

Portland State University

PDXScholar

Joint Policy Advisory Committee on
Transportation

Oregon Sustainable Community Digital Library

8-2-1990

Meeting Notes 1990-08-02

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_jpact

Let us know how access to this document benefits you.

Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1990-08-02 " (1990). *Joint Policy Advisory Committee on Transportation*. 134.

https://pdxscholar.library.pdx.edu/oscdl_jpact/134

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: August 2, 1990

To: JPACT

From: *ACE* Andrew C. Cotugno, Transportation Director

Re: Next JPACT Meeting

The August 9 JPACT meeting has been canceled. Enclosed for your review is a copy of Resolution No. 90-1293A, adopted by Metro Council on July 12, 1990, supporting the Metro/Tri-Met merger and defining the role of JPACT in the study process. I am asking that you review Attachment B and provide me with your written comments by September 1 as it sets the agenda for the September 13 JPACT meeting.

Also enclosed for your records is a copy of the JPACT Bylaws, adopted by Metro Council on July 12, 1990 by Resolution No. 90-1189A.

ACC:lmk

Enclosures



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: July 31, 1990

To: JPACT

From: George Van Bergen, Chair, JPACT
Jim Gardner, Chair, Metro/Tri-Met Merger Subcommittee

Re: JPACT Involvement in Metro/Tri-Met Merger Study

At the July 12 Metro Council meeting, Resolution No. 90-1293A (Attachment A) was adopted which calls for Metro to undertake a study of the question of a Metro/Tri-Met merger. Based upon JPACT's request, the resolution included the following provision regarding JPACT involvement in the study:

"That the Council of the Metropolitan Service District requests that JPACT, as a forum of local elected officials and transportation operating agencies, conduct a study of the transportation planning and transit service implications of a merger and report to the Council Intergovernmental Relations Committee no later than October 31, 1990."

In order to proceed with this effort, we envision undertaking the following process:

1. Between now and September 1, please provide written comments to Andy Cotugno following the issues outlined in Attachment B. All written comments will be compiled and included in the mailing for the September 13 JPACT meeting.
2. Comments from JPACT members will be reviewed at the September 13 JPACT meeting and will be referred to a subcommittee to develop a recommendation. Earl Blumenauer has been asked to chair the subcommittee. Those interested in serving on the subcommittee should contact George Van Bergen at 659-4440.
3. The subcommittee will meet during the last two weeks of September to develop their recommendation to JPACT. This will be included in the mailing for the October 11 JPACT meeting.

JPACT
July 31, 1990
Page 2

4. The recommendations of JPACT will be finalized at the October 11 meeting and forwarded to the Metro Council Intergovernmental Relations Committee at its October 23 meeting.

In addition to this activity, the Metro/Tri-Met Merger Subcommittee of the Metro Council Intergovernmental Relations Committee will be conducting its study in accordance with the charge attached to Resolution No. 90-1293A. The findings and deliberations of this effort will be shared with JPACT and its subcommittee as it progresses.

ACC:lmk

Attachments

Certified A True Copy of the Original Thereof
[Signature]
Clerk of the Council

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

SUPPORTING THE MERGER OF TRI-MET)
WITH THE METROPOLITAN SERVICE)
DISTRICT AND ESTABLISHING A PROCESS)
TO PURSUE THE MERGER)
)
)
)

RESOLUTION NO. 90-1293A
Introduced by Rena Cusma,
Executive Officer and the
Intergovernmental Relations
Committee

WHEREAS, The Metropolitan Service District under Oregon Revised Statutes Chapter 268.370 is granted the authority to merge with the transit system of the mass transit district, which for the Portland Metropolitan region is the Tri-County Metropolitan Transportation District of Oregon (Tri-Met); and

WHEREAS, The District believes the merger of Tri-Met would benefit the citizens of the mass transit district by providing directly elected representation through the Council of the Metropolitan Service District and the Executive Officer, potential economies of scale and cost savings from consolidation, and greater public accountability; and

WHEREAS, In order to pursue a merger of Tri-Met with the District, a process must be established to develop comprehensive information on potential costs and benefits of a merger, to actively involve representatives of all interested parties, and to prepare specific actions to remove impediments to a merger; and,

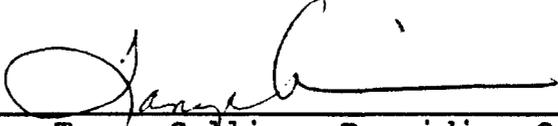
WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) has been established to provide recommendations to the District on transportation policy matters; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District supports the concept of a merger of the Tri-County Transportation District of Oregon with the Metropolitan Service District and establishes a subcommittee of the Council Intergovernmental Relations Committee with membership and charge as outlined in Exhibit A hereto to pursue the merger.

2. That the Council of the Metropolitan Service District requests that JPACT, as a forum of local elected officials and transportation operating agencies, conduct a study of the transportation planning and transit service implications of a merger and report to the Council Intergovernmental Relations Committee no later than October 31, 1990.

ADOPTED by the Council of the Metropolitan Service District
this 12th day of July, 1990.



Tanya Collier, Presiding Officer

jpmsix
b:\901293A.res

EXHIBIT A

TRI-MET MERGER SUBCOMMITTEE

1. CHARGE -- The Tri-Met Merger Subcommittee shall act as an advisory body to the Council Intergovernmental Relations Committee and the full Council to compile and clarify information on legal and financial questions regarding the merger of Tri-Met with Metro; to develop strategies for a merger; to study the potential costs and benefits of a merger; to coordinate with JPACT on the study provided in item 2; and if a merger appears justified, to identify the best model to pursue with a specific plan for implementation.

2. MEMBERSHIP --

Metro Council,	3	representatives (1 as Chair)
Metro Executive Officer,	1	representative
Tri-Met Board of Directors,	1	representative

Total 5 members

3. TIMELINE -- The Intergovernmental Relations Committee is to report to the Council no later than December 31, 1990 on the Subcommittee recommendations and merger plan.

gpwb
a:\901293A.res

ATTACHMENT B

Please provide comments to assist in defining the transportation planning and transit service implications of a Metro/Tri-Met merger. Your opinion on these matters, any documentation of these issues or identification of issues that require further investigation will be welcomed. The following is intended to provide additional guidance to assist in focusing your comments:

1. Are there advantages or disadvantages to having the regional transportation planning agency also deliver regional transit services?
2. Are there advantages or disadvantages to having the transit agency having a closer tie to regional land use planning?
3. Is there a prospect for better transit service under Metro's governance structure as compared to the existing Tri-Met governance structure? Is there a threat to existing transit service? Are there ways to modify the governance structure to alleviate these threats?
4. Are there advantages or disadvantages to having JPACT more closely involved in transit service delivery?
5. If Metro and Tri-Met were merged, what impact would there be on Metro's federal MPO designation for transportation planning?
6. Are there lessons to be learned from organizational models affecting regional transportation planning and transit service delivery from elsewhere in the United States?
7. Would a merger create conflicts between the transit service provider and the road and highway jurisdictions or foster greater coordination?
8. Would the direct involvement of JPACT and the Metro Council in developing new transit financing mechanisms provide a greater or lesser likelihood of success as compared to the indirect participation that now exists?

As you will note above, these questions focus on the potential impacts (pro and con) on coordination with regional transportation planning and transit service. JPACT's comments and conclusions will be incorporated into the work of the Metro/Tri-Met Merger Subcommittee which is also addressing other issues affecting personnel, bonds, legal impediments, boundary, etc.

PLEASE PROVIDE WRITTEN COMMENTS BY SEPTEMBER 1, 1990.

certified A True Copy of the Original Thereof
Doreen Mann-Bassett
Clerk of the Council

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 90-1189A
JOINT POLICY ADVISORY COMMITTEE) Introduced by
ON TRANSPORTATION (JPACT) BYLAWS) Councilor Mike Ragsdale

WHEREAS, Title 23 of the Code of Federal Regulations, Part 450, and Title 45, Part 613, require establishment of a Metropolitan Planning Organization (MPO) in each urbanized area; and

WHEREAS, These regulations require that principal elected officials of general purpose local governments be represented on the Metropolitan Planning Organization to the extent agreed to among the units of local government and the governor; and

WHEREAS, The Governor of the State of Oregon, on November 6, 1979, designated the Metropolitan Service District as the Metropolitan Planning Organization for the Oregon portion of the Portland urbanized area; and

WHEREAS, The Governor of the State of Washington, on January 1, 1979, designated the Intergovernmental Resource Center of Clark County as the Metropolitan Planning Organization for the Washington portion of the Portland-Vancouver urbanized area; and

WHEREAS, ORS 268 requires the Metropolitan Service District to prepare and adopt a functional plan for transportation; and

WHEREAS, The involvement of local elected officials and representatives from transportation operating agencies is essential for the successful execution of these responsibilities; now, therefore

BE IT RESOLVED:

That the Joint Policy Advisory Committee on Transportation and the Council of the Metropolitan Service District adopt the JPACT Bylaws as shown in Exhibit A.

ADOPTED by the Joint Policy Advisory Committee on Transportation this 8th day of February, 1990.


Mike Ragsdale, JPACT Chair

ADOPTED by the Council of the Metropolitan Service District this 12th day of July, 1990.

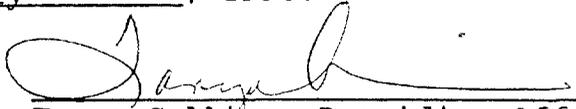

Tanya Collier, Presiding Officer

EXHIBIT A

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 consensus agreement of the governments throughout the region on 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
Multnomah County	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.	3

TOTAL 17

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 County 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 entitled 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.