



METRO

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Minutes

**August 9, 2007 – Regular Meeting
Council Chamber – Metro Regional Center**

MEMBERS PRESENT

Rex Burkholder, Chair
Rod Park, Vice Chair
Brian Newman
Sam Adams
Royce Pollard
James Bernard
Don Wagner
Dick Pederson
Roy Rogers
Ted Wheeler
Jason Tell
Paul Thalhofer

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Portland
City of Vancouver
City of Milwaukie, representing Cities of Clackamas County
Washington DOT
DEQ
Washington County
Multnomah County
Oregon DOT
City of Troutdale, representing Cities of Multnomah County

ALTERNATES PRESENT

Bill Kennemer
Susie Lahsene
Rian Windsheimer
Dean Lookingbill

AFFILIATION
Clackamas County
Port of Portland
Oregon DOT
SW WA RTC

GUESTS PRESENT

Vicki Diede
Jonathan David
Randy Shannon
Jennifer Dill
Roland Chlapowski
Karen Schilling
Paul Smith
Jim Howell
Kenny Asher
Phil Selinger
Cam Gilmour
Lawrence Odell
Elissa Gertler

AFFILIATION

PDOT
City of Gresham
City of Damascus
PSU
City of Portland
Multnomah County
City of Portland
ADRTA
Milwaukie
TriMet
Clackamas County
Washington County
Clackamas County

Dave Nordberg	ODEQ
Marianne Figgiraed	ODEQ
John Reinhold	Citizen TPAC Member
Claude Rory Rorabaugh	PCA – NW Cement Producers
Rex Wong	CEC
Jim Ressen	Portland Tribune
Sarah Masterson	Congressman Blumenauer’s Office
Congressman Earl Blumenauer	
Edward Barnes	WSDOT Commission
Steffeni Mendoza Gray	City of Portland
Jack Burkman	WSDOT
Aaron Deas	TriMet
Tom Markgraf	Columbia River Crossing
Danielle Cowan	Wilsonville
David Cusack	Clark County

STAFF PRESENT

Andy Cotugno, Richard Brandman, Ted Leybold, Tom Kloster, Amelia Porterfield, Kathryn Sofich, Josh Naramore, Ken Ray, Mark Turpel, Caleb Winter, Pam Peck, Pat Emmerson

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Burkholder declared a quorum and called the meeting to order at 7:12 a.m. (Note: The meeting was advertised with a start time of 7:15 a.m. rather than 7:30 a.m.)

2. INTRODUCTIONS

Chair Burkholder introduced Chair Ted Wheeler, who will be Multnomah County’s representative to JPACT.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND MEMBERS

Chair Burkholder said that some items are on the consent agenda in order to move through them more quickly. If more discussion is needed on particular items, they can be pulled off the consent agenda.

Chair Burkholder referred to the survey of meeting times. The majority of respondents favor continuing to hold the JPACT meetings on Thursday at 7:30 a.m.

Paul Thalhofer noted that there is a meeting conflict; the Multnomah County representative leaves early for the county commissioners’ meeting. He said the committee needs everyone to stay for the entire meeting in order to complete committee business.

Jason Tell said that one action coming out of this legislative session was the transfer of \$56 million of ODOT’s funds to the counties in recognition of their loss of federal forestry receipts. At the commission meeting this month, the OTC will discuss the impact on ODOT’s program.

The 2008-11 draft STIP was to be discussed at the August meeting but will now be put on hold until after discussing the \$56 million transfer.

Chair Burkholder noted that Multnomah and Washington Counties likely will receive little or none of those dollars and Clackamas County will receive a small amount. He asked if the committee wanted to draft a letter to the OTC to address the issue. Should we ask that any cuts in the STIP be proportionate to the amount transferred to counties in that region.

Rod Park noted hesitancy in the group's response and suggested that the legislative lobbyists get together to work on it and bring their findings to the committee.

Chair Burkholder said that there are important meetings in September and October for MPAC and JPACT regarding the round one findings of the RTP systems analysis. There will be a joint meeting on October 10 focusing on analysis, policy refinements for chapter one, and the investment list for the financially constrained version of the federal RTP.

Chair Burkholder also noted the Save the Date announcement for the Oregon MPO Consortium second workshop. It is an opportunity to talk about issues common to our urban areas. He said that Congressmen Defazio and Blumenauer have been invited. The members of Big Look Task Force are also invited.

5. CONSENT AGENDA

Andy Cotugno referred to an errata sheet on the air quality conformity determination, handed out at the meeting. The action still demonstrates conformity but the action needs to incorporate the errata sheet.

Motion: James Bernard moved to include the errata sheet on air quality conformity determination with the approval of Resolution No. 07-3824. Dick Pederson seconded the motion.

Vote: Hearing no objections, the motion passed unanimously.

5.1 Consideration of JPACT Minutes for July 12, 2007

5.2 Resolution No. 07-3824 For The Purpose Of Approving An Air Quality Conformity Determination For The 2008-2011 Metropolitan Transportation Improvement Program.

5.3 Resolution No. 07-3825 For The Purpose Of Approving The 2008-2011 Metropolitan Transportation Improvement Program For The Portland Metropolitan Area.

Motion: Dick Pederson moved to accept the Consent Agenda, which includes the JPACT minutes for July 12, 2007, Resolution No. 07-3824 including the errata sheet and Resolution No. 07-3825. The motion was seconded by Councilor Park.

Vote: Hearing no objections, the motion passed unanimously.

6. VISIT WITH CONGRESSMAN BLUMENAUER

Chair Burkholder welcomed Congressman Blumenauer, who talked about challenges with infrastructure.

Discussion included:

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- Congressman Blumenauer is working on the ways and means committee. There is not enough money in the highway trust fund to deal with the current program or with inflation.
- There are three focus areas for Congressman Blumenauer: transportation, water infrastructure (storm water, wastewater and drinking water), and the reintroduction of a superfund tax.
- Regions across the country are making major investments in transportation. In Oregon, there is modest movement on this issue. The public will pay 60-70 cents more per gallon but are not willing to have a 1-2 cent gas tax. The idea of a mileage-based registration fee might be investigated.
- Congressman Blumenauer wants to be a part of the discussion in the broader community and see coalition building.
- Two pieces of legislation passed in the house, the first dealing with increasing fuel efficiency standards, and the second, tax provisions to support alternate energy sources (solar, wind, biodiesel, and wave energy). Both passed in the house with some modest bipartisan support, but with less enthusiasm for tax provisions. Included in tax provision is closing the hummer loophole and provisions for plug-in hybrids and kits to retrofit existing hybrids to allow plug-in technology. Green house gas controls and energy efficiency are a high priority for Speaker Pelosi.
- There is some money for programs, but not as much as is needed. The public will support the need for additional resources if they understand what they are for. There needs to be more money in the system.
- There is a need to change the reauthorization process in order to downsize federal supervision. Too much time gets consumed on unnecessary procedural requirements.
- It is easier to think of making a new investment than fixing what we have. The federal government seems to prioritize funding to politically attractive projects rather than high priority projects. We need to prioritize what we have and change the federal process.
- Looking ahead to 2009, there is opportunity because of the leadership we have in the state and federal government and because of a compelling opportunity to leverage public support. There is a lot of opportunity here that we should not miss.
- There is a potential for a carbon tax, a cap and trade system or something similar to deal with the global warming challenge. A lot of what is planned in the region adds value in terms of reducing the carbon footprint. The new federal administration will be more aggressive in dealing with global warming and will be more sensitive to infrastructure. We need to be ready to take advantage of that.
- Up until the Minnesota bridge collapse, none of the presidential candidates had made infrastructure a priority.

7. **ACTION ITEMS**

7.1 Resolution No. 07-3826, For The Purpose Of Amending The 2006-2009 Metropolitan Transportation Improvement Program (MTIP) To Reallocate \$1 Million Of Regional Flexible Funds From The Construction Phase To The Design Phase Of The Eastside Streetcar Loop Project

Ted Leybold said he received a request from City of Portland to amend the existing TIP to reallocate \$1 million to the preliminary engineering phase from the construction stage of the Eastside Streetcar Loop Project. This represents a change in scope and therefore requires approval as an MTIP amendment.

After the design phase, the City will come up with a financing plan for the construction of the project. When asked if the City would be coming back for more money from MTIP, Ted responded that at the TPAC meeting, City staff said they do not anticipate coming back for more funds for construction.

Motion: Sam Adams moved to approve Resolution No. 07-3826, For The Purpose Of Amending The 2006-2009 Metropolitan Transportation Improvement Program (MTIP) To Reallocate \$1 Million Of Regional Flexible Funds From The Construction Phase To The Design Phase Of The Eastside Streetcar Loop Project, seconded by Councilor Park.

Vote: Hearing no objections, the motion passed unanimously.

7.2 RTP Update: Financial Constraint – Revenue Assumptions

Andy Cotugno summarized the spreadsheet of revenue assumptions, which was included in the packet. Prioritization is occurring to create a list of projects that the region can afford and to fulfill the federal RTP. We need a one-cent gas tax increase per year for road operations, maintenance and preservation to avoid reduction in purchasing power. Should we assume the increase given past history? When there is an increase, half goes to ODOT and half goes to local governments. Many revenue sources cannot be used for maintenance. ODOT's mandatory minimum for modernization could shift back to maintenance. Andy asked the following questions:

- In the city/county category, Washington County has an existing MSTIP and is planning for another MSTIP. Can we include that in the revenue target?
- System Development Charges (SDCs) are another revenue source. In Damascus, we are assuming there will be an SDC. The more recently the SDCs have been implemented, the higher they are. The current philosophy is that development should pay its own way. Should we assume existing SDCR increase.
- More local governments have adopted local maintenance revenues mechanisms. Should we assume that this trend will continue the next 10-15 years?
- Regarding light rail, the west side was built with state lottery bonds. Do we assume another round of \$250 million dollars in light rail funds when the Milwaukie bonds are paid off?

Discussion included:

- Jason Tell asked how much of this assumes long-term revenues versus policy decisions. Are we getting too detailed and looking at policy questions rather than just picking projects for the RTP?
- Andy Cotugno responded that the items in black on the chart do forecast what Jason is talking about. The items in red are more of a judgment call and are the ones for which we are seeking feedback. This exercise is driven by the federal requirements. In spring, when we look at state requirements, we can get more aggressive in saying what we want to do. He also said that projects can be added if we have more revenue.
- Sam Adams said he would include the assumption that there will be another round of LRT funds light rail assumption is correct, that the allocation to cities and counties would go forward and that the gas tax will go forward. The City of Portland is looking at special SDC district revenues, on the waterfront for example. SDC increased revenues is a fair assumption, although we are not looking at increasing SDC rates. The City is repealing its transit oriented discount.

- Susie Lahsene asked if we do assume a conservative RTP, does it assist us in our legislative strategy, or is it beneficial to show what could be in the RTP? Those revenue sources that require public support or legislative action should be questioned.
- Chair Burkholder thinks that historically, credibility has been a problem if projects are included based on assumptions. If you say you are going to build it and then do not, the public asks why. We should have two lists: a conservative fiscally constrained list and the state RTP list based on what we need to build in terms of urban development. I would suggest we say that this is the money we have, but this is what we would like to do, so we need your help.
- Brian Newman said the 1-cent per year gas tax increase is a fair assumption and that 1/3 would be dedicated to modernization.
- Andy Cotugno said that inflation is built into the SDCs. Responding to a question about having a regional ballot measure, he said that they have not assumed it for the Federal RTP because it has not been a part of the track record. It may be on the table for the State RTP.
- Clackamas County has used “zone benefit” to capture additional values, for example for Sunnyside and 172nd.
- Rod Park said he is not comfortable assuming one cent per year because it will create false expectations with the public. He is also uncomfortable with the SDC assumption regarding Damascus because of potential fallout.
- Sam Adams suggested that a document be created in plain English that captures the plan. It could be used with decision makers and with the public. If we lead with what the federal government requires, the meaning gets lost. We need to translate what we want into what the federal government requires us to do, not the other way around.
- Paul Thalhofer said that the Minnesota bridge collapse reminds us of our aging infrastructure. Now is the time for a regional ballot measure for roadways and bridges. The SDC rate will get higher. We should count on the one-cent gas tax and we need to lobby for it.
- Chair Burkholder thanked the committee for guidance. He said that material will come back to MPAC and JPACT in September.

INFORMATION ITEMS

7.2 RTO Evaluation Framework and July 05-Dec06 Report

Pam Peck reviewed the goals of the Regional Travel Options program and presented highlights of the last 18 months.

Dr. Jennifer Dill from PSU Urban Studies said that the Regional Travel Options 2005-06 Program Evaluation is complete. The full report and executive summary are part of the meeting packet. In summary, the RTO programs have increased transit use, in particular for commuting to the downtown and Lloyd district areas. Improvements for carpooling, vanpooling, cycling and walking are not nearly as great. Most of the success was seen in core areas; suburban areas are more of a challenge. For future evaluations, she recommended developing a new strategic plan with specific output and outcome objectives. In addition, she recommended that a comprehensive evaluation be done every two years, with a comparison to other programs in other regions, and a minor update every year.

7.3 JPACT Bylaws Amendment

Andy Cotugno introduced the item, described in his memo and in the red line version of the bylaws, both included in the packet. The proposal to change the bylaws acknowledges that there have been changes in the last 35 years. It responds to the changes, giving the city of Portland two votes (not two members). It also decreases Washington State representatives from three to two. There is also a recommendation to not add the small transit districts but have the current seats represent them.

In response to a question about the clause that the Metro Council can introduce legislation to JPACT, Chair Burkholder said that this is a response to the federal government as part of our last update. The bylaws do include editorial changes as well. In September, we will bring this back for discussion with the full group.

Andy Cotugno said that the current Bylaws call for any MPO action recommended by JPACT to the Metro Council for approval. This change means that Council could also introduce something for JPACT to consider rather than reacting to items coming forward from JPACT. Either way, approval by JPACT and the Metro Council is required.

Royce Pollard said he thinks reducing State of Washington representation from 3 to 2 sends a bad signal to Southwest Washington.

Chair Burkholder said the issue is one of managing the committee size and is not a situation of over-representation from Washington State. He suggested changing it back to 3 members.

8. ADJOURN

There being no further business, Chair Burkholder adjourned the regular meeting at 9:06 a.m.

Respectfully submitted,
 Laura Dawson Bodner
 Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 9, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOC. NO.
** 5.2	Memo & Replacement Pages	08/07/07	2008-2011 MTIP Air Quality Conformity Determination – Replacement Table/Page	080907j01
** 7.2	Memo	08/07/07	2035 Regional Transportation Plan Update – Public Comment Period Federal Component	080907j02
** 8.2	Chart	N/A	Potential JPACT Meeting Dates	080907j03
** 4.	Flyer	N/A	Oregon MPO Consortium Save the Date	080907j04
**	Correspondence	07/25/07	From City of Canby Mayor and Councilors to City of Wilsonville Mayor and Councilors re: the Elimination of Transit Service between Wilsonville and Canby	080907j05

**Distributed at meeting