

# **Metro**

*600 NE Grand Ave.  
Portland, OR 97232-2736  
[oregonmetro.gov](http://oregonmetro.gov)*



**Metro**

## **Minutes**

**Tuesday, July 18, 2017**

**2:00 PM**

**Metro Regional Center, Council Chamber**

**Council work session**

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**2:00 Call to Order and Roll Call**

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

Councilors Excused: None

Council President Tom Hughes called the Metro Council work session to order at 2:02 p.m.

**2:05 Chief Operating Officer Communication**

Ms. Martha Bennett, Chief Operating Officer, made the following announcements:

- Mr. Ken Ray, Metro staff, had sent the Council an email regarding a Portland Tribune article covering Metro's food scraps policy.
- The councilors had received gifts from a GLEAN artist. Ms. Bennett explained that Metro's GLEAN program provided artists with stipends to create pieces of artwork out of trash collected from Metro transfer stations.
- Ms. Bennett introduced Ms. Tyler Frisbee, Metro staff, who provided an update on the Metro placemaking grants. Ms. Frisbee explained that Metro had received 53 grant requests from across the region. She informed the Council that the advisory group evaluating applicants and their projects had reached a recommendation. Seven projects across the region were selected in total, and quantitative methods would be used to measure success of the projects.

**Work Session Topics:****2:10 Brookings Institution and Metro Collaboration**

Mr. Jeff Raker, Metro staff, stated that Metro had chosen the Brookings Institution to help complete a market assessment due to their well-renowned research. He noted that the Economic Value Atlas, once completed, would

become an integrated tool that would influence Metro's future infrastructure investment, land use, and economic development decisions.

Brookings Institution representatives Mr. Adie Tomer, Mr. Ryan Donahue, and Mr. Brad McDearman provided the Council with an overview of their nationwide economic research findings. Notable findings included:

- Middle income occupations were in decline.
- The greatest job growth was occurring in low wage and high wage jobs.
- There was median wage stagnation, while the top one percent had experienced an extreme growth in income.
- While manufacturing and productivity were up, employment was down due to automation.
- Not enough companies were automating and becoming productive; only the most elite companies were experiencing productivity, while smaller manufacturing operations were not as productive and therefore not as competitive.
- Most metro regions across the country had a cluster of priority industries, and touted five or six industries as unique specializations; however, their proclaimed specialties oftentimes lacked actual uniqueness. It was important for regions to focus on their truly unique and marketable industries.

Mr. Tomer discussed the draft market scan, which applied nationwide trends to the Metro marketplace. Notable findings included:

- Portland firms were growing older.
- Portland had a large number of export-supported jobs.
- While jobs formed clusters, the region was expansive.
- Portland's job growth was average compared to

similar metro regions around the country.

- Portland was competitive in the following industries: computer and electronics, health sciences and technology, and metal and machinery.
- Median wage growth had stalled, and there were wage disparities by race.
- Living standards were strong, but housing and transportation costs were high; compared to other large metro regions, the Portland metro region was exceeded in cost only by San Diego, California.
- 7.1 miles was the median commute distance in the Portland metro region.
- Metro exceeded competitors in rates of carpooling, public transit, walking, and biking; however, 70 percent of people still drove to work alone every day.
- Portland had a highly intensive tradable economy, and a positive trade balance based primarily on the export of electronics.

Mr. Tomer informed the Council that next steps included mapping economic activity and transportation networks. He highlighted that the core question to be considered was how infrastructure could support Portland's economic competitiveness.

***Council Discussion:***

Councilor Harrington and Stacey expressed their appreciation for the presentation. President Hughes stated that Metro could not make any strides in economic development without involving the Greater Portland Institute (GPI), which included Clark County; President Hughes noted that while Clark County fell outside of Metro's jurisdiction, it was within Metro's commuting shed and had a large impact on the region. Councilor Craddick found it surprising that the Portland region imported far more agricultural products than it exported. Councilor Craddick also inquired about how the Brookings Institution data could be used by GPI to recruit businesses to the Portland metro

region. Mr. McDearman stated that GPI was challenged to think about creating an economic environment that appealed to businesses; he stated that major regional players-including GPI and Metro-needed to work together toward common objectives. Councilor Chase supported working with GPI and chambers of commerce; he inquired about how Metro could build champions in various agencies, as Metro's role was largely as a convener of other organizations. Councilor Harrington supported the engagement of local officials, staff members, and chambers of commerce; she stated that the economic information from the Brookings Institution needed to be shared with others in order to change mindsets that were rooted in an outdated economic growth model.

3:00   Transport and Disposal RFP Evaluation Criteria Weighing for Public Transfer Stations

Mr. Paul Slyman, Director of Property and Environmental Services, provided an overview of the Solid Waste Roadmap project. He explained that at the direction of the Council, the Property and Environmental Services team was working to separate up to 18 percent of food waste from garbage. Of the remaining garbage, up to 5 percent more could be recycled, and up to 16 percent could be converted to energy. The remainder of the trash would be sent from Metro South and other transfer stations to landfills.

Mr. Elder, Metro staff, discussed transport and disposal procurement for 2020. Mr. Elder provided the Council with an update on the Request for Qualification (RFQ) process. He informed councilors that Metro had received responses from four landfills, all of which were located in the Columbia Gorge. The landfills were Columbia Ridge, Finley Buttes, Roosevelt, and Wasco County. Mr. Elder explained the differences between the landfills, and the communication process surrounding the draft Request for Proposals (RFPs). He noted that there would be a public comment period on the RFPs.

Mr. Pitzler, CH2M, discussed the 2008 transportation RFP criteria and the 2017 proposed criteria. He noted that there were a few nuanced changes proposed since the criteria were previously established in 2008. To keep the criteria aligned with Metro's Diversity, Equity, and Inclusion goals, a "community and diversity" criterion was proposed. Mr. Pitzler asked councilors to weigh the criteria presented and allocate points to the following: environmental impacts; cost; operational approach, experience, and reduction of risk to Metro; and community and diversity.

***Council Discussion:***

Councilor Collette asked if any landfills in western Oregon qualified as part of the RFQ process. Mr. Elder explained that no western landfills submitted a RFQ. Councilor Craddick requested an explanation of "reduction of risk to Metro"; Mr. Pitzler explained that this criterion was largely about reducing risks to Metro's transfer stations and their function, such as poor weather and road closures. Councilor Harrington asked about company stability, jobs, and system complexity. She also asked if landfills would have contingency plans in the event of poor weather inhibiting transport of waste to their location. Councilor Chase asked about safety of operations and baseline expectations. Mr. Pitzler explained that the relative safety of firms could be evaluated by comparing numbers of historical workplace accidents and Occupational Safety and Health Administration filings. Councilor Collette inquired about potential modes of waste transport. The Council discussed their varied thoughts about how the criteria presented should be weighted.

**4:00 Metro Attorney Communication**

Ms. Alison Kean, Senior Metro Attorney, provided the Council with an Office of Metro Attorney project update. Projects in progress included: responding to public records requests from the Portland Tribune regarding the Expo

Center and the Department of Environmental Quality (DEQ); the Oregon Convention Center hotel project closing; work with the Diversity, Equity, and Inclusion team on equity legal issues, engaging with tribal governments, and advising on safe and welcoming spaces; work with the Human Resources department on a numerical scoring system for hiring; finalizing a record of decision on Urban and Rural Reserves to submit to the Land Conservation and Development Commission (LCDC); working with Planning and Development staff on legal and procedural issues regarding the adoption of Regional Transportation Plan (RTP) amendments in 2018; drafting code amendments to Metro's Urban Growth Management Functional Plan; working on a Washington Park storm water line intergovernmental agreement (IGA); renewing an IGA with Metro's public partners for the Willamette Falls project; drafting contracts that would accompany solid waste transportation and disposal RFPs; drafting a Gresham-Metro IGA for regional flexible funds; and drafting a disposition and development agreement with Rose City.

#### **4:10 Councilor Communication**

Councilor Dirksen discussed the proposed reallocation of Congestion Mitigation and Air Quality (CMAQ) funds. Under the proposed reallocation, the Metro region was expected to receive less funding than it currently received. Councilor Dirksen distributed a draft letter co-signed by JPACT and the Metro Council. The letter, written to the Oregon Transportation Commission (OTC), argued in favor of changes to the proposed CMAQ fund allocation. The Council provided a thumbs up to the letter. Councilor Harrington spoke about the Regional Disaster Preparedness Organization (RDPO), President Trump's proposed budget, and the Northwest Oregon Health Preparedness Organization (HPO). She explained that funding for the HPO would be completely eliminated under the President's proposed budget. Councilor Collette provided a Transit-Oriented Development (TOD) Steering Committee



update, speaking specifically about the 82nd Avenue furniture store site. Council President Hughes noted that the Council had received two familiarization requests for 2017. The Council provided a thumbs up to both requests.

**4:30 Adjourn**

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:49 p.m.

Respectfully submitted,

Taylor Unterberg, Council Policy Assistant