

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

April 9, 1991

Council Chamber

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

Committee Members Absent: None

Other Councilors Present: Roger Buchanan

Chair Gardner called the regular meeting to order at 5:45 p.m.

1. Consideration of March 6, 1991 Special Meeting and March 12
and 25, 1991 Regular Meeting Minutes

Councilor Devlin requested correction of the March 25, 1991
meeting minutes, changing the term "buy-back" on page three to
"bill-back".

Motion: Councilor Devlin moved to approve the minutes as
corrected above.

Vote: All those present voted aye. The vote was
unanimous and the minutes were approved.

2. Review of the Proposed Use of FY 90-91 Funds Appropriated
for the Land Use Suitability Study: A. Overview of the
Proposed Projects; B. Resolution No. 91-1430, For the
Purpose for Approving an Amendment to the Personal Services
Contract with David Evans and Associates to Expand the RLIS
Map Extent to Include Rural Areas Adjacent to the Urban
Growth Boundary (UGB); and C. Resolution No. 91-1433, for
the Purpose of Approving a Contract to Digitize Soil Surveys
of Clackamas and Multnomah Counties

The Committee discussed the above topics concurrently. Pat Lee,
Regional Planning Supervisor and Rich Carson Planning and
Development Director were present.

Mr. Lee reported Resolution No. 91-1430 approved an amendment to
the David Evans and Associates contract to extend the current
Regional Land Information System (RLIS) base data layer (the tax
lot parcels map) to areas outside of, but adjacent to the Urban
Growth Boundary (UGB).

Mr. Lee noted the contract extension cost would not exceed
\$50,000; with approximately \$10,000 to be spent this fiscal year,
requiring carry-over of the remaining \$40,000 into the FY 1991-92
budget. He said the report was a critical component to

development and implementation of the Regional Urban Growth Goals and Objectives (RUGGO). He said funding for this work would come from the \$100,000 appropriated for the "Thematic"/Land Use Suitability Study. He said the remaining budget would pay for RLIS soils digitization work (\$36,000, for Council approval under Resolution No. 91-1433), a Satellite Imagery Demonstration Project (\$9,000), and an intergovernmental agreement extension with the University of Oregon Landscape Architecture Department (\$1,500).

Motion: Councilor Van Bergen moved to recommend full Council adopt Resolution No. 91-1430.

The Committee requested a line item budget note. The committee moved to item 3 until the staff obtained the requested information.

3. Metro Greenspaces Program:

A: Resolution No. 91-1428, Establishing Guidelines and Criteria for the Greenspaces Demonstration Grants Program to Restore and Enhance Urban Wetlands, Streams and Riparian Corridors

Because the Committee didn't have the actual program update, Mel Huie, Senior Regional Planner, reported Resolution No. 91-1428 approves guidelines and criteria for Metro to award \$200,000 in demonstration grants starting in July, 1991. He said the \$200,000 was part of a \$537,000 grant from the U.S. Fish and Wildlife Service awarded to Metro this fiscal year for the Metropolitan Greenspaces Program. The Committee asked if there would be future budget obligations for Metro. Mr. Huie said the only expense to Metro would be staff time to monitor the grants.

Mr. Huie explained the Review and Selection Committee to nominate grant recipients would have 10 members, including 3 Metro Councilors. He said all grant award recommendations would be submitted to the Executive Officer and come to Council for final approval. He also said the grant process would be as follows: a 50 percent local match of cash or in-kind services would be required; at least one project would be funded in each of the four Portland/Vancouver metropolitan area counties; projects would be on public lands; funds would not be used to purchase land/easements/options or equipment; and proposed projects would be within the Greenspaces inventory area. He said applications would be due May 31, 1991 and there would be two pre-application workshops.

Motion: Councilor Devlin moved to recommend full Council adopt Resolution No. 91-1428.

Motion to amend: Councilor Devlin moved to amend the resolution as follows:

On the second page of the resolution, first line, change "two" to "three" metro Councilors; on page 4 of the application, change the date of "May 1" to "August 1" for the date by which applicants must record any land donations with their County Assessor in order to count them towards the local match requirement; on page 4 of the application, change the federal hourly minimum wage from "\$4.75" to "\$4.25", the correct amount.

Vote on motion to amend: All those present voted aye. The vote was unanimous and the amendments were approved.

Vote on main motion: Councilors Devlin, Bauer, McLain, Van Bergen and Gardner voted aye. The vote was unanimous and the motion to recommend full Council adopt Resolution No. 91-1428 as amended passed.

B. Update on the Greenspaces Program Roles and Responsibilities

Report was removed from the agenda.

At 6:00 p.m. the Committee discussed item 4.

4. Resolution No. 91-1424, Recommending the Westside Corridor Project Locally Preferred Alternative and Associated Land Use Action

Andy Cotugno, Transportation Director, introduced Bob Post, Assistant General Manager, Tri-Met, who gave a video presentation. Mr. Post said Resolution 91-1424 endorsed the Westside Light Rail alignment as follows: reaffirms the Downtown alignment on SW Yamhill/Morrison, 18th and Jefferson (Portal A); supports the Long Tunnel with Zoo Station alignment; supports the North Option alignment choice for East Beaverton; supports the Burlington-Northern Option for Central Beaverton; and supports a terminus at SW 185th.

Mr. Cotugno further explained Resolution No. 91-1424 endorsed Westside Corridor highway improvements in addition to light rail project elements. He noted Attachment B to the resolution, "Consolidated List of Mitigation Options for Continued Consideration", identified additional activities to mitigate the Westside Corridor project's impacts on certain areas. He also noted three groups were involved in developing the Westside Corridor project options, a Citizens Advisory Committee (CAC), Project Management Group (PMG) and Project Steering Group (SG).

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He said Resolution No. 91-1424 endorses the Project Steering Group recommendations.

Councilor Van Bergen asked which route would be faster. Mr. Post replied the long tunnel would be faster as a result of reduced grade. Councilor Devlin asked how much faster. Mr. Post said the long tunnel would be two minutes faster.

A Public Hearing was then opened. Six citizens provided testimony as follows:

Vincent McMann endorsed the long tunnel with a Zoo stop; opposed a Sylvan stop and park and ride station; questioned Tri-Met projections for 7 percent ridership generated from Sylvan.

Mickey Rosen, President, Sylvan Neighborhood Association, opposed a Sylvan stop and park and ride station; opposed the Oregon Department of Transportation (ODOT) alternatives for access by the French/American School.

Howard Glazer, Goose Hollow Foothills League, supported the League's C2 portal option in place of portal A for the tunnel; questioned Tri-Met's public process for addressing the portal issue and the thoroughness of Tri-Met engineering research and analysis of this issue.

Don McClave, President, Portland Chamber of Commerce, supported the Steering Management Group recommendations.

John Grout, President, SW Hills Residential League, stated strong support for a long tunnel with a Zoo stop.

Jeff Gudman, Goose Hollow Foothills League, supported Mr. Glazer's comments on portal C2.

The Committee recessed at 8:30 p.m.. The Committee reconvened at 8:45 p.m..

Committee discussion then focussed on the Urban Mass Transportation Administration (UMTA) potential response to the long tunnel with a Zoo station recommendation; the basis for the portal A versus C2 recommendation; Sylvan area impacts; and light rail financing. Responding to Committee questions, Mr. Post said there were strong arguments supporting the long tunnel with a Zoo station option: long-term maintenance cost savings from a reduced grade and covered tracks (versus a surface option) and less negative environmental impacts/less loss of forested acreage.

Mr. Post also responded to Councilor Van Bergen's financing and I-205/Milwaukie study concerns, recalling the Westside financing agreement (Metro Resolution No. 90-1300) reserved \$10 to 15 million from the Tri-Met bond measure for Eastside light rail planning and those funds could not be tapped for Westside expenditures unless all governments signed to the intergovernmental compact agreed to the change.

Chair Gardner questioned Mr. Post on the additional cost of the long tunnel and how the additional cost might affect the approval. Mr. Post noted originally the additional cost was \$100 million. He said by removing ventilation shafts, changing retaining walls and moving a crossover at the end of the tunnel, the cost was reduced to \$50 million. He said there are further recommendations for reductions that are available, but are not being considered at this time.

Chair Gardner noted the citizens in favor of the tunnel cited the environmental impact. He questioned the impact on trees. Ron Higby, Tri-Met Engineer said the long tunnel would affect 16.3 acres, the Northside would be 23.1 acres and the Southside would be 32.5 acres of tree removal, including the highway improvements.

Councilor Bauer complimented Mr. Post and the Tri-Met staff on their presentation.

Chair Gardner noted the mitigation options presented by the Citizens Advisory Committee and the Washington County Terms and Conditions Statement. He asked if there was a difference between the documents. Mr. Post assured him there was not; Washington County added items not addressed in the Citizens Advisory Committee document.

Motion: Councilor Devlin moved to recommend full Council adopt Resolution No. 91-1424.

Mr. Cotugno suggested the Committee amend Attachment B to accomplish changes in mitigation options and to refer to his handout for further recommendations for amendments.

Chair Gardner noted he had strong reservations about going on record supporting the long tunnel option. He said the concerns had to do with omitting a Sylvan station, the actual operation of the underground zoo stop and the cost of the project. He said he doubted the zoo stop's proposed 10 foot wide platforms would accommodate 400-500 people at peak events. He said the level of comfort of the people was not considered. Councilor McLain favored improving the language to insure the stop was feasible. Councilor Van Bergen stated he was uncomfortable proposing any

amendment this late in the process. Councilor Bauer concurred with Councilor Van Bergen further stating it may delay or damage the approval.

First Motion to Amend: Chair Gardner moved to amend the mitigation option to enlarge and enhance the design of the zoo stop to provide a comfortable and uncrowded environment.

Vote on First Motion to Amend: Councilors Gardner and McLain voted aye. Councilors Bauer, Devlin and Van Bergen voted nay. The vote was 2/3 and the amendment failed.

Second Motion to Amend: Chair Gardner moved to respond to citizen concerns about a future Sylvan stop and mitigation measures for highway improvements, the Committee recommended two amendments to Attachment B/the Consolidated List of Mitigation Options:

Amend the Sylvan Station language under Long Tunnel/Canyon Segment as follows:

- o Sylvan Station [~~Planning Management Group, cost to be determined~~] Recommendation: [~~Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.~~] Tri-Met is directed to undertake additional activities toward development of a Sylvan Station after negotiation of the full funding agreement by the September 30, 1991, deadline. Between September 1991 and tunnel project bidding (1993), Tri-Met is to reevaluate the cost-effectiveness of the Sylvan Station, develop a firm estimate of the Station's cost, and assess overall Westside project costs and funding. In the 1993 time frame, and in consultation with UMTA and the region's participating governments, Tri-Met would bid the tunnel project with three options:
 1. Long-tunnel without a Sylvan Station
 2. Long-tunnel which preserves the option for the Sylvan Station
 3. Long-tunnel with a Sylvan Station included

At the time the bids are received, and based on the financial status of the remainder of the project, Tri-Met, in consultation with the region's participating governments, would assess whether to build the Sylvan Station with matched funds or with local funds.

Vote on Second Amendment: Councilors Devlin, McLain and Gardner voted aye. Councilors Bauer and Van Bergen voted nay. The vote was 3/2 and the amendment passed.

Third Motion to Amend: Councilor McLain proposed to add language to the Sylvan Station Recommendation per Washington County's Terms and Conditions for supporting the Westside Corridor Project:

Provision should be made for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

Vote on Third Motion to Amend: Councilors Devlin, McLain and Gardner voted aye. Councilors Bauer and Van Bergen voted nay. The vote was 3/2 and the amendment passed.

Councilor Van Bergen was concerned the project may fail because of the withdrawal of UMTA dollars. He said he would like to pass the resolution in the simplest form. He thanked the witnesses and was concerned with the testimony of the Goose Hollow group.

Councilor Bauer commented he was comfortable with the thoroughness of the process and supported the resolution.

Chair Gardner concurred with Councilors Van Bergen and Bauer but stated on a personal level he still had serious reservations about the long tunnel choice. He said he would not be disappointed if UMTA only agreed to pay for the surface alignment, stating his interest in the potential for urban development with a surface alignment. He said he would like to see a Sylvan station. He noted the project should go forward.

Vote on main motion: All those present voted aye. The vote was unanimous and the motion to recommend full Council adopt Resolution No. 91-1424 as amended passed.

Andy Cotugno confirmed amending Exhibit B to reflect Committee/Council ideas would be appropriate as Exhibit B was intended to be the region's unified list of additional project activities and issues to address.

The Committee returned to discussion of Resolution No. 91-1430. Staff provided copies of the FY 1990-91 budget note for the \$100,000 appropriated for the "Thematic"/Land Use Suitability Study. Councilor Van Bergen questioned staff about future budget impacts. He stated concerns over the on-going growth of RLIS. He also noted the State was examining secondary lands (non-prime agricultural/rural lands) and their uses.

Vote: Councilors Bauer, McLain and Gardner voted aye. Councilor Van Bergen voted nay. Councilor Devlin was absent. The vote was 3/1 and the motion to recommend full Council adopt Resolution No. 91-1430 passed.

The Committee then discussed Resolution No. 91-1433. Rich Carson reported Resolution No. 91-1433 approves release of a Request for Proposals (RFP) to secure services for preparing Multnomah and Clackamas County soils surveys (digitizing) for inclusion on the Regional Land Information System (RLIS). He noted this project also could support implementation of RUGGO. He said the cost of this project was \$36,000. He clarified the FY 1990-91 budget identified \$90,000 for soils digitization, but \$80,000 of that amount was targeted grants from federal and state sources. He said the grants were not received, but \$10,000 in Metro excise tax revenues was used to digitize Washington County soils surveys for the Unified Sewerage Agency.

Motion: Councilor Bauer moved to recommend full Council adopt Resolution No. 91-1433.

Vote: Councilors Bauer, McLain and Gardner voted aye. Councilor Van Bergen voted nay. Councilor Devlin was absent. The vote was 3/1 and the motion to recommend full Council adopt Resolution No. 91-1433 passed.

5. Resolution No. 91-1422, Endorsing Comments and Recommendations Regarding DEQ's Comprehensive Emissions Fee Proposal

Item was deferred to a future meeting.

6. Review and Consideration of Legislation to include in the 1991 Metro Legislative Package

Item was deferred to a future meeting.

7. Resolution No. 91-1432, Ratifying Bi-State Policy Advisory Committee Resolution 03-01-1991 Amending the Bi-State Policy Advisory Committee Bylaws

Item was deferred to a future meeting.

8. Reconsideration of Resolution No. 91-1420A, For the Purpose of Supporting Modification of Constitutional Limitations on Use of Vehicle-Related Revenues

Item was deferred to the April 11, 1991 full Council meeting for consideration.

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Chair Gardner assigned Councilors to present Resolutions at full Council as follows: Resolution No. 91-1430, Councilor McLain; Resolutions No. 91-1433 and 91-1424, Councilor Bauer; and Resolution No. 91-1428 Councilor Devlin.

Chair Gardner adjourned the meeting at 10:18 p.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Susan Lee".

Susan Lee
Committee Clerk

TP/a:49.min