

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, July 16, 2019**

**2:00 PM**

**Metro Regional Center, Council Chamber**

**Council work session**

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

Council President, Lynn Peterson, called the Metro Council work session call to order at: 2:02 p.m.

**Present:** 7 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Juan Carlos Gonzalez, Christine Lewis, Bob Stacey, and Lynn Peterson

**2:05 Safety Briefing****Work Session Topics****2:10 Clean Diesel Construction Contracting**

Attachments: [Work Session Worksheet](#)  
[Clean Air Construction Standard](#)  
[Clean Air Construction Standard Background Summary](#)  
[PowerPoint: Clean Air Construction Standard](#)

Council President Lynn Peterson introduced Ms. Tracy Fisher, Senior Procurement Analyst, and Ms. Jenna Garmon, Metro's Internal Sustainability Program Coordinator, to discuss the Clean Air Construction Standard for Metro's public projects. Ms. Garmon noted that both the City of Portland and Multnomah County had adopted the Clean Air Construction Standard, and that the adoption of the Clean Air Construction Standard was in progress in Washington County. She gave background on the deadly impact of diesel exhaust and the need for a clean diesel standard. Ms. Garmon displayed a map of the metro region that showed pollution levels relative to Oregon Health benchmarks. She explained that there were no areas in the metro region that had safe levels of diesel pollution. Ms. Garmon explained that it is difficult to know exactly why a particular region was heavily affected, but their data showed that the diesel problem in the metro region is a combination of the regions industrial activity, weather patterns, geological formations, as well as the lack of emission standards in Oregon. She emphasized that the majority of diesel pollution in the metro region came from non-road construction equipment.

Ms. Garmon noted that all of those factors, as well as best practices from research done on similar programs from across the country, were considered by the Oregon Clean Air Construction Collaborative as they devised the Clean Air Construction Standard. She stated that the Collaborative's goals for the standard were to 1) reduce diesel emissions on public construction projects, 2) support a diverse contractor pool and ensure that efforts to advance equity and contracting continue, 3) reduce cost and administrative impacts on contractors and on project managers, and 4) foster regional adoption to expand the reach of the standard and the cleaner construction standard attempts to strike a balance between all of these goals. Ms. Garmon noted there had also been a long history of stakeholder engagement on the issue, and that it had helped to shape the standard. She recalled that the City of Portland and Multnomah County held a workshop and then solicited public comments on the standard in November of last year, and 98% of the comments received were in support of the standard. Ms. Garmon explained that if Council provided direction to continue to work toward adoption of the standard for Metro projects, the Collaborative planned to create an engagement plan with a particular focus on COBID (Certification Office for Business Inclusion and Diversity) firms and diesel impacted communities.

Ms. Fisher noted that the standard applied to new Metro construction contracts and to engine requirements for non-road equipment 25 horsepower and greater. She summarized what the phase and schedule of the standard implementation looked like. Ms. Fisher shared that the City of Portland had volunteered to be the lead agency to administer the program. She suggested Metro consider the implementation of additional technical and financial support upon council direction. Ms. Fisher reported that the program had financial implications both at the project and

program level. Based on research around similar projects implemented around the country, Metro expected that retrofit costs on a million dollar project ranged between \$600 and \$5,700 which will likely get passed on to Metro. Ms. Fisher discussed potential next steps for Metro which included: to continue work with regional partners on framework development, continue stakeholder engagement, identify funding resources to support COBID firms, and to bring to Council for adoption.

President Peterson introduced Mr. Kyle Diesner, Climate Action Program Coordinator with the City of Portland Bureau of Planning and Sustainability. Mr. Diesner spoke on the metrics of how the threshold was informed and how the phased in approach was based on research of the industry. He emphasized that putting new plans into effect in only one year had significant financial implications for contractors as they need more time. Mr. Diesner introduced Mr. John Wasiutynski, the Director of Sustainability for Multnomah County. Mr. Wasiutynski noted that they are employing a collective impact model to work collaboratively. He reiterated that while Metro Council might be more aggressive in the standards, thresholds, and the timelines, other local jurisdictions may prioritize the same issues in a different way. Mr. Wasiutynski discussed the importance of accommodating the various stakeholders so that implemented standards were palatable across all of the different jurisdictions.

#### *Council Discussion*

Councilor Sam Chase asked Mr. Diesner and Mr. Wasiutynski if there were any alternative options to support COBID firms apart from blanket exemptions for COBID firms. Mr. Wasiutynski expanded on the processes required for COBID firms as well as their transition into the expected COBID standards if needed. Councilor Juan Carlos Gonzalez agreed with the lower thresholds and higher standards

presented.

Ms. Fisher added that staff planned to create additional contracting requirements for business partners. She also noted there was still administrative support needed to provide for the additional changes to comply with the COBID standards well. Ms. Fisher recalled a brainstorming session that happened at Metro between Metro staff and DEQ (Oregon Department of Environmental Quality) staff where they discussed the different ways to potentially support COBID firms in addition to just giving them monetary support.

Ms. Fisher recounted that they continued to work with regional partners to develop a common framework, engaged with stakeholders-with COBID firms as the particular target-and pursued different options that potentially supported COBID firms. Councilor Shirley Craddick inquired about the costs estimated to support COBID firms. She also wanted to know who monitored the project.

#### 2:30 Regional Solid Waste System Infrastructure

Attachments: [Work Session Worksheet](#)  
[Rate Setting Criteria](#)  
[PowerPoint: Regional Solid Waste Investments](#)

President Peterson introduced Mr. Roy Brower, Interim Property and Environmental Services Director, to give an update on the regional solid waste system infrastructure. Mr. Brower introduced Mr. Brian Kennedy, Interim Finance and Regulatory Services Director, and Ms. Cinnamon Williams, Financial Planning Director.

Mr. Brower summarized past discussions as well as the future of the regional solid waste system. He reminded Council that the Regional Waste Plan was already in place and served as the framework for the next 12 years. Mr.

Brower remarked that the future framework was not just about garbage-it was also about jobs, equitable access, health, environment, greenhouse gas reduction, resilience, and public services. He spoke on the goals for the framework, which included:

- Shared prosperity in garbage and recycling system (engagement, local benefit, living wage and workforce diversity).
- Invest in communities so that those communities regard solid waste facilities as assets.
- Improved system for recovery (food, recyclables, and yard debris) and to meet changing markets and evolving community needs
- Maintain a system of facilities to ensure geographic distribution of services and more equitable access to them
- Ensure routine garbage and recycling system can be restored quickly following a disruption

Mr. Brower went over the regional priorities such as: food collection and processing, modernize existing infrastructure and facilities, and improve the geographic distribution of services, especially on the west side of the region. He explained that those specific regional issues planned to be presented to council early next year in 2020.

Mr. Kennedy explained to Council the potential financing tools they used if Council decides to move forward on potential regional solid waste investments. The two tools were either “pay as you go” financing or debt financing. He highlighted that the specific tools were different from the tools Metro had used on other investments because they were based on solid waste fees and did not require voter approval, unlike measures Metro had referred to the ballot. Mr. Kennedy explained that the “pay as you go” financing

method financed projects from solid waste reserves fund balance and/or the current revenue based on fees Metro collects for solid waste services, the tip fee at transfer stations as well as the metro regional system fee. He explained that the debt financing tool financed capital projects through the issuance of revenue bonds, which are different than general obligation bonds.

Ms. Williams went over the rate setting process, which included: cost recovery (both operating and capital costs), criteria, and annual process. She briefly went over the utility financing best practices for capital infrastructure, which included a combination of “pay as you go” and debt financing, updated long-term capital program, and a built detailed financing strategy

#### *Council Discussion*

President Peterson expressed that there needed to be prioritization discussions about what the best practices for management of Metro’s systems were as well as potential new policies. Councilor Lewis also agreed that a system scenario map was helpful. Councilor Craig Dirksen suggested that Metro needed to have a detailed overview of exactly what the construction programs and how that changed Metro practices going forward. He said that he wanted to know what staffs’ priority were and how they thought it impacted system. Councilor Dirksen also noted that it was important to also factor in how Metro was going to engage the community as they designed and determined the services potentially provided. President Peterson suggested that staff accelerate the policy aspect of the program.

#### **3:00 Chief Operating Officer Communication**

Mr. Andrew Scott, Interim Chief Operating Officer, announced that the council work session on Tuesday, July 23, was located at the zoo; the council meeting on Thursday, July 18, was cancelled.

**3:05 Councilor Communication**

Councilor Craddick announced that she attended the East Multnomah County Transportation Committee meeting on Monday, July 15. She shared that there was a presentation by Oregon Department of Transportation (ODOT) about the Columbia Forge Express a feasibility study that looked at how to relieve congestion. Councilor Craddick and Councilor Chase attended the opening of the Blackburn Center, a full medical facility built by Central City Concern on Thursday, July 11.

Councilor Gonzalez reported that he attended the Local Investment Team (LIT) tour for Southwest 185th Avenue in Washington County on Monday, July 15. He mentioned that there was discussion about safety, pedestrian safety, options, and reliability. President Peterson and Councilor Chase discussed their presentation that day in Multnomah County on Metro's Regional Investment Strategies. President Peterson announced that they had two more meetings scheduled for Washington County and Clackamas County.

Policy Advisor to Councilor Sam Chase, Mr. Ernest Hayes, presented a letter that proposed a response to Metro's Housing Oversight Committee. He explained that the letter was forwarded by Emily Lieb, Principal Regional Planner, on Tuesday, June 25, and received by Council. Mr. Hayes conveyed that the letter had requests about the way in which some of the implementation was structured for the housing measure. Specifically, the letter recommended for 20% aspirational goal for utilization of a minority-owned, women-owned, and emerging small businesses (MWESB) and for workforce diversity. He announced that council staff worked with Councilor Lewis and Councilor Lewis to draft a response letter. Mr. Hayes explained that after the letter was reviewed it would be presented to the Oversight Committee for approval on Wednesday, June 24.



**3:10 Adjourn**

Seeing no further business, Deputy Council President Sam Chase adjourned the Metro Council work session at 4:08 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Alma Pinto".

Alma Pinto, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 16, 2019**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
1.0	PowerPoint	07/16/2019	Clean Air Construction Standard for public projects	071619cw-01
2.0	PowerPoint	07/16/2019	Regional Solid Waste System: Financing the Future System	071619cw-02