



METRO POLICY ADVISORY COMMITTEE

June 10, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams
Shane Bemis, Vice Chair
Pat Campbell
Jody Carson
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Jack Hoffman
Carl Hosticka
Richard Kidd
Robert Liberty
Alice Norris
Wilda Parks
Rick VanBeveren
Jerry Willey
Rod Park

AFFILIATION

City of Portland
City of Gresham, representing the Multnomah Co. 2nd Largest City
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
Washington Co. Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
City of Forest Grove, representing Washington Co. Other Cities
Metro Council
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas Co. Citizen
TriMet Board of Directors
City of Hillsboro, representing Washington Co. Other Cities
Metro Council

MEMBERS EXCUSED

Ken Allen
Tom Brian, Chair
Richard Burke
Dick Jones
Robert Kindel
Charlotte Lehan, Second Vice Chair
Don McCarthy
Michelle Poyourow
Steve Stuart
Judy Shiprack
Mike Weatherby
Dilafruz Williams
Richard Whitman

AFFILIATION

Port of Portland
Washington Co. Commission
Washington Co. Special Districts
Clackamas Co. Special Districts
City of North Plains, City in Washington Co. outside UGB
Clackamas Co. Commission
Multnomah Co. Special Districts
Multnomah Co. Citizen
Clark Co., Washington Commission
Multnomah Co. Commission
City of Fairview, representing Multnomah Co. Other Cities
Governing Body of School Districts
Oregon Dept. of Land Conservation & Development

ALTERNATES PRESENT

Bob Austin
Matt Berkow

AFFILIATION

Clackamas Co. Commission
Multnomah Co. Citizen

STAFF: Andy Cotugno, Sherry Oeser, Kim Ellis, Tony Mendoza, Pam Peck, Deena Platman, Randy Tucker, Kayla Mullis and Kelsey Newell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Shane Bemis declared a quorum and called the meeting to order at 4:37.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Attendees introduced themselves.

Mayor Jack Hoffman addressed a recent meeting, mentioned in a recent issue of the Portland Tribune, between a small group of MPAC members. It was not his intention to purposely exclude any person or region from the meeting and would like to discuss further the policy questions that came out of the meeting. He feels that MPAC is mainly an arena for listening and learning, and that holding meetings beyond the bi-monthly MPAC meeting is a good way to discuss policy issues in depth with leaders from around the region.

Councilor Robert Liberty agreed saying that meetings between MPAC members outside of committee meetings is an acceptable and necessary way to facilitate the further conversation needed to make policy decisions.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Approval of MPAC Minutes from May 27, 2009

MOTION: Mayor Jack Hoffman moved, and Mayor Alice Norris seconded, to approve the MPAC Minutes from May 27, 2009.

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

5. COUNCIL UPDATE

Councilor Robert Liberty notified the committee that the Metro Council has held their first meeting on the Construction Excise Tax resolution, which MPAC has endorsed, and will take action on it June 11, 2009.

Mr. Andy Cotugno of Metro briefed the committee on actions happening at the state and federal level that will affect MPAC and JPACT in the coming years, including:

- House Bill 2001

- LDCD greenhouse gas reduction work program and guidelines
- The proposed National Energy and Climate Change Policy
- T4America comprehensive proposal for the federal transportation authorization bill
- ODOT sponsored policy papers on the different aspects of tolling

6. ACTION & INFORMATION/ DISCUSSION ITEMS

6.1 Regional Transportation Plan

Ms. Kim Ellis briefed the committee on the direction that will be given to regional and local staff in developing a draft project list for the Regional Transportation Plan (RTP). Ms. Ellis sought confirmation on the proposed RTP policy including the regional system definition, the system refinement criteria and performance targets, which will all support the region's land use vision and statewide goals. The recommended approach for refining priorities and drafting project lists integrates the following components:

- Local aspirations
- A two track investment strategy framework- Regional & State Mobility and Community Building
- MPAC/JPACT investment priorities
- State policy requirements
- A regional system definition and a system refinement criteria
- Performance targets
- Local coordinating committees

Jurisdictions will be asked to review 2007 Federal project priorities and identify any changes. They will also identify additional projects to include in the State RTP investment strategy within the fiscal threshold.

The committee agreed by consensus to support the proposed RTP policy direction.

Ms. Deena Platman and Ms. Pam Peck of Metro briefed the committee on the regional Transportation System Management and Operations (TSMO) plan. The region is facing many challenges including increased traffic congestion, lack of funding to keep up with needs and increasing greenhouse gas emissions. TSMO seeks to address these challenges through managing travel demand and traffic flow. The TSMO plan will improve the regional transportation system and help the region meet its greenhouse gas reduction goals.

Councilors Rex Burkholder and Carlotta Collette helped demonstrate the difference between a managed and an unmanaged system.

TSMO strategies fall into two categories: user-focused and operator-focused. The Drive Less, Save More campaign and individualized marketing are examples of user-focused strategies that are being used now throughout the region. Trip Check and Freeway & arterial traffic

management (e.g. Signal timing, incident response program) are examples of operator-focused strategies currently in use. The next steps in the TSMO process are to integrate policies and action strategies into the RTP investment strategy and adopt the regional TSMO plan.

The committee discussed a TSMO finance study and determining the cost-effectiveness of TSMO strategies.

Mr. Andy Cotugno of Metro briefed the committee on transit and road related RTP funding mechanisms and levels.

Road related maintenance funding is primarily focused on the city and county level. Street utility fees have been identified as a mechanism to close the gap between planned achievements and current funding. Through past experience it has been determined that state funding alone is no longer solely viable for funding road related Operations, Maintenance and Preservation (OM&P) costs. Permanent local actions, (like local and regional utility fees) will be responsible for closing the road-related OM&P funding gap. Modernization will depend on the potential revenue capacity, which will likely include a local level vehicle registration fee (VRF) increase every eight years to complement the state VRF which also increases every eight years. Regional minimum expectations on System Development Charges (SDC) will also provide additional revenue capacity. Tolls will also be used on specific projects for major capacity expansions.

The committee then discussed the following points relating to road-related funding mechanisms:

- Strongly looking at title and tag revenue
- The insufficiency of the gas tax due to technological advances on fuel efficiency
- SDC's as a good vehicle for equalizing the region
- Suggestion to discuss the I-205 tolling project from a regional perspective at a future MPAC meeting

Mr. Cotugno then addressed transit related RTP funding. Unlike road-related transportation, operation is the central component in transit funding. Funding on the level of a 2/10th raise in the payroll tax is proposed with 60% of the funding going to High Capacity Transit (HCT) and 40% going to frequent bus service. The payroll tax is used as a funding equivalent and other sources may fund the second 1/10th increase beyond the 1/10th increase authorized by the state legislator. In addition capital funding for TriMet will be aggressively pursued so that regional flexible funds and local funds can take on less responsibility.

The committee discussed SDC calculation formulas and pushback from the commercial community concerning SDC's.

The committee agreed by consensus with the funding mechanisms and levels brought forth in Mr. Cotugno's presentation.

6.2 Resolution No 09-4052, For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Priorities, Policy Amendments and System Expansion Policy Framework for Addition to the 2035 Regional Transportation Plan, State Component

Councilor Carlotta Collette introduced Mr. Tony Mendoza of Metro and Resolution No. 09-4052. The High Capacity Transit (HCT) system plan being discussed includes rapid bus, light rail and street car. Throughout the HCT process open houses have been held throughout the region and the original 55 study corridors were narrowed down to 18. These 18 corridors have been analyzed and prioritized based on the data and performance measures that MPAC approved. This resolution will give Metro staff the approval to move forward with the HCT study and system expansion policy.

Mr. Tony Mendoza of Metro briefed the committee on Resolution No. 09-4052 which will adopt the HCT system plan including the System Expansion Policy (SEP) definition, the tier ranking system, and the corridors currently classified in each tier as recommended by the HCT subcommittee. Mr. Mendoza discussed the following topics regarding the HCT plan:

- Corridor prioritization and advancement process
 - System Expansion Policy
 - Policy Tiers: Near Term, Next Phase, Developing and Regional Vision
 - Evaluation criteria as the base for tier advancement targets
 - Definitions of corridors including a 1 mile buffer on the system map for each study corridor
- How HCT fits within the RTP

Mr. Mendoza then outlined the corridor map and the changes that have been made to the tier rankings after going through the HCT subcommittee and TPAC.

Mayor Richard Kidd explained the reason for his opposition to the resolution. While the HCT plan may be beneficial to the region as a whole, it is not beneficial to Forest Grove. Throughout the HCT process the proposed Hillsboro to Forest Grove corridor has been moved further down the list. Because Mayor Kidd is representing the City of Forest Grove and not the whole of Washington County and because Forest Grove has long aspired to be an HCT community, he has decided to withhold support for the resolution. While he understood the selection criteria for tiers and agreed they make sense for the region, he felt they put the Forest Grove line at a disadvantage.

With 18 in favor and one opposed (Kidd), the committee agreed to support Resolution No. 09-4052.

7. ADJOURN

Vice Chair Bemis adjourned the meeting at 6:59 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 10, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Power Point	6/10/09	Power Point: RTP Recommended Approach to Refine Priorities	061009m-01
6.1	Chart	N/A	Flowchart: Key Milestones & Products for RTP State component	061009m-02
6.1	Power Point	6/10/09	Power Point: Regional Transportation System Management & Operations	061009m-03
6.2	Power Point	6/10/09	Power Point: Regional HCT System Plan	061009m-04
6.2	Resolution	6/10/09	Updated Resolution No 09-4052	061009m-05
6.2	Exhibit	6/10/09	Updated Exhibit A to Resolution No 09-4052: HCT system expansion policy framework concept.	061009m-06