

Metro

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Metro

Minutes

Tuesday, May 2, 2017

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

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

Councilors Excused: None

Council President Tom Hughes called the Metro Council
work session to order at 2:04 p.m.

2:05 Chief Operating Officer Communication

Ms. Martha Bennett, Chief Operating Officer (COO),
discussed a document that would grant the COO to offer
employment agreements with program directors at Metro.
The Chief Operating Officer would have the authority to
negotiate conditions related to salary and vacation (among
others); the draft version of this document contained
language that would need the review of Council. Ms.
Bennett clarified that the proposed document would be the
set of terms a COO could negotiate. Terms that were beyond
the at-will agreement document, or were being negotiated
differently, then the Council would provide direction on
negotiation. Ms. Bennett proposed removing the at-will
agreement contract item from Thursday's Council Meeting
agenda until she had the opportunity to discuss the
document in detail with respective Councilors. Ms. Bennett
then introduced Mr. Nathan Baptiste, who was recently
hired as the Diversity, Inclusion and Equity (DEI) program
manager. Mr. Baptiste stated that he recently worked as a
director for the Multicultural Engagement program at Lewis
and Clark College. Prior to his tenure at Lewis and Clark
College, Mr. Baptiste taught English in a secondary school in
Colombia. Mr. Baptiste highlighted that he had the
opportunity to learn about and develop opportunities for

students to experience an inclusive and equitable educational culture. Ms. Bennett reminded Council that updates in regards to the State Transportation package would occur on a biweekly basis, with the next one scheduled for the next Council work session.

Work Session Topics:

2:10 Solid Waste Operations' Procurement Process for Transport and Disposal Contracts

Mr. Paul Slyman, Director of the Property and Environmental Services, stated that he would provide context to the landfill procurement item in terms of the solid waste work program, whereas Mr. Tom Chaimov, Program Director for Property and Environmental Services, would discuss the scope and scale of the procurement; Mr. Will Elder, Senior Solid Waste Planner, would discuss the staff work related to date and timeline of major events. Mr. Slyman introduced an animation that was developed by the communications department. According to Mr. Slyman, the animation would represent the waste management system of the metropolitan area. Before showing the animation, Mr. Slyman acknowledged several boards in the room that had visuals representing the various projects under the solid waste roadmap program. Mr. Slyman then shared the public benefits the projects would provide:

1. Protect people's health
2. Protect the environment
3. Get good value for the public's money
4. Ensure the highest and best use of materials
5. Remain adaptive and responsive in managing materials
6. Ensure services are available to all types of customers

The animation mentioned earlier by Mr. Slyman was played and he also highlighted the information provided: The Greater Portland area sent about 1 million tons of garbage to landfills each year, Metro was attempting to convert the garbage for compost and energy, nearly ⅓ of garbage was

food, that could be used for energy and compost. Metro was looking into how food related garbage could be removed from general waste in order to salvage materials that may be used for other purposes. Mr. Slyman then indicated that Metro's transfer station in Oregon City, Oregon was opened in 1983 and was lacking space to continue processing the increase in solid waste. A waste facility in Brooks, Oregon was converting 550 tons of garbage to electricity according to Mr. Slyman. Mr. Slyman noted that there were three distinct projects associated with landfills: Metro was working on determining which landfills were environmentally safe and provided best services to the public, materials sent to landfills that are exempt from taxes and fees, transport and landfill procurement. Mr. Slyman recalled that contracts for waste transport and disposal would expire December 31, 2019. The presentation would showcase the procurement for transport and disposal services taking effect on January 1, 2020.

Mr. Tom Chaimov, Interim Director of Solid Waste Operations, recalled that the proposed procurement for solid waste operations was the largest since prior procurements. Current contracts would handle the treatment and disposal of 500,000 tons of waste. Mr. Chaimov clarified that the proposed procurement would only occur for waste managed at the Metro Central and Metro South transfer stations. According to Mr. Chaimov, Metro spent about 20 million dollars a year on transport and disposal operations and staff. Mr. Chaimov also mentioned that there were three new firms that were competing for waste from Metro. Metro staff was working on making sure that the firms implemented environmental strategies consistent with Metro goals and that the firms were flexible in the management of waste operations. Also, this would be an opportunity to develop programs that would increase the diversity of those hired by a respective firm, along with projects that would protect the equity of diverse communities.

Mr. Will Elder stated that since the closing of the St. John's

landfill and moving operations to the Columbia Ridge Landfill in 1983, there were few options for landfills. This was the first time since 1989 that Metro would solicit the competitive bids to handle waste from transfer stations; it had been about 10 years since Metro procured for transportation services. Since transferring operations to the Columbia Ridge landfill, Mr. Elder highlighted that Metro had learned more about managing waste and the overall system of waste operations in the region. Also, developing more knowledge of methane to energy practices were being investigated by Metro. Mr. Elder mentioned that Metro staff visited 3 landfills: Wasco county landfill, Cowlitz landfill, and Finley Buttes landfill. In order to transfer the waste to six prospective landfills, Mr. Elder noted that six transportation companies were vetted; BNSF was selected because it was able to take advantage of Metro's railway, barge and vehicles for waste transport. Mr. Elder noted that efficiency of vehicles was included in the framework on deciding what companies would be selected for transport or other waste management operations. In regards to DEI goals, Mr. Elder indicated that the DEI and procurement teams had been working together on drafting contracting rules that would focus on the programs goals developed by Metro. Mr. Elder mentioned that during the beginning of the current procurement process, it was proposed that contracts for landfill and transportation be bundled together. However, Mr. Elder indicated the updated procurement strategy:

- Issue a Request for Qualifications prior to disposal RFP
- Issue separate Request for Proposals for transport and disposal

Mr. Elder indicated that the strategies for procurement would increase transparency for the public and would further the goals developed by DEI. Mr. Elder briefly provided an overview of the procurement project milestone dates. A few important highlights of the timeline overview included another Council meeting in the summer that would review the evaluation criteria weighting. Qualifying the eligibility of landfills and release of draft request for

proposals (RFP) comments would also occur sometime in the summer. In summer 2018, contracts would be negotiated whereas contracts would be approved during fall 2018. New transport and disposal contracts would begin on January 1, 2020.

Council Discussion:

Councilor Chase sought clarity on the sorting strategy that could potentially increase the amount of materials used for alternative energy and compost by 5%. Councilor Craddick clarified that the proposed procurement would only occur for the Metro South and Central transfer stations; transfer operations that were private would not be eligible for the contracts that Metro would finalize in 2018. Councilor Harrington sought clarification on the weighting for evaluation criteria. She recalled that for a previous procurement for transportation, the criteria weighting was presented to the Council at least twice. In the current process, Councilor Harrington noted that an update on the weighting should happen again after meeting in summer 2017. Councilor Chase recommended that the component on diversity and inclusion be included in the public benefit evaluation as it is relevant to the values of Metro and are important initiatives in the region. He also requested information on traffic congestion due to transport operations involving the transport of waste to various landfills. Council President communicated his desire for another Council meeting after the release of the RFP's in fall 2017 (the next Council meeting would occur in fall 2018).

2:50 Building the RTP Investment Strategy

Ms. Elissa Gertler, Director of Planning and Development, noted that there were three major concepts for policy direction:

- Updating the council on Regional Transportation Plan (RTP) policy framework
- RTP evaluation framework

- RTP funding framework

Ms. Gertler mentioned that Metro was on phase three in respect to the project timeline; there were two additional phases left in the RTP.

Ms. Kim Ellis, Principal Transportation Planner, mentioned that for the current RTP policy framework, the adopted 2014 RTP policy framework and revised vision provided the starting point for developing strategy. Also, Ms. Ellis mentioned that the policy framework will be subject to review by affiliated workgroups during 2017-18. In particular, these workgroups would review RTP goals, review performance targets to meet federal and state requirements, and review the modal policies and maps of arterials, transit and freight networks. Ms. Ellis shared that the shared vision statement for the RTP was revised in consideration of comments provided by Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) members. In regards to RTP evaluation framework, Ms. Ellis noted that investments would be evaluated in order to show how well those investments aligned with RTP goals. The procedure in understanding the alignment of investments would be carried out by: system-level evaluation for all projects, transportation equity analysis for all projects, and pilot project-level evaluation for a few projects. Ms. Ellis added that in summer 2017, draft strategies for the RTP investment would be developed through coordinating committees. From late summer till winter of 2017, the RTP investment strategy would be analyzed a first time. If necessary, from January to April 2018, the RTP investment strategy would be refined. May to June 2018 would involve another round of evaluation of the refined investment strategy. Ms. Ellis provided Council with a peer review comparison of funding levels for the RTP. Peer regions included: Salt Lake City, Utah, Seattle, Washington, and Los Angeles, California. Ms. Ellis then provided Council with funding targets for RTP draft capital projects. She mentioned that there were two components for the funding of the capital projects:

constrained priorities and strategic priorities. Ms. Ellis acknowledged that another work session would be beneficial in order to clarify the objectives and scope related to the funding framework of the RTP. Ms. Ellis wanted to emphasize that the current projects for the 2018 RTP included those projects that would be prioritized for development during 2018-2027. Projects that would occur during the next 10 years included: three highway bottlenecks, South West Corridor and Division Transit Projects, and active transportation projects.

Council Discussion:

Councilor Harrington noted that there was information provided in the revised vision statement that was not reflected in the language concerning the goals and objectives of the RTP. Councilor Stacey asked staff whether the revenue sources generated from the proposed state transportation bill would apply to the constrained priorities or the strategic priorities. Councilor Harrington mentioned that the uncertainties associated with the strategic priorities in relation to proposed revenue sources was not included in the presentation. Also, Councilor Harrington noted that policy direction was becoming too general for the Council. Instead, she wanted Council to provide direction on specific pieces of policy framework for the RTP. Councilor Harrington provided feedback on particular attachments to the RTP materials that required clarity on scope, language, and presentation.

3:40 Councilor Liaison Updates and Council Communication

Councilor Harrington would share her learning experience about structural resiliency and disaster preparedness from her Japan trip in the near future. Council President Hughes suggested a lunch and learn event as an opportunity for others to learn about Councilor Harrington's trip. Councilor Chase recounted JPACT members requesting more clarity on the vision statement of the 2018 RTP. He also mentioned

that an update on equitable housing would be presented by Emily Lieb in a future Council meeting.

3:50 Adjourn

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:02 p.m.
Respectfully submitted,

Amaanjit Singh