

Metro

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Metro

Minutes

Tuesday, May 30, 2017

2:00 PM

AGENDA REVISED 05/26/17

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

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

Councilors Excused: Council President Tom Hughes
Deputy Council President called the Metro Council work session to order at 2:03 p.m.

2:05 Chief Operating Officer Communication

Ms. Martha Bennett, Chief Operating Officer, had Mr. Don Robertson, Interim Director of Parks and Nature, provide an update on regional parks. On Saturday there was a Kayaking accident at Oxbow Lake kayaking involving four people; multiple medical units responded and all individuals were safe. On the same night at Oxbow Lake, a park ranger responded to choking incident; though a medical unit was requested, the individual had died before treatment could be applied. Furthermore, Mr. Robertson recalled that there was an incident at Blue Lake Park with multiple parties involved. There was an altercation between two groups of visitors and park rangers were able to diffuse the situation. According to Ms. Bennett, Mr. Craig Beebe would be transitioning (over the next few years) to manage the transportation funding initiatives whereas government affairs and policy would be managed by Mr. Andy Shaw. Ms. Bennett stated that first round interviews for Parks and Nature Director had been conducted. Three finalists were scheduled to be interviewed on June 13th and 14th; final selections would be made in July.

Work Session Topics:**2:10 Third Quarter Financial Report (Unaudited)**

Mr. Tim Collier, Director of Finance, provided highlights of third quarter report. According to Mr. Collier, revenue was on track and regional waste tonnage had increased.

However, Mr. Collier stated that the Glendoveer Golf Course had experienced a decrease in participation due to wet weather. He mentioned that costs for operations were rising however the number of new golfers was not increasing. Mr. Collier conveyed that the construction excise tax was scheduled to have another record breaking year; the third quarter collection was larger than the entire tax revenue for the fiscal year of 2014-15. In regards to the Oregon Zoo, Mr. Collier indicated that the zoo would begin the fiscal year of 2017-18 with a fund balance between \$700,000-800,000; that would be enough to run operations for seven days. Mr. Collier acknowledged that a future work session would provide an overview of the Oregon Zoo budget. Mr. Collier also mentioned that formatting for the report was being changed in order to have quicker references for sub-sections.

Councilor Discussion:

Councilor Stacey asked Mr. Collier whether the revenue for Glendoveer Golf Course had been flat or experienced any increase in the last several years. Councilor Harrington was pleased that in the capital improvements plan there were two major natural area parks nearing completion. Also, she mentioned that in previous natural area property acquisitions, prior Council guidance requested signage that was protected by voters. However, there were properties in Washington County that did not have documentation of signage. It was difficult to differentiate between acquisitions that had been signed versus those that had not been signed.

2:30 Transfer Station Rate Transparency

Mr. Tim Collier and Mr. Tom Chaimov, Interim Director of Solid Waste Operations, wanted to ask Council two questions regarding rate transparency:

1. Does Metro Council have any questions about rate transparency?
2. To what degree would Metro Council like staff to make private transfer station rates more transparent?

Mr. Collier recalled that Council had adopted a new transfer system in July 2016 with several options regarding rate transparency:

- Make Metro transfer station rates more transparent.
- Estimate on what the rates were for private transfer stations.
- Formal review of transfer station rates in order to develop a more accurate overview of rates for regional jurisdictions.

Mr. Chaimov recalled that the first option was to make Metro transfer station rates more transparent. Option two would be an attempt to aid regional jurisdictions to better determine the equity and fairness of transfer station fees. Also, Mr. Chaimov indicated that option two would be a low cost version of option three. He clarified that none of the options would have Metro regulate transfer station rates. Mr. Chaimov provided the basic monetary components of transfer station operations: there was a per ton cost of managing waste at landfills, there was cost associated with transporting the waste to transfer stations, there were government taxes and fees applied at the transfer stations, and transfer stations operating costs and profit. Mr. Chaimov provided an example for approaching option two. In the example, Mr. Chaimov indicated that Metro would be able to estimate the per ton cost of the mentioned monetary components of transfer stations operations (including transport and tip fees). In regards to tip fees, Mr. Chaimov indicated that tip fees are supposed to be reported to Metro by respective private transfer stations; the effective tip fee or revenue was \$100. So, Mr. Chaimov assigned a per ton tip fee estimate of \$20 dollars. Then, Mr. Chaimov noted that Metro does competitive procurement of transport services for solid waste; Metro staff would have accurate information on transport cost. Thus, Mr. Chaimov assigned transport cost to \$20 per ton. As for fees and taxes, because Metro applies these charges on private transfer stations, Mr. Chaimov indicated that this information was readily available to staff;

he assigned a value of \$35 to taxes and fees. The total disposal costs for waste was at \$80. Now, Mr. Chaimov indicated that the remainder of the tip fee i.e. the remaining \$20 would account for operating costs, general and administrative costs, and overall profit. Though he was unclear about the exact difference between the disposal costs and revenue, Mr. Chaimov indicated that knowledge about the other components would provide enough information about how much operating costs, general and administrative costs, and profits would be for private stations.

Councilor discussion:

Councilor Stacey wanted to know if different waste haulers pay a different tip fee to landfills; he indicated that there needed to be consistency in the tip fee estimation for an option two. Councilor Dirksen indicated that options two or three would be inevitable because the initial rate transparency by Metro itself has increased the regional interest for private transfer station transparency. Councilor Harrington noted that most jurisdictions did not have enough time to review Metro's rate transparency in order to develop rate settings. Councilor Chase wanted to clarify that the example document provided by Mr. Chaimov did not include costs associated with hazardous waste or other high level service options; he also asked staff whether there was any objection towards providing rate estimations in regards to disposal operations. Councilor Harrington requested that before moving onto developing more details for option two, enough time should be given to jurisdictions to use the information provided by option one; she recommended at least one rate setting cycle be completed before making information related to option two available. Councilor Craddick asked staff about the developmental schedule for option two. Though she agreed with Councilor Harrington on allowing enough time for jurisdictions to review option one data, developing the process for option two should begin soon in order to be completed in a timely manner (and allow

for review by Council before becoming fully available for local jurisdictions). Councilor Craddick requested that Council clarify the direction staff should take in regards to the development of option two; Council agreed that Metro should wait until January 2018 until releasing option two data. Council wanted enough time for local jurisdictions to review information from option one. Councilor Chase wanted to know what type of information was missing or difficult to determine for option two.

3:00 Building the 2018 RTP Investment Strategy

Ms. Elissa Gertler, Director of Planning and Development, stated that the goal for the work session was to receive guidance from Council on moving forward with the draft Regional Transportation Plan (RTP) Investment Strategy as recommended by Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC). Ms. Gertler clarified that Council was not expected to adopt policy, funding strategy, or a plan. Ms. Kim Ellis, Principal Transportation Planner, stated that staff was moving towards phase four of the RTP-building a shared investment strategy. As for the work session, Mrs. Ellis indicated that there were three components of the RTP upon which guidance was sought:

1. RTP Policy Framework
2. RTP Evaluation Framework
3. RTP Funding Framework

In regards to the RTP Policy Framework, Ms. Ellis requested feedback on the vision statement for the RTP that was recommended by MPAC and JPACT. Also, Ms. Ellis noted that staff had used the adopted 2014 RTP policy framework and vision as a starting point for building the 2018 investment strategy. Moreover, work had begun to review and recommend refinements to the 2014 RTP policy framework in order to avoid issues with the 2018 RTP. In respect to RTP Evaluation Framework, Ms. Ellis conveyed that there would be testing of new measures and assessment of how draft

strategy aligned with RTP goals. Furthermore, Ms. Ellis recalled that system-level evaluation for all projects and transportation equity analysis for all projects would be implemented. Also, Ms. Ellis acknowledged that pilot-level evaluations on small or larger-scale projects would be part of the evaluation framework. As for the RTP Funding Framework, Ms. Ellis stated that Metro had been working with local staff on formulating a draft constrained revenue forecast. The next step would be to double forecast to define the draft strategy funding level. Finally, setting sub-regional capital funding targets would complete most of the revenue forecasting. According to Ms. Ellis, JPACT had recommended that Council accept the draft constrained forecast and to double it in order to set overall funding target for the Call for Projects. The estimated draft capital revenue for the 2018 RTP was \$19.76 billion dollars-a 6% decrease from the 2014 RTP capital revenues. However, Ms. Ellis conveyed that the draft forecast was subject to change pending agency review and Council guidance. Another recommendation from JPACT was to set sub-regional funding targets for Call for Projects.

Councilor discussion:

Councilor Stacey wanted to clarify the notion of doubling the constrained funding strategy for each regional partner, in order to match the total strategic funding goal. He was concerned about the allocation of funding and matching targets for respective projects associated with the RTP. Councilor Craddick wanted to know more about how the evaluation criteria for the proposed Call for Projects would impact target features for existing projects such as Metro's Climate Smart Strategy. Councilor Harrington wanted to know more about the process for endorsement letters; she wanted to differentiate between coordinating committees submitting letters compared to local jurisdictions (rather than coalitions). She lauded environmental, equitable, and safety components of the RTP, though did not want performance targets to be altered due to constrained priorities. Councilor Dirksen thanked staff for their work on

the RTP investment strategy. He wanted to emphasize that the 2018 RTP needed to reflect projects that would enhance regional systems, rather than projects that were relevant to operations for respective jurisdictions. Also, Councilor Dirksen wanted to make sure that the project criteria and system evaluation would prevent any difficulty in deciding between projects to move forward with.

3:45 Councilor Liaison Updates and Council Communication

Councilor Dirksen provided an update on Congestion Mitigation and Air Quality Improvement (CMAQ): the 5th meeting for the CMAQ Policy Advisory Committee (PAC) would take place on June 2. The advisory board had started work on narrowing down a concept formula that would redistribute the same amount of CMAQ funding from the federal government to locals. Councilor Chase indicated that from a prior PAC session, it was proposed to take funds from CMAQ and transfer them to the diesel retrofit program; he indicated that there was resistance to use CMAQ funding when there was already legislation that would address a statewide diesel program. Councilor Dirksen indicated that a concept formula involved a capped multiplicative formula that would yield a larger amount of funding. He noted that the proposed formula would involve an equal cap that would be based off of percent of population.

4:00 Adjourn

Seeing no further business, Deputy Council President Kathryn Harrington adjourned the Metro Council work session at 4:32 p.m.

Respectfully submitted,

Amaanjit Singh