

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: July 6, 2000
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. EXECUTIVE OFFICER COMMUNICATIONS

4. AUDITOR COMMUNICATIONS

5. MPAC COMMUNICATIONS

6. CONSENT AGENDA

6.1 Consideration of Minutes for the June 29, 2000 Metro Council Regular Meeting.

7. RESOLUTIONS

- 7.1 **Resolution No. 00-2945**, For the Purpose of Granting Time Extensions to the Functional Plan Compliance Deadline for the Cities of Happy Valley, Portland and Sherwood and Multnomah County. Park
- 7.2 **Resolution No. 00-2960A**, For the Purpose of Approving Interstate-5 High-Occupancy Vehicle Facility Recommendations. Kvistad
- 7.3 **Resolution No. 00-2963**, For the Purpose of Declaring that the Week of July 24-28, 2000, be "Car Free and Carefree Week" to Encourage Citizens to Commute to Work by Bus, Max, Bike or Walking. McLain
- 7.4 **Resolution No. 00-2965**, For the Purpose of Expressing Metro Council Intent to Take Additional Time to Complete Metro's Fish and Wildlife Habitat Conservation Program. Park

8. COUNCILOR COMMUNICATION

ADJOURN

Cable Schedule for July 6, 2000 Metro Council Meeting

	Sunday (7/9)	Monday (7/10)	Tuesday (7/11)	Wednesday (7/12)	Thursday (7/6)	Friday (7/7)	Saturday (7/8)
CHANNEL 11 (Community Access Network) (most of Portland area)						2:00 P.M. *	
CHANNEL 21 (TVCA) (Washington Co., Lake Oswego, Wilsonville)	7:00 P.M. *	1:00 A.M. *		7:00 P.M. *			
CHANNEL 30 (TVCA) (NE Washington Co. - people in Wash. Co. who get Portland TCI)	7:00 P.M. *			7:00 P.M.*			
CHANNEL 30 (CityNet 30) (most of Portland area)		POSSIBLE 2:00 P.M. (previous meeting)					
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)	8:00 A.M. (previous meeting)	3:00 P.M. (previous meeting)	10:00 A.M. (previous meeting)	5:00 P.M. (previous meeting)	11:00 P.M. (previous meeting)	8:00 A.M. (previous meeting)	
CHANNEL 33 (ATT Consumer Svcs.) (Milwaukie)	4:00 P.M. (previous meeting)					10:00 P.M. (previous meeting)	9:00 A.M. (previous meeting)

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by email, fax or mail or in person to the Clerk of the Council. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES.

Consideration of the June 29, 2000 Regular Metro Council Meeting minutes.

**Metro Council Meeting
Thursday, July 6, 2000
Metro Council Chamber**

MINUTES OF THE METRO COUNCIL MEETING

June 29, 2000

Metro Council Chamber

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

Councilors Absent: Jon Kvistad

Presiding Officer Bragdon convened the Regular Council Meeting at 2:00 p.m. and noted that Councilor Monroe would be late to the meeting as he was on other Metro business.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

Mike Burton, Executive Officer, summarized the activities of Regional Transportation Plan (RTP) process since 1995. He noted the sheet, Public Involvement Timeline (a copy of which may be found in the permanent record of this meeting). He also noted that the RTP was under funded. He urged proceeding with the planned timelines.

4. AUDITOR COMMUNICATIONS

None.

5. MPAC COMMUNICATIONS

Councilor Park reviewed the Metropolitan Policy Advisory Committee (MPAC) meeting held last night. The Committee had been updated on the RTP and discussed the 4(d) Rule. They would continue to work on Goal 5 issues.

6. CONSENT AGENDA

6.1 Consideration of minutes of the June 22, 2000 Regular Council Meeting.

Motion: Councilor McLain moved to adopt the meeting minutes of June 22, 2000 Regular Council meeting.

Seconded: Councilor Washington seconded the motion.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed with Councilors Monroe and Kvistad absent.

7. **ORDINANCES –FIRST READING/PUBLIC HEARING**

7.1 **Ordinance No. 00-869, For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C, Ordinance No. 97-715B.**

Presiding Officer Bragdon assigned Ordinance No. 00-869 to Transportation. He reviewed the public hearing process and said the public comment period would close as of 5 p.m. today.

Tom Kloster, Transportation Department, Transportation Program Supervisor, provided a power point presentation of the RTP. (A copy was included in the permanent record of this meeting.)

Councilor McLain asked staff to reiterate how many times the local jurisdictions have reviewed the maps for the RTP.

Mr. Kloster responded there had been extensive local review leading up to the Framework Plan adoption in December 1997. The two iterations since were a cooperative process. The comments were approximately 5 percent of the lines on the map where there was some discussion between Metro and the local jurisdictions. Typically the discussions involved how designations would match up between adjacent jurisdictions. He said that was the best time for Metro to step in and suggest an appropriate designation for a street.

Councilor McLain asked how often they were obligated to look at the RTP.

Mr. Kloster said that it should be reviewed every 3-5 years.

Councilor McLain asked if funds became available could the RTP be amended between reviews.

Mr. Kloster responded yes, the plan as written required amendments to change the project list. Critical changes that were adopted by a local plan required an immediate amendment. Other changes would wait the next review.

Councilor McLain summarized that this was a living document. She asked what the importance was of having a finished product, an action.

Mr. Kloster responded that the RTP guided the funding allocations. When the plan was updated the out years were massaged. Those projects would not be built for a long time, but were a guide so that improvements were done in a consistent manner, rather than piecemeal. The key thing, which Metro did not have in the past, was a really updated RTP that reflected the 2040 Plan. Metro had a current plan that described the most critical projects for decisions on how to allocate federal funds.

Councilor Atherton noted a letter from the Westside Economic Alliance. Their key point was that the region usually came up short in identification and commitment to funding strategies. The RTP had lots of options rather than a clear direction.

Mr. Kloster responded that the purpose of the plan was not to identify specific funding for the next 20 years, it was to identify the improvements and raise the money that were needed. If no population increase had been forecasted for 20 years the funding situation would have been totally different and there would not be a funding crisis. His interpretation of the RTP was to set the table for how to go out and raise the money, typically done in shorter 3-5 year increments.

Councilor Atherton asked if Metro drew lines on maps and then went looking for money to do the work, or drew the lines depending on how projects were to be paid for. He felt the alliance was suggesting a different approach and asked if that was a key question.

Mr. Kloster said he would make a case that Metro viewed its level of service policy as an appropriate response to the land use plan. There were places where Metro did not want to set a high standard for motor vehicle mobility during peak periods, e.g. downtown Portland. He felt that was a responsible policy and was a change. If Metro had continued its 1995 policy there would be a lot more projects. In a way this RTP represented a scaling down of the system. It had been painful for local planners to deal with this change. The reasons were dealt with in the alternatives analysis. He felt that the RTP represented a different philosophy in terms of how the plan was sized and how big the dreams were for raising money.

Councilor Atherton said he heard Mr. Kloster saying that the key way of paying for this plan was by lowering the level of service standards.

Mr. Kloster said he would argue that this level of service policy reflected what was on the ground today. It had been pretended in the past that the traffic on the Banfield could be smoothed out at rush hour. While pricing on the facilities could smooth out the traffic peaks, planners were facing the music; in some cases it was not only impossible but also inappropriate. Metro had reviewed travel time benefits traveling from Beaverton to Portland at rush hour in different level of service scenarios. Only a couple of minutes were gained. The perceived time was not as bad as it was made out to be. One problem was that it had been set up for a long time on a grading system with 'F' as a failing grade. Yet 'F' was a little better than what was seen on the Banfield during the rush hour. In the balance between livability and mobility in places like downtown Portland he was saying it worked, it seemed to be a good system.

Councilor McLain asked him to expand on why this RTP addressed an appropriate level of service as well as demanded fiscal constraints.

Mr. Kloster responded that everyone wanted to be able to travel quickly and easily, but not to pay for the improvements or have them happen on a street near their own house. For example, major street improvements in Beaverton to allow easier travel to the coast from the eastside were popular with people who did not live around those improvements or pay for them. He noted that in the RTP series of workshops Metro held a couple of years ago, the staff pressed the issue of what was acceptable in their own community. When cost, the environmental impact and ease of movement was discussed it was easier for people to come up with a compromise. When these compromises were added up it came close to Metro's level of service policy. He said the result of the JPACT (Joint Policy Advisory Committee on Transportation), MPAC and Council workshop staff held was that it was reasonable to assume congestion for 2 hours during the rush hour at night, 1 hour in the morning and possibly another hour around lunch time. It was less trying to reduce the standard to save money, but the \$14 billion dollar plan, an impossible to raise figure, would require every freeway in the region to be 10 lanes or more, and most arterial streets to be 7 lanes. It was not only expensive, who would want to live near those improvements.

Mr. Kloster noted the last plan was interim, to keep up with improvements and did not look at levels of service. He said planners who came to the Metro workshops did not want to report back to their constituents that it would be harder to get around, or that the roads would be widened from 2 lanes to 7 lanes. It was a tough issue to resolve. That was why Washington County and the cities of Cornelius, Hillsboro and Forrest Grove had their own transportation plans. Not all issues

could be solved on a regional level. Metro established a context from which the jurisdictions could work with the more detailed questions on land use and local streets.

Councilor McLain agreed and said that if a local jurisdiction chose a different strategy and could demonstrate its fiscal responsibility to fund it, Metro would put it on the plan.

Councilor Atherton asked why the level of service on Interstate 205 decreased significantly.

Mr. Kloster responded that Clackamas County had a historic problem in keeping up with urbanizing its growth system at the level of Washington County over the last 20 years, nor wasn't even close to the level of Multnomah County in the 1960s when it urbanized rapidly. That problem created a backlog. A federal freeway (I-205) made it easier to ignore the backlog because of its capacity, but that did not last long as it grew and filled up. Metro exacerbated the problem with expansions to the urban growth boundary (UGB) in Clackamas County. He noted there was a disproportionate number of housing units going into the area. Metro was also trying to add employment, because of the historic jobs/housing imbalance. I-205 fails regularly between Oregon City and I-5. He agreed that there was a lot to be done there, a lot of projects called out. Metro also laid that out as an issue on the land use side. An outstanding issue staff had noted, could not be resolved in the RTP, was how the county could get caught up a little bit and not put every trip that goes through the county on I-205.

Councilor Atherton commented that it was difficult to do

Presiding Officer Bragdon opened a public hearing on Ordinance No. 00-869.

Matthew Whitman, Cedar Hills Homes Association, 621 SW Morrison, Ste. 1300, Portland, said his group was a homeowners association formed in 1946. It represented more than 2,100 homes and 8,000 people within the area south of Highway 26. He felt his association could be of value in the ongoing process Metro was engaged in, along with the local planning bodies. While he knew Metro was at the tail end of the RTP process and had been unintentionally excluded from the planning process, he felt the association was a uniquely perfect community organization for the purposes of public planning. It represented every homeowner within a defined geographical area that was intimately affected by a number of specific projects within the RTP. Last month the association had met with Kim White, Transportation Department, Associate Transportation Planner, and a Washington County planner (who would implement the process). He felt it had opened up lines of communication for the ongoing planning process and future fine-tuning. There were several projects, numbers 3014, 3075, 3024, 3008, 3018 and 3021 that directly affected the Cedar Hills area. Association involvement in Metro's continuing public outreach about these projects would allow them to disseminate information to its members and funnel information to the regional and local planners.

Matt Palmer, Citizens in Favor of Community Development on Walker Road, 13270 SW Walker Rd., Beaverton, 97005, read his testimony into the record. (A copy and photographs were included in the permanent record of this meeting.)

Presiding Officer Bragdon asked if the proposal widened the road without adding sidewalks.

Mr. Palmer responded that the proposal would increase Walker to 5 lanes plus sidewalks. Currently it was one lane each way, with bike paths and no sidewalks.

Presiding Officer Bragdon asked what Washington County's reaction had been.

Mr. Palmer responded that his group had not visited with Washington County beyond the meeting with Ms. White and Clark Berry, Washington County Planner. They planned to do so in the coming months, but since the RTP window of opportunity was closing they began at Metro.

Presiding Officer Bragdon said he was happy Mr. Palmer had done so. He encouraged him to work with Washington County, too.

Bob Akers, President of the 40-Mile Loop Land Trust, 1038 SE 224, Gresham, commented on four projects he felt were important and wanted to get into the RTP for 2000. One he would like to get on the RTP maps with a dashed line was a trail his group proposed to build. It would go from Kelly Point Park on the Columbia and Willamette Rivers, through Smith and Bybee Lakes, Pier Park, Reno Street and under the St. Johns Bridge. Then a trail would be built along the Willamette River from the St. Johns Bridge to the Steel Bridge, tying in with OMSI-Springwater Trail. They felt it was very important and would be even better than the Springwater Trail, which was hard to beat. The trail would allow people to commute from North Portland, even from Washington State, via Marine Drive.

Mr. Akers said the second important trail was the East Butte Trail that would take off from the Springwater Trail at about 158th off Foster up Kelly Creek, across some of the Metro open space property recently purchased with bond money and property bought by the City of Gresham. It would tie into the Springwater Trail east of Gresham. The third item was a trail already on the regional trails map, a section of the 40-Mile Loop in Troutdale. He said the trail from Blue Lake Park to Troutdale was recommended to be on Marine Drive to Frontage Avenue. He felt most of the Council was aware that Frontage Avenue had been a one-way street heading east for the past two years. It was completely unsafe for a recreational trail. He proposed to move the dashed lines from Blue Lake Park to Troutdale on the dyke next to the Columbia River on the north side of the old Reynolds Aluminum plant to tie in with the new development in downtown Troutdale. He said it was very important for safety, future planning and getting grants to build the trail.

Mr. Akers said the final item was a new project that he was not personally involved with, but had looked at for almost 30 years. It was a trail from the bike path at I-205 to downtown via I-84. It would tie in with the Springwater and St. Johns and Steel Bridge trails. Some people were calling it the Banfield Corridor project. He felt it would get people downtown from I-205 and it would mean a lot to the City of Portland to have decent landscaping from the Airport to downtown Portland. Each time he drove west on I-84 he wondered what out-of-town guests thought when they saw the graffiti, trees, brush, blackberry bushes and the complete lack of organization. He thought this project would mean a lot to the whole community. He requested that all four projects be put on the Regional Trails Map.

Bruce M. Pollock, 9601 NW Leahy Rd., Apt. #201, Portland, (Cedar Mill area), testified on his own behalf. He read his testimony into the record. (A copy was included in the permanent record of this meeting.)

Mr. Pollock said he had testified many times before Tri-Met. Currently, he served on an ad-hoc committee for the Tualatin Hills Park District concerned with acquiring property and saw a lot in that area. He was using that experience but did not represent anyone at today's public hearing.

Ross Williams, 426 SE 19th Avenue, Portland, represented Citizens for Sensible Transportation. He read his testimony into the record. (A copy was included in the permanent record of this

meeting.) Mr. Williams said he was currently chair of the Transportation Reform Working Group of the Coalition for a Livable Future.

Mr. Williams made additional comments. In looking at the plan, Citizens for Sensible Transportation was very satisfied with the RTP policy document. They thought it expressed the regional vision that the 2040 Plan created. However, they were concerned about the implementation. The actual project list does not reflect those policies. The people responsible for creating the list compiled the priorities of the local jurisdictions that were responsible for various road building and other transportation projects, instead of approaching the task with a regional vision. They were local elected officials responsible to their constituents for specific services in their community, who did not get elected to provide a regional vision. Therefore, the Mayor of Beaverton was not responsible for the trails or bus service in his community, but he was very much responsible for the roads in his community and he had staff to work on that issue.

Mr. Williams said the Metro Councilors, as regionally elected officials, even though they represented different districts of the region, needed to provide a stronger voice for the region and regional vision for the plan, to have a truly regional plan. That more forceful regional stand from the Metro Council would create conflict with some of the local officials and Metro was under attack from many. But the danger to the institution and the entire regional system of government resulted from the Metro Council being too timid, not from it being too bold. He urged the Council to be bolder in asserting its authority as the regional planning agency. He asked that the plan have a regional vision, not simply a compilation of local visions or projects in its implementation. He thought the policies were very good, but the projects were pretty lousy.

Mr. Williams said, in terms of specific concerns with projects, there were simply too many that served commuters, which represented a minority of the trips in the region. There were too many projects that served people travelling from one place to another but did not serve the communities in which they were located. In fact, they damaged the quality of life of people who currently lived in those communities. The region needed more projects that improved the communities the projects were in, rather than projects that simply provided a way for people to drive through those communities. If the region focused on that it would produce a regional vision that would satisfy the 2040 Plan goals.

Lynn Peterson represented 1000 Friends of Oregon, 534 SW Third Avenue, Suite #300, Portland. She read her testimony into the record. (A copy was included in the permanent record of this meeting.) Ms. Peterson also said Metro had a great planning document (the RTP). She was proud to have been a member of TPAC (Transportation Policy Alternatives Committee) and a member of Metro during the time in which the RTP was created. Her organization was most concerned about the implementation process.

Morgan Will, 2627 NE 12th Ave., Portland, testified and requested that the Council place the Banfield Corridor Project (a regional bicycle and transportation trail project) on the Master Plan of Regional Trails. He read his testimony into the record. (A copy was included in the permanent record of this meeting.)

Councilor Atherton commented that Mr. Will's slide show and written remarks were outstanding communication. They supported Mr. Akers's remarks regarding how useful and lovely the Banfield Corridor could be, except for having to breathe the car exhaust.

Councilor Atherton also asked Ms. Peterson about air quality problems associated with the RTP. The federal financially constrained strategy was required to satisfy the air quality standards. He asked her to provide an explanation.

Ms. Peterson said yes, she understood that to be true. The modeling done demonstrated that Metro's federally required financially constrained strategy was just within satisfying the minimum air quality requirements. However, that same modeling procedure had not been completed on the strategic plan. It would be done in the future, possibly after RTP adoption.

Councilor Atherton said in essence, the RTP as currently presented to the Council might or might not satisfy air quality standards.

Ms. Peterson said the federally required financially constrained system satisfied the minimum requirements. However, they did not know whether the strategic system (the RTP) would meet those same requirements.

Councilor Atherton asked Mr. Kloster to clarify the federal air quality requirements.

Tom Kloster said the federal government required that Metro predict how much money the region's elected officials would raise during the next 20 years, and program it toward projects that would not exceed current revenue sources. There was less on the non-transit side. Metro planned to use state employees who frequently performed this type of work. The financially constrained system was much smaller (about one-third the size) than the strategic system. Therefore, the federal government required Metro to demonstrate that the system would meet air quality requirements. Generally, the fiscally constrained system would be more congested, therefore it was the least likely to meet air quality requirements, because Metro was not fixing bottlenecks, but instead adding all the growth the region expected during the next 20 years to the system. The system was also limited in terms of transit. The region could not assume a huge transit system. That was what drove the regulation. Metropolitan areas wrote off their congestion and air quality problems by citing transit projects on their plans that they never intended to build. That explained the financially constrained system. The federal government asked Metro to feature it more prominently in the RTP. That was one of the Metro Transportation Department's recommendations for TPAC tomorrow morning.

Councilor Atherton asked if Metro projected the revenue would be "x" and it was enough to build a system. Then they determined through Metro's modeling that the system would still violate air quality standards. He asked if that means the federal government can intervene and take regulatory action to ensure the air quality standards were met.

Andy Cotugno, Planning Director, said if Metro's modeling demonstrated non-conformity it would not be acceptable. Metro would have to make further amendments and not submit the RTP for federal approval until it conformed. The federal government could not approve the RTP until Metro could demonstrate it would conform. Further Metro action would be necessary. If Metro was unable to define further transportation actions to conform, the agency would have to return to the DEQ (Department of Environmental Quality) and ask for changes to other air pollution sources to meet the federal standards. He asked the Council to remember air quality resulted from a variety of sources. The DEQ would not have to make changes, but it was an option.

Councilor Monroe asked for clarification from staff regarding the procedure for how the Council could add the Banfield Corridor Project to the RTP, because part of it was located in his district. He was interested in the project and wanted to see it move forward.

Bill Barber, Transportation Department, Senior Transportation Planner, agreed it was a very interesting corridor and was on the city of Portland's bicycle master plan. It was not currently on Metro Regional Parks and Greenspaces Department's 1992 trails plan, but the plan was being updated. The Metro Transportation and the Parks and Greenspaces staffs considered the corridor, and decided to wait until it was added to the Parks and Greenspaces Plan before adding it to the RTP. He said the Parks and Greenspaces staff could be contacted or it could be added to the preferred RTP system. There was no funding for the project, but it would be put on the map.

Councilor Monroe said he knew there currently was no funding for the project, but he wanted it on the radar screen. He was providing notice that he would continue to push the issue, but he did not want to delay adoption of the RTP.

Councilor Washington noted that this corridor project was in his district also. He asked if there had been any discussion prior to today.

Mr. Barber said not before Council but there was some discussion at the Greenspaces Technical Advisory Committee (GTAC).

Councilor Washington asked **Mr. Barber** when the project could go on the radar screen.

Mr. Barber said the city of Portland considered it a long-range project (10-20 years).

Presiding Officer Bragdon noted a slide show that **Mr. Will** shared with some of the councilors.

Mr. Will said **Mel Huie**, Regional Parks and Greenspaces, Senior Regional Planner, supported the plan and suggested **Mr. Will** participate in today's RTP public hearing.

Councilor Atherton said bicycle trails that were separate from roadways were used much more, and were safer and cleaner. **Mr. Will's** proposal would accommodate a trunked facility. He mentioned **Mr. Williams's** comments and said despite the policy principles, Metro was not carrying out the principles with lines drawn on maps. He asked **Mr. Barber** how Metro could blend **Mr. Will's** project and other trails into a trunked system.

Mr. Barber said the idea of the trunk regional bicycle system was one piece of the puzzle. Planning in the city of Toronto was implemented approximately 20-30 years ago.

Councilor Atherton said the hub in Toronto was the trunked, off-roadway bicycle system.

Mr. Barber said it was very similar to what the Portland region was trying to accomplish. But the region needed all the elements (on-street and off-street) to make the system work.

Presiding Officer Bragdon asked **Councilor Monroe** if his Transportation Planning Committee was a good venue to get the issue on the radar screen.

Councilor Monroe said the committee would be doing that. He also planned to discuss the issue with the Metro Regional Parks and Greenspaces department to determine the most constructive way to pursue the project.

Steve Larrance, Citizens Against Irresponsible Growth (CAIG), 20660 SW Kinnaman Road, Aloha, requested that the Metro Council vote to extend for at least six months the comment

period and ultimate adoption of the RTP. He read from written testimony. (A copy was included in the permanent record of this meeting.) He concluded by asking the Councilors to put aside their personal agendas and realize the unique time and place in which they find themselves serving as elected regional officials.

Councilor Washington asked on what Mr. Larrance based his request that Councilors put aside their personal agendas.

Mr. Larrance said he did not mean his statement to be inflammatory or derogatory. He meant that there was a great need in the region right now to create capacity on the roadway system. As had been alluded to many times, it was only because people had a great deal of vision in the past that the region had capacity overbuild in the system. Because the region had used up all of that excess capacity, and was at capacity everywhere, to think that it was possible to create more capacity by lowering the level of service was not realizing what had made Portland what it is. The fact that people had foresight in the past had gone a long way towards creating the livability that draws people to the region and for which elected officials sometimes take credit. Current elected officials have to realize that it was their time to create something for the next generation. He said he was not thinking of the people in the region today, he was thinking of the long-term livability. He was general contractor, and does remodels, so he sees land use planning as a remodeling exercise. One cannot throw away opportunities, which he thinks the 2040 Growth Concept does, where it creates the thought that one needs smaller streets, that the arterial system can be thrown away, and call that connectivity when really it was the opposite of connectivity. How can one go back and remodel when buildings have been built right up against skinny streets?

Councilor Washington said he was only concerned about why Mr. Larrance's stated that the Councilors have personal agendas. He said he understood Mr. Larrance's other comments. He noted that if everyone on the Council had a personal agenda, nothing would get done in the region. Councilor Washington said Mr. Larrance had every right to say what he wants, but he asked that he be fair about it.

Mr. Larrance said he did not say the Councilors had personal agendas. He asked that they put them aside if they did.

Councilor Washington said that if Mr. Larrance put the statement in writing, he must think it exists, which was a concern.

Councilor Atherton asked Mr. Larrance about his comment that, "We continue to question the 'throwing away' of our existing through trip based principal arterial system by down grading those facilities as they pass through proposed 2040 city centers..." He said that was a clear policy choice in a regional strategy. He asked Mr. Cotugno or Mr. Kloster to respond to that policy option. How does the RTP address this basic question?

Mr. Cotugno said this proposed RTP reduced the function of arterioles through some regional centers and town centers in a couple of different ways. The Tualatin-Valley (TV) Highway was the one in question here. This RTP proposes that through downtown Beaverton and through downtown Hillsboro, that route be designated a "major arterial." A major arterial was still an important, traffic-oriented street, but it was one step down from a "principal arterial." A principal arterial was intended to carry statewide traffic. Other examples of principal arterioles around the region include Highway 217, Highway 99W, Highway 99E, and Highway 212 out to Sandy. Through downtown Beaverton, it was recommended that it not be viewed as that kind of long-distance regional trip maker. In order to be compatible with the area as a downtown, it ought to

be a more localized oriented trip maker. Major arterioles still carry a lot of through traffic. It was intended as an arterial function.

Mr. Cotugno said furthermore, the second way the RTP addresses this issue was with a design classification. The RTP assigns a boulevard classification to most built-up areas on various kinds of routes, such as a street classification to areas outside downtowns that still need to be multi-modal in character. The boulevard classification was very carefully designated on routes that were intended to be oriented toward the buildings much more than toward through traffic. A boulevard could be on a major arterial, a minor arterial, or a principal arterial. Either way, the designation of major, minor, or principal arterial was intended to call out the kind of through traffic it was intended to carry. The boulevard classification was intended to deal with its orientation to the surrounding buildings. In the case of TV Highway through Beaverton, the RTP does not recommend classifying it as a boulevard. Calling it a boulevard would have the most limiting kinds of traffic oriented functions. While it was going through a downtown area, the RTP recommended designating the Hall-Watson couplet, in a north-south fashion, as the boulevard treatment, and as the most pedestrian and building oriented street in the downtown Beaverton area.

Councilor Atherton asked if staff recommended Beaverton create two one-way couplets.

Mr. Cotugno said there was an existing north-south one-way couplet that can more readily be retrofitted with boulevard treatments than the east-west traffic carriers, because of the access to Highway 217. The design for the project that was just completed in Beaverton on TV Highway, was laboriously hammered out between the Oregon Department of Transportation (ODOT) and Washington County, which was concerned about the traffic characteristics, and the city and the businesses along there, which were concerned about the streetscape environment. Staff was not proposing to tear out that project and make it more restrictive. That project was on the ground, and the RTP recommendations simply recognize its current state. Staff does not want to make it bigger by calling it a principal arterial, nor constrict it further by calling it a boulevard.

Councilor Atherton said this scenario was played out all over the region. He was most intimately familiar with Highway 43.

Mr. Cotugno thought Highway 43 through downtown Lake Oswego was classified a boulevard.

Councilor Atherton said that 20 years ago, Highway 43 served as a true connector, with the city off to the side. Then the City of Lake Oswego made the mistake of creating it into a boulevard, and now it was impassible and had lost its function.

Mr. Cotugno said in downtown Lake Oswego, Highway 43 had lost its function as a major through traffic carrier. The rest of the length of Highway 43 was a through traffic carrier. In downtown Lake Oswego, it was called out as a boulevard so that traffic slowed down, and there were more pedestrian crossings, because a downtown surrounded that street.

Councilor Atherton said yes, but it was the wrong place to make a downtown. It was a design choice, and the path of least resistance. He said he was not trying to debate Mr. Cotugno, he was trying to see the direction so he can understand the RTP and describe it to others. Mr. Larrance's analysis was pretty right on target, in that maybe they were not learning from the mistakes in the past. He asked if the Council was making a clear choice here, and said it seemed that they were. They were throwing away existing through capacity. That concerned him, and he wanted to hear Mr. Cotugno's analysis.

Presiding Officer Bragdon asked that Councilor Atherton continue his conversation with Mr. Cotugno at a later time.

Councilor Atherton said he appreciated Mr. Larrance for asking succinctly framed questions.

Presiding Officer Bragdon noted Mr. Larrance's statement about 'dumbing down' level of service standards. He asked if Mr. Larrance understood level of service to mean strictly the volume and speed of automobiles moving through a particular point?

Mr. Larrance said that was several of the factors.

Presiding Officer Bragdon asked if, in Mr. Larrance's opinion, adding crosswalks and trees was downgrading a street?

Mr. Larrance said no, downgrading was not in the classification. Adding trees does not degrade a street, but declassifying a street from a principal arterial to an arterial was downgrading. It means that there can be more cross streets, and more driveways with direct access, which will dissuade people from using the street for through trips. He noted that a principal arterial does not necessarily mean statewide significance; it can also mean regional or county significance. He noted that with Sunset Highway at capacity, even mid-day, people were again using TV Highway as the principal arterial from Forest Grove to Portland. In a time of short money, why would that classification be eliminated unless there was an alternative?

Larry Derr, 53 S.W. Yamhill Street, Portland, testified on his own behalf. Approximately six months ago he appeared before the Council to urge them to defer the tentative adoption of the RTP. His concerns included the degrading to an unacceptable level of mobility, the lack of a link to growth management planning, and the absence of a funding program. Those problems still exist in the plan before the Council today. In three minutes, there was not time to document all of them, but he shared an anecdotal piece of information concerning mobility. In yesterday's *Oregonian* newspaper, there was a quote from the Tualatin Valley Fire and Rescue District Fire Marshall in a letter addressed to the Beaverton City Council referring to the difficulty of servicing some of the new multi-family high-density developments. The Fire Marshall said, "Many of these new developments feature so-called skinny streets – narrow drives that inhibit response and access by fire equipment. Increased density also had resulted in increased traffic congestion on public roadways, further slowing response."

Mr. Derr said the unfunded RTP was not only a problem of not being able to build the infrastructure, but more critically, this will be the first time that a regional transportation plan performs the function of a transportation system plan under the TPR (state Transportation Planning Rule). The significance was that development would be permitted and gauged under the serviceability under that plan, when everyone knows that that development will not be there, whether it was transit, streets, or anything else. The money was not there. Six months ago the Council said that Metro would come up with a funding plan in the next six months. It was not here. Today the public was told that Metro would do it in the future. He urged the Council to take heed of the letter sent from the Westside Business Coalition. He said he understands that it was human nature and natural to say, "Where were these people for the last six months, year, three years?" For the most part, some of those business organizations were not here at the table. That was the bad news. The good news was that they were now stepping forward. When a list of companies (including Fred Meyer, Nike, Portland General Electric, Tektronics, and United Parcel Service) signed a letter saying they were fearful of what they saw happening, but now want to

join in finding a solution for public financing, the Council needs to take that into account. Rather than adopt the plan today and hope to figure out how to fund it tomorrow, he urged the Council to stop, get those people on Metro's side, come up with a program, and then go forward with a plan that the community get behind.

Presiding Officer Bragdon said for the record that Chair Tom Brian, Washington County Commission, had wanted to express verbally that it was not the County's intent to send the letter at the last minute. Chair Brian wanted to assure the Council that the way the timing came together was just activated by the businesses involved.

Presiding Officer Bragdon closed the public hearing. He said Council would hold another public hearing on August 3, when it was scheduled to vote on Ordinance No. 00-869. He announced that the public comment period would close at 5:00 p.m. today.

Councilor McLain appreciated the people who testified today, especially those with specific suggestions or additional information. Specificity helped Metro deal with amendments and items that could be changed. She knew from personal experience that Metro and local jurisdictions' staff had talked to business, local property owners and other jurisdictions. They, along with Metro must find the funding. Metro did not have the tax base and could not fund the RTP without a coalition of local, regional, state and federal entities working together. She had never seen a plan more thoroughly reviewed. She took the conversation and dedication of the people who had come today to testify very seriously. Staff would analyze all of the information and responses would come back from TPAC, JPACT the Transportation committee and the Council as a whole. This plan provided a jump-start in order to find the needed financing. There must be a plan in place in order to gather dollars. Each and every jurisdiction, including Washington County, had to update their RTP. If they came up with good suggestions Metro would not turn them away or be afraid to amend or change the plan. It was a living document that would never be completed and always updated and reviewed.

Councilor Park noted that staff had done an excellent job. He congratulated Mr. Cotugno on covering both Transportation and Growth Management. He appreciated Mr. Kloster's presentation – it was a good one. He was concerned about Washington County's request for an extension. He would gauge that against their other requests in asking Metro to go faster on the growth management side. Delay because we do not have capacity and yet at Growth Management he heard people saying go faster because they want to build something. Metro needed a clear message as to their desires.

Councilor Atherton echoed the excellent work of the staff on the RTP. He appreciated people taking the time out of their day to talk about this. As he listened to Mr. Derr and Mr. Williams, he heard his grandfather's advice: "any damn fool can learn from his mistakes". The principle was to learn from mistakes; that was the point of this exercise. That was what concerned him most. The funding issue was so overwhelming and straight forward he thought it was out on the table and would be addressed. There was a key issue of regional strategy and transportation-land use connection that Mr. Larrance phrased here that Metro was repeating the past mistakes. It would be most graphically borne out in his district, Clackamas County, where Metro followed the path of least resistance. They took old farm market roads and pretended that they really meant something. Metro allowed little developments to go up around them, expand them into major arterioles, but never followed through with clear direction. He believed the 2040 Growth Concept directed that the region had nodal centers of activity, but provided connection to the urban core. For example Sunnyside Rd. He asked if it were expanded, then should nodal centers be allowed to build up around the roadway and destroy its capacity? The same principal came up on I-205;

would the mistakes made at I-5, I-205 and Sunnyside Road be made at I-205 and Wankers Corner? He felt this issue had not been resolved. He asked for help in resolving it.

Councilor Washington said that everything that went on impacted every district in the region. Growth and transportation were tied together and were inseparable. He hoped that we did learn from past mistakes, but suggested that these mistakes were not all Metro's. Mr. Cotugno did not build Hwy. 43.

Presiding Officer Bragdon asked Mr. Cotugno if that was indeed correct.

Mr. Cotugno said in 1982 Metro funded a State St. project with Interstate Transfer funds from the Mt. Hood Freeway withdrawal to build the current configuration of Hwy. 43 and for the section from Sellwood up to Bancroft. Yes, he had helped build Hwy. 43.

Councilor Washington said he appreciated everybody's interest and testimony. There were more things to be done than could be accommodated, even with a magic wand.

Presiding Officer Bragdon asked where the Westside Economic Alliance was 1 ½-years ago. They were in Salem lobbying for the westside bypass. That told him something about this testimony. He felt the reference made about 'dumbing down' levels of service got it exactly opposite. This RTP smartened up the term to make it mean more than just how many cars could be moved, how fast through a particular point. It turned things in the right direction after 30-40 years of engineering that took us in the wrong direction in terms of urban and suburban form. He was supportive of the direction. Councilor Monroe made his support clear on the Banfield, that was a great example, and looked forward to working with him on tweaking some things. In terms of making that connection between land use and transportation staff was finally on the way to doing that, or we were collectively as a region. It was not easy, but hats off to staff for trying it.

Councilor Monroe wanted to include his accolades to the process and staff. He particularly supported the new type of urban transportation structures, the boulevard design structures that were being looked at. Large fast highways through dense urban communities divided them and were destructive to the communities' livability. There was a time and place when these highways need to be "downsized" in terms of their speed, but upsized as far as accessibility for pedestrians, bicyclists, shoppers, etc. this new urban design certainly was being done purposely and Metro understood that not all citizens supported it; he supported it.

Councilor McLain wanted to thank everyone. When Councilors said 'staff', they meant real people who were working hard – she appreciated everything that had been done by staff and knew it was a team approach on the RTP. This staff had been very sensitive to citizen comments and local jurisdictions. They leaned over backwards to listen and work with them. Not only did Mr. Cotugno make the connections between land use and transportation, but he also spoke before 200 people this morning where he put together that plus fish, greenspace issues and stormwater. He was very impressive.

Councilor Atherton remarked that the Highway 43 issue was so illustrative. In aerial photos from 1970 there was no commercial development along the highway. A state or regional government might have prevented the mistakes of changing a highway into a main street.

Councilor Park asked if Councilor Atherton meant that Metro should step in if it thought a local government was making a mistake.

Councilor Atherton said that was what regional government should do

Presiding Officer Bragdon noted that what he had learned from Mr. Cotugno's response was that Hwy. 43 and the Mt. Hood Freeway was that if a big highway project was killed, it could be lived on for 20 years. Now the 20 years were up and there was no money to spend.

8. RESOLUTIONS

8.1 Resolution No. 00-2961, For the Purpose of Adopting the Plan Reinstatement for the Metro 401(K) Employee Salary Savings Plan.

Motion: Councilor Washington moved to adopt Resolution No. 00-2961.

Seconded: Councilor Monroe seconded the motion.

Councilor Washington reviewed the committee report on this resolution, a copy of which may be found in the permanent record of this meeting.

Executive Officer Burton commented that when he first took office legal counsel informed him that he was responsible for the 401(K) program. He thought it did not make sense as it was the employees' program, even if it was technically and legally falls to the Executive Officer's responsibility. It had its advisory committee and does well. He expressed his appreciation for all of the time they put into it.

Lydia Neill, Growth Management Services-Senior Regional Planner, and chair of the 401(K) Committee, said her group had worked hard over the past year to be sure they had a good document to guide the plan administrator, Vanguard, in their duties disbursing funds and current with state and federal laws. She understood that Dan Cooper, General Counsel, would come before Council in the near future to discuss amendments to the Metro Code relating to the 401(K) committee and its role. She encouraged Council to formalize that role. She felt it was a good program and very important to employees.

Mr. Cotugno underscored the importance of the 401(K) Committee. Heretofore there was not a codified method of establishing the Committee and defining its role and responsibilities. Council appointed members, including him, to the Committee. He felt it had done a good job of making a good program available to people, but there was still too loose a definition of the Committee. It was decided not to institutionalize the Committee in the plan document itself because it was a sort of contract between Vanguard, the IRS and Metro. He encouraged Council to formally establish the Committee and its roles and responsibilities so that it does not go out of existence or be ignored somewhere down the line.

Councilor Washington urged an aye vote.

Vote: The vote was 6 aye/ 0 nay/ 0 abstain. The motion passed.

8.2 Resolution No. 00-2964, For the Purpose of Confirming Matthew Rotchford, Steve Erickson and Marilyn Matteson to the Metro 401(K) Employee Savings Plan Advisory Committee.

Motion: Councilor Atherton moved to adopt Resolution No. 00-2964.

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

Councilor Atherton noted that this resolution was directly related to the previous one. There had been 3 vacancies to the 5-member Committee. Recommendation was made by the Executive Officer for these employees to sit on the Committee after application and review.

Ms. Neill noted that a 401(K) Nominating Committee reviewed the applicants and made their recommendation to the Executive Officer.

Councilor Atherton said this was employee business and had heard no complaints about any of the proposed members. He urged an aye vote.

Councilor McLain noted that the nominees were present and had sat through the entire meeting. It represented people working in the Convention Center, this building and at the Zoo. It was a very good employee driven program. She was pleased that folks were willing to take on extra duties for the benefit of all.

Vote: The vote was 6 aye/ 0 nay/ 0 abstain. The motion passed.

9. CONTRACT REVIEW BOARD

9.1 **Resolution No. 00-2962, For the Purpose of Authorizing a Sole Source Agreement with the Regional Arts and Cultural Council.**

Motion: **Councilor Washington** moved to adopt Resolution No. 00-2962.

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

Councilor Washington said the resolution was a sole source contract with RACC (Regional Arts and Cultural Council). Anytime a Metro building expansion exceeded \$100,000; the agency had to pledge a minimum of 1 percent of the cost for arts. The resolution was a contract with RACC to perform the work for Metro. There were 4 payments of \$16,250 each that totaled \$65,000. The cost could reach \$81,000. There was an additional \$16,000 for Scott Moss, Administrative Service Department, Assistant Director, for services.

Scott Moss said the additional \$16,000 was to reimburse him for out-of-pocket expenses.

Councilor Washington said the process was straightforward. The RACC would administer the contract to satisfy the 1 percent requirement.

Councilor Park asked why the work was not handled internally by MERC (Metropolitan Exposition-Recreation Commission).

Presiding Officer Bragdon said RACC would be acting as Metro's buying agent and they were familiar with the artistic community, whereas MERC knew how to manage the facilities but was not qualified to select the artwork. Metro wanted to work with skilled experts.

Mr. Moss said that was correct. He asked if the question was 'Why was RACC involved' or 'Why was the Metro Council involved in approving the contract.'

Council Park said his question was in terms of having MERC in-house and then contracting with an outside agent (RACC), instead of MERC to oversee the acquisition of artwork.

Mr. Moss said Presiding Officer Bragdon's comments answered that question.

Presiding Officer Bragdon added that RACC oversaw the acquisition of artwork when the OCC was originally constructed. The RACC provided the service for a fee to governments throughout the area. The RACC had a contact list of artists they were familiar with. The RACC was also familiar with the whole art acquisition process.

Councilor McLain said during the informal meeting and the update on the convention center development there was an internal requirement that the artwork maintain a consistent theme. There was a history with the RACC having done the work.

Presiding Officer Bragdon said "the Log" would be moved further out toward Holiday Street. The Martin Luther King statue would be moved into a more prominent location near the corner of Holiday and MLK Boulevard. The new artwork selections would maintain a consistency with what the RACC acquired before.

Councilor Washington closed the discussion and urged an aye vote.

Vote: The vote was 6 aye/ 0 nay/ 0 abstain. The motion passed.

Presiding Officer Bragdon returned to discussion of Resolution No. 00-2964 and the presentation of some plaques.

Ms. Neill said two of the 401(K) committee members (Andy Cotugno and Bruce Burnett) planned to vacate the committee. They could not attend committee meetings to receive recognition for their years of service to the committee. Therefore, the committee chose to recognize them during the council meeting.

10. EXECUTIVE SESSION, HELD PURSUANT TO ORS 192.660(1)(h), TO CONSULT WITH LEGAL COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION.

Members Present: Larry Shaw, Office of General Counsel, Senior Assistant Counsel; members of the Council staff.

Councilor Park said he mentioned the question of new versus old Goal 14 because there seemed to be some hint from the DLCD (Department of Land Conservation and Development) Director that perhaps the applicability question may have indicated that Metro wanted to be under the old Goal 14. There seemed to be a strong indication that the new Goal 14 may not have had what Metro needed in it. Or the director may have indicated that if Metro used the old Goal 14 he would not oppose it, but he would oppose it if the agency used the new Goal 14.

Councilor Washington said Mr. Shaw commented that suddenly it appeared as if things were coming together. The issue had been sitting around for a year and a half. Based on that and the kind of information Mr. Shaw received, Councilor Washington asked him to describe the type of work load that the council could expect in September through December as a result of what was currently happening.

Mr. Shaw said the preparation and participation at LCDC (Land Conservation and Development Commission) was going to increase. The first hearing on Goal 14 before the commission was where the MPAC Coordinating Committee planned to provide some testimony from local government participants to get the Goal 14, Factor 2 issue back to the status quo immediately. Therefore, Metro had to participate in the meeting for that reason and also because that was when the work program would also be discussed. Then, every meeting they schedule would probably include a discussion of an aspect of Goal 14. That was Metro's primary land use number one issue - the urban growth boundary for the region. Because the region represented 27 jurisdictions and 45 percent of the population, Metro could provide a lot of influence on the rules that would be written and affect the region so they make sense and do not produce litigation.

Councilor Washington asked if that was a new approach for LCDC. It sounded like the agency was trying to adjust the rules to cooperate with Metro's goals. He sensed continuity.

Mr. Shaw said in the past Metro was lumped in with working groups and treated like one constituency. The trip to Salem to participate in the 20-year issue was a great idea and produced great results and great message for the commission and their staff. Metro was a resource. What the agency did with Goal 2040 the commission was trying to incorporate into Goal 14 to encourage the rest of the state to grow up and not out. The region pioneered that approach. They also started to recognize a lot of the new UGB material and rules would be tested in the region. Therefore, the commission knew they should listen to Metro to gauge the success with that issue. The staff also knew that Metro was aware of the issues so they needed to pay attention to Metro and not just the commission.

Councilor Washington asked if the situation was positive.

Mr. Shaw said yes, based on a lot of hard work that was performed.

Councilor McLain said LCDC staff was as tired of the lawsuits as Metro and the misuse of resources. It became apparent that if they did not want to get involved in lawsuits, perform extra work and drain their resources they needed to cooperate with Metro and answer questions. She was delighted by LCDC's approach. She thanked Rod Park, Larry Shaw, Dan Cooper, Andy Cotugno and everyone else involved for their work. She recommended to the council that they provide as much feedback and comments to LCDC as possible. It was important that LCDC continue to hear from the council as a whole, because it was important to hear the council position regarding the issues.

11. COUNCILOR COMMUNICATIONS

Councilor Park said the council was told to be proactive and invite other agencies to use Metro's facilities. Therefore, it appeared on September 28 and 29, 2000, LCDC planned to use the Metro Chamber to perform Goal 14 work and examine Metro's issues. Therefore, it might also be important for the Metro councilors to be present as well. He suggested the council might need to reschedule a few council meetings to allow councilors to attend both meetings, or at least the most significant portions.

Councilor Washington suggested the OCC.

Presiding Officer Bragdon said the council would try to work around LCDC's meeting schedule.

Councilor Monroe said the series of roundtable opportunities, held to solicit advice regarding Metro Charter reform, had been completed. They were attended by most of the councilors. The input was remarkable. The process proceeded smoothly. Former Governor Barbara Roberts was an outstanding moderator of the last three roundtables. She planned to report to the council at the Metro Operations Committee meeting on July 5, 2000 regarding the information she received. At that time, the committee planned to open a public hearing on the resolution they planned to receive from Executive Officer Burton, who will provide an explanation of his proposal and answer questions. Then, the committee planned a second operations committee meeting two weeks later where the committee would consider any proposed amendments that may have developed during the public hearing. Finally, they planned action before the council in early August 2000.

Presiding Officer Bragdon said the roundtables were well done and very informative.

Executive Officer Burton said he would appreciate as soon as possible the opportunity to examine any amendments or other proposals so he could comment on them, if necessary. He thanked the council for the comments they provided regarding the RTP, which he said were excellent. He agreed with the councilors' comments. He also thanked the council for their participation in the process and acknowledgement of the hard work performed by the staff.

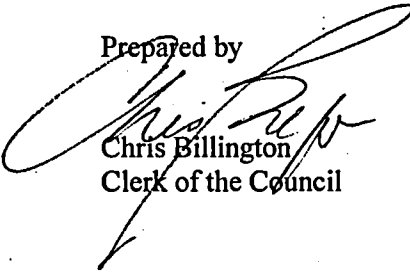
Councilor McLain commented on the roundtables. She said they were interesting. She mentioned the relationships among councilors, legal staff issues, pay issues. It was a good group. Former Governor Barbara Roberts was excellent. Beaverton, in particular, provided a very interesting mix of people.

Councilor Park said that one of the Beaverton participants hoped for more local government participation on the council.

12. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Bragdon adjourned the meeting at 4:37 p.m.

Prepared by



Chris Billington
Clerk of the Council

Resolution No. 00-2945, For the Purpose of Granting Time Extensions to the Functional Plan Compliance Deadline for the Cities of Happy Valley, Portland, and Sherwood and Multnomah County.

**Metro Council Meeting
Thursday, July 6, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF GRANTING TIME) RESOLUTION NO. 00-2945
EXTENSIONS TO THE FUNCTIONAL PLAN)
COMPLIANCE DEADLINE FOR THE CITIES) Introduced by Executive Officer Mike Burton
OF HAPPY VALLEY, PORTLAND AND)
SHERWOOD AND MULTNOMAH COUNTY)
)

WHEREAS, the Metro Council adopted the Urban Growth Management Functional Plan for early implementation of the 2040 Growth Concept on November 21, 1996, by Ordinance No. 96-647C; and

WHEREAS, the Urban Growth Management Functional Plan requires that all jurisdictions in the region make plan and implementing ordinance changes needed to come into compliance with this functional plan by February 19, 1999; and

WHEREAS, the Urban Growth Management Functional Plan in Metro Code Section 3.07.820.C provides that Metro Council may grant extensions to timelines under this functional plan "if the city or county has demonstrated substantial progress or proof of good cause for failing to complete the requirements on time;" and

WHEREAS, the following four jurisdictions have requested time extensions to complete compliance work based on evidence showing "substantial progress or proof of good cause" for failing to meet the February 19, 1999 compliance deadline and have submitted detailed timelines showing when the work will be completed, now therefore,

BE IT RESOLVED:

1. That the Cities of Happy Valley, Portland and Sherwood and Multnomah County shall receive Functional Plan compliance time extensions as shown in Exhibit A.
2. That no further requests for time extensions be considered for Happy Valley, Portland and Sherwood.
3. That any further requests for time extensions made by Multnomah County shall be determined as delineated in Metro Code 3.07.820, Section C.

ADOPTED by the Metro Council this _____ day of _____ 2000.

David Bragdon, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

EXHIBIT A

Functional Plan Compliance Time Extensions For the Cities of Happy Valley, Portland and Sherwood and Multnomah County

Metro Code numbers are used to cite Functional Plan requirements with the applicable Functional Plan title following in parentheses (). The Table below identifies the Functional Plan Titles for reference.

Functional Plan Titles

Title 1	<i>Requirements for housing and employment accommodation</i>
Title 2	<i>Regional parking policy</i>
Title 3	<i>Water quality, flood management conservation</i>
Title 4	<i>Retail in employment and industrial areas</i>
Title 5	<i>Requirements for rural reserves and green corridors</i>
Title 6	<i>Regional accessibility</i>
Title 7	<i>Affordable housing</i>
Title 8	<i>Compliance procedures</i>

City of Happy Valley

October 2000:

- Amend the zoning ordinance to adopt minimum density standards as required by Metro Code 3.07.120.A (Title 1).
- Amend the comprehensive plan to include a map showing 2040 design type boundaries as required by Metro Code 3.07.130 (Title 1).
- Finalize and report to Metro employment capacities for the City as a whole and for mixed-use areas within the City as required by Metro Code 3.07.150 (Title 1).
- Amend parking standards to comply with Metro Code 3.07.220 (Title 2).
- Adopt the connectivity requirements of Metro Code Section 3.07.630 (Title 6).

City of Portland

September 2000

- Amend the parking code to resolve minor differences in existing parking standards and those required by Metro Code 3.07.210 (Title 2).

December 2000

- Amend the zoning code to establish minimum densities for all residential zones as required by Metro Code 3.07.120.A (Title 1).
- Adopt a map with design type boundaries as required by Metro Code 3.07.120 (Title 1).
- Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6).

City of Sherwood

December 2000

- Amend the zoning ordinance to adopt minimum density standards as required by Metro Code 3.07.120.A (Title 1).
- Adopt development code amendments to allow accessory dwelling units as required by Metro Code 3.07.120.C (Title 1).
- Amend the comprehensive plan to include a map showing 2040 design type boundaries as required by Metro Code 3.07.130 (Title 1).

- Finalize and report to Metro housing and employment capacities for the City as a whole and for mixed-use areas within the City as required by Metro Code 3.07.150 (Title 1).
- Complete the Public Facilities Plan review required by Metro Code 3.07.150 (Title 1).
- Amend parking standards to comply with Metro Code 3.07.220 (Title 2).
- Adopt a Comprehensive Plan map, Zoning Ordinance and Land Division Ordinance to protect identified green corridors as required by Metro Code 3.07.520 (Title 5).
- Amend development code to comply with the street design requirements of Metro Code 3.07.620 (Title 6).
- Adopt the connectivity requirements of Metro Code Section 3.07.630 (Title 6).

Multnomah County

December 2000

Multnomah County has amended its Comprehensive Framework Plan to implement Metro Code Sections 3.07.620 and 3.07.630 (Title 6). The County has entered into intergovernmental agreements with the cities of Gresham, Portland and Troutdale to transfer all urban planning and development services for Multnomah County unincorporated urban areas to those cities. With the exception of Title 6, which the County already has in place, the cities will be responsible for Functional Plan implementation for the unincorporated urban areas.

The County has requested an additional time extension to December 2000 to complete the work needed to finalize the zone changes and transfer of planning responsibility. The City of Portland has requested an additional time extension to December 2000 to come into compliance with the requirements of the Functional Plan. Portland's timeline may affect the County's ability to meet its proposed December 2000 completion date.

GROWTH MANAGEMENT COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. OO-2945, FOR THE PURPOSE OF GRANTING TIME EXTENSIONS TO THE FUNCTIONAL PLAN COMPLIANCE DEADLINE FOR THE CITIES OF HAPPY VALLEY, PORTLAND, SHERWOOD AND MULTNOMAH COUNTY

Date: June 26, 2000

Presented by: Councilor Park

Committee Action: At its June 20, 2000 meeting, the Growth Management Committee voted 3-0 to recommend Council adoption of Resolution 00-2945. Voting in favor: Councilors Bragdon, Washington and Park.

Background: Resolution 00-2945 grants time extensions to meet provisions of the Urban Growth Management Functional Plan as follows:

<u>Jurisdiction</u>	<u>Title</u>	<u>Current deadline</u>	<u>Extension</u>
Happy Valley	1,2 & 6	April 2000	October 2000
Portland	Design type boundaries	September 2000	December 2000
	2	April 2000	September 2000
	1 & 6	April 2000	December 2000
Sherwood	1	November 1999	December 2000
	2 & 6	April 1999	December 2000
	5	July 1999	December 2000
Multnomah County	1-5	March 2000	December 2000*
			* more if needed

Mary Weber and Brenda Bernards gave the staff presentation. They noted that the original deadline for completion of functional plan was February 1999. Many jurisdictions have asked for extensions to the original deadline. The Executive Officer is recommending that these deadlines be the final ones granted, except possibly for Multnomah County, which is dependent on the cities finishing before it can finalize its plan.

- **Existing Law:** Metro code 3.07.820C provides that Metro Council may grant time extensions to functional plan requirements if a jurisdiction can demonstrate “substantial progress or proof of good cause for failing to complete requirements on time.”
- **Budget Impact:** None

Committee Issues/Discussion: Chair Park noted that the City of Portland will be coming to Council with a separate request for Title 3.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2945 GRANTING ADDITIONAL TIME EXTENSIONS TO THE FUNCTIONAL PLAN COMPLIANCE DEADLINE FOR THE CITIES OF HAPPY VALLEY, PORTLAND AND SHERWOOD AND MULTNOMAH COUNTY

Date: May 10, 2000

**Presented by: Mary Weber
Prepared by: Brenda Bernards**

PROPOSED ACTION

Adoption of Resolution No. 00-2945 granting additional time extensions to meet the requirements of the Functional Plan for the Cities of Happy Valley, Portland and Sherwood and Multnomah County

EXISTING LAW

Metro Code 3.07.820.C (Title 8 of the Functional Plan) provides that Metro Council may grant time extensions to Functional Plan requirements if a jurisdiction can demonstrate "substantial progress or proof of good cause for failing to complete the requirements on time."

BACKGROUND AND ANALYSIS

The deadline for compliance with the requirements of the Functional Plan was February 1999. Many jurisdictions required more time to make the necessary changes to their codes and plans to come into compliance. Happy Valley, Sherwood, Portland and Multnomah County have requested additional time extensions to implement a portion of the requirements of the Functional Plan. The letters requesting the time extensions are attached to this report.

Portland's request for a time extension to meet the requirements of Title 3 will be dealt with in a separate Resolution.

Metro Code numbers are used to cite Functional Plan requirements. The applicable Functional Plan title follows each citation in parentheses (). The Table below identifies the Functional Plan Titles for reference.

Functional Plan Titles

Title 1	<i>Requirements for housing and employment accommodation</i>
Title 2	<i>Regional parking policy</i>
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Title 6	<i>Regional accessibility</i>
Title 7	<i>Affordable housing</i>
Title 8	<i>Compliance procedures</i>

COMPLIANCE PROGRESS

Although these jurisdictions have requested additional time to complete Functional Plan compliance, they have made significant progress towards meeting the Functional Plan goals.

The following pages summarize the progress of the jurisdictions included in Resolution No. 00-2945 and provide timelines for remaining Functional Plan elements. The four jurisdictions have met the Metro Code criterion for "substantial progress or proof of good cause for failing to complete" Functional Plan compliance (Metro Code 3.07.820.C).

City of Happy Valley

Happy Valley's has requested additional time beyond its April 2000 extension. A citywide vote to annex the areas formerly known as Urban Reserve Areas 14 and 15 was held on May 16, 2000. The vote supported the annexation and the City intends to accommodate its commercial uses in these areas. The additional time extension is needed to accommodate the delay in the annexation vote that was originally scheduled for March 2000, and to allow for the City to make the necessary amendments to its plan and code to come into compliance with the requirements of the Functional Plan.

October 2000

- Amend the zoning ordinance to adopt minimum density standards as required by Metro Code 3.07.120.A (Title 1).
- Amend the comprehensive plan to include a map showing 2040 design type boundaries as required by Metro Code 3.07.130 (Title 1).
- Finalize and report to Metro employment capacities for the City as a whole and for mixed-use areas within the City as required by Metro Code 3.07.150 (Title 1).
- Amend parking standards to comply with Metro Code 3.07.220 (Title 2).
- Adopt the connectivity requirements of Metro Code Section 3.07.630 (Title 6).

City of Portland

The Portland City Council had begun hearings on the minimum density and street design and connectivity standards. The City Council received considerable adverse testimony to the minimum densities proposed by the City. The Planning Director was directed to convene a working group to develop strategic recommendations to move forward. The Planning Director anticipates returning to City Council in September 2000 with recommendations on these matters. As the adoption of the street design and connectivity standards is part of the same Land Division Code Rewrite program, the City is requesting an extension to December 2000 to complete both pieces of work. The previous extension granted by Metro Council was to April 2000.

The adoption of a map with the design type boundaries is part of the City's update of its Comprehensive Plan for statewide planning goals 1, 2 and 10. To accommodate the hearing schedule, the City is requesting a time extension to December 2000. The previous extension granted by Metro Council was to September 2000.

The City is requesting a time extension to September 2000 to resolve minor differences in parking requirements to come into compliance with Title 2. A City Council hearing is scheduled for May. The previous extension granted by Metro Council was to April 2000.

September 2000

- Amend the parking code to resolve minor differences in existing parking standards and those required by Metro Code 3.07.210 (Title 2).

December 2000

- Amend the zoning code to establish minimum densities for all residential zones as required by Metro Code 3.07.120.A (Title 1).
- Adopt a map with design type boundaries as required by Metro Code 3.07.120 (Title 1).
- Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6).

City of Sherwood

The City of Sherwood had been originally granted a time extension to August 1999 to complete its Functional Plan compliance work. Since June 1999, the City has experienced a complete turnover in its planning staff. The City has hired a planning consultant to undertake its compliance work. Metro Council granted a time extension to June 2000 to complete the Title 3 compliance work and to come into compliance with the requirements of Title 4. The City is on schedule to complete this work in that timeframe. The additional time extension will allow the City to make the necessary amendments to its plan and code to come into compliance with the remaining requirements of the Functional Plan.

December 2000

- Amend the zoning ordinance to adopt minimum density standards as required by Metro Code 3.07.120.A (Title 1).
- Adopt development code amendments to allow accessory dwelling units as required by Metro Code 3.07.120.C (Title 1).
- Amend the comprehensive plan to include a map showing 2040 design type boundaries as required by Metro Code 3.07.130 (Title 1).
- Finalize and report to Metro housing and employment capacities for the City as a whole and for mixed-use areas within the City as required by Metro Code 3.07.150 (Title 1).
- Complete the Public Facilities Plan review required by Metro Code 3.07.150 (Title 1).
- Amend parking standards to comply with Metro Code 3.07.220 (Title 2).
- Adopt a Comprehensive Plan map, Zoning Ordinance and Land Division Ordinance to protect identified green corridors as required by Metro Code 3.07.520 (Title 5).
- Amend development code to comply with the street design requirements of Metro Code 3.07.620 (Title 6).
- Adopt the connectivity requirements of Metro Code Section 3.07.630 (Title 6).

Multnomah County

Multnomah County has amended its Comprehensive Framework Plan to implement Metro Code Sections 3.07.620 and 3.07.630 (Title 6). The County has entered into intergovernmental agreements with the Cities of Gresham, Portland and Troutdale to transfer all urban planning and development services for Multnomah County unincorporated urban areas to the Cities. With the exception of Title 6, which the County already has in place, the Cities will be responsible for Functional Plan implementation for the unincorporated urban areas.

The County has requested an additional time extension to December 2000 to complete the work needed to finalize the zone changes and transfer of planning responsibility. Metro Council has already granted the following time extensions for the Cities of Gresham, Portland and Troutdale to complete the remaining county related planning and city compliance work.

City	Extension	Remaining Compliance Work
Gresham	February 2000	Calculate housing and employment capacity. Metro Code 3.07.150 (Title 1)
	March 2000	Adopt Transportation System Plan language to implement Metro Code 3.07.620 (Title 6)
	April 2000	Determine the effect of items identified in Metro Code 3.07.150.C on the City's calculated capacities (Title 1).
	June 2000	Adopt Transportation System Plan language to implement Metro Code 3.07.630 (Title 6).
	September 2000	Adopt a map of 2040 Growth Concept design types. Metro Code 3.07.130 (Title 1).
	October 2000 December 2000	Adopt language to implement Metro Code 3.07.420 (Title 4). Adopt code language to reflect the green corridor policies as described in Metro Code 3.07.510 (Title 5) Adopt the requirements of Title 3. Metro Code 3.07.340 Evaluate local facility plans. Metro Code 3.07.150 (Title 1).
Portland	April 2000	Establish minimum densities for all residential zones. Metro Code 3.07.120.A (Title 1). Amend the parking code to resolve differences in existing parking standards and those required by Metro Code 3.07.210 (Title 2). Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6).
	September 2000	Adopt a map with design type boundaries. Metro Code 3.07.120 (Title 1). As discussed above, Portland has requested an additional time extension to December 2000 to complete these requirements. Portland's timeline may affect the County's ability to meet its proposed December 2000 completion date.
Troutdale	June 2000	Implement minimum density standards. Metro Code 3.07.120A (Title 1). Adopt development code amendments to allow accessory dwelling units. Metro Code 3.07.120.C (Title 1). Amend development code to comply with the street design and connectivity requirements of Metro Code 3.07.620 and 3.07.630 (Title 6).
	October 2000	Adopt the requirements of Title 3. Metro Code 3.07.340

After the adoption of the Cities' code changes, the County will review the amendments, undertake public involvement, adopt code and plan changes for affected County unincorporated urban areas. Intergovernmental agreements to transfer planning implementation responsibilities from the County to the Cities also need to be adopted.

BUDGET IMPACT

Adoption of this resolution has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

The Functional Plan implementation time extension requests for the Cities of Happy Valley, Portland and Sherwood are recommended for approval. No additional time extensions will be considered for these jurisdictions.

The time extension request for Multnomah County is recommended for approval. As the County's compliance with the requirements of the Functional Plan is dependent on the Cities of Gresham, Portland and Troutdale additional time extensions may be necessary. Any further requests for time extensions or requests for Functional Plan exceptions made by the County will be determined as delineated in Metro Code 3.07.820, Sections B and C.

I:\gm\community_development\projects\COMPLIANCE\ExtensionRequests\2000extensions.staff report hv port sher mult.doc

HON. EUGENE L GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

May 31, 2000
Brenda Bernards
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Ms. Bernards:

As you know, the City of Happy Valley was successful in its annexation vote for the Rock Creek Area. Our Community Development Department is in the process of updating our Comprehensive Plan and Land Development Ordinance to include the Rock Creek Concept Plan and other provisions to allow development in the Rock Creek Area as well as including ordinances to comply with Metro's Comprehensive Plan. We will have all code revisions completed by October 1, 2000. An extension from Metro Council until October 1, 2000 will give the City of Happy Valley the time needed to come into compliance with Comprehensive Plan requirements. Thank you for your cooperation and consideration in helping us with this process.

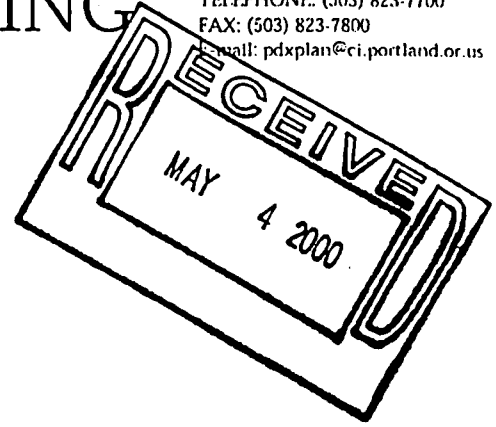
Sincerely,

Bill Brandon
City Administrator



CITY OF PORTLAND, OREGON BUREAU OF PLANNING

VERA KATZ, MAYOR
GIL KELLEY, DIRECTOR
1900 S.W. FOURTH AVENUE, ROOM 4100
PORTLAND, OREGON 97201-5350
TELEPHONE: (503) 823-7700
FAX: (503) 823-7800
E-mail: pdxplan@ci.portland.or.us



May 2, 2000

Mr. Mike Burton
Metro Executive Officer
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Burton:

On behalf of the City of Portland, I am requesting additional time extensions to allow us to complete portions of our work to comply with the Urban Growth Management Functional Plan. We have completed the vast majority of our compliance work, but several important matters are still in process.

Most of the items for which we seek extensions are now before the City Council. Because these issues are controversial and require ample opportunities for public involvement, progress has been slow. However, you should be assured that the City of Portland remains committed to the regional planning process and intends to achieve substantial compliance with the Functional Plan at the earliest possible date.

Given the complexity and interrelatedness of the issues at hand, the time needed to complete local approvals has been difficult to predict. For this reason, instead of forecasting individual completion dates, we are committing to reporting by the end of December, 2000, on our compliance with all elements listed below.

These are the elements of the Functional Plan for which extensions are requested and the proposed plans to complete the work:

Title 1	Minimum density	Extension requested:
Section 3.07.120.A		December, 2000

This is contained in the Land Division Code Rewrite (LCDR). On October 19, 1999, the Planning Commission approved a recommended draft containing minimum density requirements in accordance with the Functional Plan. At the February 16, 2000, City Council hearing on the LCDR, Council received considerable adverse testimony. As a result, Council directed the Planning Director to develop strategic recommendations for moving forward. The Director convened a working group on April 6th, and expects to return to Council with recommendations in September.

Title 1 Section 3.07.130	Design Type Boundaries	Requested extension: December 31, 2000
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This work is part of the Update of Comprehensive Plan Goals 1, 2, and 10. The first Planning Commission hearing is currently scheduled for June 27th. Metro and LCDC will soon receive 45-day advance notice of this hearing. Adoption by City Council is expected in Fall 2000.

Title 2, Sections 3.07.220.A.1, A.2, and B	Minimum and Maximum Parking Ratios, Free Surface Parking Spaces, and Blended Rates in Mixed-Use Areas	Requested extension: September 30, 2000
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This work is being done by the Citywide Parking Ratios Project. City Council held hearings on the Planning Commission's recommended zoning code amendments on December 1 and 22, 1999. At the second hearing, Council asked the Bureau of Planning to make changes to the recommended amendments to bring them into closer alignment with Functional Plan requirements. On May 10th, a City Council hearing is scheduled to consider the revised zoning code amendments. Adoption of the amendments is expected by July, 2000.

Title 3 Section 3.07.340	Water Quality	Tributary compliance expected by July 31, 2001; Willamette and Columbia compliance expected in 2002.
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The Office of Planning and Development Review has completed work on the Erosion and Sediment Control and Flood Management parts of this title. City Council adopted the necessary ordinances on December 1, 1999, and they became effective March 1, 2000. The Compliance Update dated December 20, 1999, described how these measures will contribute to Portland's eventual compliance with Title 3.

The City is working to bring Portland's environmental zoning regulations and mapping into compliance with Title 3. This work is being conducted as part of the City's program to meet the requirements of the federal Endangered Species Act (ESA) and to help recover the threatened fish populations. A public review draft of the environmental zoning amendments is scheduled for Fall 2000. Following public involvement and incorporation of comments, the Portland Planning Commission is expected to hold hearings on a proposed draft starting in February, 2001, leading to City Council hearings in May.

The environmental zone review project focuses on the Columbia Slough and the other tributaries to the Willamette River, which constitute almost 90% of the approximately 270 stream miles in Portland. The Willamette and Columbia Rivers, as the City's waterfront and as large, low-gradient rivers, raise issues that do not apply to the tributaries. In accordance with Statewide Planning Goal 15, Portland is currently conducting a Willamette River Greenway planning project addressing a wide spectrum of issues. This project includes consideration of Metro Title 3 as well as Superfund requirements, design and development issues, recreation and access, and ESA requirements. It is scheduled for completion by December 2002. Compliance with Title 3 and an ESA-related planning process for the Columbia River waterfront will be complete in 2001.

**Title 6,
Section 3.07.630.A**

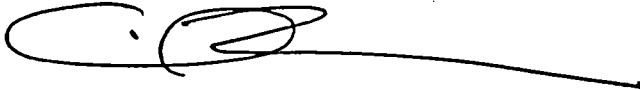
Street Connectivity
Standards

Requested extension:
December 31, 2000

This work is part of the Land Division Code Rewrite Project. As described in the section on the Title 1 Minimum Density work, the Planning Director expects to return to Council with recommendations in September.

Portland continues to support the regional planning effort. The city is devoting considerable resources to come into compliance with the remaining elements of the Urban Growth Management Functional Plan. We expect to complete our compliance work as quickly as possible. I look forward to confirmation that Portland's requests for time extensions for these few remaining work elements have been granted.

Sincerely,



Gil Kelley
Director

Cc: Mayor Vera Katz
Commissioner Dan Saltzman
B. Ames, Mayor's office
Commissioners' planning liaisons
D. Stein, C. Pinard, S. Edmunds, S. Hartnett, T. Carter, T. McGuire, B.
Glascocock, M. Harrison, A. Burns; BOP
K. Robinson, L. Graham, J. Deer, S. Feldman, M. Mahoney; OPDR
S. Dotterrer, J. Harrison; PDOT



Metro Growth Mgmt.

APR 28 2000

April 27, 2000

Ms. Brenda Bernards
Senior Regional Planner
Metro
600 NE Grand
Portland, Oregon 97232

Re: Sherwood Functional Plan Compliance Extension Request

Dear Brenda:

The City of Sherwood respectfully requests another time extension to complete adoption of the Metro Functional Plan amendments. Based on the attached tentative schedule, the City needs an extension until December 2000 to complete the work. Due to the large number of land use applications and lack of City planning staff in the past six months, the City has not had the manpower for long-range planning work. However, Mr. Dave Wechner has recently been hired as City Planning Director, an associate will soon be hired, and the City can now concentrate on completing the 2040 amendments.

Functional Plan Title 3 and Title 4 amendments are currently under a Metro extension until June, 2000. We intend to meet that extension for those two elements. Public hearings on those amendments are tentatively scheduled for June 6 and July 11, 2000. The remaining titles will be completed by December.

The City has contracted with me to complete the Functional Plan amendments. I can be reached at 297-6660. Thank you in advance for considering of this request.

Sincerely,

Carole Connell, AICP
Consulting Planner

Copy: Dave Wechner

METRO 2040 REVISED COMPLIANCE SCHEDULE
For Sherwood, Oregon
 April 26, 2000

Title #	Task	PC Hearing	CC Hear.
Title 4	Restrict retail in employment & industrial areas as shown on Metro map	6-6-00	7-11-00
Title 3	Amend Plan & Code to reflect USA standards apply in Sherwood	6-6-00	7-11-00
Title 6	Add street design & connectivity standards to Code. Performance goals	6-6-00	7-11-00
Title 1	<ul style="list-style-type: none"> - Finalize capacity analysis - Minimum densities - Accessory dwelling units - Assure public facility capacity - Methods to increase housing & jobs - Plan map of 2040 design types 	9-19-00	10-24-00
Title 2	Reduce parking minimums, add maximums	10-17-00	11-14-00
Title 5	Amend Plan to recognize green corridor	10-17-00	11-14-00



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
LAND USE PLANNING
1600 SE 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-3043

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DIANE LINN • DISTRICT 1 COMMISSIONER
SERENA CRUZ • DISTRICT 2 COMMISSIONER
LISA NAITO • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

March 30, 2000

Mr. Mike Burton
Metro Executive Officer
600 NE Grand Ave.
Portland, OR 97232

SUBJECT: Functional Plan Compliance Report

Dear Mr. Burton,

On behalf of Multnomah County, I am respectfully requesting an additional time extension to allow us to complete our work to demonstrate compliance with the Urban Growth Management Functional Plan. We request an extension until December 31, 2000 for all portions of the Functional Plan, except for Title 6, which is administered directly by our Transportation Division. Amendments to Title 6 were adopted on February 18, 1999 by the Multnomah County Board of Commissioners and were submitted to you on February 19, 1999.

As you know, the areas in which the County needs to address Functional Plan compliance are the unincorporated urban areas (UIAs) located within other cities' Urban Planning Area boundaries. Since Multnomah County has adopted a policy stating that it focuses its resources on rural land use planning and providing social services, the County is appropriately relying on Gresham, Portland and Troutdale to provide professional urban planning services to address Functional Plan compliance for these UIAs.

As you recall, Multnomah County has formally entered into intergovernmental agreements with the cities of Gresham, Portland and Troutdale to complete the urban planning necessary to address Functional Plan compliance for these UIAs. This time extension request is necessary because through these agreements, we are relying upon other cities' codes, as amended to achieve compliance to apply to these UIAs, thereby also achieving compliance.

Portland's Urban Planning Area contains the majority of the County's UIAs. Portland has been experiencing unanticipated delays in their adoption process for their compliance-related code amendments. These delays are beyond the County's control. Since the County is relying on adopting the new City codes to apply to the UIAs, the County is unable to complete the tasks necessary to address Functional Plan compliance for the UIAs until Portland adopts their code amendments.

However, Multnomah County has made progress by completing the following tasks:

- The County, in partnership with Portland, has completed two extensively distributed informational mailings and three Community Open House events, made possible through a grant from Metro;
- The background research on actual built density, public facility planning and level of urban services has been completed;
- The analysis necessary to assign proposed Portland zoning for the UIAs has been completed;
- Work sessions and a public hearing before the County Planning Commission have resulted in their forwarding a recommendation package of Portland land use zones, environmental zoning, Willamette Greenway overlay zone and plan district additions to the Multnomah County Board of Commissioners;
- The recommended Portland zoning, environmental zoning and Willamette River Greenway areas have been mapped for all of Portland's UIAs;
- Historical and other data has been examined in preparation for the transfer of planning implementation;
- The Troutdale proposed zoning and compliance work has been reviewed and recommended for adoption by our Planning Commission; and,
- Gresham, with the smallest number of UIA's work continues to progress.

Granting this time extension request will allow us time to complete the following:

- Receive the fully amended set of City codes for our consideration after each respective city has completed its compliance work;
- Incorporate their completed products into our public process;
- Complete public information events, Planning Commission and Board of County Commissioners work sessions and public hearings; and,
- Determine the costs and appropriate mechanisms for transfer of planning implementation and administration responsibilities.

Our schedule for completing the compliance work is as follows:

Intergovernmental Agreement on Planning Implementation	April – July 2000
Portland adoption of all compliance-related code amendments ¹	July - August 2000
County Planning Commission Work sessions	Sept. – Oct. 2000
County Planning Commission Public Hearing/s	October 2000
Recommendation forwarded to County Board of Commissioners	Oct. – Nov. 2000
County Board of Commissioners Public Hearing/s	December 2000

The County is aware that Portland has asked for a time extension request to complete their natural resource and Greenway-related work. Since this County Compliance project will not be relying upon this particular City work, we are not asking for that same time extension date. For this County extension request, we are relying upon Portland's adoption schedule for the remaining compliance-related code amendments. The Portland code amendments necessary to address regional parking policy are on-track to complete the adoption process this May. Gil Kelley, Portland's new Planning Director, is now forming a working group to consider possible revisions to the recommended Land Division Code Rewrite, under the direction of City Council.

¹ Remaining Portland compliance-related code amendments include Regional Parking Policy (Title 2) and a new land division code (addresses Title 1, minimum density standards).

Mr. Kelley expects to present a revised recommendation to City Council in the summer of 2000. Once Portland's adoption of these remaining compliance-related code amendments has been completed, the County can start the adoption process as soon as feasible.

Because Multnomah County will be adopting the cities' revised plans and codes, it would be our preference to make sure their plans and codes are in compliance prior to our taking action on them. Multnomah County would like to save resources, and complete consideration on recommended city codes and plans that have been amended to achieve compliance. In addition, going forward through the County adoption process at one time with codes that have achieved compliance will present a more coherent goal to decision-makers and to constituents.

The last step in implementing these changes for the UIAs is the transfer of implementation and administration responsibilities from the County to the cities. This will include inter-jurisdictional staff discussions addressing issues of concern, determining costs and identifying the appropriate implementing mechanisms. As Multnomah County rural planning staff, Planning Commission and Board of County Commissioners have little knowledge or training in the cities' urban codes, this transfer has been determined to be appropriate and is included in the intergovernmental agreements covering this work. By having the Cities of Gresham, Portland and Troutdale implement their urban codes in the UIAs, Multnomah County can focus its resources on important issues of rural planning.

Multnomah County continues to be a strong supporter of the Urban Growth Management Functional Plan and the regional planning framework. The County recognizes the importance of this compliance work in making this effort successful. We look forward to confirmation that this extension request for the Functional Plan compliance work has been granted.

Sincerely,



Kathy A. Bisse
Multnomah County Planning Director

- c: Bev Stein, Chair, Multnomah County Board of Commissioners
- Sharron Kelley, Multnomah County Board of Commissioners
- Lisa Naito, Multnomah County Board of Commissioners
- Serena Cruz, Multnomah County Board of Commissioners
- Diane Linn, Multnomah County Board of Commissioners
- Karen Schilling, Multnomah County Transportation Division
- Susan Muir, Multnomah County Land Use Planning
- Elaine Wilkerson, Metro
- Barbara Linssen, Metro
- Mike Hoglund, Metro
- Margaret Mahoney, Portland Office of Planning and Development Review
- Deborah Stein, Portland Bureau of Planning
- Elizabeth Stepp, Portland Bureau of Planning
- Steve Dotterer, Portland Office of Transportation

**Resolution No. 00-2960A, For the Purpose of Approving Interstate-5 High-Occupancy Vehicle Facility
Recommendations.**

**Metro Council Meeting
Thursday, July 6, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING I-5)
HIGH-OCCUPANCY VEHICLE FACILITY)
RECOMMENDATIONS)

RESOLUTION NO. 00-2960-A

Introduced by Jon Kvistad,
JPACT Chair

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

WHEREAS, The Bi-State Transportation Committee has reviewed information on short-term operation opportunities for high-occupancy vehicle (HOV) facilities in the I-5 corridor between Oregon and Washington; and

WHEREAS, The Bi-State Transportation Committee adopted recommendations for I-5 high-occupancy vehicle facility policy recommendations for JPACT/Metro and RTC; and

WHEREAS, The Bi-State Transportation Committee's recommendations are consistent with transportation demand management policies and I-5 strategies contained in the proposed Regional Transportation Plan Update; now, therefore,

BE IT RESOLVED THAT:

1. The technical findings summarized in the staff report to the Bi-State Transportation Committee, dated April 20, 2000, attached as Exhibit A, be adopted; and
2. A southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge. It is the intent of this resolution that the recommended I-5 HOV facility minimum through-lane configuration be 2 + 1, two (2) general purpose lanes and one (1) high-occupancy vehicle lane; and
3. Because of safety concerns, an HOV lane should not be pursued across the Interstate Bridge at this time; and

4. Because of safety concerns, a reversible southbound HOV lane in Oregon south of the Interstate Bridge should not be pursued at this time; and

5. A southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard Street should be pursued as part of the preliminary engineering design for the I-5/Delta Park to Lombard project; and

6. A permanent northbound HOV lane in Oregon continue to be pursued by resolving the perceived issues of safety and enforcement with the interim HOV lane; and

7. A northbound HOV lane north of the Interstate Bridge in Washington not be pursued at this time because the Interstate Bridge provides an effective metering of traffic. However, this position would be revised in the future as conditions require; and

8. A full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge; and

9. A public information and public involvement plan be developed by RTC and JPACT and carried out in coordination with the implementation of these HOV policy recommendations.

ADOPTED by ~~JPACT~~ the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Counsel

CD:rmb

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Bi-State Transportation Committee

Exhibit A
to Metro Resolution No. 00-2960-A

The Bi-State Committee is appointed by Metro's Joint Policy Advisory Committee on Transportation and the Southwest Washington Regional Transportation Council.

Metro
Councillor Rod Monroe
CHAIR

Clark County
Commissioner Craig Pridemore
VICE CHAIR

Multnomah County
Commissioner Serena Cruz

City of Vancouver
Mayor Royce Pollard

City of Portland
Commissioner Charlie Hales

City of Battle Ground
Dave Mercier, City Manager

City of Gresham
Councillor Chris Lassen

C-TRAN
Keith Parker, Executive Director

Tri-Met
Fred Hansen, General Manager

Port of Vancouver
Larry Paulson, Executive Director

Port of Portland
Mike Thome, Executive Director

WSDOT
Don Wagner, SW Administrator

ODOT
Kay Van Sickle, Reg. 1 Manager

STAFF REPORT

TO: Bi-State Transportation Committee
FROM: Dean Lookingbill, RTC Transportation Director
Andy Cotugno, Metro Transportation Director
DATE: April 20, 2000
SUBJECT: Consideration of Resolution 04-00-01, I-5 HOV Facility Policy Recommendations

PROPOSED ACTION

The attached resolution would: 1) Recognize the technical findings of the I-5 HOV Operational Study, 2) Adopt a policy strategy for the implementation of an HOV facility in the I-5 Corridor between Downtown Portland (vicinity of I-5 and Lombard) and Vancouver (vicinity of I-5 and 134th Street) and 3) send this recommendation on to JPACT/Metro and RTC for their consideration.

I-5 HOV OPERATIONAL TECHNICAL STUDY FINDINGS

The findings of I-5 HOV Operational Study have been presented to the Bi-State Transportation Committee at their February and March meetings. These findings are documented in the final report entitled, *I-5 High-Occupancy-Vehicle Operational Study, April 2000*. The purpose of the study was to conduct a traffic operational and design feasibility analysis of constructing an HOV lane in the I-5 corridor without widening the Interstate Bridge or Delta Park.

The study's technical findings identified the following:

- A continuous HOV lane could be built on the Washington side, southbound from 134th Avenue to the Interstate Bridge.
- The travel time benefits of constructing a reversible HOV lane across the Interstate Bridge did not outweigh the safety and operational risks associated with the lane.
- A southbound reversible HOV lane on the Oregon portion also had safety and operational risks. This reversible lane would involve substantial capital and operating costs. A southbound HOV lane could be considered as part of the Delta Park widening project.
- The construction of a northbound HOV lane north of the Interstate Bridge would have limited travel time savings for HOV because of the bottleneck effect of the bridge.



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98661-3856

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METRO

600 NE Grand Avenue
Portland, Oregon
97232-2736

Tel 503-797-1700
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TDD 503-797-1804

www.metro-region.org

In summary the findings concluded that a southbound bi-state HOV facility in the 2020 forecast year would save HOV users 8 to 10 minutes, carry more persons per hour (5120 persons) than the adjacent general purpose land (3850 persons) and help to ensure travel time reliability for buses and car pools.

STATUS OF EXISTING NORTHBOUND HOV LANE IN OREGON

Regarding the existing northbound HOV lane in Oregon. This HOV lane was implemented as a temporary mitigation measure during the I-5 Bridge Trunnion Repair Project. It has continued to be a mitigation measure during the I-5 Bridge Painting and for the upcoming preservation project on this section of I-5. The Oregon Department of Transportation has been considering how to make the HOV lane permanent. To date measures of effectiveness demonstrate that the HOV lane is successful in carrying more person trips than in the adjacent general purpose lane. Public approval for the HOV lane has been consistently high, even among corridor users who do not use the lane. There are two primary issues that need to be resolved for ODOT to make the lane permanent:

1. **Safety.** Because the lane was originally envisioned as a temporary mitigation measure, ODOT was able to secure needed approvals to implement the HOV lane with design exceptions. Notably, the safety shoulders on this segment are quite narrow in some places and non-existent in others. To make the HOV lane permanent, ODOT will either need to demonstrate that the lane is safe given the accident history or work towards implementing standard safety shoulders throughout the length of the HOV lane. ODOT is pursuing both of these options at this time by continuing to monitor the safety record for the lane, and by working to get preliminary engineering funds for the I-5 Delta Park to Lombard project.
2. **Enforcement.** A successful HOV lane depends on enforcement. ODOT can only pay for enforcement of the lane while this project is a mitigation measure. A plan to finance the enforcement of the HOV lane needs to be developed in order for a permanent HOV lane to be effective.

I-5 OPERATIONAL STUDY IMPLEMENTATION FINDINGS BY SEGMENT

The following section contains a segment by segment description of the findings for implementing HOV in the I-5 corridor. The short term strategies listed are those that could be implemented within the next five years with available funding. Longer term strategies extend beyond the five year time and would require new funding sources.

I-5 from 99th Street to Main Street Interchange

- Short Term: AM peak southbound HOV lane should be provided by designating the new general purpose lane, now under construction, to an HOV lane. This segment would then consist of an HOV lane, two general purpose lanes and an auxiliary lane. No PM peak northbound HOV lane in this segment is recommended.
- Long Term: If new bridge capacity were provided across the Columbia River, the conversion of the southbound auxiliary lane to a general purpose travel lane should be considered if warranted by congestion. Additional bridge capacity from Oregon into Washington would also warrant the reconsideration of a northbound HOV lane in Washington.

Main Street to the Interstate Bridge

- Short Term: AM peak southbound HOV should be provided by adding HOV capacity. This segment would then consist of an HOV lane, two general purpose lanes and the extension of an auxiliary lane from Mill Plain to SR-14. No PM northbound HOV lane in this segment is recommended.
- Long Term: If new bridge capacity were provided across the Columbia River a northbound HOV lane in Washington should be re-considered.

Interstate Bridge

- Short Term: No HOV lane across the Interstate Bridge is recommended.
- Long Term: The I-5 Trade Corridor Study should determine whether or not HOV lane(s) should be part of a new or expanded bridge.

Delta Park

- Short Term: Maintain the existing interim HOV lane northbound.
- Long term: Provide new southbound and permanent northbound capacity for an HOV lanes in Oregon through the Delta Park project area. The southbound HOV lane extension through Delta Park is a critical component of a successful bi-state HOV facility.

The recommendations in this resolution give JPACT/Metro and RTC direction from a bi-state perspective. Prior to reaching a decision to build an HOV lane in Oregon, ODOT will need to meet the requirements of the National Environmental Policy ACT (NEPA) for construction of an additional lane through the Delta Park section of I-5. The project development process will need to include an HOV lane as an option. If at the conclusion of that process, the HOV lane is the preferred option, JPACT and Metro would need to amend the Regional Transportation Plan to incorporate the HOV lane and would need to ensure that the additional project meets air quality conformity for the region.

Prior to reaching a decision to build an HOV lane in Washington, WSDOT will also need to meet the NEPA requirements both in regard to the current I-5 widening project and the HOV project to widen I-5 southbound, south of SR-500. If at the conclusion of this process, the HOV lane were the preferred option, RTC would need to seek Washington Transportation Commission approval for the operation of a peak period only HOV lane. RTC would also need to amend the Metropolitan Transportation Plan to incorporate the HOV project and ensure that it meets air quality conformity

The I-5 HOV Operational Study held several public meetings in Clark County to solicit public comments on the range of HOV options. Prior to implementation of a recommended HOV project, more public involvement and outreach is needed on the specifics of the proposals in both Oregon and Washington.

Attachment: Bi-State Transportation Resolution 04-00-10, For the Purpose of Approving the I-5 HOV Facility Policy Recommendations

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-2960A, FOR THE PURPOSE OF APPROVING INTERSTATE-5 HIGH OCCUPANCY VEHICLE FACILITY RECOMMENDATIONS

Date: June 27, 2000

Presented by: Councilor Kvistad

Committee Recommendation: At its June 22 meeting, the Committee considered Resolution No. 00-2960A and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Kvistad and McLain and Chair Monroe.

Background: The Council recently voted to establish the Bi-State Transportation Committee as a subgroup of JPACT. The purpose of this action was to create a working group of JPACT members that would examine and make recommendations concerning regional transportation issues that affect both Oregon and Washington.

Committee Discussion: Chris Deffebach, Principal Transportation Planner and Bi-State Committee Staff, presented the staff report. She noted that the proposed resolution seeks Council adoption of the Committee's recommendations related to the establishment of HOV lane capacity along I-5 in both Oregon and Washington. The committee's recommendations have been approved by JPACT and the Southwest Washington Regional Transportation Council (RTC).

Deffebach explained that the Committee recommended that HOV lanes be considered in three specific areas:

- * The new southbound lane capacity currently under construction on I-5 between 99th Street and the Interstate Bridge in Vancouver be used as an HOV lane during peak traffic periods.
- * A southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be included in the preliminary design work for the I-5 Delta Park to Lombard Project.
- * A permanent northbound HOV lane in Oregon be pursued through the resolution of current perceived safety and enforcement issues.

In addition to its specific recommendations for the creation of HOV lanes, the resolution also would endorse the committee's recommendations that HOV lanes not be considered on the Interstate Bridge itself, or northbound from the bridge through Vancouver. The committee also recommended that "a full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge." The committee's final recommendation would be for JPACT and the RTC to jointly develop and public information and involvement plan to implement the committee's recommendations.

Councilor McLain asked how the recommendations would be integrated with the potential future development of light rail to Vancouver. Chair Monroe responded that this would be a short-term improvement that will contribute to a long-term solution related to the Interstate Bridge and the potential for light rail.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2960-A FOR THE PURPOSE OF APPROVING I-5 HIGH OCCUPANCY VEHICLE FACILITY RECOMMENDATIONS

Date: June 8, 2000

Presented by: Andy Cotugno

PROPOSED ACTION

Approval of this resolution would support the continued development of high-occupancy vehicle facilities on I-5 between Oregon and Washington in order to encourage more commuters between Washington and Oregon to share rides and use transit. With approval of this resolution, JPACT Metro would support the designation of a southbound HOV lane on I-5 during peak commute times between 99th Street and the vicinity of the north end of the Interstate Bridge, support consideration of a southbound HOV lane as part of the planned Delta/Lombard widening project and support continued efforts to make the existing interim northbound HOV lane on I-5 in Oregon permanent. Approval of this resolution would also commit JPACT Metro to work with the Southwest Washington Regional Transportation Council (RTC) to develop and carry out a public information and involvement plan in coordination with the implementation of these HOV policy recommendations.

JPACT has reviewed the recommendations and approved this resolution. The RTC has approved a similar resolution in support of the Bi-State Transportation Committee's recommendations for I-5 HOV facility policies.

EXISTING LAW

This action relates to federal and state planning guidelines related to Metro's Regional Transportation Plan (RTP).

BACKGROUND AND ANALYSIS

The Southwest Washington Regional Transportation Council (RTC) recently completed a High-Occupancy Vehicle (HOV) Study for the I-5 Corridor. The purpose of the study was to develop an HOV option that could be implemented in the corridor without replacing the Interstate Bridge and without adding a lane through Delta Park. During the study, RTC conducted a public survey and held public open houses on the HOV options.

The Washington State Department of Transportation is currently widening I-5 between 99th Street and Main Street. One of the reasons for the HOV study was to see if the additional capacity could be used for HOV during peak times effectively when the new lane opens.

Because of the bi-state significance of an HOV lane on I-5 in Oregon and Washington, the Bi-State Transportation Committee reviewed the study findings. At several meetings, the Bi-State

Transportation Committee discussed the short- and long-term opportunities for establishing HOV lanes in the I-5 Corridor. At its April 27, 2000, meeting, the Bi-State Transportation Committee approved a resolution on I-5 HOV facility policy recommendations (Attachment 1).

JPACT and RTC discussed the Bi-State Transportation Committee's recommendations on I-5 HOV facility policies at their May meetings. At their May meeting, the RTC approved a letter to WSDOT directing the agency to pursue a "2 + 1" configuration with two general purpose lanes and one HOV lane using the lane currently under construction for HOV during peak times and explore opportunities to continue the HOV designation south of Main Street. In response, WSDOT has established an implementation team to work on the HOV issues.

Both JPACT and RTC ~~are scheduled to~~ have taken action to support ~~on~~ the recommendations at their June meetings. The staff report to the Bi-State Transportation Committee, attached to the Resolution as Exhibit A, describes the information in support of the recommendations.

BUDGET IMPACT

None.

CD:rmb

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**Bi-State Transportation Committee Resolution 04-00-01
For the Purpose of Approving the I-5 HOV Facility Policy
Recommendations**

WHEREAS, Metro and the Southwest Washington Regional Transportation Council (RTC) entered into Intergovernmental Agreement to establish the Bi-State Transportation Committee; and

WHEREAS, the Bi-State Transportation Committee shall review all issues of bi-state significance; and

WHEREAS, Metro's Joint Policy Advisory Committee (JPACT) and RTC shall take no action on an issue of major bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation; and

WHEREAS, the implementation of an HOV facility in the I-5 corridor has bi-state significance; now therefore,

BE IT RESOLVED,

1. That a southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge.
2. That because of safety concerns an HOV lane should not be pursued across the Interstate Bridge at this time.
3. That because of safety concerns a reversible southbound HOV lane in Oregon south of the Interstate Bridge should not be pursued at this time.
4. That a southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the preliminary engineering design for the I-5 Delta Park to Lombard project.
5. That a permanent northbound HOV lane in Oregon continue to be pursued by resolving the perceived issues of safety and enforcement.
6. That a northbound HOV lane north of the Interstate Bridge in Washington not be pursued at this time because the Interstate Bridge provides an

effective metering of traffic. However, this position would be revisited in the future as conditions require.

7. That a full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge.
8. That a public information and public involvement plan be developed by RTC and JPACT and carried out in coordination with the implementation of the Bi-State Transportation Committee HOV policy recommendations.

ADOPTED by the Bi-State Transportation Committee this 27th day
of April 2000.



Rod Monroe, Chair Bi-State Transportation
Committee, Metro Councilor

Agenda Item Number 7.3

Resolution No. 00-2963, For the Purpose of Declaring that the Week of July 24-28, 2000, be "Car Free and Carefree Week" to Encourage Citizens to Commute to Work by Bus, Max, Bike or Walking.

**Metro Council Meeting
Thursday, July 6, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DECLARING THAT)	RESOLUTION NO. 00-2963
THE WEEK OF JULY 24 – 28, 2000, BE “CAR)	
FREE AND CAREFREE WEEK” TO)	Introduced by Rod Monroe,
ENCOURAGE CITIZENS TO COMMUTE TO)	Transportation Committee Chair
WORK BY BUS, MAX, BIKE OR WALKING)	

WHEREAS, most citizens of the region use their cars to commute to work, creating traffic congestion and air pollution in peak periods; and

WHEREAS, Metro has for twenty years provided regional leadership in transportation planning and alternative modes; and

WHEREAS, Metro encourages Transportation Demand Management policies contained in the Regional Transportation Plan; and

WHEREAS, Metro does transportation planning to reduce traffic congestion and vehicle air pollution in the region; and

WHEREAS, Metro, the Westside Transportation Alliance and transportation management associations in the region want to encourage citizens to try alternative ways to commute to work.

BE IT RESOLVED, that Metro recognizes the importance of raising public awareness of alternative transportation modes by declaring the week of July 24 – 28, 2000, Car Free and Carefree Week, when citizens of the region are encouraged to leave their cars and commute to work by bus, MAX, carpool, bicycle or walking.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

MM:rmb

METRO

HEREBY PROCLAIMS JULY 24 –28, 2000 AS

CAR FREE AND CAREFREE WEEK

WHEN CITIZENS OF THE REGION

ARE ENCOURAGED TO LEAVE THEIR CARS AND

COMMUTE TO WORK

BY BUS, MAX, CARPOOL, BICYCLE OR WALKING

SIGNED,

David Bragdon,
PRESIDING OFFICER

Date ?, 2000

(To be designed by Creative Services)

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-2963, FOR THE PURPOSE OF DECLARING THAT THE WEEK OF JULY 24-28, 2000, BE "CAR FREE AND CAREFREE WEEK" TO ENCOURAGE CITIZENS TO COMMUTE TO WORK BY BUS, MAX, BIKE OR WALKING

Date: June 27, 2000

Presented by: Councilor McLain

Committee Recommendation: At its June 22 meeting, the Committee considered Resolution No. 00-2963 and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Kvistad and McLain and Chair Monroe.

Background: The State Transportation Planning Rule and the Federal Transportation Equity Act for the 21st Century (TEA 21) each encourage the formation of local transportation management associations (TMA's). The purpose of the TMA's is to work with local businesses in a specific geographic area to develop and encourage the use of alternative methods of transportation to reduce VMT's and congestion in highly traveled areas. In the Portland area, the recent MTIP funding allocation provided funding to several TMA's that are in various stages of development.

Committee Discussion: Marilyn Matteson, Transportation Planning outreach staff, presented the staff report. She explained that the Westside Transportation Alliance and several TMA's have approached Metro with a request that the Council declare the week of July 24-28 as "Car Free and Carefree Week" to encourage the public to use alternate modes of transportation when commuting to work. She noted that this promotion was initiated last year and that a Council declaration of support would be consistent with the Regional Transportation Plan.

Committee members had no questions.

STAFF REPORT

FOR THE PURPOSE OF DECLARING THAT THE WEEK OF JULY 24 – 28, 2000, BE “CAR FREE AND CAREFREE WEEK” TO ENCOURAGE CITIZENS TO COMMUTE TO WORK BY BUS, MAX, BIKE OR WALKING

June 9, 2000

Presented by: Andy Cotugno

PROPOSED ACTION

Resolution No. 00-2963 declares a proclamation that names July 24 – 28, 2000 as “Car Free and Carefree Week,” in partnership with the Westside Transportation Alliance, the Tualatin Transportation Management Association (TMA), Lloyd District TMA, Columbia Corridor TMA and Swan Island TMA.

EXISTING LAW

Implementation of requirements set forth in the State Transportation Planning Rule and the Federal Transportation Equity Act for the 21st Century (TEA 21) legislation.

BACKGROUND

Since 1999, the Westside Transportation Alliance and partners have promoted a week annually as Car Free and Carefree Week, to encourage the public to leave their cars and try using other ways of commuting to work, such as bus, MAX, carpool, bicycle or walking. Metro encourages alternative transportation in the Regional Transportation Plan and has been asked to cooperate by declaring an official proclamation. This activity is consistent with Transportation Demand Management policies contained in the Regional Transportation Plan.

BUDGET IMPACT

None.

OUTSTANDING QUESTIONS

None.

MM:rmb

Agenda Item Number 7.4

Resolution No. 00-2965, For the Purpose of Expressing Metro Council Intent to Take Additional Time to Complete Metro's Fish and Wildlife Habitat Conservation Program.

**Metro Council Meeting
Thursday, July 6, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF EXPRESSING) RESOLUTION NO. 00-2965
METRO COUNCIL INTENT TO TAKE)
ADDITIONAL TIME TO COMPLETE) Introduced by Growth Management
METRO'S FISH AND WILDLIFE HABITAT) Committee
CONSERVATION PROGRAM)

WHEREAS, Title 3, Section 5 of the Urban Growth Management Functional Plan ("Functional Plan") directs Metro to undertake measures to conserve Fish and Wildlife Habitat; and

WHEREAS, beginning in late 1998, Metro staff developed a work program to facilitate completion of Title 3, Section 5 of the Functional Plan consistent with Statewide Planning Goal 5 and the Goal 5 implementing rule; and

WHEREAS, the Goal 5 implementing rule recognizes Metro's functional planning authority to identify and protect Goal 5 regional resources should the Council chose to do so; and

WHEREAS, in December 1999, Metro staff released a "Discussion Draft" entitled "Streamside CPR," a compilation of proposed measures to conserve, protect and restore riparian corridors in the Metro region; and

WHEREAS, in early 2000 Metro staff presented the Discussion Draft to local government officials and solicited comments on the Streamside CPR from the public; and

WHEREAS, comments from the government officials and the public recommended changes and improvements to the Discussion Draft; and

WHEREAS, subsequent to receiving the comments, the Metro Growth Management Committee requested input from the Metro Policy Advisory Committee on the schedule for completing Title 3, Section 5 of the Functional Plan. Specifically, the Growth Management

Committee asked MPAC whether Metro should take more time to review and refine concepts presented in the Discussion Draft which would result in a revised completion schedule of Winter/Spring of 2001; and

WHEREAS, MPAC recommended that Metro take additional time to complete Title 3, Section 5 of the Functional Plan; and

WHEREAS, Metro manages the Urban Growth Boundary according to requirements of state law and Metro Code; and

WHEREAS, the regulations to protect environmentally sensitive lands implementing Title 3, Section 5 of the Functional Plan may result in a reduction of the dwelling unit capacity of land inside the urban growth boundary; and

WHEREAS, as part of its five-year legislative review of the Urban Growth Boundary ("UGB"), Metro completed an Urban Growth Report in 1997 estimating the remaining housing capacity of the UGB; and

WHEREAS, in December of 1997, the Metro Council used the data in the 1997 Urban Growth Report to determine a need for 32,370 dwelling units that could not be otherwise be accommodated in the UGB in compliance with the first deadline in ORS 197.299; and

WHEREAS, in 1998, the Metro Council added 3,527 acres to the UGB, by ordinance, to provide capacity for approximately one-half of the dwelling units needed for a 20-year housing capacity inside the UGB, which DLCD Director Benner concluded met the second deadline in ORS 197.299; and

WHEREAS, on November 18, 1999, in Resolution 99-2855C, the Metro Council authorized the Executive Officer to request that the Land Conservation and Development

Commission grant an extension to the third deadline imposed by ORS 197.299 in order to complete and refine housing density estimates for environmentally sensitive lands, jobs/housing imbalances and estimated accessory dwelling units; and

WHEREAS, Resolution 99-2855C, Exhibit C contained a tentative schedule for adopting amendments to Title 3, Section 5 of the Functional Plan by May/ June 2000; and

WHEREAS, the LCDC granted Metro's requested extension on January 3, 2000 finding that the additional work needed to assess environmentally sensitive lands, jobs/housing imbalances and estimates for accessory dwelling units constituted good cause for extending the deadline to comply with ORS 197.299; and

WHEREAS, on March 2, 2000, the Metro Council adopted Resolution No. 00-2912 which in part stated that the Council anticipated that amendments to Title 3, Section 5 of the Functional Plan may become part of a program submitted to the National Marine Fisheries Service for steelhead and salmon recovery under NMFS final 4(d) rule; and

WHEREAS, in May, 2000 Metro requested that LCDC undertake periodic review of the Metro regional urban growth boundary. As part of the request, Metro submitted an evaluation and work program which identified three work tasks to be completed during periodic review; and

WHEREAS, in the proposed work program the capacity estimates related to environmentally sensitive lands assumed completion of Title 3, Section 5 of the Functional Plan and adoption of stream corridor regulations that would reduce housing density inside the UGB as part of Task 1; and

WHEREAS, at its June 8, 2000 work session, LCDC confirmed that further work on Metro's Fish and Wildlife Habitat Conservation program was just one of three separate bases

upon which the extension order was granted. The Commission indicated that completing Title 3, Section 5 of the Functional Plan was not required in order to complete Task 1 of the periodic review work program; and

WHEREAS, the Metro Council anticipates that replacing any housing capacity that may be reduced by adoption of amendments to Title 3, Section 5 of the Functional Plan can occur during subsequent tasks of the periodic review work program consistent with the requirements of the Goal 5 implementing rule; now, therefore,

BE IT RESOLVED:

1. That the Metro Council accepts MPAC recommendation to take additional time to complete amendments to Title 3, Section 5 of the Functional Plan. The Council revises its estimated time for adopting its Fish and Wildlife Habitat Conservation policy to approximately Winter/Spring of 2001.

2. That the Executive Officer is authorized to extend the schedule for completing Metro Functional Plan amendments to protect Fish and Wildlife Habitat to approximately Winter/ Spring of 2001.

ADOPTED by the Metro Council this 6th day of July 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

GROWTH MANAGEMENT COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-2965, FOR THE PURPOSE OF EXPRESSING METRO COUNCIL INTENT TO TAKE ADDITIONAL TIME TO COMPLETE METRO'S FISH AND WILDLIFE HABITAT CONSERVATION PROGRAM

Date: June 23, 2000

Presented by Councilor Park

Proposed Action: Resolution No. 00-2956 revises the prior Council approved timeline for adoption of Metro's Fish and Wildlife Habitat Conservation Program. The program addresses requirements of State Goal 5, and Metro's Title 3, section 5 of the Urban Growth Management Functional Plan. The prior estimate for functional plan adoption was May/June 2000. The revised estimate contemplates completion in winter 2000/01 or spring 2001.

Committee Action: At its June 20, 2000 meeting, the Growth Management Committee reviewed a draft version of Resolution No. 00-2956. After a brief discussion, the Committee voted 3-0 to directed staff to prepare a final version of the resolution and recommend Council adoption of same.

Factual Background and Analysis: Metro adopted Ordinance 96-647C, the Urban Growth Management Functional Plan, in November, 1996. Subsequent to that action, the water quality section of Title 3, of the same functional plan, was amended in June of 1998, giving local jurisdictions 18 months (January 2000) to comply with its provisions. Section 5 part C of title 3, Fish and Wildlife Habitat Protection, was **not** amended at that time, but was estimated to be completed within 18 months, as well.

In December of 1999, Growth Management Services Department staff issued a Discussion Draft of the Title 3 section 5 (Fish and Wildlife Habitat Protection), entitled Streamside CPR. It was then subjected to extensive public review during the spring of 2000.

During the same period Metro has been also completing requirements related to its legislative urban growth boundary review. In order to complete this process, an estimate of buildable lands must be produced, that in turn is predicated to environmental regulation that Metro enacts (e.g. Title 3 of the Urban Growth Management Functional Plan). Metro had contemplated adopting the Title 3, Section 5 policy by June of this

year, enabling it to also meet an October 31, 2000 deadline for completion of its legislative urban growth boundary review.

The Metro Policy Advisory Committee (MPAC) recommended (June 2000) that Metro take additional time to complete its Title 3 section 5 work, committing itself to having its own recommendations on the matter by December of 2000. The Land Conservation and Development Commission (LCDC) has indicated in conversation that it will not require Metro to finish its Title 3, section 5 work as a condition of finishing its legislative urban Growth Boundary review.

With adoption of resolution 00-2965, Metro agrees to take additional time to finish its Title 3, section 5 work, in order to ensure that the work meets all its policy and implementation objectives, including gaining maximum support from local jurisdictions. Functional plan adoption is now estimated to be between winter 2000/01 to spring 2001.

Existing Law: State Goal 5, Metro Urban Growth Management Functional Plan.

Budget Impact: The 2000/01 Growth Management Services Department budget was built based on the assumption that the Streamside CPR and functional plan would be finalized in June of 2000. Staff was then to begin Title 3 upland program design. The department will advise the Council on the expected staff and budget impact of extending this work.