

A G E N D A

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METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: June 6, 1996
DAY: Thursday
TIME: 2:30 PM
PLACE: Council Chamber

REVISED

Approx.
Time*

Presenter

2:30 PM

CALL TO ORDER AND ROLL CALL

(5 min.)1.

INTRODUCTIONS

(5 min.)2.

CITIZEN COMMUNICATIONS

(5 min.)3.

EXECUTIVE OFFICER COMMUNICATIONS

4. CONSENT AGENDA

2:45 PM
(5 min)

4.1 Consideration of Minutes for the May 23, 1996 Metro Council Meeting.

5. RESOLUTIONS

2:50 PM
(10 min)

5.1 **Resolution No. 96-2333**, For the Purpose of Endorsing the Congestion Pricing Task Force.

Morissette

3:00 PM
(10 min)

6. COUNCILOR COMMUNICATIONS

3:10 PM

ADJOURN

Agenda Item Number 4.1

**Consideration of the May 23, 1996 Metro Council
Minutes**

**Metro Council meeting
Thursday, June 6, 1996**

MINUTES OF THE METRO COUNCIL MEETING

May 23, 1996

Council Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Susan McLain (Deputy Presiding Officer), Patricia McCaig, Ruth McFarland, Rod Monroe, Ed Washington, Don Morissette

Councilors Absent: None.

Presiding Officer Jon Kvistad called the meeting to order at 6:05 p.m.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. CONSENT AGENDA

4.1 Consideration of the Minutes for the May 16, 1996 Metro Council Meeting.

Motion: Councilor McFarland moved the adoption of the minutes of the May 16, 1996 Metro Council Meeting.

Second: Deputy Presiding Officer Susan McLain seconded the motion.

Vote: The vote was 6 aye / 0 nay / 1 abstain. Presiding Officer Jon Kvistad declared the minutes unanimously approved by all those voting. Councilor Morissette abstained.

5. SPECIAL PRESENTATION

Councilor Ruth McFarland was presented a plaque and thanked for her work as 1995's Metro Council Presiding Officer.

6. INFORMATIONAL PRESENTATION

6.1 Presentation on Phase 1 of the Regional Transportation Plan (RTP) by Transportation Department Director Andrew Cotugno. Mr. Cotugno discussed the Regional Transportation Plan Update, a copy of which is included with the permanent archive of this meeting.

Councilor Washington asked if Main Streets, since they are part of the 2040 Plan, are not part of the classification. Mr. Cotugno replied that a Main Street in 2040 is a land use designation and Main Street and Boulevard are the two designations in that plan.

Councilor McLain asked if this report is going to be reviewed by TPAC. Mr. Cotugno replied in the affirmative.

6.2 Public Hearing on Phase I of the Regional Transportation Plan (RTP)

- 1) Keith Bartholomew, 534 SW 3rd Ste 300, Portland OR 97204 and representing 1000 Friends of Oregon testified. Mr. Bartholomew spoke in favor of the draft Regional Transportation Plan. He noted the success of the boulevard design which seems to be a universal success in the twin areas of land use and transportation. He stated that rural roads should be designed in such a manner that does not invite interurban traffic. Mr. Bartholomew presented the members of Metro Council with written comments, a copy of which is included with the permanent archive of this meeting.
- 2) Paul Koch, Chair, Regional Transportation Plan Citizens Advisory Committee testified with regard to the RTP update. He praised the quality of Metro staff members who worked with the committee. Mr. Koch termed it a good relationship between professional staff people and citizens. One of the key elements of the RTP is protection and maintenance of existing freight infrastructure. As well, it protects the region's competitive advantage. New ideas such as street design, use of water and air alternatives all recommend the document. Mr. Koch presented the members of Metro Council with written comments, a copy of which is included with the permanent archive of this meeting.
- 3) Lois Achenbach, Regional Transportation Plan Citizens Advisory Committee delegate, representing the Citizen of Portland testified in favor of the RTP. Ms. Achenbach was pleased to have included in the RTP Goal VI, Objective II which states, "improve the system for receiving and responding to feedback from public transportation riders."
- 4) Geri Sue Lent, Regional Transportation Plan Citizens Advisory Committee, 1834 SE Spokane St, Portland OR testified in favor of the RTP. She stated that the single-occupancy vehicle (SOV) is going to be a problem in the future. Clean air and good water will be affected. She urged restraint of single-occupancy vehicles. She spoke in favor of additional regional, responsive public transportation, alternative modes of transportation, more off-street parking.
- 5) Karl Rhode, Regional Transportation Plan Citizens Advisory Committee testified in favor of the RTP. Mr. Rhode's words concerned suburban transportation issues. He stated that the RTP addresses the needs of integrating traffic and land use patterns between urban and suburban

- areas. He stated that the transportation issue begins to deal with the issue of land use connectivity and how the areas uses the transit system on a network level.
- 6) Joe Walicki, Regional Transportation Plan Citizens Advisory Committee alternate testified. He stated that he does not own an automobile and gets around by walking, biking and taking Tri-Met busses. He testified in favor of the RTP encouraging alternative means of transportation such as walking, biking and taking Tri-Met busses. He suggested jitneys around town and wondered about how such service would affect the transportation plan. He suggested a citizens advisory committee to determine manners in which people could be persuaded to take public transportation as opposed to driving their automobiles everywhere.
 - 7) Terry Parker, 1527 NE 65th Ave Portland OR 97213 testified in favor of additional bicycling facilities in the metropolitan areas as well as improve Tri-Met service in some of the outlying areas since taking the bus is not an option if a person does not work in the down town area.
 - 8) Rex Burkholder representing Bicycle Transportation Alliance, POB 9072, Portland OR 97212 testified in support of the RTP draft. He presented the members of Metro Council with written comments, a copy of which is included with the permanent archive of this meeting.
 - 9) Zack Semke, representing Coalition for a Livable Future, 534 SW 3rd, Portland OR 97204 testified that a strong and supportive RTP is critical for the success of the 2040 Growth Concept. The Coalition is generally supportive of the RTP draft. Mr. Semke presented the members of Metro Council with written comments and proposed refinements, a copy of which is included with the permanent archive of this meeting.
 - 10) Douglas Klotz, representing Willamette Pedestrian Coalition, 2630 SE 43rd Ave, Portland OR 97206 testified in support of the People's Transportation Plan.
 - 11) David Zagel, 3104 NE Schuyler, Portland OR 97212, representing the Association of Oregon Rail and Transit Advocates (AORTA) testified that the RTP Planning document which is, in his belief, the most important element of Region 2040. Mr. Zagel presented the members of Metro Council with written comments, a copy of which is included with the permanent archive of this meeting.
 - 12) Loretta Pickerell, 26370 SW 45th Dr, Wilsonville OR 97070, representing Sensible Transportation Options for People (STOP) testified. Ms. Pickerell presented the members of Metro Council with written comments, a copy of which is included with the permanent archive of this meeting.
 - 13) Fred Nussbaum, 6510 SW Barnes Road, Portland OR 97225 and representing AORTA testified. Mr. Nussbaum presented the members of Metro Council with written comments, a copy of which is included with the permanent archive of this meeting. He suggested improvements in Chapter 1, wherein he recommended wording alternatives.
 - 14) Ross Tewksbury, Post Office Box 22594, Portland OR 97298 testified. Mr. Tewksbury stated that he lives in Washington County. He stated that he is a supporter of the Westside Light Rail Project even though it will, unfortunately, cut a wide swath through some undeveloped areas. Since this area will be designated for high-density development, it is going from one extreme to another. He stated that natural environment protection needs to be a part of the complete RTP.

7. RESOLUTIONS

7.1 **Resolution No. 96- 2332**, For the Purpose of Approving a Refinement Plan for the Clear Creek Canyon Target Area as Outlined in the Open Space Implementation Work Plan.

Motion: Councilor Ed Washington moved the adoption of Resolution No. 96-2332

Second: Councilor Ruth McFarland seconded the motion.

Discussion: Councilor Washington spoke to Resolution No. 98-2332 and urged its adoption.

Councilor Rod Monroe stated that he had received a number of telephone calls today regarding Resolution No. 96-2332 urging Metro Council not to sell the Clear Creek Ranch. He stated that he had never heard any suggestion that Metro was going to sell this parcel and requested staff to explain these calls. Jim Desmond of the Greenspaces Program stated that he had received a number of the same calls today. Apparently the rumor mill was working with some members of the public who thought that Metro was going to sell the Clear Creek Ranch; this is definitely not the case, asserted Mr. Desmond.

Councilor Morissette shared his concern regarding current goals versus future goals which might be different from those of the present Council who would authorize purchase. Another tax base could, for example, those to put a park or ball fields on this property. Presiding Officer Jon Kvistad stated that the concern raised by Councilor Morissette had also been a concern of members of the community. He further explained that if, in the future, a Metro Council would desire to develop a master plan to open this area to the public, that process would need to be a very public process. Master plans at Metro are a very public and very careful process that involves the community. Metro would need to comply with applicable Clackamas County Land Use laws.

Presiding Officer Jon Kvistad stated that the acquisition program in the bond measure was one of the ways to implement the goals of the Green Spaces Master Plan which was a process that started in 1989 and was adopted in 1992. It was signed on by all 26 parks providers within the Metro boundaries and was a vision document that talked about a region-wide system of natural areas as well as the ways and means to protect the natural resource qualities with which our region is blessed.

Councilor Morissette cautioned that there is now nothing that forecloses the potential for some other eventual use of this area.

Councilor Monroe stated that it was his opinion that Metro in fact has a contract with the people to use this money for acquisitions and maintenance of open spaces. If Metro violates that contract by using the land for something else, the agency would be subject to lawsuits.

Councilor McLain stated that the Green Spaces Master Plan was a very public process with many partners (26, to be exact). The 2626 Refinement was discussed and the bond proceedings and what the acquisition actually means. Those are all public documents and they all require public

review prior to adoption. If a major amendment was to be done, public input would most definitely be sought.

7.2 Staff Presentation Charlie Ciecko, Director of Parks and Greenspaces, Jim Desmond, Manager of the Open Spaces Program and Jim Morgan, Staff Biologist for Metro discussed the ecological and biological aspects of the Clear Creek Canyon Target Area as well as the 'nuts and bolts' details of the purchase.

7.3 Public Hearing on the Clear Creek Canyon Target Area.

- 1) Lynn Sharp, 10906 SE 54th Place, Milwaukie OR 97222 testified regarding the ecological aspects of the Clear Creek Acquisition and urged Metro Council to adopt the plan.
- 2) Jacqueline Tommas, 19288 S Mattoon Rd, Estacada OR 97023, representing the Clear Creek Citizens Participation Organization testified urging Metro Council to adopt this resolution for the acquisition.
- 3) Rick Cherrier, 19595 S Fischer's Mill Road, Oregon City OR 97045 testified urging Metro Council to adopt this resolution for the acquisition.
- 4) Hilary Hansen, 20663 S Mattoon, Estacada OR 97023 testified regarding her concerns that the natural areas might be spoiled should Metro purchase this area and retain it as a green space. It is her hope that Metro will 'walk softly' in an effort to preserve the natural features of this area.
- 5) Lydon Scheeff, 16748 S Hatton Rd, Oregon City OR 97045 testified regarding his concerns about the number of people who might come into the area to visit the green space should Metro adopt this resolution. Mr. Scheeff stated that he and his family desire to keep the land that they presently own.
- 6) Mark P. Hansen, 20663 S Mattoon, Estacada OR 97023 testified regarding his concerns as to who served on the Greenspaces Advisory Committee. He asked questions as to why people in the Clear Creek area were not advised of the Green Space Master Plan. Mr. Hansen stated that he did not wish city crime problems to come to his neighborhood.
- 7) Thom Powell, 20730 Bakers Ferry Rd, Estacada OR 97023 stated that if Metro wishes to preserve this area for our country, it must first, unfortunately, save it from some of its neighbors.
- 8) Jay Waldron, 14999 Springwater Rd, Oregon City OR 97045 stated that the biggest threat to Clear Creek is Metro who presently hold the authority in this area. He stated his concerns that drug use, alcohol use and related crimes would increase in the area.
- 9) Heidi Hansen, 20663 S Mattoon, Estacada OR 97023 testified about her fears that the area would be spoiled by an influx of metropolitan citizens visiting the area. She stated her concerns about the number of mobile homes in the area.

7.4 EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (1)(E). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS. (Note: A public hearing will be held prior to Executive Session)

Discussion: Councilor McLain thanked the citizens for their testimony this evening reassured them that their thought, comments and feelings are important to this program.

Vote: The vote was 7/0 in favor of Resolution No. 96-2332 and Presiding Officer Jon Kvistad declared that it passed unanimously.

8. Resolution No. 96-2344, for the Purpose of Authorizing the Executive Officer to Purchase Property Within the Forest Park Target Area in Northwest Portland.

Motion: Councilor Monroe moved for the suspension of the rules to consider Resolution No. 96-2344.

Second: Councilor McFarland seconded the motion.

Discussion: Councilor Morissette stated that he would not vote on this issue, declaring a conflict of interest..

Vote: The vote was six aye, zero nay, one abstention. Presiding Officer Jon Kvistad declared that the rules were suspended for the consideration of Resolution No. 96-2344.

Motion: Councilor Washington moved the adoption of Resolution No. 96-

Second: Councilor Monroe seconded the motion.

Discussion: Councilor Washington urged Metro Councilors to adopt this resolution based on the fact that this will complete an area in Washington Park. Deliberation on this issue has been long and difficult.

Councilor McFarland introduced John Sherman's name into the discussion as playing a part in the conclusion of what was a most difficult and very long negotiation process and thanked him for his efforts.

Presiding Officer Jon Kvistad thanked the Ramsey family who worked with Metro as a good faith partner in these negotiations.

Vote: The vote was six aye / zero nay / one abstain Presiding Officer Jon Kvistad declared that the motion passed unanimously by all Councilor who voted. Councilor Don Morissette abstained.

9. COUNCILOR COMMUNICATIONS

Presiding Officer Jon Kvistad stated that no Metro Council meetings will be held next week due to the holiday schedule. He stated that from August 16 - 30, no meetings will be held during that time frame to give the Council an opportunity to have some time off.

10. ADJOURN

With no further business to come before Metro Council this evening, the meeting was adjourned by Presiding Officer Jon Kvistad at 9:10 pm.

Prepared by

A handwritten signature in black ink, appearing to read 'D. Aeschliman', with a long horizontal flourish extending to the right.

David Aeschliman
Acting as Clerk of the Council

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05/23/96 6:15:29 PM
Updated: 06/04/96 12:54 PM

Agenda Item Number 5.1

Resolution No. 96-2333, *For the Purpose of Endorsing the Congestion Pricing Task Force.*

**Metro Council meeting
Thursday, June 6, 1996**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)
CONGESTION PRICING TASK FORCE)

RESOLUTION NO. 96-2333

Introduced by
Councilor Rod Monroe, Chair
JPACT

WHEREAS, Section 1012(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to fund a series of demonstration projects and related studies to promote the implementation of congestion pricing; and

WHEREAS, Metro and the Oregon Department of Transportation (ODOT) submitted a joint application to undertake a study to assess public attitudes about the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area; and

WHEREAS, Resolution No. 93-1743A endorsed the region's application for a congestion pricing pilot project and directed Metro and ODOT staff to pursue ISTEA funds for this purpose; and

WHEREAS, Metro and ODOT have received approval and \$1.2 million in funding to undertake a Congestion Pricing Pre-project Study (the study); and

WHEREAS, Ordinance No. 96-628 amended the FY 1995-96 budget and appropriations schedule for the purpose of conducting the study; and

WHEREAS, Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have

agreed to establish a task force of business and community leaders to provide advice and direction on the study. The role and responsibilities of the task force are more fully described on Exhibit A; and

WHEREAS, Metro and ODOT have agreed that the task force should be comprised of a working group of broad-based, multi-disciplinary and geographically-diverse individuals. The list of 14 individuals who are recommended for membership are listed on Exhibit B; now, therefore,

BE IT RESOLVED:

That the Metro Council finds that a Congestion Pricing Task Force should be established with the role and responsibilities described on Exhibit A and the membership as detailed on Exhibit B for the purpose of providing oversight and direction to the Congestion Pricing Pre-pilot Study and making a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the Oregon Transportation Commission as to whether a demonstration project of congestion pricing should be undertaken in the Portland metropolitan area and, if so, what its parameters should be.

ADOPTED by the Metro Council this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2333 FOR THE PURPOSE OF ENDORING THE CONGESTION PRICING TASK FORCE

Date: April 25, 1996

Presented by: Michael Hoglund

PROPOSED ACTION

The adoption of this resolution endorses the composition and mission of the Congestion Pricing Task Force which will oversee the two-year study on Congestion Pricing being undertaken jointly by Metro and ODOT.

TPAC and JPACT have reviewed the composition of the Congestion Pricing Task Force and recommend approval of Resolution No. 96-2333.

FACTUAL BACKGROUND AND ANALYSIS

In 1991, as part of the Intermodal Surface Transportation Efficiency Act, Congress approved the funding of a series of demonstration projects and related studies to promote the implementation of congestion pricing. Metro and ODOT submitted a joint application and, in 1995, received approval to undertake a \$1.2 million pre-project study of congestion pricing in the region. The study will assess public attitudes about the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area.

Congestion pricing is a transportation management tool which applies market pricing principles to roadway use. It is a fairly new and controversial concept in the transportation field but has been used successfully for years by the utility industry to better manage peak period usage. It involves the application of user surcharges or tolls on congested facilities during peak traffic periods. It is the only fee system that is aimed specifically at managing peak period travel demand.

Interest in this concept has been growing within the region due to projected growth and the resultant increases in congestion that are anticipated over the next 10 years. Current analyses indicate that it is beyond the region's financial capability to build sufficient highway capacity to accommodate the demand of all those who wish to drive during peak commute periods. Congestion pricing may provide a method to reallocate scarce resources so the need for expensive road construction is reduced.

Metro has issued RFPs for the technical and public involvement work programs and has selected teams for both elements. The technical team will be headed up by ECO Northwest and includes

Mark Bradley, Deakins/Harvey/Skabardonis, Parsons Brinkerhoff, Rao Associates, Kittelson and Associates, PSU Center for Urban Studies and Pacific Rim Resources. The public involvement team will be led by Cogan Owens Cogan with support from Davis and Hibbitts, Pacific Rim Resources, Cole and Weber and an expert panel including technical advisors.

Contract negotiations with both consultant teams are underway and work should begin in about a month. A Technical Advisory Committee comprised of interested agencies will be formed to provide critical agency perspectives and technical expertise.

Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have agreed to establish a study advisory task force of business and community leaders. The task force will be responsible for making a recommendation to JPACT, the Metro Council, and the Oregon Transportation Commission as to whether an appropriate congestion pricing demonstration pilot can be developed and tested within the Portland metropolitan area.

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities.

It is anticipated that the task force will meet once every one or two months throughout the two-year study.

The specific charge of the task force and a list of individuals proposed for membership are defined on Exhibits A and B of the attached resolution.

Exhibit A

Role and Responsibilities of the Congestion Pricing Task Force (the Task Force)

Role of the Task Force

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities and consider interests beyond their membership.

Responsibilities of the Task Force

It is anticipated that the task force will meet approximately once every month throughout the two-year study and will be charged with the following responsibilities:

1. Assess the case for and against congestion pricing and its practical feasibility to reduce peak period congestion, vehicle miles traveled and motor vehicle emissions and to evaluate other potential effects on the community which would help or hinder implementation of the 2040 Growth Concept.
2. Oversee public outreach efforts to increase awareness and understanding of congestion pricing by the general public and affected interest groups.
3. Evaluate the results of the study to determine the technical feasibility and public acceptance of congestion pricing in the Portland region.
4. Develop regional consensus on whether a congestion pricing pilot demonstration project should be undertaken and, if so, what its parameters should be.
5. Provide a final Task Force report and appropriate interim updates to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission.

Exhibit B

CONGESTION PRICING TASK FORCE

Business/Community Members

Robert Scanlan - President, Scanlan, Kemper, Bard Company.

Matthew Klein - Senior Vice President, Ashforth Pacific, Inc.,
Association for Portland Progress.

Delna Jones - Project Director, The Capital Center. Former State
Representative from Washington County.

Jon Egge - Owner, MV Plumbing. Extremely active in Clackamas
County.

Thomas Mesher - President, Mesher Supply Co. Member Central
Eastside Industrial Council.

Carl Hosticka - Associate Vice President, Statewide Education
Services, University of Oregon.

Steve Clark - Publisher, Community Newspapers.

Kenneth Baker - Attorney, State Legislator.

Ethan Seltzer - Director, Institute of Portland Metropolitan
Studies, School of Urban and Public Affairs, Portland State
University.

Karen A. Baird - Director, Product and Strategy Development, US
West.

Lawrence Dark - President and CEO of the Urban League of
Portland.

Michael Salsgiver - Government Affairs Manager, Intel.

Anitra Rasmussen - State Representative, District 11.

Government/Ex Officio

Mike Burton - Executive Officer, Metro.

Henry Hewitt - Chair, Oregon Transportation Commission.