

MINUTES OF THE METRO COUNCIL PLANNING COMMITTEE

February 9, 1993

Council Chamber

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

Councilors Also Present: Ruth McFarland, Judy Wyers

Committee Members Excused: Mike Gates, Richard Devlin

Chair Van Bergen called the regular meeting to order at 4:05 p.m.

1. Consideration of December 14, 1992 Planning Committee Meeting Minutes

Motion: Councilor Moore moved to approve final draft of the December 14, 1992 Planning Committee meeting minutes as submitted.

Vote: Councilors Monroe, Moore, Kvistad and Monroe voted aye.

The vote was unanimous and the motion passed.

2. Resolution No. 93-1756, For the Purpose of Amending the FY 93 Unified Work Program and Endorsing the Use of Surface Transportation Program Funds for Regional Transportation Planning

Richard Brandman, Transportation Planning Manager, presented the staff report, and said the proposed resolution would amend the FY 93 Unified Work Program (UWP) to provide for the allocation of an additional amount of \$1.75 million in the discretionary funds available to the region as part of an overall \$59 million State Transportation Planning program over the course of the Intermodal Surface Transportation Efficiency Act (ISTEA), a six year program expiring in 1997. Mr. Brandman highlighted designation of funding allocations, and noted the STP program was a statewide program available throughout the nation to states based on population, and further to regions and locales within states with populations of over 200,000. He noted the Portland Metropolitan areas was the only area receiving a special earmarked allocation of regional STP funds.

Mr. Brandman referenced Attachment I of the staff report found in the agenda packet, a table of allocations of STP Funds over the period from 1992 through 1997 reflecting known 1992 and 1993 appropriations. Mr. Brandman referenced Exhibit A of the proposed resolution, a table of planning activities and requirements depicting contributions from Region STP, ODOT and Tri-Met and the proposed budget.

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Mr. Brandman described in detail the planning requirement for data collection as delineated in Exhibit A. He said ODOT funding in the amount of \$25,000 had not yet been approved, but indicated approval was being sought.

Mr. Brandman said station area planning was assumed to be a \$1 million effort. He said at present the Westside light rail was going into construction, bids were being let, and said earth would soon be moving with 1/3 contribution from STP funds, and 1/3 from Tri-Met.

Chair Van Bergen asked Mr. Brandman what the responsibility of the Metro Council in the matter. Mr. Brandman said the Unified Work Program must be approved by the Metro Council in order for the Department to proceed and for funding to be sought and obtained.

In response to Councilor Van Bergen, Mr. Brandman said Keith Lawton, Technical Manager, was responsible for the travel behavior survey, and said an RFP would be issued for the proposed \$500,000 contract.

The Committee and staff addressed clarification of "A" contracts and "B" contracts.

Chair Van Bergen questioned whether or not the Planning Committee should review these issues before they are reviewed before JPACT. Mr. Brandman assured the Chair typically the Department would not want to do business in this manner.

The Committee as a whole discussed ODOT and Tri-Met, and noted although these were the primary entities to the JPACT discussion, there were other entities who would care to have input to the discussion.

The Committee and Mike Hoglund, Transportation Planning Supervisor, discussed bridge condition, whether they were in good, fair or poor condition. In response to Councilor McLain, Mr. Hoglund said which bridge was most in need of work was a matter of prioritizing.

The Committee as a whole discussed the process concerning matters to come before JPACT, the Planning Committee and the Metro Council, and the order in which matters should be heard by the various bodies.

Councilor Moore requested written information regarding projects for the regional arterial program which had been endorsed and adopted. Mr. Brandman said no lists of that nature existed, that projects were being developed at this time, and said the concept of establishing a regional arterial program had been endorsed. Councilor Moore emphasized the need for the Planning Committee to see the content of the program prior to its review in JPACT, and referenced planning for new funding for old FAU projects. In response to Councilor Moore, Mr. Brandman indicated they were new projects which had been in the regional transportation plan.

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Councilor Moore asked, in terms of new Rule 12 and ISTEA, what kind of transition planning was being done. She noted goals might be dissimilar, and asked if Metro was planning to fund programs that had not been previously funded.

Mr. Hoglund said the clock did not start on the Transportation Planning Rule until Metro submitted and received an adopted new transportation system plan in response to the rule, or by April 1995. He said Metro was attempting to fund \$7-\$8 million in arterial projects which were already in the old RTP.

In response to Councilor Moore, Mr. Hoglund said the funding was flexible and could be expended on arterials, transit or other transportation projects.

Councilor Moore expressed concern regarding using new funding to complete old projects without reevaluating the old projects that would not be completed until after 1995 and would not meet clean air quality programs.

Mr. Hoglund said ISTEA language called for implementing the congestion management plan with submission of project plans for improved capacity by October 1994 and implementation beginning January 1995. He said projects would have to be modeled to be consistent with the Clean Air act, and said Metro would have to show that the total package of projects would improve air quality compared to a no-build situation.

Mr. Brandman said Councilor Moore concerns pointed toward the ongoing debate in the transportation community. He said a dilemma existed in that a number of projects in the pipeline for a number of years on which environmental work, engineering work, and planning work had been done to bring them to the construction point. He said local governments expressed concern about being paralyzed by new rules from LCDC, or ISTEA, or the 2040 process. He said they had agreed in consensus that, for the two years immediately following ISTEA implementation, projects ready to go would not be stopped. He said the jeopardy of approving funding was small in comparison to the size of the agenda with which to proceed over the next 20 years. He said local governments did not want a situation in the region in which there would be no construction over the next two years because there was no new RTP in place. He said local governments were also not willing to authorize all the funding to all the projects over the next six years, which engendered this compromise at the local level.

In response to Councilor Moore, Mr. Brandman said "ready to go" meant final design was done and ready to go to construction. Councilor Moore clarified only those projects where final design had been done would receive some of this funding, and said she was comfortable with that. She said she was not comfortable with projects that were on a transportation plan with no preliminary engineering, no EIS, no final design, but which were going to be funded. Staff indicated about 10 projects were in stages of progress, and that specific allocations would be brought forward for Committee review in about one month. Councilor Moore requested such specific information regarding the projects be made available to her.

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Following discussion, Councilor Moore requested information on projects on which final design had been done and were ready for construction. Staff indicated detailed discussion would occur at TPAC.

In response to Councilor Moore, staff indicated further discussion regarding station area planning was underway.

In response to Councilor Moore, staff indicated the Port Intermodal projects would be related to national/international movements of freight. Councilor Moore noted she felt Metro should remain the lead agency in joint transportation planning efforts. Councilor Moore expressed concern regarding congestion on the highways and the problems of continuing to move as many cars on the road as fast as possible. She asked staff to consider motor vehicle congestion and that safety considerations for pedestrians and bicycles be included in the models.

Councilor Moore requested the FAU list and a briefing on arterial projects.

Councilor Kvistad indicated support for the Planning Staff, noting he did not wish to reevaluate each project on its face. He said he felt massive improvements in public transportation were necessary before relief from auto congestion would be realized.

Councilor McLain supported Councilor Moore, and said she felt the Committee should be involved in discussion of transition planning.

Motion: Councilor Moore moved to recommend Resolution No. 93-1756 to the full Council for adoption.

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

The vote was unanimous and the motion passed.

3. Resolution No. 93-1755, For the Purpose of Implementing Creation of the Future Vision Commission as Required by the 1992 Metro Charter

Presiding Officer Wyers presented the report, and said the proposed resolution would set up a process of simultaneous applications and nominations for the Future Vision Commission. She said the Planning Committee would screen the applicants and would make recommendation to the Metro Council, noting the Commission would be comprised of 15 members.

Motion: Councilor Monroe moved to recommend Resolution No. 93-1755 to the full Council for adoption.

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Councilor Moore requested amendments to the resolutions to include two additional perspectives, 1) natural resources, and 2) transit, in Resolve 3. The Committee agreed to expand the "infrastructure/technical" category to include "transit", and to add a "natural resources" category.

Motion No. 1 to Amend: Councilor Monroe moved to accept Councilor Moore's amendments as friendly amendments.

Motion No. 2 to Amend: Councilor Kvistad suggested a further amendment to add a "Whereas" section to include language stating "Metro will integrate the work of the Future Vision Commission with the Region 2040 process."

Vote on Motion as Amended: Councilors Monroe, Moore, Kvistad and Van Bergen voted aye.

The vote was unanimous and the motion passed.

The Committee discussed their hope for positive press coverage, and the role of the Future Vision Committee.

4. Beaverton/Portland Urban Service Boundary Update

Larry Shaw, Senior Assistant Counsel, presented the staff report, and referenced his memorandum dated February 2, 1993 found in the agenda packet regarding the Mediation Process between Portland and Beaverton, and his memorandum dated February 9, 1993 regarding the Urban Service Boundary Update.

Mr. Shaw referenced House Bill 2534, the Annexation Law Reform - House Bill 2217 and Senate Bill 122, and said Metro has an interest in addition to the interests of the two cities involved.

The Committee as a whole discussed the urban services boundary dispute, and Metro's need to develop a regional coordination policy. Mr. Shaw indicated mediation was discussion attempting to resolve a dispute facilitated by a third neutral party. He noted an argument could be made that Metro was the only agency in the statewide system with authority to resolve such a conflict.

5. Future Planning Committee Briefings - Discussion

February 15, all day session agenda

Future Planning Committee meetings

o Discussion items

o Meeting time

Mr. Shaw described briefly the proposed work session according to the outline. The Committee and other Councilors present discussed the planned briefing.

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The Committee discussed high speed rail corridor siting, and whether or not the issue should be addressed within the 2040 process.

Councilor Kvistad was interested to know whether Metro should address the issue in the planning function, and felt it might be beneficial to Metro to do so.

Councilor Monroe said high speed light rail would impact other issues such as expansion of the airport.

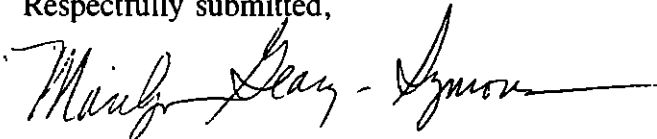
6. Other

Councilor Kvistad suggested regarding his amendment to Resolution No. 93-1755 that it be added as Resolve 7. The Committee agreed in consensus to do so.

Councilor Kvistad requested "Councilor Comments" be placed as a standard agenda item prior to adjournment of Committee meetings.

There being no further business, the meeting adjourned at 6:06 p.m.

Respectfully submitted,



Marilyn Geary-Symons
Committee Recorder

Resubmitted June 2, 1993

APPROVED
Date 5.25.93