

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A BI- ) RESOLUTION NO. 03-3388  
STATE COORDINATION COMMITTEE TO )  
DISCUSS AND MAKE RECOMMENDATIONS )  
ABOUT LAND USE, ECONOMIC )  
DEVELOPMENT, TRANSPORTATION AND )  
ENVIRONMENTAL JUSTICE ISSUES OF BI- ) Introduced by: Councilor Rex Burkholder  
STATE SIGNIFICANCE )  
)  
)  
)

WHEREAS, in 1999, the Southwest Washington Regional Transportation Council (RTC) and Metro established a Bi-State Transportation Committee to develop recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) and RTC on bi-state transportation issues; and,

WHEREAS; the June 2002 *Final Strategic Plan* of the I-5 Transportation and Trade Partnership recommended that the Bi-State Transportation Committee "...expand its role to review and advise JPACT, RTC, other councils, commissions and boards on: 1. Management plans, interchange plans and agreements and transit station plans for the I-5 Corridor; and 2. Other transportation, land use and economic development issues of bi-state significance"; and

WHEREAS, the *Final Strategic Plan* of the I-5 Transportation and Trade Partnership recommended that a community enhancement fund be established for use in the impacted areas in the I-5 Corridor in Oregon and Washington and that "The Bi-State Coordination Committee would recommend the specific details in conjunction with the Environmental Justice Work Group..."; and,

WHEREAS, the recommendations of the *Final Strategic Plan* of the I-5 Transportation and Trade Partnership were endorsed by the RTC, JPACT and the Metro Council; and,

WHEREAS, local jurisdiction can be affected by land use, economic development and transportation decisions made by other jurisdictions in the bi-state area, as well as be affected by possible environmental justice impacts resulting from these decisions; and,

WHEREAS, on October 23, 2003, the Bi-State Transportation Committee recommended approval of the draft Charter attached as Exhibit A; and,

WHEREAS, the Joint Policy Advisory Committee on Transportation and the Metro Policy Advisory Committee reviewed and recommended approval of the draft Bi-State Charter attached as Exhibit A; and,

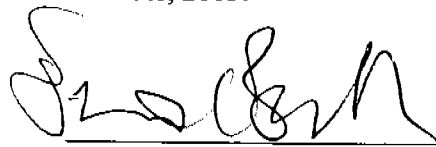
WHEREAS, on November 4, 2003, the Southwest Washington Regional Transportation Council recommended approval of the draft Charter for the formation of a Bi-State Coordination Committee; and

WHEREAS, the Metro Council finds that the opportunity to discuss and make recommendations about issues of bi-state significance through membership on and participation in a Bi-State Coordination Committee would provide more and better information, encourage better cooperation among jurisdictions and better coordinate the investment of public resources; now therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the Bi-State Coordination Committee charter attached as Exhibit "A" and directs the Chief Operating Officer to provide the charter to the other signatories.
2. That upon receipt of resolutions from the other signatories endorsing the Bi-State Coordination Committee charter, the Metro Council will designate a Metro Council representative and alternate for the Bi-State Coordination Committee.
3. That the creation of the Bi-State Coordination Committee will result in it replacing the current Bi-State Transportation Committee.
4. That upon creation of the Bi-State Coordination Committee, Metro, along with the Southwest Washington Regional Transportation Council, shall provide staffing for the Committee.
5. The Bi-State Coordination Committee shall review and provide recommendations concerning land use, economic development, transportation and environmental justice issues of bi-state significance as described in Exhibit A. Further, Bi-State Coordination Committee recommendations concerning land use shall be referred to the Metro Policy Advisory Committee (MPAC). Bi-State Coordination Committee recommendations concerning transportation shall be referred to the Joint Policy Advisory Committee on Transportation (JPACT). Bi-State Coordination Committee recommendations to both JPACT and MPAC may be made where both land use and transportation issues are concerned. When economic development and/or environmental justice issues are a component of land use or transportation topics, recommendations from the Bi-State Coordination Committee may also be included and referred along with the transportation and/or land use recommendations to MPAC and/or JPACT. JPACT and MPAC will forward the issue item along with recommendations to the Metro Council.
6. The Bi-State Coordination Committee shall adopt bylaws for the business conduct of its meetings.

ADOPTED by the Metro Council this 20<sup>th</sup> day of November, 2003.



David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



**Draft Charter  
Establishing Bi-State Coordination Committee**

October 23, 2003 – As Discussed with Bi-State Transportation Committee and Revised

*Participation in the new committee will be accomplished through adoption of resolutions of intent to participate and observe the charter by local jurisdictions, and through letters of intent to participate and observe the charter by state or federal agencies. Operating details for the committee will be established by its membership in the form of bylaws and a work plan once the new committee has been established and convened.*

**Draft Committee Charter Text**

*To be included in resolutions or letters of intent to participate in identical form.*

**Purpose:** This charter defines voluntary participation by jurisdictions within the cross-Columbia River area of the I-5 corridor between Clark County in Washington and Multnomah County in Oregon. This region is linked by economic development and land use objectives, which also drive a shared objective to preserve and add to critical transportation investments. The existing Bi-State Transportation Committee has been constructive in addressing bi-state transportation issues within the corridor. This charter expands the scope of the bi-state effort to include both transportation and land use. Review of land use and transportation issues of bi-state significance may prompt review of these topics in the context of economic development, environmental, and environmental justice issues. It also ensures that regionally significant aspects of transportation – highway, bridge, transit, freight rail, and transportation system and demand management – are considered.

The new Committee, the Bi-State Coordination Committee, replaces the Bi-State Transportation Committee. It serves as a forum to share information, coordinate review, and discuss implications of significant legislative land use and transportation issues which may have environmental, economic development and environmental justice implications for actions taken within the corridor. It encourages regional collaboration to facilitate decision making by individual jurisdictions on issues affecting the broader corridor. The results of the Committee's deliberations are advisory to the Southwest Washington Regional Transportation Council (RTC), Metro's Joint Policy Advisory Committee on Transportation (JPACT), and Metro, on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee advises the local and regional governments appropriate to the issue.

The Committee holds no regulatory authority, but builds and sustains regional dialogue and works together on solving problems related to evolving linkages among transportation, land use, and economic development. Member jurisdictions retain their full existing authorities, but consider carefully and give weight to Committee recommendations. Jurisdictions also agree, according to their authorities, to create their own strategies and plans that contribute to managing land uses and economic development to protect transportation investments throughout the corridor.

**Membership:** The Bi-State Coordination Committee consists of elected officials from the jurisdictions within the corridor, as well as leadership from key agencies and organizations. The membership structure includes:

- Cities of Portland, OR and Vancouver, WA
- Clark and Multnomah Counties
- One smaller city each in Multnomah and Clark Counties
- Oregon Department of Transportation
- Washington State Department of Transportation
- Ports of Vancouver and Portland
- Tri-Met
- C-Tran
- Metro

The Committee may, as desired, create ex-officio (non-voting) memberships for state and federal agency representatives. Input from other interests in the corridor, such as communities, businesses, and civic and interest groups, is actively sought by the Committee to augment the perspectives of members. Such additional stakeholder involvement is to be obtained through encouraging public comment and input, and through project-level involvement and existing or new working groups or subcommittees, advisory to the Bi-State Coordination Committee. Member organizations provide leadership-level representatives, and participate actively and consistently in Committee meetings and activities. The Committee is primarily staffed by RTC and Metro professionals, calling on land use and economic development resources from each jurisdiction as needed. Meetings are noticed and open to the public, and the Committee meets regularly at intervals determined in its bylaws.

**Geographic Scope:** The Committee's focus is the area of the I-5 corridor bounded in the south by the Fremont Bridge on I-405, and in the north by 179<sup>th</sup> Street. Its scope to the west extends to include important freight transport and economic development activities, especially along the river. Consideration of the area east of the immediate corridor extends as far as I-205, as indicated by linkages and impacts to I-5 corridor investments and communities.

**Agenda Setting:** The Committee work plan will define issues to be addressed, including significant baseline policy issues for the region such as comprehensive and subarea plans and interchange management plans. Members bring, prior to adoption, significant management plans to the Committee for review. More specific projects and policy issues are nominated by each jurisdiction that desires Committee review, and the Committee establishes its agenda collaboratively. The committee does not address issues related to quasi-judicial applications for specific land use projects, once applications are submitted.

**Decision-Making Process:** Committee decisions on its recommendations are made by consensus, or if necessary a majority vote of its quorum membership, defined as 2/3 of total membership. Such decisions on Committee recommendations are advisory to JPACT/Metro, RTC, and local and regional agencies, and have no legal or regulatory authority. The Committee's process for introducing and agreeing on revisions to this charter, including changes to membership, is also by consensus or majority vote. All such revisions at the charter level are

adopted by member jurisdictions and organizations by resolutions or letters of intent to change the charter.

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3388, FOR THE PURPOSE OF ENDORSING A BI-STATE COORDINATION COMMITTEE TO DISCUSS AND MAKE RECOMMENDATIONS ABOUT LAND USE, ECONOMIC DEVELOPMENT, TRANSPORTATION AND ENVIRONMENTAL JUSTICE ISSUES OF BI-STATE SIGNIFICANCE

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Date: November 13, 2003

Prepared by: Mark Turpel

### BACKGROUND

The *Final Strategic Plan* of the I-5 Transportation and Trade Partnership recommended that the Bi-State Transportation Committee "...expand its role to review and advise JPACT, RTC, other councils, commissions and boards on: Management plans, interchange plans and agreements and transit station plans for the I-5 Corridor; and 2. Other transportation, land use and economic development issues of bi-state significance." It further recommended that a community enhancement fund be established and that "The Bi-State Coordination Committee would recommend the specific details in conjunction with the Environmental Justice Work Group."

Accordingly, after interviewing members of the Bi-State Transportation Committee, a draft Bi-State Coordination Committee charter was written. At its October 23, 2003 meeting, the Bi-State Transportation Committee reviewed a draft of a charter and approved the charter with some recommended changes that are reflected in the draft charter attached as Exhibit A to resolution 03-3388. At the November 4, 2003 Southwest Washington Regional Transportation Council (RTC) approved by unanimous vote "Adoption of (RTC) Resolution 11-03-30 "Bi-State Coordination Committee Charter", that once supported by member local government and agency resolutions, would be established." The charter adopted by the RTC is identical to that attached as Exhibit A to proposed Metro Resolution No. 03-3388.

At their November 13, 2003 meeting, JPACT discussed the draft resolution and draft charter. JPACT recommended approval of resolution No. 03-3388. Further, they recommended that the Bi-State Coordination Committee consider: 1) adding review of air and marine transportation issues of bi-state significance; and, 2) that agencies, such as ODOT and WSDOT, TriMet and CTRAN, affect and are affected by actions of the other signatory jurisdictions and should participate in the Bi-State Coordination Committee proceedings and the Bi-State Coordination Committee may offer recommendations to these agencies as well as local jurisdictions. These recommendations, along with any other work scope recommendations, would be considered by the Bi-State Coordination Committee during 2004 after the Committee has had time to get into operation. Bi-State Coordination Committee recommendations would be then be brought back for consideration.

## **ANALYSIS/INFORMATION**

1. **Known Opposition**           None known.
  
2. **Legal Antecedents**
  - Metro Resolution No. 99-2778 (establishing, along with the Southwest Washington Regional Transportation Council, the Bi-State Transportation Committee)
  - Metro Resolution No. 00-2991 (revising agreement on roles and responsibilities of Bi-State Transportation Committee)
  - Metro Resolution No. Resolution 02-3237A (endorsing the I-5 Strategic Plan and directing staff to incorporate the I-5 Strategic Plan recommendations)
  
3. **Anticipated Effects**           Increased coordination and cooperation with jurisdictions in Southwest Washington. Replacement of the Bi-State Transportation Committee with a new Bi-State Coordination Committee
  
4. **Budget Impacts**           Continuing staff support to Committee.

## **RECOMMENDED ACTION**

Adopt Metro Resolution No. 03-3388.