

MINUTES OF THE TRANSPORTATION & PLANNING COMMITTEE
OF THE METROPOLITAN SERVICE DISTRICT

April 14, 1992

Council Chamber

Committee Members Present: Chair Richard Devlin, Vice Chair,
Susan McLain, Larry Bauer, Roger
Buchanan and Ed Washington

Committee Members Absent: None

Other Councilors Present: Jim Gardner

Chair Devlin called the regular meeting to order at 5:39 p.m.

1. Consideration of the Minutes of the February 25, 1992
Transportation & Planning Committee and the March 13, 1992
Transportation & Planning Subcommittee

Motion: Councilor Buchanan moved for approval of the
minutes.

Vote: Councilors Bauer, Buchanan,, McLain, Washington
and Devlin voted aye. The vote was unanimous and
the minutes were approved.

2. Consideration of Resolution No. 92-1584, Requesting Greater
Flexibility in the Use of the I-205 Buslane Funds

Andy Cotugno, Director of Planning, gave staff's report. He explained Be It Resolved Section No. 1 would approve seeking Congressional action to provide flexibility in the use of the I-205 buslane funds for alternate transit projects in the Portland region; that Be It Resolved Section No. 2 retained the Joint Policy Alternatives Committee on Transportation's (JPACT) commitment of the I-205 buslane funds in the I-205 corridor for LRT purposes; that Be It Resolved Section No. 3 required further JPACT approval to shift the funds out of the I-205 Corridor for LRT purposes; and that Be It Resolved Section No. 4 established that the final allocation of those funds (or the replacement funds) would be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy.

Councilor Buchanan said Be It Resolved Section No. 4 gave the appearance of flexibility, but said he understood that No. 4 meant the \$16 million in question would be used for anything but lightrail regardless of the conclusions of the I-205/Milwaukie Preliminary Alternatives Analysis.

Mr. Cotugno said it was the Council's prerogative to decide what to do once the I-205/Milwaukie Preliminary Alternatives Analysis was completed.

Councilor Buchanan asked what would happen if the I-205/Milwaukie Preliminary Alternatives Analysis decided on the Milwaukie alternative. Mr. Cotugno said it was then up to the Council to decide if lightrail should be built also in the I-205 corridor and if so, north or south, or both.

Councilor Buchanan asked the disposition of the \$16 million if the Milwaukie Corridor was selected. Mr. Cotugno said the resolution committed those funds for I-205 lightrail until 1) the I-205/Milwaukie Preliminary Alternatives Analysis was completed and 2) the question was before the Council.

Councilor Buchanan said the funding in question was allocated to I-205 lightrail and was not there to give the Council a prerogative at some future time to decide not to use it there. He objected strongly to that option. He said Be It Resolved Section No. 4 language negated the original purpose of the resolution.

Chair Devlin said the funding commitment to I-205 lightrail was continued but said the Council, as the regional Metropolitan Planning Organization (MPO), did not have the capability to alter the results of the study. He said a future Council could decide to act very differently than the current Council.

Councilor McLain said Resolution No. 92-1584 gave the \$16 million flexibility because if companion funding was not secured, the \$16 million would be lost to the region. Councilor McLain said Be It Resolved Section No. 4 basically stated that if Metro could not find companion funds, then Metro would have more flexibility in deciding what could be done with the \$16 million to benefit the region. She said most likely the \$16 million in question would be used for I-205 lightrail.

Councilor Buchanan expressed objections to Be It Resolved Section No. 4 language only. He said without No. 4, the resolution's intent was clear.

Motion to Amend: Councilor Buchanan moved to amend Resolution No. 92-1584 by deleting Be It Resolved Section No. 4 language: "Establishes that final allocation of these (or the replacement funds) will be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy."

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Councilor Bauer asked what the impact of the amendment would be. Mr. Cotugno said if the Committee did not believe the resolution to be clear in intent as written, the Committee should refer the resolution back to JPACT to gain a clearer understanding of what the resolution would do. Councilor Bauer asked what implications would result from referring the resolution back to JPACT. Mr. Cotugno said the current fiscal year was the last year Metro could hope to receive the funds. Mr. Cotugno said all the funds were appropriated for I-205 purposes, and said if the I-205 option was not selected, those funds could not be used for any other purpose. Mr. Cotugno said the congressional delegation which would make the funding request on Metro's behalf needed to know as soon as possible what Metro's intent was.

Councilor Bauer said rather than deleting Be It Resolved Section No. 4 language, a new Be It Resolved Section No. 5 could be added.

Councilor Buchanan said Agenda Item No. 4 language meant that if the I-205/Milwaukie Preliminary Alternatives Analysis selected the Milwaukie option for lightrail, then Milwaukie would get the money and did not like that interpretation of Section No. 4 language. Chair Devlin said the Council would review all changes or options. Councilor Buchanan suggested changing or deleting Section No. 4 language.

Councilor McLain asked Councilor Buchanan to explain the difference between Section Nos. 3 and 4. Councilor Buchanan said Section Nos. 1, 2 and 3 allowed the \$16 million to be loaned with an absolute promise that those funds would be returned and that the funds would in any event be used for the I-205 Corridor. He said Section No. 4 stated the replacement funds would be used for the I-205/Milwaukie Preliminary Alternatives Analysis. He said that option was unacceptable. Councilor McLain asked if language stated also that the study would update the needs/conditions that could be present 5-10 years from now. Councilor Buchanan said the language did not appear to state that, but appeared to state that the money would go anywhere else. He said such language opened the door for the funds to flee the I-205 Corridor for which those funds were originally intended.

Vote on Motion to Amend: Councilors Bauer and Buchanan voted aye. Councilors McLain, Washington and Devlin voted nay. The motion was 3-2 against deleting Section No. 4 language and the motion failed.

Councilor Buchanan noted previous meetings held on the disposition of the \$16 million and said agreement had been reached by all parties concerned that the \$16 million would be

specifically allocated to the I-205 Corridor. Chair Devlin said as decisions were made for lightrail in both of the corridors via JPACT, the Transportation Policy Alternatives Committee (TPAC) and the Council, that decisions would be made for the corridor not selected. He said if Milwaukie was selected, and Clackamas County was receptive to that decision, that Clackamas County would advocate the funds be used for some other purpose in the I-205 Corridor, rather than to be used for Milwaukie. He said the Port of Portland would likely advocate that the funds be used for the I-205 Corridor as well as for any long-term expansion of lightrail from Gateway to the airport. He said funding issues would not be resolved for another two years, regardless of what action the Council took on Resolution No. 92-1584.

Councilor Buchanan suggested that regional transportation funding plans could fall into disarray if the \$16 million was not used for the purpose for which it was originally intended.

Chair Devlin suggested Councilor Buchanan serve notice he would file a minority report if Resolution No. 92-1584 was recommended to the full Council for adoption as written.

Main Motion: Councilor McLain moved to recommend the full Council adopt Resolution No. 92-1584.

Councilor McLain said the resolution would ensure the region would receive the \$16 million to be used in the best way possible based on all information available at the time. She said the resolution did not remove support from lightrail in the I-205 Corridor. She said if the resolution did not pass, the region would lose \$16 million for any regional transportation funding at all. She said the Council had to depend on staff and Metro's congressional delegation for information on appropriate timing. She did not believe that regional transportation plans would fall apart if the resolution was forwarded for adoption. She said the region had one of the best transportation plans in the nation. She said the resolution would allow for better long-term planning.

Councilor Buchanan said Clackamas County had supported westside lightrail and that support should be expressed for eastside lightrail projects. He said eastside lightrail possibilities would be better served by leaving the funds where they were originally intended. He said Section No. 4 language meant funding for I-205 lightrail would disappear.

Councilor Bauer said at all meetings he attended on regional lightrail planning, all parties were clear that the I-205 Corridor would be the next lightrail option. Councilor Bauer

concurred with Councilor Buchanan's concerns about the location of funds and the fragility of regional transportation plans. He had hoped Section No. 4 language could be removed.

Councilor Gardner said the Unified Work Program (UWP) clearly stated the region's next priority was a lightrail corridor to Clackamas County and said the I-205/Milwaukie Preliminary Alternatives Analysis would determine whether a Milwaukie route, possibly with an extension to Clackamas Town Center, and onto Oregon City, or an I-205 route would be the more specific choice. He said Clackamas County had waited their turn and that their turn was next, but that it was not finally determinant which of the two options would be chosen, only that Clackamas County was definitely the next lightrail recipient. He understood Councilor Buchanan's desire to ensure the \$16 million would be used for I-205 lightrail funding, but said that option was a question of when. He said I-205 had been used generically to describe Clackamas County lightrail. He said in meetings on transportation planning it was understood that Clackamas County would be the next recipient of lightrail.

Councilor Buchanan reiterated his concern that the \$16 million would be lost for I-205 Corridor purposes.

The Committee discussed the resolution's disposition if it was not recommended to the full Council for consideration at this meeting. Chair Devlin said the resolution could be referred back to TPAC which would meet next on May 1, then to JPACT on May 14, then the Transportation & Planning Committee on May 26, and then the full Council on May 28. Councilor Devlin said there was no dissent on the resolution at JPACT and did not know what TPAC discussion was. Mr. Cotugno said he did not want the resolution to repeat the process to return without resolution of the issues discussed at this meeting.

Councilor McLain said TPAC and JPACT both had regional representation, including representatives for Milwaukie and the I-205 Corridor, and that no objections were expressed by those representatives on the resolution and/or specifically to Section No. 4 language.

The Committee briefly discussed the resolution further.

Vote on the Main Motion: Councilors Bauer and Buchanan voted nay. Councilors McLain, Washington and Devlin voted aye. The vote was 3-2 in favor and Resolution No. 92-1584 was recommended to the full Council for adoption.

3. Region 2040 Update

Mark Turpel, Senior Regional Planner, gave the Region 2040 monthly update. He said the telephone survey had been completed and results would be available at the Regional Growth Conference April 21. He said the Stakeholder interviews were 50 percent completed. He distributed and discussed a hand-out listing activities planned for the Conference.

4. Review and Comment on Proposed LCDC Urban Reserves Rule

Larry Shaw, Senior Assistant Counsel, discussed the proposed Land Conservation and Development Commission (LCDC) Urban Reserves Rule and reviewed it in relation to Metro's Regional Urban Growth Goals and Objectives (RUGGOS). He said the March 10 proposed Rule was printed in the agenda. He said RPAC discussed it briefly and that LCDC had scheduled it for a hearing on April 17 and for possible adoption. He said Metro staff would attend the meeting and testify in support of the proposed rule.

The Committee and Mr. Shaw discussed the proposed rule. Chair Devlin asked for the record about the rule's language about who would establish urban reserves and who would administer them. He asked if that language was adequate for Metro's purposes. He said it was still recognized that administration of land use areas would fall under county auspices. Mr. Shaw said such responsibilities were clearly outlined in the current draft. The Committee and staff briefly discussed the proposed Rule further.

Chair Devlin called a recess at 7:35 p.m. The Committee reconvened at 7:50 p.m.

5. Greenspaces Master Plan: Informational Briefing

Pat Lee, Regional Planning Supervisor, and Ellen Lanier-Phelps, Senior Regional Planner, gave staff's informational briefing on the Greenspaces Master Plan. Mr. Lee described maps on display. Ms. Lanier Phelps said the Master Plan was Metro's commitment to go beyond analysis only of sites/areas. She said Metro would continue to work with all partners and continue site and technical analysis and continue public information efforts. She said the Master Plan would bring natural areas/greenspaces into line with other infrastructures. She said staff needed to continue to identify lands for inclusion into Greenspaces and said site nominations would be taken through May 1.

Councilor McLain and Ms. Lanier-Phelps discussed future possible funding via the Fish & Wildlife Bureau after FY 1991-92. Chair Devlin noted the Charter Committee voted to add Greenspaces as a

Metro program to the Metro Charter. Mr. Cotugno discussed the November bond measure to finance Greenspaces. The Committee and staff briefly discussed Greenspaces issues further.

6. Work Session to Consider Budget Issues Related to the Planning Department

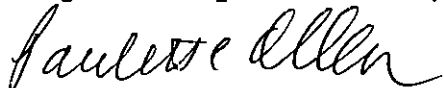
Chair Devlin reviewed the Transportation & Planning Committee's April 14, 1992 memorandum "Budget Comments and Concerns - Phase III" to the Budget Committee.

Mr. Cotugno said 1 FTE was budgeted for water quality. He said it might be possible to obtain funding for water quality demonstrations. He said \$30,000 was currently requested and wanted to put in \$80,000-\$100,000 dependent on grant funding. He said staff also wanted to pursue regionwide water quality modeling, especially in the Fairview Creek Basin. He asked to carry existing FY 1991-92 funds of \$25,000 into FY 1992-93 to be used as local match to attract an outside source of funding for those modelling purposes. Mr. Cotugno also noted some FY 1991-92 budgeted contracts would not be completed this fiscal year and asked permission to carry them into FY 1992-93. He said that would also mean an increase in Materials & Services and Revenues in FY 1992-93 also.

The Committee concurred with Mr. Cotugno's budget requests/considerations and had no other recommendations to add/delete from the April 14 recommendation memorandum. The Committee briefly discussed budget issues further.

All items having been attended to, Chair Devlin adjourned the meeting at 8:55 p.m.

Respectfully submitted,



Paulette Allen
Clerk of the Council