



METRO COUNCIL WORK SESSION
MEETING SUMMARY
Sept. 6, 2011
Metro Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Carlotta Collette, Kathryn Harrington, Barbara Roberts, Shirley Craddick and Rex Burkholder

Councilors Excused: Councilor Carl Hosticka

Council President Tom Hughes convened the Metro Council work session at 1:03 p.m.

1. ADMINISTRATIVE/COUNCIL AGENDA FOR SEPTEMBER 8, 2011/CHIEF OPERATING OFFICER COMMUNICATIONS/DISCUSSION ON URBAN GROWTH BOUNDARY ORDINANCE RELEASE

Mr. Dan Cooper of Metro announced that Metro received the Federal Transit Administration's (FTA) award for *Outstanding Achievement for Excellence in Environmental Document Preparation* for the Portland to Milwaukie Light Rail project.

Mr. Cooper provided a brief update on Metro's new parking policy. On Sept. 1, to better support Metro's sustainability goals and manage operations more efficiently, the Metro Regional Center instituted a new parking policy limiting all parking validations. Under this new policy, Council staff created guidelines for the Council office that will provide a variety of parking options for those attending council-related meetings. For details call the Council front desk at 503-797-1540.

Lastly, Mr. Cooper provided a brief overview of the Council's anticipated fall 2011 urban growth management decision. Draft legislation regarding possible urban growth boundary (UGB) expansion areas to provide capacity for housing and employment to the year 2030 will be included in MPAC's electronic packet scheduled for distribution on Sept. 7. The draft ordinance will include language on Hillsboro North, South Hillsboro and South Cooper Mountain. Staff requested that MPAC review the proposed areas and forward any additional recommended areas for consideration to the Metro Council at their committee meeting scheduled for Sept. 14. The Council will then consider MPAC's recommendation and make final proposals of areas to consider at their Sept. 20 work session. This deadline will ensure staff has sufficient time to meet notice requirements outlined in the Metro Charter and Measure 2629.

2. RESOLUTION NO. 11-4288, FOR THE PURPOSE OF AUTHORIZING THE COUNCIL PRESIDENT TO SIGN THE FINAL ENVIRONMENTAL IMPACT STATE FOR THE COLUMBIA RIVER CROSSING PROJECT

Mr. Andy Cotugno of Metro, Mr. Kris Strickler of ODOT, and Ms. Nancy Boyd and Ms. Heather Wills of the Columbia River Crossing (CRC) project briefed the Council on Resolution No. 11-4288.

At the August 11 Council meeting, the Council approved the amendment of the CRC Land Use Final Order (LUFO), but deferred the decision to authorize the Council President to sign the CRC's Final Environmental Impact Statement (FEIS) and highlighted a number of issues for further consideration:

1. Clear documentation mitigation of impacts to Hayden Island;
2. Inclusion of Metro in the process of evaluating and determining project phasing options;
3. Inclusion of Metro in refinement and advocacy for funding;
4. Inclusion of Metro in the evaluation and determination of governance during and after construction;
5. Determination of how further detailed design work will incorporate aesthetic considerations and include Metro in the process; and
6. Further development of a community enhancement fund.

Mr. Strickler, with assistance from CRC staff, addressed and provided responses to Council's FEIS and post-EIS questions posed at the August 11 meeting. (Complete report included as part of the meeting record.) His presentation was divided into three sections:

1. Hayden Island long and short-term mitigation in FEIS:

Mr. Strickler overviewed both short and long-term mitigation measures and offsets for the CRC project. Short-term mitigation measures address impacts during project construction and long-term mitigation measures constitute post-construction commitments or concepts. He highlighted each measure and provided an example of a mitigation effort for each measure.

Highlighted short-term mitigation measures addressed air quality, noise and vibrations, commercial impacts, and traffic and transportation. Highlighted long-term mitigation measures addressed displacements, visual aesthetics, and safety.

Council discussion:

Council discussion included Hayden Island residents' access to a grocery store and offering direct shuttle service to businesses and retailers versus shuttle service to transit stops. In addition, CRC and ODOT staff indicated that while they could not require Safeway to relocate on the island, they could encourage the store to relocate on the island by emphasizing local residents' dependence on Safeway's resources and services.

Some councilors were concerned that the project did not propose long-term air quality mitigation or monitoring of impacts. Other councilors emphasized Oregon DEQ's role in data collection, the importance of a strong preventative program, and other opportunities for measuring the project's air quality conformity (e.g. MTIP and RTP). Additional discussion included technology currently available to monitor air quality, impacts to the project area caused by wind flow, and the potential to use solar power sources on construction sites.

2. CRC Responses to specific FEIS issues:

Mr. Strickler and staff addressed specific FEIS issues including:

- Replacement of the Safeway store;
- Mitigation of construction impacts such as dust, air pollution, vibration and air quality monitoring on Hayden Island;

- Early construction of the local bridge as a mitigation measure during the construction period;
- Review of the Finance Chapter of the FEIS; and
- Inclusion of the Bike/Ped Safety and Security Plan.

Council discussion:

Councilors requested that Page 4 of the report be corrected to read, "...With the LPA, air quality is predicted to be ~~lower~~ higher than the no-build condition..." Councilors also requested that the report be updated to clearly outline who the collective "we" is being referenced and assigned roles and/or responsibilities throughout the document, and that the report be formally submitted on CRC letterhead.

3. CRC responses to post-EIS issues:

Mr. Strickler provided responses to post-EIS issues that addressed:

- The disposition of the former Thunderbird Hotel site after use and a construction staging area as a park;
- Establish an approach to consider a park and ride lot on Hayden Island (e.g. research and compare accessibility to existing park and ride facilities);
- Commit to develop a community enhancement fund proposal;
- Establish how phasing will be defined and Metro will be involved;
- Establish how governance of the project after completion will be determined and how Metro will be involved; and
- Establish how the finance plan will be refined and implemented over time and how Metro will be involved, including when there will be a decision on collection of tolls during construction.

Council discussion:

Council discussion included federal funding and possible match from FTA. The CRC project, in its current stage, has received a high ranking from FTA and has been called out in the President's budget. Additional discussion included the potential for a mobility council and its responsibilities and membership.

Council requested that the introductory paragraph of the Community Enhancement Fund work scope description be removed:

Page 11: Community Enhancement Fund – Work Scope

~~"A Community Enhancement Fund has been proposed and is intended to go above and beyond mitigating direct impacts of the CRC project and is also envisioned to provide additional benefits and enhancements to the adjacent communities in the vicinity of Interstate 5 and the CRC. The CRC project improvements themselves, and the detailed mitigation elements that improve the livability of the region and the neighborhoods in the immediate vicinity, are included as commitments in the FEIS document."~~

Some councilors expressed that local Hayden Island residents were already experiencing the impacts of Interstate 5 and that that the proposed enhancement fund would simply address direct mitigation efforts. Additionally, councilors expressed that the language

presented implied that enhancement funds are over and above addressing the real need and therefore easily cut when in fact it is intended to address real impacts of Interstate 5.

Additional recommended changes included:

Page 7: Commit to develop a community enhancement fund proposal

“...The CRC is committed to working with Metro and project partners to: develop a clear need or problem statement; review and advance a program ~~concept(s)~~ that addresses the needs statement...”

Additional council discussion included the importance of the local community making the case for the enhancement fund to WSDOT and ODOT, the CRC’s interactive relationship with project partners including Metro, and project next steps.

The Metro Council is scheduled to consider and vote on Resolution No. 11-4288 at their Sept. 8 meeting.

3. BREAK

The Council recessed for a 5 minute break.

4. FISCAL YEAR 2010-11 QUARTERLY MANAGEMENT REPORT AND BALANCED SCORECARD

Mr. Scott Robinson of Metro overviewed a brief list of 15 highlights from the end of year management report for June 1, 2010 to June 30, 2011. Highlights included, but not limited to, the urban and rural reserves process, natural areas acquisitions, and launch of the “Its Our Nature Campaign” and Opt In online survey tool. (Complete list of highlights and report are included as part of the meeting record.)

Mr. Robinson also provided an overview of Metro’s revised FY 2010-11 Balanced Scorecard report. To gauge the overall health of the agency and to pursue continuous improvement in Metro business practices, Metro uses the Balanced Scorecard approach. The Scorecard provides a view into the agency from six distinct perspectives: financial performance, internal and external customer service, business process efficiency, employee learning and growth, sustainability, and diversity. Mr. Robinson overviewed each perspective’s objective, target and data collected for the past fiscal year. He stated that the agency is healthy and headed in the right direction.

Council discussion included percentage of responses received from elected officials in the region regarding customer service (measure 2.1), benchmarks for efficiency of use of FTE at the OCC, and highlighting when the agency reduces water consumption and moves lower on the list of significant users for the Portland area.

Councilors requested:

- The 15 management report highlights be distributed by e-mail.
- The City of Portland’s recent audit of the Portland Center for the Performing Arts be distributed by e-mail.
- A footnote be added to the to the measure 3.1(D) regarding *Human Resources – Employees served per HR FTE* that addresses seasonal workers and what the measure includes.

- Additional information be provided by staff that addresses customer satisfaction at the 3rd solid waste business not managed by Metro.

5. COUNCIL BRIEFING / COMMUNICATION

Councilor communications included information on:

- The 25th anniversary of TriMet's MAX line
- Recent JPACT Finance Subcommittee meeting
- Potential joint meeting with the City of Damascus
- Sponsorship request from the Coalition of a Livable Future
- Local jurisdictions interest in potential UGB expansion areas (e.g. City of Wilsonville)
- Upcoming presentation on the Natural Areas Oversight Committee's annual report
- Upcoming work session discussion on the Tualatin Valley Corridor Plan
- Potential MOU request from Business Oregon with Shanghai, China regarding waste disposal.

Councilor Harrington is scheduled to be out of the office until Sept. 20.

6. ADJOURN

Seeing no further business, Council President Hughes adjourned the Council work session.

Prepared by,

Kelsey Newell
Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPT. 6, 2011

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Agenda	9/8/11	Council agenda for 9/8/11	090611cw-01
4.0	Report	N/A	FY 2010-11 Balanced Scorecard report	090611cw-02