

## MINUTES OF THE METRO COUNCIL WORK SESSION MEETING

Tuesday, January 20, 2009  
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Rod Park, Carlotta Collette, Rex Burkholder, Robert Liberty

Councilors Absent: Carl Hosticka (excused)

Council President Bragdon convened the Metro Council Work Session Meeting at 2:01 p.m.

### **1. DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, JANUARY 22, 2009/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**

Council President Bragdon reviewed the January 22, 2009 Metro Council agenda.

### **2. HIGH CAPACITY TRANSIT SYSTEM PLAN REVIEW: INITIAL AND SCREENED CORRIDORS AND EVALUATION CRITERIA**

Councilor Collette introduced the High Capacity Transit (HCT) agenda item, including timeline processes. Ross Roberts and Tony Mendoza, Regional Planning, introduced technical aspects of the HCT agenda item, as well as evaluation criteria and measures passed through various committees. Mr. Mendoza introduced materials in the meeting packet (see meeting packet). He discussed “map lines” representing corridors instead of alignments. He discussed evaluation criteria and scoring projects on community aspirations. Councilor Collette asked about workshops held throughout the region. Mr. Mendoza explained discussion goals and subsequent reports derived from feedback. He explained timelines for local prioritization. Councilor Harrington asked about deliverables. She did not want the Council to be at the “tail end” of the process. She discussed labeling “2040” as the “2040 Growth Concept,” as that was the full name. Councilor Burkholder talked about defining the role of Metro in planning the next transit line. He said there was a regional process in setting up the best investment strategy. He said there were role issues. He also talked about using the Interstate 5 corridor (Barbur Boulevard area) to take advantage of using pre-existing right-of-ways for transit use – so as to alleviate increased public financial investment. Councilor Harrington asked about concept alignment. Councilor Collette said projects were evaluated in the same way as the Regional Transportation Plan (RTP). She said it was also an issue of community readiness.

Councilor Park discussed examples of community readiness and aspirations. He talked about assessing return on investment and increasing commitments. He discussed commitments and readiness across jurisdictions for particular corridors throughout a particular corridor. Mr. Roberts talked about dialogue and priority-setting mechanisms. Councilor Liberty talked about trade-offs involved, including with non-high capacity transit as well as operational costs. He said it would be useful to view high capacity transit in a broader light and as a systems-oriented network, including frequency coverage. He talked about the difference in qualitative and quantitative measures, especially within the High Capacity Transit Plan. He discussed equity, including job access. He thought the plan could reach a higher level of sophistication in discussing equity and access. Mr. Roberts talked about service distribution and levels of service, and service reallocation. Councilor Park talked about assumed usage in various areas.

Krista Hull, CH2M Hill, provided a brief overview of the public involvement plan, including meaningful input and streamlined efforts. She presented a Powerpoint presentation (see meeting

packet). Councilor Harrington asked about open-houses planned in context with other events and meetings. Mr. Mendoza noted the tool was modeled after the Sellwood Bridge project engagement tool. Councilor Harrington asked how successful it was predicted the public could prioritize and make choices with the proposed tool. Councilor Liberty talked about educating the public on taxes involved in increasing the transit system – and providing realistic outcome scenarios to the general public. Mr. Roberts said, from a timing perspective, he wanted to ensure it coincided with Making the Greatest Place timelines.

### **3. BREAK**

### **4. COLUMBIA RIVER CROSSING DISCUSSION IN PREPARATION FOR JOINT PORTLAND CITY COUNCIL /METRO COUNCIL WORK SESSION**

President Bragdon introduced the Columbia River Crossing (CRC) project. He discussed concerns related to induced demand and greenhouse gases. He provided input on various CRC documents, materials, studies, and analyses. He said final decisions came down to capacity and pricing of capacity. Ross Roberts, Regional Planning, and Richard Brandman, Columbia River Crossing Project Director, introduced the CRC project, including freight movement, and calculations of corridor movement over the Columbia River between Oregon and Washington. He talked about adequacy of the bridge for pedestrian and vehicle use, and the “lane” issue. Kris Strickler, CRC Deputy Project Manager, introduced the corridor area. He talked about spacing elements and average usage, including differences in volume. He said 75% of volume crossing the bridge “project” area were entering the freeway within the specified CRC project area. He talked about different lane options, including lane spacing and placement, and “hot spot” areas. Councilor Harrington asked if there were “break-down” lanes for all options. Mr. Brandman and Mr. Strickler said that was correct. Councilor Liberty asked about tolling levels. Mr. Strickler talked about interchange systems in response to Councilor Liberty’s tolling question.

Mr. Brandman talked about traffic effects of 8, 10 and 12 lane scenarios – including congestion and associated trade-offs. He talked about energy consumption and air quality, including indicators associated with number-of-lane options. He talked about utilized models – and which questions were posed to the peer review panel. He said one conclusion noted there were certain conditions that could foster sprawl and growth. He said lane scenarios contributed to such conclusions. He discussed specific project parameters, including tolls. He said tolls would have an offset effect. Regarding land-use effects, he said there were land-use policies limiting growth in both Oregon and Washington. He talked about forward-looking markets in downtown Vancouver, Washington. Councilor Burkholder wanted to see marginal costs projected, and also framed as an investment decision. Councilor Liberty discussed CRC financing plans and investment scenarios. He said if the project was viewed from a “tolling” perspective, investment strategies and financing plans would change, and volume management shifted as well. He discussed specifics of tolling options. He also talked about the responsibilities of maintaining a local vision.

Councilor Harrington discussed interchange analysis options. She asked who crafted the questions posed to the review panel. Mr. Brandman said the project review team crafted the questions. Councilor Collette discussed the cost-effectiveness of different scenarios, specifically the 8-lane scenario. Councilor Park discussed toll placement. Mr. Brandman said there were a lot of tolling issues, including where tolls were collected. He discussed specifics of toll revenues. President Bragdon discussed the interconnection between demand-management and capacity. Councilor Park discussed long versus short-distance trips, and asked how to meter capacity. Councilor Harrington said there could be pent-up demand to see other options explored. Councilor Burkholder discussed different tolling strategies, including an example from San Diego, California. He said through-traffic and local commuters had equal importance to the local economy at various times throughout the day. Councilor Liberty talked about travel and commute prioritization. Councilor Park asked for demand-management information.

Mr. Roberts talked about alignments for the Marine Drive interchange, and its relation to Metro's property ownership of the Metropolitan Expo Center. He explained specifics of various interchange alignments. Councilor Burkholder wanted to see tangible value for each jurisdiction and "why" do it. Councilor Collette wanted to see intent. Councilor Liberty said primary concerns were cost and what it was providing. Councilor Harrington asked what specifically was the objective of the joint Metro and City of Portland work session meeting. She stressed the importance of identifying and communicating Metro's list of conditions. Councilor Collette stressed the importance of preserving salmon runs, and requested feedback on further analysis of impacts on fish and wildlife. Councilor Liberty concurred with Councilor Harrington on providing a list of conditions.

## **5. COUNCIL BRIEFINGS/COMMUNICATIONS**

Councilor Burkholder discussed the 2009 Joint Policy Advisory Committee on Transportation (JPACT) Work Program (see attachments). Councilor Park distributed an "Outcomes-based UGR and performance based growth management process" handout (see attachments). Councilor Liberty discussed meetings he had attended.

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 4:33 p.m.

Prepared by,



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**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
JANUARY 20, 2009**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
1	Agenda	1/22/09	Agenda: Metro Council regular meeting, January 22, 2009	012009cw-1
2	Powerpoint presentation	1/20/09	Planning for high capacity transit in the region, High Capacity Transit System Plan, Metro Council Work session, January 20, 2009	012009cw-2
4	Memo	1/20/09	To: Metro Council President David Bragdon From: Ross Roberts, Metro, and Cheryl Twete, MERC Cc: Scott Robinson, David Woolson Re: Columbia River Crossing Marine Drive Interchange Issues and Summary of Briefings with Metro Councilors Date: Tuesday, January 20, 2009	012009cw-3
5	Draft Project Proposal	12/12/08	Draft 12/12/2008, Metro Council Project Proposal, Outcomes-based UGR and performance based growth management process, January 20, 2009	012009cw-4
5	Timeline	1/15/09	2009 JPACT Work Program, 1/15/09	012009cw-5