

6-3-1999

Joint Resolution of Metro and the Southwest Washington
Regional Transportation Council for the Purpose of Establishing a
Bi-State Committee of the Joint Policy Advisory Committee on
Transportation (JPACT) and the Southwest Washington Regional
Transportation Council {RTC)

Metro (Or.)

Regional Transportation Council (Wash.)

Let us know how access to this document benefits you.

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

 Part of the [Urban Studies and Planning Commons](#)

Recommended Citation

Metro (Or.) and Regional Transportation Council (Wash.), "Joint Resolution of Metro and the Southwest Washington Regional Transportation Council for the Purpose of Establishing a Bi-State Committee of the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council {RTC}" (1999). *Joint Policy Advisory Committee on Transportation*. Paper 463.

http://pdxscholar.library.pdx.edu/oscdl_jpact/463

This Report 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. For more information, please contact pdxscholar@pdx.edu.

JOINT RESOLUTION OF
METRO AND THE
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

FOR THE PURPOSE OF ESTABLISHING A)	METRO RES. NO. 99-2778
BI-STATE COMMITTEE OF THE JOINT)	
POLICY ADVISORY COMMITTEE ON)	SOUTHWEST WASHINGTON
TRANSPORTATION (JPACT) AND THE)	RTC RESOLUTION NO. 05-99-11
SOUTHWEST WASHINGTON REGIONAL)	
TRANSPORTATION COUNCIL (RTC))	Introduced by
		Councilor Jon Kvistad,
		JPACT Chair

WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) provides a forum at Metro for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs affecting the Portland/Vancouver region in Oregon; and

WHEREAS, The Southwest Washington Regional Transportation Council (RTC) provides a forum in Southwest Washington for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs affecting the Portland/Vancouver region in Washington; and

WHEREAS, Transportation issues, ranging from Interstate maintenance needs, freight rail needs, transit and finance affect the people and the economy in the entire Portland/Vancouver region; now, therefore,

BE IT RESOLVED THAT:


Metro and RTC:

1. Establish a Bi-State Transportation Committee to develop recommendations to

JPACT and RTC on bi-state transportation issues; and

2. Authorize executing an Intergovernmental Agreement (as substantially reflected in Exhibit "A") specifying the roles and responsibilities of the Bi-State Transportation Committee.

ADOPTED by the Metro Council this 3~~RD~~ day of June, 1999.



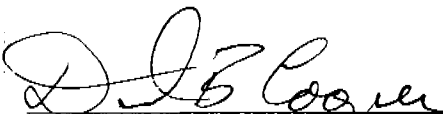
Rod Monroe, Metro Presiding Officer

ADOPTED by the Board of Directors of the Southwest Washington Regional Transportation Council this 4th day of May, 1999.



Judie Stanton, RTC Chair

Approved as to Form:



Daniel B. Cooper, General Counsel

CD:lmk
99-2778.BSRES.DOC
bistres9911.doc

4-15-99

Exhibit A

Intergovernmental Agreement

Specifying the Roles and Responsibilities of a
Joint JPACT and RTC Bi-State Transportation Committee

Role

The Bi-State Transportation Committee shall review all issues of bi-state significance for transportation and present recommended actions to RTC and JPACT.

JPACT and the RTC Board shall take no action on an issue of major bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation. Any member of JPACT or the RTC Board may request referral of an item to the Bi-State Transportation Committee for consultation prior to action but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Transportation Committee.

Membership

JPACT and the RTC Board will nominate membership in the Bi-State Transportation Committee. Membership will be drawn from agencies serving on JPACT and the RTC Board with representation in Washington from the Washington Department of Transportation, C-TRAN, City of Vancouver, one of the smaller cities in Clark County, Clark County and the Port of Vancouver. In Oregon, membership will be from the Oregon Department of Transportation, Tri-Met, one of the counties of the tri-county region, City of Portland, Metro, the Port of Portland, and a smaller city from Multnomah County. Each agency shall select their member for the Bi-State Transportation Committee and shall also identify an alternate member.

The Bi-State Transportation Committee may create working groups on a topical basis that involve other elected officials and business or community representatives as needed.

Membership will be valid as long as the member is a member of JPACT and/or the RTC Board or appointed by JPACT or the RTC Board.

Chair and Vice Chair

The Bi-State Transportation Committee shall elect its Chair and Vice-Chair. The Chair and Vice-Chair shall not be representatives of the same state.

Voting

Each member will have one vote. A simple majority vote is needed to pass an action item. A quorum is needed for a vote to be valid.

Quorum

A quorum is defined as four members from each state for a total of eight.

Reporting

The Bi-State Transportation Committee shall report to JPACT and the RTC Board semi-annually to alert the full committees on issues of bi-state significance and the schedule for upcoming action items.

The Bi-State Transportation Committee shall submit an annual report to JPACT and the RTC Board that highlights the committee's major accomplishments and progress over the last year. The report will be distributed to JPACT and the RTC Board one year after the date of their first meeting and annually each subsequent year.

Minutes of each meeting shall be taken and distributed for approval at the subsequent Bi-State Transportation Committee meetings.

Amendment

Any amendment to this agreement shall require the approval of JPACT, the Metro Council and RTC Board.

Termination

Termination of this agreement and the Bi-State Transportation Committee will require written notice sixty (60) days prior to the termination date proposed by JPACT or the RTC Board.

Meeting Location

Meetings will alternate between sites in Oregon and Washington.

Public Notice

The public shall be notified of the Bi-State Transportation Committee meetings consistent with other public meeting notices required by Metro or RTC.

Administrative Support

Metro and RTC shall share in the costs for administrative support and staffing to the Bi-State Transportation Committee.

Budget/Expenses

Expenses for conducting Bi-State Transportation Committee meetings shall be equally shared between Metro and the RTC.

Examples of Issues of Bi-State Significance for Transportation

For Delegation by JPACT and RTC
For Consideration by the Bi-State Transportation Committee

I-5 Trade Corridor Study

HOV Policies

I-5 HOV Pilot Project Results

I-5 Bridge Painting and Maintenance Plans

I-205 Corridor

Bi-State Bus Transit Services

Freight Rail Capacity Issues and Possible Solutions

Commuter Rail and Light Rail Transit

Population and Employment Growth Trends and Implications for Transportation Needs

Policies Affecting Transportation Demand

Funding Mechanisms for Bi-State Projects

Columbia River Channel Dredging



1351 Officers' Row
Vancouver, Washington
98661-3856

360 / 397-6067
360 / 696-1847 fax
<http://www.rtc.wa.gov/>

Member Jurisdictions

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Camas
City of Washougal
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of White Salmon
C-TRAN
Washington DOT
Port of Vancouver
Port of Camas-
Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Metro
Oregon DOT

May 5, 1999

Rod Monroe
Presiding Officer
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Presiding Officer Monroe:

On behalf of the Southwest Washington Regional Transportation Council (RTC) Board of Directors, I have attached signed original copies of the Joint RTC and Metro Resolution creating the Bi-State Transportation Committee and the corresponding Intergovernmental Agreement. These were passed yesterday by the RTC Board of Directors and are being forwarded to you for consideration by JPACT and the Metro Council. As you know the RTC Board made two small modifications to the Intergovernmental Agreement. The first was to remove a direct reference to the list of bi-state issues and the second redefined the quorum to be eight with a minimum of four members from each state.

If you have any questions, please give me a call. We thank you for your participation on the RTC Board and for your leadership on this issue.

Sincerely,

Dean Lookingbill
RTC Transportation Director

Attachments

cc: Andy Cotugno, Metro Transportation Director

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 99-2778, FOR THE PURPOSE OF ESTABLISHING A BI-STATE COMMITTEE OF THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND THE SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

Date: May 19, 1999

Presented by: Councilor Bragdon

Committee Recommendation: At its May 18 meeting, the Committee considered Resolution No. 99-2778 and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Atherton and Bragdon and Chair Kvistad.

Committee Issues/Discussion: Andy Cotugno, Transportation Planning Director, presented the staff report. He explained that the purpose of the resolution was to establish a Bi-State subcommittee of JPACT and the southwest Washington Regional Transportation Council (RTC) that would provide a formal, integrated process for reviewing and making recommendations related to transportation issues that effect both Oregon and Washington. The RTC initiated the establishment of the subcommittee, which would be accomplished through adoption of the intergovernmental agreement attached as an exhibit to the resolution. Cotugno noted that such a subcommittee would add another level of review for these issues, but that the subcommittee would insure a greater level of cooperation between the two states and provide for more in-depth examination of bi-state issues.

Cotugno noted that JPACT made two changes to the proposed IGA. First, it clarified that, while any JPACT or RTC member could request the referral of an issue to the subcommittee, an affirmative vote by either the RTC or JPACT would be required to actually refer a matter to the subcommittee. Second, at the request of the city of Gresham, an additional member was added to the subcommittee that would represent a smaller city other than Portland from Multnomah County.

Committee members addressed several issues related to the proposed resolution. Councilor Atherton questioned whether the proposed IGA required the subcommittee to vote on issues that were referred to it and suggested that the IGA be amended to make voting optional. The contended that such an approach would more clearly reflect the advisory status of the subcommittee. Both Mr. Cotugno and Chair Kvistad responded that there was clearly no delegation of authority to the subcommittee and that it was clear that its recommendations would only be advisory. Cotugno noted that JPACT members were interesting in proceeding with the immediate creation of the subcommittee and that any substantive amendment by the committee would require the resolution to be reconsidered by JPACT. The committee agreed that it would send a letter to the subcommittee indicating that voting on issues before it should be considered optional.

Chair Kvistad asked about the appointment process for committee members. Cotugno responded that the agencies or jurisdictions named in the IGA would be free to appoint their own members, but that it was generally assumed that the appointees would be the same individuals that represent these entities on JPACT or the RTC. Metro would have to establish a process for appointing its own representative. Chair Kvistad noted that the Metro appointee should be one of the Council representatives on JPACT.

Chair Kvistad expressed some concern that the subcommittee could act autonomously from both the RTC and JPACT with its own political agenda. Cotugno responded that the subcommittee would be required to report to JPACT and the RTC every six months.

Councilor Bragdon noted that the role of the federal government related to interstate transportation issues was not clearly defined and that intercity high-speed rail had not been listed among the issues that could be addressed by the subcommittee. Cotugno responded that the IGA was designed to get the subcommittee up and running and that he anticipated that additional refinements would be needed. He suggested that a three-month deadline be set for the development of any necessary refinements.

The committee adopted a minor change in the IGA in the second paragraph under membership by adding the phrase "and/or" because some organizations for represented on both JPACT and the RTC.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2778 FOR THE PURPOSE OF ESTABLISHING A BI-STATE COMMITTEE OF THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND THE SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

Date: April 30, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Approval of this resolution would establish a Bi-State Transportation Committee of the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council (RTC) to develop recommendations on bi-state transportation issues for JPACT and RTC consideration. If approval of this resolution occurs, JPACT and the RTC Board would not take action on an issue of major bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation.

BACKGROUND AND ANALYSIS

The Portland/Vancouver region faces numerous decisions on transportation investments and policies that affect the region's economy and land use and growth management plans. Examples of these transportation and investment policies include developing long-term plans for the I-5 corridor, high occupancy vehicle policies, the I-5 Bridge Painting and Maintenance project, I-205 corridor plans, bi-state transit services, freight rail capacity issues and possible solutions, transportation demand management programs and funding mechanisms.

JPACT provides a forum at Metro for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs affecting the Portland/Vancouver region in Oregon. The RTC provides a similar forum for resolving transportation needs affecting the Portland/Vancouver region in Washington. While both include representation from the other state, neither forum include the full bi-state representation in one forum necessary to facilitate a full discussion of transportation needs affecting the Portland/Vancouver region and to develop the commitment necessary to resolve them.

JPACT discussed the concept of a joint bi-state transportation committee informally at a meeting in November. The discussion at that meeting reflected interest in exploring the idea of a bi-state subcommittee.

The RTC Board discussed the bi-state transportation committee at their April 6 meeting. The discussion reflected their strong support for a bi-state transportation committee. Prior to approving the resolution and intergovernmental agreement, they requested that an additional member be added to the committee to represent smaller jurisdictions in southwest Washington, making the total membership proposed for the Portland/Vancouver region in Oregon equal to that proposed for the Portland/Vancouver region in Washington. The intergovernmental agreement, attached to the resolution, reflects this membership change request.