



METRO COUNCIL WORK SESSION

Meeting Summary

Jan. 7, 2014

Metro Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Sam Chase, Shirley Craddick, Kathryn Harrington, Bob Stacey, Carlotta Collette and Craig Dirksen

Councilors Excused: None

Council President Tom Hughes called the Metro Council work session to order at 2:05 p.m.

1. CHIEF OPERATING OFFICER COMMUNICATION

Chief Operating Officer Martha Bennett updated the Council on the following items:

- Thanks were expressed to those who attended Metro employee night at Zoo Lights on January 6 and also to the Oregon Zoo staff for welcoming the agency at this event.
- Metro Council will hold an executive session on Thursday, January 9, 2014 to talk about litigation filed or likely to be filed.
- Mr. Steve Wheeler and Metro planning staff have worked on a timeline for the Urban Growth Report, which includes a schedule of briefings with Metro Council and presentations at MPAC.
- January is the agency's month of sustainability, which recognizes employees who help Metro achieve its sustainability value by making the workplace more sustainable.

2. 2014 REGIONAL TRANSPORTATION PLAN (RTP) STATUS UPDATE AND SUMMARY OF UPDATED PROJECT LIST

Mr. John Mermin provided an update on the 2014 Regional Transportation Plan (RTP) and the draft project list, including an RTP fact sheet distributed at the meeting.

The latest 2035 Regional Transportation Plan was adopted in 2010 as a guide for transportation investments in the Portland metropolitan area over the next 20 years. Following federal requirements, the 2014 plan must be updated and approved by the United States Department of Transportation by September 2014 to avoid delays in construction of local projects. Over the last few months, staff has been implementing the work program for the RTP update, which was approved by JPACT and the Metro Council in September 2013.

The 2014 RTP work program must be scaled to focus on critical policy and project updates needed in the near term. A major focus of the 2014 update will be on meeting state and federal requirements. The primary work product will be an updated RTP that continues to comply with federal and state requirements, especially the Clean Air Act. Additionally, the RTP will incorporate regional initiatives including the Active Transportation Plan (ATP) and Regional Safety Plan.

Mr. Mermin's presentation gave an overview of the background of the RTP and a synopsis of the project list. Projects were submitted in December. Staff is working with local jurisdictions to make sure all needed information has been submitted. Thus, the numbers reported in the project list analysis are subject to change, though not likely in a major way. Mr. Mermin gave a summary of the composition of the adopted RTP project list and the updated draft project list by number of project types and cost. The summary illustrated changes in the project list since the 2010 RTP. Mr. Mermin noted that project list includes projects that are under construction, including the Sellwood Bridge replacement and Milwaukie light rail. Until a project is constructed, opened, and all financial invoicing has been paid, the project must remain on the project list to keep the project eligible to draw down federal or state funding allocated.

Mr. Mermin summarized the next steps before final action to adopt the RTP in July 2014 and stated that Metro is on track to adopt a final plan in July 2014.

Council Discussion:

- Councilors shared an interest in finding a measurement for the number of people affected by individual transit projects, but recognized the difficulty of such approach.
- Councilors inquired as to why freight and transit projects have decreased in project investment. Staff responded that classification problems are still being addressed for the data, but areas of fewer project numbers can be more sensitive to changes in the project list.
- In response to councilor inquiry, staff stated that projects that add auto capacity as well as bike and pedestrian facilities are classified under roads and bridges category, not the active transportation category.
- Councilor Collette asked clarifying questions on cost figures for the roads and bridges category and freight category. Staff clarified that there are not any projects in these categories over \$100 million.
- Councilor Harrington requested an effort to communicate functional class changes from the TV Highway corridor plan are included in this RTP update during future presentations, e.g. MPAC. She also stated that she was pleased to see the scale of projects including the multiple TSMO projects as it indicates progress being made.
- Councilors encouraged staff to consider presenting results to county coordinating committees.
- Councilors expressed interest in seeing the proposed project list as soon as it becomes available. Staff responded that the formal list will be available by March, but the draft could potentially be shared before then.

3. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS (PART 3) AND DISCUSSION OF SHAPING THE PREFERRED APPROACH

Mr. Steve Wheeler introduced Ms. Kim Ellis who updated the Council on the Climate Smart Communities (CSC) Scenarios Project and sought direction from Council on the proposed process for shaping and adoption of the preferred approach by the end of 2014.

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. Oregon Administrative Rule 660-044 directs the Metro Council to select a preferred approach by the end of 2014 after public review and consultation with local governments and state and regional partners.

Ms. Ellis' presentation of results focused on public health, potential revenues raised, and potential household costs. Research of investments in implementing local regional plans has shown a reduction in air pollutants, an increase in physical activity and reduced exposure to fatalities across the three scenarios – with significantly more potential health benefits in Scenario C, compared to Scenario A and Scenario B. The Oregon Health Authority's health impact assessment of the three scenarios is undergoing technical review, but will become available to policymakers soon. This report evaluates the impact of improvements in traffic safety. Research also evaluated vehicle operating and ownership costs through 2035 under the three scenarios, both independently and combined. While operating costs would be anticipated to increase, ownership costs are anticipated to decrease as households drive less and own fewer vehicles.

Ms. Ellis reminded Council that staff is working toward presenting a draft CSC scenario by May 2014. This scenario will be evaluated over the summer along with development of amendments to the Regional Framework Plan, a short-term implementation plan and final adoption legislation that will be released for public review from Sept. 5 to Oct. 20. MPAC and JPACT will be requested to make recommendations to the Metro Council in November after consideration of the public comments received. The Metro Council is scheduled to consider the recommendations on December 11, 2014.

Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach:

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward into the region's draft preferred approach without further discussion related to: (1) locally adopted comprehensive plans, zoning and draft 2014 RTP investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify recommendations related to transportation information programs, transportation system efficiency, transit service and parking management to be included in the region's draft preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.
- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.

Ms. Ellis also updated the Metro Council on commission meetings relevant to CSC.

Council Discussion:

- Councilors asked clarifying questions about the results presented. Staff explained that some scenario results calculated different options or may have captured costs that are not currently paid by households.
- Councilor Chase requested research on costs avoided to the health system due to public health outcomes presented in the results. Staff explained that Oregon Health Authority is preparing a report that will provide some information on current healthcare expenditures related to traffic fatalities, and other health outcomes, but they are unwilling to publish a price on the costs avoided per the scenarios results. Ms. Ellis offered to share this report when it is made available, and will work with OHA to provide briefings to regional technical and policy committees.
- Council President Hughes expressed concern some of the scenarios call for making driving more expensive, which shows a future in which the well-off drive and the less well-off use transit.
- Councilor Chase shared an interest in researching the effect of public transit costs on ridership. Staff responded that such research would be challenging with the tools in place, but that they could look for similar research.
- Councilor Harrington requested a cumulative presentation of CSC scenarios results as well as the demographic results from the November 2013 RTP update to present at outreach meetings in February.
- Councilors supported the four-step approach recommended by staff and provided feedback on the timing of funding discussions, and market-responsive parking management, and ensuring adequate time is allotted for discussion with local jurisdictions, committees, and constituents.

4. BREAK

Metro Council agreed to work through the scheduled recess.

5. OREGON ZOO-CONTRACT MANAGER/GENERAL CONTRACTOR DELIVERY METHOD FOR EDUCATION CENTER AND ASSOCIATED INFRASTRUCTURE PROJECT

Mr. Tim Collier introduced Mr. Jim Mitchell and Mr. Brent Shelby to discuss the recommendation to Council that the construction management by general contractor (CM/GC) alternative procurement process be authorized for construction of the Education Center at the Oregon Zoo.

Mr. Shelby presented the benefits of a CM/GC, including: the contractor's incorporation into the design team at the beginning, providing professional services like value-engineering, negotiating guaranteed maximum price, and value-based selection. Staff presented the collaborated findings of Pinnell Busch and the Oregon Public Contracting Coalition, which concluded that a CM/GC would be the best contracting method for projects constructed in the zoo's working environment.

Mr. Jim Mitchell provided a testimony of CM/GC as experienced in construction of the Oregon Zoo's Elephant Lands. The positive experience included minimal change-orders, phased-construction as

needed, Minority and Women-Owned Emerging Small Business (MWESB) estimated participation at 13-14 percent, and Tiger Plaza sub-project MWESB participation at 77 percent through a mentoring program with the general contractor.

Mr. Mitchell explained that the Education Center project will require four distinct areas of construction and by involving a CM/GC, some projects can be completed before the main construction, such as utility work. He shared some construction limits of the Education Center, which staff believes would be best handled through a CM/GC. Staff stated their attention to specialization of projects when deciding how to approach contracting.

Mr. Shelby concluded that the request for proposal for this project under a CM/GC would be available to all general contractors. This open and transparent process requires competitive bidding from subcontractors.

Council Discussion:

- Councilor Harrington requested a short summary of common criticisms of the CM/GC process.
- Councilors supported the MWESB goals incorporated into the CM/GC process, but further wanted a sense of how many businesses are local. Staff responded that on the Elephant Lands project, the majority of contractors are local or in the Pacific Northwest.
- Councilors encouraged staff to provide visual learning opportunities over closed off areas in the zoo during construction.
- Councilor Chase expressed an interest in the potential financial revenues to MWESBs on the project.
- Council President Hughes expressed support for the triple-bottom-line on public spending in the CM/GC process.

6. COUNCILOR COMMUNICATIONS

Councilor Harrington updated the Council on the Active Transportation Plan in local jurisdictions and Councilor Collette briefed the Council on the Blue Heron site.

7. ADJOURN

Seeing no further business, Council President Tom Hughes adjourned the Council work session at 4:37 p.m.

Respectfully submitted,



Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 7, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Agenda	01/09/14	Council Agenda for Jan. 9, 2014	010714cw-01
1.0	Agenda	01/09/14	Work Session Agenda for Jan. 9, 2014	010714cw -02
1.0	Handout	01/03/14	Memo from Steve Wheeler on the Urban Growth Report	010714cw -03
2.0	PowerPoint	01/07/14	RTP Status Update and Summary of Updated Draft Project List Presentation	010714cw -04
2.0	Handout	01/07/14	Quick Facts about the Regional Transportation Plan (RTP)	010714cw -05
3.0	PowerPoint	01/07/14	Climate Smart Communities Scenarios Project: First Look at Results Part 3 Presentation	010714cw-06
5.0	PowerPoint	01/07/14	Education Center at the Oregon Zoo Presentation	010714cw-07