

MINUTES OF THE METRO COUNCIL WORK SESSION MEETING

Tuesday, September 22, 2009
Metro Council Chamber

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

Councilors Absent: Rod Park (excused)

Councilor David Bragdon convened the Metro Council Work Session Meeting at 2:05 p.m.

1. DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, SEPTEMBER 24, 2009, ADMINISTRATIVE/ CHIEF OPERATING OFFICER COMMUNICATIONS

Councilor Kathryn Harrington communicated that the Council meeting and public hearing on Thursday will be streamed online live through Beaverton City Hall's recording system.

Councilor Robert Liberty discussed what context and information about the COO recommendation will be given before public testimony beings at the meeting on Thursday.

2. IMPLEMENTATION OF HB 2001, OREGON JOBS AND TRANSPORTATION ACT

Mr. Randy Tucker of Metro introduced the HB 2001 agenda item, reminding the Council that it is a follow up to a presentation given at a previous Council meeting. There are a lot of questions about the working transportation package so a group of staff from around the agency who are working on the various pieces will brief the Council on each relevant topic.

- **Efficient fee study**

Mr. Doug Andersen of Metro briefed the committee on the Efficient Fee Study portion of HB 2001. The efficient fee study will be conducted along with the Highway Cost Allocation Study and is intended to identify the true cost of highway uses, including externalities such as greenhouse gas emissions, and explore ways of charging these costs back to users. This study will presumably inform the ability to implement efficient fees on users of the transportation system.

The Council discussed the timeline for implementation of the study, which was determined to be two years based on the timing of the next transportation package, and the administration office as the handler for the study instead of ODOT. Councilor Collette requested updates on the progress of this study and the impacts it may have on drivers.

- **STIP Criteria**

Mr. Tom Kloster of Metro briefed the committee on the STIP criteria portion of HB 2001. The STIP stakeholder committee members are appointed by the Oregon Transportation Commission (OTC) to identify criteria for developing a set of funded transportation projects. HB 2001 gives the committee the new tasks of developing a least-cost planning directive to be reported back in 2011, to update the criteria for the STIP to include new items like cost-benefit analysis and environmental stewardship and to program projects that were earmarked as part of the legislation.

Councilor Liberty confirmed that the cost-benefit analysis refers to the project compared to alternatives to that specific project. Councilor Harrington commented that the titles of the projects earmarked in the bill are general and do not include descriptions. Councilor Burkholder added that because the projects are not set in stone it is a good opportunity for Metro to be involved in shaping the projects.

- **Practical Design**

Mr. Anthony Buztek of Metro briefed the committee on the practical design portion of HB 2001. The bill directs ODOT to implement practical design standards, which will result in ODOT using one or both of the following approaches:

- *Evaluate Engineer Approach*, which minimizes design standards in order to reduce costs;
- *Contact Sensitive Solutions*, which uses flexible design standards to achieve safety principals.

In general Metro prefers that ODOT utilize the Contact Sensitive Solution approach, although in some cases the Evaluate Engineer Approach is appropriate. Metro will also suggest that ODOT implement separate standards for urban and rural transportation projects.

Councilor Collette commented that she would not support playing a role in establishing cheaper design standards unless it is a smarter, safer way of building. Councilor Harrington suggested that TSMO can be used as both a capital and operational way of achieving practical design standards. Councilor Bragdon suggested that the definition of safety and liability be more clearly determined for this work.

- **Connect Oregon III**

Ms. Deborah Redman briefed the committee on the Connect Oregon III portion of HB 2001. This portion of the bill provides funding for non-highway multi-modal freight projects. This Connect Oregon bill is different from previous years in that there is a 5% reduction in rural funding, funding has been allocated for rural airports, guidance is given in the detailed budget allocation and more information must be provided in regards to performance with respect to economic benefit.

Councilor Burkholder commented that the JPACT chair generally represents Metro in work done concerning Connect Oregon.

- **Urban Trail Fund**

Ms. Lake McTighe of Metro briefed the committee on the Urban Trail Fund portion of HB 2001. The fund will create \$1 million in seed money to create urban trails within the Oregon's UGBs using money raised from the snowmobile tax. The fund is intended for recreational trails only and funds will likely be administered through ODOT's bicycle and pedestrian committee, whose grant cycle starts in spring of 2010. There are opportunities to grow this fund and use it as a platform for the next legislative cycle.

Councilor Collette confirmed that the use of these funds will likely require matching from another funding source. Councilor Burkholder commented that Metro's active transportation department could work with ODOT to deliberately use these funds as an organizing tool to increase the funding amount in the future.

- **County vehicle registration fees**

Mr. Andy Shaw of Metro briefed the committee on the county vehicle registration fee portion of HB 2001. The bill preempts local authorities from raising Vehicle Rate Fees (VRF), but gives the county the ability to levee a VRF without a vote for use as funding for the Sellwood Bridge project. Metro and other agencies have been talking with the county to determine whether they will pursue this authority, but active discussion will likely not happen until spring of 2010.

3. Interim Studies/ Hearings

Mr. Tucker briefed the committee on the interim studies and hearings portion of HB 2001. The origin of the portion of the bill is the Governance Committee and is based on a report by the Governor's Vision Committee. The original bill called for the studies in this section to be conducted by ODOT, but the bill was amended to make the studies the responsibility of the Legislature. Given the nature of the studies and reviews included in the bill, Metro will need to decide its preference in terms of prioritizing projects and how the agency wants to be involved. Metro has resources that could potentially give the studies direction, if utilized.

Councilor Burkholder commented that a few of these studies provide us with an opportunity and that he sees the potential in getting more direction and legislative proposals out of them. Councilor Collette commented that the roles of implementers and planners need to be identified.

4. Congestion Pricing

Mr. Andy Cotugno of Metro briefed the committee on the congestion pricing portion of HB 2001. The bill requires ODOT to carry out a congestion pricing pilot by July 2010. Over the past year, ODOT has published seven white papers to evaluate the different aspects of congestion pricing, like methods and implementation. Next steps involve identifying options in the region that would be suitable for implementing the pilot. Metro needs to be clear about which objectives the agency is interested in and determine how to articulate this. Metro's role will also likely be determined based on financial compensation by ODOT for services.

The Council discussed the Sellwood bridge as an option for the congestion pricing pilot. Councilor Collette commented that the choice for the pilot project would be a political discussion and decision. Councilor Bragdon commented that the type of project would likely be based around facilities and corridors and that the public will likely support pre-construction tolling. Councilor Liberty commented that the importance in showing the benefit of congestion pricing, regardless of which project is chosen. Councilor Burkholder added that Metro should be supportive but not take responsibility and hold them responsible for operation of their facilities.

5. GHG Planning

Mr. Mike Hoglund of Metro briefed the Council on the greenhouse gas planning portion of HB 2001. The bill requires Metro to develop land use and transportation scenarios that reduce greenhouse gas emissions to target levels and then adopt one of the scenarios. Local governments will be required to adopt comprehensive plans consistent with Metro's chosen scenario. The bill also requires ODOT and LCDC to provide financial support to help implement the scenario. The timeline for the bill is tight and will require work from Metro staff and other agencies in the region. Next steps will be further scoping and budgeting combined with interaction between agencies.

Councilor Hosticka confirmed that the 1990 base line data will come from the City of Portland and Multnomah County and that the scenario will focus on reduction in greenhouse gases related to transportation, not energy production. Councilor Bragdon questioned the role of transit agency in expenditures and provisions for transit. Councilor Collette requested that the issue of social equity be explored in this planning. Councilor Liberty pointed out the importance of public support and understanding of the project.

6. Communications

Councilor Burkholder gave a quick overview of the Climate Prosperity piece and how it relates to Metro's work.

Councilor Bragdon briefed the Council on the joint decision between Metro, the City of Portland and Multnomah County that the headquarters hotel project is no longer feasible due to financing issues. They agreed that the OCC still needs operating support locked in and that metro staff will work on developing a method for this.

Councilor Bragdon announced changes to the Making the Greatest Place schedule, with the deadline for amendments to the language changed to November 2nd with the note that it will go to vote on November 7th.

Councilor Liberty discussed his trip to a building conference in Washington D.C.

With no further business Councilor Bragdon adjourned the meeting at 4:57 p.m.

Prepared by,



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**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF
SEPTEMBER 22, 2009**

Item	Topic	Doc. Date	Document Description	Doc. Number
1	Agenda	09/24/09	Agenda: Metro Council regular meeting, September 24, 2009	092209cw-1
2	Handout	N/A	Transportation and Land Use Scenario Planning: Greenhouse Gas Reduction	092209cw-2
3	Update	9/22/09	Update version "Topic 2, 3 and 4" section of the work session packet	092209cw-3