

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

FOR THE PURPOSE OF AMENDING	)	METRO RESOLUTION NO. 89-1088A
METRO RESOLUTION NO. 86-649	)	IRC RESOLUTION NO. 89-10-04
AND IRC RESOLUTION NO. 86-05-03	)	
TO CONTINUE THE BI-STATE POLICY	)	Introduced by the Council
ADVISORY COMMITTEE AND EXPAND	)	Intergovernmental Relations
MEMBERSHIP	)	Committee

WHEREAS, The Council of the Metropolitan Service District (Metro) and the Regional Planning Council of Clark County, now the Intergovernmental Resource Center (IRC) established the Bi-State Policy Advisory Committee September, 1981, to provide a forum at which policy-makers from Oregon and Washington can express views and discuss metropolitan problems of mutual concern; and

WHEREAS, The Bi-State Policy Advisory Committee voted on March 17, 1989 to recommend to the Council of the Metropolitan Service District and the Board of Directors of the Intergovernmental Resource Center that the Bi-State Policy Advisory Committee be continued for another two years; and

WHEREAS, At its September 22, 1989 meeting the Bi-State Policy Advisory Committee unanimously voted to recommend to the Metro Council and the IRC Board of Directors that the Bi-State Policy Advisory Committee expand its membership to represent the rapidly urbanizing areas of East Multnomah County in Oregon and East Clark County in Washington; now, therefore,

BE IT RESOLVED,

1. That the Metro Council and IRC Board of Directors hereby continue the Bi-State Policy Advisory Committee for a period of two

(2) years from the date of passage of this Joint Resolution.

2. That the charge to the Committee is as follows:

- a. To provide a forum at which policy-makers from Oregon and Washington can express views and discuss metropolitan problems of mutual concern.
- b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When addressing transportation issues, the membership of the ad hoc committee will include representatives from the Oregon Department of Transportation, the Washington Department of Transportation, C-Tran and Tri-Met. The charge to the ad hoc transportation committee will be reviewed and approved by the Metro Joint Policy Advisory Committee on Transportation and IRC.
- c. To develop recommendations for consideration by the Metro Council and the IRC Board of Directors.

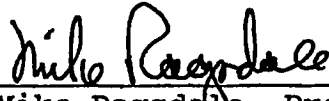
3. That the membership of the committee shall include an elected representative or designee from the following:

- a. Metro Council
- b. IRC Board of Directors
- c. Clark County
- d. Multnomah County
- e. City of Portland
- f. City of Vancouver
- g. Cities of East Clark County
- h. Cities of East Multnomah County
- i. Oregon Legislature
- j. Washington Legislature

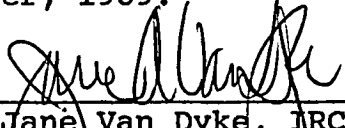
4. That the Committee is to be co-chaired by the representatives from IRC and Metro. The Committee may convene bi-monthly, but at least once annually. All other rules shall be determined by the members themselves.

5. That staff from IRC and Metro will prepare their agenda for each meeting; will complete all other tasks necessary to ensure that Committee members are notified of meetings and provided with necessary information; and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects the Committee may chose to pursue will be at the discretion of the member jurisdictions.

ADOPTED by the Council of the Metropolitan Service District  
this 26th day of October, 1989.

  
Mike Ragsdale, Presiding Officer

ADOPTED by the Board of Directors of the Intergovernmental  
Resource Center this 19th day of October, 1989.

  
Jane Van Dyke, IRC Chair

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INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1088A, AMENDING METRO RESOLUTION NO. 89-649  
AND IRC RESOLUTION NO. 86-05-03 TO CONTINUE THE BI-STATE  
POLICY ADVISORY COMMITTEE AND EXPAND MEMBERSHIP

Date: October 13, 1989

Presented By: Councilor Bauer

COMMITTEE RECOMMENDATION: At the Intergovernmental Relations Committee October 10, 1989 meeting, Councilors Collier, Devlin, Gardner and myself voted unanimously to recommend Council adoption of Resolution No. 89-1088A. Councilor DeJardin was absent.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 89-1088A is an updated version of the original Bi-State Policy Advisory Committee resolution reviewed by the IGR Committee in April. As noted in the Staff Report, the original resolution was deferred by the full Council pending further clarification by Bi-State of future agenda issues, membership requirements, and staffing. Resolution No. 89-1088A expands the Bi-State membership from the current 8 members -- for Washington, 1 representative each from Clark County, the City of Vancouver, the Intergovernmental Resource Center (IRC) and the State Legislature; for Oregon, 1 representative from Multnomah County, the City of Portland, Metro and the State Legislature -- to 10, adding 1 representative each for the "Cities of East Clark County" in Washington and the "Cities of East Multnomah County" in Oregon.

Councilor Bauer, Bi-State Co-Chair, noted this resolution maintains a small, core membership consistent with the Bi-State's purpose to address issues of mutual concern for urbanized areas along the Columbia River corridor. At its September 22 meeting, the Bi-State Committee unanimously adopted seven issues to address in the short-term: tourism, land use planning, air quality, economic development joint objectives, hazardous household waste disposal coordination, telecommunications and parks/recreation and the potential development of a Columbia River "Greenway". IGR Committee members discussed the need for more details about Bi-State's membership selection process, staffing, and general organizational structure. It was noted Bi-State is developing by-laws to formalize the Committee's structure and procedures and they will be submitted to the IGR Committee and the Council for approval in the near future. The Committee agreed Resolution No. 89-1088A is a good first step in reaffirming support for Bi-State and continuing its activities.

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Meeting Date: October 10, 1989

RESOLUTION NO. 89-1088A, FOR THE PURPOSE OF AMENDING METRO  
RESOLUTION NO. 89-649 AND IRC RESOLUTION NO. 86-05-03 TO  
CONTINUE THE BI-STATE POLICY ADVISORY COMMITTEE AND EXPAND  
MEMBERSHIP

Date: October 3, 1989

Presented by: Marlitt

BACKGROUND & ANALYSIS

In April of this year, the Council Intergovernmental Relations Committee (IGR) considered Resolution No. 89-1088 "For the Purpose of Continuing and Changing the Membership of the Bi-State Policy Advisory Committee". Resolution No. 89-1088 added eight members to the Bi-State Committee, increasing membership from eight to sixteen. The IGR Committee recommended Council adoption of the resolution. However, on April 18, 1989, the Council deferred action on the resolution until the Bi-State Committee clarified and better defined its perceived goals, role and necessary membership.

At its FY88-89 fourth quarter meeting in June, the Bi-State Committee assigned a subcommittee to review and develop recommendations on membership, future agendas and staffing. The Subcommittee met in August and identified seven issues for the Bi-State Committee to address in the short-term: tourism, land use planning, air quality, economic development joint objectives, hazardous household waste disposal coordination, telecommunications, and parks/recreation and the potential development of a Columbia River "Greenway". The subcommittee recommended these issues to the Bi-State Committee at its first FY89-90 meeting, September 22, 1989. The Bi-State Committee unanimously adopted the issues. To enable the Committee to realistically consider the seven topics in a timely fashion, it was also unanimously recommended to meet the second Friday of every other month.

The Committee then focussed on membership and the importance of having all interested and affected parties participate in the issue discussions. The membership discussion raised several points: a small, core membership would facilitate continued strong working relationships and efficient decision-making; East Multnomah County and East Clark County are rapidly urbanizing areas abutting the Columbia River which have interests common to those of other urban Bi-State members; Bi-State's membership should maintain balanced Oregon and Washington representation; single-issue memberships might be considered for the future when, for specific issues, affected jurisdictions could be extended member status for developing recommendations on that issue. The Committee unanimously recommended retaining the Committee's current balanced representation between Washington and Oregon, adding one (1) representative each for the cities of East Clark County and East Multnomah County, respectively, with special guests invited as topics require.

Resolution No. 89-1088A reflects the Bi-State Committee's unanimous recommendations of September 22, 1989 on membership and meetings.

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

FOR THE PURPOSE OF AMENDING	)	METRO RESOLUTION NO. 89-1088A
METRO RESOLUTION NO. 89-649	)	IRC RESOLUTION NO. _____
AND IRC RESOLUTION NO. 86-05-03	)	
TO CONTINUE THE BI-STATE POLICY	)	Introduced by the Council
ADVISORY COMMITTEE AND EXPAND	)	Intergovernmental Relations
MEMBERSHIP	)	Committee

WHEREAS, The Council of the Metropolitan Service District (Metro) and the Regional Planning Council of Clark County, now the Intergovernmental Resource Center (IRC) established the Bi-State Policy Advisory Committee September, 1981, to provide a forum at which policy-makers from Oregon and Washington can express views and discuss metropolitan problems of mutual concern; and

WHEREAS, The Bi-State Policy Advisory Committee voted on March 17, 1989 to recommend to the Council of the Metropolitan Service District and the Board of Directors of the Intergovernmental Resource Center that the Bi-State Policy Advisory Committee be continued for another two years; and

WHEREAS, At its September 22, 1989 meeting the Bi-State Policy Advisory Committee unanimously voted to recommend to the Metro Council and the IRC Board of Directors that the Bi-State Policy Advisory Committee expand its membership to represent the rapidly urbanizing areas of East Multnomah County in Oregon and East Clark County in Washington; now, therefore,

BE IT RESOLVED,

1. That the Metro Council and IRC Board of Directors hereby continue the Bi-State Policy Advisory Committee for a period of two

(2) years from the date of passage of this Joint Resolution.

2. That the charge to the Committee is as follows:

- a. To provide a forum at which policy-makers from Oregon and Washington can express views and discuss metropolitan problems of mutual concern.
- b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When addressing transportation issues, the membership of the ad hoc committee will include representatives from the Oregon Department of Transportation, the Washington Department of Transportation, C-Tran and Tri-Met. The charge to the ad hoc transportation committee will be reviewed and approved by the Metro Joint Policy Advisory Committee on Transportation and IRC.
- c. To develop recommendations for consideration by the Metro Council and the IRC Board of Directors.

3. That the membership of the committee shall include an elected representative or designee from the following:

- a. Metro Council
- b. IRC Board of Directors
- c. Clark County
- ~~[d-]~~ ~~[Cowlitz-County]~~
- ~~[e-]~~ ~~[Skamania-County]~~
- ~~[f-]~~ ~~[Clackamas-County]~~
- ~~[g-]~~ ~~[Columbia-County]~~
- ~~[h-]~~ ~~[Hood-River-County]~~
- ~~[i-]~~ d. Multnomah County
- ~~[j-]~~ ~~[Washington-County]~~
- ~~[k-]~~ e. City of Portland
- ~~[l-]~~ f. City of Vancouver
- ~~[m-]~~ g. Cities of East Clark County
- ~~[n-]~~ h. Cities of East Multnomah County
- ~~[o-]~~ i. Oregon Legislature
- ~~[p-]~~ j. Washington Legislature

4. That the Committee is to be co-chaired by the representatives from IRC and Metro. The Committee may convene ~~[quarterly]~~ bi-monthly, but at least once annually. All other rules shall be determined by the members themselves.

5. That staff from IRC and Metro will prepare their agenda for each meeting; will complete all other tasks necessary to ensure that Committee members are notified of meetings and provided with necessary information; and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects the Committee may chose to pursue will be at the discretion of the member jurisdictions.

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.

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Jane Van Dyke, Chair

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INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1088A, AMENDING METRO RESOLUTION NO. 89-649  
AND IRC RESOLUTION NO. 86-05-03 TO CONTINUE THE BI-STATE  
POLICY ADVISORY COMMITTEE AND EXPAND MEMBERSHIP

Date: October 13, 1989

Presented By: Councilor Bauer

COMMITTEE RECOMMENDATION: At the Intergovernmental Relations Committee October 10, 1989 meeting, Councilors Collier, Devlin, Gardner and myself voted unanimously to recommend Council adoption of Resolution No. 89-1088A. Councilor DeJardin was absent.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 89-1088A is an updated version of the original Bi-State Policy Advisory Committee resolution reviewed by the IGR Committee in April. As noted in the Staff Report, the original resolution was deferred by the full Council pending further clarification by Bi-State of future agenda issues, membership requirements, and staffing. Resolution No. 89-1088A expands the Bi-State membership from the current 8 members -- for Washington, 1 representative each from Clark County, the City of Vancouver, the Intergovernmental Resource Center (IRC) and the State Legislature; for Oregon, 1 representative from Multnomah County, the City of Portland, Metro and the State Legislature -- to 10, adding 1 representative each for the "Cities of East Clark County" in Washington and the "Cities of East Multnomah County" in Oregon.

Councilor Bauer, Bi-State Co-Chair, noted this resolution maintains a small, core membership consistent with the Bi-State's purpose to address issues of mutual concern for urbanized areas along the Columbia River corridor. At its September 22 meeting, the Bi-State Committee unanimously adopted seven issues to address in the short-term: tourism, land use planning, air quality, economic development joint objectives, hazardous household waste disposal coordination, telecommunications and parks/recreation and the potential development of a Columbia River "Greenway". IGR Committee members discussed the need for more details about Bi-State's membership selection process, staffing, and general organizational structure. It was noted Bi-State is developing by-laws to formalize the Committee's structure and procedures and they will be submitted to the IGR Committee and the Council for approval in the near future. The Committee agreed Resolution No. 89-1088A is a good first step in reaffirming support for Bi-State and continuing its activities.

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

FOR THE PURPOSE OF CONTINUING	)	RESOLUTION NO.89-1088
AND CHANGING THE MEMBERSHIP	)	
OF THE BI-STATE POLICY ADVISORY	)	Introduced by the Metro
COMMITTEE	)	Intergovernmental Relations
	)	Committee

WHEREAS, the Bi-State Policy Advisory Committee voted on March 17, 1989 to recommend to the Council of the Metropolitan Service District (Metro) and the Board of Directors of the Intergovernmental Resource Center (IRC) that the Bi-State Policy Advisory Committee be continued for another period of two years; now, therefore,

BE IT RESOLVED,

1. That the Metro Council and IRC Board of Directors hereby continue the Bi-State Policy Advisory Committee for a period of two (2) years from the date of passage of this Joint Resolution.

2. That the charge to the Committee is as follows:

a. To provide a forum at which policy-makers from Oregon and Washington can express views and discuss metropolitan problems of mutual concern.

b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When addressing transportation issues, the membership of the ad hoc committee will include representatives from the Oregon Department of Transportation, the Washington Department of Transportation, C-Tran and Tri-Met. That the charge to the ad hoc transportation committee will be reviewed and approved by the Metro Joint Policy Advisory Committee on Transportation and IRC's Transportation Policy Committee.

c. To develop recommendations for consideration by the Metro Council and the IRC Board of Directors.

3. That the membership of the committee shall include an elected representative or designee from the following:

- a. Metro Council
- b. IRC Board of Directors
- c. Clark County
- d. Cowlitz County
- e. Skamania County
- f. Clackamas County
- g. Columbia County
- h. Hood River County
- i. Multnomah County
- j. Washington County
- k. City of Portland
- l. City of Vancouver
- m. Cities of Clark County
- n. Cities of Multnomah County
- o. Oregon Legislature
- p. Washington Legislature

4. That the Committee is to be co-chaired by the representatives from IRC and Metro. The Committee may convene quarterly, but at least once annually. All other rules shall be determined by the members themselves.

5. That staff from IRC and Metro will prepare their agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects the Committee may chose to pursue will be at the discretion of the member jurisdictions.

JOINT RESOLUTION  
PAGE 3

ADOPTED this 27th day of April, 1989, by the  
Council of the Metropolitan Service District.

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Mike Ragsdale, Presiding Officer

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1989, by  
the Board of Directors of the Intergovernmental Resource Center.

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Jane Van Dyke, Chair

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INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

Agenda Item No. 7.5

Meeting Date April 27, 1989

RESOLUTION NO. 89-1088 -- JOINT RESOLUTION WITH THE INTERGOVERNMENTAL RESOURCE CENTER -- FOR THE PURPOSE OF CONTINUING AND CHANGING THE MEMBERSHIP OF THE BI-STATE POLICY ADVISORY COMMITTEE

Date: April 19, 1989

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the April 18, 1989 Intergovernmental Relations Committee (IGR) meeting, members present -- Councilors Bauer, DeJardin, Devlin and myself -- voted 3 to 1, Councilor Devlin dissenting, to recommend Council adoption of Resolution No. 89-1088. Councilor Devlin served notice he may file a minority report to the resolution.

COMMITTEE DISCUSSION/ISSUES: Councilor Bauer, co-chair of the Bi-State Policy Advisory Committee, presented Resolution No. 89-1088 which continues the Committee for 2 more years and expands the membership from 6 to 17 members as outlined in the attached staff report. Councilor Bauer noted at the Bi-State Committee's March 17, 1989 meeting, it was agreed expanded membership would benefit communication on issues of mutual concern between Washington and Oregon, regarding the lower Columbia River area. The Committee also expressed its desire to develop a stronger agenda which would encourage more active participation from Committee members.

The IGR Committee discussed the need for regular communication between the Bi-State Committee and Metro's Technical Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT). It was noted communication links are in place through staff and Committee members who also participate in TPAC and JPACT. The purpose of the expanded membership was also reviewed and Councilor Bauer recalled the new Washington county and city members were added because of their geographic proximity to the Columbia River. An amendment to add Clackamas and Washington County cities representatives (1 for each group) was offered and discussed, but failed to pass. Councilor Bauer will share the proposed amendment with the Bi-State Committee at its next meeting in June. It was agreed Bi-State Committee staffing needs should be clarified so Metro can realistically assess what resources it can offer for next year.

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## COUNCIL STAFF REPORT

### RESOLUTION NO. 89-1088 -- JOINT RESOLUTION WITH THE INTERGOVERNMENTAL RESOURCE CENTER -- FOR THE PURPOSE OF CONTINUING AND CHANGING THE MEMBERSHIP OF THE BI-STATE POLICY ADVISORY COMMITTEE

Date: April 11, 1989

Presented by: Jessica Marlitt,  
Council Analyst

#### Background & Summary

The Bi-State Policy Advisory Committee provides a forum for Oregon and Washington policy-makers to express their views and discuss issues of mutual concern in the lower Columbia River. In 1983, the Metro Council formally supported the Committee's continuing role (via Resolution No. 83-426) and to date the Council has annually appointed a representative to the Committee. Since January, 1989, Councilor Lawrence Bauer has co-chaired the Committee with Jane Van Dyke, Chair of the Intergovernmental Resource Center Board of Directors.

At the March 17, 1989 meeting (see Attachment 1 -- Meeting Summary), the Committee voted unanimously to expand membership from the current 6 government representatives to 17 as follows:

#### Current Members

Metro Council  
IRC Board of Directors  
Clark County  
Multnomah County  
City of Portland  
City of Vancouver

#### Proposed Members

Metro Council  
IRC Board of Directors  
Clark County  
Multnomah County  
City of Portland  
City of Vancouver  
Clackamas County  
Washington County  
Clark County  
Columbia County  
Cowlitz County  
Hood River County  
Skamania County  
Cities of Clark County  
Cities of Multnomah County  
Oregon Legislature  
Washington Legislature

Representatives from Metro and IRC would continue to co-chair the Committee and meetings could occur as frequently as each quarter but no less than once annually. Metro and IRC staff will prepare the

(Continued)

agenda for Oregon and Washington representatives respectively and dedication of staff resources to designated projects will be at the discretion of the member jurisdictions.

Issue: Metro needs to designate staffing responsibilities for the Committee during FY89-90. Steve Lee, former Intergovernmental Coordinator, is on leave-of-absence and in the Proposed Budget, Planning & Development's Coordinator position has a more focussed role for planning coordination.

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**BI-STATE POLICY ADVISORY COMMITTEE**  
**Meeting Summary**  
**March 17, 1989**

The quarterly meeting of the Bi-State Policy Advisory Committee was called to order by Larry Bauer, Metro Councilor, at 9:25 a.m., in the Council Chambers at Metro, 2000 SW First Avenue, Portland, Oregon.

**Present**     Larry Bauer,     Metro Councilor  
              Gil Mallery,     Intergovernmental Resource Center Staff  
              John Magnano,     Clark County Commissioner  
              Rena Cusma,     Metro Executive Officer  
              Steve Lee,     Metro Staff  
              Glenn Otto,     State Senator

**Guests**     Bob Wiggin

Councilor Larry Bauer gave opening remarks and made introductions.

Commissioner John Magnano moved that the minutes from the September 17, 1988 meeting be approved (Exhibit A). The motion was seconded and passed unanimously.

The Joint Resolution of the Metropolitan Service District and the Intergovernmental Resource Center was introduced. (Exhibit B) The purpose of the resolution is to change the membership of the Bi-State Policy Advisory Committee and continue the Bi-State Advisory Committee for another two year period.

The current membership of the committee includes representatives from the following: Metro Council, IRC Board of Directors, Clark County Commission, Multnomah County Commission, Portland City Council, and the Vancouver City Council.

The resolution, as introduced, proposed the committee be expanded to include representatives from the following: Clackamas County, Washington County, Clark County, Multnomah County, the Oregon Legislature and Washington Legislature. Senator Glenn Otto related that the Oregon Legislative Interim Task Force on Metropolitan Regional Government members had expressed an interest in having Washington and Clackamas counties more involved in issues concerning the two states. Senator Otto stated that the counties, as well as east Multnomah County, were being left out of important policy discussions in the bi-state forum. The Multnomah cities of Fairview, Gresham, and Troutdale have a combined population of approximately 70,000 people and deserve representation on the Bi-State Committee. Commissioner John Magnano stated South West Washington would like to add representation of Skamania and Cowlitz counties, as well as the cities of Clark County, and if this is the



case, we should also invite Columbia and Hood River counties to participate.

Senator Otto stated that the new members should be elected representatives or their official designee.

After further discussion, Commissioner Magnano moved that the resolution be amended to include elected officials or representatives from the above-listed jurisdictions, and that membership be expanded further to include representation from Skamania, Cowlitz, Hood River and Columbia counties. The motion was seconded by Senator Otto and passed unanimously. The co-chair's will take the resolution to their respective boards for adoption.

Mr. Gil Mallery suggested that staff comprise a joint letter for the co-chairs inviting the new representatives.

Councilor Bauer lead the discussion of possible topics for upcoming meeting.

Executive Officer Rena Cusma stated that Joint Policy Advisory Committee on Transportation (JPACT) had 17 members; 14 from the State of Oregon and 3 from the State of Washington, perhaps representation should be re-examined.

Senator Otto suggested discussion of the Oregon Department of Transportation plan to construct a by-pass from I-84 to US Hwy 26.

Commissioner Magnano suggested other transportation related issues he would like discussed are light rail, a fast truck lane, and metered ramps.

Senator Otto expressed his disappointment at the lack of attendance at these Bi-State Policy Advisory Committee meetings.

Councilor Bauer stated that he wasn't extremely disappointed, because this is the first meeting of the year and the agenda was not particularly full.

#### **Next Meeting Agenda**

Councilor Bauer expressed a desire to discuss items that should be placed on the next agenda for this group.

Senator Otto offered a discussion on telecommunication facilities that included the Oregon Legislature and Public Utility Commission and the utilities might be appropriate pay tolls exist for nearly every telephone call we make to the surrounding communities. There are 18 private telephone companies between Multnomah, Clackamas, and Washington Counties.

Ms. Cusma stated that she would support the communications issue. Other items to be considered for the agenda is the Convention Center and Oregon Tourism Alliance, Urban Growth Management Plan, Solid Waste, Solid Waste Transportation as well as the above mentioned transportation issues.

The next meeting agenda items to be discussed are:

1. Convention Center Progress Report/Oregon Tourism Alliance
2. Telecommunications
3. Progress Report on JPACT Accessibility Study

The next meeting date will be June 16, 1989 at 9:00 a.m. at the Vancouver City Hall; Council Chamber, in Vancouver, Washington.

Councilor Bauer stated that members should prepare to spend the morning at the meeting.

The meeting adjourned at 10:20 a.m.

Respectfully submitted,

Beverly Nason  
Metro

Exhibit A - September 17, 1988 Meeting Minutes  
Exhibit B - Joint Resolution

**BI-STATE POLICY ADVISORY COMMITTEE  
MEETING SUMMARY  
September 9, 1988**

The quarterly meeting of the Bi-State Policy Advisory Committee was called to order by Clark PUD Commissioner Jane Van Dyke, Vice Chair of the Intergovernmental Resource Center, at 9:00 a.m., in the Commissioners' Hearing Room at the Franklin Center, 1013 Franklin Street, Vancouver, Washington.

**PRESENT** Commissioner Gladys McCoy, Multnomah County  
Councilor Gary Hanson, Metro  
Representative Kim Peery, Washington  
Commissioner Vern Veysey, Clark County  
Councilperson Mary Legry, City of Vancouver  
Bob Williams (for Senator Glen Otto), Oregon  
Commissioner Jane Van Dyke, Resource Center

**STAFF** Gil Mallery, Resource Center  
Dean Lookingbill, Resource Center

**GUESTS** See attached list.

\* \* \* \* \*

Clark County Commissioner Vern Veysey gave the opening remarks.

Minutes of the last meeting were approved.

Gil Mallery described the Intergovernmental Resource Center as a council of governments with 22 members in Clark and Skamania Counties. In 1979 the Resource Center was designated as the Metropolitan Planning Organization (MPO) for Clark County.

He introduced the program manager of the transportation division of the Resource Center, Dean Lookingbill.

Dean Lookingbill reviewed what happened at the last Bi-State meeting, where the cross-river accessibility issue was addressed (December, 1987). He said the meeting addressed long-range transportation planning activities that would impact the states of Washington and Oregon, and that the discussion was centered around the issue of future river crossing accessibility. The consensus at that meeting was to move ahead with the discussion of light rail and/or a highway crossing the Columbia River.

**Phase I Legislative Transportation Committee Study -  
Dean Lookingbill**

In July, 1988, the Legislative Transportation Committee, WSDOT, and IRC met to discuss the legislative request for a study of the economic feasibility of additional accessibility across the Columbia River. The decision was to conduct a Phase I and Phase II study. The Phase I report, to be completed by December 1, would include an overview of need, general corridor locations



that are now being discussed, land use issues, the Oregon decision-making process, and a detailed scope of work for Phase II.

Dean mentioned several previous "Columbia crossing" studies that have been completed in the last ten years. He also described traffic volumes on I-5 and I-205. He explained that the 1987 average weekday 24-hour volume on I-5 is 98,000. For 1987, the I-205 bridge corridor annual average weekday volume was 68,000. From 1966 to 1987, I-5 increased an average of 5.4 percent per year. From 1983 to 1987, I-205 volumes increased at a 16 percent annual average growth rate. High volumes being reported on the I-5 bridge range between 110,000 and 112,000. I-205 is experiencing high volumes in the range of 87,000 to 90,000.

Dean also mentioned light rail transit. He said both I-5 and I-205 corridors have been looked at for light rail transit feasibility. The Bi-State Light Rail Corridor Study that ended in 1986 concluded that the I-5 corridor was feasible as a light rail corridor and that the I-205 link from Clark County to the Portland International Airport was not feasible at that time.

In closing this first part of the presentation, Dean commented that this initial LTC request is intended to recognize the interests of the multiple bi-state agencies involved.

The work program for the second phase study will be largely developed by a private consulting firm. Cathy Strombom, project manager for this project, is with Parsons Brinckerhoff. A large number of meetings with a wide range of groups will be scheduled to talk about a proposed scope of work.

Dean ended his comments with the thought that because of immediate and growing traffic congestion across the Columbia River it is apparent that now is the time to start this bi-state study effort, with the hope that a new vision for maintaining mobility across the Columbia River will be produced.

**Gary Molyneaux, Executive Director for the Washington State Rail Development Commission**

Mr. Molyneaux said the Commission was created by the State Legislature in 1987 and was organized to address freight rail and passenger rail from a statewide perspective for the Legislature. The Commission is comprised of 23 members, including four members from the State Legislature, who have worked the last 18 months to put together a draft report of recommendations to the Legislature. It is the committee's intent to deliver to the Legislature in December, 1988 the final recommendations on what should be the State's role in addressing freight rail and passenger rail issues.

Gary commented that passenger rail issues are of utmost importance to the Commission because of congestion problems in Puget Sound and other Metropolitan regions. The Commission and the Legislature felt that the only practical way of addressing and assisting in the solution of congestion is through high-capacity transit and rail, though these are not the only options. Rail can assist in various corridors to relieve part of that congestion problem. However, in addition to rail, HOV systems should also be analyzed.

The Rail Development Commission focused on two significant elements. First, rail service in Washington and, second, how to finance that effort. The Commission has prepared a regional approach to a regional problem. The fact is, congestion crosses jurisdictional boundaries and regional rail authorities or empowered local transit authorities need the ability to seek solutions to multijurisdictional congestion problems. Most local transportation authorities in Washington currently have existing authority to go into rail business, but do not have the authority to approach it from a regional perspective.

Gary also explained that land use issues are critical to the success of any rail transit system, and the State is having difficulty in this area. If local jurisdictions in Washington do not end suburban sprawl, the investment in rail, and/or HOV, will never solve the problem.

Currently in the State of Washington the rail development account accrues a very small amount of money, approximately \$6,000,000 million a biennium, and it would be used on an 80/20 match for local jurisdictions to assist in rail planning efforts. This could be in the establishment of regional rail authorities or the alternatives analysis right-of-way acquisition.

Possible funding for local jurisdictions to implement high-capacity transit decisions would include several different taxing authorities: (1) motor vehicle excise tax, (2) sales tax, (3) property tax, (4) tax on fuel, and (5) parking tax.

The Commission report is also proposing a \$21.8 million freight rail program budgeted directly out of the general fund. This proposed program is a six-year effort that will be evaluated at the end of that period.

After public hearings in Olympia, the Commission's report will be submitted to the Legislature on December 5 and then work through the Legislative session starting in January, 1989.

Jane Van Dyke, IRC vice-chair, opened the floor for questions and comments.

A gentleman in the audience said "I'm glad to hear comments on rail today, because I think that a lot of people forget that what we're interested in is moving people and we tend to equate that to moving cars and trucks, but there are other ways to move people."

A question was raised with respect to 24-hour average traffic counts as compared to peak-hour counts. It was explained that in terms of peak-hour traffic, the northbound I-5 structure has a design capacity in the area of 5,400 and an ultimate capacity of 5,700. Today's volumes are about 90 percent of that figure.

One gentlemen asked "do you plan to include things to spread the demand during the peak hours, such as changing business hours?" Staff responded that, yes, these would be included in the study scope.

Lois Anderson with the Washington Department of Transportation commented that the HOV system is a critical part of managing congestion. It is important to offer incentives to get people out of their cars, and HOV lanes can provide the incentive. She said, "Light Rail Transit is another alternative that I'm sure Oregon people are aware of and it's working for them."

A woman in the audience stated "I was surprised coming here today to find out in your discussion that you eliminated I-205 from Vancouver to the airport from further discussion. My question is, did you have any discussion with Clackamas County people? Did they have any input into that and is there still an opportunity to discuss that with you what we're looking at and what we're planning?"

Dean Lookingbill explained that the study he referred to was a 1986 study, and that the I-205 issue should be rediscussed.

Commissioner Gladys McCoy of Multnomah County asked Bob Botham, Director of the Oregon Department of Transportation, what his thoughts were.

Mr. Botham commented that "it seems rather apparent there might be something missing if you have a bi-state joint project being done by one state. The State of Oregon needs to be involved, and I don't know that we've been contacted." He also mentioned that "it's high time to get on with this kind of effort. Considering how long it took to get I-205, we're looking at 20 to 30 years. People have mentioned the other connection links to a river crossing, whatever they are, whether light rail or highway, you need to have a whole system. The bridge itself isn't really the issue; the whole system is the issue. I think it's high time to get on with that; in fact, we're probably way behind right now."

The transportation portion of the Bi-State meeting concluded. The meeting continued with the remaining Bi-State Advisory Committee agenda issues.

#### American Heritage Trust Fund

Gil Mallery began the discussion on an amendment for the Land and Water Act and the National Historic Act to establish an American Heritage Trust Fund for purposes of enhancing the protection of the nation's natural, historical, cultural, and outdoor recreational heritage.

Commissioner Vern Veysey commented that he urged support of this bill. He mentioned the need for funds to put into an account for use by local, state, and federal governments to enhance their parks programs. The original purpose was to set land aside, and to assist with construction. Since that initial time, it appears that the federal government has not "kept its promise." The funding has dropped from \$200 million a year to \$35 million a year and that's true for programs nationwide. He recognized that this is a rapidly growing area, and there is a need to set aside parks now, not later.

The proposed bill would build a fund that would produce about \$1 billion a year. Commissioner Veysey commented that "it's critical to get something going to start putting dollars from these sources of funds into our communities."

The Commissioner also explained that the County needs consistent "powers," and he strongly urged this committee to pass the resolution and do everything it could to encourage federal and national leaders to support this legislation.

After committee members asked a few questions, Commissioner Gladys McCoy gave her endorsement of the resolution and moved for its approval, and subsequent forwarding to their respective jurisdictions for distribution to the appropriate congressman. The motion carried.

The next meeting of the Bi-State Policy Advisory Committee was set for Friday, December 2, 1988, 9:00 a.m., at the Metropolitan Service District in Portland.

Gil suggested a possible agenda item could be an update on the interim report, which will have been submitted by that time to the LTC for review.

The meeting was adjourned.

JOINT RESOLUTION OF THE  
METROPOLITAN SERVICE DISTRICT  
AND THE

**DRAFT**

INTERGOVERNMENTAL RESOURCE CENTER

FOR THE PURPOSE OF CONTINUING AND ) METRO RESOLUTION NO. \_\_\_\_\_  
CHANGING THE MEMBERSHIP OF THE ) IRC RESOLUTION NO. \_\_\_\_\_  
BI-STATE POLICY ADVISORY COMMITTEE)

WHEREAS, the Bi-State Policy Advisory Committee voted on March \_\_, 1989 to recommend to the Council of the Metropolitan Service District (Metro) and the Board of Directors of the Intergovernmental Resource Center (IRC) that the Bi-State Policy Advisory Committee be continued for another period of two years; NOW, THEREFORE,

BE IT RESOLVED,

1. That the Metro Council and IRC Board of Directors hereby continues the Bi-State Policy Advisory Committee for a period of two (2) years from the date of passage of this Joint Resolution.
2. That the charge to the Committee is as follows:
  - a. To provide a forum at which policy-makers from Oregon and Washington can express views and discuss metropolitan problems of mutual concern.
  - b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When addressing transportation issues, the membership of the ad hoc committee will include representatives from the Oregon Department of Transportation, the Washington Department of Transportation, C-Tran and Tri-Met. That charge to the ad hoc transportation committee will be reviewed and approved by the Metro Joint Policy Advisory Committee on Transportation and IRC.
  - c. To develop recommendations for consideration by the Metro Council and the IRC Board of Directors.



DRAFT

3. That the membership of the committee shall include:
  - a. A member of the Metro Council
  - b. A member of the IRC Board of Directors
  - c. A Clark County Commissioner
  - d. A Clackamas County Commissioner
  - e. A Multnomah County Commissioner
  - f. A Washington County Commissioner
  - g. A member of the Portland City Council
  - h. A member of the Vancouver City Council
  - i. A representative of the cities of Clark County
  - j. A representative of the cities of Multnomah County
  - k. A member of the Oregon Legislature
  - l. A member of the Washington Legislature
4. That the Committee is to be co-chaired by the representatives from IRC and Metro. The Committee may convene quarterly, but at least once annually. All other rules shall be determined by the members themselves.
5. That staff from IRC and Metro will prepare their agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects to the Committee may chose to pursue will be at the discretion of the member jurisdictions.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1989, by the Council of the Metropolitan Service District.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1989, by the Board of Directors of the Intergovernmental Resource Center.

\_\_\_\_\_  
, Chairman

sl/bistate.res