

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1165 FOR THE PURPOSE OF AMENDING THE FY 1990 UNIFIED WORK PROGRAM (UWP) TO INCLUDE AN ALTERNATIVES ANALYSIS/DEIS FOR THE HILLSBORO SEGMENT OF THE WESTSIDE LIGHT RAIL

Date: October 19, 1989

Presented by: Richard Brandman

PROPOSED ACTION

Adoption of this resolution would amend the FY 1990 Unified Work Program to include an alternatives analysis between 185th Avenue and the Hillsboro Transit Center. The components involving a financial obligation are consistent with the adopted FY 1989-90 Metro budget.

TPAC has reviewed this UWP amendment and recommends approval of Resolution No. 89-1165.

FACTUAL BACKGROUND AND ANALYSIS

There is widespread support within the region to perform an analysis of light rail from 185th Avenue in Washington County to the Hillsboro Transit Center. Those in support include Senator Hatfield, Congressman AuCoin, Washington County, the City of Hillsboro, the Westside Corridor Project Steering Committee and the Tri-Met Board. JPACT also endorsed such an effort at its meeting May 11 of this year. In addition, Congress is expected to pass language which would direct the U.S. Department of Transportation to approve the region's request to begin the Alternatives Analysis process.

This resolution would amend the Unified Work Program to allow work on the Hillsboro Segment Alternatives Analysis/DEIS to commence. The funds to perform the work elements shown will be UMTA Section 9 funds with local match from Metro and the participating jurisdictions.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1165.

BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 89-1165
FY 1990 UNIFIED WORK PROGRAM TO) Introduced by
INCLUDE AN ALTERNATIVES ANALYSIS) Mike Ragsdale,
DEIS FOR THE HILLSBORO SEGMENT OF) Presiding Officer
THE WESTSIDE LIGHT RAIL)

WHEREAS, the FY 1990 Unified Work Program was adopted
by Resolution No. 89-1071; and

WHEREAS, JPACT endorsed studying the feasibility of a
light rail line to Hillsboro in May, 1989; and

WHEREAS, Metro has worked cooperatively with concerned
local jurisdictions to prepare a Work Scope, Grant Application
and a Request to Commence Alternatives Analysis in the Hillsboro
Corridor; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service Dis-
trict amends the FY 1990 Unified Work Program to include an
Alternatives Analysis/DEIS in the Hillsboro Corridor work element
as reflected by the budget in Exhibit A.

2. That this amendment is consistent with the continu-
ing, cooperative and comprehensive planning process and is given
positive Intergovernmental Project Review action.

ADOPTED by the Council of the Metropolitan Service
District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

Exhibit A

HILLSBORO AA/DEIS DRAFT BUDGET

I. <u>Transit Alternatives Design</u>		
A	Preliminary Data Collection	\$ 15,000
B	Conceptual Definition of Alternatives	20,000
C	Central Hillsboro Transit Options	20,000
D	Detailed Definition of Alternatives	70,000
E	Preliminary Cost Estimates	5,000
F	Final Definition of Alternatives Report	<u>10,000</u>
		\$ 140,000
II. <u>Environmental Impact Assessment (Consultant)</u>		
A	Social/Neighborhood	\$ 12,000
B	Air	10,000
C	Noise	15,000
D	Energy	3,000
E	Water	10,000
F	Natural and Ecological	6,000
G	Historic and Cultural	3,000
H	Construction	7,000
I	Geology	4,000
J	Hazardous Material	7,000
K	Visual and Aesthetic	7,000
L	Land Use (Metro and Consultant)	13,000
M	Development	<u>3,000</u>
		\$ 100,000
III. <u>Traffic Impacts</u>		
A	Consultant	\$ 30,000
B	Metro	<u>10,000</u>
		\$ 40,000
IV. <u>Transit Patronage</u>		
A	Network Preparation (Metro)	\$ 5,000
B	Ridership Analysis (Metro)	50,000
C	Operations Costing (Tri-Met)	7,000
D	Service Quality (Metro)	7,000
E	User Benefit Calculation (Metro)	<u>7,000</u>
		\$ 76,000

HILLSBORO AA/DEIS DRAFT BUDGET (continued)

V.	<u>Economic/Financial/Public/Private</u>	
	A Economic Impacts (Consultant)	\$ 20,000
	B Public/Private (Consultant)	\$ 15,000
	C Financial Planning (Tri-Met)	<u>15,000</u>
		\$ 50,000
VI.	<u>DEIS/Preferred Alternative/Cost-Effectiveness</u>	
	A Evaluation Methodology (Metro)	5,000
	B Write DEIS (Consultant)	\$ 12,000
	C DEIS Publication	5,000
	D Cost-Effectiveness/Preferred Alternative Report (Metro)	<u>20,000</u>
		\$ 42,000
VII.	<u>Public Involvement</u>	\$ 45,000
VIII.	<u>Jurisdictions</u>	
	Hillsboro	\$ 50,000
	Washington County	<u>30,000</u>
		\$ 80,000
IX.	<u>Administration</u>	\$ <u>75,000</u>
	GRAND TOTAL	\$ 648,000

Regional Transportation Funding Package

Transportation Plan & Projects	Regional Highway Corridors I-5, I-84, I-205, Sunrise, Sunset, W. Bypass, Mt. Hood Parkway	Regional LRT Corridors 1 a. Westside LRT b. Hillsboro extension 2. Milwaukie LRT 3. I-205 LRT 4. Banfield Vehicles	Arterials		Transit Operation & Routine Capital	Road Maintenance & Preservation
			State	Local		
Needs /Shortfall	Cost : \$1 Billion	Cost: \$872 Million	Shortfall: \$10 mill./yr.	\$15 mill./yr.	Shortfall: \$8.9-16.8 mil./ yr. increasing over time	Shortfall: \$13-44 mil./ yr. increasing over time
Current Revenue Sources	Interstate- \$15 mil./yr. Primary Highways.- \$9 mil./yr. Access Oregon - \$30 mil./yr.	75% Federal commitment on Westside \$15.4 mil. for I-205 LRT	\$0	FAU \$3.8 mil./yr. Wash. Co. 10 mil./yr	Payroll Tax: 6% payroll tax on local govt. with 5 year phase in UMTA Sec. 9: \$10 mil./yr.	Local share of State Highway Fund at 20 cents / gallon, truck fees & vehicle registration fee at \$15 / yr. Multnomah Co. 3 cents / gallon, Washington Co. 1 cent / gallon
Adopted Fund Strategy	Continued Federal Highway Funds; Continue 2 cents/gallon gas tax increase; commit to projects through a 6 year program	UMTA Funding: 75% Westside - Sec. 3 #1 Priority 50% Milwaukie - Sec. 3 #2 Priority \$15.4 mil.-I-205 \$5-10 mil.-I-205 vehicles \$20-30 mil.-Banfield vehicles State Match: 1/2 local match - Westside 1/2 local match - Milwaukie I-205: to be determined Regional Vehicle Registration: 1/2 local match - Westside 1/2 local match - Milwaukie I-205: to be determined Public-Private Coventure: Westside: \$32.2 mil. Milwaukie: \$6.6 mil. I-205 N: \$4.7 mil. I-205 S: \$11.9 mil.	Regional Vehicle Registration Fee: \$10 mil./yr.	FAU: \$ 3.0 mil./yr. Payroll Tax: \$ 7.9 mil./yr. State \$: \$ 3.0 mil./yr. Cigarette tax: \$ 1.2 mil./yr. \$15.1 mil./yr.	Continue 2 cents / gallon state gas tax increase	

Changes Since Transportation Funding
Program was Adopted

A. State Legislation

1. Transit funding requests fell short:
 - a. Payroll tax was adopted for local governments but not schools and nonprofits, reducing revenue estimates from \$7.9 to \$3.1 m./year (after five-year phase-in).
 - b. State-shared revenue for routine capital was not adopted; nor was the Tire and Battery Tax to fund this program; reducing anticipated revenues by \$3 m./year. However, \$5 million in video lottery funds were authorized.
2. Local authority to impose a vehicle registration fee was approved with a \$15.00/vehicle cap rather than \$20.00/vehicle as requested and without trucks; reducing anticipated revenues from \$20 m./year to \$13.5 m./year. This makes it more difficult to fund both arterials and LRT.
3. Other components of the package were successful and will allow progress on those elements of the transportation plan.
 - a. An additional 2-cent gas tax, \$5.00/vehicle registration fee provides continued funding towards ODOT's Access Oregon Program.
 - b. State highway funds to be distributed to local governments will be \$16 m./year at full implementation, thereby reducing road maintenance and preservation shortfalls from \$29-60 m./year to \$13-44 m./year (note: these figures reflect a growing shortfall each year through 2000 due to growing costs and static revenues).
 - c. Increased cigarette taxes of one cent/pack will fund increased elderly and handicapped service at \$1.2 m./year.
 - d. A state Light Rail Construction Fund was established providing the vehicle for future appropriations of funding for one-half the local match on LRT corridors. \$5 million a biennium of video lottery proceeds were authorized for this fund.

B. Federal Actions

1. A 75 percent federal funding commitment to the Westside LRT is imminent and must be executed within the next 1-2 years. This requires that local sources be committed.
2. The I-205 buslanes have been withdrawn and the funding can be transferred to LRT. After completion of the Alternatives Analysis/DEIS, \$15.4 million will be available. In order to initiate AA/DEIS, it was necessary to commit in the resolution that the region would not seek UMTA Section 3 funding for the phase of the project that is recommended by the AA/DEIS for immediate implementation, If the project is segmented, we left open the possibility of seeking Section 3 funding for a later segment.
3. Congress appears to be moving away from the previous "one corridor at a time" policy. This could allow more corridors to be pursued concurrently. Authorization and funding are available to proceed with Alternatives Analysis/DEIS for the Milwaukie LRT corridor and the Westside LRT extension to Hillsboro.

C. Local Actions

1. Washington County has approved a \$10 m./year, six-year arterial levy, thereby reducing the needs for funding for the 10-year priorities. Overall, the regional needs have changed as follows:

	<u>Previous</u>	<u>Current</u>
ODOT Arterials	\$10 m./yr.	\$10 m./yr.
City/County Arterials	<u>20 m./yr.</u>	<u>15 m./yr.</u>
	\$30 m./yr.	\$25 m./yr.

D. Revised Project Costs/Needs

1. LRT costs have been revised as follows:

	<u>Previous</u>	<u>Current</u>
Westside LRT	\$300 million	\$400 million
Hillsboro Extension	0	100
Milwaukie	88	171
I-205	89	151
Banfield vehicles	<u>0</u>	<u>50</u>
	\$477 million	\$872 million

2. The need for funding for transit operations and routine capital has been reduced by \$4.3 million per year as a result of the payroll tax extension and cigarette tax, as follows:

	<u>Pre-LRT</u>	<u>Post-LRT</u>
Previous	\$13.2 m./yr.	\$21.1 m./yr.
	<u>- 4.3</u>	<u>- 4.3</u>
Current	\$ 8.9 m./yr.	\$16.8 m./yr.

DRAFT

JOINT RESOLUTION OF THE
METROPOLITAN SERVICE DISTRICT
AND THE
INTERGOVERNMENTAL RESOURCE CENTER

FOR THE PURPOSE OF ESTABLISHING) METRO RESOLUTION NO. _____
AN ORGANIZATIONAL STRUCTURE) IRC RESOLUTION NO. _____
FOR OVERSEEING THE NORTH-SOUTH)
HIGH CAPACITY TRANSIT STUDIES)
)
)

WHEREAS, METRO was designated by the Governor of the State of Oregon as the Metropolitan Planning Organization (MPO) for the urbanized areas of Clackamas, Multnomah, and Washington Counties, effective November 6, 1979; and

WHEREAS, IRC was designated by the Governor of the State of Washington as the Metropolitan Planning Organization (MPO) for Clark County, effective January 1, 1979; and

WHEREAS, the METRO Council through the Joint Policy Advisory Committee on Transportation provides local elected officials direct involvement in the transportation planning and decision-making process; and

WHEREAS, the IRC Board of Directors has established a Transportation Policy Committee to develop regional transportation policies subject to the review and approval of the full Board of Directors; and

WHEREAS, METRO has initiated preparation of an Alternatives Analysis and Draft Environmental Impact Statement in the I-205 corridor from Portland International Airport to Clackamas Town Center; and

WHEREAS, METRO proposes to initiate preparation of an Alternatives Analysis and Draft Environmental Impact Statement in the Portland to Milwaukie corridor and systems studies for possible extension to Clackamas Town Center and/or Oregon City; and

WHEREAS, METRO and IRC have jointly approved a Bi-state Study work program to evaluate the adequacy of the existing transportation system and the currently adopted Regional Transportation Plan to meet existing and projected bi-state travel demands; and

WHEREAS, IRC and C-TRAN have initiated a systems study to identify high capacity transit alternatives on the I-5 North corridor into Clark County; and

WHEREAS, IRC and C-TRAN have initiated a systems study to identify high capacity transit alternatives on the I-205 North corridor into Clark County; and

WHEREAS, the City of Portland will be evaluating alternative alignments of LRT in the I-5 North corridor; and

WHEREAS, the City of Portland will be evaluating alternatives for additional LRT alignments in downtown Portland, including LRT on the transit mall and LRT in a subway; and

WHEREAS, it is important to ensure coordination of different components of high capacity transit planning in the north-south corridors between Clark County and Oregon City, now, therefore,

BE IT RESOLVED:

1. That policy oversight for the north-south high capacity transit studies shall be provided through quarterly joint meetings of JPACT and the IRC Transportation Policy Committee.

2. That technical and project coordination oversight shall be provided through establishment of a North-South Corridors Project Management Committee, to include membership from each affected agency and jurisdiction.

3. That project management for each individual study and associated contractual obligations shall remain the sole responsibility of each lead agency.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

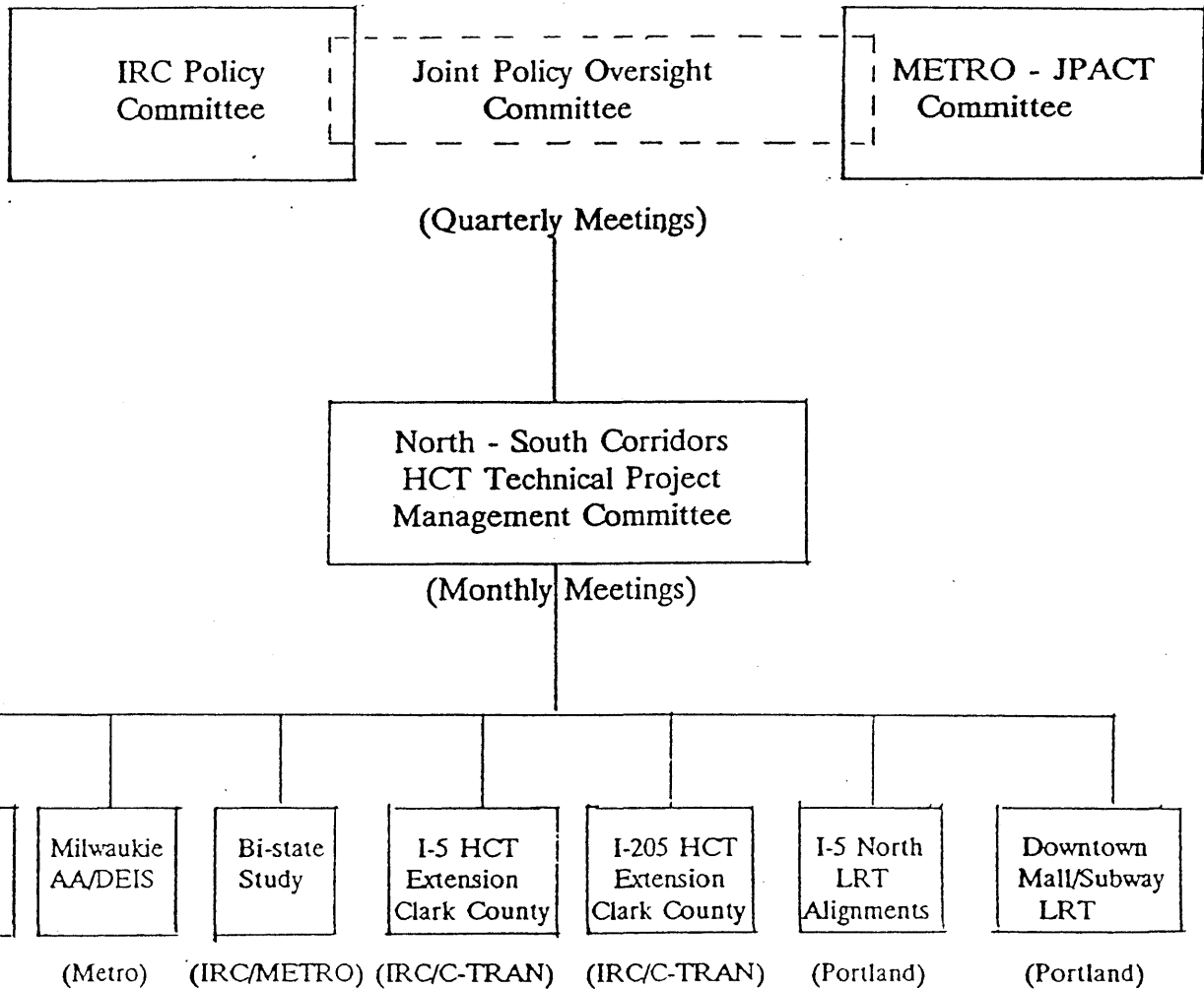
Mike Ragsdale, Presiding Officer

ADOPTED by the Board of Directors of the Intergovernmental Resource Center this ____ day of _____, 1989.

Jane Van Dyke, Chair

res1020

ORGANIZATION STRUCTURE FOR I-5 AND I-205
NORTH-SOUTH HIGH CAPACITY TRANSIT STUDIES



TEXT OF THE SLIDES

USED BY

DEPUTY FEDERAL HIGHWAY ADMINISTRATOR
GENE MCCORMICK

AT THE
AASHTO ANNUAL MEETING
OCTOBER 10, 1989

REGARDING

"AMERICA'S TRANSPORTATION FUTURE"

MAJOR CONCERNS: OUTREACH AND ANALYSIS

- o inadequate capacity/substandard conditions and productivity consequences
- o urban and suburban congestion and resulting mobility reduction
- o lack of access to transportation services in rural and small urban areas
- o continued safety problem of highway system and bridges
- o negative environmental impacts of vehicle/highway system
- o reduction in science and technology activities and loss of global competitive advantage

NATIONAL OBJECTIVES

- o foster national productivity and mobility
- o alleviate urban/suburban congestion
- o enhance rural accessibility and development
- o focus priority on deficient bridges
- o make major strides in highway safety
- o support environmental improvement
- o regain science and technology leadership

RESTRUCTURING THE FEDERAL ROLE

- o focus investments on key national system: preservation/new capacity/efficiency
- o consolidate programs and increase flexibility but hold States accountable
- o merge highway and transit funding where possible
- o improve intermodal connectivity
- o encourage greater private participation in finance and development
- o restructure safety program through management and incentive approach
- o expand funding and leadership in advanced technology
- o improve planning and decision-making
- o restore public confidence in highway trust fund

FEDERAL-AID HIGHWAY PROGRAM ELEMENTS

- o national highway system
- o State and local program
- o bridge program
- o metropolitan air quality program
- o rural development program
- o safety program
- o science and technology program

NATIONAL HIGHWAY SYSTEM

- o selected by States and approved by FHWA
- o joint criteria
- o components (replaces Interstate and primary)
 - current designated Interstate as subsystem
 - other principal arterials
 - strategic highway network
- o efficiency/effectiveness/preservation maximized
 - pavement and bridge management systems
 - safety management program
 - congestion management plan
- o initiatives to preserve corridors
- o apportionment formula under review

STATE AND LOCAL PROGRAM

- o flexible urban and rural multimodal program
- o replaces urban, secondary, primary (minor arterial), safety construction and transit discretionary with formula program
- o eliminates project approvals/agreements/inspections/standards
- o States must demonstrate
 - approach to urban/rural split
 - method for consideration of >200K areas
 - process for consideration of congestion management, environment, rural accessibility, and safety improvement
- o apportioned according to percent contributed

BRIDGE PROGRAM

- o apportioned program for bridges on any public road
- o discretionary program for high-cost bridges (threshold) on any road except local access
- o toll potential consideration
- o special discretionary program for high-cost off-system bridges

METROPOLITAN AIR QUALITY PROGRAM

- o limited to non-attainment areas (vehicle-related)
- o discretionary program
- o demonstrated region-wide progress required
- o any transportation project on regional air quality-related plan eligible
- o funds not subject to sanctions

RURAL DEVELOPMENT PROGRAM

- o focus on rural areas--especially public lands States
- o discretionary program
- o eligibility: based on population density, per capita income, and unemployment

SAFETY PROGRAM

- o safety management system required
 - upgrade of safety features
 - process for correcting hazardous conditions
 - inclusion of safety priorities in projects
- o safety incentive grant program
 - State driver requirements (legislation)
 - performance criteria
- o supplemental motor carrier incentive grants

SCIENCE AND TECHNOLOGY PROGRAM

- o expand funding for research, development and technology transfer
- o establish as a separate program on multiyear basis
- o program elements
 - highway research, development and technology
 - motor carrier research
 - advanced vehicle/highway systems: R&D and applications
 - technology transfer and assistance
- o major industry involvement

FUNDING

- o continued reliance on user fees
- o extend trust fund/no obligation ceiling
- o spend down trust fund account balances
- o 5-year bill: 1-year transition
- o transition year
 - new authorizations to complete Interstate and Interstate transfer
 - use up unobligated balance/no categorical restrictions
- o Federal match
- o increased funding for planning and research via takedowns
- o expanded applicability of tolls and strong encouragement for private participation



METRO

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

Memorandum

Date: October 30, 1989

To: JPACT

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

Re: Recommendation of the JPACT Membership Committee

Attached for consideration at the November 9 JPACT meeting is the Recommended JPACT Bylaws finalized by the JPACT Membership Committee. Key areas of discussion are as follows:

1) Should JPACT form an Executive Committee?

The recommendation of the Membership Committee is "yes" and the attached bylaws are written accordingly.

2) Should additional members be added to the full JPACT?

The recommendation of the Membership Committee, coincident with forming an Executive Committee, is to add an additional "city" representative from each county and a C-TRAN representative, increasing the membership from 17 to 21.

3) How should the additional "city" representatives be designated?

There is no recommendation of the JPACT Membership Committee; the options are:

- a) Provide for two "city" representatives for each county, to be selected by the cities being represented; or
- b) Provide for a "city" representative for the largest city in each county plus one to be selected by the remaining cities.

Note: These "city" representatives are in addition to the City of Portland representative.

4) Which members should have designated seats on the Executive Committee?

The recommendation of the Executive Committee is as follows:

Portland	1
Counties	3
Cities	1-3
ODOT	1
Tri-Met.	1
Metro.	1
State of Washington.	<u>1</u>
	9-11

The Membership Committee did not have a recommendation on whether one or three cities should be on the Executive Committee.

- 5) What should be the responsibilities of the Executive Committee?

The Membership Committee recommends that the Executive Committee be established in an advisory capacity with all action items requiring approval of the full committee.

- 6) Should these bylaws have a Sunset clause to ensure the Executive Committee process is tried out on a test basis?

No recommendation of the Membership Committee.

Also included in the recommended bylaws is a two-thirds vote requirement by both JPACT and the Metro Council for amendment of the bylaws.

- RECOMMENDED -

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
PURPOSES

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 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 adopt and periodically amend the Unified Work Program for the Oregon and Washington portions of the metropolitan area.

d. To adopt and periodically amend the Transportation Improvement Program (TIP). Projects included in the Transportation Improvement Program must be consistent with the RTP or a concurrent RTP amendment will be submitted to the Metro Council for approval.

e. To adopt the program of projects for annual disbursement of funds from the Urban Arterial Fund (pending). Projects recommended for funding must be consistent with the RTP or a concurrent RTP amendment will be submitted to the Metro Council for approval.

f. To adopt and periodically amend the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality.

g. 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.

h. 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.

i. 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
FULL 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	2
Cities of Washington County.	2
Cities of Clackamas County	2
Oregon Department of Transportation.	1
Tri-Met.	1
Port of Portland	1
Department of Environmental Quality.	1
Metropolitan Service District (Metro).	3
Clark County	1
City of Vancouver.	1
C-TRAN	1
Washington Department of Transportation.	<u>1</u>
TOTAL	21

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 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. Two members and one alternate will be appointed from the cities of each county (or add: of which one member will represent the city in each county with the largest population). The members and alternate will be from different jurisdictions. The members 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 members 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 board members and 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 alternates 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 member and alternate will serve until removed by the Presiding Officer of the Metro Council.

f. Members and alternates from the State of Washington will be either elected officials or principal staff representatives from Clark County, the cities of Clark County, the Washington Department of Transportation and C-TRAN. The members will be appointed by each respective agency and will serve until removed by the appointing agency.

**ARTICLE V
EXECUTIVE COMMITTEE**

a. An Executive 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, Clackamas, and Washington Counties.	1 (or 3)
Oregon Department of Transportation.	1
Tri-Met.	1
Metropolitan Service District (Metro).	1
State of Washington.	<u>1</u>
	9 (or 11)

b. The Executive Committee will develop recommendations for consideration by the full Committee.

c. The members and alternates on the Executive Committee from Portland, Multnomah County, Washington County, Clackamas County, ODOT and Tri-Met shall be the regular members and alternates on the full JPACT committee.

d. 1) One Executive Committee member and alternate from the cities of Multnomah County, Washington County, and Clackamas County shall be selected by a majority vote of those members on the full JPACT committee.

2) Three Executive Committee members and alternates shall be selected from cities of Multnomah County, Washington County and Clackamas County by mutual agreement of the two members from the cities of each county.

e. The member and alternate on the Executive Committee from Metro shall be appointed by the Metro Council Presiding Officer.

f. The member and alternate on the Executive Committee from the State of Washington shall be appointed by the Clark County, Washington metropolitan planning organization.

ARTICLE VI MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of the full Committee will be held bi-monthly at a time and place established by the chairperson. Special meetings may be called by the chairperson or a majority of the membership.

b. Regular meetings of the Executive Committee will be held monthly at a time and place established by the chairperson. More frequent meetings may be called by the chairperson or a majority of the Executive Committee.

c. A majority of the voting members (or designated alternates) of the full Committee and the Executive Committee shall constitute a quorum for the conduct of business of the respective committees. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

d. 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.

e. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

f. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

g. 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.

h. Unexcused absence from three (3) regularly scheduled consecutive meetings 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.

i. The Committee shall make its reports and findings public and available to the Metro Council.

j. Metro shall provide staff, as necessary, to record the actions of the Committee and to handle Committee business, correspondence and public information.

ARTICLE VII 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 VIII 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 IX AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a two-thirds vote of the Metro Council.



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

October 24, 1989

Mr. Mike Ragsdale,
Chairman JPACT
METRO
2000 S.W. First Avenue
Building #128
Portland, Oregon 97201-5398

Dear Mike,

Members of JPACT have been requested to comment on the draft Bylaws forwarded to us on September 14. After review of the proposed revisions I find I am unable to support the changes as currently proposed. Specifically, the proposal to create a two-tiered committee and the suggested members/alternates appointment process are recommendations which cause concern.

Expansion of JPACT to include some of the larger communities and C-TRAN would be appropriate. However, it is not apparent the creation of a two-tiered JPACT would improve the deliberations or functioning of the Committee. The proposal would most likely lengthen the time required to deal with many issues, routine and otherwise. Certainly, items which are controversial are going to have to be dealt with and resolved twice. Creating an Executive Committee of eleven will not produce a noticeable streamlining of deliberations compared to a committee of seventeen if that is the objective. The suggested structure may have benefits of which I am unaware, however the material forwarded made no attempt to articulate them if they exist.

Section I.C. of Article IV of the Bylaws identifies the qualifications for JPACT members and alternates. The qualifier stated is simply that the individuals appointed be able "to represent the policy interests of their jurisdiction." Section 2 of Article IV outlines the procedures for appointment of members/alternates and includes changes which impact Tri-Met's representation on the Committee. The recommendations result in a confusing collage of representations. Cities and counties (Oregon) are to be represented by elected officials, statewide agencies by principal staff, Tri-Met and the Port of Portland by board members, Metro by elected officials and Washington cities, Clark County WDOT and C-TRAN can be represented by either elected officials or principal staff. Therefore under the proposed bylaws

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it is okay for Vancouver to be represented by a key staff member but not so for any city on the Oregon side. C-TRAN can be represented by staff, Tri-Met cannot. A more appropriate definition would be those jurisdictions with elected officials to be represented by elected officials (including Washington jurisdictions). All other members should be represented by individuals which can meet the requirements of Section I.C. with the appointment made by the chief member of the governing board. The current proposal is arbitrary in its application and directs Tri-Met to utilize the limited availability of our board members in a way which may or may not be in the best interests of the District. We are not opposed to Board members serving in such a capacity and in fact have been represented by Board members in the past. We do object to not being given the opportunity to determine the most appropriate method of representation.

The above comments have been discussed with the Tri-Met Board Chairman who is in agreement.

Sincerely,



James E. Cowen
General Manager



WASHINGTON
COUNTY,
OREGON

MEMORANDUM

November 8, 1989

TO: JPACT

FROM: Bonnie Hays, Washington County Representative *BH*
Clifford Clark, Cities of Washington County Representative *cc*

SUBJECT: JPACT MEMBERSHIP COMMITTEE RECOMMENDATIONS

RECOMMENDED ACTION

It is our recommendation, as well as that of the Washington County Transportation Coordinating Committee, that no changes be made to the JPACT membership and that an executive committee not be established. We believe that JPACT is functioning as intended, as the regional consensus body.

BACKGROUND

JPACT represents the broad spectrum of local governments in the Metro area and has made good decisions with a regional consensus on a regular basis. The addition of other members to JPACT or the creation of executive committee is not necessary.

In order to more fully understand our recommendation, we will walk through the issues. These are as follows:

° Attendance (lack of quorum)

One of the reasons that an executive committee has been proposed is to deal with lack of attendance at the regular JPACT meetings on some crucial issues. It was felt that an executive committee could meet and react more quickly to specific issues of concern. It is our feeling that, even though attendance has been a problem in the past, attendance is now good and continues to be good and this executive committee is not the way to deal with the attendance problem.

° Additional members to JPACT

One of the main reasons the region is looking at allowing additional members to JPACT was a result of concerns by C-TRAN in Washington and the City of Gresham that they were not be represented on JPACT. Our position on these two areas are outlined on the following paragraphs.

The State of Washington through Clark County, City of Vancouver and Washington State Department of Transportation already has three representatives on JPACT. It is not necessary to add an additional member to assure that they are well represented. If those three entities wish to allow C-TRAN to sit on JPACT in their place, such a recommendation would be well received. In other words, Clark County, City of Vancouver, C-TRAN and Washington Department of Transportation can have three seats on JPACT, but it is up to them to determine which three members should attend.

If JPACT wishes to go ahead with two cities being represented by each particular county, the City of Portland should be the representative for the major city of Multnomah County and another city representative by election of all cities in that county. In Washington County's case our primary representative is from Forest Grove and our alternate is from the City of Beaverton, the largest city in Washington County.

Washington County created and staffs the Washington County Transportation Coordinating Committee which is represented at both the Technical and Policy level. We feel that our city representative to JPACT clearly represents the overall interests of Washington County and its cities. This level of cooperation allows us to conclude that an additional city representative to JPACT is not necessary or warranted.

° Proposed Executive Committee

We have reviewed the proposed membership of the executive committee and think that it is counter-productive to have an executive committee made up of 9 to 11 members. We do not see where 9 to 11 members is a more workable group than the full JPACT committee. Since this committee would just be an advisory committee to JPACT on items requiring approval by the full JPACT, this committee's review and analysis seems redundant.



October 11, 1989

Joint Policy Advisory Committee on Transportation
& Metro
2000 SW First Avenue
Portland, OR 97201

Re: Eastside I-205 Light Rail

Dear Committee Members:

We, the undersigned legislators, are writing to encourage your support for eastside, I-205 light rail. Due to recent Federal changes, Section 3 funds can now be allocated to more than one project. Hence, it is possible to proceed with the number one priority of the westside light rail while also moving speedily on the much needed project on the eastside, the I-205 light rail.

Eastside light rail is increasingly becoming an imperative addition. Our transportation problems are beginning to multiply. Current expectations suggest that I-205 will reach its capacity by 1992. It seems that more than simply adding lanes, it is appropriate to start working on moving our people into light rail and public transportation. Interestingly, this would not only serve the needs of the eastside, but preliminary estimates have indicated it will increase ridership downtown at least 35%. We legislators here on the eastside view this as a "win - win" situation: the public would be routed efficiently through East Multnomah and Clackamas counties, but there also would be an increase of our folks and visitors commuting into downtown. It should also be pointed out that eastside I-205 is a readily buildable project as nearly all of the right of way is already there. Additionally, there is increasing new momentum from Clark County calling for an extension from Clark County to the Portland International Airport. This could greatly promote transportation within the region and help solve some of the problems we are having with the bridge links between Oregon and Washington. A rail line that would include the airport could also serve to ease congestion and improve access to the airport.

Therefore, we are writing this letter asking that you support the proposal to approve both I-205 and westside light rail.

Sincerely,

Senator Joyce Cohen
Senator Bill Kennemer
Senator Glenn Otto
Senator Frank Roberts

Representative Kelly Clark
Representative Dave McTeague
Representative John Minnis
Representative Lonnie Roberts
Representative Larry Sowa
Representative Rodger Wehage

COMMITTEE MEETING TITLE

JPACT

DATE

11/9/89 - 7:30 am

NAME

AFFILIATION

M- EARL Blumenauer

PORTLAND

M- JOHN C. MAGNANO

CLARK COUNTY COMMISSIONER (206) 699-2232

S- Andy Cotugno

Metro

M- Mike Roodale

METRO

M- Bob Dorfman

ODOT

M- Gary Demich

WSDOT

M- Jim Cowen

iii / met

M- Wade Byers

Cities of Clackamas County

M- Clifford Clark

Cities of Washington County

M- Scott A. Collier

City of Vancouver

M- George Van Bergen

Metro

M- Bob Woodell

Port of Portland

M- Ed Lindquist

Clackamas County

M- Bonnie Hays

Washington County

M- Jim Lasher

Metro

S- Richard Bramman

Metro

G- DAVE WILLIAMS

ODOT

G- Amealia BARKHART (alias. Grace)

Portlandia USA

G- ERIC WARNER

WV. COUNTY

G- Bebe Rucker

Port of Portland

G- Ted Spence

ODOT

G- Les White

C-TWAU

G-MA Don Adams

ODOT

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

NAME	AFFILIATION
✓ G- [Signature]	Mult Co.
✓ G- Lee Hames	TRI-MET
✓ G- RODRIGUEZ	CLACKAMAS CO.
✓ G- Lesanna MacColl	League of Women Veterans
✓ G- Steve Dottlerer	City of Portland
✓ S- Harlan Miller	METRO (FHWA)
✓ G- Peter F Fry	CEIC / NNEBB
✓ G- Amy Polani	CET
✓ G- Riccardo Ross	CITIES OF MULT CO.
Med James Mayer	Oregonian
✓ G- Kathryn Broderick	Congr. Ron Wyden's Office
✓ G/MA Craig J. Lomnicki	Clackamas cities alternate
✓ G- Victor Bodier	ODOT, Public Transit Division
✓ G- Diane Luther	Comm. Pauline Anderson
✓ G- [Signature]	[Signature]
✓ G- Andrew Mortensen	IRC
✓ S- EMAN SEITZER	METRO
✓ G/MA RICHARD DEVLIN	METRO
MA Gussie McRobert	Cities of Mult. Co.