

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

October 22, 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

Chair Gardner called the regular meeting to order at 5:40 p.m.

1. Consideration of the September 10 and September 24, 1991
Regular Meeting Minutes

Motion: Councilor Buchanan moved to approve the September
10, and September 24, 1991 regular meeting minutes.

Vote: Councilors Buchanan, Gardner, Bauer, McLain and Van
Bergen voted aye. Councilor Devlin was absent.
The vote was unanimous and the minutes were
adopted.

2. Scheduling second December meeting to discuss Five Year
Financial Planning Phase II

Karla Forsythe, Council Analyst, explained that the Committee
needed to schedule the second meeting in December to hear the Five
Year Financial Planning Phase II. The consensus of the Committee
was to schedule the meeting for Wednesday, December 18, 1991.

3. Metropolitan Greenspaces Program Update

Mel Huie, Senior Regional Planner, summarized the material included
in the agenda packet. He noted the on-ground demonstration
projects included fourteen local projects. He said community
support and participation had included local governments, non-
profit organizations, volunteers, and schools. He said two
community events received media coverage and Councilors Gardner,
Devlin and McFarland had participated.

Mr. Huie said the Department anticipated completing the master plan
in March of 1992. He said plan priorities would include
acquisition and protection, conservation of regional trails,
environmental education, citizen participation, and finance plans
including the possible use of bonds.

Councilor Devlin noted a portion of the anticipated federal grant
of \$750,000, would go to U.S. Fish and Wildlife service. He said
of the \$600,000 awarded to Metro last year, Metro had received
\$570,000. He said some people had indicated all of this money
should be allocated to demonstration grants. He said it's intended

use was for a regional plan, and while a large portion of the funding will go to the demonstration projects, it should not be done at the expense of the planning effort.

Richard Carson, Planning and Development Director, stated the roles and responsibilities document was a draft document for conceptual purposes only. He said the policy advisory committee formed a subcommittee to identify the roles and responsibilities of Greenspaces program participants. He discussed the nine basic elements listed on the staff handout. He said open spaces would be identified as either regional, local, or common interest areas. He said according to the draft, regional and local governments would plan, acquire and manage their own areas. He said for common interest areas, Metro would offer local jurisdictions a first right to manage their own areas. He said if local jurisdictions elected to manage their property, Metro would provide no funding for the project. He said if they assigned Metro the responsibility, Metro would assume financial responsibility. He noted this arrangement would only be offered to local governments that were park providers effective July 1, 1991. Councilor Devlin noted the staff presentation was a summary only and the item would return to the Committee in November, with the master plan following in five or six months.

Councilor McLain stated the program was going in the right direction.

Chair Gardner said using a three-tier system could be confusing to the public. Mr. Carson said some of the language used in the roles and responsibilities document might cause some confusion. He said the use of the word "regional" in the areas of common interest might be changed to clarify the intent. Chair Gardner said he would note this to the policy advisory committee.

Councilor Devlin noted the counties had indicated they would devote funds to resource lands, not just active recreation areas. He said this was encouraging for the development of the program.

The consensus of the Committee was that staff continue their work on the master plan. Mr. Huie noted a meeting between park and land planners would be held in November, 1991.

4. Informational presentation on Taylors Ferry Road

Chair Gardner informed the committee he had received a request from the public for Metro to hear this item. He noted City of Portland and Washington County representatives were available for testimony.

Andy Cotugno, Transportation Director, advised the Committee of Metro's traditional role in similar issues. He said Metro's functions principally related to the regional system -- major arterial and transit. He said Metro's responsibility was to ensure adequate functioning of the regional system and to ensure mode alternatives were considered in those plans. He said Taylors Ferry

Road was a collector road and did not fit into the regional system. He said Metro reviewed local jurisdiction's plans to make sure they were compatible with regional planning when appropriate. He said the issue could be examined by Metro, it did not relate to regional planning at this time.

Mark Brown, Washington County representative, showed the Councilors a map of the area. He noted the Washington County Transportation Plan showed Taylors Ferry to be a major collector in their system. He said the plan showed a two-lane road improved to three-lanes, primarily and probably only at interceptions, particularly at Scholls Ferry Road. He said discussions had taken place since 1980. He said such discussion also included an extension of Taylors Ferry Road through to Oleson Road. He said the County had no plans or funds to build at the present time and that it was only being considered at the design concept stage. He said meetings had been held with the Citizen Participation Organizations in the area.

Steve Daughter, City of Portland representative, said the issue was one of classification of the road by the City of Portland and Washington County. He said the questions included whether the road should be built and if it was, what the requirements should be. He said the two jurisdictions had different terms, definitions and requirements for planning and construction, but were similar in intent.

Councilor Van Bergen said he did not feel it was appropriate at this time for Metro to hear this item. Chair Gardner stated the hearing was intended to apprise Metro of the situation, hear citizen testimony and allow Metro to determine if the issues should be examined further.

Chair Gardner then opened the public hearing. He noted any written testimony would be included in the record of this meeting.

John Prouty, Crestwood Neighborhood Association, testified that the two jurisdictions would not create a compatible plan. He also said there was a lack of opportunity for citizen input.

Ruth Kramer, Citizen, noted there was a bend in Taylors Ferry Road with a current speed of 15 miles per hour (mph). She said with proposed changes, the speed would be increased to 35 mph. She said that would be accomplished by widening the road and would result in the removal of several homes. She said the plan lacked bicycle routes and mass transit pull-outs. She felt such plans would create a safety hazard for the community. She had also heard a developer might build apartments and pay to put the road in. She felt the overall result would be a reduction in the quality of life for the area.

Councilor Van Bergen noted he was familiar with the area. He agreed the area was already dangerous. He reiterated that the issue was between the City of Portland and Washington County. Councilor McLain disagreed and stated Metro should be concerned with the quality of life in the region. Councilor Bauer encouraged the citizens present to express their concerns to the Washington County Commissioners.

Jack Klein, Citizen, reiterated previously stated safety concerns.

Martin Trudeau, Citizen, opposed the plan for the same reasons stated previously by other testifiers. He noted most of his neighbors shared his opposition. He said the increase in vehicular traffic that would result from the road improvements would decrease quality of life in the area.

Cecil Edwards, Citizen, read a letter in opposition of the improvements that was made a permanent record of this hearing.

Chair Gardner stated he believed the issue to be a local matter and had potential for inconsistent planning between the two jurisdictions. He said he was not clear on Metro's role at this time, but would monitor the issue closely. Councilor Devlin agreed and stated Metro might become involved should outstanding issues fail to be resolved. Councilor Van Bergen reiterated his position that Metro not become involved in issues that were not of regional significance.

Mr. Cotugno stated Washington County was obligated to hear citizen comments on the issue, as was the City of Portland. Councilor McLain encouraged the citizens to participate through the process. Councilor Bauer also concurred. Chair Gardner said the Committee would continue to monitor the issue.

5. Consideration of Resolution No. 91-1522, For the Purpose of Recognizing the RLIS Distribution Study by Ernst and Young as a Guide for Setting Policy and Administrative Procedures for Dissemination of RLIS Products and Services

Nora Sherwood Bryan, Ernest and Young Consultant, outlined the study included in the agenda packet. She discussed potential Regional Land Information System (RLIS) products, charges, and methods of marketing the data including a proposed Metro storefront.

Mr. Cotugno described the Department's cost recovery assumptions, and noted the Department was requesting a budget amendment. He said citizen groups, nonprofit, and non-member governments would be charged half price for off-the-shelf products and data, in recognition of the public access obligation. He noted users would

pay the direct costs of the computer and the operator, and staff would work on other Department projects if there was not a full-time demand. He explained if there were sufficient reserve funds after the first year, these funds could be applied to RLIS operating and maintenance costs in subsequent years. He also explained development costs had been split between the five user categories (at 20 percent each). He said since four of the five user groups had already contributed to RLIS development costs and those costs would be recovered only from the user group which had not contributed (the general public and the private sector).

Committee members discussed the possibility of requiring users of the pre-release data to discontinue its use once updated information was available, and whether the data could be copyrighted. Larry Shaw, Senior Assistant Counsel, addressed the need to develop guidelines for use of the employee who would staff the storefront to ensure Metro funds were spent for a clear public purpose.

Councilor Van Bergen said the Committee had asked him to monitor this study. He said staff was convinced there is a commercial demand for RLIS products, and he believes staff was proceeding in good faith, although he disagreed with the fee-generating approach. He also raised privacy concerns.

Councilor Bauer said that RLIS data would be most useful for parties in areas of the region which were dealing with rapid demographic change.

Councilor Devlin inquired about cost recovery impact if local governments no longer paid dues. Mr. Cotugno said they would then be charged public rates for the information, since they no longer would be contributing to data maintenance and development.

Chair Gardner said the issues centered on whether Metro should provide the data at the lowest cost, or whether the cost should reflect direct expenses and Metro's investment. He expressed concern Metro would initiate market development, but the private sector will take over once the services became profitable. He said if there was legitimate value in the data, given sources of revenue for Metro's planning efforts were not secure and at this stage did not want to make a policy choice which precluded capturing some profit for the greater good of the public.

Motion: Councilor Devlin moved to recommend Council adopt Resolution No. 91-1522A, amending the first paragraph in the Be It Resolved section by striking the word "used" and inserting "serve as a guide."; and also amending the first whereas point to read, "Metro will seek to recover...".

Transportation and Planning Committee
Minutes of October 22, 1991
Page 6

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

With no further business before the Committee, Chair Gardner
adjourned the meeting at 8:50 p.m.

Respectfully Submitted,

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

Susan Lee
Committee Clerk