

# JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

## Minutes

April 26, 2007 – Special Meeting  
Council Chamber – Metro Regional Center

### MEMBERS PRESENT

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Sam Adams	City of Portland
James Bernard	City of Milwaukie, representing Cities of Clackamas County
Dick Pedersen	DEQ
Rob Drake	City of Beaverton, representing Cities of Washington
Fred Hansen	TriMet

### AFFILIATION

### MEMBERS EXCUSED

Brian Newman	Metro Council
Maria Rojo de Steffey	Multnomah County
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Jason Tell	ODOT
Don Wagner	WSDOT
Bill Wyatt	Port of Portland
Royce Pollard	City of Vancouver
Steve Stuart	Clark County

### AFFILIATION

### ALTERNATES PRESENT

Rian Windsheimer	ODOT – Region 1
Dean Lookingbill	SW Regional Transportation Council
Shane Bemis	City of Gresham, representing Cities of Multnomah County
Donna Jordan	City of Lake Oswego, representing the Cities of Clackamas County

### AFFILIATION

### GUESTS PRESENT

Dick Pederson	DEQ
Elissa Getler	Clackamas County
Olivia Clark	TriMet
Phil Selinger	TriMet
Lainie Smith	TriMet
Dave Nordberg	ODOT
John Hartsock	Boring Fire
Sarah Masterson	Office of Congressman Blumenauer
Derek Robbins	City of Forest Grove
Karen Schilling	Multnomah County
Lawrence Odell	Washington County
Paul Smith	City of Portland
Roland Chlapowski	City of Portland

### AFFILIATION

Ron Papsdorf	City of Gresham
Julie Stephen	City of Sandy
Steve Pickey	City of Wilsonville
Cynthia Thompson	City of Canby

**STAFF PRESENT**

Andy Cotugno, Kim Ellis, Tom Kloster, Pam Peck

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

Chair Burkholder declared a quorum and called the meeting to order at 7:37 a.m.

**2. INTRODUCTIONS**

Chair Burkholder did not introduce any new members or alternates.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were no citizen communications on non-agenda items.

**4. COMMENTS FROM THE CHAIR**

Chair Burkholder introduced a handout for the “Get Centered” tour to Vancouver B.C. June 7-9, 2007. Chair Burkholder encouraged local government representatives and staff to look into the event and participate.

**5. CONSENT AGENDA**

**5.1 Consideration of the JPACT minutes for April 12, 2007**

<i>Motion #1</i>	Commissioner Rob Drake moved to approve the April 12, 2007 meeting minutes.
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Commissioner Roy Rogers referred to page four regarding the endorsed project selection criteria. Commissioner Roger inquired, “How are we going about the project selection criteria in light of the schedule concerns?” Andy Cotugno recommended deferring approval of the minutes so that Commissioner Rogers’s concern could be noted.

**6. ACTION ITEMS**

There were no action items.

**6.1 JPACT MEMBERSHIP – Direction on JPACT membership**

Chair Burkholder introduced the context of this presentation. He said that the conditions of JPACT membership, as per the federal government, require an evaluation of membership at this time. Two concerns were presented:

- 1) Representation of local city governments, including representation of citizens in once unincorporated areas that, since 1979, have become incorporated into respective cities.
- 2) TriMet is not the only transit district today. Chair Burkholder asked, “How are we relating to the area commission on transportation?”

Mr. Andy Cotugno began his presentation by reminding those present that this agenda item has not been scheduled for action, nor is it drafted as a bylaw amendment. Mr. Cotugno's presentation included the following:

- An analysis of the membership criteria and the requirements of the federal government.
- Options for how to possibly restructure representation.
- Background information on TriMet and other transit districts.
- A handout presenting the sort of representation that may be available to the other transit districts, what the bylaws say concerning membership composition, and information on current transit districts and representative governing bodies.

Mr. Cotugno said, "TriMet was the only transit district at the time and covered the whole tri-county area. Since then, TriMet has receded and some of the other transit districts have been formed. Despite shrinkage, TriMet remains the dominant transit provider both in level of service and in rider-ship. TriMet currently has a seat on JPACT."

He noted that page 11 outlines a series of choices and a projection of how the vote representation in JPACT would be affected. They are:

Option A: Adapt the status quo

Option B: Amend the status of the current TriMet seat

Option C: Create a seat for Wilsonville SMART

Option D: Create a new seat that would be a collective for small transit districts

He then introduced transit representatives from other transit districts: Steve Dickey, Wilsonville Transit (inside MPO boundary), Julie Stevens, Sandy Transit (operates into MPO boundary) and Cynthia Thomson, Canby Transit (operates into MPO boundary).

Discussion following the presentation included:

Vice Chair Rod Park requested that Andy review the demographics of the streetcar. Mr. Cotugno responded that the streetcar is of mixed ownership and operation. Commissioner Adams clarified that the City owns the streetcar and contracts with TriMet to operate it. It is not a separate transit district.

TriMet's General Manager, Fred Hansen asked, "What problem are we trying to solve? I am not sure there is a problem. These transit districts are departments within the cities just like public works departments."

Mr. Cotugno responded, "In response to the problem being solved, the federal requirements for MPOs do require that the MPO board/decision making structure include local elected officials and major transportation providers. That is the extent of the definition that the law provides. There is no prescription that the feds are requiring. They did acknowledge in their certification review that circumstances have changed in both the city and transit district representation, and you should evaluate whether those parties that have changed are adequately represented. You certainly have the prerogative to say yes, they are adequately represented and here's how, but it is necessary to go through that recheck."

Chair Burkholder invited the representatives from the other transit districts to speak and share their thoughts, beginning with Steve Dickey, Transit District Director from Wilsonville. He clarified that the transit system in Molalla (not represented at this meeting) is not a function of the city. It is a transportation district. He stated that they are recipients of federal funds (5307 urbanized program) and wants to make sure that their interests and needs are adequately represented at the table when the decision making for the allocation of funding takes place.

Julie Stevens, Transit Manager for the City of Sandy (outside of the MPO boundary), said their representation is through Clackamas County. She said that there are three transit systems outside of the representation of this body. The federal mandate requires that they go through their MPO and they do not know who or what this is for proper representation. She said, “With the growing number of transit systems and our interaction in the region, it is important for us to have a voice at the table. There is a lot of activity in that area and a larger network of transportation that we would like to see represented.”

Cynthia Thompson, Transit Director of the City of Canby, said that Canby supports option D. JPACT needs to consider the growth outside of the growth boundary.

Commissioner Peterson, representative of Clackamas County, said that it is necessary to work it out at county level before JPACT membership is amended. She indicated there should be more internal coordination within Clackamas County prior to JPACT meetings over the next year to ensure needs are being met.

Commissioner Rob Drake of the City of Beaverton gave credit to Cynthia for growth work with SMART. He said, “How many seats do we have at the table? Considering the openness and long history at this table and TriMet’s ability to work with others, I am comfortable with keeping the representation as is, with the open invitation to other agencies to participate. One of my concerns is, is Sandy going to have a seat at the table, and Canby and Molalla? How far does it go? I support the option to have one seat for mass transit. At a minimum, add a seat for SMART, however it seems that SMART is well represented at the JPACT table through Clackamas County and the cities of Clackamas County.”

Vice Chair Park thanked the transit districts for being present. He said, “As we are watching the interaction with our neighboring cities, we are recognizing that we may have to examine this differently, given that they are growing at approximately three to four times our population rate. He indicated that as we are going through the “New Look” process and meeting with some of these neighboring cities, it has become apparent that the interaction (between the metro region and these neighboring cities) has grown so much that you can no longer ignore it. To ignore it would be to our own peril.”

Mr. Cotugno noted that page three of the presentation handout has more detailed information regarding the population growth and shift in the city versus unincorporated representation throughout the history of JPACT, and the response by the federal government.

A member said that a key point is that both Wilsonville and Damascus have been added to the urbanized area boundary under the census classification in 2000. Are these cities adequately represented?

Mr. Cotugno responded to Fred Hansen’s earlier question, saying that there is not a prescription for how to represent cities, but they expect us to go through this evaluation to recognize shifts over this time period. Splits within the three counties are a little bit different; see page three of the handout for tri-county and city population shifts.

Commissioner Roy Rogers said that he understands that everyone wants to be represented, and they should be. He agreed with the point made by TriMet GM Fred Hansen, who asked, “What’s broken?” He cautioned to be careful not to dilute the effectiveness of the current members’ vote.

Chair Burkholder called the committee’s attention to a handout packet that contains a survey from the Association of Metropolitan Planning Organizations. The national MPO group conducted the survey, which shows that MPOs are structured in various different ways. He drew attention to the pie charts in the middle of the handout and mentioned that this information may

be helpful. He made the point that the key role of the MPO is to coordinate all of the various jurisdictions and to make sure all the work we do is the best designed and implemented that we can do. He questioned if the role of the county coordinating committees should be reevaluated as part of the solution.

Mayor Rob Drake said that he supports the MPAC model because it broadens the depth and richness of representation at the table. He stressed the point that city functions are ultimately the cities' decisions.

Commissioner Peterson stressed the point that 90% of growth has been in the cities. She said, "Clackamas County needs to step up. More representation and more involvement are important for Clackamas County. Diversification of JPACT is very important for us."

Commissioner Sam Adams seconded Commissioner Rogers's concern about the City of Portland's vote being diluted.

Mayor James Bernard said he supports option B because we need to better represent cities within the counties.

Mayor Shane Bemis favors option B and agrees with Commissioner Bernard. He wants Gresham to have its own vote and is not sure if MPAC representation is most effective.

Rian Windsheimer asked what the process will look like and when will it be discussed further?

Chair Burkholder suggested appointing a subcommittee of JPACT to discuss structural issues and to come up with a proposal to bring to the committee at a future date.

## **7.0 INFORMATION ITEMS**

### **7.1 REGIONAL TRANSPORTATION OPTIONS (RTO) PROGRAM**

Pam Peck gave a presentation about the Regional Travel Options (RTO) Program and distributed samples of the Travel Options Guides and information on a promotion in conjunction with Burgerville.

### **7.2 TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA)**

Pam Peck explained that the Transportation Management Association (TMA) Program is comprised of six associations in the region. Currently, a study is being conducted in the south waterfront to consider a new TMA. TMAs work to maximize economic development capacity in key areas, work directly with the business community, and provide key leadership in their communities.

Rick Williams, Executive Director of Lloyd District, said that the Lloyd District, established in 1994, is the state's first TMA. He said, "Congestion is something we deal with everyday."

Lenny Anderson, the TMA Director of Swan Island, then introduced the Swan Island project and spoke of its history and current progress.

Sandy Burns, the representative from the Clackamas County TMA, spoke and gave background on their program.

Karen Frost, Director of the Westside Transportation Alliance (WTA) said, "I have a challenge for you as leaders to stamp out the word 'but.' This word is the last thing people remember and contributes to cynicism about transit and other options that are not working. As you discuss the cost of congestion as business leaders, please proclaim that transportation option programs are an equal strategy. They are better, cheaper and more sustainable than asphalt."

Chair Burkholder acknowledged that money is invested on a regional level.

### **OTHER BUSINESS**

Chair Burkholder drew attention to one issue that arose that was not on the meeting agenda. Commissioner Rogers and Commissioner Adams raised concerns about the Region Transportation Plan timeline and how successful we will be at keeping to the timeline. Chair Burkholder agreed to bring an analysis back to JPACT next month for different schedule options and their pros and cons.

### **8.0 ADJORN**

There being no further business, Chair Burkholder adjourned the special meeting at 9:17a.m.

### **ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 26, 2007**

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

<b>ITEM</b>	<b>TOPIC</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	Consent Agenda	04-12-07	Meeting Minutes from April 12, 2007 Meeting	042607j.01
6.1	Document	N/A	Transit Districts and JPACT Bylaw Update Options	042607j.02
7.1	Brochure	N/A	DriveLessSaveMore Burgerville Poster	042607j.03
7.1	Brochures	N/A	Travel Options Guides	042607j.04
7.2	Information	N/A	Swan Island TMA 2006 Annual Report & Shuttle Schedule	042607j.05
N/A	Brochure	N/A	Get Centered Vancouver B.C. Announcement	042607j.06