

MINUTES OF THE COUNCIL TRANSPORTATION AND PLANNING COMMITTEE
OF THE METROPOLITAN SERVICE DISTRICT

March 12, 1991

Council Chamber

Committee Members Present: Jim Gardner (Chair), Richard Devlin
(Vice Chair), Susan McLain and
George Van Bergen

Committee Members Absent: Lawrence Bauer

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

1. Consideration of Minutes for August 14, 1990 (I.G.R.),
August 14, 1990 (Tri-Met Merger Sub-Committee) and February
26, 1991

Main Motion: Councilor Devlin made a motion to approve the
minutes.

First Motion to Amend: Councilor Devlin made a motion to
amend the February 26, 1991 minutes,
replacing page four, paragraph two with the
following paragraph

Councilor Devlin announced he would make a motion at the
Thursday, February 28, 1991 Council meeting to support a
statewide ban on phosphate detergents. He also indicated that a
number of local jurisdictions have called for intergovernmental
agreements on the Metropolitan Greenspaces Program. He said such
agreements are premature at this point, but that he would ensure
the District appropriately responds to the requests.

Vote on Motion to Amend: Councilors Devlin, McLain, Van
Bergen and Gardner voted aye. The vote was
unanimous and the motion passed.

Councilor Van Bergen noted that he was not present at either
August 14, 1990 Intergovernmental Affairs meetings. Councilor
Gardner noted that to the best of his recollection, the minutes
were accurate.

Vote on Main Motion: Councilors Devlin, McLain, Van Bergen
and Gardner voted aye. The vote was
unanimous and the minutes were approved as
amended.

2. Staff Update Clean Air Act Amendments - Schedule and
Requirements

Mike Heglund, Transportation Planning Supervisor, noted that the
Clean Air Act was passed and signed by President Bush on November

15, 1990, setting in motion a series of activities to implement the act over the several years. Mr. Hoglund noted that currently Metro will be attending workshops. Metro is required by the Act to determine an Air Quality Maintenance Boundary by Friday, March 15, 1991. He advised the Committee the adopted boundary is the same boundary as adopted in 1977 for ozone and carbon monoxide area was expanded to same boundary as ozone which is the same as the natural airshed boundary.

Mr. Hoglund also referred to an attachment in the agenda packet outlining upcoming requirements. The Committee continued discussion on the requirements and concerns over sharing an airshed with Clark County.

3. Development of FY 91-92 Program and Policy Recommendations for Budget Committee Consideration

Rich Carson, Planning and Development Director, and Mr. Hoglund each provided an overview of their department programs. Mr. Hoglund provided handouts including a chart that visualized were some of the departmental programs overlapped each other. Mr. Hoglund also provided an overview of the Transportation Department programs.

The Committee requested that the departments be able to prioritize the programs in the event of budget cuts.

4. Staff Update on DLCD Draft Transportation Planning Rule Revisions, Discussion of proposed revisions to determine if formal Metro response recommended

Larry Shaw, Senior Assistant Counsel, noted that he was not recommending the Committee move to respond to this item. He reported that as of the Friday, March 8, 1991 meeting at Land Conservation and Development Commission (LCDC), there were three major issues to consider regarding the Transportation Planning Rule. Third on the list, several public agencies and citizens groups feel the Oregon Department of Transportation (ODOT) has received a "free ride", because they have received exemptions from following the rule. Secondly, a 20% reduction on the reliance of the automobile is requested by the strategy of a 20% reduction in vehicle miles travelled per capita. Currently, there is confusion how this rule would be applied; region wide, local government wide, or each specific project. The written comment period has been extended to April 5 and Council consideration would be requested. Finally, a very political issue is that of the wording on page 10 of the draft, section 66012-035 (2); current wording is "may" and opponents are requesting "shall". The argument is if there is a word change,

additional language needs to be included to define what "shall" be done, rather than leaving it open ended.

Keith Bartholomew, Attorney, 1,000 Friends of Oregon, provided public testimony supporting requiring land use planning and alternative considerations. He supported the concept of requiring government jurisdiction to consider alternatives, reducing automobile reliance and energy consumption. He further noted the increase in vehicle mile travelled exceeds population growth. He encouraged the full Council or the Committee to make a recommendation to support the Rule.

The Committee continued discussion of the Rule. Mr. Shaw requested a copy of the suggested language changes from Mr. Bartholomew. Mr. Bartholomew also presented a draft Resolution for Council consideration. Councilor Devlin noted the Transportation Policy Advisory Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Urban Growth Management Committee would not have the opportunity to consider the Rule and any decision from the Council should not be construed as a recommendation from those Committees.

5. Resolution No. 91-1407, Approving the FY 1992 Unified Work Program (U.W.P.)

Mr. Hoglund explained that Resolution No. 91-1407 would approve the Unified Work Program (U.W.P.) would be turned into the Federal Government. He noted that there was a \$30,000 shortage in the program and cuts would be made in the Regional Land Information System (RLIS) and the Topographically Integrated Geographic Encoding and Referencing System (TIGER) programs. He also noted the U.W.P was approved by the Transportation Policy Advisory Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) had discussed the program.

Motion: Councilor Devlin made a motion to recommend full Council adopt Resolution No. 91-1407.

Vote: Councilor Devlin, McLain, Van Bergen and Gardner voted aye. The vote was unanimous and the motion passed.

6. Resolution No. 91-1408, Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

Mr. Hoglund explained Resolution No. 91-1408 was a statement confirming Metro's conformation with the Federal Transportation Requirements.

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Motion: Councilor McLain made a motion to recommend full Council adopt Resolution No. 91-1408.

Vote: Councilor McLain, Devlin, Van Bergen and Gardner voted aye. The vote was unanimous and the motion passed.

Chair Gardner adjourned the meeting at 8:23 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Susan Lee".

Susan Lee
Committee Clerk