600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

MEETING: METRO COUNCIL WORK SESSION
DATE: May 11, 2010
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

2:00 PM **1.** **DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, [May 13, 2010]/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**

2:15 PM **2.** **3RD QUARTER QUARTERLY MANAGEMENT REPORT & FINANCIAL REPORT** Jordan/Norton

2:45 PM **3.** **MAKING THE GREATEST PLACE: OVERVIEW OF THE COMMUNITY INVESTMENT STRATEGY**
McArthur/Williams/Shaw

- Timeline/Products
- Proposed Content
- Guiding Principles for Investment Finance

Desired Outcome: Council direction on proposed products, content and timeline for the Chief Operating Officer recommendation of a Community Investment Strategy

3:45PM **4.** **BREAK**

3:50PM **5.** **COLUMBIA CROSSING UPDATE** Bragdon/Cotugno/Roberts

4:20 PM **6.** **COUNCIL BRIEFINGS/COMMUNICATION**

ADJOURN

Agenda Item Number 2.0

3RD QUARTER QUARTERLY MANAGEMENT REPORT & FINANCIAL REPORT

PRESENTED BY MICHAEL JORDAN
& MARGO NORTON

Metro Council Work Session
Tuesday, May 11, 2010
Metro Council Chamber

Agenda Item Number 3.0

MAKING THE GREATEST PLACE:
OVERVIEW OF THE COMMUNITY INVESTMENT STRATEGY

PRESENTED BY ROBIN MCARTHUR, JOHN WILLIAMS AND ANDY SHAW

Metro Council Work Session
Tuesday, May 11, 2010
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: May 11, 2010 Time: 2:45 Length: 60 min

Presentation Title: Making the Greatest Place: Overview of the Community Investment Strategy

Service, Office, or Center: Planning and Development Department
Presenters (include phone number/extension and alternative contact information):
Robin McArthur (ext 1714), John Williams (ext 1636), and Andy Shaw (ext 1746)

ISSUE & BACKGROUND

Staff is recommending to the Council that the Chief Operating Officer (COO) issue a recommendation this summer for a Community Investment Strategy. The strategy will build on the themes and issues highlighted in last year's COO recommendation but will underscore the need for partners in the region to focus on the tools, investments, and governance structures needed to stimulate development in our downtowns and mainstreets.

Staff is seeking Council direction on the proposed products, content, and timeline for the Community Investment Strategy. Materials will be available at the meeting.

OPTIONS AVAILABLE

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

- What direction does the Council have on the proposed products, content, and timeline?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __No
DRAFT IS ATTACHED ___Yes _No

Agenda Item Number 5.0

COLUMBIA CROSSING UPDATE

PRESENTED BY PRESIDENT BRAGDON, ANDY COTUGNO
AND ROSS ROBERTS

Metro Council Work Session
Tuesday, May 11, 2010
Metro Council Chamber

Columbia River Crossing
Local Agencies Project Refinement Scope of Work

INTRODUCTION

This draft scope of work represents the combined work of agency staff including Portland, Vancouver, Metro, RTC, and C-TRAN. The scope of work has been prepared in response to the Columbia River Crossing project issues raised by the four elected officials representing the agencies listed above.

The tasks identified in the scope of work are intended to fit within the definition of the CRC locally preferred alternative and planned to be conducted at a level of detail so that they can be completed by July, 2010. It is expected that the resources needed to complete this scope of work will be drawn from agency staff, the CRC team and outside consulting expertise. The analysis called for in this scope of work is intended to refine and supplement existing project analysis. The use of an outside independent consultant(s) to review and advise on the current project's travel demand and design analysis is an important element of the overall scope of work. The analysis will consider the performance implications of potential operating changes between project opening and 2035. The analysis results will be presented to the PSC for their discussion and feedback.

The scope of work is built around the following major work tasks.

- Specific CRC project design refinements.
- Performance-based analysis of design refinements.
- Consideration of design refinements in the context of travel demand changes resulting from different tolling scenarios, TDM programs, TSM and active traffic management, and whether the effect on travel demand can result in a smaller scale facility.
- Given the core three-through lane CRC project design, assess the benefits and costs associated with adding various combinations of auxiliary lanes, TSM treatments, active traffic management, and freeway ramps.

SCOPE OF WORK

CRC Project Design Refinements – The purpose of this work element is to identify a series of design variations to be developed at a conceptual level, evaluated by the performance measures, described by their benefits and costs, and scaled to fit within the parameters of the July 2008 locally preferred alternative. Examples of these design refinements are listed below.

- Modify Hayden Island access to a set of arterial bridges that connect to the Marine Drive interchange in lieu of an interchange on Hayden Island.
- Modify the proposed Hayden Island interchange to shift ramp movements to/from Marine Drive to an arterial bridge attached to the LRT crossing of the Portland Harbor and by shifting ramps to/from the north to a location over the Columbia River, without placing additional piers in the water.
- Modify interchange access to/from downtown Vancouver.
- Evaluate mainline and ramp configurations to improve truck movements at Marine Drive, Mill Plain and Fourth Plain.

- Reexamine ramp and on/off lanes from an "urban freeway" set of design standards including designing to alternate level of service standards.
- Reduce the number of auxiliary lanes at key locations and on the bridge.
- Develop a single structure bridge design to accommodate highway, LRT, and bike/ped on a single deck or on a bi-level structure.
- Inclusion of HOV lanes (north and southbound) between SR 500 and Going Street.
- Eliminate expandability to a 12-lane bridge.
- Reexamine shoulder widths on bridge(s) over the Columbia River.

CRC Project Refinement Performance Objectives/Measures – The purpose of this work element is to apply a set of key performance objectives and measures to broaden the evaluation of project refinements to include local community values relating to freight, travel time reliability, green house gas emissions and benefit/cost relationships. The set of performance objectives and measures listed below will need further development as a part of conducting the scope of work before they are used to evaluate the proposed project refinements.

- Safety, Travel Time and Reliability – This performance objective will be refined to develop a set of measures for safety, travel time, and reliability. The performance measures will be applied to key travel movements within and through the CRC project area and between key destinations for freight centers, employment centers. The focus of the measures will be toward truck movements and multiple occupancy vehicles. The performance measures will also be applied to examine the "up stream" and down stream" impacts of the different design refinements.
- Green House Gas Emissions and Energy Use – This performance objective will be refined to develop a set of measures that can compare various project design refinements' relative GHG emission impacts to the currently proposed CRC project. Overall CRC project GHG emissions will be compared to state and local emission goals. Fuel savings for projects design refinements will also be calculated.
- Benefit and Cost – This performance objective will be used to assess the benefits and costs associated with adding various combinations of auxiliary lanes and freeway ramps, given the core three-through lane project design. The benefits to the community associated with the performance of various design refinements will be compared to costs of the respective refinements in order to evaluate which project refinements produce the highest benefit for the cost.

Reexamination of Project Design Refinements – The purpose of this work element is to evaluate the current CRC design and the proposed design variations relative to changes in travel demand that may be affected by facility capacity, facility design, tolling, TDM, TSM, and the location/ type/amount of growth. A demand sensitivity analysis will be performed to identify the difference in travel demand between the currently proposed project and modified design proposals resulting from this scope of work. This reexamination of travel demand should determine whether a reduction in facility capacity is warranted. The evaluation will also use the performance measures to determine if the reexamination of a smaller sized and lower cost project will still meet community needs.

Refined CRC Project Benefit-Cost Analysis – Given the CRC project refinements identified as a result of this work scope, a transparent benefit-cost analysis would be conducted in partnership with CRC and the independent consultant. This analysis is focused around assessing the benefits

and costs associated with various project refinement designs, and their performance in order to best determine which refinements produce the highest benefit for the cost.

Draft Work Plan

April 20, 2010

Integrated Project Sponsor Council Staff representatives:

Henry Hewitt, Chair

Susie Lahsene, Port of Portland
Andy Cotugno, Metro
Alan Lehto, TriMet
Paul Smith, City of Portland
Richard Brandman, ODOT
Katy Brooks, Port of Vancouver
Dean Lookingbill, Regional Transportation Council
Jeff Hamm, CTRAN
Thayer Rorabaugh, City of Vancouver
Don Wagner, WSDOT

Remove Hayden Island Interchange & Alternative Access

(Work group: Paul, Thayer, Katy, Kathryn, Andy, Don, Richard)

- On April 20, CRC staff will share with the IPS previous traffic analysis regarding an arterial bridge without the HI interchange. CRC recognizes that the previous analysis of an arterial bridge extended across the Columbia River. However, this work will inform the resultant trip redistribution to the Marine Drive interchange.
- This analysis will also be shared with the PSC at their workshop on April 23.
- Portland has hired URS to develop new concepts which would eliminate the Hayden Island interchange and provide the only access to Hayden Island from Marine Drive.
- CRC staff is providing background information to URS and will coordinate with the city of Portland and URS in this effort.
- Portland will provide a progress report to the IPS on this new concept on April 29.
- If further traffic analysis is desired by the IPS following the development of this new design, CRC staff, with Metro, RTC, and Portland assistance, will rerun the VISSIM traffic model to determine the resultant change on travel movements and functionality in the affected areas.
- This run will be completed and results returned to the IPS for review and presentation to the PSC, together with briefings on the status of the new design.
- If more work is desired by PSC, determine next steps and timeframe to complete work.

Redesigned Hayden Island Interchange

(Work group: Paul, Thayer, Katy, Kathryn, Andy, Don, Richard)

- At the April 20 IPS meeting, CRC staff will share work performed to date on the design of this interchange. This will include a review of previous options and issues leading to the current design.
- Local government staff has suggested that alternatives to the current Hayden Island interchange design be examined.
- Andy Cotugno will take the lead in developing one new design proposal to present to the work group. CRC staff will assist in this effort.
- This workgroup should meet ASAP to finalize the new design concept to be evaluated and considered.
- The new design concept should be presented to the IPS on April 29.
- CRC will provide conceptual analysis of the new design and present it to the IPS on May 11 and to the PSC on May 14. If further work is desired, determine next steps and complete work by May 27.

Remove City Center Access

(Work group: Paul, Thayer, Katy, Kathryn, Andy, Don, Richard)

- There has been no previous analysis of the project without the Vancouver interchange. CRC is coordinating with the city of Vancouver and is preparing an analysis of this concept using existing travel forecasts. The team will share the resultant trip redistribution to the Mill Plain interchange at the IPS meeting on April 20.
- Vancouver has also analyzed in detail traffic impacts at many intersections in their downtown for the current CRC design, which does not incorporate closing the City Center interchange. These results will also be presented to the IPS on April 20.
- Both of these analyses will be presented to the PSC on April 23.
- If further analysis is desired, CRC staff, with Metro, RTC and Vancouver assistance, will rerun VISSIM to further define traffic impacts to the Mill Plain interchange.
- This run will be completed and results returned to the IPS on May 11 and presented to the PSC on May 14.
- CRC staff will provide more information on the functionality of the current design and functionality of the Washington interchanges at the IPS meeting on April 20. Next steps, if any, will be determined at that meeting.

Alternative 10 Lane Bridge

(Work group: To be determined)

- The City of Portland has hired URS to analyze the concept of a 10 lane bridge. URS and CRC will work together to evaluate possible changes in the design of the mainline, collector/distributor roads and interchange access to and from the mainline, along with management of traffic flow, to determine the functionality and performance of a 10 lane bridge option.

- Initial analysis will be brought to an IPS meeting as soon as practicable. The necessity and nature of any additional work will be determined at that meeting.

- CRC staff will also provide an analysis of the current shoulder widths, ODOT, WSDOT, and federal standards for Interstate bridges, and issues relating to variances of those standards.

Managed Lanes

(Work group: Jeff & Don)

- Several HOV lane concepts have previously been considered by the Task Force. Review that work and its conclusions with the IPS on April 29.

- Determine at that meeting if additional work is desired.

Post-Completion Transportation Demand Management

(Work group: Matt Ransom, Peter Hurley, John Replinger)

- TDM Workgroup to present post-completion TDM plan to IPS for discussion and consideration.

Performance Measures

(Work group: Katy, Dean, Andy, Peter Hurley & Rob Fellows)

- Performance measures workgroup to present preliminary recommendation of 5-6 goals to the IPS on April 20.

Metroscope Modeling

(Work group: Andy, Thayer, Alan, Susie & Richard)

- Andy Cotugno to meet with workgroup to review Metroscope modeling methodology and assumptions in the model on April 21.

- Modeling workgroup to report to the IPS on April 29 regarding Metroscope methodology and assumptions, with detail on changes in assumptions from those in previous models.

- Andy Cotugno to provide a budget and cost estimate for Metroscope modeling proposed for the CRC project (source of payment has been discussed, but not agreed).

- Modeling scenarios proposed are (i) no build, (ii) 12-lane bridge, light rail with no tolls, and (iii) the currently proposed 10-land LPA.

IPS Principles:

- Mutual respect.
- Collaboration/One-Team/One Region.
- Transparency.
- Find consensus, if possible.