

JOINT METRO POLICY ADVISORY COMMITTEE & JOINT POLICY ADVISORY ON  
TRANSPORTATION COMMITTEE MEETING RECORD

October 10, 2007 – 4:00 p.m.

Metro Regional Center, Council Chambers

**MPAC Committee Members Present:** Shane Bemis, Richard Burke, Jeff Cogen, Nathalie Darcy, Andy Duyck, Dave Fuller, Bernie Giusto, Richard Kidd, Norman King, Charlotte Lehan, Alice Norris, Wilda Parks, Sandra Ramaker, Paul Savas, Martha Schrader, Chris Smith

**JPACT Committee Members Present:** Sam Adams, Jim Bernard, Rob Drake, Donna Jordan, Neil McFarlane, Lynn Peterson, Roy Rogers, Maria Rojo de Steffey, Paul Thalhofer, Rian Windsheimer

**Freight Task Force Members Present:** Gary Cardwell, Tom Dechene, Monica Isabell, Bob Russell, Tracy Ann Whalen

**Also Present:** Bill Bash, City of Cornelius; Ron Bunch, City of Tigard; Randy Carson, Clackamas Small Cities; Carol Chesarek, Forest Park Neighborhood; Kyle Chisek, City of Portland; Roland Chlapowski, City of Portland; Carlotta Colletto, City of Milwaukie; Daniel Cowen, City of Wilsonville; Markley Drake, City of Happy Valley; Kay Durtschi, MTAC; Meg Fernekees, DLCD; Marianne Fitzgerald, DEQ; Peter George, Freight Task Force; Elissa Gertler, Clackamas County; Mara Gross, Coalition for a Livable Future; Steffeni Mendoza Gray, City of Portland; Jeanne Morgan, Xerox; Ron Papsdorf, City of Gresham; Becky Steckler, DLCD; Jonathan Schlueter, Westside Economic Alliance; Veronica Valenzuela, City of Portland; Alonzo Wertz, TriMet; Rebecca Woods, CREEC

**Metro Elected Officials Present:** Liaisons – Rod Park, Council District 1; Robert Liberty, Council District 6; audience: David Bragdon, Council President

**Metro Staff Present:** Dan Cooper, Andy Cotugno, Kim Ellis, Pat Emmerson, Tom Kloster, Robin McArthur, Deena Platman

1. WELCOME & INTRODUCTIONS 4:02 p.m.

Councilor Rod Park, JPACT Acting Chair, and Mayor David Fuller, MPAC Chair, welcomed MPAC, JPACT, and Freight Task Force members. Mayor Fuller made opening remarks about transportation, growth and the region. He reviewed the objectives of this meeting as outlined on the agenda.

Councilor Park reviewed events as they have lead to this point in the Regional Transportation Plan effort, and how the previous work would affect future discussions and action.

2. PROCESS FOR DEVELOPMENT OF FEDERAL COMPONENT OF RTP  
UPDATE & PUBLIC COMMENT PERIOD

Michael Jordan, Metro Chief Operating Officer, gave an overview of the transportation infrastructure challenges.

Kim Ellis, Principal Transportation Planner, gave a PowerPoint presentation, "A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment." Copies of those slides will be attached to the permanent record.

Commissioner Sam Adams, City of Portland, said he was concerned that staff wasn't highlighting enough the safety impacts of the choices they were making or not making. He said he would like to have staff quantify how much worse the deterioration in trip time reliability and congestion would actually be.

Ms. Ellis said the mobility system – the freeway system – was suffering the most in terms of the decrease in reliability and increase in congestion over time.

Commissioner Adams asked how much worse it would get?

Mr. Cotugno said it would get worse by 3 or 4 fold.

Councilor Robert Liberty asked where implementation of 2040 was in the plan. He said he did not see it on the last slide regarding "other areas for discussion and collaboration, and performance measures."

Ms. Ellis said it would be in performance measures.

Mayor Rob Drake, City of Beaverton, spoke about pending growth and proposed projects. He said he liked the multi-modal aspect. He said the economy of the region was important, not only locally but also to the whole state. He wondered if the region would be able to realistically cater to new business?

Councilor Park said funding was very inadequate for where they were today and for potential growth. He expressed concern on where the projected number of people would settle and if the economic engine of the region could sustain such an influx and still be able to cater to the business sector.

### 3. POLICY ISSUES TO RESOLVE DURING STATE COMPONENT OF RTP UPDATE

Mr. Jordan asked members to switch their focus to the state component of the RTP. He opened the meeting for discussion pertaining to the "Upcoming Policy Issues" posted on the walls. A copy of that issues paper will be attached to the permanent record.

Robert Liberty said that if they had to make decisions about what to fund then they ought to be able to compare projects. He said they would need to be able to compare benefits and look at the full range of costs to make the best choices. He said that every part of the region needed improvements, but that currently we are unable to compare projects relative to how much congestion is reduced, by cost or by the type of freight that is being moved.

There was discussion about how the members could look at projects, whether case-by-case, or by corridor, or by region and which options would have the greatest rate-of-return on investments made.

Commissioner Lynn Peterson, Clackamas County, expressed concern that RTP planning had not started with the visioning process. She said that she believed Metro had an unstated policy that they would not fund the growth areas at the expense of existing areas. She said that members needed to be specific about how the RTP was done so that they wouldn't be continually working at odds. She said they needed to figure out funding mechanisms and have equity across the board for the existing communities and the designated growth areas.

Donna Jordan, City of Lake Oswego, said they needed to look at how they prioritized projects but not so much through equity but rather in terms of parity. She said they needed to look at dispersing growing population into new areas as a way to mitigate congestion. She agreed that they needed to make a case for pushing the state more, but at the same time they couldn't wait to move forward with that kind of pressure on the state.

Chris Smith, Multnomah County Citizen Representative, said he thought it would be better to concentrate the population rather than disperse it. He said that one of the few ways that they could deal with congestion was to continue re-arranging land use so that people could travel less and use the system more efficiently. He said that the metric they should aim for seemed to be 2040. He said that transportation investments should support getting to 2040 as opposed to just responding to the issues of today. They needed to build the future they want because they would never win at "catch up." He said they should raise the bar regarding global climate change and peak oil.

Bob Russell, Freight Task Force, talked about the overall system and its relevance to the freight industry. He said corridors were building blocks to that system and that highways were the shared mode that transported both people and freight. He said a multi-modal system was key to moving people and freight. He said that focusing on the corridors was most encompassing for efficiency.

Mayor Charlotte Lehan, City of Wilsonville, said they tended to focus their efforts on projects and analysis. She agreed that they needed to look at the corridor system but suggested that they also look at discrete user groups and their needs. She said they tended to only look at commuters and freight. They couldn't just look at congestion to solve all commute problems. She expounded on the discrete user groups.

Tom Dechene, Freight Task Force, said that the freight industry had tried to look at all users, even bicyclists. He talked about bottlenecks in the highway system. He said getting all the folks together: state, federal, local, even other states along the corridor to achieve a holistic view would be a great opportunity to share information and get the true big picture.

Commissioner Roy Rogers, JPACT member and Washington County Commissioner, said that until they understood the system they would continually battle over what and how they do things. He said that the state had defined what the system was, but they had not defined a regional system. He said that they would need to define the actual needs and those needs would not be the same for everyone sitting around the table. He said that they would need to get down to a base system of streets to really look at the region. He wondered if they should allow themselves to be sub-regionalized.

Commissioner Adams said that perhaps it was a combination of systems and corridors. He said that the funding discussion required them to look at a system that perhaps doesn't operate in the real world. He said it would be nice to know how they were doing performance-wise in the sub-regions. He said he thought the joint committee discussions were weakened by folks coming and going on the committees. He said they needed to understand and focus on local efforts and funding as well.

Mayor Alice Norris, City of Oregon City, said she thought that there was some urgency to creating a regional or statewide shotgun approach to funding. She said more and more jurisdictions were trying to fund local projects and therefore instituting their own gas taxes. She said she supported the 2040 concept of linking corridors to centers. She said there was urgency to get on with the work.

Councilor Park said that the freight task force expressed their concerns on how to get products and employees from one point to another. He said that if they were serious about corridors then they would also have to discuss freight movement from outside the state and region as well because they were vital to the overall system. He said that ownership didn't necessarily track with usage.

Councilor Liberty said that it would be valuable to define objectives, evaluate projects based on how they perform, and then measure them. He wondered what mix of strategies and investments would accomplish their goals.

Mayor Richard Kidd, City of Forest Grove, said that more money was needed. He said that transportation problems did not start or stop at the regional boundary. He said that they needed to consider freight and dollars generated outside the region but transported through the region and how this movement affected the local economy.

Mayor Lehan said she could support talking about funding sources with the state or an increase in gas tax, but she cautioned preempting local governments from having their own sources of funding or taxes for local projects. She said that they needed to have a unified voice on this issue.

Commissioner Petersen talked about performance measures and MTIP issues. She said that they were holding the new growth areas and the inner ring to the same design standards and the county could not compete with those projects. She said that the county was having trouble meeting Metro guidelines that were becoming standards in the MTIP. She said that she had a problem with standards versus guidelines. She said she thought it

was better to build 8' sidewalks in their jurisdiction than to not build any sidewalks at all because they could not afford to meet the 12' regional standard. She said it was not productive to hold all areas to the same level of expectation for every project and actually manage to meet their goals.

Gary Cardwell, Freight Task Force, talked about international and local freight. He said that there would be federal government pressure to pass a gas tax in 2009. He said he would like to see the counties work together to create a list of excess inventory.

Mayor Jim Bernard, City of Milwaukie, talked about problems of conveying to the community that the government was not a bottomless pit of money. He said that people needed to be educated about the problems the region was facing regarding the transportation system.

Mr. Russell said that everyone was aware that they needed more money to make the system work. He said the public wanted a balanced transportation system that worked in a reliable fashion. He said they needed to talk about what they would do to make the system work and what money would buy and how it would make livability better.

Commissioner Jeff Cogen, Multnomah County, said that hearing the discussion in the context of regional action versus local action was very interesting. He said that there didn't seem to be a belief that the region or the state was ready to react and solve local problems. He said that they had an obligation to the local community to act quickly and not wait for the region or state to help.

Mr. Smith said that all trips did not have the same value. He said that in the long run they would have to think about a system that recognized the value of trips whether that would be through tolling, taxes, etc. He said they should not leave that out of the collective thinking.

Rian Windsheimer, Freight Task Force, said he wanted to gain perspective of what the user needed and perceived about the situation now. He said it was good to talk about what they would want to see for the system and how to achieve that vision.

Mr. Cotugno said the trucking industry was paying a lot of the transportation costs now. The automobile was amongst the lowest taxed in the country, and the truck was the highest taxed. There was discussion about the costs of trucks and the resulting damage they do on the road versus the costs of automobiles and the corresponding damage. Mr. Russell said that it took approximately 4600 cars per one truck to create the same amount of damage.

Mr. Jordan said that every part of the system was connected to every other part of the system. He said that they would have to measure success on multiple levels with multiple criteria. The responsibility for the system was on everyone for every piece of it. There wasn't anybody else in the region that could solve this problem. He said it was the members sitting at the table that would solve the problem.

Mr. Smith said that they had conflicting priorities, multiple priorities, and a complex system. He asked when scenario-modeling results would be available for study and discussion.

Mr. Cotugno said that there were modeling scenarios available now to demonstrate how well the \$16 billion dollar list from everyone would or wouldn't work. For the next step, they had identified how to trim the list down from \$16 billion to about \$9 billion, so by the end of the year they should have information on how well that would work. In spring 2008 they would start defining the options and produce scenarios based on those two benchmarks. Then they would move on to a bigger, more aggressive set of strategies and projects.

#### 4. THANK YOU & NEXT STEPS

Councilor Park said it was good discussion. He reminded members that there was a JPACT meeting scheduled for the next morning. He asked the members to keep in mind that as much congestion as the Portland area had, it was nothing like what they had in other areas of the northwest. He said that congestion was growing here, but other areas were growing at a faster rate. He said that they had a system where they threw everything in and it was a mess, so that was why he thought planners were actually trying to separate things out like corridors. He challenged members to think about the whole problem in a different light, if they could.

Chair Fuller said the next MPAC meeting, October 24, 2007, would be canceled due to the Regional Round Table which was scheduled for October 26<sup>th</sup> from 8 a.m. to 2 p.m. at the Oregon Convention Center.

There being no further business, the Chairs adjourned the meeting at 5:55 p.m.

Respectfully submitted,



Kim Bardes  
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR OCTOBER 10, 2007

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

<b>AGENDA ITEM</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
	Talking Points	Draft Talking Points for Mayor Fuller and Councilor Park	101007-MPAC-01
	PowerPoint	PowerPoint color slides: A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment, Briefing on 2035 RTP	101007-MPAC-02
		PowerPoint black & white larger slides of same PowerPoint: A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment, Briefing on 2035 RTP	101007-MPAC-03
		Copy of sheet posted on both sides of room in super large format on "Upcoming Policy Issues" which were used to lead the discussion	101007-MPAC-04