

MINUTES OF THE COUNCIL INTERGOVERNMENTAL RELATIONS COMMITTEE
OF THE METROPOLITAN SERVICE DISTRICT

Regular Meeting
January 24, 1989

Committee members present: Councilors Jim Gardner (Chair), Lawrence Bauer, Tom DeJardin and Richard Devlin

Committee members absent: Councilor Tanya Collier

Also present: Councilor Roger Buchanan

Chair Gardner called the meeting to order at 6:05 p.m.

1. Consideration of Minutes of January 10, 1989

Motion: Councilor DeJardin moved approval of the minutes of January 10, 1989.

Vote: The four Committee members present voted aye. The motion carried unanimously.

2. Consideration of Resolution No. 89-1043, for the Purpose of Supporting a Continued Parks Planning and Coordination Role for Metro

Councilor Sharron Kelley and Planning and Development staff Mel Huie presented the resolution and provided the Committee with a memo dated January 24, 1989 which detailed the Parks and Natural Areas Planning Program. Councilor Kelley reviewed the history of the program, and Mr. Huie described the cooperative efforts undertaken by Metro, the state of Oregon and local jurisdictions during Phase I of the program and outlined the proposal for Phase II. He noted Phase II proposed continuance of a multi-jurisdictional parks advisory group. Mr. Huie introduced Lynn Sharp, an Environmental Consultant, who showed the Committee maps she had developed identifying natural areas which might be suitable for future development and use as public recreational resources.

In response to questions from the Committee, Mr. Huie said users of the computerized parks database would be primarily jurisdiction planners, park operators, citizen advocate groups, developers, and citizens and that development of a specific financial plan for acquisition of major natural areas had not been considered during Phase I efforts, but could be included in Phase II. Four persons testified in favor of Resolution No. 89-1043:

Mike Houck, 5151 N. W. Cornell Road, Portland, Oregon, 97210, said he represented the Audubon Society of Portland, and he thought there was and would continue to be significant need for the information the parks planning program would compile and disseminate. He said a consistent database inventory throughout the jurisdictions would be a valuable

service to persons in the development and planning community, and the Audubon Society whole-heartedly supported the program.

David Yamashita, City of Portland Parks Bureau, said the Bureau supported the concept of a regional approach to park planning in the metropolitan area, and cooperation would be a key to the program's success.

Dan Zinzer, Clackamas County Parks Administrator, said the planning process had resulted in a good product--the beginning of a database. He said the database would allow jurisdictions to be more responsive to the citizenry. Mr. Zinzer said he supported Metro continuing to act as the focal point for coordination and continuation of the project.

Dorothea Lensch, President, 40-Mile Loop Land Trust, said coordination of the program was crucial and congratulated staff and Council on their leadership in the project.

Chair Gardner explained Resolution No. 89-1043, if approved, would endorse the proposed FY89-90 work program and ask the Metro Executive Officer, during the budget process, to forward to Council specific recommendations on staffing, budget and other resources for the program.

Motion: Councilor Devlin moved the Committee recommend the Council adopt Resolution No. 89-1043.

Councilor Bauer said he endorsed the parks planning program, however, he felt Phase II should include identifying natural areas in eminent danger and forwarding ideas for funding to acquire and develop those areas.

Vote: The four Committee members present voted in favor of the motion. Councilor Collier was absent.

The motion carried unanimously.

3. Consideration of Ordinance No. 89-282, for the Purpose of Updating the Adopted Metropolitan Service District Regional Transportation Plan

The chair explained the Committee would hold a hearing to receive public comment on the proposed Regional Transportation Plan (RTP), after which the testimony would be forwarded to the Joint Policy Alternatives Committee on Transportation (JPACT). He said JPACT would then make a final recommendation to the Metro Council.

Andy Cotugno, Metro Transportation Director, said a first reading of the ordinance had occurred at the January 12, 1989 Metro Council meeting, and the second reading was tentatively scheduled for February 25, 1989. Mr. Cotugno said the Plan update incorporated several studies and planning efforts some of which were: the Southwest Corridor Study, the East Multnomah County Transportation Plan Update and ODOT's Sunrise Corridor

Recognizance Study. Mr. Cotugno directed the Committee to wall maps reflecting 10-year and 20-year proposed transit and highway priorities.

Chair Gardner opened the public hearing on Ordinance No. 89-282. Fifteen persons representing neighborhood associations, citizens' groups, the Oregon Department of Transportation (ODOT), local jurisdictions, businesses and the handicapped testified:

Commissioner Earl Blumenauer, City of Portland described the process as cooperative and the Plan as a "regional success." He said the City of Portland is in agreement with emphasis on the Sunset Light Rail and continued improvement of mass transit and the coordination of transportation planning with land use planning. Commissioner Earl Blumenauer also asked that an Emanuel Hospital Ramp be added to the list of "Outstanding Issues" contained in Chapter 8 of the Plan.

Michael Wert, Project Manager, CH2M HILL, representing Healthlink, requested a ramp from I-5 to Kerby Avenue in the area of Emanuel Hospital be included in the Plan. Ms. Wert requested the RTP include the project through the preliminary engineering stage, public involvement program and preparation of an environmental impact study; after which, Ms. Wert said she would request Metro evaluate and determine whether to move forward on construction of the project.

Ellen Vanderslice, Transportation Committee, Northwest District Association, testified in support of the Westside Light Rail project and coordinating land use goals with transportation planning goals.

Chris Wrench, Northwest District Association, requested assigning a higher priority to a light rail line between Portland and Vancouver, Washington.

Ken McFarling, 7417 S. E. 20th Avenue, Portland, Oregon, said the proposed alignment of the Westside Light Rail was "unacceptably circuitous" and recommended a direct subterranean line between the line's contemplated west portal and the Tualatin Valley at a point near S.W. 20th and Yamhill Streets would be much shorter and allow swifter service.

Jim Howell, Portland Association of Railway Passengers, said the RTP was not a comprehensive plan for the future of the region. He said the Plan was a compilation of "pet highway projects" and recommended more public transit projects.

Douglas Bartley, Portland Earth First, said he criticized a major assumption upon which the RTP was based in that promotion of economic development was desirable and it was necessary to accommodate growth. Mr. Bartley said the RTP was a list of "pet projects and technologies" which were "largely outmoded" and urged the District to consider other

alternatives. He also questioned whether the Tualatin/Hillsboro Corridor was in harmony with land use planning for that area.

Ray Polani, Citizens for Better Transit, said areas included in the Southwest and Sunrise Corridor were outside the Urban Growth Boundary and questioned if Urban Growth Boundary goals were to preserve prime agricultural land and fully develop urban land, should such projects be included in the RTP. He supported more public transit, specifically, rail transit and recommended extending light rail in Northeast Portland from Gateway to the Portland International Airport, and building light rail corridors, in the near future, to Vancouver, Washington and in Southwest Portland along Barbur Boulevard to Tigard. He said the District should acquire existing rail lines which were for sale in the Portland area. Mr. Polani also said the Citizens for Better Transit opposed spending money on the Bi-State Study of additional bridges linking Oregon and Clark County and that his group would present a resolution during the current State Legislative session to obtain a constitutional amendment to allow motor vehicle fuel taxes and registration fees to be spent on rail capital transportation projects.

Charles L. Noble, Hillsboro, Oregon, said he supported widening and upgrading roads associated with the Westside Bypass Project. Mr. Noble said while he supported an upgrade of area roads to surface roads, he would not support an interstate highway through the Hillsboro area. Mr. Noble strongly suggested if a decision were made to construct an interstate highway in the area, it should be aligned in such a way to form a beltline around the Hillsboro community.

George Rueff, 10119 N. E. Alton, Portland, Oregon, said public transportation was needed for handicapped people and should be upgraded. Mr. Rueff also said he supported a merger of Metro and Tri-Met.

Lewis K. Moller, 4464 S. W. Lakeview Boulevard, Lake Oswego, Oregon, said transportation projects should facilitate current development and infill of urban areas. He suggested the Southwest area light rail lines be combined and aligned with high density areas to maximize ridership and cost efficiency. Mr. Moller said the Westside Light Rail would require people to retrain their commuting habits, and the success of the Banfield Light Rail System was largely due to its visibility and existing parallelism to a current corridor. He said the Westside Light Rail Project was lacking in feeders, arterials, bus routes and parking structures to support the rail system. Mr. Moller said, overall, he supported the transportation planning efforts and encouraged exploration of alternative approaches.

Frank Angelo, Principal Planner, Washington County Planning Division, urged the Committee to recommend the Council adopt the RTP. Mr. Angelo said the Plan was an example of regional cooperation and consistent with the Washington County Transportation Plan. He noted he was a member of the Transportation Policy Advisory Committee (TPAC) which had recommended JPACT and the Metro Council adopt the Plan. He also pointed out the Plan emphasized rail transit and described that emphasis as a "creative step." Mr. Angelo said the RTP recognized and differentiated the needs of the developed and developing areas of the region and

proposed projects accordingly to satisfy those needs and established a prioritization scheme for projects to allocate resources.

Ted Spence, Regional Program Coordinator, Oregon Department of Transportation, spoke in support of the RTP update. Mr. Spence said he thought areas of the Plan that demonstrated outstanding technical quality were: economic and population forecasts, traffic modeling and analysis, the cooperative process which included other agencies and meaningful public involvement and the Plan substance. Mr. Spence said the Plan generally meets the forecasted need and the service level of the Plan, if implemented, would be very good. He said the balance of transit and roads was also good, and the Plan supported the local land uses. He also said quality of life issues such as air quality were addressed in the Plan, it was a good basis for the community to go to the Legislature to request more funding for roads and transit.

William Jones, Vice President, North Portland Citizens Council, said the RTP ignored severe traffic congestion in the North Portland area caused by commuters to and from Washington. Mr. Jones said metering devices installed on Interstate 5 ramps would be obsolete by 1995, and the RTP should address that issue. Mr. Jones suggested light rail connecting Portland and Vancouver should be a higher priority than the Westside Light Rail. He also noted light rail between Portland and Vancouver would be funded by two states.

Harold Henning, 11800 S. E. Flavel, Portland, Oregon, said the District should aggressively pursue federal funding, and divert highway project funding in order to fund transit projects. He criticized the allocation formulas because they were based upon population rather than miles of land.

There was no further testimony, and the public hearing was closed. Chair Gardner announced the comments the Committee had received would be forwarded to JPACT and TPAC.

Motion: Councilor DeJardin moved the Committee recommend the Council adopt Ordinance No. 89-282 subject to consideration and possible amendments forwarded by JPACT.

Vote: The four Committee members present voted aye.

The motion carried.

There was no other business, and the meeting was adjourned at 8:46 p.m.

Respectfully submitted,



Gwen Ware-Barrett
Council Committee Clerk