

MINUTES OF THE METRO COUNCIL PLANNING COMMITTEE

January 12, 1993

Council Chamber

Committee Members Present: George Van Bergen (Chair), Jon Kvistad (Vice Chair), Richard Devlin, Mike Gates, Rod Monroe, Terry Moore

Councilors Also Present: Roger Buchanan, Susan McLain, Judy Wyers

Chair Van Bergen called the regular meeting to order at 4: p.m.

1. North/South Transit Corridor Pre-Alternatives Analysis Study

Andy Cotugno, Planning Director, distributed a document entitled, "I-205 Milwaukie and I-5 North Corridors, a Chronology of Transit Actions" dated January 8, 1993. This document has been made part of the permanent meeting record. Mr. Cotugno said the funding contract existed for the westside to 185th Avenue was subject annual Congressional appropriations, and said cash flow to satisfy that funding contract would be a yearly endeavor that would run over the course of the next six years. He noted the federal, bond measure and state match commitments for the west side were predicated on the light rail going to Hillsboro. He said the next regional priority was to build light rail from Portland to Clackamas County, as well as consideration of two alternative corridors for that purpose; 1) from Portland via Milwaukie to the Clackamas Town Center, and 2) from the Portland International Airport to the Clackamas Town Center. Mr. Cotugno referenced Exhibit A of the document regarding consideration of building light rail transportation to Clark County as well, which he said could possibly be considered at the same time, but not ahead of the Clackamas County light rail project.

Councilor Monroe and staff discussed the differences between a light rail line considered as a singular line and one considered as more than one line by the federal government and applicable funding available. Mr. Cotugno noted federal funding sought at less than one third would not count as one corridor. Mr. Cotugno confirmed Councilor Monroe's understanding that an I-205 interstate connection could probably occur several years sooner than an I-5 connection. In response to Councilor Devlin, Mr. Cotugno said an attempt could be made to consider a Clackamas County/Milwaukie/Portland/I-5 corridor as one corridor.

Mr. Cotugno said the general schedule for the calendar year involved priority corridor decisions to made FY 1993 Spring for Clackamas County/Clark County followed by the overall decision to work on one corridor or both at the same time as well as the question of financial strategy. He said decisions would be made concerning the corridor to be selected as well as alternatives within that corridor. He said Metro would then make application for permission to complete the process of an alternatives analysis for the purpose of publishing a draft environmental impact statement.

(Continued)

John Cullerton, Senior Transportation Planner, said the fundamental purpose of the study was to select a priority corridor. He reference the Study Schedule found in the agenda packet which outlined a time line for planning strategy. Mr. Cullerton referenced an evaluation criteria summary found in the agenda packet as well and described a three phase process of evaluation, screening and refinement, which he said would include technical staff evaluation, policy-maker evaluation, and public comment. He noted each phase of the evaluation would consist of the criteria and their associated project objectives, along with measures to determine how the objectives would be met. Mr. Cullerton reviewed the Phase I Decision Making Process Draft Schedule for the North/South Transit Corridor Study as of January 12, 1993 which had been distributed to the Committee. This document has been made part of the permanent meeting record.

Mr. Cotugno pointed out a Metro Council Planning Committee hearing would occur on April 13, 1993 with recommendations to follow, and the final decision on priority corridors including Metro Council hearings was scheduled for April 22, 1993. He said the Department was prepared to schedule work sessions at the pleasure of the Council and/or Committee.

Chair Van Bergen requested the Department keep the Committee informed concerning issues throughout the schedule.

2. Tri-Met Strategic Plan - Update

Mr. Cotugno introduced G.B. Arrington, Director of Strategic and Long Range Planning at Tri-Met, said a discussion draft of their strategic plan had been released in March with about 5,000 copies distributed. He said a second draft incorporating comments had been released recently. He said Tri-Met believed a mobile region was a livable region, but believed changes were in order to resolve current congestion problems. Mr. Arrington said a definition of success under the current Regional Transportation Plan would include congestion increasing 146% with successful implementation of current plans using land use plans overlaid with a transportation system. He said the Tri-Met Strategic Plan was to discover whether improvements could be made in finding a way to grow and enhance liveability.

Mr. Arrington said Vancouver, B.C., Canada had been selected as a model, and briefly described the city's transportation planning and development. He noted the city had done some implementation of Metro's Region 2040, Option B, and said the population of Vancouver, B.C. was approximately 400,000 more than the Portland Metropolitan area, which he said constituted the projected growth in the Metro region over about the next 20 years. He said the city was about one third more dense as well with 25% of all jobs in the downtown area as opposed to Portland's current 12%. Mr. Arrington said Vancouver, B.C. had decided to place funding in transit rather than in freeways with less than one mile of freeway in urban Vancouver.

Mr. Arrington said the Strategic Plan was aggressive, calling for a three-fold increase in transit ridership to about 690,000 daily riders as opposed

to 200,000 currently. He said service would grow at an average of about 8% per year. He noted the RTP called for a 3.5% growth in service in the same time, and noted service had actually grown 3.5% in fall, 1992.

Mr. Arrington said in order to achieve the vision outlined in the Strategic Plan shifts in land use would be necessary. He noted four new strategies in the plan including more frequent and better coverage with traditional buses, accelerated implementation of the regional rail system with a vision of a six corridor system, a new concept called "10-minute" corridors, improvements of physical facilities on the streets to move buses more quickly, more reliably and convenient, and flexible neighborhood shuttles as the final strategy. Mr. Arrington said customer service was important to needs assessment. He noted the importance of safety and security, and said a human resources goal had been added to the plan. He said detail regarding funding had been added to the plan, and indicated an additional \$45 million in continuing revenue in 1994 and an additional \$30 million in 1998 was called for in the plan.

Mr. Arrington said three initiatives were outlined in the plan, 1) to call for a freezing of the urban growth boundary until the Region 2040 process was complete, 2) to concentrate on growth of corridors around the region's transportation investments, which he said was consistent with RUGGO's, and 3) achieving design compatible with transit, mixed uses such as pedestrian oriented development. He said implementation of the transportation Rule 12 would be involved.

Mr. Arrington said Tri-Met's Strategic Plan was scheduled to go to a hearing by the Tri-Met Board in February, 1993 and proposed for adoption in March, 1993. He said a series of land use work sessions were scheduled with regional partners to discuss views. He felt the plan should not be viewed as rigid, but one that would change and evolve.

Mr. Arrington said Tri-Met accepted Region 2040 as a structure for future vision for the region noting variance with 2040 would trigger a change in the plan. He said a summary of the second draft of the plan was out before the community.

Councilor Monroe discussed the problems with the constitutional limitation on the use of the gas tax in Oregon. He noted Vancouver, B.C. did not have that restriction on funding. Councilor Monroe asked staff where the broad based resources were for funding.

Mr. Cotugno said a resolution adopted by Metro which gave Metro authority to access federal funding. He flexibility in federal funding made it possible to raise constitutionally restricted dollars for road purposes and dedicate flexible federal funding for transit purposes at the discretion of jurisdictions in the state such as ODOT. In response to Councilor Monroe, Mr. Cotugno said 3/4 of federal highway funds, \$200 million per year, could be expended on transit purposes, and said state matching funds would be necessary. In response to Councilor Monroe, Mr. Cotugno said

recommendations had been made by the Oregon Transportation Commission, Metro, AOC, and LOC that emission fees be secured in the Metro area. He noted such provision would require a constitutional amendment.

In response to Councilor Moore, Mr. Cotugno said the Oregon Transportation Plan acknowledged the road user should pay for road costs, but a constitutional amendment approved by the voters would be necessary for funding of so-called secondary costs.

In response to Councilor Devlin, Mr. Cotugno said there was support through the Transportation '93 Committee for a limited constitutional amendment inclusive of emission fees for alternate transportation modes.

Mr. Cotugno indicated the Department would respond in writing to Councilor Devlin's inquiry regarding trips per day, and whether Tri-Met had studied numbers of work related trips which were transit.

Mr. Cotugno said discussion was ongoing as to the definition of limited constitutional amendment.

In response to Councilor Kvistad, Mr. Arrington said the fare box recovery ratio percentage was at about 26% currently, and said increasing the percentage was predicated on attaining cost efficiencies and attracting greater ridership, which he felt the Strategic Plan would accomplish. He believed the goal of 42% was achievable through the plan. Mr. Arrington noted in both Seattle, Washington and Vancouver, B.C. geographical elements were taken into consideration in the plan, and said value structures of the two cities were acknowledged.

Councilor Wyers said the Charter mandated development of the Future Vision, and said the groups should be inter-related.

3. Beaverton Urban Service Boundary - Discussion

Larry Shaw, Senior Assistant Counsel, referenced his memorandum dated December 30, 1992 found in the agenda packet regarding the Beaverton Urban Service Boundary - Amicus Request. He noted an article appeared in the Oregonian stating the discussions had ceased and that case was to proceed.

Mr. Shaw highlighted Beaverton's request as stated in a memorandum from and Beaverton's alleged lack of required "coordination" with Metro. He said such "coordination" had never been fully defined by LCDC rule making, by case law or by actions of the parties. Mr. Shaw said he did not have a legal recommendation that the Amicus was legally helpful or legally desirable. Mr. Cotugno noted budget implications were involved in the matter.

Councilor Moore noted she lived in the area under discussion.

Mr. Shaw clarified the area involved included the majority of District #13.

In response to Councilor McLain, Mr. Cotugno said regional coordination was not well defined, and the staff to do the regional coordination function was eliminated when the economic development grant was not received, which he was a coincident function of the position.

In response to Councilor Gates inquiry regarding possible liability issues, Mr. Shaw said he did not feel Metro would have a legal stance in the case as there was no full definition of regional coordination.

Councilor Kvistad believed Metro had a role in the dispute and felt Metro should be proactive in the matter. He felt repercussions could occur otherwise.

In response to Councilor McLain, Mr. Shaw said regional coordination would include annexation decisions.

Councilor Moore indicated agreement with Councilor Kvistad that Metro should be involved on some level but not in the Amicus request. She expressed concern regarding annexation questions which the Boundary Commission would have to address. In response to Councilor Moore, Mr. Shaw said should a conflict occur in comprehensive plans, Metro could have responsibility to remediate such conflict. He said the LCDC had a process for remediation which was funded for the current year, and said the LCDC would likely join in the case.

Councilor Gates felt that Metro need not take specific action on the matter at this time, and indicated he agreed with Councilor Moore. He asked if additional circumstances prevailed to which attention should be given.

Councilor Devlin stated a mandated responsibility of the Charter was to review the Boundary Commission and its role within the region within a two year time frame.

Councilor Kvistad expressed concern over possible ramifications, and urged Metro's involvement at this time.

Chair Van Bergen commented regarding a letter he had written Legal Counsel recommending no Metro involvement without the agreement of both Portland and Beaverton, which he noted were two of Metro's patrons. He said a legal responsibility would ensue when the entity involved made a determination as to what "coordination" was. He did not feel Metro should go into the case with an Amicus brief at this time, unless Legal Counsel demonstrated it was a sound move.

In response to Councilor Gates, Mr. Shaw said permission would have to be granted to Metro to file an Amicus brief. He said it would be helpful to have final determination on the matter by the next meeting of the Committee. Mr. Shaw affirmed he did not believe Metro would gain a legal

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advantage by doing so, and reiterated he was not taking the position of recommending such an action.

Mr. Cotugno noted two policy questions were at hand, 1) should Metro join in the Amicus brief, 2) should Metro attempt to help in the situation.

Councilor Moore suggested consideration be given to assistance in the situation and such assistance be defined.

Chair Van Bergen asked how could assistance be given without taking a position.

Councilor McLain suggested a response was in order such as a letter from Metro saying Metro would not write a brief at this time along with the assurance that such future situations would not occur by indicating that Metro would explore budgetary possibilities.

Chair Van Bergen said the Committee should wait until rates were set and issues were clear.

Mr. Shaw indicated he would provide an analysis for the Committee by the next meeting.

The Committee agreed in consensus to continue consideration of the matter to the next Planning Committee meeting to be held January 19, 1993.

4. Earthquake Preparedness Study - Progress Report

Pat Lee, Regional Planning Supervisor, said Metro had been involved in the earthquake planning program for a little over one year, and outlined four program projects. He said described an earthquake hazards mapping pilot project focusing on the Portland quadrangle, and said studies done by the Oregon Department of Geology and Mineral Industries (DOGAMI) had been integrated in Metro's RLIS system to produce maps, with a smaller, 60 square block area of Portland assessing property damage and loss associated with an earthquake of 6.5 on the Riechter scale. He said results would be presented to a workshop scheduled for January 29, 1993 at the Portland Conference Center. Mr. Lee highlighted other projects as described in the Metro/DOGAMI Earthquake Scenario Pilot Project document located the agenda packet. He noted the Metro area was designated as a priority area for the type of work done in the earthquake mitigation program with over 50% of the state's population residing in the area. He noted Dave Mayer, Assistant Regional Planner, was transferred from the state Office of Oregon Emergency Management to Metro as part of an intergovernmental agreement adopted by the Metro Council in October, 1992.

Gerry Uba, Senior Management Analyst, displayed a Relative Hazard map of the Portland quadrangle. He said DOGAMI developed a geologic model which was used in analyzing the types of data collected from holes bored throughout the area. Mr. Uba said data provided information on how the

land would move during an earthquake and determinations on whether specific buildings would shake more or shake less, depending on the structure of the building. He said the mapping project was based on analysis and compilation of the data, and covered a 60-block pilot area in Portland. He noted the model was resident in the Metro RLIS system at this time. He said the materials compiled would be presented and displayed at an upcoming Earthquake Workshop, to be held January 29, 1993. Mr. Uba noted among those invited to the workshop were public officials, land use planners, risk managers, regional emergency service managers, businesses such as developers and property managers, banks, and insurance companies. Mr. Uba outlined the speakers scheduled for the conference and topics to be covered as listed in the referenced document.

Chair Van Bergen inquired regarding the direction of the project, and asked would a request be made of Metro Council. Chair Van Bergen said he had asked for a legal opinion as to whether or not Metro could expend funding on the issue before the Committee. He indicated he had been answered in the negative, that Metro could designate earthquake preparedness for the Metro building, but that Metro could not impose any duty on any other jurisdiction in the matter. He noted he was not aware whether or not the Charter changed matters, and he asked for another legal opinion.

Chair Van Bergen said earthquake preparedness had been before JPACT concerning bridges, and he noted it was ODOT's position that bridges could not be retrofitted to satisfy the needs, although it was agreed extra effort should be made. He asked whether Metro had the funding to apply toward such matters.

Mr. Cotugno discussed geology, condition of buildings, and said the study would help provide information regarding what would happen in the event of an earthquake.

Chair Van Bergen restated he wanted a legal opinion, and whether the Charter addressed such issues.

Mr. Cotugno noted there were issues of where emergency response organizations should be located, and said there were questions of whether preparedness should be addressed at a 6 point scale level or a 9 point scale level. He likened the issue to 100 year flood plains, and the question of whether such a flood plain should be evaluated.

Chair Van Bergen said structural engineers he had discussed the matter with did not believe such a project was sound due to lack of funding availability. Mr. Cotugno said perhaps that would be true of a 9 point earthquake, but not for a 6 point earthquake.

Councilor Gates said he understood the current project was an assessment only of the ground geology and the buildings on the ground. He inquired regarding a timeline for mitigation and emergency response coordination.

He asked why the study made no mention of Federal Emergency Management Agency (FEMA).

Mr. Cotugno said FEMA was a prime sponsor, and he said by assuming responsibility Metro was in compliance with FEMA and requirements for the region's portion of the state earthquake program.

Mr. Cotugno said a work program was being developed for a course of action with emergency response organizations in the area, although he was not able to provide a timeline at this time.

Councilor McLain expressed interest in the work plan for the next six months and budget implications.

Councilor Wyers said the question of Metro funding of earthquake programs had a thorny past. She agreed with Chair Van Bergen that a legal opinion was in order, and requested specific information concerning budget requirements. She felt such funding would find competition with other matters before the Council such as Greenspaces and the Performing Arts Center. Councilor Wyers requested information regarding the role of FEMA.

In response to Councilor Devlin, Mr. Cotugno said Metro received a \$16,000 grant for the pilot project concerning the 60 block area under discussion. He said a grant for \$700,000 had just been announced for which Metro would be eligible for approximately one third. He said tentative allocation of funds between Metro and DOGAMI was approximately two thirds/one third. He said with two thirds, DOGAMI could do most if not all the geology work for the Metro area. Mr. Cotugno said \$230,000 would cover Metro's costs for building hazard work.

Councilor Gates requested information regarding funding resources be put in writing to the Committee.

5. Consideration of Resolution No. 93-1738, Amending the FY 93 Unified Work Plan and Authorizing Contracts with ODOT and 1000 Friends of Oregon for the LUTRAQ Project

Mr. Cotugno presented the staff report, and said the action would amend the FY 93 Unified Work Program for a research grant for 1000 Friends of Oregon for the completion of the research aspects of the "Making the Land Use, Transportation and Air Quality Connection" (LUTRAQ) project. He noted Metro had previously participated in the LUTRAQ project, a research and development aspect concerned with alternative land use and transportation models for consideration in the Metro area and elsewhere in the country, as well as development of analytical tools to evaluate the viability of those models. He said another aspect of the project was to develop a land use/transportation option for consideration in the Western Bypass study. Mr. Cotugno noted the Metro Council had approved five alternatives for the Oregon Department of Transportation (ODOT) to forward to the environmental impact statement (EIS) process, and said one of the five was the LUTRAQ

alternative. He said Metro would be a party to the final decision at the end of the EIS process following evaluation done by 1000 Friends of Oregon.

Mr. Cotugno said Metro contributed funding to the initial phases of the work, and said Metro was the principal beneficiary as owner of the land use model, the result of the research. He said the Federal Highway Administration (FHWA) was interested in seeing the research published for other uses and would provide \$216,000. Mr. Cotugno 1000 Friends would receive \$178,250 to complete the project, and he said Metro would retain \$38,000 for provision of model runs for the final report.

Keith Bartholomew, 1000 Friends of Oregon, addressed the Committee and said a meeting of the National Technical Advisory Committee (NTAC) was held in August, 1992 for the LUTRAQ study. He said six experts in the fields of transportation, land use, planning and computer modeling were represented including representatives from the FHWA, the Environmental Protection Agency (EPA), the University of California as well as others. He said funding from the FHWA should be forthcoming within three weeks, and noted the funding would be from a special research fund and would not come to Oregon for any other reason.

Councilor McLain commended 1000 Friends of Oregon and the LUTRAQ project, and felt the results would benefit Metro and the region.

In response to Councilor Gates, Mr. Bartholomew said schedule coordination with Metro staff was in process, and he said a period review process would occur around Labor Day 1993.

Motion: Councilor Devlin moved to recommend Resolution No. 93-1738 to the full Council for adoption.

Councilor Kvistad said he had indicated in earlier discussions with Mr. Cotugno that he felt it was inappropriate for Metro to fund or pass through funding to interest groups with Metro interests. He asked why 1000 Friends was selected as a pass through entity.

Mr. Cotugno said 1000 Friends sought the funding, put together the project, secured a portion of funding from foundation monies, and sought other funding for other aspects of the project. Mr. Cotugno said the Department found a portion of the project attractive and in the past contributed funds for that reason. He said FHWA drew the same conclusion for other portions of the project.

Councilor Kvistad said the outcome and the modeling program under development was important and would have long range benefits for Metro. He said, however, such funding was a concern to his district's constituents and he felt it was inappropriate for Metro to fund this project at the outset. He added he was not sure it was inappropriate to fund the project to completion.

Chair Van Bergen opened a public hearing. No citizens appeared to testify. Chair Van Bergen closed the public hearing.

Vote: Councilors Devlin, Gates, Monroe, Moore and Van Bergen voted aye. Councilor Kvistad voted no.

The motion passed.

6. Consideration of Resolution No. 93-1731, Endorsing the Region's Priority Congestion Mitigation/Air Quality Program Projects and Amending the Regional Transportation Plan and the FY 93 Transportation Improvement Program for Inclusion of These Projects and the Transportation Enhancement Projects

Mr. Cotugno presented the staff report, and said under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, two new programs had been established: 1) the Congestion Mitigation/Air Quality (CMAQ) Program, which was available for funding of projects to reduce vehicle emissions' and 2) Transportation Enhancement Funds, which were available to make the transportation system a better neighbor.

In response to Councilor Gates, Mr. Cotugno explained that "demand responsive transit" service did include private transportation known as taxi cabs as well as "dial-a-ride" mini-bus public transportation

Councilor Moore was concerned regarding the ranking list in Exhibit C, "MAX Bike Lockers/Bus Shelter." She felt that project should be rated at a higher level.

In response to Councilor Moore, Rich Ledbetter, Senior Transportation Planner, said the jurisdictions submitting the projects were asked to provide information on which ranking calculations were based. He said Tri-Met had not provided enough information to complete the rankings. Councilor Moore asked if the program would or would not be funded due to the "NA" rating. Mr. Ledbetter said, rather than drop the project, the committee gave it an "NA" rating. Councilor Moore felt the program was worthy of funding. Mr. Cotugno said the Department would consult with Tri-Met concerning a possible priority adjustment.

Sid Bass, member of the Metro Committee for Citizen Involvement (MCCI), asked regarding the public process used for the ranking of the projects. Councilor Moore said it was her understanding letters were sent to the Neighborhood Associations by local jurisdictions requesting ideas for an enhancement project. She noted her neighborhood received such a letter, submitted a project, and the project made the list. Mr. Bass indicated he Lake Oswego had not received such a letter, and suggested future remedies could be accomplished.

In response to Councilor Moore, Mr. Ledbetter said the Pedestrian to Transit Access Study and Demonstration Project was submitted by Washington

County. Councilor Moore requested further information regarding the matter.

Motion: Councilor Gates moved to recommend Resolution No. 93-1731 to the full Council for adoption with the stipulation that if a priority adjustment on Exhibit C were made based upon updated data, it would be accomplished prior to hearing the proposed resolution before Metro Council.

Vote: Councilors Devlin, Gates, Kvistad, Moore and Van Bergen voted aye.

The vote was unanimous and the motion passed.

7. Consideration of Resolution No. 93-1743, Endorsing the Region's Proposal to Participate in the FHWA Congestion Pricing Pilot Program

Mr. Cotugno presented the staff report, and said on December 1, 1992 an announcement was received that applications were being requested for demonstration congestion pricing pilot projects under ISTEA. He noted \$25 million was available per year for a period of over six years for up to five projects. He noted the full application was not yet completed and was not in the agenda packet for tonight.

He said the proposal would allow Metro to apply for the funding, and said the application would give Metro footing in the evaluation phase of the process.

Councilor Moore expressed concerns about the inclusion of a public involvement process during the evaluation. She proposed an amendment to the resolution to resolve number 4 to read as follows:

"4. That the Metro Council and JPACT continue to participate in the process, particularly at key decision points, to pursue evaluate the feasibility of and potentially implement a congestion pricing pilot project."

Main Motion as Amended: Councilor Moore moved Resolution No. 93-1743A as amended to the full Council for adoption.

In response to Councilor Wyers, Mr. Cotugno explained the application would be written broadly so as not to imply a requirement to implement the project should federal funding be received. He said, however, the FHWA could place such a requirement on the funding as a condition. He felt such a condition, however, would be illegal as FHWA's own EIS process required a "no-build" option. Mr. Cotugno suggested if such an issue occurred Metro would deal with it at the time.

In response to Councilor Kvistad, Mr. Cotugno said a discussion at JPACT in December, 1992 whether or not the five alternatives approved for inclusion in DEIS included an aspect for consideration of congestion pricing. Councilor Kvistad and staff agreed they understood the result of the discussion was in the negative, to detach that issue from that examination of the five alternatives in the EIS, and to address congestion pricing as a stand-alone question on a regional scale rather than in the context of the EIS, and was no longer linked to the Westside Bypass EIS.

Councilor McLain favored JPACT's support of congestion pricing as a stand-alone issue. She felt Metro staff had produced groundwork by which the feasibility of congestion pricing could be reviewed as an option before review of a pilot project.

In response to Councilor Devlin, Mr. Cotugno clarified the action taken at JPACT ended discussion concerning linking congestion pricing to the Bypass by approving the Bypass alternatives with no reference to congestion pricing. He recalled a subsequent action indicated the region should investigate or evaluate congestion pricing on a region wide basis. Mr. Cotugno recommended if the pilot project were secured, the funding would be available for an evaluation of congestion pricing on a regional scale, on a corridor scale, and on a site-specific scale. He said if the funding were not secured, the question would need to be revisited.

Chair Van Bergen commented on the Committee's need to act prior to action by JPACT, and said upon occasion such situations would occur and the Committee would accommodate on such occasions.

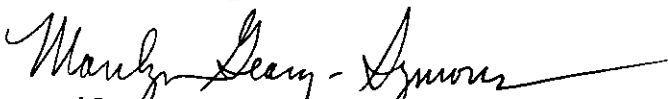
Chair Van Bergen opened a public hearing. No citizens appeared to testify. Chair Van Bergen closed the public hearing.

Vote on Main Motion as Amended : Councilors Devlin, Kvistad, Moore and Van Bergen voted aye. Councilor Gates voted no.

The motion passed.

There being no further business, the meeting adjourned at 6:38 p.m.

Respectfully submitted,


Marilyn Geary-Symons
Committee Recorder