

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: June 24, 1999
DAY: Thursday
TIME: 2:00 PM
PLACE: Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. EXECUTIVE OFFICER COMMUNICATIONS

4. AUDITOR COMMUNICATIONS

5. MPAC COMMUNICATIONS

6. METRO LEGISLATIVE UPDATE

PacWest

7. CONSENT AGENDA

7.1 Consideration of Minutes for the June 17, 1999 Metro Council Regular Meeting.

8. ORDINANCES - SECOND READING

8.1 **Ordinance No. 99-793B**, For the Purpose of Adopting the Annual Budget for Fiscal Year 1999-00, Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency.

McLain

8.2 **Ordinance No. 99-808**, Amending the FY 1998-99 Budget and Appropriations Schedule in the Growth Management Department of the Planning Fund transferring \$42,350 from Contingency to Personal Services to fund annexation processing services purchased by the local jurisdictions; and Declaring an Emergency.

McLain

8.3 **Ordinance No. 99-810**, For the Purpose of Amending the Budget and Appropriation Schedule for FY 1998-99 by Transferring \$50,000 from Contingency to Personal Services in the Zoo Operating Fund, and Declaring an Emergency.

Washington

9. RESOLUTIONS

- 9.1 Resolution No. 99-2764, For the Purpose of Approving Metro's Membership in the "For the Sake of Salmon" organization. Park
- 9.2 Resolution No. 99-2789, For the Purpose of Declaring Support for Pacific Coastal Salmon Recovery Initiative and Federal Funding for Watershed Recovery in Response to Endangered Species Listing. Park
- 9.3 Resolution No. 99-2797, For the Purpose of Appointing Dorothy Sperry to the Water Resource Policy Advisory Committee. McLain

PUBLIC HEARING

- 9.4 Resolution No. 99-2806A, For the Purpose of Amending the Locally Preferred Strategy for the South/North Light Rail Project to Define the Interstate Max Project as the First Construction Segment and to Amend the FY 2000 Unified Work Program. Kvistad
- 9.5 Resolution No. 99-2795A, For the Purpose of Amending the FY 00 Unified Work Program to add the South Corridor Transportation Alternatives Study and Amending the Transportation Improvement Plan (TIP) to Authorize FY 99 Surface Transportation Program (STP) Funds. Kvistad
- 9.6 Resolution No. 99-2804A, For the Purpose of Endorsing the Interstate Max Light Rail Transit Project and South Corridor Financing Strategy and Amending the Metropolitan Transportation Improvement Program. Kvistad

10. COUNCILOR COMMUNICATION

ADJOURN

Cable Schedule for June 24, 1999 Metro Council Meeting

	Sunday (6/27)	Monday (6/28)	Tuesday (6/29)	Wednesday (6/30)	Thursday (6/24)	Friday (6/25)	Saturday (6/26)
CHANNEL 11 (Community Access Network) (most of Portland area)		4:00 P.M.					
CHANNEL 21 (TVCA)							
CHANNEL 30 (TVCA) (NE Washington Co. - people in Wash. Co. who get Portland TCI)							
CHANNEL 30 (CityNet 30)	8:30 P.M.						
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)		12:00 P.M. (6/17 meeting)		10:00 P.M.	11:00 P.M. (6/17 meeting)	10:30 P.M. (6/17 meeting)	7:00 A.M. (6/17 meeting)
CHANNEL 19 (Milwaukie TCI) (Milwaukie)	4:00 P.M. (6/17 meeting)					10:00 P.M. (6/17 meeting)	9:00 A.M. (6/17 meeting)

PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES. PUBLIC HEARINGS: Public Hearings are held on all Ordinances second read and on Resolutions upon request of the public.

Agenda Item Number 7.1

Consideration of the June 17, 1999 Metro Council Meeting minutes.

Metro Council Meeting
Thursday, June 24, 1999
Council Chamber

MINUTES OF THE METRO COUNCIL MEETING

June 17, 1999

Council Chamber

Councilors Present: Rod Monroe (Presiding Officer), Susan McLain, Ed Washington, Rod Park, Bill Atherton, David Bragdon, Jon Kvistad

Councilors Absent: None

Presiding Officer Monroe convened the Regular Council Meeting at 2:10 p.m.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATION

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. AUDITOR COMMUNICATIONS

None.

5. MPAC COMMUNICATION

Councilor McLain said they did not have an MPAC meeting this week.

Councilor Atherton asked about the next MPAC agenda.

Councilor McLain said the next MPAC meeting would concentrate on the Regional Transportation Plan, the Metro Code, and the Affordable Housing Technical Advisory Committee (H-TAC).

6. METRO LEGISLATIVE UPDATE

Mr. Dan Cooper, General Counsel, said Senate Bill (SB) 1187, which Metro had opposed, continued to sit in the House committee with no further action. On the Federal front, there had been a development on possible federal legislation for commerce clause authority for local governments to regulate the flow of solid waste, or Federal Flow Control Regulation. He said in the past, the Council favored this legislation. Staff submitted testimony on Metro's previous position for a committee hearing on Friday; he said he did not expect the committee to take action soon.

Mr. Cooper added that there had been some discussion of what might happen on the transportation tax. The last news was the possibility of the introduction onto the Senate floor of a five cent increase linked to dropping the weight mile tax and substituting the diesel fuel tax. He said the current form of the proposal was opposed by the American Automobile Association (AAA) of Oregon, which had threatened to seek a referral to the voters.

Mr. Cooper said there were some indications that something may be happening on the Day Road prison siting, and a hearing may be held soon that would result in a bill moving to the House floor, that would authorize substituting the Day Road site for the Dammasch site.

Presiding Officer Monroe asked about the fuel tax/highway fund issue. He said it struck him strategically that, even if the Senate passed it in a form unacceptable to AAA and the voters, it might be a step forward to getting the bill in a conference committee that could ultimately create a package acceptable to the whole legislature and the Governor.

Mr. Cooper agreed. Procedurally, if the Senate passed anything different than what the House approved, the House must either concur with the Senate's amendments, or create a conference committee to look for a compromise.

7. CONSENT AGENDA

7.1 Consideration meeting minutes of the June 10, 1999 Regular Council Meeting.

Motion: **Councilor McLain** moved to adopt the meeting minutes of June 10, 1999 Regular Council Meeting.

Seconded: **Councilor Atherton** seconded the motion.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

8. ORDINANCES - SECOND READING

8.1 Ordinance No. 99-793A, For the Purpose of Adopting the Annual Budget for Fiscal Year 1999-00, Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency.

Motion: **Councilor McLain** moved Ordinance No. 99-793A.

Seconded: **Councilor Washington** seconded the motion.

Motion to

Amend: **Councilor McLain** moved to amend Ordinance No. 99-793A to add an Exhibit C to cover the following issues: 1) incorporate substantive and technical changes that were outlined in a separate memo, dated June 11, 1999, 2) reinstate the Assistant to the Presiding Officer position previously deleted from the budget as a Council Analyst position to be funded by a transfer of appropriations from the Council Public Outreach Office materials and services to Council Personal Services, and 3) transfer four positions from various departments to the Council Office to create one Council Analyst position and three Council Assistant positions.

**Second the
Amendment:** **Councilor Atherton** seconded the amendment.

Presiding Officer Monroe said the Council went over the technical amendments and substantive amendments last week. He said the Council staffing amendments were per the negotiations that took place between Jeff Stone, Council Chief of Staff, and Bruce Warner, Chief Operating Officer, at the request of both the Executive Officer and the Council at its retreat.

Councilor Kvistad asked if the items were being taken as a package.

Presiding Officer Monroe said the motion was to adopt all of the amendments, unless a Councilor would prefer to separate the issues.

Chair McLain noted that the issues were in the June 11, 1999, memo. A copy of the memo is included in the meeting record.

**Vote to
Amend:** The vote was 7 aye / 0 nay/ 0 abstain. The motion passed unanimously.

Presiding Officer Monroe opened a public hearing. No one came forward to speak with regard to Ordinance No. 99-793B. Presiding Officer Monroe closed the public hearing. He noted that the Council would vote on the main motion at its next meeting on June 24, 1999.

8.2 **Ordinance No. 99-806**, For the Purpose of Granting a New Composting Facility License to the Relocated City of Portland Leaf Composting Facility.

Motion: **Councilor Washington** moved to adopt Ordinance No. 99-806.

Seconded: **Councilor Atherton** seconded the motion.

Councilor Washington said Ordinance No. 99-806 would relocate a leaf composting facility owned by the City of Portland. He noted that the facility collected leaves from street cleaners and general maintenance, not the general public.

Presiding Officer Monroe opened a public hearing. No one came forward to speak with regard to Ordinance No. 99-806. Presiding Officer Monroe closed the public hearing.

Councilor Bragdon asked if the leaf composting facility was located in an industrial area.

Councilor Washington said no, it was located near the jail, in close proximity to Riverside Country Club, the National Guard Armory, and horse stables.

Councilor Bragdon asked if the relocation would impact residents.

Councilor Washington said there were three or four houses and a couple of urban farms in the area, but it was not a high residential area. He urged the Council's aye vote.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed with Councilor Park absent from the vote. He voted later in the session.

8.3 **Ordinance No. 99-809**, For the Purpose of Amending Ordinance No. 98-788C which Amends the Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance No. 95-625A in Urban Reserve 55 of Washington County.

Motion: **Councilor McLain** moved to adopt Ordinance No. 99-809.

Seconded: **Councilor Bragdon** seconded the motion.

Councilor McLain reviewed that Ordinance No. 99-809 was passed in December 1998, and covered the exception land inside Metro's jurisdictional boundary, south of the Tualatin Valley (TV) Highway. She said this particular ordinance covered 350 acres of exception land and 48 acres of exclusive farm use (EFU) land, which was inadvertently left in the original ordinance. She said four parties appealed the original ordinance, and Ordinance No. 99-809 would address three of the four appeals. She said it was important for the Council to adopt Ordinance No. 99-809 because the City of Hillsboro demonstrated that it looked at Metro's conditions when Metro said Hillsboro had to have a stand-alone plan for this piece of exception land. She said she delivered a reaffirmation of that to the office in a plan that was before the Hillsboro Planning Commission that looked at Metro's conditions and issues, and demonstrated that Hillsboro had a stand-alone plan for that area. She said removal of the 48 EFU acres would allow Metro to move forward and address some of the issues of the fourth appeal, which mainly concerned transportation issues. She said the fourth appellant, Steve Larrance, had completed a lot of work, and it would allow his work to be utilized by the City of Hillsboro and Washington County, that had also done additional transportation planning. She said she understood Washington County would not complete its plan for three more weeks, but its work would be much more detailed than the conceptual plan required by Metro. She said Ordinance No. 99-809 was a good legal and practical process for Metro to settle three appeals by removing the 48 acres of EFU land.

Councilor Atherton asked Councilor McLain what evidence she had that the City of Hillsboro had a stand-alone plan.

Councilor McLain said when the Council passed the ordinance in December 1998, it had explained extensively to the City of Hillsboro that there must be a stand-alone plan. Through the work, review and analysis at that time, Chair McLain felt Hillsboro made that effort. She said during the appeal process, she saw specific evidence of a stand-alone plan.

Councilor Atherton said the term "stand-alone plan" inferred that the information was available for Metro to evaluate the big-picture issues and the impacts on air, land, water, and transportation resources.

Councilor McLain said she believed that information was available when the ordinance was passed in December 1998. She said since that time, the City of Hillsboro and Washington County went further and demonstrated through their work that they had stayed true to Metro's demand.

Councilor Atherton asked about the element of jobs/housing balance in the concept plan.

Councilor McLain asked if Councilor Atherton was referring to the urban reserve concept plan or the comprehensive plan currently under work.

Councilor Atherton said he was referring to the concept plan, which was part of the big picture the Metro evaluated.

Councilor McLain said as far as the jobs/housing balance in the concept plan, the concept plan indicated that Hillsboro needed more homes for the jobs that would be created in the industrial sanctuary, as indicated on the 2040 Growth Concept Map. She noted that when the Council looked at the jobs/housing balance, it was not looking at new subdivisions that, within that subdivision, would have to have their own jobs; the Council was looking at sub-regional areas, which were transportation analysis zones, so those homes would be working toward meeting the imbalance with the industrial areas to the north.

Councilor Atherton asked if Hillsboro did not already have a jobs/housing imbalance.

Councilor McLain said that was the reason the City of Hillsboro specifically requested that Ordinance No. 99-809 be passed forward: Hillsboro was looking for some homes to house those workers.

Councilor Atherton pointed to the area in question on a map, and asked why the Council should build on good farm land when it could convert some of the industrial land to residential.

Councilor McLain said the land in Ordinance No. 99-809 was exception land, and the Council was considering a motion to remove the only 48 acres of EFU land in there. She said the Council was not using good farm land, at least in the zoning definition. She said the purpose of Ordinance No. 99-809 was to remove the 48 acres of EFU land which was inadvertently left in the ordinance in December 1998. As far as transferring industrial land to residential land, Councilor McLain said that when the committee and Council begin considering the Urban Growth Report, there will be evidence that there is a need for industrial and commercial land in certain subareas of the region. The City of Hillsboro already indicated that it was not interested in transferring industrial land to residential land because it felt it lacked industrial land.

Presiding Officer Monroe opened a public hearing.

Steve Larrance, Citizens Against Irresponsible Growth (CAIG), 20660 Southwest Kinnaman Road, Aloha, testified on behalf of CAIG. He requested that the Council delay its decision on Ordinance No. 99-809 until the results from the independent traffic analysis being performed by DKS, which was hired by Washington County, were in. Those results should be available in about three weeks. If the Council was truly interested in making this decision based on facts and justifiable modeling assumptions, it would wait. Metro's staff report on this site stated repeatedly that staff were relying on the Kittelson Report assumptions and conclusions, which were not substantiated.

Mr. Larrance said that rather than take action tonight, the Council could file a motion with the Land Use Board of Appeals (LUBA) asking for an extension. He was sure LUBA would rather that Metro deal with the transportation issues now. Metro failed to meet with him and CAIG during the 90-day self-remand period on those issues and now if the Council moved ahead and approved this Ordinance quickly to avoid the DKS study outcome the Council would leave CAIG no choice but to appeal again. LUBA would most likely remand that back to the Council

to deal with the issues CAIG raised. So why not do it now? He assured the Council CAIG's issues and appeals would not go away, and it was in fact gaining momentum and support.

Mr. Larrance said for regional comprehensive land use and transportation oversight to succeed and, dare he say survive, it needed to make decisions based on the facts and principles of those disciplines, not political expediency. He realized it would be awkward to revisit the decisions of former Councils concerning what drives the urban form the region takes as it continues to expand. But this path decided several years ago, which did not even consider Metro's own decisions regarding where transportation infrastructure would someday be built, was a dead end path. One which may well lead to the end of both land use planning and regional government. And could the Council fault the electorate if it chose to end regional government if that body could not even follow the basic principle that growth, especially high density growth, followed transportation corridors.

Mr. Larrance said this decision, the first domino in the South Hillsboro urbanization line, would ultimately locate over 200,000 new residents very far from jobs it was purported to be supporting with no funding for the roads between. The Council's ordinance finding that Hillsboro would be required to simply list the necessary off-site road improvements in its comprehensive plan meant absolutely nothing. Many of these improvements were not even in the city and its Transportation System Plan listed over \$500 million in existing needed road construction created in the last few years by allowing development without a road funding strategy. Wise expansion must aid in addressing existing needs.

Mr. Larrance asked the Council to please realize that the only affordable option to create housing with a transportation link to the North Hillsboro jobs was in the Highway 26 corridor. This area also contained exception and EFU lands with less productive soils than the South Hillsboro sites.

Rick Clements, 4185 Southwest 205th, Aloha, said he lived about a block from the area under consideration and worked in the high-tech industry, and probably represented the type of people being looked at. He said he averaged about four years at a company, whereas the industry average was about 2 1/2 to 3 years. He moved into the area because it was near Beaverton, where he was working, and he has since worked in Wilsonville and Tigard. Therefore, to say that the area's residents would magically live in this area and work in the industrial area in Hillsboro was not accurate. He said the TV Highway was essentially at capacity now, so he and a number of people take the Westside Bypass, which has not been built yet. During peak hours, TV Highway was already at capacity. In his opinion, the independent study and the growth study, which would be produced soon, should be considered before the Council moved forward.

Rick VanBeveren, CAIG, 2858 Northeast Jackson School Road, Hillsboro, said he was a member of the South Urban Reserve Task Force for the City of Hillsboro to look at the concept plans and the urban growth expansion that was envisioned for South Hillsboro. He said he also served on the board of CAIG, because as Mr. Larrance said, he had grave concerns about the adequacy of transportation infrastructure to serve the 20,000 people who could potentially live in the South Hillsboro urban reserves. He said he was a business owner along TV Highway, and a property owner as well, and his task in the Task Force was to represent the interests of property owners and businesses along TV Highway. Tom Kloster, Transportation Department, presented some of the modeling Metro did to a small group of the task force, and TV Highway was forecast as a limited access expressway that would have dire consequences for existing small

businesses and property owners along TV Highway. He was not convinced that modeling had been done to even accommodate the current growth in the area, without the addition of Urban Reserve West 55, the St. Mary's property, and the other properties on the south. He urged the Council to look at the adequacy of transportation, look at the severe impact it would have on a group of small businesses and property owners, and understand that there would be grass roots political opposition and money flowing into the opposition movement because of the impact on property owners and small business owners.

Councilor Atherton asked Mr. VanBeveren for comments or observations about the industrial reserve area in Hillsboro.

Mr. VanBeveren said it was difficult for him to speak in opposition because he worked so closely with the City of Hillsboro in the planning and success of that area, and was formerly the President of the Chamber of Commerce in Hillsboro. He said it made more sense to him to place the proposed residential density levels in the industrial reserve area, which was closer to a committed transportation corridor. He noted that TV Highway was remote from functioning freeway systems, and he did not see an opportunity to build a freeway in that area. Perhaps if the Westside Bypass had been built, it would be logical to put the proposed density in that area, but the bypass was not likely to happen in his lifetime.

Councilor Atherton paraphrased Mr. VanBeveren as saying, put more housing in the industrial sanctuary. He asked if Mr. VanBeveren felt the industrial sanctuary was too large, and that the city's eyes were bigger than its budget.

Mr. VanBeveren said he thought the City of Hillsboro was starting to understand the costs of providing the transportation infrastructure. His own assessment was that Hillsboro grossly underestimated the costs of serving the residents and businesses in that area. Costs would be much less if the city rezoned some of the industrial sanctuary to residential.

Councilor Atherton asked if Mr. VanBeveren believed that the proposed development in Urban Reserve (UR) 55, even without taking out the EFU land, would exceed the capacity of the infrastructure along TV Highway, which were regional facilities.

Mr. VanBeveren said he thought Metro would be looking at the potential for a functional reclassification into some other form of highway, even to serve West 55 urban reserve, due to the pressures from infill of businesses and residential areas. He noted that TV Highway was already at capacity, yet infill and redevelopment continued along the highway. He said development of West 55 would pose serious challenges for TV Highway.

Councilor Atherton noted that Mr. VanBeveren was part of the Task Force to look at the urban reserves, which had a traffic study from Kittelson and Company. He said as he understood it, there was a provision in the Kittelson study that 30 percent of the trips at peak hour from the industrial area would be by transit.

Mr. VanBeveren agreed, and said he called it the magic of multi-modal mitigation. He said it did not meet the laugh test of the people who lived and did business in that area. He said perhaps that was a projection of 50 years from now, but currently, that area was not well served by transit, nor was it in the corridor served by light rail. He said he did not know how transit trips could reach the level of 30 percent.

Robin Kuehnast, 4140 Southwest 209th, Hillsboro, granted her time to Mr. Derr.

Larry Derr, CAIG, 53 Southwest Yamhill, Portland, represented Citizens Against Irresponsible Growth, Walter Hellman, Rick VanBeveren and Steve Larrance. The purpose of his testimony was to identify for the Council issues it should address before acting on the proposed ordinance. Because the Council had chosen to consider the ordinance for the first time on the last day available for action pursuant to the LUBA withdrawal, and because the Council was apparently unwilling to request an extension of that time from LUBA, he recognized that these issues would most likely have to be addressed during the continuation of his appeal of the proposed urban growth boundary (UGB) expansion. Because the Council was unwilling to accept written testimony at this hearing and it would take more than three minutes to state these issues, he asked Ms. Kuehnast to speak immediately following his testimony and complete the identification of issues.

Mr. Derr said proposed Ordinance No. 99-809 failed to comply with MC §3.01.12, 3.01.015, 3.01.020, 3.01.040, 3.01.050, 3.01.610 and following sections constituting Title 6, 3.01.640B, 3.01.110 and following sections constituting Title 11, State statutes, Land Conservation and Development Commission (LCDC) administrative rules and statewide goals.

He said specifically, but without limitation, the ordinance violated Metro Code and other applicable law as follows:

- Metro's designation of urban reserve areas did not properly consider all relevant alternative locations to meet the purported need identified in this ordinance. To the extent the ordinance did not rely on the prior urban reserve designations it failed to evaluate alternative locations.
- The conclusion that there was a need for additional urban land was not supported by the most recent and accurate analysis conducted by Metro.
- The ordinance purported to approve an urban reserve plan and in the alternative to approve a UGB amendment subject to creation and approval of an urban reserve plan. The direction to Hillsboro to adopt the approved urban reserve plan was inconsistent with a direction to create and submit an urban reserve plan for Metro approval. Metro Code did not permit a UGB expansion without an approved urban reserve plan.
- Any conclusion that this land must be included in the UGB without an approved urban reserve plan was not factually supported.
- The Growth Management Committee hearing preceded the introduction and first reading of the ordinance.
- The Growth Management Committee unlawfully restricted the subject matter of testimony at its hearing.
- The Council unlawfully prohibited written and evidentiary testimony during this hearing.
- The ordinance condition requiring Hillsboro to adopt reduced level of service (LOS) standards was ambiguous as to whether it included only roads within the UGB expansion area or also included roads serving the area, and if so, which ones.
- Metro did not have the authority to dictate to Hillsboro reduced LOS standards in light of Title 6 provisions, and had not made findings required to justify the change.
- To the extent an ordinance condition purported to dictate to Hillsboro reduced LOS standards for the TV Highway corridor, the condition could not be effective when much of the TV Highway corridor was not in Hillsboro and all of it was under ODOT jurisdiction. To the extent the ordinance condition was limited to roads within the

expansion area, the ordinance condition could not support the assumptions and conclusions concerning transportation issues.

- The UGB expansion did not satisfy LCDC Goal 12, Transportation, the Transportation Planning Rule or LCDC Goal 11, Public Facilities and Services.
- The urban reserve plan failed to meet the requirements of the Transportation Planning Rule.
- The urban reserve plan was not consistent with the Regional Transportation Plan (RTP). Findings of consistency were not supported in the record. The findings did not address the only applicable Regional Transportation Plan, which was the 1992 update of the 1989 revision of the RTP.
- The findings and supporting information relied on inconsistent planning proposals for transportation facilities, inconsistent designations of existing facilities and inconsistent conclusions concerning the functioning, both present and future, of needed transportation facilities. The transportation findings and conclusions were not supported by the evidence in the record.
- The urban reserve plan did not provide for sufficient commercial and industrial development to meet the needs of the area to be developed.
- The estimates of the cost of public transportation facilities in the urban reserve plan were not supported by the evidence.
- The urban reserve plan provided for the destruction of the elementary school serving the area to accommodate road realignment but did not provide for a replacement school facility.
- The urban reserve plan had not been coordinated with Hillsboro or Washington County. Hillsboro had not considered the urban reserve plan for approval. There was no factual basis for Metro to assume the content of an urban reserve plan that Hillsboro may eventually submit for approval.
- The impacts of surrounding lands from the development approved by the ordinance would be significantly more adverse than the impacts if the development were located on other lands requiring a UGB amendment, including lands to the north between Sunset Highway and the existing UGB.
- The proposed uses were not compatible with other adjacent uses and would not be rendered compatible by the proposed conditions. The proposed residential densities were not similar to those in the urban areas to the north.
- The proposed location for the UGB expansion did not provide a clear transition between urban and rural lands, and in fact would support improper attempts to add rural EFU lands to the UGB.
- The UGB amendment areas was not capable of development as proposed without reliance on future urban development of rural EFU land to the east. Street connectivity on adjacent urban land could not be improved without reliance on those EFU lands.
- The ordinance did not attach the approved urban reserve plan and map as a condition of approval. The ordinance did not adequately identify the portions of the urban reserve plan it purported to require Hillsboro to adopt into its comprehensive plan. Provisions asserted to be part of the urban reserve plan and identified as conditions of approval were not part of the plan.

Councilor Atherton asked Mr. Larrance whether he was not allowed to submit his letter as written testimony.

Mr. Derr said the notice of the meeting said that no written testimony would be allowed, only oral.

Councilor McLain said the Council has been receiving testimony on this issue for over two months. She noted that it was announced at the last meeting that additional written testimony would be allowed until Thursday, June 10. She pointed out that she did not put the Hillsboro issues into the official testimony; the City of Hillsboro sent it to her in good faith, to show that it was keeping its commitments made in December 1998.

Mary Kyle McCurdy, 1000 Friends of Oregon, said 1000 Friends of Oregon appealed the ordinance adopted in December 1998, for two major reasons, which were addressed in the revised ordinance before the Council. First, the original ordinance included farmland, and second, the urban reserve concept plan was not a stand-alone plan just for the exception areas on the west side of UR 55. Those concerns were addressed in the revised ordinance and the findings. She said 1000 Friends of Oregon worked extensively with Metro's legal counsel and the state agencies to address those issues, and was satisfied with the ordinance before the Council.

Meg Fernekees, Oregon Department of Land Conservation and Development (DLCD), urged the adoption of Ordinance No. 99-809. She said working with Metro's legal counsel had been a positive experience for all the parties at the table. She said passage of Ordinance No. 99-809 would not be inconsistent with Statewide Planning Goal 2, Land Use Planning; Goal 3, Protection of Agricultural Lands; Goal 10, Housing; and Goal 14, Urbanization. She said DLCD appreciated the regional leadership shown by Metro to eliminate exclusive farm use zones from an expanded Metro urban growth area boundary in the Hillsboro and South Hillsboro areas. She said it also appeared the City of Hillsboro was exhibiting leadership by taking steps, as early as tonight, to approve the stand-alone plan, while at the same time wanting more detailed information regarding methods and feasibility of financing public infrastructure and transportation system improvements. She said she received a packet of information from Hillsboro which included a schedule for approval of the concept plan, with City Council action anticipated in July 1999.

Councilor Bragdon said while the City of Hillsboro may or may not have submitted testimony in the record for today, it did submit a letter to the committee record indicating it would make the concept plan a stand-alone plan. He asked Ms. Fernekees to confirm that the City of Hillsboro followed through on the letter it submitted to the Growth Management Committee.

Ms. Fernekees said yes. She added that she had a memorandum from the City of Hillsboro planning staff to the Planning Commission as well as a memorandum from the Planning Consultant to the City of Hillsboro, indicating how the plan was progressing, how it differed from the former plan, and the jobs and number of units in the stand-alone plan.

Councilor Bragdon said Ms. Fernekees testimony confirmed the committee's record in terms of the City of Hillsboro's participation.

Councilor Atherton asked about the industrial sanctuary in Hillsboro. He asked if that industrial sanctuary were built out, given the level of uncertainty possible in terms of the density of employment in industrial areas, would the amended plan for UR 55 provide enough housing to create a jobs/housing balance in Hillsboro.

Ms. Fernekees said unfortunately, she had not reviewed the plans for the industrial sanctuary. However, the stand-alone plan would indicate about 700 jobs to be part of the 370 acres. Certainly that would go a long way to helping the jobs/housing imbalance, but it was part of a bigger, complex picture.

Councilor Atherton said he knew this was a complex issue but the Council was trying to break it down into manageable units. One of the roles of Metro, with regard to jobs/housing balance, was to look at whether a community had more grandiose plans for jobs than for housing. He said he was trying to determine whether that was the case in Hillsboro, because people have asserted that. He said at this point, he had not seen information to refute that assertion.

Ms. McCurdy responded that while 1000 Friends of Oregon has disagreed with Metro concerning the level or significance of the jobs/housing imbalance in western Washington County, Washington County was relatively higher in jobs and housing than the east side of the region. She said she personally questioned whether that could be addressed by just adding land for housing, because people change jobs and two people living in one house commute all over the region. She said 1000 Friends of Oregon had argued in the past that things like the existence of a light rail line were part of how the region move people between jobs and housing. It was not merely a matter of putting a house next to an employment site, it was a much more sophisticated analysis. She said Metro's Urban Growth Report demonstrated a regional need for additional land, and this meets that need. Whether it could successfully address the jobs/housing balance was highly questionable, in her opinion.

Councilor Park asked Ms. Fernekees's about guaranteeing access to the farmland which the Council was considering removing from UR 55. The committee heard testimony from some of the property owners who were concerned about their ability to get large equipment and farm products to and from sites. He asked if there was anything within the changes she had seen, potentially within that plan or potentially within the Hillsboro jurisdiction, that would recognize that the ability needs to exist.

Ms. Fernekees said unfortunately, she had not. It was not in the prior, larger concept plan, and she had not yet seen the text of the new 120-page stand-alone plan.

Councilor Park asked whether there was anything in terms of LCDC guidelines that addressed that issue.

Ms. Fernekees said when DLCD reviewed the plan submitted by the City of Hillsboro, it could address this concern by asking Hillsboro to address it in the transportation system plan that it would submit for the subsequent comprehensive plan amendments after the area was added to the UGB.

Councilor Kvistad said he agreed with DLCD and 1000 Friends of Oregon on this issue. He asked Ms. Fernekees if she felt comfortable answering questions about the other part of UR 55, the St. Mary's property, or if she preferred to treat the land under consideration as a stand-alone parcel. He said he wondered if current DLCD policy saw a difference between the 48 acres of EFU land Metro was trying to exclude from the UGB, and the lands that were already included on the other side of these parcels.

Ms. Fernekees said she would rather deal with the parcel before the Council because the St. Mary's property was under separate litigation.

Presiding Officer Monroe closed the public hearing.

Councilor McLain directed Councilor Park's attention to page 9, paragraph G, of Ordinance No. 99-809, which said the City of Hillsboro and Washington County shall coordinate transportation facilities to provide appropriate farm vehicle access to farm land outside, but adjacent to, the new urban growth boundary established by this ordinance.

Councilor Atherton asked **Larry Shaw, Senior Assistant Counsel**, about the appeals and timing. He asked what would happen if Ordinance No. 99-809 did not go forward today.

Mr. Shaw said the alternative would be a motion filed with LUBA asking for an extension to the 90-day period, which Metro had by right, to reconsider Ordinance No. 98-788C. As a practical matter, for the extension request to be approved, all the parties in the case, which right now included four parties and the City of Hillsboro as an intervener, would have to agree to the extension before LUBA would grant it.

Councilor Atherton said he was disturbed by the adequacy of the information that may have been presented to the previous Council about this as an urban reserve area and an expansion of the UGB. In particular, he cited the lack of a full analysis of the industrial sanctuary, its relationship to the jobs/housing balance and transportation, and the Kittelson Report, which showed 30 percent of trips generated by transit. He noted that Mr. VanBeveren, who participated in the planning process, called the transit assumption laughable. He said it was time for the Council to rethink its plans, even if it meant returning to square one. He said it was not clear why the jobs/housing balance was never worked out when the industrial sanctuary was designated, as Hillsboro currently has an excess of jobs. He wondered why Hillsboro would want to exacerbate its imbalanced condition. He said Ordinance No. 99-809 was premature and did not fit in the big picture, and he urged the Council to vote no to allow time to rethink the growth issues in the Hillsboro area, and find a balance of transportation, jobs and housing.

Councilor Bragdon said he would support Ordinance No. 99-809 in the interest of moving ahead and moving 48 acres of EFU land out of contention, and then moving ahead with the non-farm use areas in UR 55. He said Metro was responsible for the jobs/housing balance on a regional and subregional basis, but it was not Metro's responsibility to do comprehensive planning for the City of Hillsboro. He said questions about the industrial sanctuary should be directed to the City of Hillsboro, not Metro. With regard to the transportation issues, Councilor Bragdon pointed out that the entire region was transportation deficient. He said the deficiency in transportation infrastructure should not be pretext for doing nothing, it should be pretext for redoubling the region's efforts to improve the transportation system.

Councilor Kvistad asked Councilor McLain if all of the property owners within the area supportive of the move.

Councilor McLain said all four owners were personally invited to the public hearing at the Growth Management Committee. She said one owner completely favored the motion, and the other three owners had questions about what they could do with their land, and did not like being in limbo. She said all four property owners were not happy that their properties were being

removed; they wanted to make sure they had an opportunity to do something with their land. She said at the committee meeting, she indicated to the property owners that as long as they were attached to Ordinance No. 98-788C, their properties would continue to be on appeal, but there were other opportunities available to them, including locational adjustments.

Councilor Kvistad said this had been a concern to him since it first came up. He said it had been extremely difficult to create a consistent edge in this area of the region, and it was very difficult for him to remove any of the lands without the property owners' agreement. He said he would try to act in the best interest of Metro as a whole, despite it going against the grain personally. He said he could not say whether it would make a better urban edge, but it would probably cure some of the appeal situations, and the City of Hillsboro supported the action. He said he would therefore support the motion. He added, however, that he expected the property owners would return to Metro and claim they were not properly notified, request to be added back into the UGB, file for locational adjustments. He said this was not the end of something, it was just the beginning. Under the circumstances, and because the City of Hillsboro supported it, he would support Ordinance No. 99-809, but he cautioned against it becoming a trend.

Councilor Atherton said he agreed with Councilor Bragdon that Metro should not be involved in the City of Hillsboro's city planning. However, he said, the whole system had to make sense. He compared it was like plumbing: if the whole idea did not hold together, the system would not hold water. What Metro was setting up in the region, quite clearly, was industrial sanctuaries on the periphery, and when that was done, the key to providing the jobs/housing imbalance was through transportation. He noted that the region made an incredible investment in transportation through the light rail system that went close to the industrial sanctuary in Hillsboro, and Highway 26, which went through the industrial sanctuary and had adequate right of way for improvement at a relatively low cost. To him, the argument of having jobs/housing imbalance did not hold water in this case, because the region was creating industrial sanctuaries on its periphery, which was okay as long as there was adequate transportation to it, and a plan to make sure it was funded. He said the primary regional role for Metro in this case was to see that other regional transportation facilities were not being overtaxed, and that Metro was the conduit for reviewing state law and making sure that Metro was trying to protect farmlands. He said his primary objection to Ordinance No. 99-809 was that the planning was not at a level to demonstrate that it would protect regional resources. He said the DKS study would come out in three weeks and would provide more detailed analysis of the transportation impacts so that Metro could look at how to protect TV Highway. He urged the Council to wait until it could review the DKS study, and not depend on the information that was presented earlier.

Presiding Officer Monroe thanked the Department of Land Conservation and Development, 1000 Friends of Oregon, the City of Hillsboro, Metro's legal counsel, and Councilor McLain for their hard, lengthy, and dedicated work to work out the compromise before the Council.

Councilor McLain said she wanted to clarify a couple of issues for the public record. First, on the issue of notification, she assured Councilor Kvistad that the committee personally notified all the property owners, including the fourth owner, who lived in Nevada, and attended some of the meetings.

Councilor Kvistad asked for a point of personal privilege. He said he appreciated Councilor McLain's response to his concerns, but by responding during her closing statements, it did not allow him an opportunity to respond.

Councilor McLain clarified for the general public that the Growth Management Committee notified all four of the property owners and actually found the fourth one in Nevada, and he did attend the meeting. She said she had spoken many times with Mr. Larrance and Mr. Derr, as had staff, and would have the opportunity to speak with them further now with three less outstanding appeals. As far as transportation, even the people who testified today said they did not believe the Tualatin Valley Highway could handle the transportation. She noted that the Council was removing 48 acres of property in the ordinance, not adding it. She said it was an important clarification because Metro did want to address transportation issues in that area. She reminded the Council and the public that in three different places in the ordinance, it gave conditions for what Hillsboro and Washington County must do before they can begin urbanization in that area. She noted that page 9, paragraph 6F(8), states the transportation element of the comprehensive plan shall be amended to require completion of a corridor study of the Tualatin Valley Highway prior to urban development approvals for land added to the urban growth boundary by this ordinance to provide additional means of maintaining the through traffic capacity while providing acceptable access to and across this highway. She concluded that it was important for Metro to leave local planning to local jurisdictions, and that zoning issues belong at the comprehensive plan level. She urged the Council to vote in favor of Ordinance No. 99-809.

Vote: The vote was 6 aye/ 1 nay/ 0 abstain. The motion passed with Councilor Atherton voting no.

9. RESOLUTIONS

9.1 **Resolution No. 99-2783**, For the Purpose of Authorizing and Entering into a Cooperative Agreement with the Oregon Parks Foundation to Acquire and Manage Funds for the construction and operation of the Diack Nature Center at Oxbow Regional Park.

Motion: Councilor Atherton moved to adopt Resolution No. 99-2783.

Seconded: Councilor Washington seconded the motion.

Councilor Atherton introduced Resolution No. 99-2783. A staff report to the resolution includes information presented by Councilor Atherton and is included in the meeting record. During committee discussion of Resolution No. 99-2783, the committee discussed the plans for the Diack Nature Center, and the committee's preference that the resolution also state that the area should have the least adverse impact possible on the natural area because Oxbow Regional Park was a natural area park, and that the construction and operation of the center should demonstrate or test innovative methods. He said he prepared an amendment to Resolution No. 99-2783 to accomplish those goals. A written copy of the amendment is included in the meeting record.

Councilor Kvistad requested a point of personal privilege. He said the resolution, if it was to be amended, would need to be amended by a vote after the resolution was on the table.

Presiding Officer Monroe clarified that the resolution was moved and seconded as is.

Motion to Amend: Councilor Atherton moved to amend Resolution No. 99-2783 under "Be it Resolved," by adding a second section to state:

2.) That the contracts and agreements for construction or operation of the Nature Center clearly reflect that Oxbow Regional Park is a natural area park, and the footprint and impacts of the developed facilities should be as small as reasonably necessary. Construction and operation of the Diack Nature Center should also demonstrate or test innovative methods that reduce impacts of human activity on the natural area, such as the use of composting toilets, and methods to reduce impervious surface areas.

Seconded to Amend: Councilor Park seconded the amendment for discussion purposes.

Michael Morrissey, Senior Council Analyst, said he drafted the Atherton amendment to Resolution No. 99-2783 at that request of Councilor Atherton. He said the amendment would add a second item under "Be it Resolved," and it was slightly different in the way it was written than what was discussed at committee. He said the amendment did not come up at committee as a motion to amend, but the items were discussed, and reflect Councilor Atherton's desire to give direction at this stage to department staff, relative to the impact on Oxbow Regional Park. He said there was a fair amount of discussion at committee about the use of composting toilets, for example, and impervious surfaces. He said the Atherton amendment was less directive in the absolute use of items such as composting toilets, and instead suggests an example such as the use of composting toilets, and methods to reduce impervious surface areas.

Presiding Officer Monroe asked **Charles Ciecko, Director of Regional Parks and Greenspaces**, for comment.

Mr. Ciecko said he read the amendment, and generally speaking, the department was closely aligned with Councilor Atherton philosophically on this issue. He said his main concern at this time was to clarify his understanding of Councilor Atherton's amendment. His understanding was that Councilor Atherton's amendment required consideration of innovate methods, but did not specifically require any particular method. If that was the intent and interpretation of the amendment, then the department was comfortable with the amendment.

Councilor Atherton said in committee they discussed composting toilets and the difficulties they can have in a public use setting. He suggested a friendly amendment to omit the phrase "the use of composting toilets, and" so that the final sentence would read, "Construction and operation of the Diack Nature Center should also demonstrate or test innovative methods that reduce impacts of human activity on the natural area, such as methods to reduce impervious surface areas."

Mr. Ciecko said that would help the department feel more comfortable. He pointed out that when they discuss "footprint," they were within a scenic waterway and there are height limitations. The most obvious way to reduce the footprint would be with a two-story building, but it was unlikely that would be allowed. He added that under a provision of Multnomah County code, all parking lots must be paved. He said Metro would seek an exception to the provision in Oxbow Regional Park. He said he brought up those examples because Metro operated and must design and build facilities within the context of existing codes, rules, and regulations. He said he wanted the clarification so that there was not an expectation from any member of the Council that any one of the examples listed in the amendment would be

implemented. He said the department would look at every opportunity to be innovative and reduce the impact of any facility on the natural resources.

Motion to Amend by

Friendly Amendment: **Councilor Atherton** moved, seconded by **Councilor Park**, to omit the phrase "the use of composting toilets, and" from his amendment to Resolution No. 99-2783.

Councilor Washington requested that Resolution No. 99-2783 be referred back to the Metro Operations Committee. He said this was committee discussion, and he would prefer to have it back in committee for the discussion. He said he thought this issue was resolved in committee, and he had not expected an amendment at Council level.

Presiding Officer Monroe said the Council could defeat the amendment and adopt Resolution No. 99-2783 as forwarded from committee, or send it back to committee if there was no pressing time restraint.

Councilor Washington said the Council could choose to discuss the amendment in Council, but he would vote no on the resolution today because he felt it was inappropriate to do committee work in Council.

Presiding Officer Monroe asked if there would be any problem in delaying passage of Resolution No. 99-2783 by sending it back to committee.

Mr. Cieccko said there would be no problem in sending it back to committee.

Presiding Officer Monroe re-referred Resolution No. 99-2783 to the Metro Operations Committee, without objection.

9.2 **Resolution No. 99-2792, For the Purpose of Authorizing Release of RFB #99B-15-REM for the Replacement of a Solid Waste Compaction System at the Metro Central Station.**

Motion: **Councilor McLain** moved to adopt Resolution No. 99-2792.

Seconded: **Councilor Washington** seconded the motion.

Councilor McLain introduced Resolution No. 99-2792. A staff report to the resolution includes information presented by **Councilor McLain** and is included in the meeting record.

Councilor Kvistad asked if the solid waste compaction system at Metro Central Station was replaced two years ago.

Councilor McLain said no, but the solid waste compaction system at Metro South Station was recently replaced.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

9.3 **Resolution No. 99-2798**, For the Purpose of Extending the Effective Date of Resolutions No. 98-2726B, 98-2728B, and 98-2729C Relating to Statements of Intent to Amend the Urban Growth Boundary.

Motion: **Councilor McLain** moved to adopt Resolution No. 99-2798.

Seconded: **Councilor Kvistad** seconded the motion.

Councilor McLain said in December 1998, when the Metro Council passed ordinances to add land to the UGB that was inside Metro's jurisdictional boundary, it also passed resolutions of intent for land outside Metro's jurisdictional boundary. At the time the resolutions were passed, the Boundary Commission was dissolved as a use for those types of annexations. At the same time, the state legislature put the issue in front of the Metro Council, and the Council had been working with MPAC to revise and replace positions for the Boundary Commission. In addition, Metro had been to the state legislature to try to simplify the process to annex to the Metro boundary. During this transition period, people who wanted to annex to the Metro jurisdictional boundary had appear before the Multnomah County Commissioners, as per state rule. Because of that, there were resolutions that were only given six months to find their way through the process to annex to the Metro jurisdictional boundary. Resolution No. 99-2798 would give an extension to all of those resolutions, not on the merit of the resolution itself, but on the flaw in the process that did not allow enough time for people to go through the process.

Presiding Officer Monroe said there would open a public hearing on Resolution No. 99-2798.

Councilor Bragdon thanked Councilor McLain for her explanation. He said he understood the resolution was not about the merits of the resolutions themselves. He said he was not on the Council in December 1998, but had he been, he would have voted no on some of the resolutions. When the Council gets to the point of the amendments of the UGB themselves, he will vote no on some, and possibly will vote yes on others, after hearing parties on either side discuss the merit of those cases. He said this was not what he was voting on today, and he reserved his right in the future to vote on the amendments themselves in any way he saw fit after a clear, public airing. To withhold an extension at this point would be more an abuse of the process, a use of technicalities in an inappropriate fashion, and would short-circuit the public process. He said it changed the decision factors from who had the best merit to who had the best lobbyist or lawyer, and was able to get to the courthouse at the right time. He said he intended to vote for Resolution No. 99-2798, but his vote did not mean he approved of the contents of the resolutions themselves. He said he would study that content very carefully and vote accordingly at the right time.

Councilor Park said he understood Councilor Bragdon's concerns about process and potential abuse of process. He said he was concerned about the way it had been constructed, because it forced him to vote for something in a package, when he philosophically did not believe in part of the package. He said he believed part of the package violated the state laws that distinguished which areas were to be urbanized and not urbanized, and the hierarchy involved. He said he was being forced to choose between voting no and abstaining, when he agreed with at least two-thirds of Resolution No. 99-2798. He requested a separation of Resolution No. 99-2798 with an amendment which would allow him to at least have the discussion in a more constructive fashion.

Motion to

Amend: **Councilor Park** moved to amend Resolution No. 99-2798 to exclude time extensions for urban reserve areas 53, 54 and the EFU portion of 55 outside the Metro boundary, as referenced in Resolution No. 98-2728C.

A copy of Councilor Park's amendment is included in the meeting record. He added that if the amendment was accepted, he intended to place the urban reserve areas in a separate resolution for the purpose of extending the time line for annexation to the Metro boundary.

Seconded: **Councilor Bragdon** seconded the amendment for discussion purposes.

Councilor Park said it was a procedural matter at this time; and would not change anything. Passage of his amendment would result in two resolutions for Council consideration. He asked for the courtesy at this time to vote on something he primarily favored.

Councilor McLain noted that Councilor Park's amendment was discussed at committee. She said she could not vote for the amendment because if the resolutions were divided, it would become an issue of merit. She said it was important for the Council to keep it an issue of process, fairness, and equality. She said Resolution No. 99-2798 should be adopted because the amount of time the Council allowed, six months, was not enough time for that work to take place.

Councilor Atherton asked Mr. Cooper what would happen if the Council let the time limit lapse.

Mr. Cooper said if time extensions were not granted for some, or all, of the resolutions in question, those areas would still be available for Council consideration for inclusion in the UGB, when the time came. Procedurally, though, failure to extend the deadline would create greater uncertainty for the property owners, because they were told by the Council to actively seek petitions for annexation to Metro. He concluded that remaining in the resolution would give property owners greater certainty, but the uncertainty of their future was still in the fate of the Council in both cases.

Councilor Atherton said if the problem was that Metro had a process that did not provide enough time, then the process should be modified. He said time limitations were usually put in place for a reason, and if new information was coming up, he believed it would be preferable for the public and for the Council to understand what was happening. He recommended that the Council drop the resolutions because they did not meet the time schedule, and take them up and review them when the Council had the new information, and review each one as a new package with the new information. If this was confusing to him, or to other Councilors, then he could see how it could be confusing to the public. He said he would prefer to change the ordinance dealing with the time limits rather than to create a confusing process.

Councilor Bragdon said Councilor Park did a good job at identifying some of the areas that he was likely to vote against when they came up at the appropriate time. He said he supported Councilor Park's amendments strictly out of respect and because Councilor Park requested it for his own ease of being able to vote on this package. He repeated, however, that creating distinctions among these extensions at this point was not logical or reasonable. This particular

distinction was based on the fact there was EFU land, and other distinctions could be made on the basis of transportation impacts or natural resource values. He said the Council should not yet begin making those distinctions.

Councilor Washington said this had been a very long, arduous process, and to him to felt like the Council now wanted to pick out some parts and do this or that with them, and he believed that created a fair amount of confusion. He said Resolution No. 99-2798 itself created some confusion for him, because he had to recap the events from the past few months. He said he would not support Councilor Park's amendment, and he would support Resolution No. 99-2798. He said Councilor Bragdon stated it clearly: the right to do what you want to do later on. He said there should be certainty, and the Council attempted to give certainty as it moved through the process, and obviously in these situations, it was impossible to give certainty to everyone. Given what the Council had to work with, he thought the Council did the best it could under the circumstances. He said dividing the resolution was not a good process.

Presiding Officer Monroe said what troubled him about the amendment was that it appeared, and would be perceived, as a decision making point, and the Council was not at the decision making point as to which properties should be brought in or not brought in. He said he voted for some of the parcels last year, and voted against others. He said this was not the appropriate time. A lot of circumstances had changed that caused it to be reasonable to grant an extension. He would prefer that the Council set them forward with the extension and make the decisions later on which properties come in and which do not, when the Council had the additional information it needed to make that decision. Presiding Officer Monroe asked Councilor Park to close.

Councilor Park said he did not want to get into the merits of this. He asked Mr. Cooper to briefly explain the annexation process, in terms of the four steps and the grounds for denial or approval.

Mr. Cooper said the process for annexation had changed considerably from a year ago, because the Boundary Commission was abolished. As a result of the legislature abolishing the Boundary Commission, this Council in December adopted an ordinance that established criteria for all annexations of land to any local government within the Metro boundary. The Council set forth three general criteria that applied to any annexation to a city or special district within Metro's boundary, and added a fourth criteria that applied only to annexations to the Metro boundary. The way the statements were made in setting up those criteria were look to urban service agreements between cities and special districts under what was called the SB 122 process, which was adopted years ago by the legislature, look to specifically applicable provisions of the Metro 2040 Growth Concept or Regional Urban Growth Goals and Objectives (RUGGO), or Functional Plan requirements, of which there were none currently, and then look at who was better to provide urban services that were related to the annexation process. The fourth criteria said the primary criterion for adding land to the Metro boundary was, whether the Metro Council had passed a resolution of intent to move the UGB, and that was a cross-reference back to the Council's then Code provisions which set forth a two-stage process for adding land to the Metro UGB, where it was outside the Metro jurisdictional boundary. He said that was the current status of things in terms of annexations to Metro, and under current law, until the moment when the Governor signs SB 1031, which was on his desk, that all hung together because Multnomah County continued to retain the jurisdiction to make that annexation decision, and the Council retained the sole authority to make the ultimate decision to move the urban growth boundary.

Mr. Cooper said interestingly enough, there was nothing in the Metro Code that contemplated adding land to the Metro jurisdictional boundary without there being an immediately subsequent vote on whether or not to add it to the UGB. He said there did not appear to be a door by which someone could request inclusion in the Metro boundary, but not the UGB. He said if and when the Governor signed SB 1031, the Multnomah County step would go away, and the Metro Council would be required to be the body to take action if and when it ever received a petition to annex to Metro. Under general special district law in the State of Oregon governing annexations, and the current Metro Code provisions that were applicable to annexations, the Council would literally be in the position of asking itself if someone requested inclusion in the Metro boundary, the primary criteria the Council would apply would be whether it had already passed a resolution of intent to add it to the UGB. He said that would not make much sense in that context since the Council could take both actions simultaneously if it received such a petition. If the Governor signed SB 1031, the Council may have the opportunity to address that in further Code amendments, and the Council would have a variety of options it could take when it got to that choice point.

Councilor Park asked Mr. Cooper under what criteria would be for denial of annexation to the Metro boundary.

Councilor Kvistad called for a point of order. He said during the close on an item was not the time for general discussion or questions and answers; it was the time to state the item before the Council. He said if the Council was moving to a close, the person closing needed to state prior to closing that it was a point of discussion and the close was reserved. He said he believed this was inappropriate for a close.

Presiding Officer Monroe said Councilor Kvistad was correct, but perhaps Councilor Park was not allowed enough of an opportunity to ask Mr. Cooper questions before closing. He retracted the closing, and directed Councilor Park to continue with his questions. He said other Councilors would have the opportunity to make comments after Councilor Park concluded his questioning.

Councilor Park thanked Councilor Kvistad and Presiding Officer Monroe. He asked Mr. Cooper about the grounds for approval or denial based on the current criteria.

Mr. Cooper said if the Council was willing to state that it was no longer its intention to move the UGB in that area, it would have a sound basis for denying the annexation request.

Councilor Atherton asked Councilor McLain if there were any plans to extend this time period to make it a one-year period rather than six months. He asked if this was a special consideration. He said if there was a time period after which consideration lapsed, that time period was there for reason.

Councilor McLain responded that Metro was currently in a transition period, as was pointed out by several speakers. She acknowledged that the Council could always amend its Code, and it could always be in transition, but this time there were a number of transitions that made the situation extraordinary. She said there was the abolishment of the Boundary Commission and the legislative issue.

Councilor Kvistad called for a point of order. He said this was not germane to the amendment before the Council.

Presiding Officer Monroe agreed. He said there would be an additional opportunity to debate the main motion after the Council voted on the amendment.

Councilor Park closed by saying his concern was if applicants were to come forward and request that they be brought into the jurisdictional boundary, the Council would be forced to accept the request, under the current situation.

Vote to

Amend: The vote was 3 aye/ 4 nay/ 0 abstain. The motion failed with Councilor Kvistad, Washington, McLain and Monroe voting no.

Presiding Officer Monroe opened a public hearing.

Ms. McCurdy said 1000 Friends of Oregon continued to oppose bringing the farmland in Washington County inside the UGB. As it considered the only reason to bring it into the jurisdictional boundary was a step toward bringing it into the UGB, 1000 Friends of Oregon continued to oppose it. These areas were currently the subject of an appeal before the Court of Appeals, and a decision was expected in the next few months. If these resolutions were not extended, they could always be revived if the areas survived the appeal. She said either way, 1000 Friends of Oregon would be back before the Council when and however the issue came before the Council again.

Councilor Bragdon asked if the granting of the time extensions would prejudice the Court of Appeals in any way.

Mr. Cooper said no, it would not.

Presiding Officer Monroe closed the public hearing.

Councilor Park said he wanted to clarify an issue that arose in committee discussion. He said the Department of Agriculture wrote a letter giving clarification as to the area primacy regarding non-point source pollution from agricultural activities. He said the most relevant sentence of the letter stated that the Department of Agriculture's day-to-day working relationship with the United Sewage Agency was in its department area's plan and the associated administrative rule provided a voluntary and regulatory framework within which agriculture and non-point source pollution was addressed on all lands in agriculture use in the Tualatin Basin. He said this was significant in that there was some conversation that one reason to bring the land into the UGB was to protect it under Title 3. He pointed out that whether the land was zoned for industrial, commercial, or residential, if the activity on the land was agricultural, the Department of Agriculture had primacy in those areas, and SB 1010 rules applied. A copy of the letter is included in the meeting record.

Councilor Atherton said it was premature to make decisions on any of these urban growth boundary adjustments. He said a new Urban Growth Report would be finished soon, there were new impacts of Endangered Species Act (ESA) listings, and there were new studies on transportation. He said there was nothing to be gained by making a statement of intent to move

the UGB at this point. He said the Council could delay action until a number of issues were resolved. He urged a no vote.

Councilor Bragdon said it was absolutely correct that it would be premature to make any decisions about the UGB today, but that was not what the Council was doing. He said to deny an extension would prejudice an applicant's qualifications, and he looked forward to judging the qualifications and making those decisions, but that was not the action before the Council at this time.

Councilor Park said it may be preferable to not allow some applicants to go through the process if they did not meet the screening criteria. He added the Metro boundary was not moved unless there was the intention to bring the land in for urbanization. He said he believed that in the next six months, some of the applicants would request a jurisdictional move and there were obvious reasons for that.

Councilor Kvistad said his personal view was that this land would be inside the UGB if it had not been for the adjustment that had to be made because it was not in the Metro jurisdictional boundary. He felt that all of Metro's urban reserves should have been within the Metro jurisdictional boundary, thusly within the Metro jurisdiction to be categorized and either preserved or not, depending on the 2040 Growth Concept, the Functional Plan, and the Framework Plan. To deny an application for an extension in this particular case, regardless of the merits of the case, would be problematic. He said he was not judging the land or the parcels, but moving this particular item forward and allowing the applicants the opportunity to apply under the existing criteria, as well as having them apply directly to Metro over a certain prescribed period of time, was preferable. He said he supported Resolution No. 99-2798, and he applauded the Chair of the Growth Management Committee for bringing it forward.

Councilor Atherton followed up on Councilor Kvistad's comments and said he had to rethink his position on the resolution. He said Councilor Kvistad made a good point about bringing the land inside the urban reserve areas inside the Metro service boundary. He said that would give people an opportunity to vote and participate in the regional government, which made imminent good sense.

Presiding Officer Monroe said this was a decision without prejudice to grant a time extension. It was not a decision to bring in, or not to bring in, any of the pieces of property listed.

Councilor McLain closed by saying that, not only was it not a UGB amendment decision, it was also not a decision to bring anything inside the Metro jurisdictional boundary. She said Resolution No. 99-2798 was a simply six-month extension to allow applicants to get to the right body to make the case for their particular pieces of land. She thanked Councilor Park for the letter from the Department of Agriculture. She said the last paragraph did say "all lands in agricultural use in the Tualatin Basin," and much of this land was already in urban use.

Vote: The vote was 6 aye/ 0 nay/ 1 abstain. The motion passed with Councilor Park abstaining.

9.4 **Resolution No. 99-2799A, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Program the Portland Regional Job Access Plan.**

Motion: Councilor Washington moved to adopt Resolution No. 99-2799A.

Seconded: Councilor Kvistad seconded the motion.

Councilor Washington clarified that Resolution No. 99-2799 went before the Joint Policy Advisory Committee on Transportation (JPACT) that morning, and was amended to an "A" version, and referred to Council.

Mr. Cooper clarified that Councilor Washington would move the JPACT recommendation, which was the "A" version, so it did not need to be amended in Council.

Councilor Washington presented Resolution No. 99-2799A: A staff report and committee report to Resolution No. 99-2799, and a staff report to Resolution No. 99-2799A include information presented by Councilor Washington and are included in the meeting record. He said the resolution was amended in JPACT to add the sentence "The Jobs Access Program should be examined by TPAC and JPACT after year one to consider the need for expanded job hubs at additional transit centers (especially MAX/bus centers) in areas not served by the initial job hubs." A copy of Resolution No. 99-2799A is included in the meeting record. Councilor Washington said the resolution was procedural, and he urged an aye vote.

Councilor Bragdon said the resolution was procedural, but it was also very important and was an issue of social justice. He said it related to two items in the news this week, first that Washington County had an agreement with Intel for Intel to pay the county to create jobs, while there were people in the region still in need of jobs and access. He said that fit with the second item, which happened that morning at JPACT. The Portland City Council decided to proceed with the Interstate MAX line, partially because there were areas along the alignment that had been disadvantaged in the past in terms of public investments, and there had been enterprise zones to try to cultivate jobs and access to jobs for residents who deserved and needed jobs there. He said the Jobs Access Program helped to link that up, and he was supportive of it.

Councilor Washington thanked Councilor Bragdon for his comments. He urged the Council to vote aye.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

9.5 **Resolution No. 99-2802, For the Purpose of Granting Time Extensions to the Functional Plan Compliance Deadline - June 1999.**

Motion: Councilor McLain moved to adopt Resolution No. 99-2802.

Seconded: Councilor Bragdon seconded the motion.

Councilor McLain presented Resolution No. 99-2802. A staff report to the resolution includes information presented by Councilor McLain and is included in the meeting record. Councilor McLain noted that the jurisdictions were not requesting exceptions to the Functional Plan, they merely needed more time to complete their work.

Councilor Bragdon asked staff if there were particular titles in the Functional Plan, such as Title 3, which seemed to be more difficult than others, in terms of achieving compliance.

Marian Hull, Senior Regional Planner, Growth Management Services Department, said there were particular items in the compliance work which fewer jurisdictions had yet completed, but there was no title, or particular issue in a title, for which more than one or two jurisdictions in the region had any issue in completing.

Councilor Washington asked Ms. Hull if she had a sense for how the jurisdictions felt about compliance with the Functional Plan.

Ms. Hull said overall, the response had been fairly positive.

Councilor McLain noted, in response to Councilor Bragdon's question, that the compliance plans before the Council did not include Title 3, because Title 3 had a different compliance deadline. She said staff previously indicated to her that the issues with compliance were varied and unique to each community.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

10. COUNCILOR COMMUNICATION

Councilor Kvistad said at JPACT this morning, the committee made decisions about the I-5 North, or I-MAX Corridor, of the potential light rail project. JPACT unanimously voted to 1) proceed with the project between the Rose Garden Arena and the Expo Center, 2) select the preliminary alignment for that project, and 3) put together the funding package to present to the federal government. Based on that funding presentation, the federal government would select a match, and the match would determine the project as a whole. He said the federal matching decision should be made by October or November 1999. He said there would be public hearings throughout the summer and fall about where to locate the light rail stops, the impact on local business and mitigation opportunities. He said the most difficult part was the funding package, and noted that the region had set aside \$55 million in a reserve fund for the South/North Corridor for rail. The region discussed that money intensely, and voted to continue to dedicate the \$55 million to the northern component of that rail project. To the south, JPACT made a commitment to Clackamas County to define and develop a bus and/or High Occupancy Vehicle (HOV) lane program to help Clackamas County address its substantial traffic congestion problems.

Councilor Kvistad said JPACT and the Metropolitan Planning Organization (MPO), an independent subcommittee of the Council, decided that rather than simply set aside money from projects, they would create a regional flexible fund, and would take dollars over the next five to ten years and start to create a fund of between \$20 to \$30 million for the region to use for priority projects, rather than simply waiting between authorization cycles, when the region had critical needs. As examples, he cited the HOV and/or bus projects to the south, and the Washington County commuter rail project. He thanked Washington County and Clackamas County for their work as regional partners. He also thanked Fred Hanson of Tri-Met, Charles Hales of the City of Portland, Roy Rogers of Washington County and Bill Kennemer of Clackamas County. Councilor Kvistad added that the Council would soon consider the Regional Transportation Plan (RTP).

Councilor Atherton said he appreciated the agreements of other jurisdictions outside of Clackamas County, that had received substantial funds over the years for transportation improvements, that Clackamas County would be next. He said the Council would need to focus on the source of those funds, which brought up the RTP. He asked at what point the Council would have an opportunity to give its input and made changes to the RTP.

Councilor Kvistad said the RTP would first go to the Transportation Planning Committee as an informational item. He said due to the complexity of the RTP, staff planned to individually brief each member of the Council. The RTP would then go to JPACT, and then be released to the general public. At that time, the Council would discuss which projects it preferred and the details of the projects. He said right now, it was compiling of what was already there, plus any changes made with the allocation of the additional \$70 million approved last week, and the rail package the Council would consider next week. He said Council could discuss the projects from July through September or October.

Councilor Atherton asked if the RTP was a policy document, and not just a project list.

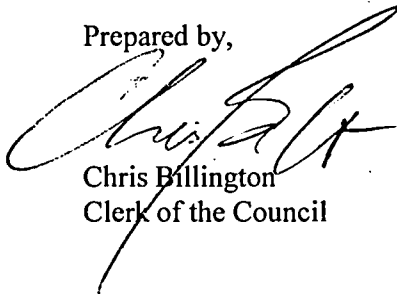
Councilor Kvistad said the 2040 Growth Concept put into place specific criteria for RTP projects. He said the decision about projects was a balancing act of the needs of the entire region. He said the general policy discussion of whether or not to change the way all transportation was reviewed was also an important discussion. He said Chapter 1 items related to the interrelationship of land use and transportation, and he would try in committee to have a broader discussion of transportation.

Councilor Washington encouraged the Council to attend the public hearing of the Regional Environmental Management (REM) Committee next Wednesday, June 23, at 1:30 p.m. He said the committee was still taking public testimony regarding how to use the savings from REM.

11. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Monroe adjourned the meeting at 4:50 p.m.

Prepared by,



Chris Billington
Clerk of the Council

Metro Council Meeting

June 17, 1999

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Document Number	Document Date	Document Title	TO/FROM	RES/ORD
061799c-01	June 10, 1999	Minutes of the Metro Council Meeting		
061799c-02	June 11, 1999	Technical Adjustments to the FY 1999-00 Approved Budget		
061799c-03	June 11, 1999	Substantive Adjustments to the FY 1999-00 Approved Budget		
061799c-04	no date	Exhibit C-FY 1999-00 Schedule of Appropriations		
061799c-05	June 14, 1999	Regional Environmental Management Committee Report		Ordinance No. 99-806
061799c-06	June 1, 1999	Growth Management Committee Report		Ordinance No. 99-809
061799c-07	June 17, 1999	Atherton Amendment		Resolution No. 99-2783
061799c-08	June 14, 1999	Regional Environmental Management Committee Report		Resolution No. 99-2792
061799c-09	June 8, 1999	Park Amendment		Resolution No. 99-2798
061799c-10	June 16, 1999	Memo RE: June 17th Agenda Item 9.3	Council/Keith Liden, AICP	Resolution No. 99-2798
061799c-11	no date	Resolution No. 99-2799A		
061799c-12	June 11, 1999	Growth Management Committee Report		Resolution No. 99-2802
061799c-13	June 14, 1999	Letter RE: water quality implementation in Tualatin Basin	Councilor Park/Michael J. Wolf	

Agenda Item Number 8.1

**Ordinance No. 99-793B, For the Purpose of Adopting the Annual Budget for Fiscal Year 1999-00,
Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency.**

Second Reading

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
ANNUAL BUDGET FOR FISCAL YEAR)
1999-00, MAKING APPROPRIATIONS,)
AND LEVYING AD VALOREM TAXES, AND)
DECLARING AN EMERGENCY)

ORDINANCE NO. 99-793AB

Introduced by
Mike Burton, Executive Officer

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 1999, and ending June 30, 2000; and

WHEREAS, recommendations from the Multnomah County Tax Supervising and Conservation Commission have been received by Metro (attached as Exhibit A and made a part of the Ordinance) and considered; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The "Fiscal Year 1999-00 Metro Budget," in the total amount of ~~THREE HUNDRED EIGHTY-TWO~~FOUR MILLION, ~~THREE-NINE HUNDRED FIFTEEN~~FORTYTHOUSAND, ~~FIVE HUNDRED EIGHT~~THREE HUNDRED THIRTY-FIVE (~~\$382,315,508~~\$4,940,335) DOLLARS, attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Ordinance, at the rate of \$0.0966 per thousand dollars of assessed value for Zoo operations and in the amount of SEVENTEEN MILLION, SIX HUNDRED SEVENTY-SEVEN THOUSAND, SEVEN HUNDRED FIFTY-SIX (\$17,677,756) DOLLARS for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 1999-00. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from the <u>Limitation</u>
Zoo Tax Base	\$0.0966/\$1,000	
General Obligation Bond Levy		\$17,677,756

3. The Washington Park Parking Lot Fund is hereby eliminated. The balance of the fund is zero.

4. In accordance with Section 2.02.125 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Ordinance, and hereby appropriates funds for the fiscal year beginning July 1, 1999, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

5. Pursuant to Metro Code 2.04.026(b) the Council designated the contracts which have significant impact on Metro for FY ~~1998-99~~1999-00 and their designations as shown in Exhibit D, attached hereto.

6. The Executive Officer shall make the filings as required by ORS 294.555 and ORS 310.060, or as requested by the Assessor's Office of Clackamas, Multnomah, and Washington Counties.

7. This Ordinance being necessary for the health, safety, or welfare of the Metro area, for the reason that the new fiscal year begins July 1, 1999, and Oregon Budget Law requires the adoption of a budget prior to the beginning of the fiscal year, an emergency is declared to exist and the Ordinance takes effect upon passage.

ADOPTED by the Metro Council on this ____ day of June, 1999.

Rod Monroe, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

KR:CY:rs

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June 10, 1999

**Tax Supervising
& Conservation
Commission**

724 Mead Building
421 S.W. Fifth Avenue
Portland, Oregon
97204-2189

TELEPHONE (503) 248-3054
FAX (503) 248-3053

E-Mail
TSCC@co.multnomah.or.us

Web Site
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Councilors
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Council Members:

The Tax Supervising and Conservation Commission met on June 10, 1999 to review, discuss and conduct a public hearing on the Metro 1999-00 Annual Budget. This hearing was conducted pursuant to ORS 294.605-705 to confirm compliance with applicable laws and to determine the adequacy of estimates necessary to support efficient and economical administration of the district.

The 1999-00 budget, filed May 10, 1999, is hereby certified by majority vote of the members of the Commission with no objections or recommendations. Estimates were judged to be reasonable for the purposes shown and the document was found to be in substantial compliance with the law.

Budget estimates and levy amounts certified are as follows:

		<u>Unappropriated Portion</u>
General Fund	\$ 10,340,659	\$ 212,058
Risk Management Fund	12,057,372	5,725,321
Support Services Fund	9,922,813	330,805
Building Management Fund	3,680,837	1,183,815
Solid Waste Revenue Fund	99,703,332	26,429,472
General Revenue Bond Fund	4,739,288	2,095,119
General Obligation Bond Debt Service Fund	30,766,091	11,663,967
Zoo Operating Fund	26,649,629	7,761,177
Planning Fund	20,837,954	0
MERC Operating Fund	57,116,058	19,390,952
Regional Parks and Expo Fund	10,387,628	2,508,514
Zoo Capital Fund	12,574,811	653,994
Open Spaces Fund	64,925,742	840,161
Convention Center Project Capital Fund	6,605,000	105,000
MERC Pooled Capital Fund	4,889,610	4,889,610
Regional Parks Trust Fund	448,725	411,605
Rehabilitation & Enhancement Fund	2,824,362	1,852,543
Smith & Bybee Lakes Fund	3,845,797	3,506,216
Total Budget Estimates	\$ 382,315,508	\$ 89,560,329

Tax Levy:
 Permanent Rate Zoo Operating - \$ 0.0966
 Debt Service - Not Subject to Limit \$ 17,677,756

Commissioners
 Richard Anderson
 Nancy Conrath
 Anthony Jankans
 Charles Rosenthal
 Carol Samuels

Councilors
Metro

June 10, 1999
Page 2

Please file a copy of the adopted budget and supporting documentation with the Commission within 15 days of adoption. The filing should include all budget detail sheets, LB-50, proof of publication of the notice of the public hearing, and the resolutions.

Finally, thanks to staff for their efforts and assistance. Metro's budget is very well done. It is extremely thorough and well organized.

Yours very truly,

TAX SUPERVISING & CONSERVATION COMMISSION



Richard Anderson, Commissioner



Nancy Conrath, Commissioner



Charles Rosenthal, Commissioner

**Exhibit C to Ordinance 99-793B
FY 1999-00 SCHEDULE OF APPROPRIATIONS**

	<u>Proposed Budget</u>	<u>Approved Budget</u>	<u>Revision</u>	<u>Adopted Budget</u>
BUILDING MANAGEMENT FUND				
Operating Expenses (PS & M&S)	\$747,580	\$747,580	\$0	\$747,580
Capital Outlay	15,000	15,000	0	15,000
Interfund Transfers	1,689,020	1,689,020	0	1,689,020
Contingency	45,422	45,422	0	45,422
Unappropriated Balance	1,183,815	1,183,815	0	1,183,815
Total Fund Requirements	\$3,680,837	\$3,680,837	\$0	\$3,680,837
CONVENTION CENTER PROJECT CAPITAL FUND				
Operating Expenses (PS & M&S)	\$0	\$325,000	\$0	\$325,000
Capital Outlay	0	5,665,000	0	5,665,000
Interfund Transfers	0	0	0	0
Contingency	0	510,000	0	510,000
Unappropriated Balance	0	105,000	0	105,000
Total Fund Requirements	\$0	\$6,605,000	\$0	\$6,605,000
GENERAL FUND				
Council Office				
Operating Expenses (PS & M&S)	\$1,125,418	\$1,136,990	\$188,230	\$1,325,220
Capital Outlay	4,000	4,000	(4,000)	0
Subtotal	1,129,418	1,140,990	184,230	1,325,220
Office of the Executive Officer				
Operating Expenses (PS & M&S)	1,517,578	1,518,699	16,500	1,535,199
Capital Outlay	16,500	16,500	(16,500)	0
Subtotal	1,534,078	1,535,199	0	1,535,199
Special Appropriations				
Materials & Services	150,000	175,000	0	175,000
Subtotal	150,000	175,000	0	175,000
General Expenses				
Interfund Transfers	6,767,020	6,786,252	77,720	6,863,972
Contingency	500,000	491,160	(295,754)	195,406
Subtotal	7,267,020	7,277,412	(218,034)	7,059,378
Unappropriated Balance	217,411	212,058	(212,058)	0
Total Fund Requirements	\$10,297,927	\$10,340,659	(\$245,862)	\$10,094,797
GENERAL OBLIGATION BOND DEBT SERVICE FUND				
Debt Service	\$19,102,124	\$19,102,124	\$0	\$19,102,124
Unappropriated Balance	11,663,967	11,663,967	0	11,663,967
Total Fund Requirements	\$30,766,091	\$30,766,091	\$0	\$30,766,091
GENERAL REVENUE BOND FUND				
Construction Account				
Capital Outlay	\$23,091	\$23,091	\$0	\$23,091
Subtotal	23,091	23,091	0	23,091
Project Account				
Capital Outlay	0	0	125,000	125,000
Subtotal	0	0	125,000	125,000

**Exhibit C to Ordinance 99-793B
FY 1999-00 SCHEDULE OF APPROPRIATIONS**

	<u>Proposed Budget</u>	<u>Approved Budget</u>	<u>Revision</u>	<u>Adopted Budget</u>
Debt Service Account				
Debt Service	2,226,078	2,226,078	0	2,226,078
Subtotal	2,226,078	2,226,078	0	2,226,078
General Expenses				
Interfund Transfers	0	0	0	0
Contingency	395,000	395,000	0	395,000
Subtotal	395,000	395,000	0	395,000
Unappropriated Balance	2,095,119	2,095,119	0	2,095,119
Total Fund Requirements	\$4,739,288	\$4,739,288	\$125,000	\$4,864,288
MERC OPERATING FUND				
Operating Expenses (PS & M&S)	\$26,950,785	\$26,477,693	\$36,866	\$26,514,559
Debt Service	1,378,954	2,513,415	0	2,513,415
Capital Outlay	17,628,816	7,659,816	(17,366)	7,642,450
Interfund Transfers	1,582,500	0	0	0
Contingency	1,074,182	1,074,182	(19,500)	1,054,682
Unappropriated Balance	7,975,678	19,390,952	0	19,390,952
Total Fund Requirements	\$56,590,915	\$57,116,058	\$0	\$57,116,058
MERC POOLED CAPITAL FUND				
Capital Outlay	\$0	\$0	\$0	\$0
Interfund Transfers	\$0	\$0	\$0	\$0
Contingency	0	0	0	0
Unappropriated Balance	4,889,610	4,889,610	0	4,889,610
Total Fund Requirements	\$4,889,610	\$4,889,610	\$0	\$4,889,610
OPEN SPACES FUND				
Operating Expenses (PS & M&S)	\$8,722,164	\$11,299,110	\$2,500	\$11,301,610
Capital Outlay	25,607,960	25,607,960	(2,500)	25,605,460
Interfund Transfers	2,131,844	2,178,511	424,065	2,602,576
Contingency	25,000,000	25,000,000	0	25,000,000
Unappropriated Balance	886,828	840,161	(424,065)	416,096
Total Fund Requirements	\$62,348,796	\$64,925,742	\$0	\$64,925,742
PLANNING FUND				
Transportation Planning				
Operating Expenses (PS & M&S)	\$8,908,815	\$12,860,513	\$24,000	\$12,884,513
Debt Service	1,074,500	1,074,500	0	1,074,500
Capital Outlay	24,000	514,000	(24,000)	490,000
Subtotal	10,007,315	14,449,013	0	14,449,013
Growth Management Services				
Operating Expenses (PS & M&S)	3,326,900	3,490,264	521,178	4,011,442
Debt Service	91,230	91,230	0	91,230
Capital Outlay	72,500	72,500	(48,500)	24,000
Subtotal	3,490,630	3,653,994	472,678	4,126,672

**Exhibit C to Ordinance 99-793B
FY 1999-00 SCHEDULE OF APPROPRIATIONS**

	<u>Proposed Budget</u>	<u>Approved Budget</u>	<u>Revision</u>	<u>Adopted Budget</u>
General Expenses				
Interfund Transfers	2,310,157	2,328,012	79,301	2,407,313
Contingency	341,640	406,935	63,608	470,543
Subtotal	2,651,797	2,734,947	142,909	2,877,856
Unappropriated Balance	0	0	0	0
Total Fund Requirements	\$16,149,742	\$20,837,954	\$615,587	\$21,453,541
REGIONAL PARKS FUND				
Operating Expenses (PS & M&S)	\$4,038,064	\$4,245,615	\$2,300	\$4,247,915
Debt Service	0	0	0	0
Capital Outlay	2,378,176	2,590,681	398,930	2,989,611
Interfund Transfers	815,077	821,095	31,466	852,561
Contingency	221,723	221,723	182	221,905
Unappropriated Balance	2,514,532	2,508,514	(54,045)	2,454,469
Total Fund Requirements	\$9,967,572	\$10,387,628	\$378,833	\$10,766,461
REGIONAL PARKS TRUST FUND				
Materials & Services	\$30,000	\$30,000	\$0	\$30,000
Interfund Transfers	7,120	7,120	0	7,120
Unappropriated Balance	411,605	411,605	0	411,605
Total Fund Requirements	\$448,725	\$448,725	\$0	\$448,725
REHABILITATION & ENHANCEMENT FUND				
Materials & Services	\$631,839	\$631,839	\$0	\$631,839
Interfund Transfers	39,980	39,980	0	39,980
Contingency	300,000	300,000	0	300,000
Unappropriated Balance	1,852,543	1,852,543	0	1,852,543
Total Fund Requirements	\$2,824,362	\$2,824,362	\$0	\$2,824,362
RISK MANAGEMENT FUND				
Operating Expenses (PS & M&S)	\$5,782,051	\$5,782,051	\$0	\$5,782,051
Capital Outlay	10,000	10,000	0	10,000
Interfund Transfers	255,000	340,000	0	340,000
Contingency	200,000	200,000	0	200,000
Unappropriated Balance	5,810,321	5,725,321	0	5,725,321
Total Fund Requirements	\$12,057,372	\$12,057,372	\$0	\$12,057,372
SMITH AND BYBEE LAKES TRUST FUND				
Operating Expenses (PS & M&S)	\$176,224	\$272,224	\$0	\$272,224
Capital Outlay	0	0	0	0
Interfund Transfers	42,124	42,377	0	42,377
Contingency	24,980	24,980	0	24,980
Unappropriated Balance	3,506,469	3,506,216	(50,000)	3,456,216
Total Fund Requirements	\$3,749,797	\$3,845,797	(\$50,000)	\$3,795,797

**Exhibit C to Ordinance 99-793B
FY 1999-00 SCHEDULE OF APPROPRIATIONS**

	<u>Proposed Budget</u>	<u>Approved Budget</u>	<u>Revision</u>	<u>Adopted Budget</u>
SOLID WASTE REVENUE FUND				
Operating Account				
Operating Expenses (PS & M&S)	48,274,945	48,274,945	271,525	48,546,470
Subtotal	48,274,945	48,274,945	271,525	48,546,470
Debt Service Account				
Debt Service	2,670,895	2,670,895	0	2,670,895
Subtotal	2,670,895	2,670,895	0	2,670,895
Landfill Closure Account				
Materials & Services	135,000	135,000	0	135,000
Capital Outlay	630,500	630,500	0	630,500
Subtotal	765,500	765,500	0	765,500
Renewal and Replacement Account				
Capital Outlay	1,878,036	1,878,036	0	1,878,036
Subtotal	1,878,036	1,878,036	0	1,878,036
General Account				
Capital Outlay	1,121,225	1,121,225	782,175	1,903,400
Subtotal	1,121,225	1,121,225	782,175	1,903,400
Master Project Account				
Debt Service	350,000	350,000	0	350,000
Subtotal	350,000	350,000	0	350,000
Recycling Business Assistance Account				
Materials & Services	250,000	250,000	51,000	301,000
Subtotal	250,000	250,000	51,000	301,000
General Expenses				
Interfund Transfers	3,665,294	3,707,974	62,077	3,770,051
Contingency	14,255,285	14,255,285	(62,077)	14,193,208
Subtotal	17,920,579	17,963,259	0	17,963,259
Unappropriated Balance	26,472,152	26,429,472	0	26,429,472
Total Fund Requirements	\$99,703,332	\$99,703,332	\$1,053,700	\$100,808,032
SUPPORT SERVICES FUND				
Administrative Services/Human Resources				
Operating Expenses (PS & M&S)	5,292,147	5,376,733	30,647	5,407,380
Debt Services	97,084	97,084	0	97,084
Capital Outlay	205,925	205,925	(5,540)	200,385
Subtotal	5,595,156	5,679,742	25,107	5,704,849
Office of General Counsel				
Operating Expenses (PS & M&S)	838,794	838,794	0	838,794
Capital Outlay	0	0	0	0
Subtotal	838,794	838,794	0	838,794
Office of Citizen Involvement				
Operating Expenses (PS & M&S)	63,711	63,711	0	63,711
Capital Outlay	0	0	0	0
Subtotal	63,711	63,711	0	63,711

Exhibit C to Ordinance 99-793B
FY 1999-00 SCHEDULE OF APPROPRIATIONS

	<u>Proposed Budget</u>	<u>Approved Budget</u>	<u>Revision</u>	<u>Adopted Budget</u>
Office of the Auditor				
Operating Expenses (PS & M&S)	579,826	579,603	30,182	609,785
Capital Outlay	3,182	3,182	(3,182)	0
Subtotal	583,008	582,785	27,000	609,785
General Expenses				
Interfund Transfers	1,907,763	1,950,495	300,870	2,251,365
Contingency	529,831	476,481	(6,108)	470,373
Subtotal	2,437,594	2,426,976	294,762	2,721,738
Unappropriated Balance	330,805	330,805	0	330,805
Total Fund Requirements	\$9,849,068	\$9,922,813	\$346,869	\$10,269,682
ZOO CAPITAL FUND				
Personal Services	\$102,595	\$102,595	\$0	\$102,595
Materials & Services	0	0	0	0
Capital Outlay	11,318,022	11,318,022	349,700	11,667,722
Interfund Transfers	0	0	0	0
Contingency	500,000	500,000	0	500,000
Unappropriated Balance	653,994	653,994	0	653,994
Total Fund Requirements	\$12,574,611	\$12,574,611	\$349,700	\$12,924,311
ZOO OPERATING FUND				
Operating Expenses (PS & M&S)	\$15,444,800	\$15,444,800	\$27,700	\$15,472,500
Capital Outlay	635,500	635,500	(27,700)	607,800
Interfund Transfers	1,835,408	1,843,775	43,120	1,886,895
Contingency	964,377	964,377	(43,120)	921,257
Unappropriated Balance	7,769,544	7,761,177	0	7,761,177
Total Fund Requirements	\$26,649,629	\$26,649,629	\$0	\$26,649,629
TOTAL BUDGET	\$367,287,674	\$382,315,508	\$2,573,827	\$384,940,335

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 99-793 ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 1999-00, MAKING APPROPRIATIONS AND LEVYING AD VALOREM TAXES, AND DECLARING AN EMERGENCY

Date: January 28, 1999

Presented by: Mike Burton
Executive Officer

FACTUAL BACKGROUND AND ANALYSIS

I am forwarding to the Council for consideration and approval my proposed budget for Fiscal Year 1999-00.

Council action, through Ordinance No. 99-793, is the final step in the process for the adoption of Metro's operating financial plan for the forthcoming fiscal year. Final action by the Council to adopt this plan must be completed by June 30, 1999.

Oregon Revised Statutes 294.635, Oregon Budget Law, requires that Metro prepare and submit Metro's approved budget to the Tax Supervising and Conservation Commission by May 15, 1999. The Commission will conduct a hearing during June 1999 for the purpose of receiving information from the public regarding the Council's approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

Once the budget plan for Fiscal Year 1999-00 is adopted by the Council, the number of funds and their total dollar amount and the maximum tax levy cannot be amended without review and certification by the Tax Supervising and Conservation Commission. Adjustments, if any, by the Council to increase the level of expenditures in a fund are limited to no more than 10 percent of the total value of any fund's appropriations in the period between Council approval and adoption.

Exhibits B and C of the Ordinance will be available at the public hearing on February 11, 1999.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 99-793.

KR:rs

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Agenda Item Number 8.2

Ordinance No. 99-808, Amending the FY 1998-99 Budget and Appropriations Schedule in the Growth Management Department of the Planning Fund transferring \$42,350 from Contingency to Personal Services to fund annexation processing services purchased by the local jurisdictions; and Declaring an Emergency.

Second Reading

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 1998-99)	ORDINANCE NO. 99-808
BUDGET AND APPROPRIATIONS)	
SCHEDULE IN THE GROWTH MANAGEMENT)	
DEPARTMENT OF THE PLANNING FUND)	Introduced by Mike Burton,
TRANSFERRING \$42,350 FROM)	Executive Officer
CONTINGENCY TO PERSONAL SERVICES)	
TO FUND ANNEXATION PROCESSING)	
SERVICES PURCHASED BY LOCAL)	
JURISDICTIONS; AND DECLARING AN)	
EMERGENCY)	

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations with the FY 1998-99 Budget; and

WHEREAS, The need for a transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 1998-99 Budget and Schedule of Appropriations for the Planning Fund are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of transferring \$42,350 from Contingency to Personal Services in the Growth Management Department to fund annexation processing services purchased by local jurisdictions.

2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
Ordinance No. 99-808
Planning Fund

ACCT	DESCRIPTION	Current Budget		Revision		Revised Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Growth Management							
<i>Personal Services</i>							
<i>SALWGE</i>	<i>Salaries & Wages</i>						
5010	Reg Employees-Full Time-Exempt						
	Administrative Assistant	1.00	36,621	0	0	1.00	36,621
	Assoc Public Affairs Specialist	0.98	44,376	0	0	0.98	44,376
	Assoc. Management Analyst	1.00	39,678	0	0	1.00	39,678
	Assoc. Regional Planner	6.95	299,985	0	0	6.95	299,985
	Asst. Regional Planner	6.00	231,142	0	0	6.00	231,142
	Asst. Trans. Planner	0.05	2,041	0	0	0.05	2,041
	Manager	0.02	1,391	0	0	0.02	1,391
	Principal Management Analyst	0.35	20,146	0	0	0.35	20,146
	Senior Accountant	0.30	14,917	0	0	0.30	14,917
	Senior Director	1.00	96,775	0	0	1.00	96,775
	Senior Management Analyst	1.65	88,709	0	0	1.65	88,709
	Senior Manager	0.98	73,156	0	0	0.98	73,156
	Senior Program Supervisor	5.67	353,979	0	0	5.67	353,979
	Senior Regional Planner	8.75	466,001	0	0	8.75	466,001
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Secretary	1.00	33,636	0	0	1.00	33,636
	Planning Technician	1.00	26,316	0	0	1.00	26,316
	Program Assistant I	1.00	29,077	0	0	1.00	29,077
5030	Temporary Employees		12,646		32,128		44,774
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits		645,354		10,222		655,576
Total Personal Services		37.70	\$2,515,946	0.00	\$42,350	37.70	\$2,558,296
Total Materials & Services			\$1,770,099		\$0		\$1,770,099
Total Debt Service			\$96,007		\$0		\$96,007
Total Capital Outlay			\$54,164		\$0		\$54,164
Total Interfund Transfers			\$880,816		\$0		\$880,816
<i>Contingency and Ending Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency		149,135		(42,350)		106,785
Total Contingency and Ending Balance			\$149,135		(\$42,350)		\$106,785
TOTAL REQUIREMENTS		37.70	\$5,466,167	0.00	\$0	37.70	\$5,466,167

Exhibit B
Ordinance 99-808
FY 1998-99 SCHEDULE OF APPROPRIATIONS

	<u>Current Budget</u>	<u>Revision</u>	<u>Revised Budget</u>
PLANNING FUND			
Transportation Planning			
Personal Services	\$3,914,573	\$0	\$3,914,573
Materials & Services	13,311,140	0	13,311,140
Debt Service	2,123,500	0	2,123,500
Capital Outlay	69,775	0	69,775
Subtotal	<u>19,418,988</u>	<u>0</u>	<u>19,418,988</u>
Growth Management Services			
Personal Services	2,515,946	42,350	2,558,296
Materials & Services	1,770,099	0	1,770,099
Debt Service	96,007	0	96,007
Capital Outlay	54,164	0	54,164
Subtotal	<u>4,436,216</u>	<u>42,350</u>	<u>4,478,566</u>
General Expenses			
Interfund Transfers	2,282,136	0	2,282,136
Contingency	368,122	(42,350)	325,772
Subtotal	<u>2,650,258</u>	<u>(42,350)</u>	<u>2,607,908</u>
Unappropriated Balance	0	0	0
Total Fund Requirements	<u>\$26,505,462</u>	<u>\$0</u>	<u>\$26,505,462</u>

STAFF REPORT

CONSIDERATION OF ORDINANCE 99-808 AMENDING THE FY 1998-99 BUDGET AND APPROPRIATIONS SCHEDULE IN THE PLANNING FUND TRANSFERRING \$42,350 FROM CONTINGENCY TO PERSONAL SERVICES IN THE GROWTH MANAGEMENT DEPARTMENT TO FUND ANNEXATION PROCESSING SERVICES PURCHASED BY LOCAL JURISDICTIONS; AND DECLARING AN EMERGENCY.

Date: May 21, 1999

Presented by: Elaine Wilkerson
Sherry Oeser

FACTUAL BACKGROUND AND ANALYSIS

On January 1, 1999, the duties of the Portland Metropolitan Boundary Commission became the responsibility of the local jurisdictions with Metro taking on the role of providing a boundary appeals commission. The Boundary Commission's records were moved to Metro so that past actions are available for reference and research. In addition, Metro offered local jurisdictions optional annexation processing services on a fee for service basis. The local jurisdictions paid for this service and Metro hired a temporary employee to provide the services.

This action requests the transfer of \$42,350 from Contingency to Personal Services to provide the additional appropriation for the temporary position. Although not reflected in this action due to potential Budget Law violations, Metro has received revenue from the local jurisdictions sufficient to cover the requested Contingency transfer.

The department is in the process of evaluating these services to determine if they will continue in FY 1999-00.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Ordinance No. 99-808.

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Agenda Item Number 8.3

Ordinance No. 99-810, For the Purpose of Amending the Budget and Appropriations Schedule for FY 1998-99 by Transferring \$50,000 from Contingency to Personal Services in the Zoo Operating Fund, and Declaring an Emergency.

Second Reading

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)
THE BUDGET AND APPROPRIATION)
SCHEDULE FOR FY 1998-99 BY)
TRANSFERRING \$50,000 FROM)
CONTINGENCY TO PERSONAL)
SERVICES IN THE ZOO OPERATING)
FUND, AND DECLARING AN)
EMERGENCY)

ORDINANCE NO 99-810

Introduced by Mike Burton,
Executive Officer

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations with the FY 1998-99 budget; and

WHEREAS, The need for a transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 1998-99 budget and Schedule of Appropriations for the Zoo Operating Fund are hereby amended as shown in the column entitled "Revision" of Exhibit A to this ordinance for the purpose of transferring \$50,000 from Contingency to Personal Services.

2. This ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
Ordinance No. 99-810
FY 1998-99 SCHEDULE OF APPROPRIATIONS

	Current Budget	Revision	Proposed Budget
ZOO OPERATING FUND			
Personal Services	\$9,085,648	50,000	\$9,135,648
Materials & Services	5,290,735	0	5,290,735
Capital Outlay	879,736	0	879,736
Interfund Transfers	3,696,704	0	3,696,704
Contingency	662,510	(50,000)	612,510
Unappropriated Ending Fund Balance	7,589,783	0	7,589,783
Total Fund Requirements	\$27,205,116	\$0	\$27,205,116

ALL OTHER APPROPRIATIONS REMAIN AS PREVIOUSLY ADOPTED

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE BUDGET AND APPROPRIATION SCHEDULE FOR FY1998-99 BY TRANSFERRING \$50,000 FROM CONTINGENCY TO PERSONAL SERVICES IN THE ZOO OPERATING FUND, AND DECLARING AN EMERGENCY.

Date: June 10, 1999

Presented by: Kathy Kiaunis

FACTUAL BACKGROUND AND ANALYSIS

An adjustment of \$50,000 in the Zoo's operating budget for FY1998-99 is needed for additional temporary services in Visitor Services.

Higher than expected start-up labor for the new entrance facilities and a greater than projected catering volume necessitates additional funding for temporary services.

BUDGET IMPACT

A transfer of \$50,000 to Personal Services from Contingency will enable the Visitor Services division to provide adequate coverage for the balance of the fiscal year. There are sufficient funds available in Contingency to provide for this transfer. No additional transfers from Contingency are anticipated for the remainder of FY1998-99.

EXECUTIVE OFFICE RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 99-810.

Agenda Item Number 9.1

Resolution No. 99-2764, For the Purpose of Approving Metro's Membership in the "For the Sake of Salmon" organization.

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO 99-2764
METRO'S MEMBERSHIP IN THE "FOR)
THE SAKE OF THE SALMON") Introduced by Presiding Officer Monroe
ORGANIZATION)

WHEREAS, Metro has adopted functional plan requirements for water quality and floodplain management; and

WHEREAS, Metro is now actively engaged in producing additional measures related to fish and wildlife habitat, storm water management and a regionally coordinated response to the Endangered Species Act listing of several fish species; and

WHEREAS, "For the Sake of the Salmon" is a regional organization who's mission is "To restore salmon to levels which ensure healthy, sustainable natural populations and support productive fisheries"; and

WHEREAS; Membership in "For the Sake of the Salmon" is open to all public and private organizations who share in the principles of the organization, and in fact, said membership includes many federal, state and local government organizations; now, therefore,

BE IT RESOLVED:

That Metro supports the mission and principles of "For the Sake of the Salmon" and desires to become a member of that organization.

ADOPTED by the Metro Council this ____ day of _____ 1999.

Rod Monroe, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION 99-2764, FOR THE PURPOSE OF APPROVING METRO MEMBERSHIP IN THE "FOR THE SAKE OF THE SALMON" ORGANIZATION

Date: May 11, 1999

Prepared by: Michael Morrissey

BACKGROUND & ANALYSIS

A May 3, 1999 letter to Presiding Officer Rod Monroe from "For the Sake of the Salmon", invites Metro to consider membership in that organization. The mission of "For the Sake of the Salmon" is described as "to restore salmon to levels which ensure healthy sustainable natural populations and support productive fisheries." The organization is involved in salmon recovery in the "Pacific" region and lists as members, the states of California, Oregon and Washington, as well as tribal governments, industry, environmental and conservation groups and agriculture.

There is no financial obligation associated with membership. Activities of the group include hosting regional forums and conferences, distribution of information, working to establish a Pacific Salmon Fund and supporting voluntary watershed organizations.

Membership in this organization is consonant with Metro activities in the areas of fish and wildlife habitat protection, and in developing a regionally coordinated response to the federal listing of several threatened fish species in our area.

Agenda Item Number 9.2

Resolution No. 99-2789, For the Purpose of Declaring Support for Pacific Coastal Salmon Recovery Initiative and Federal Funding for Watershed Recovery in Response to Endangered Species Listing.

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

RESOLUTION OF THE METRO COUNCIL

**FOR THE PURPOSE OF DECLARING SUPPORT)
FOR PACIFIC COASTAL SALMON RECOVERY)
INITIATIVE AND FEDERAL FUNDING FOR)
WATERSHED RECOVERY IN RESPONSE TO)
ENDANGERED SPECIES LISTINGS)**

METRO RES. NO. 99-2789

**Introduced by
Metro Councilors
David Bragdon and
Susan McLain and
Metro Executive Officer
Mike Burton**

WHEREAS, salmon and steelhead habitat in local streams and rivers has deteriorated for many decades due to multiple causes; and

WHEREAS, water quality has suffered due to increased sediment, higher water temperatures, and greater surface water run-off including toxic chemical and petroleum product residue; and

WHEREAS, declining fish runs have substantially and adversely impacted recreational angling and commercial fisheries throughout coastal and inland communities; and

WHEREAS, species of Northwest salmon and steelhead have been listed under federal statute (the Endangered Species Act) as threatened or endangered or are proposed for such listing; and

WHEREAS, there is great uncertainty about the impact and costs associated with listings upon local governments and private property owners; and

WHEREAS, local citizens in recent years have voluntarily formed watershed councils to identify specific projects to restore watershed quality based on scientifically sound assessments; and

WHEREAS, private property owners with limited assistance from funds available through the Governor's Watershed Enhancement Board (GWEB) have participated in riparian improvements; and

WHEREAS, the Governors of Alaska, California, Oregon and Washington have requested a significant increase in federal assistance for local watershed management projects; and

WHEREAS, regional coordination and agency support is essential to maximize the effectiveness of strong, local, grassroots efforts, and

WHEREAS, the White House Budget for FY 2000 has recommended an additional \$100 million per year for six years to be shared equitably among the four pacific states for local watershed and fish habitat improvements (including specific reference to treaty tribe participation); and

WHEREAS, Congress will soon begin its review of the Governors' request and the White House recommended budget; now, therefore,

BE IT RESOLVED THAT:

Metro:

1. Supports the salmon recovery funding request of the Governors of the four pacific coast states (Alaska, California, Oregon, & Washington); and
2. Its appropriate departments communicate the Council's support for the salmon recovery initiative and full funding to Oregon's members of the U.S. Senate and House of Representatives, and urge their active support with the leadership and members of the Appropriations committees.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Rod Monroe, Metro Presiding Officer

Approves as to Form:

Daniel B. Cooper, General Counsel

Friday, May 07, 1999
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PACIFIC COASTAL SALMON RECOVERY INITIATIVE

45 SE 82nd Drive, Suite 100 ♦ Gladstone, OR 97027

Phone (503) 650-5447 ♦ Fax (650-5410)

March 8, 1999

Dear Friends of Watersheds:

I am writing to enlist your support for the Pacific Coastal Salmon Recovery Initiative as requested by the four west coast governors and proposed by the President in his FY2000 budget. We need letters and/or resolutions of support from you and many other stake-holders to congressional representatives and senators who will be deciding the fate of this much needed federal appropriation.

By way of background, I have enclosed the four west coast governor's letter (AK, WA, OR, CA) requesting \$200 million per year for six years for "science based habitat recovery at the local level". I have also enclosed information from the President's FY 2000 budget request to Congress which responds to the governors and proposes \$100 million for local west coast salmon recovery efforts. I have also enclosed a two page question and answer briefing that reviews most of the questions that come up about this proposed appropriation.

We need strongly expressed grass roots support for this funding request as soon as possible. Congressional appropriation committees will begin hearings and consideration of the request in mid-March.

We request your letter of support as soon as possible. We have enclosed some ideas for a letter, but it is always best and more impressive when individuals express themselves in their own words and with their own personal experience in anecdotes. Our elected officials are bombarded with hundreds of letters and requests everyday. Individualized letters penetrate that barrage and make a lasting impression.

We would also appreciate any help you could provide spreading the word on the need for support for this initiative to networks you are a part of, whether it be your members, an email list-serve or any other outreach that results in more letters of support flooding Capitol Hill.

Please act quickly because as we all know Congress waits for no one and please send us a copy of any letter you send in support of this initiative. If you have any questions, call me at (503) 650-5447 or email dick_springer@4sos.org. I will be in touch with you soon to track progress on this initiative.

Thanks so much for your response to my request.

My best,



Dick Springer
Outreach Coordinator

Enclosures: Governor's letter, President's FY2000 budget
Question and answer sheet, Sample letter



NOAA FY 2000 Budget Request Fact Sheet

RESOURCE PROTECTION INITIATIVE



Pacific Coastal Salmon Conservation Fund

Endangered Species Act Recovery Planning for Salmon

NOAA requests an increase of \$122.4 million in FY 2000 to initiate an ambitious approach to salmon recovery and the application of the Endangered Species Act (ESA) that challenges state, local and tribal authorities to take the lead in developing salmon recovery plans with federal guidance and assistance. Of all the species needing protection under the ESA, salmon are the greatest symbol of the health of the Nation's rivers, the importance of the marine and freshwater environment to our economy and culture, and the challenges we face as a Nation in solving environmental problems.

The \$22.4 million in additional funding will bolster and deploy existing and new Federal capabilities to assist in the conservation of Pacific salmon runs in the western states of California, Oregon, Washington, and Idaho, and Atlantic salmon runs in the State of Maine. \$100 million in Federal seed monies is requested for the establishment of a Pacific Coastal Salmon Conservation Fund to be matched dollar-for-dollar by non-federal contributions to help share the costs of State, tribal and local conservation initiatives in Alaska, Washington, Oregon and California.

This two-part approach is especially important for meeting the challenge of restoring salmon in urban areas. The success of these efforts and the ESA will rely on developing long-term partnerships with states, tribes, counties, local governments and private landowners to design and implement salmon habitat conservation plans that allow for economic development while promoting the protection and conservation of salmon. This request is a key component of NOAA's Resource Protection Initiative, and complements and supports other components requested under this initiative.

ESA Recovery Planning

The new funding of \$22.4 million will support three fundamental components critical to salmon recovery:

- The first is ensure that Federal activities that may affect salmon and their habitats are part of a lasting solution to the endangerment of salmon.
- Second, this initiative supports our efforts to marshal and make available the extensive Federal scientific capabilities among the major departments for building a broad and solid science foundation upon which to construct a lasting recovery effort.
- Third, is developing the Federal, state, tribal, and local (including industry and private interests) coordinating capabilities to ensure close partnerships in recovery efforts; and to promote efficiencies and effectiveness in the recovery effort through enhanced sharing and pooling of capabilities and information.



Pacific Salmon.

NOAA Budget		FY 2000
		Change
		\$ \$M
National Marine Fisheries Service		
Conservation and Management Operations		
(ESA Recovery Planning/Salmon)		\$22.4
(ESA Recovery Planning/Other Species)		\$ 5.1
(Conserving Ocean Biodiversity)		\$ 2.6
(Enforcement and Surveillance)		\$ 1.0
Other Accounts		
(Pacific Coastal Salmon Conservation Fund)		\$100.0
NOAA Resource Protection Initiative - - Total		\$131.1

Conservation Fund

The establishment of a Pacific Coastal Salmon Conservation Fund will be capitalized with \$100 million of Federal dollars in FY2000. The fund would be matched dollar for dollar with non-Federal contributions established under existing authorities by the Secretary of Commerce and made available through agreements with the Governors of each of the four Pacific states for distribution to assist state, tribal and local conservation efforts.

For Further Information Contact:
 Brian Wheeler
 Office of Legislative Affairs
 (202)482-4981

1) What is the Pacific Coastal Salmon Recovery Initiative? (PCSRI)

Over the past year, the governors of Alaska, California, Oregon, and Washington, their staff and a coalition of local governments (Sonoma County, the City of Portland, King County) as well as many other watershed restoration partners including 4SOS developed a proposal to significantly increase federal funding assistance. The funds are to help local jurisdictions respond to endangered species listings of salmon. In a letter dated Oct 14, 1998, the four governors specifically requested \$200 million annually for six years to be distributed equally among the states.

2) What is the current status of the funding proposal?

On Jan 27th, 1999, the President announced in a special Oval Office telephone conference with the governors that his fiscal year (FY)2000 budget would recommend \$100 million for the salmon restoration plan outlined in the governors' letter. President Clinton was joined by Vice President Gore (who has worked closely with the states in creating the proposal), Congressman Norm Dicks (D-WA), King County Executive Ron Sims and other environmental leaders. Northwest Indian Fisheries Commission Chairman Billy Frank also participated in the telephone conference.

3) What is the purpose of the initiative?

The budget provides that the 'initiative responds to the proposed listings of the [Pacific salmon runs] under the ESA by forming lasting partnerships with State, local, and Tribal efforts for saving Pacific salmon and their habitats.' The are four elements identified in the budget document:

- a) \$100 million to help share the costs of State, Tribal and local conservation initiatives in the four states – to be administered through the Commerce Dept's National Oceanic & Atmospheric Administration (NOAA), with grants matched dollar-for-dollar with non-Federal contributions.
- b) Improved coordination of Federal activities that may affect salmon and their habitat.
- c) Better access to Federal scientific capabilities to ensure a broad and solid science foundation upon which to construct a lasting recovery effort.
- d) Enhancement of Federal, State, Tribal and local coordinating capabilities to ensure close partnerships in recovery efforts, and promote efficiencies and effectiveness in the recovery effort.

(Source: President's FY 2000 Budget, p. 100)

4) What kinds of activities are eligible for funding

In their letter (10/14/98) to Vice-President Gore, the four Governors proposed that projects and activities funded within each state would be consistent with a science-based approach including:

- * Scientifically sound watershed assessments;
- * Watershed plans and projects prioritized & based upon these watershed assessments;
- * Implementation of projects consistent with these watershed plans;

- * Monitoring, evaluation and plan refinement;
- * Local government or community organization coordination, outreach, or education that directly supports these activities;
- * Research into chronic nearshore and estuarine projects to save salmon;
- * Addressing regional biological factors reducing salmon survival; and,
- * A majority of funding is allocated for on-the-ground projects.

The final criteria will be decided by Congress.

5) What will be the role for the Indian Tribes?

A portion of the fund, not to exceed 10 percent, will be reserved to help Tribal experts design projects, expand their field work and undertake other 'capacity-building' activities.

6) What happens next?

The House and Senate Appropriations Committees (members and staff) will review the President's proposal and it will be assigned to the relevant subcommittee for possible hearing and later mark-up. It is believed that both chambers want strongly to expedite the budget process this year. Within a few weeks, possibly as soon as late March or early April, subcommittees will review members' requests and begin to make critical decisions among competing priorities.

7) How will the states and local governments win Congressional support?

The Governors and their staff (as well as elected officials from key local governments, including Sonoma County, Portland, and King County, among others) will coordinate their advocacy with their Washington, D.C., lobbyists. Several west coast county and city commissioners and councilors will visit the Capital in the next few weeks to attend annual meetings of their respective national organizations (cities, counties, water districts). They will plan to visit their congressional delegations to discuss legislative priorities, including the salmon recovery fund.

8) What can we do to help?

It will be very important in the next few weeks to communicate support for the Governors' original request (\$200 million) to our respective states' U.S. Senators and Members of Congress. Personal letters are most effective if you can't meet personally with the elected official. Communication with key staff can be helpful. Only a few of our senators and representatives serve on the appropriations committee where the decisions are made, so we must ask them specifically to urge their colleagues to help. Local governments can adopt official statements of support (resolutions), groups can formally endorse the plan and so state in written correspondence, and individuals can help spread the work in any forum available -- town hall meetings regularly held by many elected officeholders in their districts, talk radio, letters to the editor of local newspapers, faxes, email, etc. Please be sure to send a copy of your letters to 4SOS so we can track the success of our outreach efforts. If there are any groups or persons we may have missed and should contact, please let us know right away. **TIMING IS KEY -- PLEASE ACT TODAY.**

October 14, 1998

The Honorable Albert Gore, Jr.
Vice President of the United States
Washington, DC 20510

Dear Mr. Vice President:

Thank you for your recent visit to the Northwest and your commitment to working on a coastwide Pacific salmon restoration and conservation effort. We applaud this commitment and your offer to work with the federal agencies to pull together a coordinated federal budget request for conservation and restoration of salmonids in the region for Federal Fiscal Year (FFY) 2000.

In each of our states we are actively developing and implementing plans and actions for the management, conservation, and restoration of salmonids with our partners. However, we recognize that restoring salmonid populations requires enhancing our regional cohesion and capacity to respond. This will require additional resources, common regional goals and principles, regional science-based guidance on broad-scale issues, and more regional coordination.

Key to this regional effort is the creation of a new federal fund to complement new state funding. This fund will be critical to increasing our ability to leverage other resources and commitments, and to help finance existing and dramatically expanding salmonid conservation and restoration needs. We are currently developing the details of a proposal which we have outlined below. We would like to work with you on this proposal and request your help in establishing this fund and building it into the FFY 2000 budget.

Generally, we are proposing that fifty million dollars a year over and above existing federal funding would be provided to each state for each of six years, equivalent to one chinook and two coho lifecycles. These funds would be provided to the governor's office in each state to be used for salmon conservation and restoration activities including planning, protection, restoration, and other regional conservation measures. A flexible nonfederal match would be required.

Projects and activities funded within each state would be consistent with a science-based approach including:

- Scientifically sound watershed assessments;
- Watershed plans and projects prioritized based upon these watershed assessments;
- Implementation of projects consistent with these watershed plans;
- Monitoring, evaluation, and plan refinement;
- Local government or community organization coordination, outreach, or education that directly supports these activities;
- Research into chronic nearshore and estuarine impacts to salmon;
- Addressing regional biological factors reducing salmon survival; and,
- A majority of funding is allocated for on-the-ground projects.

The Vice President

October 14, 1998

Page 2


Science must play a key role. State science panels have been established in each state to guide recovery and conservation activities. A regional science panel would also be created to review regional results, provide regional guidance on broad-scale restoration and research priorities, and address potential interjurisdictional and transboundary habitat concerns and other regional biological issues.

We will use performance-based monitoring to evaluate our success in implementing conservation and restoration. Each state will provide an annual report to Congress on the use of these funds and the results of conservation and restoration activities. We will also convene periodic meetings to review regional progress on salmon conservation and restoration and report on these.

To enhance regional coordination, it would be very helpful if you would establish for the region a single point of contact through the Council on Environmental Quality. Each state is committed to providing a similar point of contact for federal agencies. Hopefully, this would improve coordination among federal agencies, improve regional consistency, and facilitate resolution of difficult policy questions and direction.

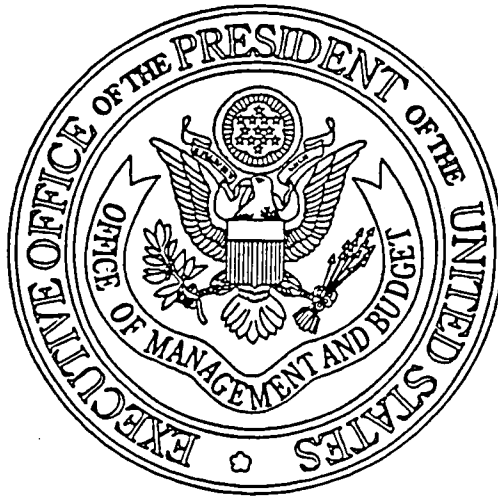
Thank you for your interest and commitment to these important issues. We look forward to working with you on the regional conservation and restoration of Pacific salmonids.

Sincerely,


Tony Knowles Pete Wilson John A. Kitzhaber, M.D. Gary Locke
Governor of Alaska Governor of California Governor of Oregon Governor of Washington

cc: Alaska Congressional Delegation
California Congressional Delegation
Oregon Congressional Delegation
Washington Congressional Delegation
The Honorable Jacob J. Lew, Director of the Office of Management and Budget

BUDGET



BUDGET OF THE UNITED STATES GOVERNMENT

Fiscal Year 2000

Recovering Pacific Coastal Salmon: The budget proposes a broad interdepartmental Pacific Coastal Salmon Recovery Initiative to bolster and deploy existing and new Federal capabilities to assist in the conservation and recovery of at-risk Pacific salmon runs in the western States of California, Oregon, Washington, and Alaska. This new initiative responds to the proposed listings of these runs under the ESA by forming lasting partnerships with State, local, and Tribal efforts for saving Pacific salmon and their important habitats. The initiative has four main components:

- A proposed \$100 million Pacific Coastal Salmon Recovery fund to help share the costs of State, Tribal, and local conservation initiatives in California, Oregon, Washington, and Alaska. The fund would be administered through Commerce's National Oceanic and Atmospheric Administration, with grants matched dollar-for-dollar with non-Federal contributions.
- Improved coordination of Federal activities that may affect salmon and their habitat, to ensure that Federal agencies and activities are part of a lasting solution.
- Better access to the extensive Federal scientific capabilities to ensure a broad and solid science foundation upon which to construct a lasting recovery effort.
- Enhancement of Federal, State, Tribal, and local coordinating capabilities to ensure close partnerships in recovery efforts, and promote efficiencies and effectiveness in the recovery effort.

This initiative is in addition to ongoing Columbia and Snake River (Washington, Oregon, Idaho) salmon restoration activities, including \$100 million requested for the Army Corps of Engineers in 2000.

PACIFIC COASTAL SALMON RECOVERY

For grants to States and Tribes for the recovery of Pacific coastal salmon. \$100,000,000, to remain available until expended, as authorized by the Endangered Species Act.

Program and Financing (in millions of dollars)

Identification code 13-1451-0-1-306	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)			100
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			100
23.95 Total new obligations			-100
New budget authority (gross), detail:			
40.00 Appropriation			100
Change in unpaid obligations:			
73.10 Total new obligations			100
73.20 Total outlays (gross)			-52
74.40 Unpaid obligations, end of year. Obligated balance, end of year			38
Outlays (gross), detail:			
86.30 Outlays from new current authority			62
Net budget authority and outlays:			
89.00 Budget authority			100
90.00 Outlays			52

This account is proposed to fund Pacific Coastal Salmon Recovery for the purpose of helping share the costs of State, Tribal and local conservation initiatives. This account will support NOAA's contribution to a broad interdepartmental initiative bolstering and deploying existing and new Federal capabilities to assist in the conservation of at-risk Pacific salmon runs in the western States of California, Oregon, Washington, and Alaska. These Federal dollars would be matched dollar for dollar with non-Federal contributions. The account will be established under existing authorities by the Secretary of Commerce and made available through agreements with the Governors of each of the four States for distribution to assist State, Tribal and local conservation efforts. The Secretary will establish terms and conditions for the effective use of the funds and specific reporting requirements appropriate for ensuring full accountability of the available funds to meet the purpose of the account.

STAFF REPORT

CONSIDERATION OF RESOLUTION 99-2789 DECLARING SUPPORT FOR PACIFIC COASTAL SALMON RECOVERY INITIATIVE AND FEDERAL FUNDING FOR WATERSHED RECOVERY IN RESPONSE TO ENDANGERED SPECIES ACT LISTINGS IN THE PACIFIC NORTHWEST

Date: May 7, 1999

Presented by: David A. Moskowitz

PROPOSED ACTION

To adopt a resolution communicating Metro's support for the Clinton Administration's proposed creation of the Pacific Coastal Salmon Recovery Initiative's \$100 million appropriation over six consecutive years for watershed conservation efforts. This resolution would be delivered to Oregon's congressional delegation for use during the appropriations process for the FY 2000 budget.

Pacific Coastal Salmon Recovery Initiative's \$100 million appropriation over six consecutive years would fund watershed conservation efforts in the Pacific Coastal states of Alaska, California, Oregon and Washington.

BACKGROUND AND ANALYSIS

The Clinton Administration has proposed spending \$100 million on salmon conservation split "equitably" among the four pacific coast states. The Governors of these states have asked for \$200 million. Both programs would allocate the funds annually for six consecutive years.

I believe that it is unlikely that Metro would receive any of these funds if the appropriation passes. However, it is likely that watershed councils within Metro's jurisdiction would receive funds for their efforts in local streams throughout the region should these funds be appropriated. There are no expected adverse fiscal impacts to Metro.

RECOMMENDATION

That the Metro Council adopts a resolution declaring support for this appropriation, and deliver it to Oregon's congressional delegation for their use in developing the FY 2000 budget.

That Metro Executive Officer Mike Burton sends a cover letter with the adopted Council resolution attached to each member of the Oregon delegation.

Agenda Item Number 9.3

**Resolution No. 99-2797, For the Purpose of Appointing Dorothy Sperry to the Water Resources Policy
Advisory Committee.**

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING) RESOLUTION NO. 99-2797
DOROTHY SPERRY TO THE WATER)
RESOURCES POLICY ADVISORY) Introduced by Councilor Susan McLain
COMMITTEE) Chair, WRPAC

WHEREAS, The Water Resource Policy Advisory Committee (WRPAC) unanimously approved proposed revisions to their bylaws at their March 27, 1996 meeting; and

WHEREAS, The Metro Council approved the revisions to the bylaws as approved by WRPAC via adoption of Resolution No. 96-2321B and directed WRPAC to seek nominations for voting and non-voting positions (and subsequently updated the Bylaws per Resolution 99-2780); and

WHEREAS, Resolution Nos. 96-2418A, 97-2517, 97-2588, 98-2717, 98-2733, 99-2767 and 99-2793 subsequently established and appointed voting and non-voting members to serve on WRPAC; and

WHEREAS, The Port of Portland has indicated that they have a change for their membership on the Water Resources Policy Advisory Committee; now, therefore,

BE IT RESOLVED, That the Metro Council appoints Dorothy Sperry to the Water Resources Policy Advisory Committee as the Port of Portland representative with Mary Gibson remaining as the alternate member.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

I:\gm\pauletts\wrpac\99-2797.doc



Port of Portland

Box 3529, Portland, Oregon 97208
503/231-5000

RESOLUTION NO. 99-2797
EXHIBIT A

May 13, 1999

Metro Growth Mgmt.
MAY 14 1999

Councilor Susan McLain, Chair
Water Resources Policy Advisory Committee
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor McLain:-

The Port of Portland would like to amend its membership to Metro's Water Policy Advisory Committee (WRPAC). Currently, Brian Campbell, Planning Manager, is the delegate and Mary Gibson, Senior Land Use Planner, is the alternate. Given WRPAC's broader focus on planning and environmental concerns, we would like to designate Dorothy Sperry, Project Manager Environmental Resources, as the delegate to this committee and assign Mary Gibson as the alternate.

Thank you for making this adjustment.

Sincerely,

Lise Glancy
Regional Affairs Manager

c: Dave Lohman, Port Policy and Planning
Brian Campbell, Planning
Mary Gibson, Planning
Dorothy Sperry, Environmental Services
✓ Paulette Copperstone, Metro

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2797, FOR THE PURPOSE OF APPOINTING DOROTHY SPERRY TO THE WATER RESOURCES POLICY ADVISORY COMMITTEE

Date: May 24, 1999

Prepared by: Rosemary Furfey

BACKGROUND INFORMATION

The Metro Water Resources Policy Advisory Committee (WRPAC) was formed in the early 1980s to advise the Metro Council on technical matters related to regional water resource planning.

WRPAC was formally organized and re-formed via Resolution No. 96-2418A which adopted a membership list of entities/persons to serve on WRPAC.

WRPAC's bylaws were revised and adopted by the Metro Council via Resolution No. 96-2321B.

Section 2(B) of the Bylaws states: "Representatives and their alternates will be formally appointed by the Metro-Council." (Those bylaws were updated also via Resolution No. 99-2780.)

The Council via Resolution No. 99-2797 would appoint Dorothy Sperry to fill the Port of Portland seat, replacing Brian Campbell. Mary Gibson would remain as the alternate member.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 99-2797.

**WATER RESOURCE POLICY ADVISORY COMMITTEE MEMBERS
 APPOINTED PER RESOLUTION NOS. 96-2418A, 97-2517, 97-2717, 97-2588, 98-2733, 99-
 2767, 99-2793 AND PENDING 99-2797 – STAFF REPORT ATTACHMENT 1**

POSITION	MEMBER	ALTERNATE
VOTING MEMBERS	TOTAL: 27	QUORUM: 14
1. Metro Council – Chair	Susan McLain	None
2. Tualatin Valley Water District	Jesse Lowman	Kevin Hanway
3. Clackamas River Water	Dale Jutila	Alan Fletcher
4. Portland Water Bureau	Lorna Stickel	Roberta Jortner
5. Unified Sewerage Agency	John Jackson	Bill Gaffi
6. Oak Lodge Sanitary District	Tom Sandwick	Kent Squires
7. Gresham Environmental Services	Mel Miracle	Guy Graham
8. Clackamas County Utilities	Michael Read	Ela Whelan
9. Portland BES	Becky Kreag	Dave Kliewer
10. Washington County SWCD	Kathy Clair	Dick Kover
11. Clackamas County SWCD	Michael Weinberg	Susan Hudson
12. East Multnomah County SWCD	Marty Mitchell	Patt Opdyke
13. West Multnomah County SWCD	Vacant	Vacant
14. Oregon Environmental Council	Hilary Abraham	None
15. Portland Audubon Society	Mike Houck	Jacqueline Dingfelder
16. Environmental Member At Large	John LeCavalier Environmental Learning Center	None
17. Fishery Interest	Jeffry Gottfried Native Fish Society	Guy Orcutt Native Fish Society
18. Cities of Clackamas County	Mark Schoening Lake Oswego	Nancy Kraushaar Oregon City
19. Cities of Washington County	David Winship Beaverton	Mike McKillip Tualatin
20. Metro Greenspaces Advisory Committee - Chair	Seth Tane	Rick Charriere
21. Homebuilders Assn.	Declined membership	***
22. High Tech Business	Vacant	Dave Schrott Fujitsu
23. Nursery Operator	Brad Bloes Panzer Nursery	None
24. Citizen: Tualatin Watershed	Vacant	April Olbrich
25. Citizen: Clackamas Watershed	Scott Forrester	Lowell Hanna
26. Lower Willamette Watershed	Bob Roth Johnson Creek Watershed Council	Liz Callison Tryon Resource Management Partnership
27. Citizen: Developer	Never filled	Never filled

NON-VOTING MEMBERS	TOTAL: 12	QUORUM: N/A
1. Dept. of Land Conservation & Development	Jim Sitzman	None
2. US Army Corps of Engineers	Vacant	None
3. Port of Portland	<u>Dorothy Sperry</u> <u>Mary Gibson</u>	<u>Mary Gibson</u> <u>Preston Beck</u>
4. EPA	Ralph Rogers	None
5. PGE	Dave Heintzman	Gary Hackett
6. National Estuary Program	Bill Young	Deborah Marriott
7. DEQ	Andy Schaedel	Bob Baumgartner
8. Oregon Water Resources Dept.	Tom Paul	Bill Fujii
9. Oregon Dept. of Agriculture	Marc Peters	None
10. Oregon Dept. of Forestry	Ken Kushman	None
11. Oregon Dept. of Fish & Wildlife	Greg Robart	None
12. US Fish & Wildlife	Jennifer Thompson	John Marshall
13. Natural Resources Conservation Service	Steve Fedji	None

...List of WRPAC Members Per 99-2797.doc

Agenda Item Number 9.4

Resolution No. 99-2806A, For the Purpose of Amending the Locally Preferred Strategy for the South/North Light Rail Project to Define the Interstate Max Project as the First Construction Segment and to Amend the FY 2000 Unified Work Program.

Public Hearing

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 99-2806A
LOCALLY PREFERRED STRATEGY FOR THE)
SOUTH/NORTH LIGHT RAIL PROJECT TO) Introduced by:
DEFINE THE INTERSTATE MAX PROJECT AS) Councilor Kvistad, Chair
THE FIRST CONSTRUCTION SEGMENT AND) JPACT
TO AMEND THE FY 2000 UNIFIED WORK)
PROGRAM)

WHEREAS, The Federal Transit Administration and Metro have prepared a *South/North Corridor Project Draft Environmental Impact Statement* that evaluated numerous light rail alternatives in the South/North Corridor; and

WHEREAS, The Metro Council adopted Resolution 98-2674 on July 23, 1998, defining the *Locally Preferred Strategy* for the South/North Light Rail Project; and

WHEREAS, In November 1998, voters in the Portland metropolitan region did not approve a ballot measure that would have reaffirmed the region's 1994 voters' approval of local funding for the South/North Corridor Light Rail Project; and

WHEREAS, In response to the loss of local funding for the project, Metro sponsored a series of "Listening Posts" throughout the region to better understand the public's perception of the region's transportation needs; and

WHEREAS, Following the "Listening Posts," public officials concluded that there was public support for continuing to work toward transit solutions in the South and North Corridors; and

WHEREAS, Business and community leaders requested that the region further evaluate a Full-Interstate Avenue Alternative in the North Corridor (referred to as Interstate MAX); and

WHEREAS, The Interstate MAX alternative would have no displacements of residences and businesses and would cost approximately \$114 million less than the previously adopted alignment; and

WHEREAS, Metro, Tri-Met and FTA have prepared a *Supplemental Draft Environmental Impact Statement* (SDEIS) evaluating the Full-Interstate Alignment Alternative; and

WHEREAS, Notice of availability of the SDEIS was published in the *Federal Register* on April

30, 1999; and

WHEREAS, Following the publication of the SDEIS, there was a 45-day public comment period that included a public hearing; and

WHEREAS, The Interstate MAX Project is projected to carry 14,100 light rail riders which includes 4,400 new transit riders, and the trip between the Expo Center and Portland Central Business District (CBD) is projected to be 46 percent faster on light rail than on the bus; and

WHEREAS, The Interstate MAX Advisory Committee comprised of neighborhood leaders, citizens and business owners with interests in the North Corridor, has met numerous times during the preparation of the SDEIS and the public comment period and has reviewed public testimony and recommends the Full-Interstate Alignment move forward; and

WHEREAS, The FY 2000 Unified Work Program was previously adopted by Resolution No. 99-2756 and did not include the preparation of an FEIS and Preliminary Engineering in the North Corridor; and

WHEREAS, The Portland City Council unanimously recommended the amended Locally Preferred Strategy at its June 16, 1999 meeting; and

WHEREAS, JPACT unanimously recommended the amended Locally Preferred Strategy at its June 17, 1999 meeting; now, therefore,

BE IT RESOLVED,

That the Metro Council:

- Amends the South/North Locally Preferred Strategy to include the Full-Interstate Alignment (Interstate MAX) in the North Corridor; and
- Amends the Locally Preferred Strategy to define the Interstate MAX Project as the first construction segment; and
- Directs Metro to work together with Tri-Met, the City of Portland and the Federal Transit Administration to complete the North Corridor Preliminary Engineering and publish the North

Corridor Final Environmental Impact Statement based upon the amended Locally Preferred Strategy; and

- Amends the FY 2000 Unified Work Program to be consistent with these amendments to the Locally Preferred Strategy.

ADOPTED by the Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

**South
North**

Transit Corridor Study

North Corridor

Draft Locally Preferred Strategy Amendment Report

June 1999



METRO



U.S. Department
of Transportation
Federal Transit
Administration

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Appendix A	Amended Locally Preferred Strategy Maps
Appendix B	Metro Council and JPACT Resolutions
Appendix C	Interstate MAX Advisory Committee Recommendations
Appendix D	City of Portland and Tri-Met Resolutions

1.0 Introduction

In July 1998, the Metro Council selected a Locally Preferred Strategy (LPS) for the South/North Corridor Project. This LPS was the region's preferred light rail alignment that was to be the subject of detailed Preliminary Engineering and a *Final Environmental Impact Statement*. However, in November 1998, local voters did not approve a measure that would have funded the first construction segments of the light rail line selected as the LPS. In early 1999, community and business leaders suggested to Tri-Met and Metro that an alignment in the North Corridor solely along Interstate Avenue would be less expensive and require no displacements compared to the LPS alignment in the North Corridor. Tri-Met developed the design further and Metro produced the *South/North Corridor Supplemental Draft Environmental Impact Statement (SDEIS)*, published in the *Federal Register* on April 30, 1999. The publication of the SDEIS allowed the Full-Interstate Alignment to be considered as an amended LPS for the North Corridor.

This North Corridor Locally Preferred Strategy Amendment report defines the Full-Interstate Alignment Alternative, or Interstate MAX, as the Amended LPS for the North Corridor. It also serves as the basis for the amendment of the original July 1998 LPS for the South/North Corridor to include the Full-Interstate Alignment Alternative and to make the Full-Interstate Alignment Alternative the first light rail construction segment in the Corridor.

Appendix A of this report provides maps of the Amended LPS described in this report. This report will be considered for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) on June 17, 1999 and by the Metro Council on June 24, 1999. These resolutions and staff reports will be included as Appendix B. The Interstate MAX Advisory Committee began formulating its recommendations on June 9, 1999. The committee's report will be included as Appendix C. Appendix D will include resolutions by the Tri-Met Board of Directors scheduled for June 23, 1999 and the Portland City Council, scheduled for June 15, 1999.

The selection of the amended LPS will be based upon:

- 1) Review of Public Comment
- 2) Information included in the *South/North Corridor Project Supplemental Draft Environmental Impact Statement*
- 3) The project's adopted goals, and consistency with its purpose and need; and
- 4) Consideration of recommendations from the following committees and jurisdictions
 - Interstate Max Advisory Committee (June 9, 1999)
 - Portland City Council (June 15, 1999)
 - Joint Policy Advisory Committee on Transportation (June 17, 1999)
 - Tri-Met Board of Directors (June 23, 1999)

This LPS amendment report will form the basis of subsequent project activities such as the development of Preliminary Engineering, the preparation of the North Corridor Final Environmental Impact Statement (FEIS), preparation of the FEIS finance plan and development of the Land Use Final Order (LUFO), which will follow the completion of the FEIS.

2.0 Alternatives Considered

The *South/North Corridor Project Locally Preferred Strategy Report*, July, 1998 considered a No-Build Alternative, all of the light rail length (Minimum Operating Segment) alternatives, alignment alternatives, and design options developed for nine distinct corridor segments in the *South/North Corridor Project Draft Environmental Impact Statement (DEIS)*. The 1998 LPS was selected from the alternatives developed and evaluated in the DEIS.

In the North Corridor, the 1998 LPS would have included ten stations north of the Rose Quarter Transit Center. North of the Rose Quarter Transit Center, the alignment crossed under Interstate 5 (I-5). The alignment would then parallel the east side of I-5, serving Emanuel Hospital, to approximately Fremont Avenue, where the alignment crossed over to the west side of I-5. The 1998 LPS called for a study of "crossovers" between I-5 and Interstate Avenue between Killingsworth and Lombard. North of Killingsworth, the alignment would be located in the median of Interstate Avenue to the Kenton area, where the alignment would transition to Denver Avenue. The alignment would have reached the Expo Center by traveling between I-5 and Expo Road, to an Expo Station.

3.0 Description of the North Corridor Amended Locally Preferred Strategy

3.1 Overview of the Amended LPS Alignment

The Amended Locally Preferred Strategy is the Full-Interstate Alignment Alternative as defined in the SDEIS (Figure B1). The Eliot Segment is detailed in Figure B2 and for the North Portland Segment is detailed in Figure B3.

The Amended Locally Preferred Strategy would result in the construction of 5.63 miles of new light rail track and nine new light rail stations. The alternative would operate on 1.46 miles of existing track between the SW 11th Avenue downtown Portland turnaround and the Rose Quarter Transit Center for a total of 7.09 miles. The alignment includes a new alignment not studied in the DEIS, on Interstate Avenue between the Rose Quarter Transit Center and the Edgar Kaiser Medical Center. The alignment north of Kaiser is generally in the same location as the DEIS Interstate Avenue Alternative, with significant design changes to reduce displacements and cost. The Amended LPS Alignment would include generally the same bus service improvements in the North Corridor as identified with the light rail alternatives described in the DEIS. Final bus service plans will be developed by Tri-Met in close coordination with the community. The Amended Locally Preferred Strategy alignment would cost \$223.4 million to construct in 1994 dollars, or \$350 million in year-of-expenditure dollars.

As mentioned above, the DEIS describes the Tri-Met and C-TRAN transit systems and the No-Build Alternative. These descriptions remain generally the same for the Amended Locally Preferred Strategy. The SDEIS describes the Full-Interstate Alignment Alternative and its environmental

impacts that differ significantly from those disclosed in the DEIS. Tri-Met's *North Corridor Conceptual Plans for Light Rail Interstate MAX Alignment* (Tri-Met: April, 1999) provides a more detailed description of the Full Interstate Alignment Alternative. The three main segments of the line are described below.

3.2 *Downtown Portland to Rose Quarter Segment*

The Amended LPS alignment would utilize the existing east-west light rail alignment between the downtown turnaround located at SW 11th Avenue (between SW Yamhill and SW Morrison Streets) and the Rose Quarter Transit Center. The new light rail alignment would split from the east-west alignment on the eastside of the Steel Bridge in the vicinity of the Rose Quarter Transit Center, where the alignment would turn north into the center of N Interstate Avenue. A new station would be located at the corner of N Multnomah and N Interstate Avenue adjacent to the Rose Garden and about 200 yards west of the Rose Quarter Transit Center.

3.3 *Eliot Segment*

North from the Rose Quarter, the tracks would be aligned in the middle of N Interstate Avenue and pass underneath the Broadway Bridge. Two vehicular travel lanes would be provided for northbound traffic and one lane would be provided for southbound traffic on N Interstate Avenue between N Multnomah and N Larrabee. North of the Broadway Bridge, the alignment, one general traffic lane and a bike lane in each direction would generally fit within the existing N Interstate Avenue right-of-way (the right-of-way width varies in this segment between 80 and 100-feet). North of the Rose Quarter station, the trackway would be tie-and-ballast. A center platform station would be located between N Russell and N Knott Streets on N Interstate Avenue.

Truck access into the Lower Albina Industrial District would be provided at N Tillamook Street at the location of the City of Portland's proposed Lower Albina Overpass. Turning lanes would be provided at N Tillamook Street, N Russell Street, N Knott Street and N Greeley Avenue. From the intersection of N Greeley Avenue, the alignment would proceed on a five to six percent grade up to Overlook Park and the Edgar Kaiser Medical Center. A traffic signal would be modified and turn lanes provided to allow access into Kaiser medical buildings on the east and west sides of N Interstate Avenue. The Overlook Station would have a center platform located in the center of N Interstate Avenue at N Overlook Boulevard.

3.4 *North Portland Segment*

North of N Overlook Boulevard the Amended LPS alignment would continue to occupy the median of the roadway. Compared to existing conditions, one travel lane is eliminated in each direction in order to retain on-street parking and avoid displacements. A bicycle lane is added in each direction.

The Amended LPS alignment would be constructed almost entirely within the existing 100-foot N Interstate Avenue right-of-way. The pedestrian crossings for the new alternative would be provided

through pedestrian-activated signals as opposed to the Z-type pedestrian crossings that were defined for the Interstate Avenue Alternative in the DEIS. The Amended LPS alignment on N Interstate Avenue would have fewer displacements, fewer traffic lanes and fewer on-street parking spaces at the intersections of N Interstate and N Going Street, N Killingsworth Street, N Portland Boulevard, N Lombard Street and N Denver Avenue than the DEIS Interstate Avenue Alternative.

Within the 100-foot right-of-way of N Interstate Avenue, the Amended LPS Alignment would provide for sidewalks, bicycle lanes, one auto lane in each direction and two sets of light rail tracks. On-street parking would be maintained in most areas except at intersections with either traffic or pedestrian-activated signals. The light rail trackway is proposed to be tie-and-ballast between the Steel Bridge and the Expo Center.

Stations would be located at N Going Street, N Killingsworth Street, N Portland Boulevard, and N Lombard Street, identical to the locations studied for the Interstate Avenue Alignment as described in the DEIS. In comparison, the alignment has been modified in the Kenton area to avoid impacting a historical structure and other potential displacements. As a result, the Kenton Station would be shifted one block to the southeast and the alignment would be shifted from the eastside into the middle of the street at the N Argyle at N Denver Avenue intersection.

North of the Kenton Station, the Denver Avenue Viaduct over N Columbia Boulevard and an existing bridge over the Columbia Slough would be replaced with two combined light rail and traffic bridges. The DEIS Interstate Avenue Alternative includes proposed new light rail only bridges on the eastside of the Denver Viaduct. The new bridge would cross over Columbia Slough with a vertical clearance of at least 34 feet Columbia River Datum (CRD) and a horizontal clearance of at least 66 feet.

The Amended LPS alignment would cross over the southbound N Denver Avenue traffic lane on an elevated structure to a potential event-only station located on the eastside of the intersection of N Expo Road and N Broadacre Street adjacent to the entrance of the Portland International Raceway (PIR). This station is still under study by Tri-Met and has not been included in the calculation of transit ridership or capital and operating costs. The station location and cost will be developed further in Preliminary Engineering and the FEIS.

From N Broadacre Street, the alignment would proceed north between the I-5 Freeway and N Expo Road to a terminus station located in the existing Expo Center parking lot. An approximately 600-space park-and-ride lot would be developed. A new traffic signal at N Marine Drive and the Expo Center would provide access into the park-and-ride lot.

Appendix A

Maps of Amended North Corridor Locally Preferred Strategy

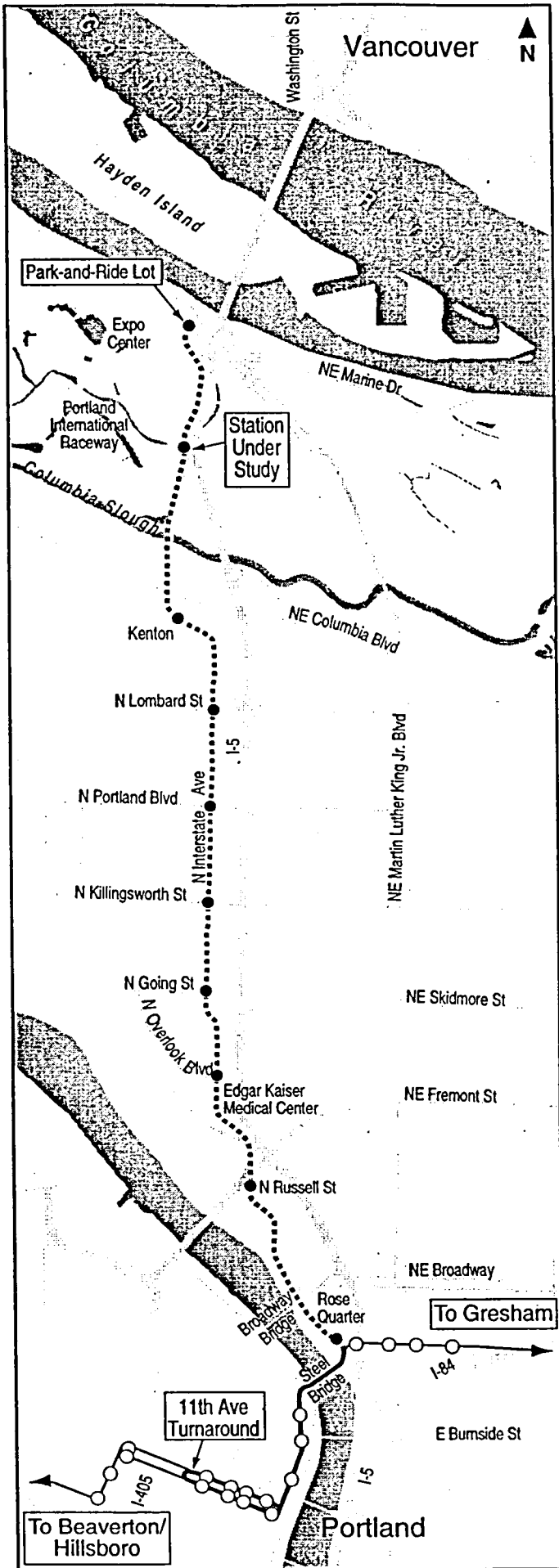


Figure A.1
Amended Locally Preferred Strategy
North Corridor Full-Interstate Alignment

- Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations

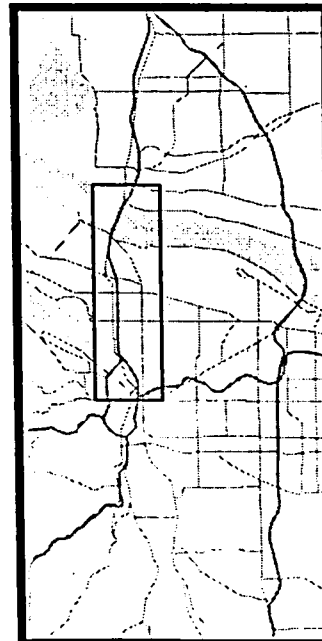
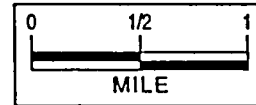
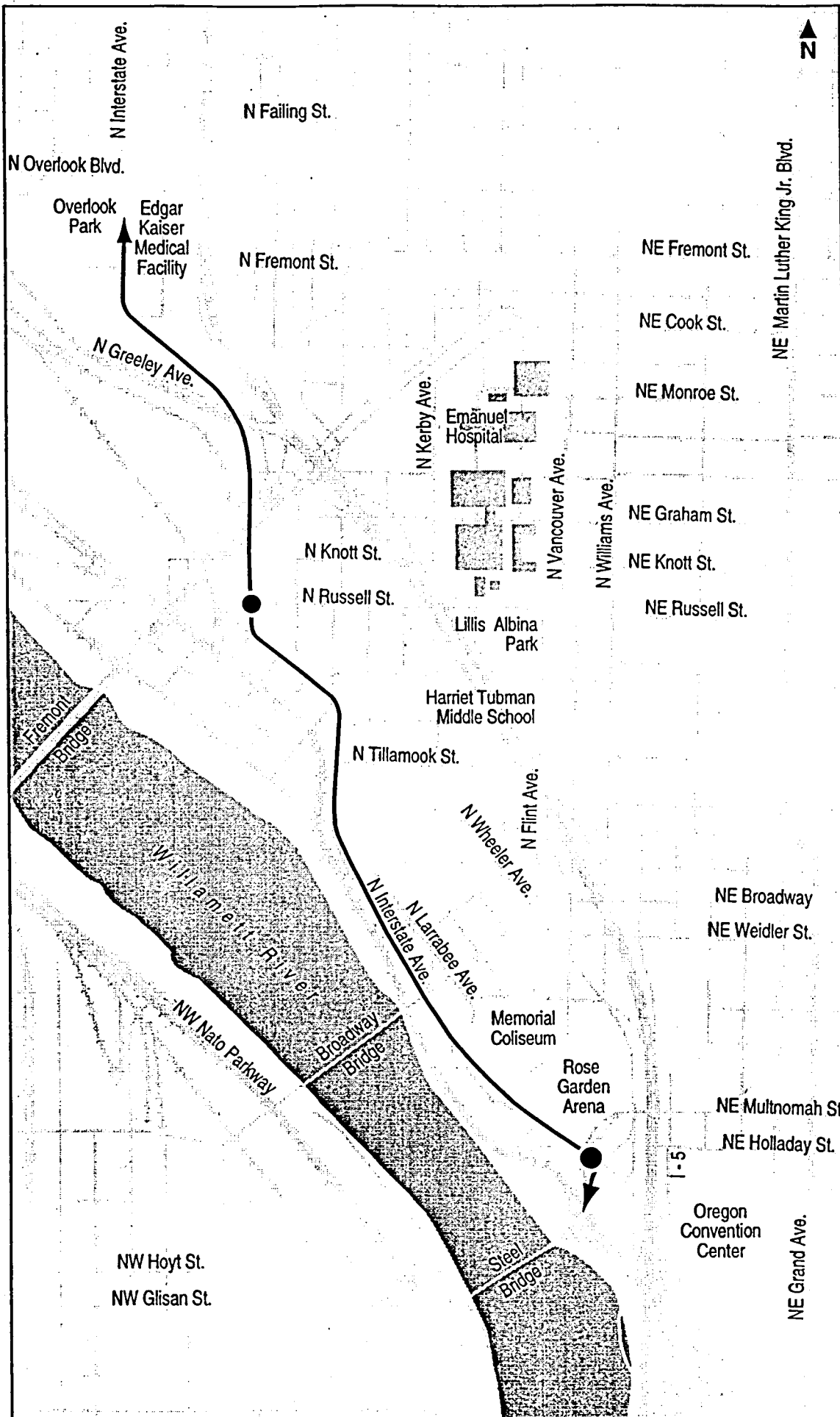


Figure A.2
Amended Locally Preferred Strategy
North Corridor Full-Interstate Alignment
Eliot Segment



- LRT Alignment
- Station
- Existing Railroad

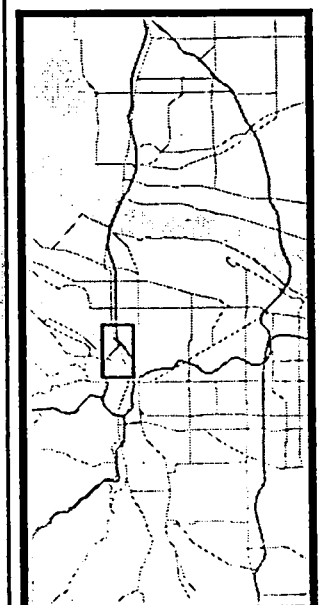
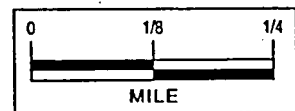
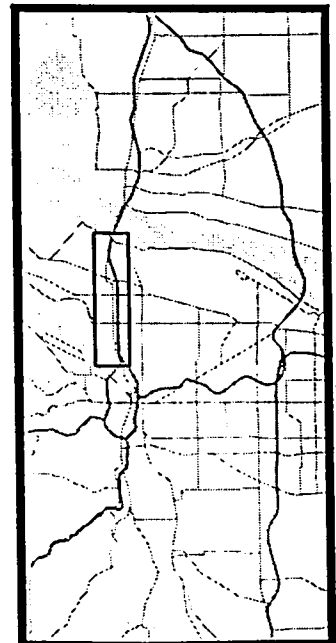
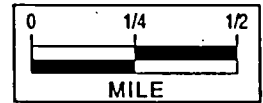
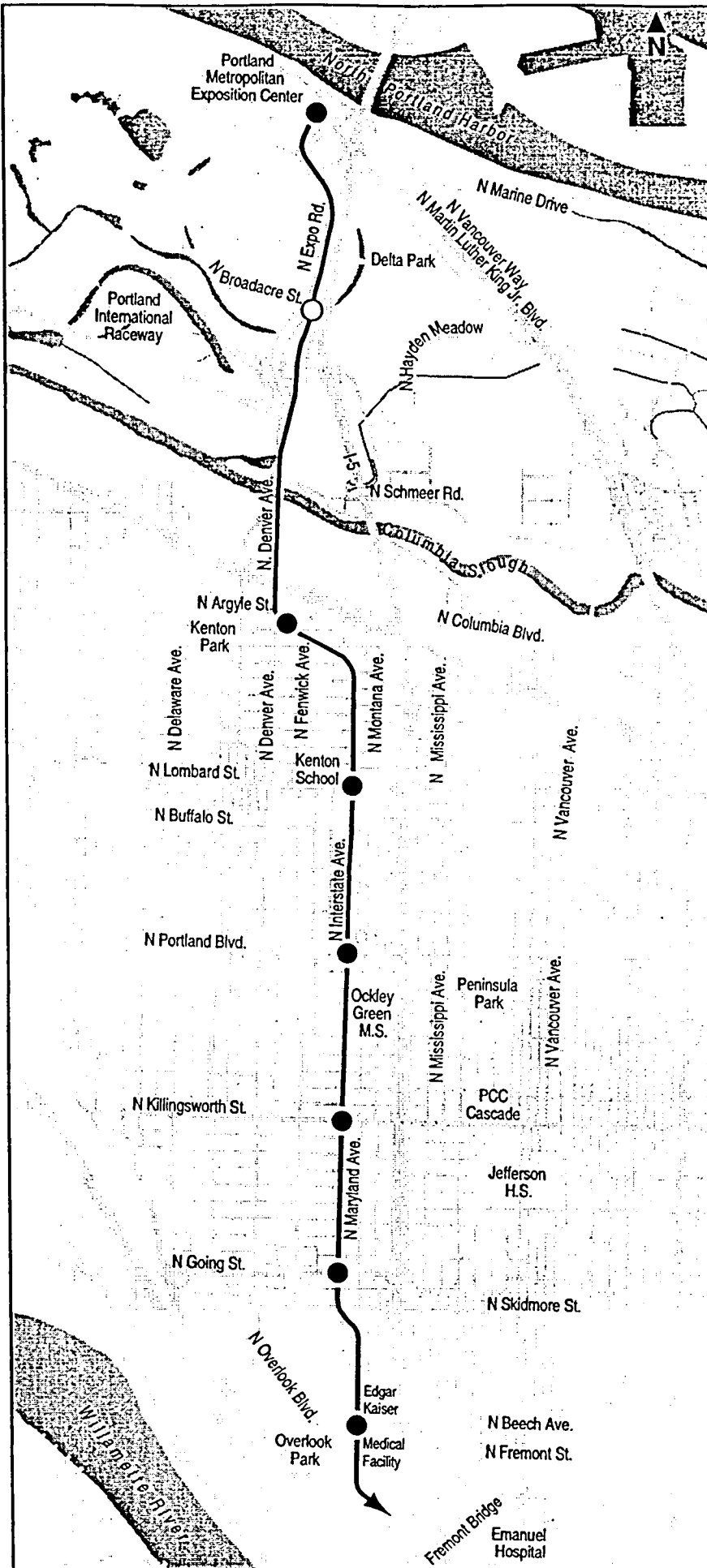


Figure A.3
Amended Locally Preferred Strategy
North Corridor Full-Interstate Alignment
North Portland Segment

- LRT Alignment
- Station
- Station under study
- Existing Railroad



Appendix B

JPACT and Metro Council Resolutions

Appendix C

Interstate MAX Advisory Committee Recommendations

Appendix D

Tri-Met Board and Portland City Council Resolutions

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2806A FOR THE PURPOSE OF AMENDING THE LOCALLY PREFERRED STRATEGY FOR THE SOUTH/NORTH LIGHT RAIL PROJECT TO DEFINE THE INTERSTATE MAX PROJECT AS THE FIRST CONSTRUCTION SEGMENT AND TO AMEND THE FY 2000 UNIFIED WORK PROGRAM

Date: June 9, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution adopts Exhibit A, the revised *Locally Preferred Strategy Report*, as an amendment to the South/North Corridor Locally Preferred Strategy. It defines the Full-Interstate Alignment as the alignment choice for the proposed light rail project, and it identifies the Rose Quarter Transit Center and Expo Center as the termini for the first construction segment. The resolution also directs project staff to complete Preliminary Engineering and prepare the North Corridor Final Environmental Impact Statement (FEIS) based on this revised Locally Preferred Strategy (LPS) and amends the FY 2000 Unified Work Program to be consistent with these amendments.

The Interstate MAX Citizens Advisory Committee met on June 9, 1999 and recommended the Full-Interstate Alternative move forward. The Portland City Council recommended the proposed amendment to the LPS at its June 16, 1999 meeting. JPACT unanimously recommended the amended Locally Preferred Strategy at its June 17, 1999 meeting. The Tri-Met Board of Directors will review the proposed amendment at its June 23, 1999 meeting.

FACTUAL BACKGROUND AND ANALYSIS

The South/North Transit Corridor Study was initiated in April 1993 when the Metro Council adopted Resolution No. 93-1784 that selected the Milwaukie and I-5 North Corridors as the region's high capacity transit priority corridors to be studied further through the federal project development and environmental process. In October 1993, the Federal Transit Administration issued notice in the *Federal Register* of intent to prepare an Environmental Impact Statement in the South/North Corridor.

Following a series of steps (including Scoping, Narrowing of Alternatives, Design Option Narrowing, Major Investment Study and Cost Cutting), the project defined a set of alternatives to be studied in the *Draft Environmental Impact Statement* (DEIS). The DEIS and supporting reports documented the anticipated benefits, costs and impacts that would be associated with the alternatives and options under study. On February 27, 1998, the FTA issued notice in the *Federal Register* of the publication and availability of the South/North DEIS.

On July 23, 1998, following extensive public involvement, four informational open houses, three public hearings and significant public comment, the Metro Council adopted Resolution No. 98-2674 adopting the Locally Preferred Strategy (LPS) for the South/North Light Rail Project. The LPS adopted the phased implementation of the Full-Length Light Rail Alternative between the Clackamas Regional Center and Vancouver, Washington with the first construction segment identified as the segment between the Linwood Park-and-Ride Lot in Clackamas County and the Rose Quarter Transit Center. In November 1998, the voters of the region did not re-approve a ballot measure to provide a portion of the local funding for the project. In response to the loss of the major local funding for the project, the regional and local officials held a series of *Listening Posts* during which the public was encouraged to

provide input on numerous transportation issues including the future of light rail and other transit improvements in the South/North Corridor.

More than 375 individual comments were received at the four *Listening Posts* and through correspondence with Metro and Tri-Met. The comments represented a broad cross-section of ideas, opinions, criticisms and suggestions for regional decision-makers to consider. Generally, the majority of people who commented supported the multi-modal emphasis that the region has adopted to address transportation problems. Fifty-seven percent of the people who commented indicated support for expanding the light rail system. This was reflected most strongly in the comments from the City of Portland and inner Multnomah County residents. Eighteen percent of those commenting were opposed to light rail in any configuration. Residents of Clackamas County voiced the strongest preference for increased road capacity and bus improvements and the least support for light rail.

Of the people commenting specifically on the South/North light rail project, many suggested moving forward with a shorter line and were particularly supportive of a north only line. Many also commented on the opportunity to capture available federal resources to help construct the line.

Proposed Amendment

Following the *Listening Posts*, local business and community members urged Tri-Met, the City of Portland and Metro to investigate a modified Interstate Avenue Alignment in the north portion of the corridor. The business and neighborhood leaders asked that the revised project have a significantly lower capital cost, fewer displacements and be affordable without the use of property tax revenues. The proposed modified alignment combines portions of the Interstate Avenue Alignment Alternative that was evaluated in the DEIS (between the Edgar Kaiser Medical Facility and the Kenton Neighborhood) with a new route on Interstate Avenue (between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility) that had not been evaluated in the DEIS. This new alternative is often referred to as Interstate MAX. The alignment for Interstate MAX is shown in Figure 1.

The modified alternative would result in an estimated savings of \$114 million, have approximately 130 fewer displacements and reduced environmental impacts, when compared to the alternatives evaluated in the DEIS. The project could also be constructed without an additional vote for new local funding. The major trade-off with these savings is the change in location of one station in the Eliot Neighborhood which would have provided somewhat better access to residential areas in the neighborhood and to Emanuel Hospital and the loss of one station on the edge of the Lloyd District which would have provided access to the Broadway/Weidler area north of the Coliseum.

In March 1999, the Federal Transit Administration determined that a Supplemental Draft Environmental Impact Statement (SDEIS) would be the appropriate vehicle for evaluation of the new Full-Interstate Alternative. On April 30, 1999, notice of availability of the North Corridor SDEIS was published in the *Federal Register*. Following publication of the SDEIS, a 45-day public comment period was held that included a public hearing on June 1, 1999.

Extensive public comment has been received during the public comment period with a large majority of those commenting supportive of the proposal. The public comment period ended June 14, 1999. All comments were compiled into a public comment document. Comments received have been distributed to the Interstate MAX Citizens Advisory Committee. Comments have also been distributed to the Portland City Council, the Tri-Met Board of Directors, JPACT and the Metro Council. Following review of the SDEIS and consideration of the public comments, the Interstate MAX Advisory

Committee, the Portland City Council and JPACT have recommended adoption of the revisions to the LPS for the North Corridor.

Next Steps

Following adoption of the proposed amendment to the Locally Preferred Strategy, the project schedule includes many steps:

- *July 1 - October 15*: Complete Preliminary Engineering and the Final Environmental Impact Statement;
- *August 31*: Submit New Starts rating criteria report to FTA for the Interstate MAX Project;
- *October 15 - November 1*: City of Portland and Tri-Met adopt formal financial commitments. These commitments will be forwarded to FTA prior to update of the New Starts criteria;
- *November 30*: Goal for receipt of Record of Decision from FTA acknowledging completion of the federal environmental process;
- *December 31*: Goal for receipt of FTA Letter of No Prejudice and permission to enter final design;
- *March 31, 2000*: Goal for signing Full-Funding Grant Agreement with FTA;
- *March 2001*: Start of construction; and
- *September 2004*: Opening for revenue service.

Exhibit A: North Corridor Locally Preferred Strategy Report

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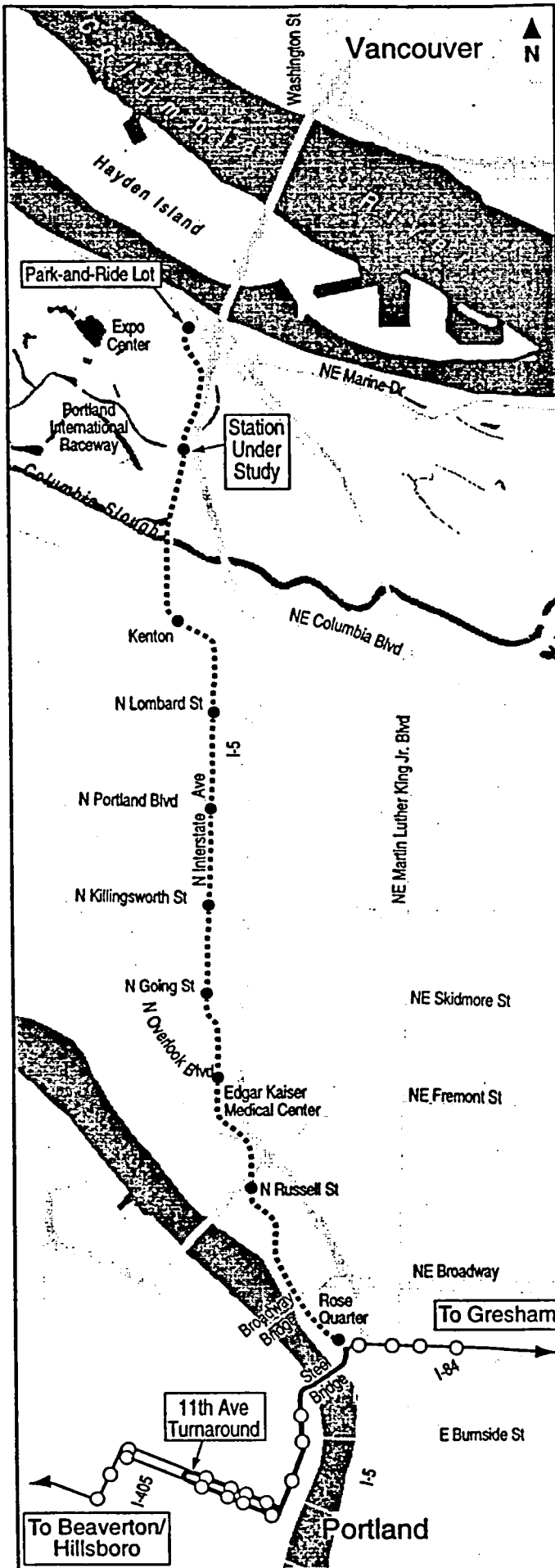
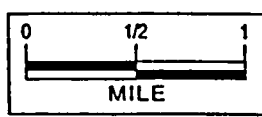


Figure 1
North Corridor Full-Interstate Alignment
Amended Locally Preferred Strategy

- Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations



June 1999

Agenda Item Number 9.5

Resolution No. 99-2795A, For the Purpose of Amending the FY 00 Unified Work Program to add the South Corridor Transportation Alternatives Study and Amending the Transportation Improvement Plan (TIP) to Authorize FY 99 Surface Transportation Program (STP) Funds.

Public Hearing

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY '00) RESOLUTION NO. 99-2795A
UNIFIED WORK PROGRAM TO ADD THE)
SOUTH CORRIDOR TRANSPORTATION) Introduced by:
ALTERNATIVES STUDY AND AMENDING THE) Councilor Kvistad, Chair
TRANSPORTATION IMPROVEMENT PROGRAM) JPACT
(TIP) TO AUTHORIZE FY '99 SURFACE)
TRANSPORTATION PROGRAM (STP) FUNDS)

WHEREAS, The FY '00 Unified Work Program was adopted by Resolution Number 99-2756; and

WHEREAS, Metro prepared a South/North Corridor Project Draft Environmental Impact Statement that evaluated numerous light rail transit (LRT) options, alignment alternatives and design options as well as a No-Build Alternative that would have served the South Corridor; and

WHEREAS, The Metro Council adopted Resolution 98-2674 on July 23, 1998 that adopted the Locally Preferred Strategy for construction of a light rail segment between the Clackamas Town Center and the Rose Quarter; and

WHEREAS, In November 1998, voters in the Portland metropolitan region rejected a ballot measure that would have reaffirmed the region's 1994 vote to authorize the sale of General Obligation bonds that would have provided \$475 million in local funding necessary to construct the Locally Preferred Strategy; and

WHEREAS, "Listening Posts" were held by Metro throughout the region to better understand the public's perception of the South/North Corridor's transportation needs; and

WHEREAS, Numerous transportation improvements were suggested in the "Listening Posts" and included transit options such as increased express and local bus service, addition of high occupancy vehicles lanes, additional park-and-ride opportunities and improved transit centers; and

WHEREAS, A significant amount of technical analysis has already taken place in the South Corridor including: system studies, South/North Preliminary Alternatives Analysis, Design Option Narrowing, Cost-Cutting, Draft Environmental Impact Statement, ODOT's McLoughlin Boulevard Draft and Final Environmental Impact Statements and subsequent studies by Clackamas County and the City of Milwaukie that address McLoughlin Boulevard; and

WHEREAS, At the April 8, 1999 JPACT meeting, staff was asked to prepare a work program that outlines a program to advance non-light rail transportation options in the South Corridor and submit that plan at the June 1999 meeting of JPACT; and

WHEREAS, Resolution No. 96-2442 allocated \$55 million of Regional STP funds towards a light rail project in the South/North Corridor, of which \$1.5 million was programmed for FY '99; and

WHEREAS, An alternative transportation improvement program must be developed for the South Corridor as a result of the loss of funding for the rail project; and

WHEREAS. The region will endeavor to identify an early element of the South Corridor Improvement Program by December 1999 to be the basis of an FY 2001 federal transit funding request; and

WHEREAS, The attached work plan (Exhibit A) provides a work program for the South Corridor Transportation Alternatives Study; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Amends the FY '00 Unified Work Program to add a South Corridor Transportation Alternatives Study with the attached work plan.

2. Amends the Transportation Improvement Program (TIP) to authorize \$1.5 million of FY '99 STP funds reserved for the South/North Corridor and \$171,682 of local match to fund the study.

3. Directs that Metro staff, ODOT and Tri-Met staff shall work together with participating jurisdictions including Clackamas County and the Cities of Gladstone, Milwaukie, Portland, and Oregon City to:

- Develop and prioritize non-light rail transportation options that are responsive to the travel demand in the corridor and to the community needs as defined in the attached work plan including the potential of commuter rail between Milwaukie and Lake Oswego and Tualatin; and
- Coordinate this study with the Willamette River Crossing Study; and
- Select a package of transportation improvements that can be implemented expeditiously or

- moved forward into more advanced design, environmental analysis and construction; and
- Address community concerns expressed in the “listening post” meetings and through the public involvement process implemented for this study by developing fiscally responsible alternatives that can be implemented quickly; and
 - Develop project capital and operating costs to a level that is appropriate upon which to base a federal funding request for any major capital investment; and
 - Bring forward for adoption by the Metro Council a comprehensive transportation improvement strategy for the corridor, an implementation plan and funding strategy.

ADOPTED by Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

South Corridor Transportation Alternatives Study

**Draft Work Program
June 8, 1999**



METRO

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1.0 INTRODUCTION

This section describes how the South Corridor Transportation Alternatives Study was developed and the events leading up to the decision to study alternative transportation modes in the corridor. This section also provides a description of the corridor, its planning history and relationship to the Regional Transportation Plan (RTP).

1.1 Development of the South Corridor Transportation Alternatives Study

The South/North Corridor Transit Study identified light rail as the preferred alternative for the development of the transit system in the South Corridor. The first construction segment was to connect the Rose Quarter, north of the Portland Central Business District (CBD) with Milwaukie and Clackamas Regional Center, with the second construction segment between Rose Quarter and Kenton, and ultimately terminating in Vancouver, Washington.

In November 1998, tri-county voters did not approve a local funding measure for the South/North Light Rail Project. In response, Metro held a series of "listening posts", public meetings to take comments on what direction the region needs to take to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the listening post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong. Clackamas County residents voiced the strongest support for increased road capacity and the least support for light rail. Those who recommended alternatives or complements to a light rail system had a variety of suggestions, with improved bus service and high occupancy vehicle (HOV) lanes being the most common. Others suggested streetcars, bicycles, hovercraft, vanpooling, river transit, congestion pricing and flexible schedules for working and telecommuting.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation, (JPACT), Metro staff were directed to prepare a work program for adoption in June 1999 that outlines a program to advance non-light rail transportation options in the South Corridor. This work plan has been prepared in response to that request.

1.2 Corridor Description

The South Corridor is a funnel-shaped travelshed with ends in Oregon City and Clackamas Regional Center and which narrows between Milwaukie and downtown Portland (See Figure 1). The corridor includes portions of the cities of Portland, Milwaukie, Gladstone and Oregon City, as well as Clackamas County. This corridor has experienced tremendous growth in the past twenty years and by 2015, trip volumes will increase by 30 percent and the hours that drivers spend in delayed traffic will increase eight-fold.

Over the past twenty years, the population of the four-county region has grown by approximately 45 percent, from 1,100,900 residents in 1975 to 1,596,100 residents in 1995. The population trends over this period consisted of three distinctly different cycles. The 1970s were a period of rapid growth with a population growth rate of 2.1 percent per year on average. The early/mid-1980s were marked by a recession with population remaining virtually flat. Population has been growing rapidly since 1988, by about 250,000 residents over this period.

Since 1980, the rate of employment growth in the Portland/Vancouver region has been almost 40 percent higher than the national average. From 1980 to 1995, employment growth in the Portland/Vancouver region averaged 2.6 percent per year, increasing from 672,800 jobs in 1980 to 995,700 jobs in 1995, while the national average was 1.9 percent. During the late 1980s, the region's job growth ranked as the fourth fastest in the country, with annual job growth peaking at about 35,000 net new jobs per year. Employment growth slowed in the early 1990s, and was particularly sluggish in 1991 during a short national recession. Most recently, the region has again been experiencing strong job growth.

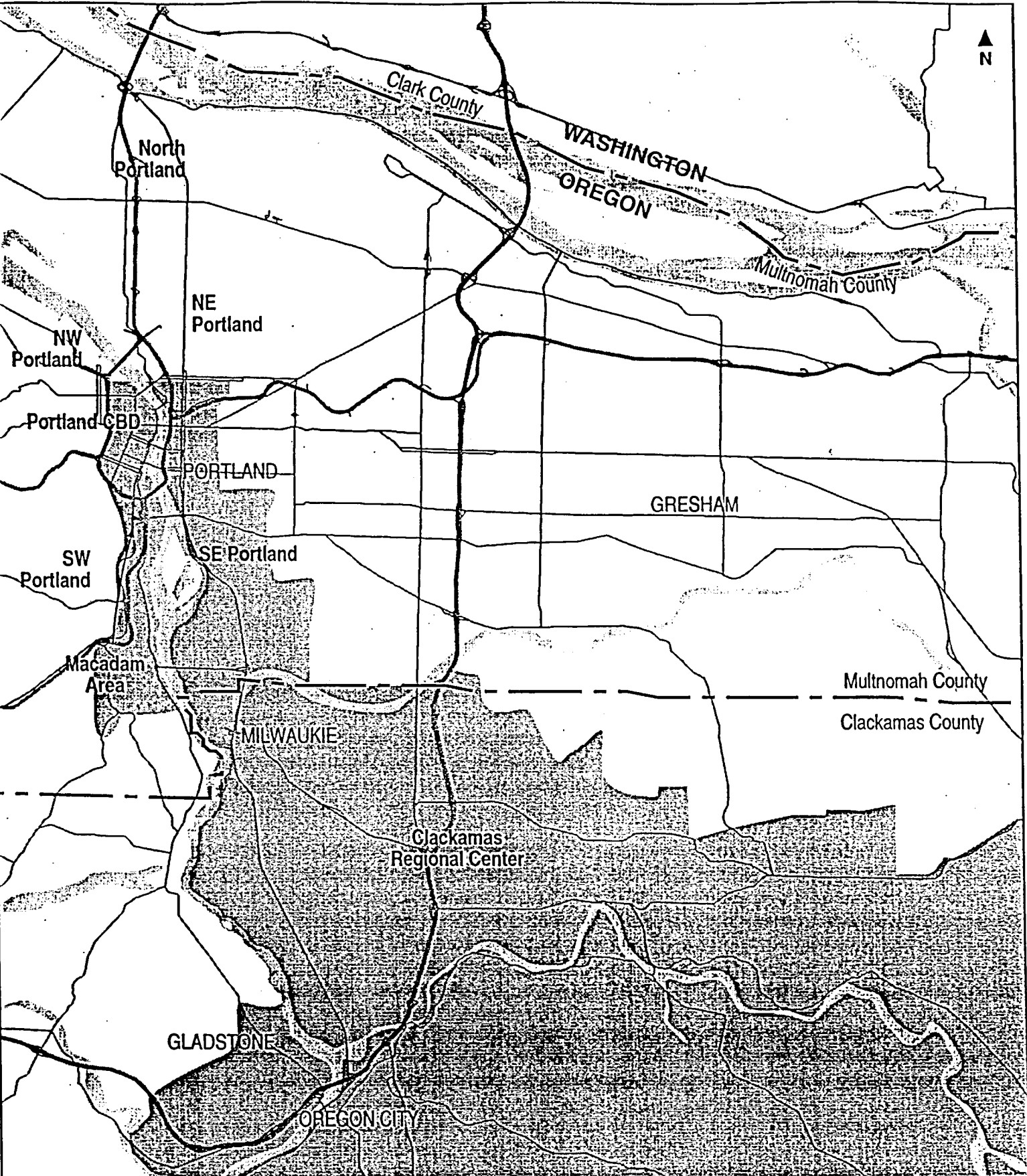
Clackamas County is a fast growing sector of the region. Between 1980 and 1994, the number of households in the county increased by about 2.3 percent per year and the number of jobs increased by 4.0 percent per year. The study corridor in Clackamas County currently contains about 80,600 households, with an expected growth rate of 2.4 percent per year between 1994 and 2015, reaching a total of 132,400 households by 2015. The study corridor also contains about 94,600 jobs, with an expected growth rate of 3.0 percent per year, reaching a total of 174,600 jobs by the year 2015. The Clackamas Regional Center, located near the northeast corner of Clackamas County, has been a major development site in recent years and is projected to continue to develop rapidly.

The South Corridor also includes the Portland Central City south of Burnside, including the Portland Central Business District (CBD). The Central City contains the largest concentration of employment in the region. As of 1994, the Central City contained 138,500 jobs and 11,900 households. Central City jobs are expected to grow by 2.0 percent per year reaching a total of 211,900 jobs by the year 2015. The number of households is expected to grow to 21,900 over the same period.

1.3 Corridor Planning History

This corridor has been the subject of many transportation planning efforts over the past twenty years. In 1979, the McLoughlin Boulevard Draft Environmental Impact Statement produced by the Oregon Department of Transportation (ODOT) called for widening McLoughlin Boulevard, with the possibility of adding a high-occupancy vehicle lane. The improvements south of Tacoma Street were built, while those north of Tacoma were deferred until after the completion of a light rail line. An early light rail feasibility study was completed in 1984 by Metro. In 1992, Metro and the region selected the Milwaukie Corridor over the I-205 Corridor and as the region's highest transit improvement priority. A scoping process narrowed the modes under consideration to light rail and bus service from a range of alternatives that also included commuter rail and river transit. In 1994, Metro and the region undertook an Alternatives Analysis to identify the best way to provide high capacity transit service in the Milwaukie (South) and I-5 (North) Corridors. The project was renamed the South/North Corridor Transit Study. Several light rail alignments, termini and design options were evaluated in the South/North Corridor Project's Draft Environmental Impact Statement (DEIS).

In July 1998, the Metro Council adopted the Locally Preferred Strategy for the South/North Corridor Project that called for a light rail line between Clackamas Regional Center and Kenton in north Portland, with the first construction segment between Rose Quarter and Clackamas Regional Center. This decision followed five years of planning, engineering and environmental analysis of transit options in the South Corridor. In November 1998 a local funding measure to provide the local share of project financing (\$475 million) through Tri-Met's sale of general obligation bonds was not approved by tri-county voters.

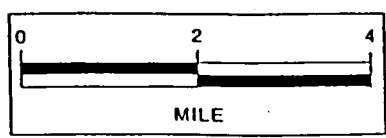


April 1999

Figure 1



 South Corridor Study Area



1.4 Relationship to Regional Transportation Plan

The Regional Transportation Plan (RTP) guides the region's investment in transportation infrastructure for both transit and highways. The region's 2020 RTP is currently being developed, with adoption planned for Fall 1999. The 2015 RTP was adopted by the Metro Council in 1995. The 2020 RTP, which will be adopted by the time this study concludes, would be modified by the results of this study, which will define transportation priorities in the South Corridor.

1.4.1 2015 RTP Improvements

The 2015 RTP includes several highway and transit improvements in the South Corridor. Two levels of expenditure were developed for the RTP, the constrained network based on existing resources, and the preferred network based on additional funding. These improvements include:

Financially Constrained Network

- South/North Light Rail
- Pedestrian improvements in support of the *Region 2040 Plan* in the McLoughlin Corridor

Preferred Network

The improvements listed above plus the following:

- Widen McLoughlin Boulevard to three travel lanes in each direction, Tacoma Street to Ross Island Bridge
- Widen Highway 224 to three travel lanes in each direction, McLoughlin to Johnson
- Build a 450 space park-and-ride lot sited on Highway 99E (McLoughlin Blvd) between Milwaukie and Oregon City
- Construct pedestrian improvements on McLoughlin/MLK/Grand between Tacoma and Multnomah Blvd.

The 2015 RTP includes South/North light rail as the primary transit investment in the Corridor. Although HOV lanes were addressed in the McLoughlin Boulevard Draft Environmental Impact Statement by ODOT, they were not included in the 2015 RTP due to the McLoughlin Corridor's designation as the region's priority corridor for light rail development. The proposed 2020 RTP does not emphasize light rail in the South Corridor.

1.4.2 Proposed 2020 RTP Improvements

The 2020 RTP includes South/North Light Rail, but adds other potential strategies to reflect that light rail is no longer the short term priority for the Corridor. Light rail will not be evaluated further as part of this study. Specific strategies in the proposed RTP include:

- Addition of a reversible HOV lane on McLoughlin Boulevard in Portland between the Ross Island Bridge and Harold Street.
- Expansion of McLoughlin Boulevard (Highway 99E) to a total of three general-purpose lanes from Harold Street to I-205.
- Implementation of access management on both McLoughlin Boulevard (Highway 99E) and Highway 224.

The following specific South Corridor projects are proposed for the 2020 RTP. These improvements may be modified by the results of this study and should not be perceived to in any way to influence the outcome of this study.

Bus Transit Improvements

The RTP includes several major improvements to transit service in the South Corridor. These include:

- South/North Rapid Bus between Clackamas Regional Center, Downtown Portland and Clark County, Washington (2000-2020).
- Improved bus service between the Milwaukie and Oregon City Transit Centers (future improvement, post-2020).
- Improved bus service between Clackamas Regional Center and Oregon City (2000-2005).
- Intercity passenger station in Oregon City to connect local transit with future intercity passenger rail (future improvement, post-2020)
- Development of park and ride facilities and transit centers, to be identified after further study (2000-2020).

Highway Improvements

The major highway improvements proposed in the 2020 RTP for the Corridor are listed below. Numerous other smaller projects address problems on specific streets and intersections.

- Widen McLoughlin Boulevard to six lanes between Reedway and Tacoma Streets (future improvement, post-2020).
- Construct new ramps from McLoughlin to I-5 northbound (2011-2020)
- Develop a reversible travel lane from the Ross Island Bridge to Harold Street (2011-2020)
- Widen McLoughlin to six lanes from Harold to I-205 (2011-2020)
- Implement access management controls on McLoughlin and Hwy 224 (2011-2020)

1.5 Land Use Context - Region 2040 Plan

In 1992, Metro district voters approved a new charter for Metro, which expanded Metro's land use role. The charter directs Metro to prepare and adopt a "Future Vision" for the region, covering a period of 50 years and addressing "preservation of regional land and natural resources" and "how and where to accommodate the population growth." The charter further directs Metro to adopt ordinances that would require local comprehensive plans and zoning regulations to comply with the regional framework plan.

Metro responded to the charter requirements by developing the Region 2040 Growth Concept and its implementing document, the *Region 2040 Framework Plan*. This plan establishes the urban growth boundary for the next 20 years and the pattern and densities for development within the boundary to the year 2040. The plan is designed to absorb 720,000 additional residents into the Oregon portion of the metropolitan region by the year 2040 with as little expansion of the existing Urban Growth Boundary (UGB) as possible.

The *Region 2040 Framework Plan* designates the Central City of Portland as the high-density employment hub of the Portland metropolitan region. The role of downtown Portland as the finance, cultural, tourism, retail and commerce center for the region is reinforced by the plan. The plan designates "Regional Centers" as mixed-use areas consisting of compact employment and residential developments that are served by high-quality transit services and "Town Centers," which are similar to Regional Centers but slightly less dense. Within the South Corridor, the area around the Clackamas Town Center, referred to as Clackamas Regional Center, and the downtown areas of Milwaukie and Oregon City are currently designated as Regional Centers.

2.0 TRANSPORTATION CONDITIONS IN THE SOUTH CORRIDOR

This section documents the growth in travel demand in the South Corridor that has occurred in the past and is projected to occur in the future. Developing alternative mode strategies to address this future demand is a key objective of this study.

2.1 *Historic Trends*

Over the past two decades, growth in traffic volumes on the South Corridor's regional roadways has increased significantly. Table 1 summarizes the historic growth in traffic volumes on SE McLoughlin Boulevard, the primary highway connecting activity centers in the southern portion of the corridor with the Portland Central City. Growth in traffic volumes on SE McLoughlin Boulevard from 1971 to 1995 has ranged from 21 percent at SE 17th Avenue to 60 percent at Highway 224 and 59 percent at I-205.

Table 1
Historic Growth in SE McLoughlin Boulevard Traffic Volumes

SE McLoughlin Boulevard at:	1971 ADT ¹	1995 ADT ¹	% Change
SE 17 th Avenue	37,200	45,000	21%
Highway 224	30,300	48,600	60%
I-205	22,200	35,300	59%

Source: Metro, 1997.

¹ ADT = Average Daily Traffic Volumes

2.2 *Projected Future Conditions*

Growth in traffic within the South Corridor is projected to continue over the next two decades. Table 2 summarizes forecast population and employment growth in the corridor, which will produce a 30 percent increase in vehicle miles of travel (VMT) in the southern portion of the corridor by the year 2015. This VMT growth is projected to lead to a three-fold increase in the miles of major roads in the southern portion of the corridor that are congested (i.e., have volumes that are in excess of 90 percent of the design capacity of the roadway).

Table 2

P.M. Peak Hour Summary Statistics for Major Roads in South Corridor by Sub-Area, 1994 and 2015¹

Sub-Area ²	Vehicle Miles Traveled		Vehicle Hours of Delay		Road Miles with V/C ³ > 0.90	
	1994	2015	1994	2015	1994	2015
Southeast Portland (7)	18,000	22,400	83	378	2.5	5.1
Milwaukie (8)	17,300	22,200	96	338	2.8	5.5
Sunnyside (9)	49,200	66,700	50	641	1.9	10.8
Gladstone (10)	33,600	43,700	13	358	0.0	6.2
Oregon City (14)	36,000	51,000	58	720	2.2	10.2
Macadam (6)	45,300	53,300	80	480	4.2	6.1
South/North Corridor Total	199,400	259,300	380	2,915	13.6	43.9
Regional Total	1,617,400	2,328,800	2,181	17,442	85.0	292.0

Source: Metro travel forecasts, 1997.

¹ Based on the No-Build Alternative developed for the South/North Corridor Project

² Number in parenthesis is a Metro sub-district number (see the *South/North Transit Impacts and Travel Demand Forecasting Results Report* (Metro: February 1998) for a map illustrating the sub-districts.

³ V/C = ratio of vehicle volume to capacity.

As a result of this deterioration of road service levels, corridor drivers will experience an eight-fold increase in the number of hours they sit in delayed traffic. The worst decline in auto-travel quality is projected to occur in the Clackamas Regional Center area with a five-fold increase in over-capacity roadways and a thirteen-fold increase in vehicle hours of delay (i.e., added time spent on roadway segments with a V/C ratio greater than 0.9). Tables 3 and 4 show that by the year 2015, traffic on SE McLoughlin Boulevard and its parallel arterials will be at or over capacity for all or virtually all of their lengths within the corridor.

Table 3

P.M. Peak Hour Conditions on McLoughlin Corridor Southbound – Year 2015¹

Location ² (Southbound Direction)	Volume ³	V/C ⁴ Ratio
Grand Avenue near Powell Blvd. (E-20)	5,400	1.20
McLoughlin Blvd. near Sellwood (E-21)	4,100	1.13
McLoughlin Blvd. south of Milwaukie CBD (E-23)	2,800	1.58
McLoughlin Blvd. south of Concord Road (E-26)	2,100	1.00
McLoughlin Blvd. at Clackamas River (E-27)	2,800	1.34

Source: Metro travel forecasts, 1997.

¹ Based on the No-Build Alternative developed for the South/North Corridor Project

² Letter/Number designation in parenthesis is a Metro outline number.

³ Vehicles per hour.

⁴ V/C = ratio of vehicle volume to capacity.

Table 4
P.M. Peak Hour Conditions on Arterials Paralleling
SE McLoughlin Boulevard Southbound – Year 2015¹

Location ² (Southbound Direction)	Facility	Volume ³	V/C ⁴ Ratio
Near SE Powell Blvd. (E-20)	SE Milwaukie Avenue	700	0.99
Near Sellwood (E-21)	I-205	6,200	0.94
	SE Johnson Creek Blvd.	1,000	1.13
	SE 82 nd Avenue	1,500	0.86
Southeast of Milwaukie CBD (E-23)	Hwy. 224	2,300	1.10
Near Clackamas River (E-27)	I-205	7,300	1.04

Source: Metro travel forecasts, 1997.

¹ Based on the No-Build Alternative developed for the South/North Corridor Project.

² Letter/Number designation in parenthesis is a Metro cutline number.

³ Vehicles per hour. ⁴ V/C = ratio of vehicle volume to capacity.

3.0 STUDY APPROACH, OBJECTIVES AND ORGANIZATION

This section describes the general approach to this study and identifies key objectives.

3.1 Study Approach

Because a tremendous amount of public involvement and technical analysis have taken place in this Corridor in the preparation of the *South/North Corridor Project Draft Environmental Impact Statement*, the study does not propose to “reinvent the wheel”. This study will build on the information developed over the last five years and tailor it to the discussion of new non-light rail alternatives.

Because of the unique nature of the three main segments of this Corridor (see Figure 2) and recent planning efforts that have taken place since the November 1998 election, each segment will have a slightly different starting point. For example, Clackamas County is concluding a state and locally funded Transportation and Growth Management study of the McLoughlin Corridor in the unincorporated area of Clackamas County from Milwaukie to Gladstone. A public involvement process is concluding that will result in recommendations for the streetscape along McLoughlin and the composition of adjacent land uses. Starting from scratch would only create confusion and prolong the process unnecessarily for this study. Building on the results of the study and tying into the public involvement structure already in place makes sense. A similar situation exists in Milwaukie with the upcoming riverfront development planning, implementation of a recently funded boulevard project along the waterfront, and recent discussions with Tri-Met about development of a new transit center on the downtown Safeway site. In addition, Tri-Met is planning to increase service in the corridor in the Fall of 1999, with incremental service and bus stop improvements planned over the next three years. Tying into these efforts will result in better coordination with this study and make the best use of public input and talent, as well as tailoring the outcome to the specific need of these corridor segments.

Although the study is structured to meet the unique needs of each corridor segment, a comprehensive alternative mode strategy will be developed for the entire corridor that ensures compatibility between corridor segments. Section 3.4 discusses the mechanism by which a comprehensive strategy will be developed that ensures compatibility between the segments.

3.2 Objectives

Objectives for this study include:

1. Development and prioritization of non-light rail transportation options that are responsive to travel demand in the Corridor and to the community's needs.
2. Selection of a package of transportation improvements, specific to corridor segments, that can be expeditiously moved forward to service providers for implementation or into more advanced design and construction or which would be documented further in an environmental impact statement.
3. Address community concerns expressed in the "listening post" meetings and through the public involvement process implemented for this study, by developing fiscally responsible alternatives that can be implemented as expeditiously as possible.
4. Adoption by the Metro Council of a comprehensive transportation strategy, an implementation plan and funding plan for the corridor.
5. Development of project capital and operating costs to a level that is appropriate upon which to base a federal funding request.

3.3 Jurisdictional Involvement

The following jurisdictions will be represented in this study process:

- City of Portland
- City of Milwaukie
- City of Gladstone
- City of Oregon City
- Clackamas County
- Tri-Met
- Metro
- Oregon Department of Transportation

3.4 Project Management Structure

Metro is the overall lead agency for this study, with support provided from the agencies listed above. Tri-Met will have an important role in the development of bus service and capital improvement strategies, as will ODOT for the evaluation of highway-based alternatives such as a McLoughlin HOV lane. The study will be structured from a geographic standpoint to respond to the unique needs of each of the three major corridor segments to be studied. Three Corridor Teams will be made up of technical staff from the jurisdictions as well as Tri-Met, Metro and ODOT staff. This segmentation will streamline the study process, allow for individualized solutions and make sure that the time spent by jurisdictions is focused directly on the issues in their area. Tri-Met, Metro and ODOT would be technical resources to all of these Corridor

Teams. Figure 3 outlines the proposed study organization. Proposed representation for the Corridor Teams in each segment are as follows:

Portland CBD to Milwaukie

- City of Portland
- City of Milwaukie

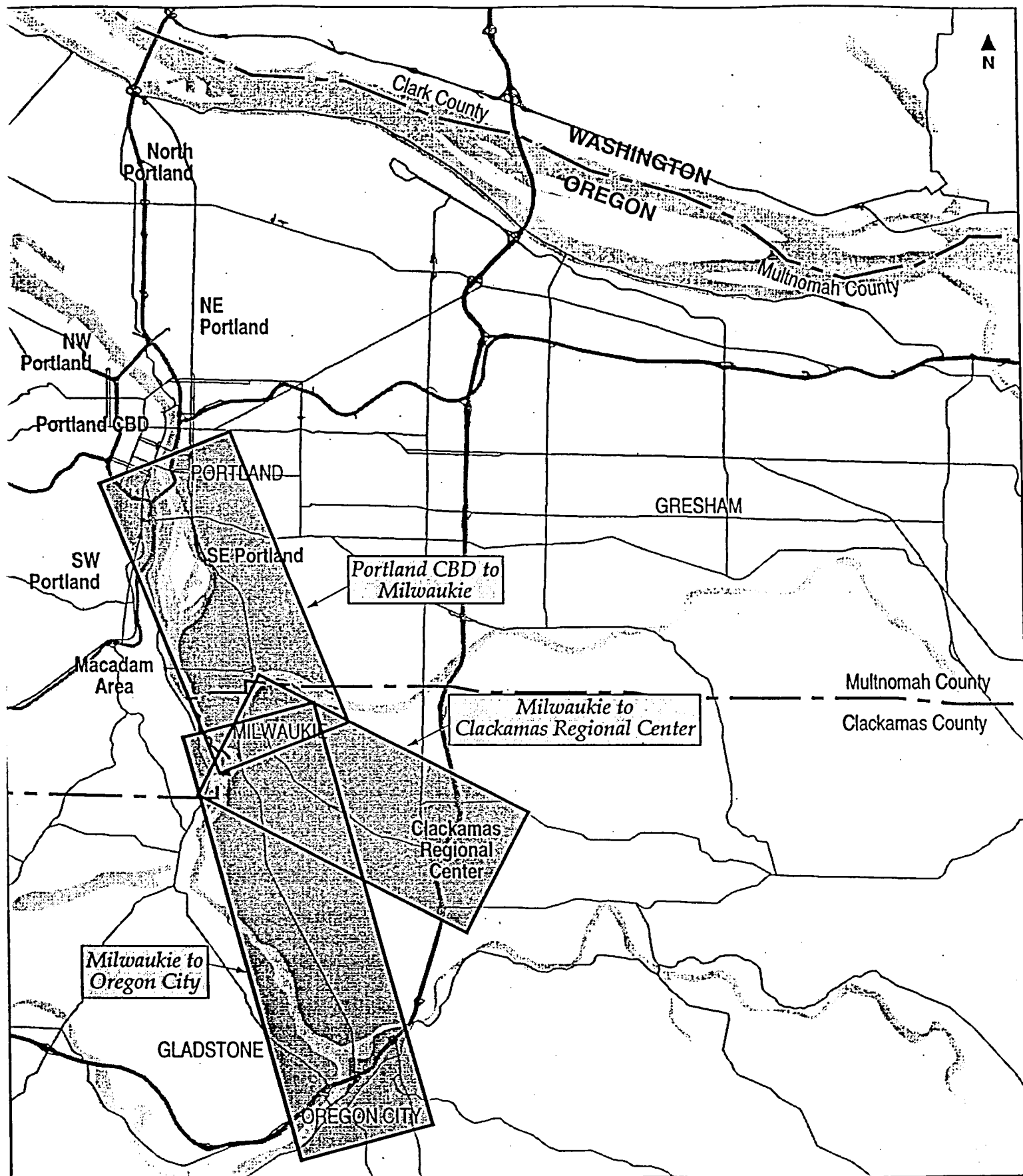
Milwaukie to Clackamas Regional Center

- Clackamas County
- City of Milwaukie

Milwaukie to Oregon City

- City of Milwaukie
- City of Oregon City
- City of Gladstone
- Clackamas County
- City of Oregon City

The organization of the study into three Corridor Teams allows for solutions tailored to the needs of each segment. However, the transportation strategies for each segment must be compatible. Representatives from the City of Milwaukie, Metro, Tri-Met and ODOT will be part of all three Corridor Teams and can ensure that strategies are compatible and complement each other. Milwaukie is a particularly important area, because Milwaukie is the only common point for all three segments. The Policy Group would resolve any compatibility issues between the three segments. The three segment transportation strategies will be integrated into a single document that details the transportation strategies for the entire corridor. Incompatible alternatives or those that preclude options in other segments will not be chosen as transportation alternatives to move forward without first resolving compatibility issues.



May 1999

Figure 2
Segment Map



 Segment Areas

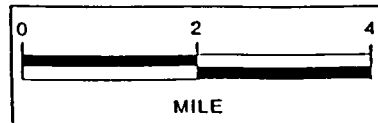
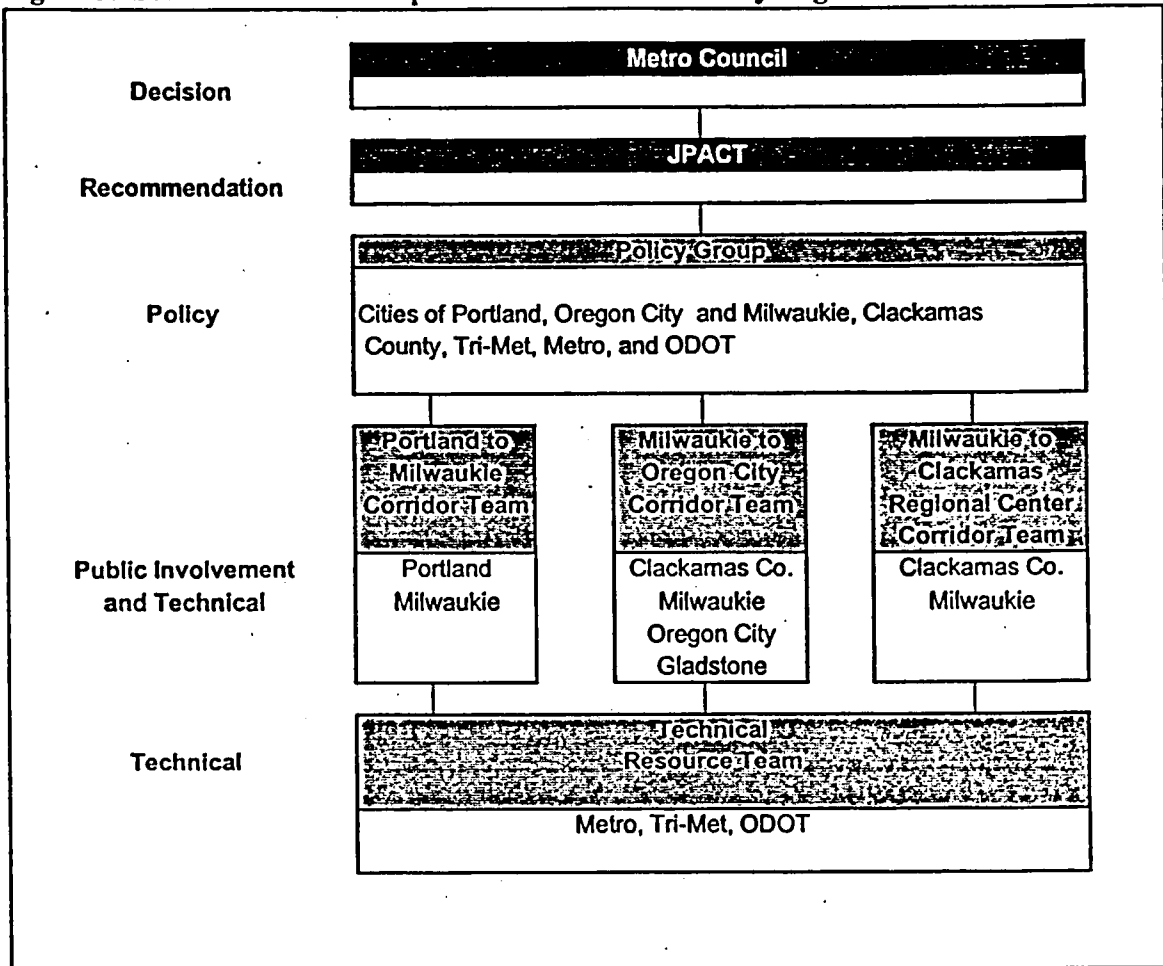


Figure 3. South Corridor Transportation Alternatives Study Organization



Policy Group

The Policy Group makes recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) at several key points in the process. This group will be composed of either executive-level staff or elected officials from Metro, Tri-Met, ODOT, Clackamas County, Milwaukie, Gladstone, Portland, and Oregon City. This group would meet primarily at strategic decision points. This group would have responsibility for ensuring compatibility between segment strategies if the Corridor Teams are not able to reach consensus.

Corridor Teams

These teams provide technical input and are specific to each of the three segments (see Figure 2). These will be comprised of jurisdiction technical staff with a citizen representative on each Corridor Team. Metro, Tri-Met and ODOT would be represented on each team. Jurisdiction team members would be appointed by the involved local jurisdictions. The corridor teams may need to meet jointly to resolve compatibility issues

between strategies. If these issues cannot be resolved amongst the teams, the issue would be forwarded to the Policy Group.

3.5 Budget and Schedule

The budget for this study is \$1,671,872 to be spent in fiscal years 1999-2000 and 2000-2001. The Transportation Improvement Program (TIP) and Unified Work Program (UWP) will be amended to include this study. Budget revenue sources are shown in Table 5.

The study will begin in July 1999 and conclude no later than December 31, 2000 for a maximum duration of 18 months. Figure 4 shows the proposed study process and key dates. Every effort will be made to shorten the timeline, and interim decisions on implementation of specific strategies could also occur, such as transit centers or park-and-ride lots. Metro will initiate an Intergovernmental Agreement with Tri-Met for the provision of transit service planning and engineering services in support of the study, and with other jurisdictions as required.

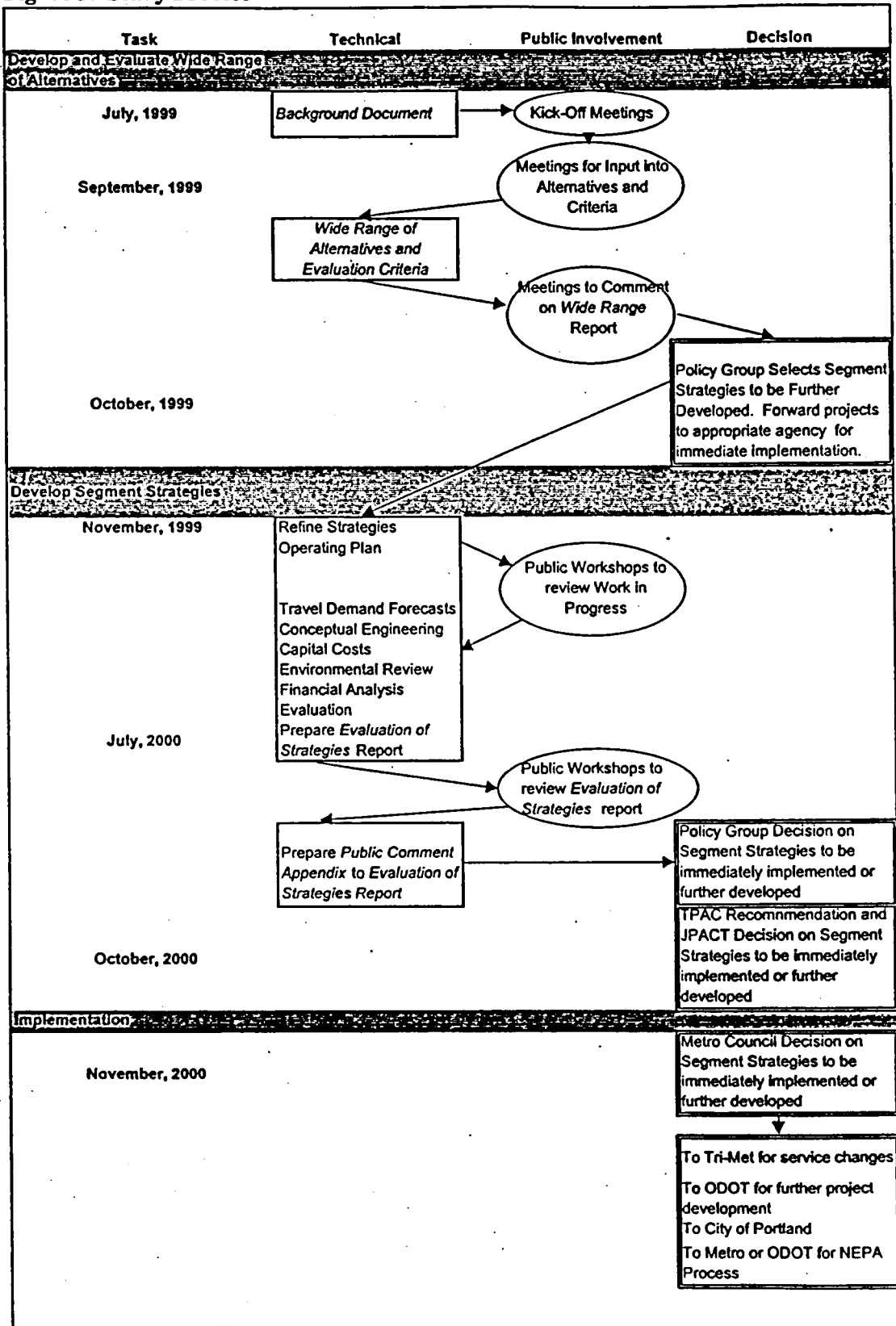
Table 5
South Corridor Transportation Alternatives Study Budget

	Local Funds	STP Funds	Total
Revenue	\$171,872	\$1,500,000	\$1,671,872

Of particular importance to the project schedule and decision-making process is the evaluation of adding an additional lane to the Martin Luther King Jr. Boulevard and Grand Avenue viaducts in Portland. ODOT is planning to rebuild the viaducts and is entering the advanced stages of project development. If HOV lanes are shown to be a viable option in the McLoughlin corridor, Metro would need to advise ODOT early in the process so that the viaduct design could include a third lane option. If HOV is not an option, ODOT would continue design work to replace the two-lane viaducts.

Other schedule and decision point pressures affect this study. These include the proposed advancement of a Milwaukie Transit Center into design and construction, development of park and ride facilities, either permanent or shared use to accompany Tri-Met service increases, and the need to reconfigure transit facilities at Clackamas Town Center as a result of mall expansion.

Figure 3. Study Process



4.0 WORK PROGRAM

4.1 Introduction

This work program is designed to facilitate the selection of transportation strategies for each Corridor Segment that would in turn be combined into an overall corridor strategy. The realization that one strategy or project will not meet the transportation needs of the entire Corridor is the driving force behind this study process. A comprehensive integrated alternative mode strategy will be developed for the entire corridor based on the segment strategies. The goals of this work program are:

- To allow timely decisions to be made regarding the implementation of those strategies that are the least capital intensive early in the process, i.e. those that require little or no new capital funding. These could range from bus stop improvements to a transit center or park and ride lot.
- To develop a comprehensive package of transportation improvement strategies, an implementation plan and a funding plan for the corridor to be adopted by the Metro Council.
- To perform analysis at the appropriate level to thoroughly evaluate transportation strategies; i.e., no environmental analysis or capital costs (aside from additional buses) would be required for transit service increases, while an environmental analysis and cost estimates would be prepared for a major capital project.
- To allow individual segments to pursue the options that are most attractive to them. Corridor Teams will meet jointly to resolve any incompatible recommendations. The Policy Group will resolve any conflicts that cannot be resolved between the Corridor Teams.

4.2 Start-Up Tasks

This group of tasks puts in place the contracts and other administrative machinery to undertake the study. In addition, the study's Policy Group would be appointed and past actions would be summarized in a *Study Background Document*. Tasks to be completed include the following:

- Refine study work plan, purpose and need, budget and schedule
- Refine public involvement plan
- Develop and execute Intergovernmental agreements
- Develop consultant scopes of work
- Procure consultant. This task includes preparation of a Request for Qualifications, advertisement of RFQ availability, review of proposals, selection, and contract negotiations. This task is started early in order for the consultant to be available to begin technical evaluation of alternatives. Special expertise will be required for transit operations, traffic engineering, civil design, ITS applications and HOV lane design and operation and other specialties tailored to specific alternatives.
- Develop *Study Background Document* that summarizes the extensive public involvement and technical analysis undertaken to date, the alternatives considered and the decisions reached regarding advancement of those alternatives. This

document will form the basis for the wide range of strategies that the public will be asked to consider.

No "one-size-fits-all" strategy is proposed for this study. Different strategies or combinations of strategies would be tailored to each individual segment. Alternatives previously considered in this Corridor by Metro, ODOT, the City of Portland, Tri-Met or community groups to date include:

- Expanded bus service
- Light Rail (not an option for further study)
- Transit options from Tri-Met's Transit Choices for Livability Study
- Commuter Rail
- Transportation Systems Management
- River Transit
- Streetcar
- High Occupancy Vehicle Lanes

Additional strategies to supplement those already studied could include:

- Intelligent Transportation Systems Applications
- Transportation Demand Management
- Pricing Strategies (High Occupancy Toll (HOT) lanes, or peak pricing)

A round of public involvement kick-off meetings will be used to distribute the *Study Background* report and to discuss the study's public involvement program, decision points and opportunities to get involved.

The next task develops evaluation criteria and screens a wide range of potential strategies down to several options. Alternative strategies will be developed for each corridor segment to be advanced for further refinement. As mentioned earlier in this work program, the Corridor Teams developing these strategies will work together to ensure that segment alternatives are compatible and complementary. The Policy Group would resolve any compatibility issues for which the Corridor Teams were not able to reach consensus.

4.3 *Screening of Alternatives*

This task develops the wide range of alternatives to a level where they can be evaluated technically and be reviewed by the Corridor Teams and the public. The *Range of Alternatives and Evaluation Criteria* report will contain the analysis of the wide range of alternatives and the evaluation criteria. The Corridor Teams and the public will review the alternatives and recommend segment strategies to the Policy Group for adoption.

4.3.1 *Development of Evaluation Criteria*

This task produces evaluation criteria based on purpose and need, public comment and Corridor Team reviews. Evaluation criteria are the yardstick against which alternatives are measured. In order to respond to the needs of the unique corridor segments, evaluation criteria will be developed for each segment. These criteria will be tied to the function of the segment in the transportation system and its relation to the community. For example, the function of the Portland to Milwaukie segment is much more of a high capacity trunk

with Clackamas and Oregon City feeding in to it. Southeast Portland neighborhoods also will have unique needs that may or may not coincide with the trunk function of McLoughlin Boulevard. Different strategies will address different evaluation criteria with the anticipated outcome being a package of improvements that address multiple goals.

Development of the evaluation criteria and wide range of alternatives will include the second round of public meetings to ensure that all appropriate options are considered. The draft evaluation criteria will be drafted based on results of the Listening Posts, applicable local jurisdiction policies and comments received during the public meetings.

4.3.2 Develop Wide Range of Alternatives

This task develops the alternatives to the point where they can be evaluated and a determination made by the public, Corridor Teams and Policy Group as to which alternatives should be evaluated in detail. Enough information about the alternatives will be developed so that the evaluation criteria can be applied equally to every alternative, assuring a clear and objective comparison. The alternatives developed would be grouped into three categories; service alternatives, transportation system management alternatives, and capital improvement strategies. These would also be grouped according to the corridor segment being addressed. Examples are given below.

<u>Service Options</u>	<u>TSM Options</u>	<u>Capital Improvements</u>
<ul style="list-style-type: none"> • Little to no capital component • Increased bus service • Re-oriented bus routes • Additional bus modes dial-a-ride, small bus 	<ul style="list-style-type: none"> • Mid-range capital component • Signal prioritization • Queue jump lanes • ITS applications • Pricing strategies 	<ul style="list-style-type: none"> • Bus Rapid Transit/Busway • Commuter Rail • River Transit • Streetcar • Transit centers, park and rides, and transit streets • HOV Lanes

4.3.3 Prepare Range of Alternatives and Evaluation Criteria Report – Decision on Segment Strategies

This task develops and evaluates the wide range of alternatives. Each alternative will be considered based on the evaluation criteria. The report will be the subject of a third round of public meetings and Corridor Team meetings. Following incorporation of comments, the report will be forwarded to the Policy Group for a decision on which alternatives should be carried forward in each segment.

4.4 Development of Segment Strategies

This group of tasks more fully develops the costs and impacts of the small group of strategies defined in the previous task. The goal of these tasks is to develop the alternatives to a degree that accurate costs can be produced, based on conceptual

engineering where appropriate. Operating and maintenance costs will be based on refined operating plans, as will ridership forecasts. Because the exact range of strategies determines to a certain degree the analysis required, these tasks will be further defined as the outcome of Task 2.3 becomes clear. Figure 3 shows the analyses required for each type of strategy.

4.4.1 Develop Strategies

The development of segment strategies will include several opportunities for public involvement as the alternatives are developed and evaluated. Corridor Teams and small public working groups will play a significant role in guiding this part of the process.

Figure 3. Strategy Analyses Required

	Service Strategies	TSM Strategies	Capital Investments
Analysis			
Operating Plan	◆	◆	◆
Travel Demand Forecasts	□	◆	◆
Operating and Maintenance Costs	◆	◆	◆
Conceptual Engineering	○	□	◆
Environmental Review	○	□	◆
Capital Costs	□	□	◆
Financial Analysis	◆	◆	◆
Evaluation	◆	◆	◆

◆ = required analysis

□ = optional, to be determined

○ = not required

4.4.2 Refine Strategy

This task will refine important characteristics of each strategy with the goal of matching it closely to the applicable evaluation criteria for each segment. In some cases, no changes will be needed. This is not intended to be a highly technical task, but rather a confirmation of or adjustment to the strategies developed for each segment. This task will more fully develop programmatic elements of alternatives such as a TDM Program or pricing strategies. Public workshops will support this task.

4.4.3 Develop Operating Plan and Capital Facilities Program

For each strategy, define the operating components that are required to complete travel demand forecasting. These include:

- Headway
- Transit line routings
- Service Span
- Number and effect of transit priority treatments
- Park-and-Ride Lots – size, location and service

- Station locations
- Transfer penalties

This task will be summarized in a *Detailed Transportation Strategies* technical memorandum that will form the basis of travel demand forecasting and conceptual engineering, if applicable.

4.4.4 *Travel Demand Forecasts*

In order to conserve budget and meet the study schedule, the minimum number of travel demand forecasts will be prepared that yield the full range of information required. These runs will combine strategies in a manner that best highlights the trade-offs between alternatives and uses forecasting resources economically. The forecasts will provide inputs to several tasks, including operating and maintenance costing, environmental review and evaluation.

4.4.5 *Operating and Maintenance Costs*

Based on the travel demand forecast, operations and maintenance costs will be calculated for each strategy based on appropriate unit costs including vehicle miles traveled, vehicle hours traveled, number of stations, and length of fixed guideway or other linear facility. Costs will be produced in 1999 dollars.

4.4.6 *Conceptual Engineering*

This task will develop conceptual engineering. This conceptual engineering will form the basis for capital costs and will determine the extent of the transportation facility's environmental impacts. Conceptual engineering would be required to evaluate a bus rapid transit project, a streetcar extension, or an HOV lane. It may be needed for some TSM facilities as well, such as queue-jump lanes and signals. This will be primarily a consultant task.

4.4.7 *Environmental Screening*

This task will identify significant environmental impacts that would occur for the strategies. This is a reconnaissance-level analysis, designed to identify those impacts that would have the greatest effect in terms of cost and potential mitigation. Due to the tremendous amount of environmental documentation developed for the South Corridor as part of the South/North Corridor Project DEIS, this task will rely primarily on existing data, with a minimum of new data collection anticipated. Factors to be analyzed include:

- Traffic Impacts
- Land Use Impacts
- Neighborhood Impacts
- Noise and Vibration Impacts
- Ecosystems Impacts
- Visual and Aesthetic Impacts
- Historic Resources and Parklands

4.4.8 Capital Cost Estimates.

These will be prepared based on the conceptual engineering in the case of major capital investment projects or some TSM projects. For Service Strategies, this will consist of estimating the cost of additional vehicles. Appropriate local unit costs will be used if possible. If not, national averages will be used. The environmental review may result in some added costs for environmental mitigation if such measures are easily identified.

4.4.9 Financial Analysis

This analysis combines the results of the capital costs and operating and maintenance costs and identifies the revenue needs to implement the strategy. Potential funding sources and shortfalls will be identified. Because these strategies could draw from many sources, both transit and highway, this analysis is critical to determine the sources and likelihood of project funding for these strategies.

4.4.10 Evaluation

This section utilizes all of the analysis from the previous seven tasks and prepares a comparison of the costs and benefits of each of the strategies, addressing the evaluation criteria for each project segment.

4.4.11 Prepare Evaluation of Transportation Strategies Document.

This document summarizes the evaluation of the strategies. The Corridor Teams will combine the best performing strategies into improvement packages to be selected by the Policy Group, JPACT, and Metro Council for further development or immediate implementation. There will be an extensive public involvement process during this period, with public comments being included as an appendix to the evaluation document.

4.5 Selection of Preferred Transportation Strategies

The Policy Group will act on the *Evaluation of Transportation Strategies Document* and make a recommendation to JPACT and the Metro Council. This recommendation will include:

- A comprehensive package of transportation improvement strategies for the South Corridor
- An Implementation Plan for the strategies
- A Funding Plan

The Policy Group's recommendation will be forwarded to TPAC, JPACT and the Metro Council for adoption.

STAFF REPORT

CONSIDERATION OF RESOLUTION 99-2795A FOR THE PURPOSE OF AMENDING THE FY '00 UNIFIED WORK PROGRAM TO ADD THE SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO AUTHORIZE FY '99 SURFACE TRANSPORTATION PROGRAM (STP) FUNDS

Date: June 17, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution amends the FY '00 Unified Work Program (UWP) to add a South Corridor Transportation Alternatives Study, amends the Transportation Improvement Program (TIP) to allocate \$1.5 million in STP funds from available South/North Transit Corridor Study resources and adopts Exhibit A, the *South Corridor Transportation Alternatives Study Work Program* as the work program for the study. The resolution also directs Metro staff to work together with Tri-Met, ODOT and the participating jurisdictions of Clackamas County and the cities of Portland, Milwaukie, Gladstone and Oregon City to:

1. Develop and prioritize non-light rail transportation options that are responsive to travel demand in the Corridor and to the community's needs.
2. Select a package of transportation improvements, specific to corridor segments, that can be expeditiously moved forward to service providers for implementation or into more advanced design, environmental analysis and construction.
3. Address community concerns expressed in the "Listening Post" meetings and through the public involvement process implemented for this study by developing fiscally responsible alternatives that can be implemented as expeditiously as possible.
4. Develop project capital and operating costs to a level that is appropriate upon which to base a federal funding request for any major capital investment.
5. Bring forward for adoption by the Metro Council a comprehensive transportation strategy for the corridor, an implementation plan and funding strategy.

JPACT unanimously recommends the proposed action and stressed the need to coordinate this study with the Willamette River Crossing Study and the potential to use the existing rail bridge between Milwaukie and Lake Oswego.

FACTUAL BACKGROUND AND ANALYSIS

I. Development of the South Corridor Transportation Alternatives Study

In July 1998, the Metro Council adopted the Locally Preferred Strategy for the South/North

Corridor Project that called for a light rail construction segment between Kenton, the Rose Quarter, downtown Portland, Milwaukie and Clackamas Town Center. This decision followed five years of planning, engineering and environmental analysis of transportation options in the South Corridor. In November 1998, a local funding measure to provide the local share of project financing (\$475 million) through Tri-Met's sale of General Obligation bonds was not approved by tri-county voters.

In response to the defeat of the local funding measure, Metro held a series of "Listening Post" public meetings to receive comments on what the region should do next. Generally speaking, the majority of those commenting at the listening post meetings supported the multi-modal emphasis that the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong. Conversely, a large number of Clackamas County residents who commented were opposed to light rail in any form. Clackamas County residents also voiced the strongest support for increased road capacity and the least support for light rail. Those who recommended alternatives or complements to a light rail system had a variety of suggestions, with improved bus service and high occupancy vehicle (HOV) lanes being the most common. Others suggested streetcars, bicycles, vanpooling, river transit, congestion pricing and flexible schedules for working and telecommuting.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation, (JPACT), Metro staff were asked to prepare a work program for adoption in June 1999 that outlines a program to advance non-light rail transportation options in the South Corridor. This work plan was prepared in response to that request.

II. Relationship to the Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) guides the region's investment in transportation infrastructure for both transit and highways. The region's 2020 RTP is currently being developed, with adoption planned for Fall 1999. The 2015 RTP was adopted by the Metro Council in 1995. The 2020 RTP, which will be adopted by the time this study concludes, would be modified by the results of this study, which will define transportation priorities in the South Corridor.

The 2015 RTP includes South/North light rail as the primary transit investment in the Corridor. Although a reversible HOV lane was addressed in the McLoughlin Boulevard Draft Environmental Impact Statement by ODOT, it was not included in the 2015 RTP due to the McLoughlin Corridor's designation as the region's priority corridor for light rail development.

The proposed 2020 RTP includes South/North Light Rail, but adds other potential strategies to reflect that light rail is no longer the short term priority for the Corridor. Light rail will not be evaluated further as part of this study. Specific strategies in the proposed 2020 RTP include:

- Addition of a reversible HOV lane on McLoughlin Boulevard in Portland between the Ross Island Bridge and Harold Street.
- Expansion of McLoughlin Boulevard (Highway 99E) to a total of three general-purpose lanes from Harold Street to I-205.
- Implementation of access management on both McLoughlin Boulevard (Highway 99E) and Highway 224.
- Improved bus transit service throughout the Corridor, including rapid bus from Vancouver to Milwaukie, Oregon City and Clackamas Regional Center.
- Development of park-and-ride lots and transit centers in the corridor.

These strategies and improvements proposed for the 2020 RTP may be modified by the results of this study and should not be perceived in any way to influence the outcome of this study.

III. Study Process and Organization

The study will take place between July 1, 1999 and December 31, 2000. As currently scoped, the study would be completed in November 2000. Figure 1 shows the study process and public involvement activities for the study.

In general, the study will revisit some options already studied as part of the South/North Corridor Project, with the exception of light rail, which will not be part of this study. New options may be added depending upon public comments received and ongoing technical analysis. This wide range of alternatives will be screened down to several promising alternatives for which more detailed analysis will be performed. The analysis in both the screening phase and the detailed analysis of alternatives will be geared toward evaluation criteria identified through the public involvement process and by the study's Policy Group.

Of particular importance to the project schedule and decision-making process is the evaluation of adding an additional lane to the Martin Luther King Jr. Boulevard and Grand Avenue viaducts north of the Ross Island Bridge in Portland. ODOT is planning to rebuild the viaducts and is entering the advanced stages of project development. If HOV lanes are shown to be a viable option in the McLoughlin corridor, Metro would need to advise ODOT early in the process so that the viaduct design could include a third lane option. If HOV is not an option, ODOT would continue design work to replace the two-lane viaducts.

The decision of what alternatives to implement in the South Corridor will ultimately be made by the Metro Council. Advising the Council will be TPAC and JPACT, as well as the study's Policy Group, comprised of either elected officials or executive level staff from the participating jurisdictions. Technical analyses will be overseen by three Corridor Teams specific to the three main segments for the study (shown in Figure 2):

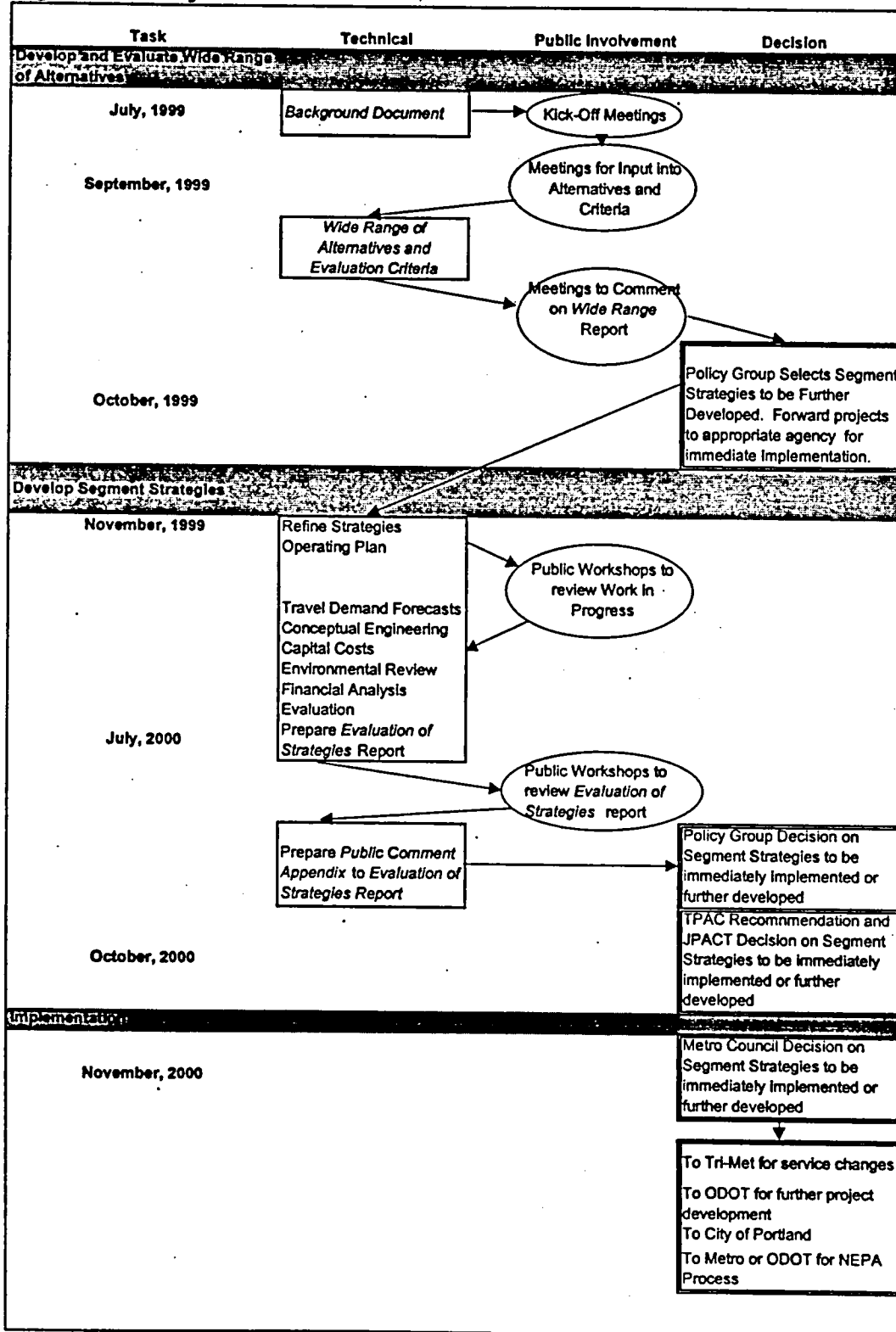
- Portland to Milwaukie
- Milwaukie to Oregon City
- Milwaukie to Clackamas Regional Center

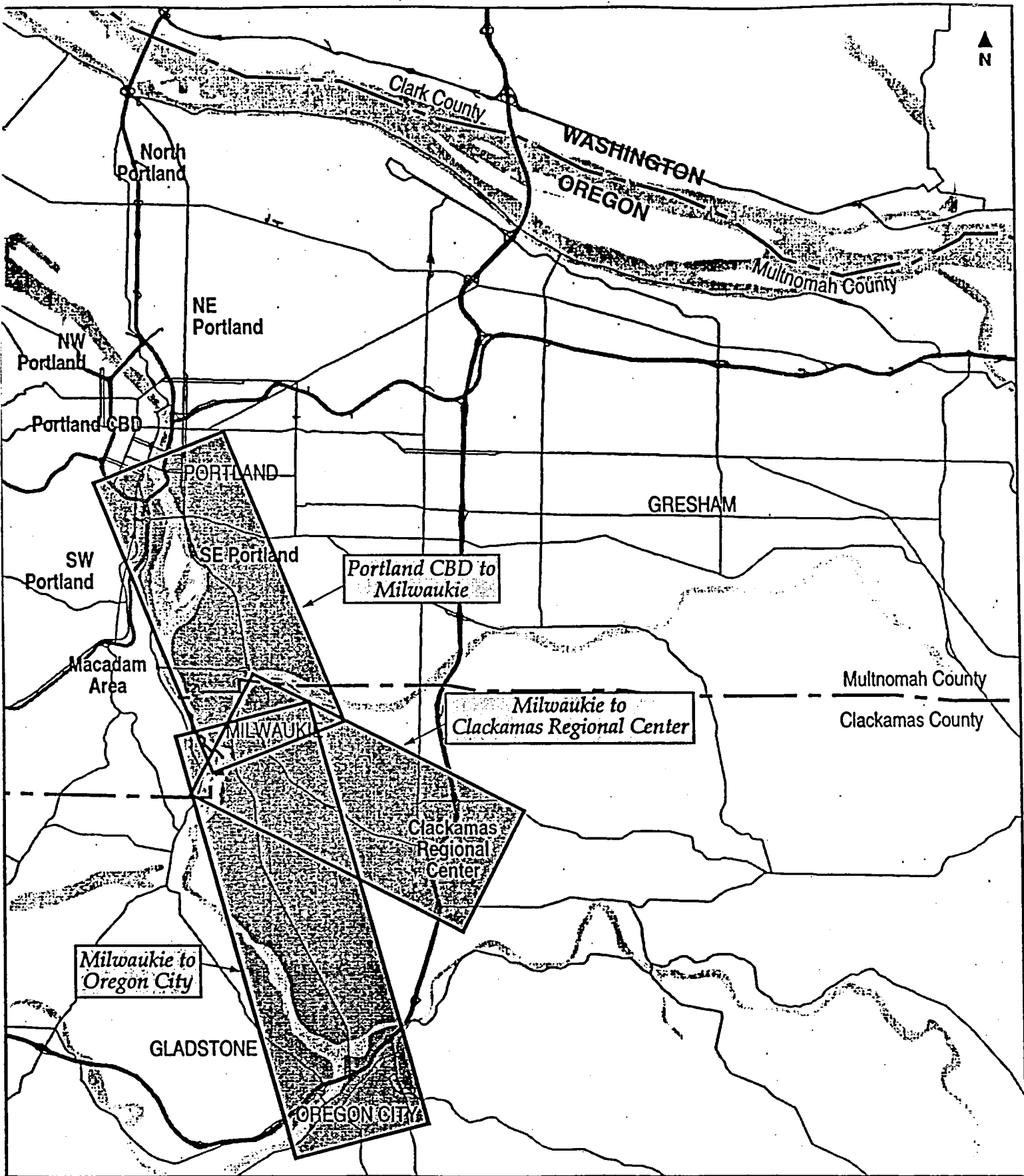
These teams will develop options and recommendations for their segments. Tri-Met, ODOT and Metro staff will assist to ensure that the recommendations are compatible between segments. A diagram of the study organization is included as Figure 3.

IV. Budget and Schedule

The budget for this study is \$1,671,682 to be spent in fiscal years 1999-2000 and 2000-2001. \$1.5 million in funding would come from FY '99 Regional STP funds currently programmed for the South/North Corridor and the remainder would be local match. The study will begin in July 1999 and conclude no later than December 31, 2000 for a maximum duration of 18 months.

Figure 1. Study Process





May 1999

Figure 2
Segment Map



 Segment Areas

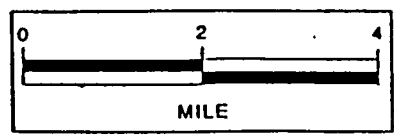
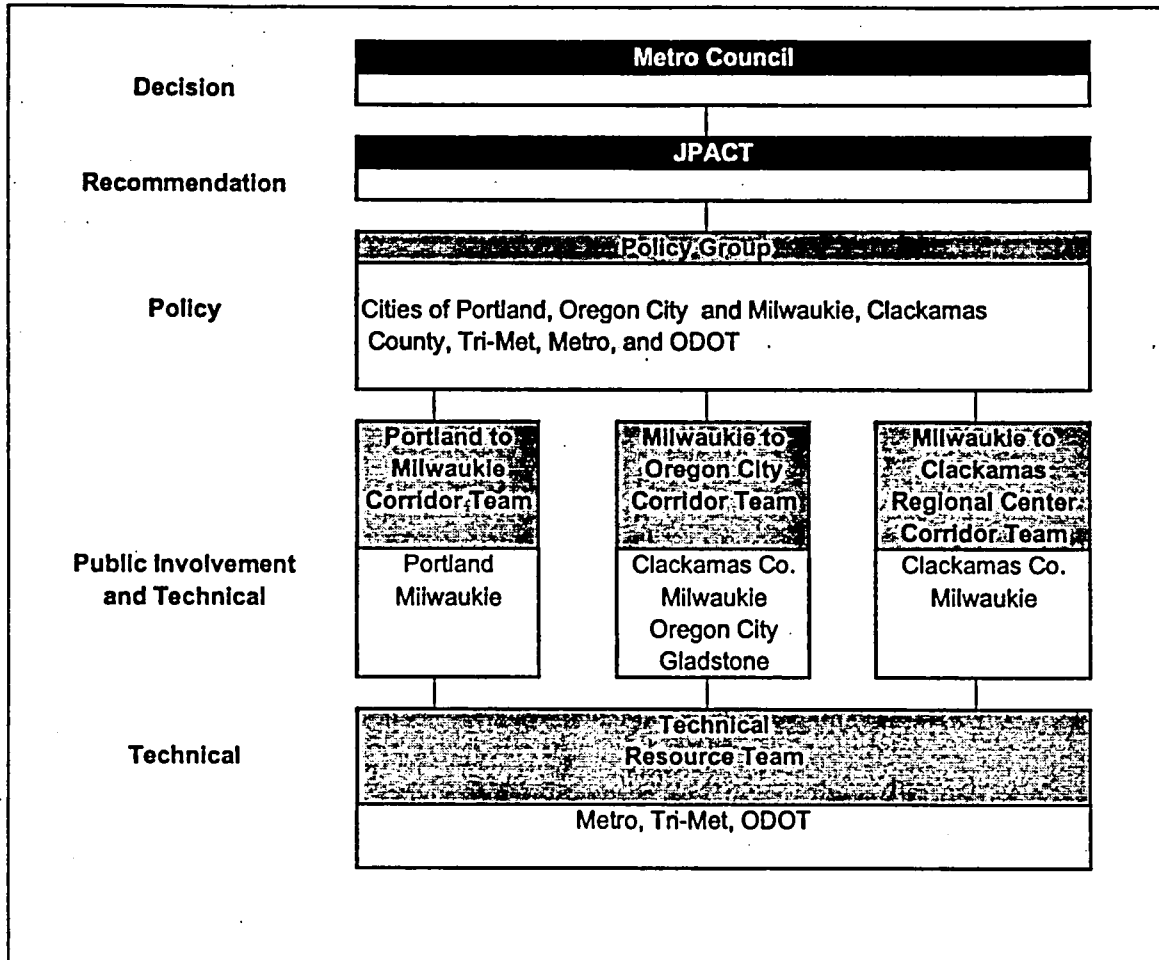


Figure 3. Study Organization



Agenda Item Number 9.6

Resolution No. 99-2804A, For the Purpose of Endorsing the Interstate Max Light Rail Transit Project and South Corridor Financing Strategy and Amending the Metropolitan Transportation Improvement Plan.

Public Hearing

**Metro Council Meeting
Thursday, June 24, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 99-2804A
INTERSTATE MAX LIGHT RAIL TRANSIT)
PROJECT AND SOUTH CORRIDOR FINANCING) Introduced by:
STRATEGY AND AMENDING THE) Councilor Kvistad, Chair
METROPOLITAN TRANSPORTATION) JPACT
IMPROVEMENT PROGRAM)

WHEREAS, The Metro Council adopted Resolution 96-2442 on January 23, 1997 that committed \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the periods of FY 99-2009; and

WHEREAS, Metro and Tri-Met have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) evaluating the Full-Interstate Alignment Alternative (Interstate MAX); and

WHEREAS, Tri-Met requested and Metro is considering through Resolution No. 99-2806 amendments to the South/North Locally Preferred Strategy (LPS) to select the Full-Interstate Alignment Alternative and to define the North Corridor between the Rose Quarter and Expo Center as the first construction segment; and

WHEREAS, Metro Council is considering Resolution 99-2795 that amends the Unified Work Program to add the South Corridor Transportation Alternatives Study to examine and implement selected transit or alternative transportation solutions in the south segment of the South/North Corridor and requires that \$1.5 million of the \$55 million in STP funds be used to fund the South Corridor Transportation Alternatives Study; ~~and now, therefore,~~

WHEREAS, JPACT unanimously recommends the attached North Corridor Light Rail and South Corridor financing strategy; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Endorses the Interstate MAX Light Rail Transit Project and South Corridor Financing Strategy as reflected in Exhibit A.
2. Amends the Metropolitan Transportation Improvement Program accordingly.

ADOPTED by the Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

DU:lmk
99-2804A.RES.DOC
6-17-99

Exhibit "A" (Amended)
North LRT/South Corridor Transit Financing Strategy

1. The Region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
2. The Region will pursue Federal Transit "~~Bus~~" funding for South Corridor Bus Improvements. The specific projects are subject to conducting ~~completing~~ a South Corridor improvement study and defining eligible projects. ~~It is anticipated at this time that the region will pursue approximately \$35 million.~~
3. Metro will modify the commitment of Regional STP funds toward meeting the needs in the corridor as follows:

	<u>Current Allocation</u>	<u>Proposed Allocation</u>
FY '99	\$1.5	\$1.5
FY '00	\$6.0	\$6.0
FY '01	\$6.0	\$6.0
FY '02	\$6.0	\$6.0
FY '03	\$6.0	\$6.0
FY '04	\$6.0	\$6.0
FY '05	\$5.0	\$6.0
FY '06	\$5.0	\$6.0
FY '07	\$5.0	\$6.0
FY '08	\$5.0	\$6.0
FY '09	\$3.5	\$6.0
FY '10	<u>\$0.0</u>	<u>\$6.0</u>
TOTAL	\$55.0 million	\$67.5 million

4. These STP funds will be allocated to meet the corridor needs as follows:
 - A. The first \$1.5 million is allocated toward a South Corridor work program to define the needed improvements in the corridor. Once this work program is complete, it will provide the basis for defining a series of projects to be funded from the various federal, state, regional and local sources. The work program is scheduled for approval by JPACT.
 - B. Up to \$55 million of this STP Flexible Reserve can be accessed by the North LRT project. To the extent the region is successful in securing Federal Transit "New Starts" funds or holding down the cost of the project, these flexible funds can be released to a new STP Flexible Reserve.
 - C. JPACT and the Metro Council commit to developing a STP Flexible Reserve of \$20-30+ million with the initial \$11 million of seed funds coming from the \$6 million per year commitment through FY 2010 described under #3 above. Other sources will be pursued to enhance this fund. Upon definition of the South Corridor improvements, it is the Metro Council's intent that this Flexible Reserve first ~~will~~ be allocated toward specific South Corridor project elements. Allocation of this Flexible Reserve will take into consideration other federal, state and local funds committed to the South Corridor.

5. The region endorses the following local contributions toward the North LRT project:
 - A. City of Portland - \$30 million
 - B. Tri-Met - \$25 million

6. The region endorses the following local contributions toward the South Corridor improvements:
 - A. Clackamas County - \$15 million
 - B. Tri-Met - \$15 million

7. JPACT and the Metro Council acknowledges ODOT's commitment of ~~\$23 million~~ for replacement of the structurally deficient viaducts on McLoughlin Blvd. over Division St (currently estimated at \$23 million). All efforts should be made to integrate this improvement with the scope defined through the South Corridor study. As appropriate, additional STIP funding for expanding the scope of this project to include recommendations from the South Corridor study should be considered.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2804A FOR THE PURPOSE OF ENDORSING THE INTERSTATE MAX LIGHT RAIL TRANSIT PROJECT AND SOUTH CORRIDOR FINANCING STRATEGY AND AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 17, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution would reserve up to \$55 million of Surface Transportation Program funds for the Interstate MAX project and create an STP Flexible Reserve account of \$20-30 million to be allocated first for projects in the South Corridor. The resolution also endorses other local funding commitments to the entire corridor.

JPACT unanimously recommends adoption of this resolution.

FACTUAL BACKGROUND AND ANALYSIS

On January 23, 1997, the Metro Council adopted Resolution 96-2442 that committed \$55 million in Surface Transportation Program funds as local match for the South/North Light Rail Project. This commitment combined with \$475 million in General Obligation bonds that were to be issued by Tri-Met would have provided the local matching funds to construct a light rail project in the South/North Corridor from the Clackamas Regional Center to Kenton.

In February 1998, through the Locally Preferred Strategy (LPS) decision, the Metro Council defined the segment between the Rose Quarter and Clackamas Regional Center as the first construction segment. The Tri-Met Board referred the original bond measure back to the voters in the November 1998 general election because the definition of the project had changed since the 1994 approval of the project's local funding. The measure was not reapproved.

In response to the defeat of the November 1998 local funding measure for the South/North Light Rail Project, Metro held a series of "listening posts"/public meetings to take comments on what direction the region should pursue to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the Listening Post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong, particularly to North Portland. Clackamas County residents voiced the strongest support for increased road capacity and bus expansion and the least support for light rail.

A group of business and community leaders presented the idea for a full Interstate Avenue MAX line to the Tri-Met Board on March 24, 1999. The Board felt the line had promise due to its \$114 million reduced cost, zero displacements, generally reduced environmental impacts compared to the South/North alignment in North Portland, and the ability to construct the smaller project with available resources.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation (JPACT), Metro and Tri-Met staff were directed to more fully develop the concept of the Interstate MAX light rail line. In addition, Metro staff were directed to prepare a work program that outlines a program to advance non-light rail transit options in the South Corridor. The *South/North Corridor Supplemental Draft Environmental Impact Statement (SDEIS)* which was published in the *Federal Register* on April 30, 1999. The *South Corridor Transportation Alternatives Work Program* was also prepared pursuant to JPACT direction.

Reserving up to \$55 million in STP funds (from the South/North Light Rail Project) for the Interstate MAX project and creating an STP Flexible Reserve fund of \$20-30+ million for South Corridor transportation improvements ensures that the transportation needs of the South/North Corridor will continue to be addressed. More details of the finance plan are described in Exhibit A of the resolution.

Benefits of the Interstate MAX Light Rail Project Downtown Portland to the Expo Center

The Portland region is one of the fastest growing metropolitan areas in the United States with more than 500,000 new residents projected over the next 20 years. The Interstate MAX Light Rail Project represents one of many improvements to the region's transportation system that are being considered by local and regional jurisdictions to address this growth. Following is a summary of the estimated benefits that would result from the Interstate MAX Light Rail Project.

Transit Benefits

- ◆ **Light Rail Ridership.** The Interstate MAX Light Rail Project is projected to carry 14,100 light rail riders on an average weekday in the year 2015.
- ◆ **Transit Ridership.** Average weekday transit ridership in the corridor (both bus and light rail) is projected to increase by 4,400 rides in year 2015 with the Interstate MAX Light Rail Project.
- ◆ **Downtown Portland.** Average weekday transit ridership into downtown Portland from the North Corridor is projected to increase by 10% with Interstate MAX Light Rail.
- ◆ **Travel Times.** Transit travel times between key activity centers in the North Corridor during the rush hour would be over 30% faster with light rail than with an all-bus system. For example a trip from downtown Portland to north Portland (Lombard Street) is projected to take 19-minutes by light rail compared to 27-minutes by bus, and a trip from downtown Portland to the Expo Center would take 23-minutes on light rail compared to 43-minutes by bus (46% faster).
- ◆ **Reliability.** Transit reliability would be significantly improved with Interstate MAX Light Rail because light rail trains operate on right-of-way separated from congested road and highway traffic.
- ◆ **Capacity.** The Interstate MAX Light Rail Project would have the capacity to carry over 6,000 riders north from downtown Portland during the evening rush hour, the equivalent of 3 freeway lanes leaving downtown Portland.
- ◆ **Light Rail System.** The Interstate MAX Light Rail Project would integrate with the existing Eastside and Westside MAX lines and the proposed airport extension and would further establish a light rail system in the region.
- **Urban Form.** The Interstate MAX Light Rail Project is an important tool that would be used by regional and local governments to better serve this high-use travel corridor linking major activity centers (including residential neighborhoods, Portland CBD, Rose Garden Arena, Memorial Coliseum, Oregon Convention Center, Kaiser Medical Facility, Portland International Raceway and the Expo Center) that are vital components of the region's jobs and housing base.

Growth Management

- **Growth Management.** The Interstate MAX Project is an important tool in implementing the Region 2040 Growth Concept, the State of Oregon Transportation Planning Rule, and the City of Portland's Albina Community Plan.

- **Leverage Public Funds.** The Interstate MAX Project would attract local private development to many of the proposed station areas (in accordance with local land use plans), leveraging public funds with private investments and helping to meet regional and local goals of attracting higher-use development in major activity centers and station areas while preserving existing single-family neighborhoods. For example, since it opened in 1987, over \$1.3 billion in new development has been constructed adjacent to Eastside MAX stations in major activity centers like the Rose Quarter and the Lloyd District, while established residential neighborhoods have retained their original character. In Westside MAX line station areas, over 7,000 residential units are planned or are under construction in station areas.
- **Accommodate Growth.** The Interstate MAX Project would provide light rail access to an estimated 135 acres of vacant and developable lands located within a quarter-mile of existing and proposed stations.
- ◆ **Urban Design.** Improvements to N Interstate Avenue and changes to zoning in North Portland should help to foster a sense of place that encourages mixed-use pedestrian oriented development. These improvements include new transit stations (bus and light rail), new bicycle lanes, improved sidewalks, the de-emphasis of autos, and changes to land use zoning that increase density and encourage mixed uses.

Economic Benefits

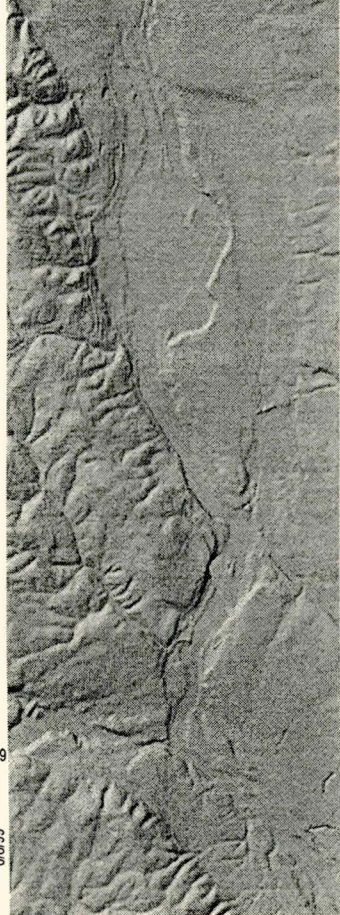
- ◆ **Jobs.** Construction of the Interstate MAX Light Rail Project would create approximately 3,800 person-year jobs in the region.
- ◆ **Construction Costs.** The Interstate MAX Light Rail Project would cost approximately \$350 million in future dollars to construct.

Neighborhoods.

- **Low Income and Minority Neighborhoods.** The North Corridor contains many neighborhoods that have high concentrations of low income and minorities that would be served by the Interstate MAX project.
- ◆ **Reduced Displacements.** The Interstate MAX is not expected to require the displacement of any residences or businesses.

Note: All benefits are for the year 2015, compared to an all-bus system.

Interstate MAX Briefing



6/8/09



METRO

Purpose and Need



- **Past Regional Growth (1975 to 1995)**
 - 45% Increase in Population, 1975 to 1995
 - 48% Increase in Employment, 1975 to 1995 - 40% Higher Than National Average
- **Future Regional Growth**
 - 720,000 New Residents by 2040
 - Regional Centers to Absorb Growth
- **Balanced, Efficient Transportation System Needed for Livability and Economy**
- **Highway and Transit Problems Associated with Growth**
 - 64% Increase in Travel by 2015
 - 268% Increase in Congested Road Miles
 - Slower Bus Speeds
 - Higher Operating Costs



METRO

Alternatives to Address Problems



First Screening:

- Expanded Bus
- Busways
- River Transit
- Commuter Rail
- **Light Rail** - Selected for Further Study

DEIS Analysis:

- Expanded Bus
- Light Rail and Bus
 - Length of Project
 - Alignments



METRO

Project History



- **Corridor Analysis begins in 1992**
- **DEIS**
 - Published in February 1998
 - Public comment period ends in June 1998
- **Locally Preferred Strategy**
 - Adopted in July 1998
 - Selected Full-Length Alternative
 - Rose Quarter to Clackamas Town Center was selected as first construction segment
 - Ballot measure to re-approve 1994 voter approval of \$475M in General Obligation Bonds for local funding match fails

Project History Continued



- **Listening Posts**
 - Held throughout the region to solicit public comment on transportation and funding issues.
 - Business and community initiative to extend LRT in the North Corridor
 - Community desire to explore other transit improvements in the South Corridor
- **Supplemental DEIS**
 - Published in April 1999
 - Added Interstate MAX as new alternative in North Portland
 - Public Comment Period closes on June 14



Transit Benefits

Weekday - 2015



Interstate MAX Light Rail Would:

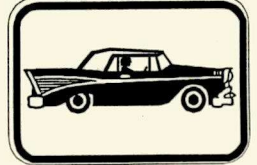
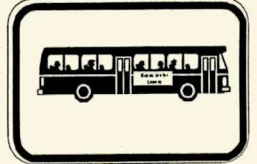
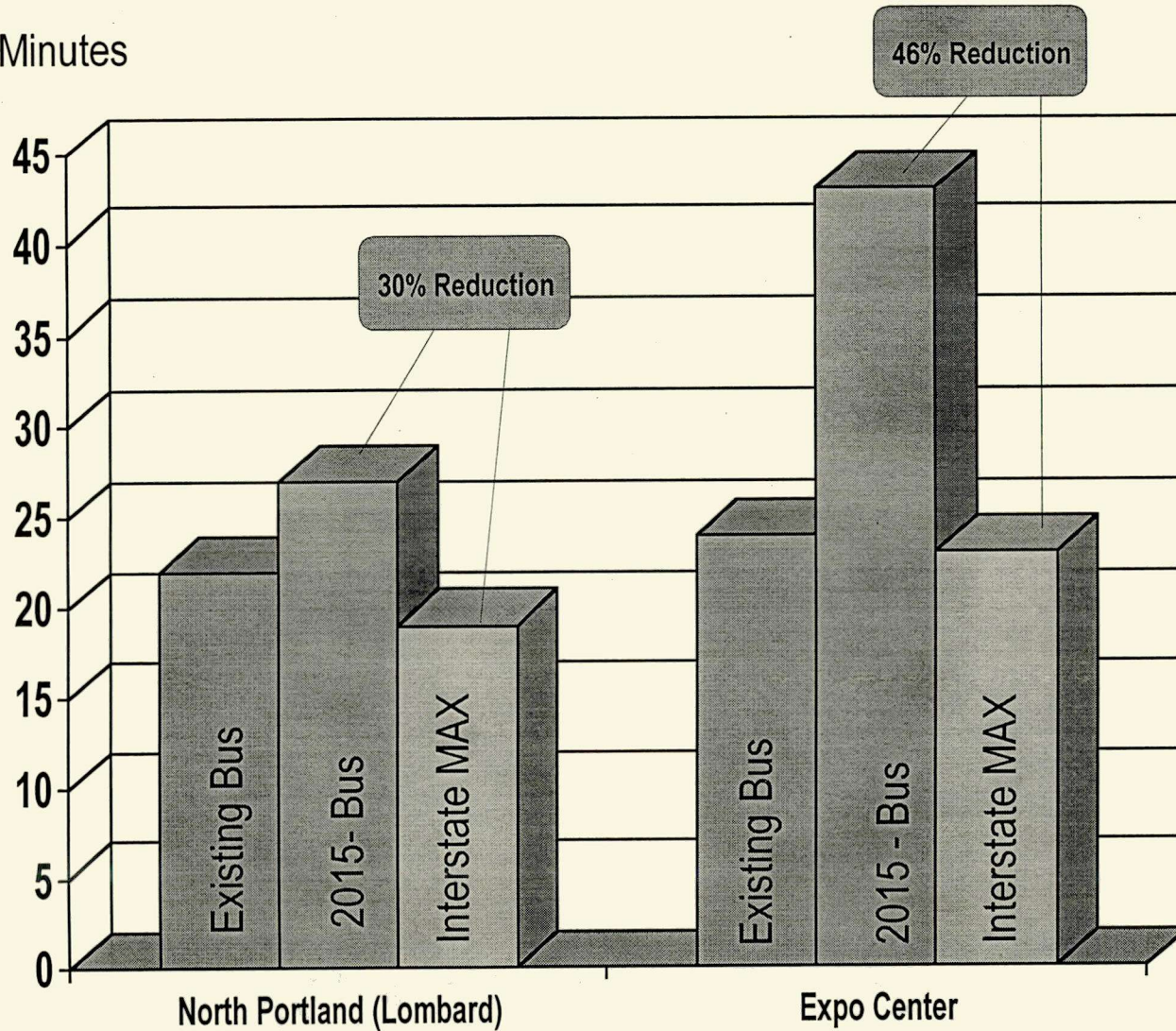
- Carry 14,100 Light Rail Rides Per Day
- Attract 4,400 New Transit Rides Per Day
- Provide Over 30% Faster Travel Times Than Buses
- Provide Capacity to Carry 6,000 Riders Equal to 3 Highway Lanes in Each Direction
- Increase Transit Trips From the North Corridor to Downtown by 10%

Rush Hour Travel Times

Weekday from Downtown Portland - 2015



Minutes



In Vehicle Time In the Peak Direction

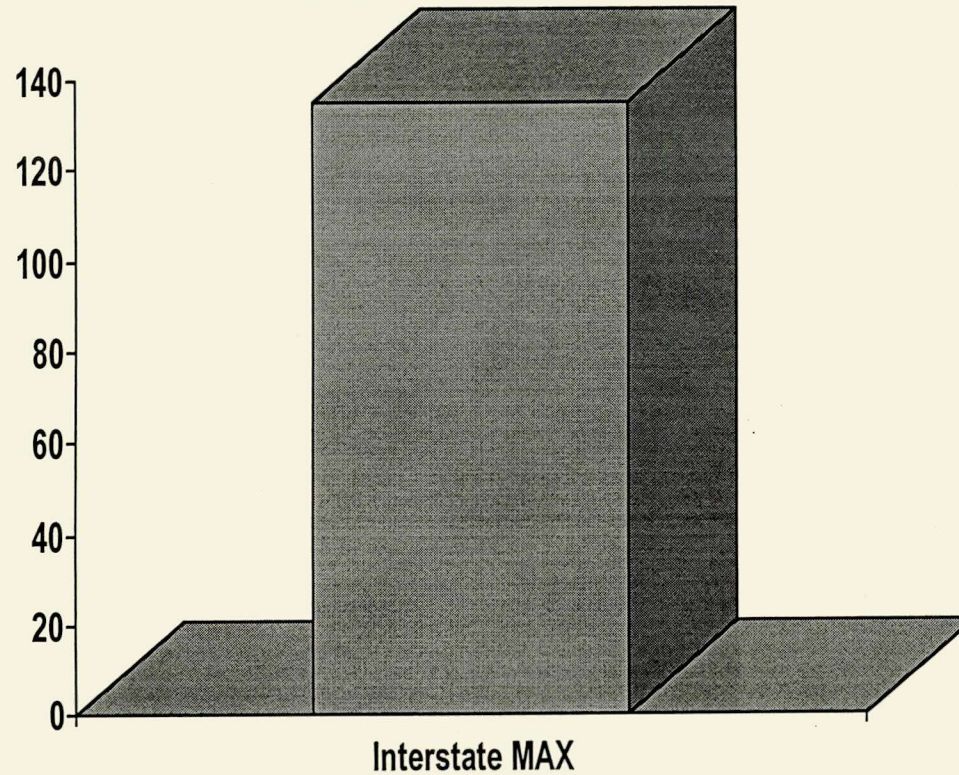


METRO

Developable Land with LRT Access



Acres of Land Within
1/4-Mile of New LRT Station



Includes Vacant and Redevelopable Land



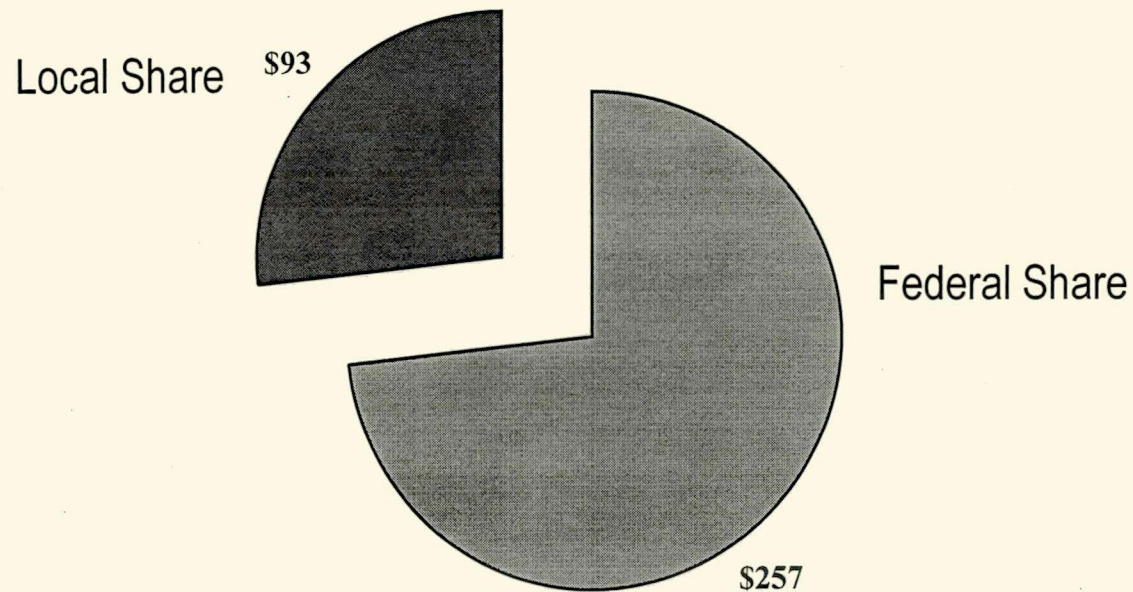
METRO

Capital Cost

In year-of-expenditure dollars



Total Capital Cost = \$350 Million in Future year dollars



06249C-02



WOODSTOCK AT 57TH

from testimony of Terry Parker.



AT LENTS



AT ST JOHNS

Too Costly to be True:
**An Analysis of the North Portland Light
Rail Proposal**

Gerard C.S. Mildner
School of Urban Studies and Planning
Portland State University
June 23, 1999

North Portland Bus Riders: Tri-Met's Best Customers

Region or Service	Symbol	Cost Per Boarding
North Portland	Fish	1.22
Crosstown	na	1.30
Southeast Portland	Beaver	1.30
Northeast Portland	Rain	1.47
Southwest Portland/ Tigard	Rose	1.49
MAX Train Service	na	1.77
West/Washington Co.	Deer	2.18
South/Clackamas Co.	Leaf	2.31
East Multnomah/ Gresham	Snow	2.93

FY 1998 Average Operating Cost Per Rider

Tri-Met's Under-Investment in North Portland Buses

Region or Service	Symbol	Rush Hour Buses		Change
		1991	1999	
West/Washington Co.	Deer	83	126	+42
South/Clackamas Co.	Leaf	66	99	+33
Southeast Portland	Beaver	83	108	+25
MAX Train Service	na	14	31	+17 (trains)
Southwest Portland/ Tigard	Rose	65	82	+17
North Portland	Fish	63	74	+11
Crosstown	na	50	55	+5
East Multnomah/ Gresham	Snow	44	47	+3
Northeast Portland	Rain	69	70	+1

Average of the morning arrivals (7-9am) or afternoon departures (4-6pm)
at the peak destination on each of Tri-Met routes, separated by region.

Tri-Met's Under-Investment in North Portland Buses

North Portland Bus Route	Peak Frequency	Other Bus Routes	Peak Frequency
72-Killingsworth	12	9-Powell	10
5-Interstate	10	15-NW 23rd	7
4-Fessenden	10	15-Mt. Tabor	7
		8-Jackson Park	6
		14-Hawthorne	7
8-NE 15th	8	19-Glisan	10
		5-Capitol Hwy	15
		17-Holgate	10
		71-60th-122nd	15
6-ML King	15	20-Burnside	10
		12-Barbur	10
		12-Sandy	10
9-Broadway	12	33-McLough.	15
		54-Beav.-Hills	20
		17-NW 21st	10
1-Greeley	15	19-Woodstock	10
		1- Vermont	15
		24-Halsey	15
33-Fremont	15	45-Garden Hm	20
		62-Murray Bd.	15

Morning Peak-Hour Frequency on N. Portland Bus Routes Compared to Routes of Similar Efficiency (operating cost per boarding)

Why Care About the North Portland Light Rail Proposal?

- Congestion Worsens
- Costs Hidden
- Corruption or Incompetence?
- Comparison to Alternatives

Traffic Congestion Worsens Due to Light Rail

(p. 21)

Arterial Street/ Highway	Increase in Peak Hour Traffic	Percent Increase
Denver	+180 cars	+58%
Albina	+140 cars	+33%
Greeley	+ 100 cars	+25%
Vancouver	+60 cars	+9%
ML King Blvd.	+30 cars	+2%
I-5 Highway	+100 cars	+1%
Interstate Ave.	-1,150 cars	no change (reduced lanes)

Light Rail Congestion Due to Capacity Constraints

(p. 17-18)

	Peak Hour Train Service	Implied Headway
Current Service to Gresham	11 trains	5.45 minutes
Technical Limit	12 trains	5.00 minutes
with North LRT	19 trains	3.15 minutes
with North LRT Plus Airport MAX	23 trains	2.61 minutes

Hidden Costs

	Page Number	Implication
Missing Light Rail Trains	p. 9, 11	\$34 Million/ Ridership
Station Costs	p. 11	Amenities/ Ridership
Unstated Right of Way Costs	p. 11	Congestion, Pollution
Unstated Park and Ride Costs	p. 11	Loss of Spaces to Expo Center
Hidden Contingency Funds	p. 10-11	More Drastic Service Cuts Than Advertised
Exaggerated Revenue Forecasts	p. 44	Fare Increases, Service Cuts
Abandoned Capital Target	p. 45	Fare Increases, Service Cuts

Implication: Someone is Being Misled

- **Reduced Service to Gresham?**
- **Hidden Cost of New Downtown Route?**
- **Airport MAX Stops at Gateway?**
- **North Portland Stops at Rose Quarter?**
- **Ridership Estimates Incorrect?**

Alternatives to Building North Portland Light Rail

- **Expand the Bus Fleet**
 - 1 train costs 10 buses
- **Deregulate Taxis, Jitneys, Vans**
- **Endorse Congestion Pricing**

Average Cost per Boarding Ride Light Rail Versus Bus

		Operating Cost	Capital Cost	Total Cost
North Portland LRT	Total Costs	1.76	7.18	8.94
North Portland LRT	Local Costs Only	1.76	2.26	4.02
North Portland Buses		1.22	0.39	1.61

(30-year amortization @ 8 % interest, ridership estimates in year 2015)

Marginal Cost of a Light Rail Transit Trip

		Operating Cost	Capital Cost	Total Cost
North Portland LRT	Total Costs	\$5.44	\$22.24	\$27.68
North Portland LRT	Local Costs Only	5.44	6.99	12.43

(30-year amortization @ 8 % interest, ridership estimates in year 2015)

An Investment Plan for North Portland Buses

	Current Service	MAX Plan Frequency	Bus Plan Frequency
#1 Greeley	15 min.	15 min.	7.5 min.
#4 Fessenden	10	10	5
#5 Interstate + LRT	10	5	5
#6 ML King	15	15	7.5
#8 NE 15th Ave	8	8	6
#33 Fremont	15	15	7.5 (50% of route)
#40 Mocks Crest	15	15	7.5
#72 Killingsworth	12	12	6 (25% of route)
#75 Lombard	15	15	7.5 (25% of route)

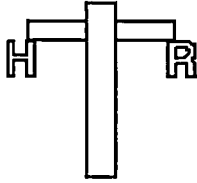
Measured in minutes between buses during peak hours

An Investment Plan for North Portland Buses

	MAX Plan Costs	Bus Plan Costs
Operating Cost	\$6.8 m/year	\$11.8 m/year
Capital Cost	\$8.3m/year	\$2.6m/year
Total Cost	\$15.1 m/year	\$14.4 m/year

- Assumes**
- \$110 million in local cost for MAX
 - 50% federal match for bus purchases
 - 6% interest rate with 30 year amortization

06249-04



Higherway Transit Research

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phone - 360-574-8724
e-mail - winiecki@pacifier.com

<http://www.pacifier.com/~winiecki/Higherway/index.html>

For the Metro Council June 24, 1999 Official Record on Item Res. No. regarding METRO's position on Interstate MAX proposal.

99-2806 A

99-2809 A

STATEMENT IN OPPOSITION

June 24, 1999

Thank you for another opportunity to give you some facts about economical public transportation and recommend better transportation modes.

First some economic facts for metro area people transportation:

1. The costs of transportation alternatives should be evaluated in terms of people's time in transit (figured at the minimum wage or higher for workers and including waiting times), costs to the environment, accident costs, acquisition, operation and maintenance costs.
2. If you don't have to pay a driver, smaller vehicles are more economical than larger ones. Examples - for average trips of one or two persons, a small to medium-sized motorcycle is the most economical means of surface transport. For large office buildings, several smaller elevators are more economical than one large one.
3. The acquisition cost per seat is independent of the size of the vehicle. Mass production efficiencies overcome economies of scale in the vehicle size.
4. The infrastructure required to support small vehicles is less than for large vehicles. A bike path costs less than a road designed for large trucks.
5. Grade separation improves safety and traffic flow if it is built as a bridge, not as a canyon or fill which blocks cross traffic. It is more economical to put the lightest weight vehicles (bicycles or personal rapid transit vehicles) on top of the bridge and let the heavy vehicles (trucks and cars) go under the bridge.
6. A demand-response, non-stop origin-to-destination system uses less energy and saves people's time compared to a scheduled route system. It will be more economical than the scheduled route system if the vehicles are computer-controlled.

Now for my recommendations to METRO:

1. Don't build any more light rail lines. They haven't been economically competitive against buses since the 1930s.
2. Expand Tri-Met's bus service, especially express buses between suburbs.
3. Begin supporting research and planning for personal rapid transit (PRT). Personal rapid transit is a demand-response, non-stop origin -to-destination transit system using small (1 to 6 persons) computer-controlled vehicles and operating 24 hours per day.
4. Let a transportation company build and operate the PRT system as a utility franchise, just as the electrical power and telephone companies do. This will be more economical than having Tri-Met do it and it won't require taxes to pay for it.

God bless you.

Tad Winiecki

Tad Winiecki

Owner

Higherway Transit Research

Suburb to suburb quicker

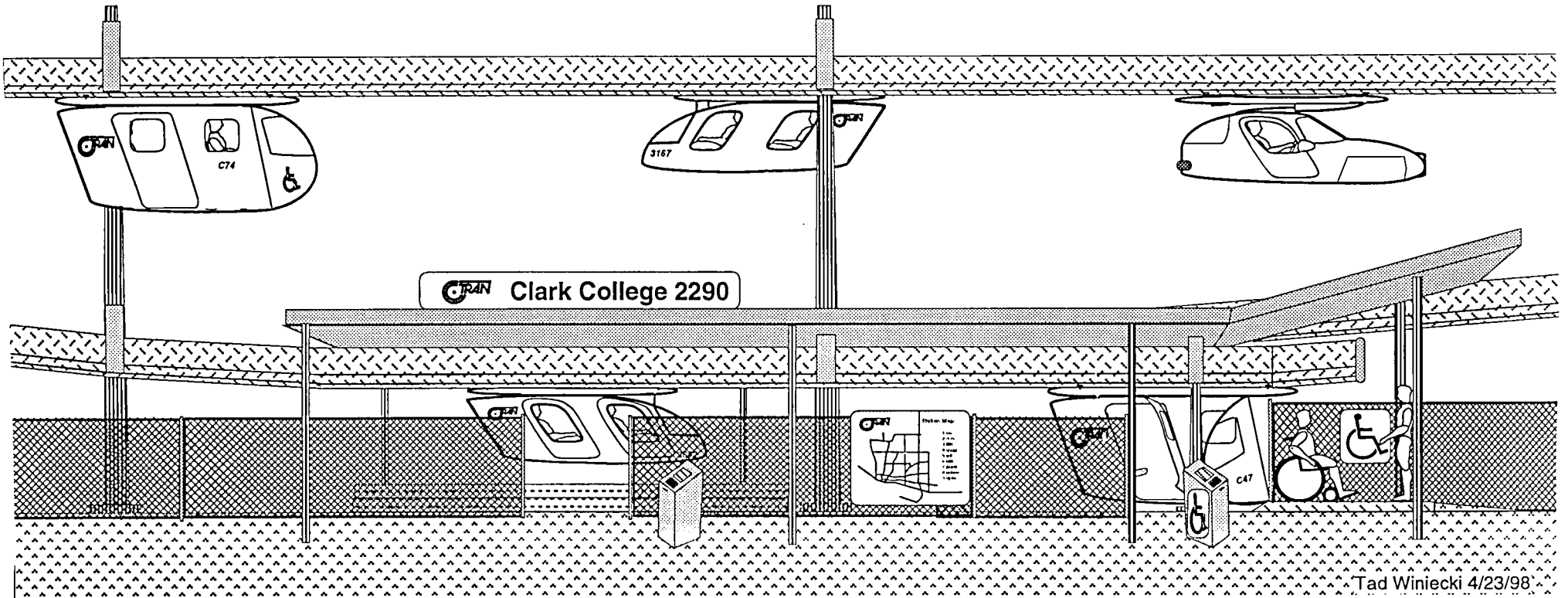
page 1

HIGHWAY TRANSIT RESEARCH

Personal Rapid Transit – no wait, non-stop, always available

Our mission is research and development of personal rapid transit to:

- Reduce traffic congestion
- Improve people's mobility
- Make profits for transit system owners



This is a drawing of a minimal-cost unattended suburban station. The transit rider inserts his ride card into the card reader and keys in the number of his desired destination station. The doors of the waiting *Higherway Nighthawk* vehicle open and he puts his bag on one seat and sits in the other. He pushes the "Close Doors" button in the vehicle and it accelerates up the guideway to merge into the high speed lane of the arterial where all the vehicles are traveling at 45 m/s (100 mph) at minimum 0.5 second intervals. The *Nighthawk* doesn't stop until it reaches the desired destination station.

Central business district stations are located on third-floor balconies of buildings or outside with glass-wall elevators for handicapped riders.

The *Higherway Nighthawk* and *Pelican* are electrically powered and computer controlled.

A wheelchair user inserts her ride card in the handicapped/cargo card reader and keys in the destination code of her desired station. The front door of the *Higherway Pelican* vehicle opens and the rider backs her wheelchair from the level loading area into the *Pelican*. She pushes a button to close the door and automatic restraints hold the wheelchair and her in place during the ride. The *Pelican* backs up to a Y-section (below the "Clark College" on the station sign) and accelerates up the guideway to merge with the high-speed traffic.

Higherway Station May 9, 1998
Tad Winiacki, Highway Transit Research
16810 NE 40th Avenue
Vancouver, WA 98686-1808
Winiacki@pacifier.com 360-574-8724

Note: This is not a C-TRAN project.

Look at our website! <http://www.pacifier.com/~winiacki/Higherway/index.html>

Personal transport is solution to gridlock

By Tad Winiacki

Most people who have studied the problem of traffic congestion conclude that the primary cause is too many commuters driving alone in cars.

Previously attempted solutions to the problem have ranged from accommodating the cars with more and wider roads to changing commuters' behavior so that they work at home, work different schedules, ride on smaller vehicles (bicycles or motorcycles) or bunch together in car pools, buses and trains.

Despite these efforts, congestion is worsening in almost every urban area where population is not declining. In addition to the anger of the commuters in the traffic jams, there is angry debate among those favoring different solutions.

Some want more government intervention, some less. Almost everyone wants improvement, but they want someone else to pay for it. Private companies could build toll roads and bridges, but people dislike tolls even more than higher fuel taxes.

I believe that it is time for a new approach, a higher way with more freedom, increased mobility and lower overall cost.

My approach has three parts:

■ First, stop making barriers to people moving under their own muscle power. If dead-end streets and cul-de-sacs are needed to reduce automobile traffic in a neighborhood, put paths through them so

A LOCAL VIEW

pedestrians, skaters, wheelchair users and bicyclists don't have to go a lot farther and be forced onto busy arterial streets. If a new freeway or rail line is built, provide enough bridges for bicyclists that they don't have to go far out of their way to cross it.

■ Second, remove zoning laws and other legal barriers that prevent people from working at home or living close to their place of employment and force them to travel on arterial streets to buy groceries.

■ Third, take advantage of new technology to reduce the need for trips and move people more efficiently. With the information superhighway, fiber optic cables and new virtual reality display technology, it is no longer necessary to move people to move information. We should install the fiber optic network as soon as economically feasible, considering the savings in transportation costs it will bring.

Imagine the savings to our schools if high school and college students came to school two or three days a week for band, chorus and drama practice, science labs, cooking, sculpture, shop, physical education and driver education, but used their home computers to learn language, mathematics, science, geography, civics and history.

The most promising new technology for moving people more efficiently is personal rapid transit. PRT is a no-wait, nonstop, always-available public transportation

mode. In a personal rapid transit system one could go to a nearby station, insert a card in a reader, select a destination and board a waiting, small, computer-controlled vehicle that goes nonstop to the selected station.

The vehicle travels on a monorail guideway above all the surface traffic. Because the vehicles are small, they are lightweight and low-cost. The monorail is also lightweight and low-cost because the vehicles it supports are lightweight. The stations are small and low-cost because they don't have to accommodate many waiting people or vehicles at a time.

The system can have many stations near where people want to go and many vehicles to take them there because the stations, vehicles and guideways are not expensive. The monorails are mounted to steel poles such as those supporting traffic lights and so take little more right-of-way than do neighborhood power lines. Since the vehicles are electrically powered and quiet, the environmental impact of the system is similar to a neighborhood power line.

Cost-effective and efficient

Raytheon Corp. and the Regional Transportation Authority of Northeastern Illinois are planning to put a PRT system in the vicinity of O'Hare Airport in Chicago. Raytheon is currently testing the system at their facility in Massachusetts. I am working on preliminary design of another PRT concept that promises to be faster and more cost-effective than Raytheon's.

A properly engineered and planned personal rapid transit system could provide all-weather reliability, improved mobility and safety and reduced traffic congestion for Clark County and Portland metropolitan area commuters. It is probably the most cost-effective way to reduce traffic congestion and increase mobility when all the relevant costs are considered.

The costs of transportation alternatives should be evaluated in terms of people's time in transit (figured at the minimum wage or higher for workers and including waiting times), costs to the environment, accident costs, acquisition, operation and maintenance costs.

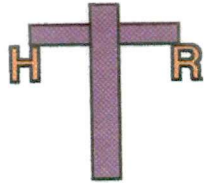
Because of the small size and weight of the vehicles, the people-carrying capacity of the Interstate 205-Glenn Jackson Bridge could be doubled at much lower cost by adding PRT monorails than by adding light rail tracks or building another bridge. PRT vehicles could take people inside the Portland International Airport terminal and to several levels of the Rose Garden arena and Memorial Coliseum, which would reduce parking problems and congestion in those locations.

We can have reduced traffic congestion without paving over the county, restricting people's freedom or limiting economic growth if we are willing to objectively evaluate new technology and make the most cost-effective investments to solve the problem.

I am willing to answer questions about PRT and make presentations to anyone. Call me at 574-8724 if you want to know more.

TAD WINIACKI is a Clark County business owner.

Higherway Transit Research



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Tad Winiecki, M.S. P.E.
Owner

Suburb to suburb quicker

<http://www.pacifier.com/~winiecki/Higherway/index.html>

A Sinner's Prayer

Father God, I admit my sins, and I turn away from them.

I accept your Son Jesus into my heart as my Lord and Savior.

I believe that Jesus died for my sins and rose from the dead to give me new life.

My spirit is now born again into the family of God.

I'm saved!

Thank you Jesus!

35800

As Amended

RESOLUTION NO.:

Adopt amendments to the South/North Locally Preferred Strategy to designate the N. Interstate Avenue MAX alignment from the Steel Bridge to the Expo Center as the preferred alignment, project conditions, and intent to provide City funding to construct the project. (Resolution)

WHEREAS, the Council previously adopted Resolution No. 35704, approving the South/North Project's Locally Preferred Strategy on June 18, 1998, and recognizing the transportation needs in both the South Corridor to Southeast Portland and Clackamas County and North Corridor to North Portland and Clark County; and

WHEREAS, in November 1998, voters in the Portland metropolitan area did not approve a ballot measure that would have reaffirmed the region's 1994 voter approval of local funding for the South/North Light Rail Project; and

WHEREAS, in response to the loss of local funding for the project, Metro sponsored a series of "Listening Posts" throughout the region to better understand the public's perception of the region's transportation needs; and

WHEREAS, following the "Listening Posts" public officials concluded that there was public support for continuing to work toward transit solutions in the South and North Corridors; and

WHEREAS, business and community leaders requested that the region further evaluate an all-North Interstate Avenue MAX Alignment in the North Corridor; and

WHEREAS, the N. Interstate MAX Alignment is anticipated to carry 14,000 average weekday riders, and attracting 4,000 new transit riders; and

WHEREAS, the N. Interstate MAX Alignment would cost significantly less than the alternatives evaluated previously in the South/North DEIS; and

WHEREAS, the N. Interstate MAX Alignment would be consistent with the Metro's Regional Transportation Plan and 2040 Framework Plan and Portland's Albina Community Plan, and

WHEREAS, Metro and Tri-Met have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) evaluating the All North-Interstate MAX Alignment Alternative; and

WHEREAS, the Interstate MAX Advisory Committee comprised of neighborhood leaders, citizens and business owners with interests in the North Corridor, has met numerous times during the preparation of the SDEIS and the public comment period and reviewed public testimony; and

WHEREAS, community leaders in North and Northeast Portland anticipates that light rail will become a catalyst for economic revitalization; and

WHEREAS, the North. Interstate MAX Alignment is estimated to cost \$350 million and the financial strategy proposes \$240 million in federal funds and \$110 million in regional and local funds.

NOW, THEREFORE BE IT RESOLVED that the Council of the City of Portland adopt the amendments to the Locally Preferred Strategy indicating that the All Interstate Alternative is the preferred option and will be the first segment constructed, and contained in Exhibit A, and recommends adoption by Tri-Met and Metro;

BE IT FURTHER RESOLVED, that the Council intends to provide \$30 million as its share of the project;

BE IT FURTHER RESOLVED, that the Council adopt the conditions in Exhibit B as measures to be completed during the phases of the North Interstate MAX Project.

Adopted by the Council JUN 16 1999
Commissioner Charlie Hales
Stephen Iwata
June 10, 1999

GARY BLACKMER
Auditor of the City of Portland
By *Bette Olson*
Deputy

E X H I B I T B

NORTH AND NORTHEAST PORTLAND REVITALIZATION STRATEGY

The City Council request that the light rail project become part of a larger North and Northeast Portland Revitalization Strategy that will include an economic development program, comprehensive bus plan, and diversify work plan. The following are the description of the elements of this revitalization strategy.

1. North and Northeast Economic Revitalization Program:

The Council recognizes that the I-5 Freeway, while an important part of the Interstate Freeway System, had significant adverse impacts to the north and northeast neighborhoods bordering this highway. Dividing neighborhoods, physical blight to the community, loss of businesses-especially neighborhood oriented retail, and increased air pollution are some of the consequences of the freeway to this community. The Albina Community Plan recognized these impacts and calls for light rail to be an important catalyst to revitalize North and Northeast Portland. The North Interstate Avenue LRT Project is proposed to be the next major transportation investment in this community. To this end, the Council directs the development of economic revitalization strategies to guide transit-oriented development.

The economic revitalization strategy should be based on a collaborative public involvement process that includes the following goals:

1. Develop a main street urban form plan for N. Interstate Avenue, including major cross streets such as N/NE Killingsworth, N. Denver, N/NE Lombard;
2. Identify revitalization strategies that include opportunities for new residential, commercial, and job-based development that could occur in conjunction with light rail; and
3. Identify specific development projects that can be completed at the same time as the commencement of light rail service in North Portland.
4. Identify transportation improvements, including parking and traffic management, street system improvements, and other transportation planning strategies needed to support the economic revitalization;
5. Evaluate land use planning strategies to support economic revitalization strategies.

To carry out the North and Northeast Economic Revitalization Program, using the Albina Community Plan as the framework, the Council directs the Portland Development Commission to take lead responsibility for the program and work with the Portland Office of Transportation, Bureau of Long Range Planning, Tri-Met, and Metro to carry out the following tasks:

- a) Undertake a Community involvement process integral to the development of revitalization strategies;
- b) Prepare development strategies, including the possible creation of an urban renewal district, to stimulate revitalization, and
- c) Provide a progress report on meeting the Council's goals prior to Council's final approval of City funding for the project.

2. **North/Northeast Portland Comprehensive Transit Concept Plan:**
Interstate LRT can be a catalyst to improve mobility for North and Northeast residents' access jobs, schools, community services, shopping, and other destinations. Therefore the Council requests that Tri-Met prepare a transit service plan to be effective with the start of LRT service in September 2004. Further, Council requests that, in conjunction with the Portland Office of Transportation, Tri-Met include community stakeholders in said plan. The plan shall focus on sustaining current service level and, where appropriate, enhancing it. Further, the plan shall be a tool to identify future enhancements that incorporate other City of Portland goals such as the regional Job Access Plan, the Albina Community Plan, and the Transportation Element.

a) **Diversify Project Work Force:**

Council request that Tri-Met continue to work with the City of Portland and the Oregon Construction Workforce Alliance to foster apprenticeship training and employment of a diverse workforce on the light rail project. Tri-Met is encouraged to utilize the City/County/PDC Workforce Training and Hiring Program, or other programs to maximize training opportunities and increase recruitment and retention of women and minorities involved with the construction of the North Portland LRT Project. Also, Tri-Met is encouraged to prepare progress reports on the status of this effort.

PROJECT DEVELOPMENT AND DESIGN ISSUES:

The following are design issues that the Community has identified as issues that Tri-Met should evaluate during the next phases of the project. Council request that Tri-Met and the Portland Office of Transportation report back to Council on these issues.

1. **Paved Traffic Track--**To best meet 2040 goals and objectives for station communities and to support economic revitalization in North and Northeast Portland and to enhance public safety in the corridor, Tri-Met will work with the community to select an alternative to tie and ballast track design for the segment between Overlook Neighborhood and Kenton Neighborhood.
2. **Traffic Management Plan--**Tri-Met and the Office of Transportation will develop traffic management plans to address community concerns regarding traffic displaced by light rail construction and with light rail on N. Interstate Avenue.
3. **Construction Management Plan—**Tri-Met and the Office of Transportation will develop a construction management plan to minimize disruptions to businesses and neighborhoods along the N. Interstate MAX Alignment.
4. **Traffic Mitigation--**Tri-Met and the Office of Transportation will develop mitigation strategies to address the traffic impacts at the intersections of Going Street, Lombard Street, and Denver Avenue, and with the proposed park and ride at the Expo Center.
5. **Lower Albina Access--**Tri-Met and the Office of Transportation works with businesses in Lower Albina Industrial area to coordinate the Lower Albina Overcrossing Project and to address truck access concerns.
6. **Kenton Station--**Tri-Met will examine design options for the Kenton Station that will locate the station close to the Kenton Business District to maximize access and redevelopment in Downtown Kenton.
7. **Commuter Bicycle Facilities--**Tri-Met and the Office of Transportation develop and implement strategies to enhance bicycle access to one or more stations by developing covered bike parking facilities at MAX stations; and consider a bike commuter center located at one station at least. The Office of Transportation will identifies bicycle access

routes to MAX Stations and implement improvements to encourage bike to rail commuting in the North and Northeast Portland community.

8. **Expo and PIR Station**—Tri-Met, Metro, and the Office of Transportation will develop an overall long-term plan for the Portland International Raceway and the Expo Center Station areas. This plan should consider improvements and strategies that improves regional accessibility and convenient access to these facilities while complementing the natural environmental, minimizing traffic congestion, and support long term development activities at both these facilities.
9. **Comprehensive Plan:** The Portland Office of Transportation is directed to work with the Bureau of Planning review and consider changes to the Comprehensive Plan, Policies, and Map to be consistent with the City Council's approval of the North LRT Project as the preferred alignment in North and Northeast Portland.

TESTIMONY

To: Metro Council

By: Jim Howell
3325 N. E. 45th Ave.
Portland, OR 97213

Date: June 24, 1999

I Support I-MAX and it's future extension north to Downtown Vancouver. It will serve a well established transit corridor where light rail's speed, reliability and capacity is needed, unlike previous S/N proposals.

Prior to a Vancouver extension, high ridership will only be achieved if fast, frequent and reliable bus service is provided (by C-Tran) between the Expo Station and C-Tran's Transit Center and park and ride facilities.

Providing park and ride facilities on this line, either at the Expo Center or at the PIR is counterproductive. It would reduce total transit patronage and create unnecessary traffic congestion.

In addition to quality Clark County bus connections, I-MAX should connect to fast, frequent and reliable bus service to Hayden Island, North Portland and the Eastside.

Following are some suggested bus connections;

Expo Station

1. Jantzen Beach Shuttle
2. Hayden Island Loop
3. Rivergate via Marine Drive - west
4. Troutdale or 122nd Ave. (current #71) via Marine Drive - east
5. #6 - M L King Jr Blvd.

Kenton Station

1. St. Johns and Rivergate via Columbia Blvd. - west
2. Parkrose and Gateway via Columbia Blvd. - east

Lombard Street Station

1. Current #4, #8 and #75

Killingsworth Street Station

1. Current #72

Going Street Station

1. Swan Island via Going and Parkrose via Skidmore and Prescott Streets

Good local transit access along Interstate Avenue can be retained when the #5 is replaced by I-MAX if four intermediate local stops are provided at Shaver, Alberta, Ainsworth and Bryant Streets. No degradation of peak hour running times will occur with these additional stops if local and limited trains are alternately operated during peak hours. These local stops need not have all the amenities of the primary stations.

For aesthetic reasons, sod over the ties and ballast should be considered along Interstate Avenue.

Councilor Bill Atherton
Amendment for Resolution No. 99-2795A
June 24, 1999

Amend Resolution No. 99-2795A to create Resolution No. 99-2795B:

On page 2, delete "now therefore," and add:

WHEREAS, the adopted Regional Framework Plan directs Metro to integrate land-use plans with transportation and other regional planning mandates; and

WHEREAS, the 2040 Growth Concept, to be successful, must include improvements in our integrated transportation system throughout the region and not just in a portion of the region; and

WHEREAS, integrated transportation planning that includes transit is a critical element of the master planning process that must occur in all newly urbanizing areas; and

WHEREAS, by this resolution Metro affirms the region's commitment to require that transit resources equivalent to service provided by this resolution must also be provided before approval or creation of any urbanizing communities in the region; now therefore,

On page 3 add an additional "BE IT RESOLVED" paragraph:

4. Intends that the level of cooperation and focus of resources exemplified in this resolution shall be a model and a standard for transportation service in all communities of the region, but especially for any expansion of new urban land uses, and this higher threshold of service may require a review of earlier Metro decisions on urban reserves or amendments to the urban growth boundary.