPAC. Its purpose shall be to provide MPAC with technical recommendations on growth management subjects as directed by MPAC. MTAC shall have the following representation:

Each county government	1
City of Portland	1
Largest city in each county (not including Portland)	1
Second largest city in Clackamas County	1
Second largest city in Washington County	1
Other cities in each county	1
Citizen representative from each county to be represented by the respective county’s Committee for Citizen Involvement	1
Tri-Met	1
Oregon Department of Land Conservation and Development	1
Oregon Department of Transportation	1
Port of Portland	1
A commercial and industrial contractor association (“AGC”)	1
A residential contractor association (“HBA”)	1
A private economic development association	1
A public economic development association	1
A land use advocacy organization	1
An environmental organization	1
A school district	1
Water Resource Policy Advisory Committee (“WRPAC”)	1

A sanitary sewer and/or storm drainage agency (“WRPAC”)	1
An architect association (“AIA”)	1
A landscape architect association (“ASLA”)	1
Electric utilities	1
Natural gas utilities	1
Telecommunication utilities	1
Metro representative from the Planning Dept who shall serve as chair (non-voting)	1
An affordable housing advocacy organization	1
Clark County, Washington	1
Vancouver, Washington	1

Each jurisdiction or organization named shall annually notify MPAC of their nomination. MPAC may approve or reject any nomination. Revision of the membership of MTAC may occur consistent with MPAC bylaw amendment procedures. If any membership category (member and alternate) is absent for three (3) consecutive MTAC meetings, the representatives shall lose their voting privilege. MTAC members who acquire non-voting status may regain their voting status after attending three (3) consecutive MTAC meetings. A quorum for MTAC meetings shall be a simple majority of voting MTAC members. MTAC shall provide MPAC with observations concerning technical, policy, legal and process issues along with implementation effects of proposed growth management issues, including differing opinions, with an emphasis on providing the broad range of views and likely positive and negative outcomes of alternative courses of action. MTAC may adopt its own bylaws provided they are consistent with MPAC bylaws and are approved by a majority vote of MTAC members.

- d. All meetings shall be conducted in accordance with ROBERT’S RULES OF ORDER, Newly Revised.
- e. MPAC may establish other rules of procedure as deemed necessary for the conduct of business.
- f. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chair to notify the appointing body with a request for remedial action.
- g. MPAC shall make its reports and findings, including minority reports, public and shall forward them to the Metro Council.
- h. MPAC may receive information and analysis on issues before it from a variety of sources.
- i. MPAC shall provide an opportunity for the public and the Metro Committee for Citizen Involvement (“Metro CCI”) to provide comment on relevant issues at each of its regularly scheduled meetings.
- j. MPAC shall provide a minimum of seven days notice to members of any regular or special meetings.
- k. MPAC shall abide by ORS Chapter 192, which provides for public records and meetings.

**ARTICLE V
OFFICERS AND DUTIES**

- a. A Chair, 1st Vice-Chair, and 2nd Vice-Chair shall be elected by a majority of the voting members for a one year term of office ending in January of each year. A vacancy in any of these offices shall be filled by a majority vote of MPAC, for the remainder of the unexpired term.
 - 1. Nominations shall be received at the first meeting in January for chair, first vice chair and second vice chair.
 - 2. The first Vice-Chair shall become Chair following the completion of the Chair's term.
 - 3. The second vice chair shall be a rotating position to keep balance for a) county/geographic representation; and/or b) city/county/special district representation after the previous year's first vice chair moves up to chair and the first vice chair is selected.
- b. The Chair shall set the agenda of and preside at all meetings, and shall be responsible for the expeditious conduct of MPAC's business. Three members can cause a special meeting to be called with a minimum of seven days notice.
- c. In the absence of the Chair, the 1st Vice-Chair, and then the 2nd Vice-Chair shall assume the duties of the Chair.

**ARTICLE VI
AMENDMENTS**

- a. These by-laws may be amended by a majority vote of the MPAC membership, except that Article III related to the MPAC membership may not be amended without the concurrence of the majority of the Metro Council.
- b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend the by-laws.

AMPO Survey Results: Policy Board Structure

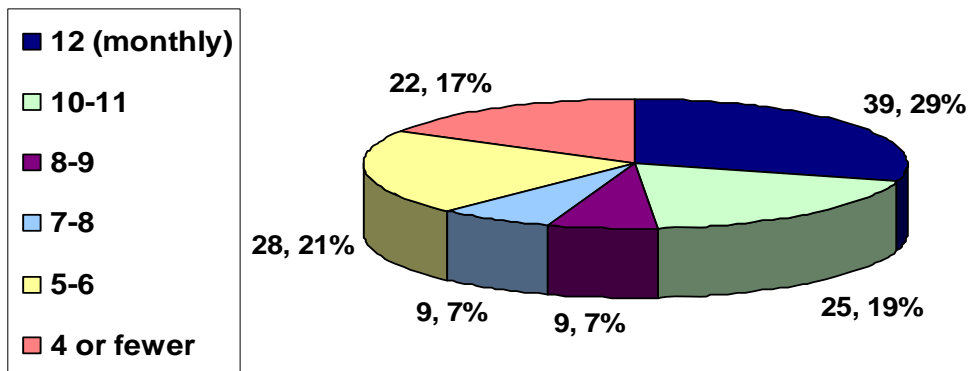


This AMPO survey, conducted during the fall of 2004, was designed to obtain information about the structure and activities of MPO Policy Boards. It was sent to all MPOs and received 133 responses. The survey responds to requests for guidance from those MPOs just being formed and those considering re-designation. Below are the full results to the survey; contact Michael Montag (mmontag@ampo.org) with any questions or requests for more detailed analysis. These results can be viewed, along with the results of all AMPO Surveys, at: http://www.ampo.org/survey_results.html.

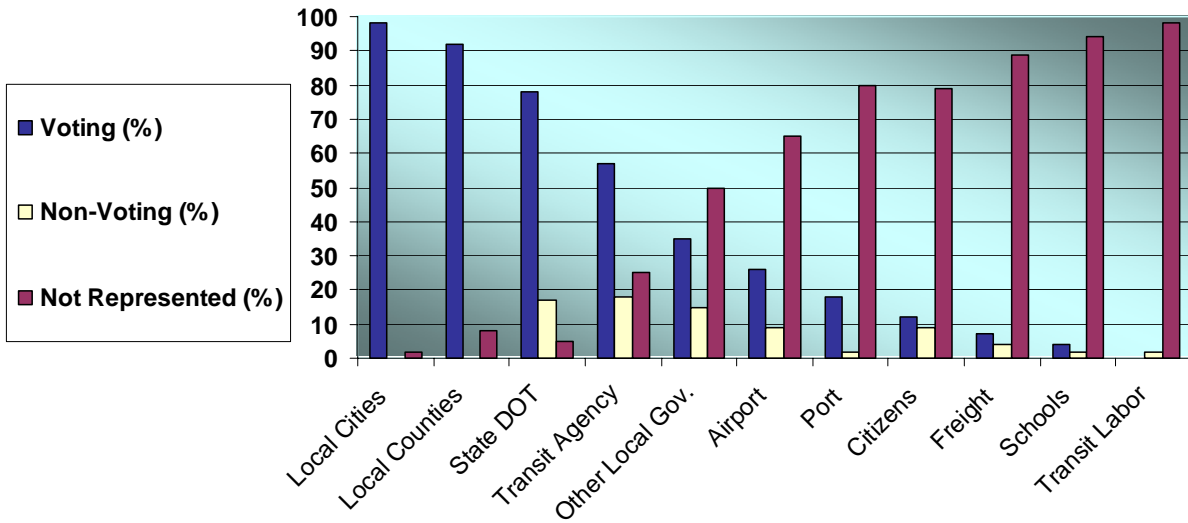
- Median number of Policy Board members and median percentage of those members who are elected officials, by MPO size:**

Population	MPOs	P.B. Members	% Elected
Under 200,000	59	10	71
200,000-500,000	30	13	81
500,000-1 Million	16	21	72
1 Million - 5 Million	26	22	68
5 Million +	2	17	44
Total	133	14	71

- Policy Board meeting frequency:**



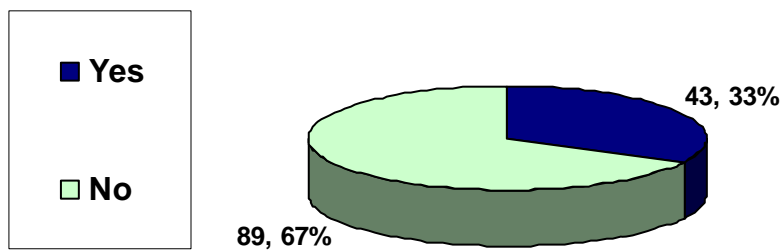
▪ **Policy Board Composition:**



➤ **Detail:**

	Local Cities	Local Counties	State DOT	Transit Agency	Other Local Gov.	Airport	Port	Citizens	Freight	Schools	Transit Labor
Voting (%)	98	92	78	57	35	26	18	12	7	4	0
Non-Voting (%)	0	0	17	18	15	9	2	9	4	2	2
Not Represented (%)	2	8	5	25	50	65	80	79	89	94	98

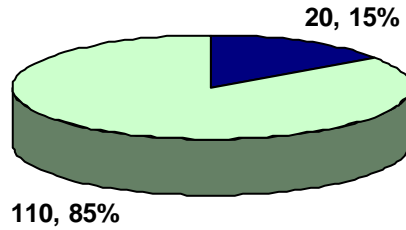
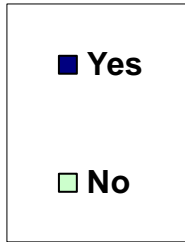
▪ **Policy Boards with weighted representation:**



Of those with weighted representation:

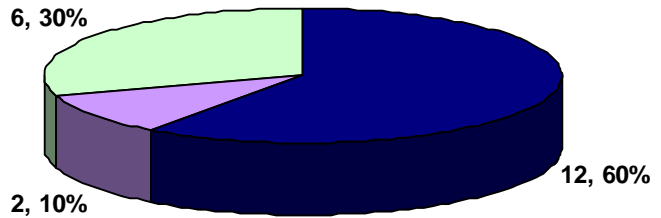
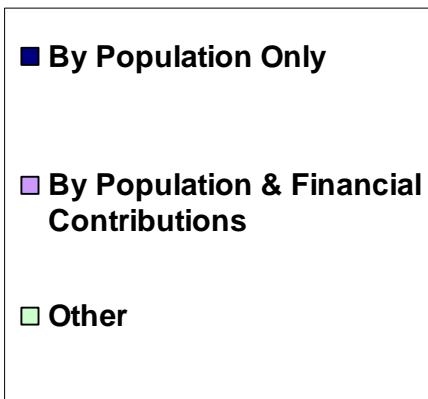
- 77% use a weight based in some way on population

- **Policy Boards with a provision for weighted voting:**

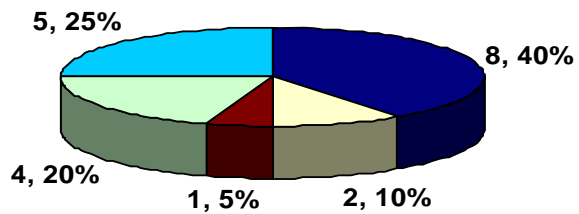
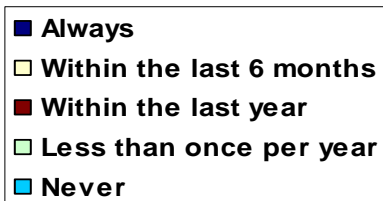


- **Those with a provision for weighted voting:**

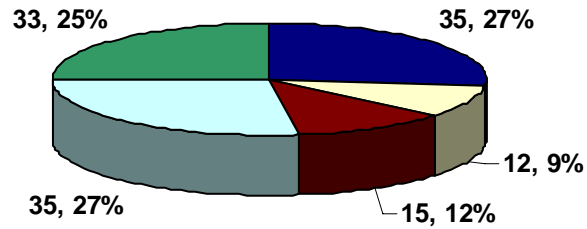
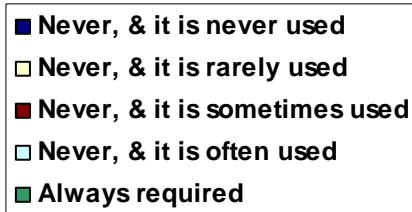
- **Weighted by:**



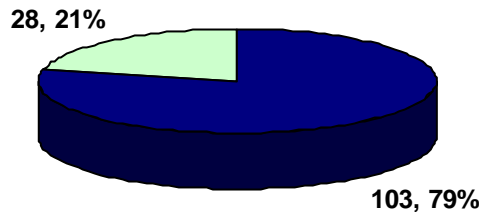
- **Weighted system is invoked:**



- **Policy Boards require consensus decision-making:**



- **Policy Boards that permit designated alternates for Board members to vote at Board meetings:**



Comments on Policy Boards:

1 city, 1 county are voting members. New, small jurisdictions represented by county, and encouraged to participate in process. If they are ever added as voting members, a formal vote weighting procedure (independent of number of voting reps) is sure to be instituted. (Greensboro)

A delightful, energetic, and knowledgeable group that always does their homework. (Charlottesville-Albemarle)

All member governments have single representative on Board. One vote per member unless any single member calls for weighted vote. Weighted by population, DOT and Transit operator vote only on transportation issues and get only one vote each in weighted vote. Transportation Advisory Council includes citizens and interest groups mentioned above not included on policy board. TAC charged with public involvement and drafting long-range plan. (Metroplan)

All MPO actions are reviewed and endorsed by the Council of Governments Board of Directors which has an adopted weighted voting structure. Weighted votes are rarely, if ever, at play. Broad based consensus is sought on all major decisions. (ACOG)

Alternates must be elected officials in order to vote at board meetings. (El Paso)

An ad hoc committee has been appointed by the Policy Board to draft recommendations for improving operations of the Board, including a possible membership restructuring to increase emphasis on elected officials. (Abilene)

Composition of the Transportation Policy Board is determined by the Executive Board pursuant to state legislation and the Regional Council Interlocal Agreement. Composition of the Growth Management Policy Board is determined by the Executive Board pursuant to the Regional Council Interlocal Agreement (Puget Sound Regional Council)

Consensus is a simple majority (Sherman - Denison MPO)

Consensus is defined as unanimous agreement of all affected parties. This encourages collaboration and a regional perspective; all members hold a veto over major policy decisions (such as the LRP or TIP), but are reluctant to use it for parochial purposes. Weighted voting is unnecessary. Additionally, we have rotating memberships for 70 + towns and villages in addition to permanent membership for cities, counties and one large town. Membership has been explicitly restricted to public officials. (Capital District Transportation Committee)

Consensus means a majority vote of those members present. (Clark County-Springfield TCC)

Consensus requires approval from all affected parties. Affected parties are identified by the Board Chair. Four voting members are designated as affected parties of all votes. (Ithaca-Tompkins County Transportation Council)

Current policy committee membership includes president of state university. (DeKalb-Sycamore Area Transportation Study)

Ex-officio members from FHWA, New Mexico DOT or other appropriate agencies may be established by the Policy Committee; they have not yet chosen to do so. The transit system is owned and managed by the city of Farmington. The manager is one of Farmington's representatives on the Technical Committee. Transit operations are contracted out. The City of Farmington owns and operates the regional airport. Both the MPO and the Airport are divisions within the Community Development Department. That Department's director as the MPO Officer is an ex-officio member of the Technical Committee, and serves as secretary to the Policy Committee. A citizen's committee may be added to the MPO structure in the future. In the meantime, a citizen's working group is being established for the long-range plan development. The MPO was established in April 2003. The first full-time staff person started in November 2003. Much of the Policy Committee's first year was spent on organizational issues, learning what is required of the MPO, and setting goals. I would not expect changes in the Policy Committee until they are more comfortable in their role. Committee members may be removed for non-attendance. There are 5-6 scheduled meetings per year, but the Committee will hold special meetings as necessary. The Policy Committee meeting locations rotate among the member entities. (Farmington MPO)

For Question # 23, SACOG's weighted voting provision requires that the approval of any item be approved in three thresholds - a majority of the region's population, cities and counties. Board members vote electronically and vote outcomes are released once everyone has voted. (SACOG)

Four small cities share one annually rotating seat. Airports are represented by County Commission or city council member. (Brevard)

Has worked well for 40 years (Augusta Regional Trans Study)

I'm not sure what you mean by consensus decision-making. Our decisions are made by the majority of those present at a meeting where a quorum is present. (East-West Gateway Council of Governments)

It would be good if the MPO would restructure. We can have tie votes now and the Board is not a wide representation of the community. (Billings MPO)

Membership positions on the MTC policy board are statutorily designated by state law first effective January 1, 1971. (Metropolitan Transportation Commission)

Motions cannot carry in the affirmative unless at least one of the two state members votes in the affirmative. Motions can be defeated with a majority vote. (Southeastern Massachusetts)

MPO has both voting & nonvoting Regional Council reps (1 ea) MPO has both voting & nonvoting State DOT reps (1 ea) MPO has nonvoting FHWA rep (1) (So. AL Regional Planning Commission)

Non-weighted voting was a difficult position to attain in the Interlocal Agreement that created WVTC. The larger jurisdictions reluctantly but eventually agreed that equal voting and representation upheld the concept of cooperative regional decision making. (Wenatchee Valley Transportation Council)

Of the seven members on our Policy Committee, the State of Alaska Department of Environmental Conservation member only votes on air quality related issues. (Fairbanks Area Metropolitan Planning System (FMATS))

Our designated MPO is the Tri-County Regional Planning Commission, but the MPO responsibilities are delegated to our Pekin/Peoria Urbanized Area Transportation Study (PPUATS). This is done thru an agreement in which the PPUATS members agree to provide the match for planning funds. The information above is about PPUATS. (Tri-County Regional Planning Commission)

Our MPO also functions as the State Planning Council and has several executive branch members (i.e., budget office, administration, governor's office, housing.) There are several members of the public on the MPO, but they don't necessarily represent Citizens Groups. FHWA is a non-voting member. (Rhode Island State Planning Council)

Our MPO is made up of the local Executive Committee members to the Hampton Roads Planning District Commission, plus the Transit operators (2), VDOT staff (1) and The HRPDC Executive Director. Works fine for us. (Hampton Roads)

Our new Metropolitan Topeka Planning Organization is brand new and has only met three times. It includes the Topeka Planning Commission Chair as a voting member and the Shawnee County Planning Commission Chair as a non-voting member. (Metropolitan Topeka Planning Organization)

Our Transit operator is a voting member of our Planning Committee (Elmira-Chemung Transportation Committee)

Policy Board includes a member of the State's Air Resources agency as a voting member. (Salem-Plaistow-Windham)

Question # 2: MPO is not our only function, and we act like a regional council, but are not one officially.
Question # 26: All members have to be elected officials. For example, a city is represented by its mayor or another elected official designated by the mayor. There are no alternates, unless the mayor would appoint someone else as the city's representative, perhaps for a meeting the mayor cannot attend.
Question #25: Our board strives to reach a consensus, and nearly always does, as votes are usually unanimous. (NW Indiana RPC)

Question 25 needs more choices. We require a super-majority (5 out of 7) for any vote that involves the expenditure of Federal funds. Simple majority is all that is required for any other vote. (Rockford Area Transportation Study)

Regarding Numbers 10 & 11....Dane County owns the airport and the City of Madison owns the transit system...which is part of the reason why the county receives three appointments and the city receives 5 appointments. The managers/directors of these operations/agencies serve on MPO's Technical Advisory Committee. (Madison Area MPO)

Regarding question #25, consensus is always sought, but is not required for those rare instances where it is not attained. (Adirondack / Glens Falls Transportation Council)

The Alaska State Legislature recently passed legislation unilaterally adding 2 non-voting legislators and 2 voting public members (total of 4 additional members) to the policy board of the MPO. This change has not been incorporated in the operating agreement. (AMATS)

The decision to double weight the votes of the COJ members was invoked as an alternative to adding representation and increasing the size of the board. (First Coast)

The DRCOG Board DOES have weighted voting (never been used). RTC has 3 members representing the environmental community, business and economic development (but these were not choices offered above). All are voting members. (Denver Regional Council of Governments)

The Lafayette MPO is unique in its organizational structure, due in part to a consolidation of governments. There is an MPO Citizen Advisory Committee (CAC) and the usual MPO Transportation that comprise the Policy Board. All committees meet monthly to coordinate capital projects, short and long range planning. (Lafayette)

The make up of our board (as far as the maximum size) is restricted by the State's enabling legislation. (Volusia County MPO)

The other related organizations are represented on subcommittees of the Council - State DOT, State Transportation Commission, Transit Authority, Transit Board, Chamber of Commerce, many other related groups including members of the adjacent MPO. League of Cities and the League of Counties are non-voting on the Council itself as well as Envision Utah, a non-profit, private smart growth proponent. (Wasatch Front Regional Council)

The PC very much adheres to the Carver Model of Policy Governance. (Bryan/College Station MPO)

The Port Authority (which operates airports) is not represented separately, but by the 5 county commissioners, who also comprise the Port Authority's governing board. The transit agency is not separately represented either, since it is operated by the county. All 5 county commissioners are voting MPO governing board members. (Lee County MPO)

The voting on all questions coming before the MPO Policy Committee is by voice vote. Any member may ask for a "Super Majority" (two thirds of voting members plus one) roll call vote if consensus (unanimity) cannot be reached on an MPO decision item/issue. (Rogue Valley Metropolitan Planning Organization)

The weighted vote has never been used. We just went through many of the issues that you are addressing, and I did a survey of 12 MPOs with similar population sizes. I also did a list serve request, and received a number of responses. (North Front Range)

There are three "rotating seats" on our MPO Policy Committee. Two are shared among three towns that are "partially urbanized," and one is shared between two villages that are within the urbanized area. In addition, we have two seats that are shared among the 12 rural (non-urbanized) towns. These representatives are chosen by the Supervisors and Mayors Association. The terms for all the shared seats are 2 years. (Poughkeepsie-Dutchess County Transportation Council)

There has not been a vote in the last 5 years that was not unanimous at the Policy Board level. All of the areas mentioned above are incorporated at the TCC level. Cities/towns in our area are usually

represented by the county at the cities request. (Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS))

Though unequal in funding and population between the two states for this MPO (MN and WI), the overall size of the MPO Board is equal. There are 9 members from each state. This was done deliberately to encourage a regional thought process and perspective in addressing transportation issues. (Duluth - Superior Metro Interstate Council)

Voting is done by population, base of 1 and then 1 for every 10,000. Although the majority of our members are elected, this can vary from year to year depending upon the appointments. (Chittenden County MPO)

We are beginning the process of restructuring to include representation of local elected officials and possibly other local interests. All MPOs in Massachusetts have been similarly restructured in recent years, and we are the last in the series. (Berkshire)

We are considering adding state DOT representation. All road authorities and transit interests are represented on the main technical advisory committee. Many transportation interests (bicycle, transit, air travel, freight, etc.) are represented on citizen advisory committees (Rochester Olmsted Council of Governments)

We do not require written evidence for a designated alternate. He or she simply can show up and participate/vote. (PACTS)

We may be unique in the number of members of the state's legislative delegation on our policy board. 10 out of 23 are members of the legislature; 10 of 21 elected officials are from the state legislature. (Capital Area MPO (CAMPO))

We were formed in 1993 and in recognition of ISTEA's call for true participation by elected officials, only such officials may vote for one of the 4 Counties and 4 municipalities represented. They may have alternates, but those alternates must be elected officials. (South Jersey Transportation Planning Organization)

While freight interests do not have their own voting member, the local Chamber of Commerce is a voting member on the Policy Committee; accordingly, the Chamber does try to represent the interests of the local freight companies. (Brownsville)

While not a weighted voting scheme, the policy body's bylaws require that there be at least one affirmative vote from Eugene, Springfield, and Lane county membership in order for an action to move forward. (Central Lane MPO)

While the representation is very large for our 106,000 population, it provides for better communication back to member jurisdictions, understanding of issues and it builds good rapport between elected officials. It has worked for almost 35 years. (St. Cloud Area Planning Organization)

Yes to 26 but only if the board member is not present and grants voting to the alternate. The issue of state DOT voting rights is currently being discussed. Nearly all 13 MPOs in Indiana do not have InDOT voting on policy issues. They have a voice and are at the table. 6 of the 13 are TMAs. Kentucky is asking for voting rights but for a state to vote at the policy level present a conflict of interest. They would be voting on project for which they fund. Ultimately, they have their say in which project proceeds to construction. (Evansville Urban Transportation Study)