

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

December 5, 1989

Council Chamber

Committee Members Present: Jim Gardner (Chair), Tom DeJardin, Larry Bauer and Richard Devlin

Committee Members Absent: Tanya Collier (V. Chair)

Chair Gardner called the meeting to order at 6:14 p.m.

1. Consideration of Minutes of October 10, October 24, and November 7, 1989

Motion: Councilor DeJardin moved for approval of the minutes.

Vote: Councilors DeJardin, Devlin and Gardner voted aye. Councilors Bauer and Collier were absent. The vote was unanimous and the minutes were approved.

2. Resolution No. 90-1134A, Establishing the Region's Priority Highway Project Improvements for Inclusion in the 1991-1996 ODOT Six Year Highway Program (Public Hearing)

Andy Cotugno, Director of Transportation, referred to staff's revised report which contained changes from staff's agenda packet report. He said the resolution would adopt the region's priorities for inclusion in the 1991-1996 Oregon Department of Transportation's (ODOT) Six-Year Highway Improvements. He said Council referred the original resolution back to Committee November 9, 1989. He said previous to that action, the original Resolution No. 89-1134 was approved by the Council Intergovernmental Relations Committee (IGR), the Transportation Policy Alternatives Committee (TPAC), and the Joint Policy Advisory Committee Transportation (JPACT). He said consensus was clear from all three committees to seek funding from ODOT to fund the requested Western Bypass study. Resolution No. 89-1134A attempted to clarify that funding recommendations for the Western Bypass were for the study only. Mr. Cotugno said Metro recognized other decision-making steps on specific projects would follow and result from the study. He noted the study title had been changed to "Tualatin-Hillsboro (Western Bypass) Corridor Study to emphasize the study's need to be comprehensive and evaluate all alternatives.

Mr. Cotugno said Exhibit A of the resolution explained three requests: 1) The Tualatin-Hillsboro Corridor (Western Bypass) Alternatives Evaluation; 2) the Tualatin-Hillsboro Corridor Preliminary Engineering/EIS; and 3) the Tualatin-Hillsboro Corridor Right-of-Way (ROW) Acquisition. He said each study done would determine if the next study was necessary and the final decision would be on what, if anything, would be built. He said staff's report also requested that, whatever project resulted from Phase II, ODOT set aside ROW funds to

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allow acquisition for whatever project Phase II would recommend. Mr. Cotugno discussed ROW acquisition from property owners.

Chair Gardner opened the public hearing.

Dave Mazza, Columbia Group of the Sierra Club, Portland, said the Sierra Club appreciated the inclusion of the terminology "Western Bypass" in the study title and said it was important the public be kept as informed as possible, especially in view of the complicated transportation planning processes involved. He said the Sierra Club was still concerned about funding aspects as outlined in staff's report for preliminary engineering and ROW purchases. He said when monies were set aside for projects during a study phase, and an equal amount of funds were not set aside for public transit options, decisions were weighted towards highways rather than mass transit because the money was already there. He said the Sierra Club felt strongly about land use issues. He said environmental issues should be considered first. He said the issues involved could not be resolved simply by following a procedural process. He asked the Committee not to recommend to set aside requested ROW funds at this time.

Ellen Vanderslice, Northwest District Association, Portland, reiterated Mr. Mazza's testimony. She said staff's report showed improvement in that it emphasized a corridor study and not a highway study. She said to remove the predisposition to the Bypass had merit. She said the language was careful, but that Metro still had the "cart before the horse."

Meeky Blizzard, Sensible Transportation Options for People (STOP), said Mr. Mazza had covered most of the points she wished to discuss. Ms. Blizzard said the Tualatin-Hillsboro Corridor might not accurately describe the results of ODOT's study. She said the study's advisory committee had already addressed whether or not to include a northern extension of the bypass north of 26th to connect with I-5 north of Vancouver to create a western beltway. She said if such a beltway was considered, there would be more impact than a name change in terms of funds, environmental impact and required land use analysis. She said the Western Bypass project was not consistent with the Regional Transportation Plan (RTP). Ms. Blizzard discussed the Land Use Board of Appeals (LUBA) decision in STOP vs. Metro which declared that Metro must address goals 11 and 14 before inclusion of the Bypass into the RTP even as a recommendation. Ms. Blizzard urged the Committee to table Resolution No. 90-1134A until the Oregon Court of Appeals issued their opinion in STOP vs. Metro and ODOT recommended an alternative for the Corridor.

Fred Cooper, Transportation Committee of the Tualatin Valley Economic Development Commission chair, said the Commission thought the resolution as drafted and its portrayal of the Western Bypass was consistent with

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ODOT policy. He said he had experience in regional planning and highway construction programs and said the approach used with identified tasks was appropriate for a corridor study. He said the process as laid out gave local government and the public ample opportunity for input. He said the time table was reasonable but long and said it was necessary to plan for a worst case scenario.

Councilor Bauer asked Mr. Cooper how a highway would be supportive to industry in a way mass transit would not be and asked if trucking was an issue-related factor. Mr. Cooper said a highway would be supportive to industry and that transportation was not only related to citizen travel. Mr. Cooper said the question to be asked at this time was how to better serve the Hillsboro core area. Chair Gardner asked if the problem was that roads did not exist or if they were too congested and posed problems for truck travel. Mr. Cooper said his organization was concerned about the future 10 or 15 years from now because of congestion. He cited heavy traffic on Hwy 99 and gridlocked traffic on Hwy 217. He said it was essential to begin planning now. He said the City of Seattle delayed planning on transportation issues and said adjustment of their transportation system after the fact had been extremely difficult.

Mary Tobias, Tualatin Valley Economic Development Corporation (TVEDC) president, said TVEDC represented diverse interests throughout the western portion of the Portland metropolitan area. She said TVEDC believed a multi-modal transportation system was essential for a healthy regional economy. She said the Western Beltway was an important component of regional planning strategy. Ms. Tobias distributed her letter which stated TVEDC's position on the issues with a list of the Western Beltway Coalition which included city jurisdictions, Lincoln and Yamhill Counties, chambers of commerce, business associations, educational facilities and businesses. Ms. Tobias gave the clerk letters, which supported the resolution, from the City of Durham, Consulting Engineering Services, Home Builders Association of Metropolitan Portland, the City of Tigard, the Beaverton Area Chamber of Commerce, the City of Tualatin, the City of King City, and Oregonians in Action. Attached to the letters from the cities were resolutions adopted by those cities in support of the Western Bypass.

Councilor Bauer said his Metro District encompassed two thirds of the Hwy 217 corridor and appreciated testimony given at this meeting. He said he was told the Bypass would mitigate conditions in Beaverton. He said he appreciated environmental and land use concerns. He said he did not believe the proposal altered Metro's stand on land use issues. Councilor Bauer said the facility as proposed would cross, but did not have to hamper, agricultural lands.

Chair Gardner closed the public hearing.

Motion: Councilor Bauer moved to recommend the Council adopt Resolution No. 89-1134A.

Councilor Devlin quoted from page 3 of staff's report: "At the conclusion of this study step, Metro will need to make land use decisions relating to Goals 11 (Public Facilities) and 14 (Urbanization)." He asked Mr. Cotugno if "will" should be changed to "may" since another alternative could be selected instead of the Western Bypass, or if further explanation was necessary. Mr. Cotugno said "will" was acceptable, and said if there were no negative impact on Goals 11 and 14, then adoption of the findings of consistency would be appropriate, and could be stated in setting up the process. Councilor Devlin asked if that meant language did not presuppose the alternative selected would be the Western Bypass. Mr. Cotugno agreed with Councilor Devlin.

Chair Gardner asked about staff's first draft report which showed no cost amounts for the DEIS and asked if costs were inadvertently left out. Mr. Cotugno said staff did not know how much to include and since then staff had developed ODOT cost projections. Chair Gardner asked what would happen if ODOT chose alternative projects such as widening an existing highway. Mr. Cotugno said the funds requested at this time were for environmental impact studies. Councilor Devlin asked whether funds should be set aside for potential alternatives. He noted there was a state program called "State Modernization" in the early 80s and said the funds were allotted over two updates of a proposed six-year program. He said most of those funds were allocated during the first update of the six-year program. He said it would be prudent to set aside funds regardless of what project was selected because it would be a statewide program and the funds would possibly not be available in the future.

Chair Gardner said he would support the designation as proposed and Metro's recommendation to ODOT, but said he did it with the understanding that he had not decided if the projects proposed would eventually be needed. He said projecting future needs assumed the future would be the same as the present and no significant lifestyle changes would occur. He said it would be prudent to reserve ROW funds until the results of the ODOT study were known.

Vote: Councilors Bauer, DeJardin, Devlin and Gardner voted aye. The vote was unanimous and the motion passed.

3. Resolution No. 89-1176, Amending the Functional Classification System and Federal-Aid Urban System

Mr. Cotugno said this action would initiate a request to the Federal Highway Administration (FHWA) to classify and designate under the Federal-Aid System the 207th connector in a generalized corridor between

I-84 at 297th Avenue to Glisan Street/223rd Avenue. He said after FHWA approval the status of the proposed facility within the noted termini would be functionally classified as a minor arterial and assigned a Federal-Aid number which would permit the use of federal funds for improvements.

Motion: Councilor DeJardin moved to recommend the full Council adopt Resolution No. 89-1176.

Vote: Councilors DeJardin, Devlin and Gardner voted aye. Councilors Bauer and Collier were absent. The vote was unanimous and the motion passed.

4. Resolution No. 89-1179, Establishing an Organizational Structure for Overseeing the North-South High Capacity Transit Studies -- a Joint Metro/IRC of Clark County Resolution

Mr. Cotugno said this resolution would establish an organizational framework for light rail studies (LRT) throughout the region, establish the oversight committees required for bi-state elements and call for further specific actions to establish the oversight committees for the remaining region-wide elements.

Motion: Councilor DeJardin moved to recommend the full Council adopt Resolution No. 89-1179.

Vote: Councilors DeJardin, Devlin and Gardner voted aye. The vote was unanimous and the motion passed.

5. Resolution No. 89-1177, Amending the Transportation Policy Alternatives Committee (TPAC) Bylaws

The Committee and staff discussed the bylaws briefly. Staff noted the only significant bylaws question related to alternates for citizen members. Consideration was continued to the next regularly scheduled meeting due to the lack of a quorum.

6. Staff Update on JPACT Bylaws

Mr. Cotugno updated the Committee on the current status of JPACT bylaws. The Committee and staff discussed the issues briefly. Councilor Devlin expressed concern about the provisions of the amendments. He said a strict two thirds majority requirement could prevent the majority from prevailing. The Committee and staff discussed membership from various geographic parts of the region.

7. Staff Update on Transportation 2000 Financing Package

The Committee and staff discussed the Transportation 2000 Financing Package.

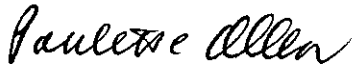
8. Resolution No. 89-1183, Approving Bi-State Policy Advisory Committee Bylaws

Consideration of the resolution continued to the next regularly scheduled meeting due to the lack of a quorum.

9. Resolution No. 89-1182, Approving an Agreement with the Intergovernmental Resource Center for Bi-State Policy Advisory Committee Staff

Consideration of the resolution continued to the next regularly scheduled meeting due to the lack of a quorum. Asked if he would like to make any points on the resolution, Gil Mallery, Vancouver IRC director, requested the Committee maintain the agreement's starting date at December 1 despite the delay in Council approval. He said the proposed IRC staff person for this position was already actively at work in preparation for Bi-State's January 12, 1990, meeting. The Committee and Mr. Mallery briefly discussed funding of the agreement further and Council staff was directed to work with IRC to clarify funding.

Respectfully submitted,



Paulette Allen
Committee Clerk
IGR89.339