

Revised 7/9/14

Meeting: Metro Council Work Session
Date: Tuesday, July 15, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------------------|---|---|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR JULY 17, 2014/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:10 PM
(30 Min) | 2. <u>2014 ELECTED OFFICIALS SURVEY RESULTS – INFORMATION / DISCUSSION</u> | Jim Middaugh, Metro
Tom Eiland, CFM Strategic Communications |
| 2:40 pm
(45 Min) | 3. LONG TERM MANAGEMENT OPTIONS FOR SOLID WASTE – <u>INFORMATION/DISCUSSION</u> | Paul Ehinger, Metro
Rob Smoot, Metro |
| 3:25 PM | 4. <u>METRO ATTORNEY COMMUNICATION – INFORMATION</u> | Alison R. Kean, Metro |
| 3:35 PM | 5. COUNCIL COMMUNICATION | |

ADJOURN

Metro's Nondiscrimination Notice:

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Agenda Item No. 2.0

**2014 ELECTED OFFICIALS SURVEY
RESULTS**

Metro Council Work Session
Tuesday, July 15, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 15, 2014

LENGTH: 30 Minutes

PRESENTATION TITLE: 2014 Elected Officials Survey Results

DEPARTMENT: Communications

PRESENTER(S): Jim Middaugh, Communications
Tom Eiland, CFM Strategic Communications

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To provide an overview of the results of the 2014 survey of the region's elected officials.
- Outcome: Council awareness of the views of elected officials; initial council discussion of how to use the survey results to improve performance.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

As part of Metro's balanced scorecard work, during the past four years Metro has surveyed the region's elected officials three times to determine how they view Metro's communications work and Metro's various programs. From an initial, very informal survey of MPAC and JPACT members, the survey has evolved into a more detailed and more far reaching series of questions. The responses to the questions provide valuable information about how the Council's elected peers view various Metro programs. The survey also stratifies results by county and type of elected official.

Tom Eiland of CFM Strategic Communications will provide an overview of the methodology behind the survey and the results of the survey. The Council will have an opportunity to engage with Mr. Eiland and with Communications Director Jim Middaugh about both.

QUESTIONS FOR COUNCIL CONSIDERATION

- Which results concern the council the most?
- What follow up would council like to see based on the results and the trends over time?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? A summary report of the survey results.

2014 Survey among City and County Elected Officials

Conducted by
CFM Strategic Communications

June 2014



strategic communications, inc.

▶ research ▶ marketing public relations ▶ public affairs ▶ federal lobbying ▶ state lobbying

503.294.9120 | www.cfm-online.com | 1100 SW Sixth Avenue, Suite 1425 | Portland, Oregon 97204

Overview

- **2014 Elected Officials Survey**
 - Similar surveys were conducted in 2011 and 2012. The survey was not conducted in 2013.
- **Objectives:**
 - Measure the percent of elected officials that agree with the statement: “Metro provides highly valuable services that have positive impacts on my constituents.”
 - Assess Metro’s performance on information and trust.
 - Assess Metro’s performance for specific responsibilities and areas.
 - Trend results from 2011 and 2012, where appropriate.

Methodology

- **Multi-modal survey**
 - Online survey and
 - Telephone interviews
- **Participants: county commissioners, mayors and city council members in Multnomah, Clackamas and Washington counties**
- **Interviews conducted June 9 to June 25, 2014**
- **67 completed interviews**
 - 52 online, 15 telephone
 - 60 city and 7 county officials
 - 42% response rate

Respondent Characteristics

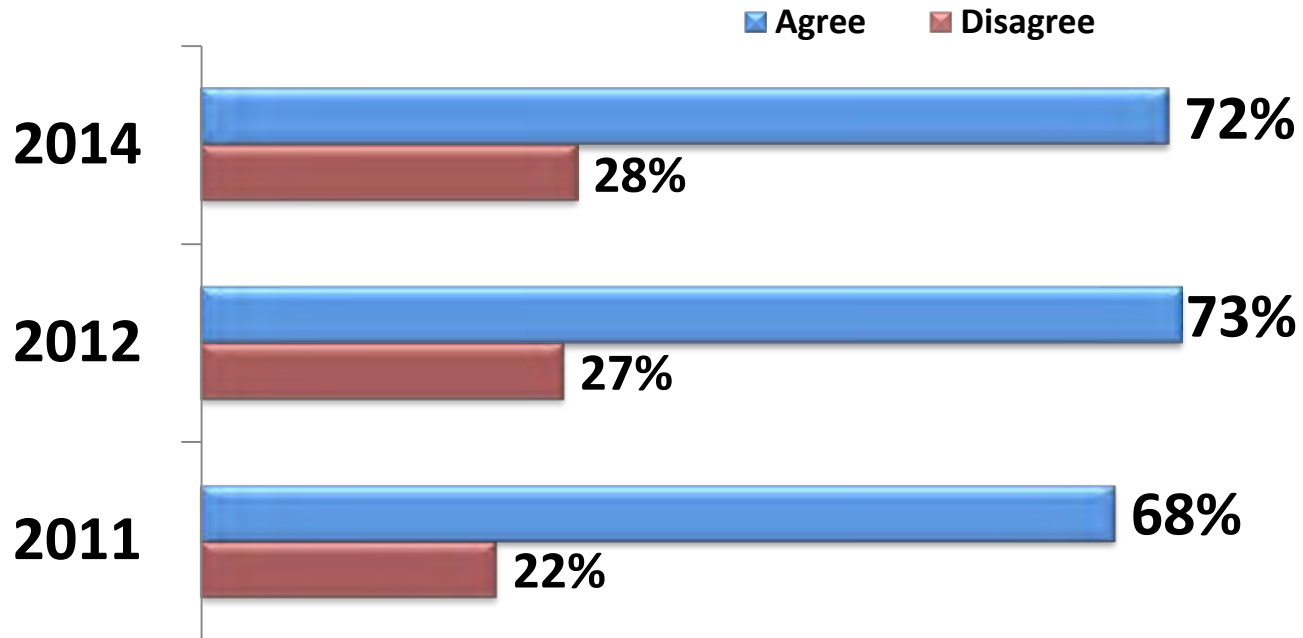
	Commissioners	Mayors	City Council	Total
Multnomah	3	1	9	13
Washington	2	2	18	22
Clackamas	2	7	23	32

Metro provided a list with contact information for 160 elected officials. Up to five attempts to contact and complete an interview were made for each elected official, two by phone and three by email.

Overall Perceptions of Metro's Services

Do you agree or disagree with the following statement:

"Metro provides valuable services that have positive impacts on my constituents."



Opinions about Metro's positive impacts are unchanged.

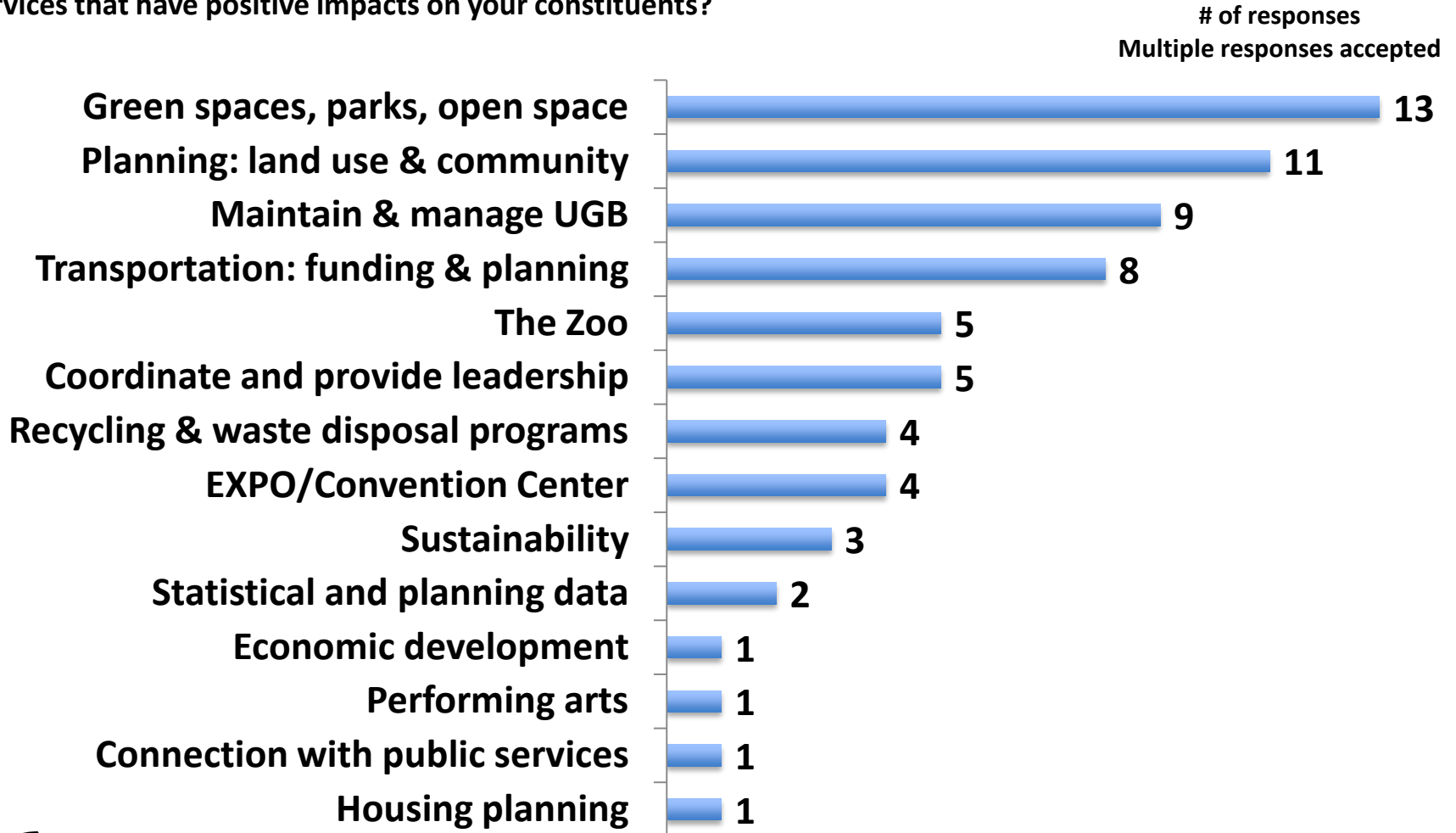
Opinions by Area and Position

	Agree	Disagree
Multnomah	10	3
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Total	48	20

Officials from Multnomah and Washington Counties are most likely to value Metro's efforts

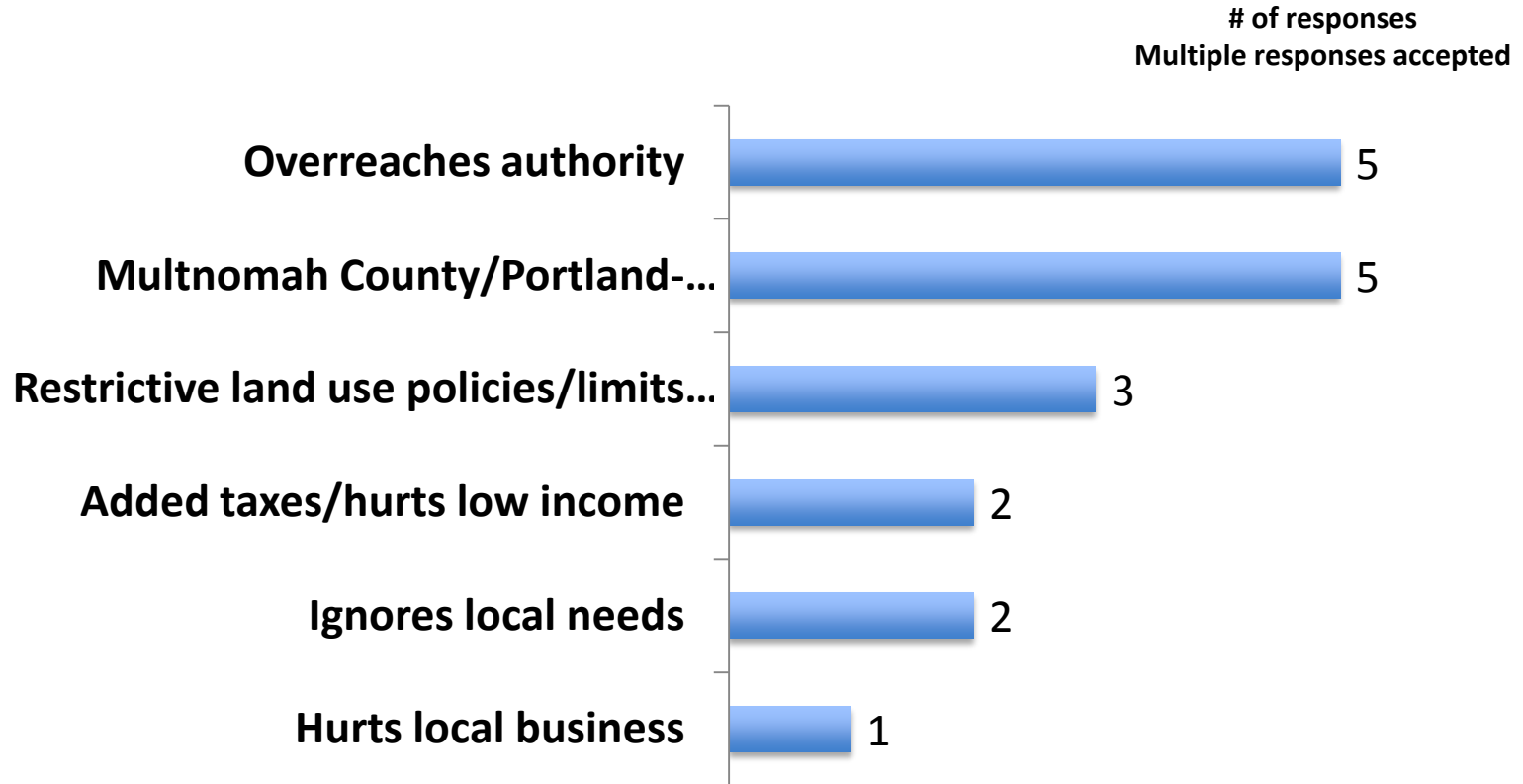
Metro's Most Valuable Services

What are the primary reasons you agree Metro provides valuable services that have positive impacts on your constituents?



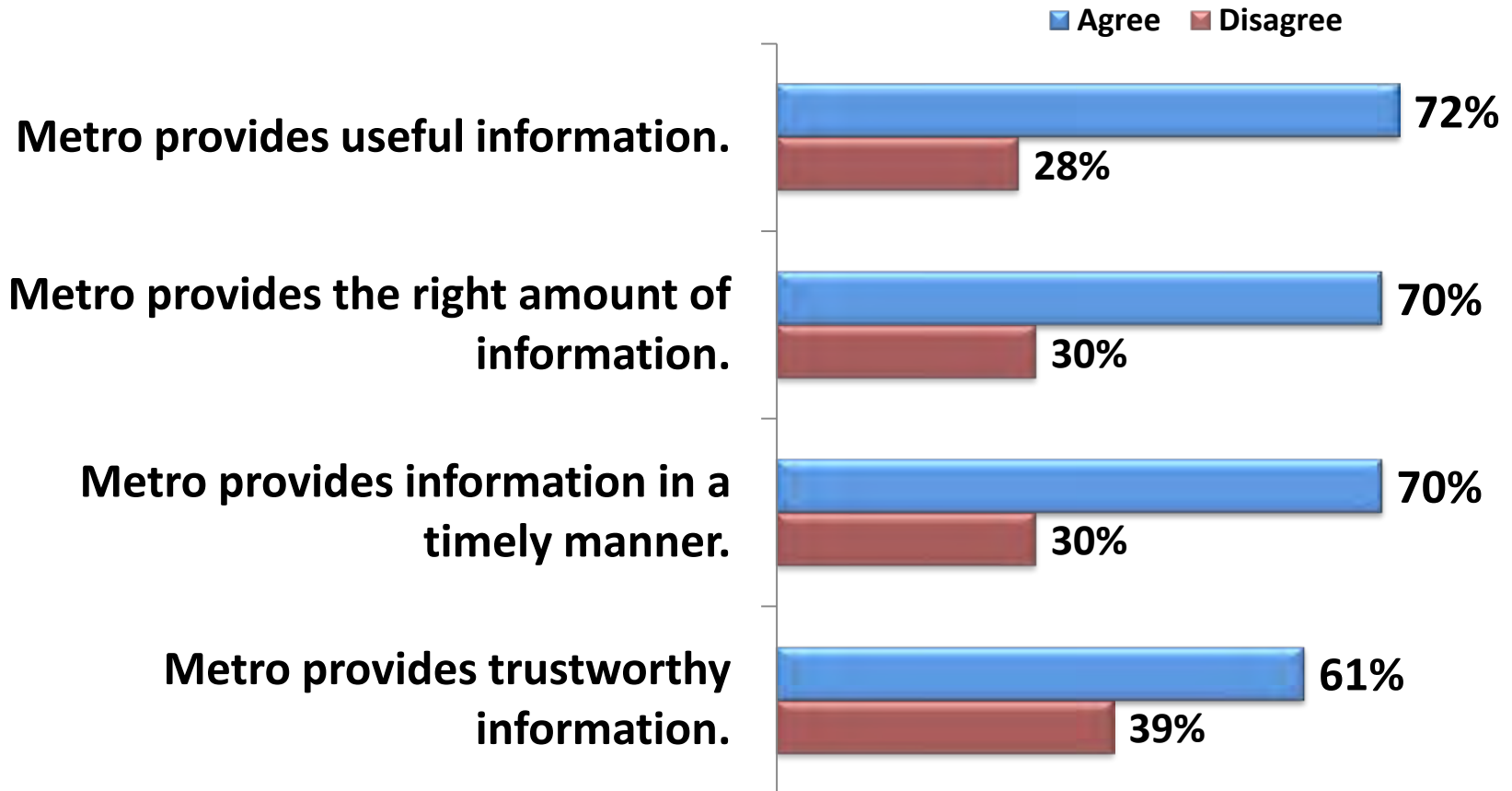
Concerns about Metro's Efforts

What are the primary reasons you disagree Metro provides valuable services that have positive impacts on your constituents?



Assessing Communication

Do you agree or disagree with the following statements?



Trends

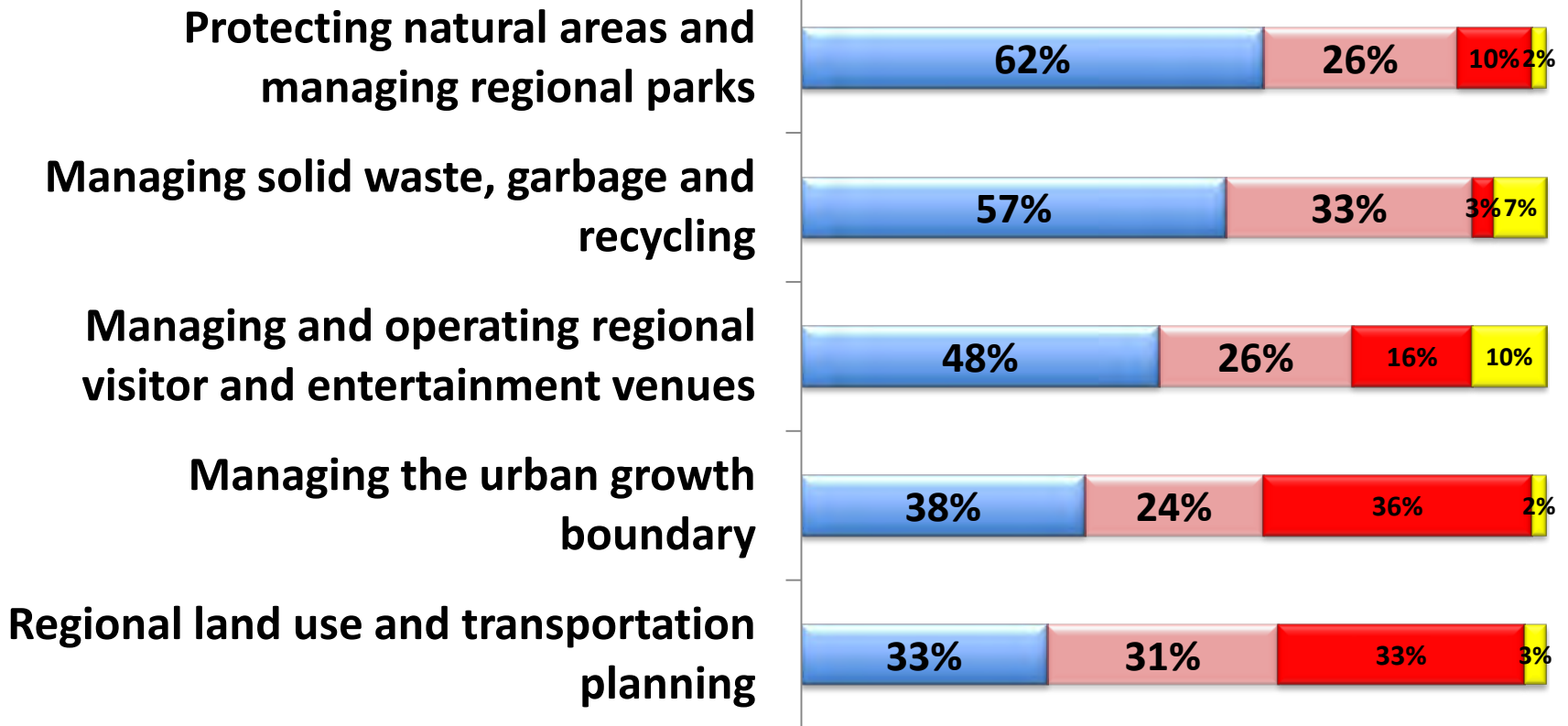
Perceptions of Metro's information has been consistent since 2011.

	Year	Agree	Disagree
Metro provides useful information.	2014	72%	28%
	2012	76%	24%
	2011	74%	26%
Metro provides information in a timely manner.	2014	70%	30%
	2012	78%	22%
	2011	78%	22%
Metro provides the right amount of information.	2014	70%	30%
	2012	68%	32%
	2011	na	na
Metro provides trustworthy information.	2014	61%	39%
	2012	67%	33%
	2011	62%	38%

Rating Primary Responsibilities

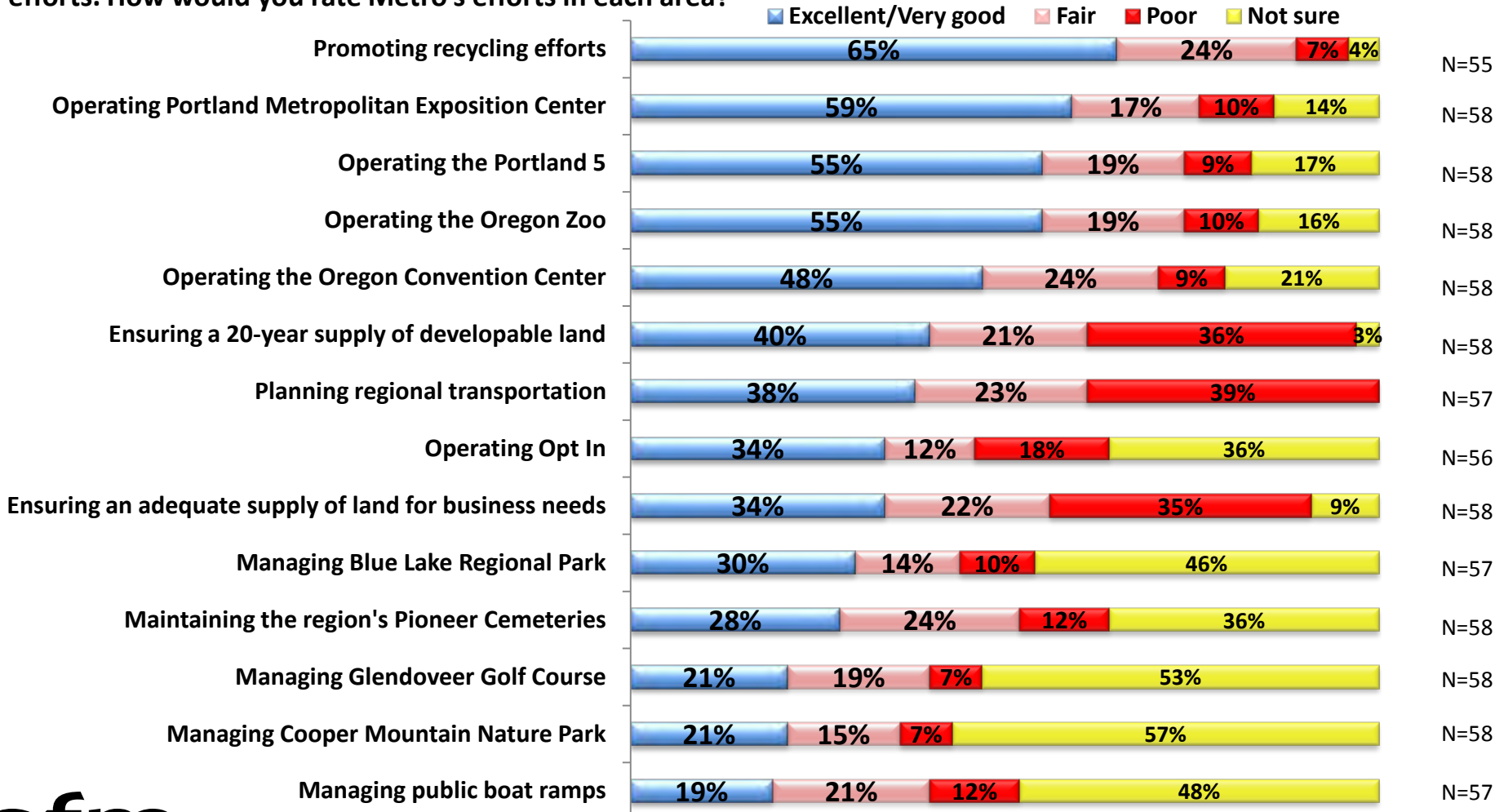
The following are five of Metro's primary areas of responsibility. How would you rate Metro's efforts in each area?

■ Excellent/Very good
 ■ Fair
 ■ Poor
 ■ Not sure



Rating Specific Responsibilities

The following are more specific Metro responsibilities and efforts. How would you rate Metro's efforts in each area?

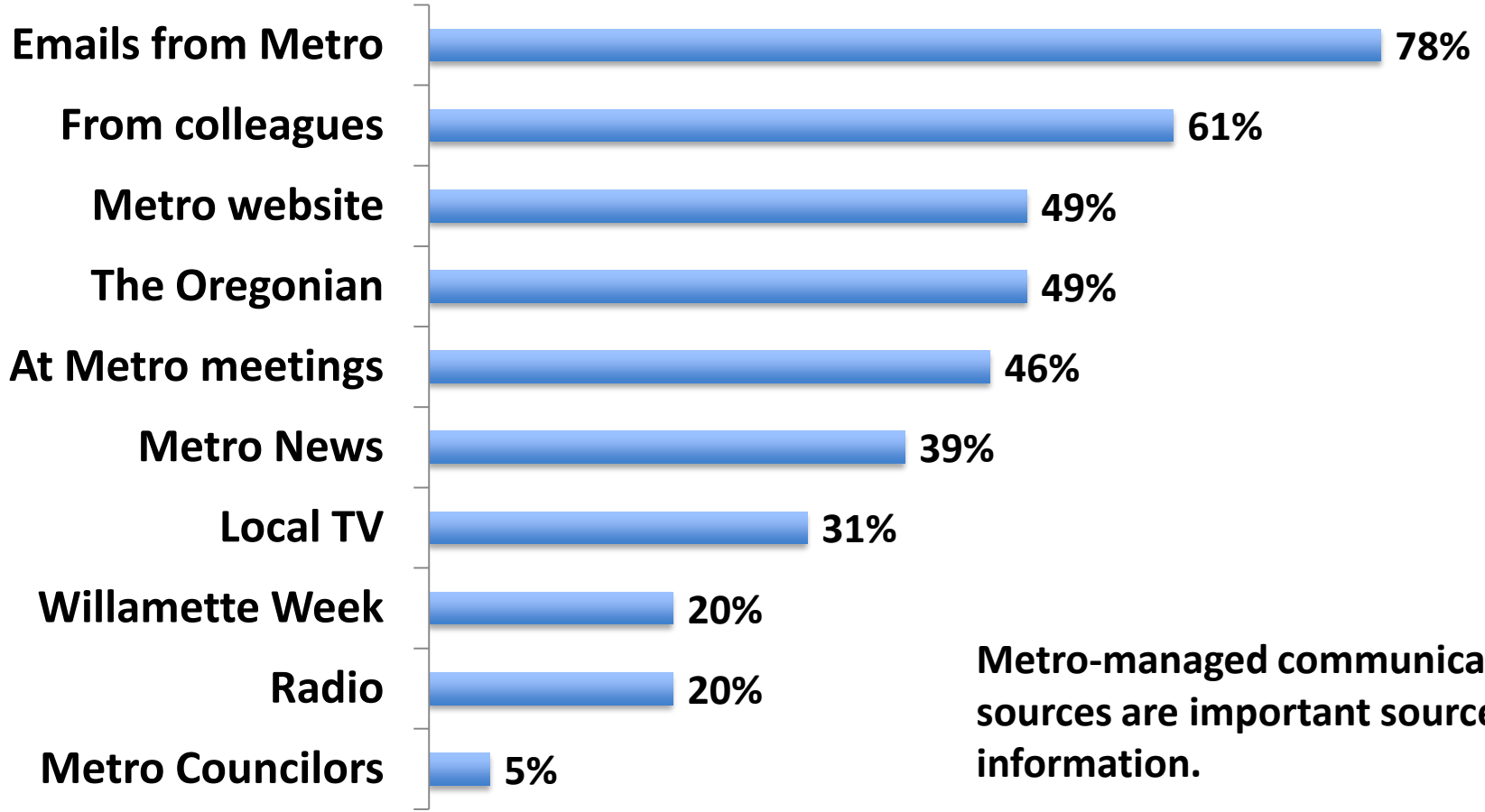


Rating Responsibilities

- Elected officials give highest ratings for Metro's efforts in recycling.
- Officials give mixed ratings for Metro's overall efforts managing events venues but are impressed with management of specific facilities.
- Overall, officials are impressed with Metro's management of parks and recreational areas but a large share don't know enough to rate its efforts managing specific parks and facilities.
- Elected officials give lowest ratings for Metro's efforts regarding land use and transportation planning.

Sources of Information

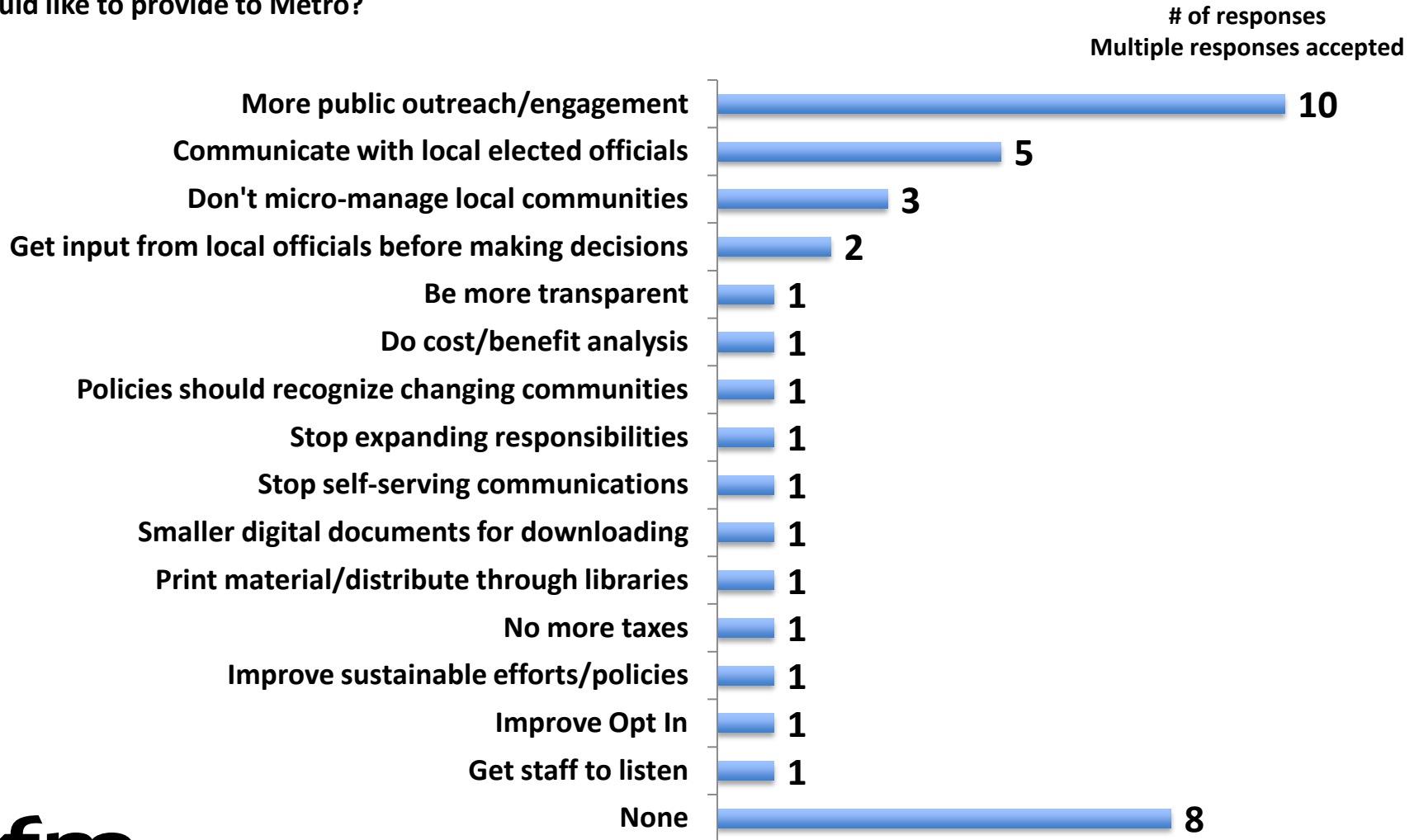
Where do you typically get information about Metro?



Metro-managed communication sources are important sources of information.

Suggestions to Improve Communication

Are there any other specific suggestions you would like to provide to Metro?



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Agenda Item No. 3.0

**LONG TERM MANAGEMENT OPTIONS
FOR SOLID WASTE**

Metro Council Work Session
Tuesday, July 15, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 15, 2014 **TIME:** 2:00 P.M. **LENGTH:** 45 minutes

PRESENTATION TITLE: Long Term Management Options for Solid Waste

DEPARTMENT: Parks and Environmental Services

PRESENTER(S): Paul Ehinger, 503-797-1789, Paul.Ehinger@OregonMetro.gov and Rob Smoot, 503-797-1789, Rob.Smoot@OregonMetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose: To inform Council of staff's preliminary analysis of long-term management options for garbage in our region and to gain Council's support and guidance for continued analysis and development of options.

Outcome: Guidance from Council to help inform further analysis and development of options that will be presented to the Council for a decision in about a year.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

On December 31, 2019, Metro's current contracts for the transportation and disposal of 90% of the region's waste expire. This provides Metro with a variety of options for how our region can manage its garbage in the future:

- Metro could continue to use landfill disposal which is likely to be the least costly method.
- Materials recovery at transfer stations, in addition to continued emphasis of greater recovery upstream of the disposal system could be used get more value out of our trash before disposal.
- The Region's trash could become a significant energy source through investment in conversion technologies.
- Metro could select a combination of the above.

The Metro region has a complex public-private waste management system that has functioned well for more than 20 years. But market conditions have changed since Metro established the current system: there is competition among multiple landfills and ample landfill capacity; more privately-owned transfer stations have entered the system; a few larger solid waste companies have become vertically integrated- providing services for the collection, transfer and disposal of garbage; the regional recycling rates exceed 50 percent; and technologies for processing garbage to extract resources have evolved.

The Long-Term Management project of the Solid Waste Roadmap seeks to address the main question: "Over the long run, what does the region want to do with materials that aren't reused, recycled, or composted?" Staff looks to answer this question in keeping with the six public benefits the region's solid waste system must achieve:

- Protects people's health
- Protects the environment
- Gets good value for the public's money

- Keeps the commitment to the highest and best use of materials
- Is adaptable and responsive in managing materials, and
- Ensures services are accessible to all types of customers

Through this project, Metro staff plans to examine several disposal options for garbage and develop and analyze alternate systems that could be used to manage the region's garbage for the next 30 years.

The objective is to provide the Metro Council with sufficient information to inform a decision about what to do with the region's garbage after 2019 and what the region's solid waste system could look like.

Decisions by the Metro Council may require a different system configuration than currently exists in order to best meet some of Metro's six desired outcomes for the region (Leadership in climate change, Clean air and water, and Equity). Changes in consumer perception and behavior may also be important factors to consider.

Staff has been researching and evaluating options for managing garbage to identify what choices are available for disposing of the Region's garbage when the current contracts expires in 2019. Staff has also met with SWAC for stakeholder feedback.

Staff seeks to inform the Council of the preliminary findings of this project and seek support and guidance for continued research. The Council will be provided with additional information next year to allow them to make a decision on the direction the region will take.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions about this presentation?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Attached descriptions of available disposal technologies.

Solid Waste Roadmap Project:
Technologies Examined for Long Term Management Options

The following technologies were examined for addressing the management of garbage generated in the Metro region. These technologies were selected because they have been used or are under consideration to deal with a jurisdiction's garbage. The list is being provided prior to the July 15th Work Session so that Council Members may get familiarized with some of the terminology which will be used during the presentation.

Landfill

Modern landfills are lined and managed to prevent the escape of undesirable materials, such as wind-blown debris, liquid leachate and landfill gas. Landfills can be used for disposal of any non-hazardous material. Gas generated at most landfills is collected and used to produce electricity.

Direct Combustion

Direct combustion is burning the garbage to generate heat. The heat that is generated, usually between 1,500 and 3,000 degrees Fahrenheit, is used to boil water, which generates steam. The steam is used to drive turbine generators that produce electricity. In addition, the steam can also be used for heating local or nearby buildings or providing steam energy to an industrial process.

Gasification

Gasification is a process that cooks garbage that is first extensively processed. Garbage is screened, sorted, ground up and mixed to make a uniform feedstock. Often, non-burnable items (glass, metal, etc.) are removed during this pre-processing operation because they reduce the heat potential of the feedstock. The cooking process takes place at temperatures above 1,800 degrees Fahrenheit, with controlled amounts of oxygen to prevent combustion. Without true combustion, a gas is produced containing mostly carbon monoxide, hydrogen, and methane, which can be further "cleaned" or "scrubbed" to a suitable grade for use in an engine to generate electricity or as a feedstock to produce chemicals.

Plasma Arc Gasification

In Plasma arc gasification, garbage (after extensive processing) is heated to about 4,500 degrees Fahrenheit and then exposed to a very-high-temperature (5,000 to 12,000 degrees Fahrenheit) electric arc that is generated between carbon electrodes. This process breaks the garbage down into simpler compounds forming a mixture of gases and a liquid slag. The gases can be processed/purified for uses in chemical manufacturing or could be used on site to generate steam or electricity. The slag could be used for daily cover and aggregate at a landfill.

Pyrolysis

Pyrolysis is a process whereby material such as wood, carpet, and plastic are converted to gases, liquids, and solid fuels (e.g. charcoal from wood) under high temperatures (700° to 1500°F) and pressure, with no (or nearly no) oxygen. Pyrolysis is similar to the Gasification

process, but requires even more preprocessing to separate out specific materials, such as film plastics, and then create a uniformly sized and mixed feedstock from that separated material. This process does not work with a mixture of varying materials such as is found in garbage.

Aerobic Composting

Aerobic composting is generally an open-air operation where green material (yard debris, wood and food waste) is placed in elongated piles called windrows that are kept aerated by physically turning the piles with a machine or by ensuring that air flows through the piles. Generally, within 30-60 days the green material breaks down, leaving a rich soil amendment that can be used in farms and gardens. Composted garbage could not be used as soil amendment, it would likely be sent to a landfill.

Anaerobic Digestion (AD)

Anaerobic Digestion (AD) is a series of processes in which bacteria act to break down biodegradable material in the absence of oxygen to produce a biogas (primarily methane and carbon dioxide). The biogas can be cleaned for use in a direct combustion engine to produce electricity, cleaned and compressed for vehicle fuel or cleaned for sale into a local natural gas pipeline.

Dry systems, often referred to as Dry Fermentation, have a higher tolerance for contamination and do not require pre-processing of the feedstock. Instead, garbage is piled in closed “bunkers” (sealed air tight) and sprinkled with bacteria-rich liquid to initiate digestion, which will produce a methane rich gas. The gas used in an engine to produce electricity. After digestion the garbage is typically sent to landfill due to contamination. (The entire process takes about 30 days at the ZWED facility in San Jose.)

Mechanical Biological Treatment (MBT)

Mechanical Biological Treatment (MBT) is a type of process that combines a sorting facility (e.g. Advanced Materials Recovery described below) with composting or anaerobic digestion. Typical products of this process are electricity generation and landfill.

Hydrolysis

The Hydrolysis process involves the reaction of water and fiber-based substances (e.g., paper, yard waste, etc.) in garbage with a strong acid (e.g., sulfuric acid) to produce sugars. These sugars are fermented to produce an alcohol that is then distilled to produce a liquid fuel.

Catalytic and Thermal Depolymerization

Depolymerization targets plastics, waste oils, grease, fats and animal parts and converts them into a crude oil-like substance, which can be further processed into fuels such as gasoline or diesel. There are two depolymerization methods, thermal and catalytic.

- Thermal Depolymerization utilizes relatively high temperatures (1,000° to 1,400° Fahrenheit) and pressure to produce crude oil.

- Catalytic Depolymerization uses lower temperatures (500° to 700°F) and pressures but adds a chemical catalyst to aid in the process of breaking down the feedstock into crude. Zeolite, silica-alumina, and bauxite are common types of catalysts used in the process. The plastics, synthetic-fiber components and water in the feedstock react with the catalyst under pressure and heat to produce a crude oil.

Waste-to-Fuel Technology

The generation of liquid fuels from garbage is an evolving technology and reportedly involves the use of a thermal conversion process to generate a synthetic gas (“syngas”), followed by the use of a chemical process to convert the syngas into a fuel.

Autoclave/Steam Classification

Autoclaves are large rotating vessels that have steam injected and are kept at a high temperature and pressure over a 2 to 3 hour period. Autoclaving is classified as a “mechanical” process that is used to separate paper like material from other portions of the garbage to be recovered for further processing for pulp, digestion to fuel, or drying for combustion. The remaining garbage is landfilled.


Advanced Materials Recovery

An Advanced Materials Recovery Facility (AMRF) is a specialized plant that receives, separates and prepares materials for marketing to end-user manufacturers. The function of advanced materials recovery is to extract recyclables and reusable materials from garbage and not to process curbside recyclables. The by-product or residual will be what is left after removing what are typically smaller or harder-to-recover pieces of marketable materials. The residual can be used as a feedstock for other processes (thermal, chemical or biological). These types of advanced facilities usually recover about 10 to 25 percent of incoming garbage, depending on the facility design, performance, and the nature of what is being processed.

Refuse Derived Fuel (RDF) Production

An RDF processing system prepares garbage by using shredding, screening, air classifying and other equipment to produce a fuel product for combustion, either on-site or off or for use in another conversion technology that requires a prepared feedstock. RDF consists largely of combustible components of garbage such as plastics, textiles, paper and wood waste. RDF facilities may be developed to supply coal-equivalent fuel for coal burning power plants or other industrial processes.

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, July 17, 2014
Time: 2 p.m.
Place: Metro Council Chamber

REVISED 7/15/2014

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. CONSENT AGENDA

3.1 Consideration of Council Meeting Minutes for July 10, 2014

3.2 Resolution No. 14-4550, For the Purpose of Authorizing the Chief Operating Officer to Purchase Property in the Johnson Creek and Watershed Target Area.

Kathleen Brennan-Hunter, Metro

4. RESOLUTIONS

4.1 Resolution 14-4545, For the Purpose of Submitting to the Voters on November 4, 2014, the Question of Whether or Not to Retain Metro Charter Provision Chapter ii, Section 5 (4)(b).

Alison Kean, Metro

4.1.1 First Public Hearing as Required by Metro Code 9.02.020(a)

4.2 Resolution No. 14-4533, For the Purpose of Approving the Environmental Justice and Title VI Assessment for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program.

**Ted Leybold, Metro
Grace Cho, Metro**

4.3 Resolution No. 14-4534, For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program.

**Ted Leybold, Metro
Grace Cho, Metro**

4.4 Resolution No. 14-4526, For the Purpose of Adopting the 2014 Regional Active Transportation Plan.

Lake McTighe, Metro

5. ORDINANCES – SECOND READ

5.1 Ordinance 14-1340, For the Purpose of Amending the 2035 Regional Transportation Plan to Comply with Federal and State Law; and to Amend the Regional Framework Plan.

John Mermin, Metro

5.1.1 Public Hearing on Ordinance No. 14-1340

5.2 Ordinance No. 14-1339, For the Purpose of Amending Metro Code 7.03 (Investment Policy) for Fiscal Year 2014-2015.

Calvin Smith, Metro

5.2.1 Public Hearing on Ordinance No. 14-1339

6. ORDINANCES – FIRST READ

- 6.1 **Ordinance No. 14-1331**, For the Purpose of Amending Metro Code Title V to Add Metro Code Chapter 5.00, Solid Waste Definitions, and to Repeal Sections 5.01.010, 5.02.015, 5.04.005, 5.05.010, 5.09.020, and 5.10.010; and Modify Certain Definitions in Section 7.01.010.
- 6.2 **Ordinance No. 14-1332**, For the purpose of Amending Metro Code Title V, Solid Waste, to Revise Chapter 5.01 and to Repeal Chapter 5.03.
- 6.3 **Ordinance No. 14-1333**, For the Purpose of Amending Metro Code Chapter 5.05 to Delete Lakeside Reclamation from the List of Metro Designated Facilities.
- 6.4 **Ordinance No. 14-1334**, For the Purpose of Amending Metro Code Chapter 5.05 to Delete Cedar Grove Composting, Inc. from the List of Metro Designated Facilities.
- 6.5 **Ordinance No. 14-1335**, For the Purpose of Amending Metro Code Chapter 5.05 to Delete Weyerhaeuser Regional Landfill from the List of Metro Designated Facilities Effective January 1, 2015.
- 6.6 **Ordinance No. 14-1337**, For the Purpose of Amending Metro Code Title V, Solid Waste, to Revise Chapter 5.05.
- 6.7 **Ordinance No. 14-1338**, For the Purpose of Amending Metro Code Title V, Solid Waste, to Revise Chapter 5.02.
- 6.8 **Ordinance 14-1342**, For the Purpose of Amending Metro Code Section 2.19.130 to Change the Name of the Solid Waste Advisory Committee.

7. **CHIEF OPERATING OFFICER COMMUNICATION**

Martha Bennett, Metro

8. **COUNCILOR COMMUNICATION**

ADJOURN

AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC HEARING PURSUANT TO ORS 192.660(2)(d), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY GOVERNING BODY TO CARRY ON LABOR NEGOTIATIONS.

Television schedule for July 17, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, July 17</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, July 20, 7:30 p.m. <i>Date:</i> Monday, July 21, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, July 21, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, July 19, 11 p.m. <i>Date:</i> Sunday, July 20, 11 p.m. <i>Date:</i> Tuesday, July 22, 6 a.m. <i>Date:</i> Wednesday, July 23, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Metro’s nondiscrimination notice

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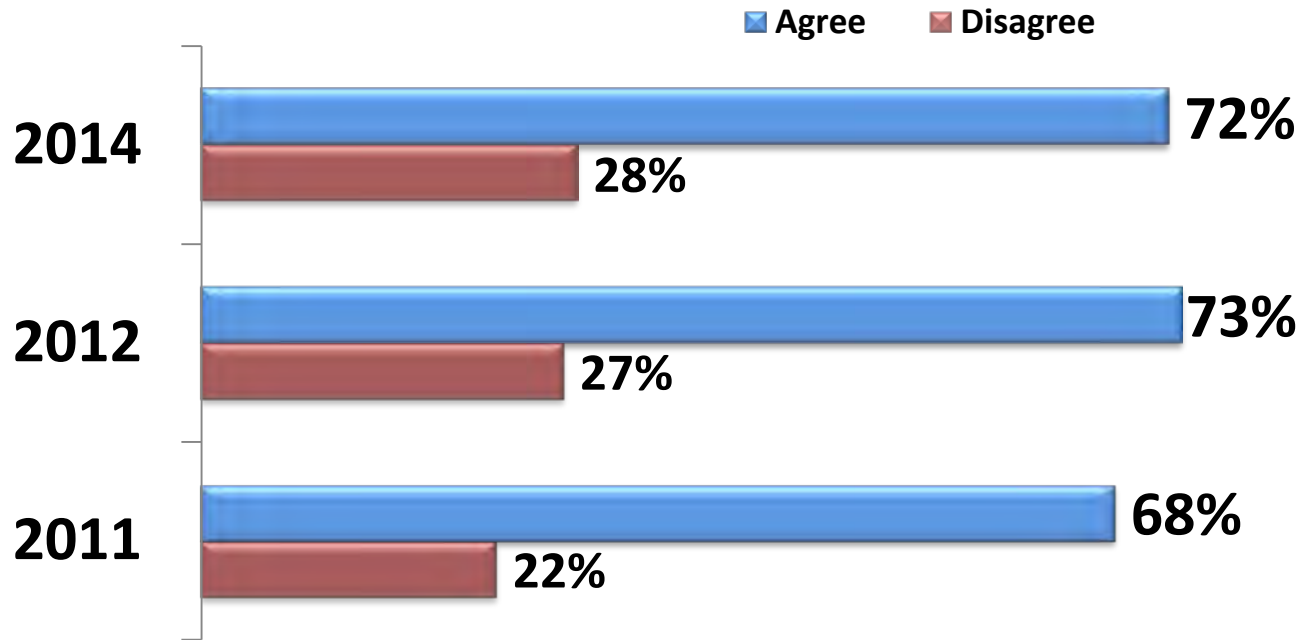
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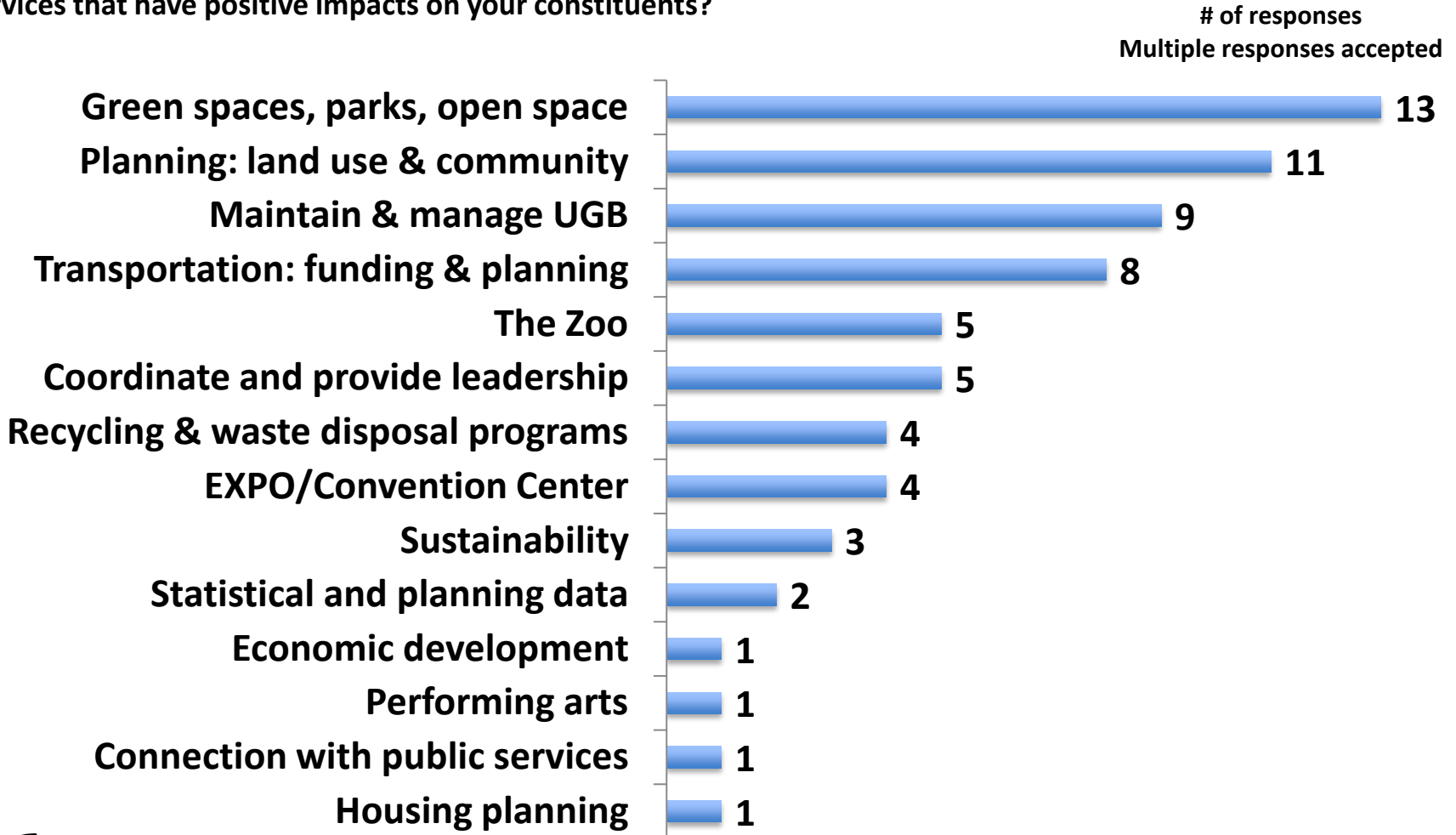
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are most likely to value Metro's efforts

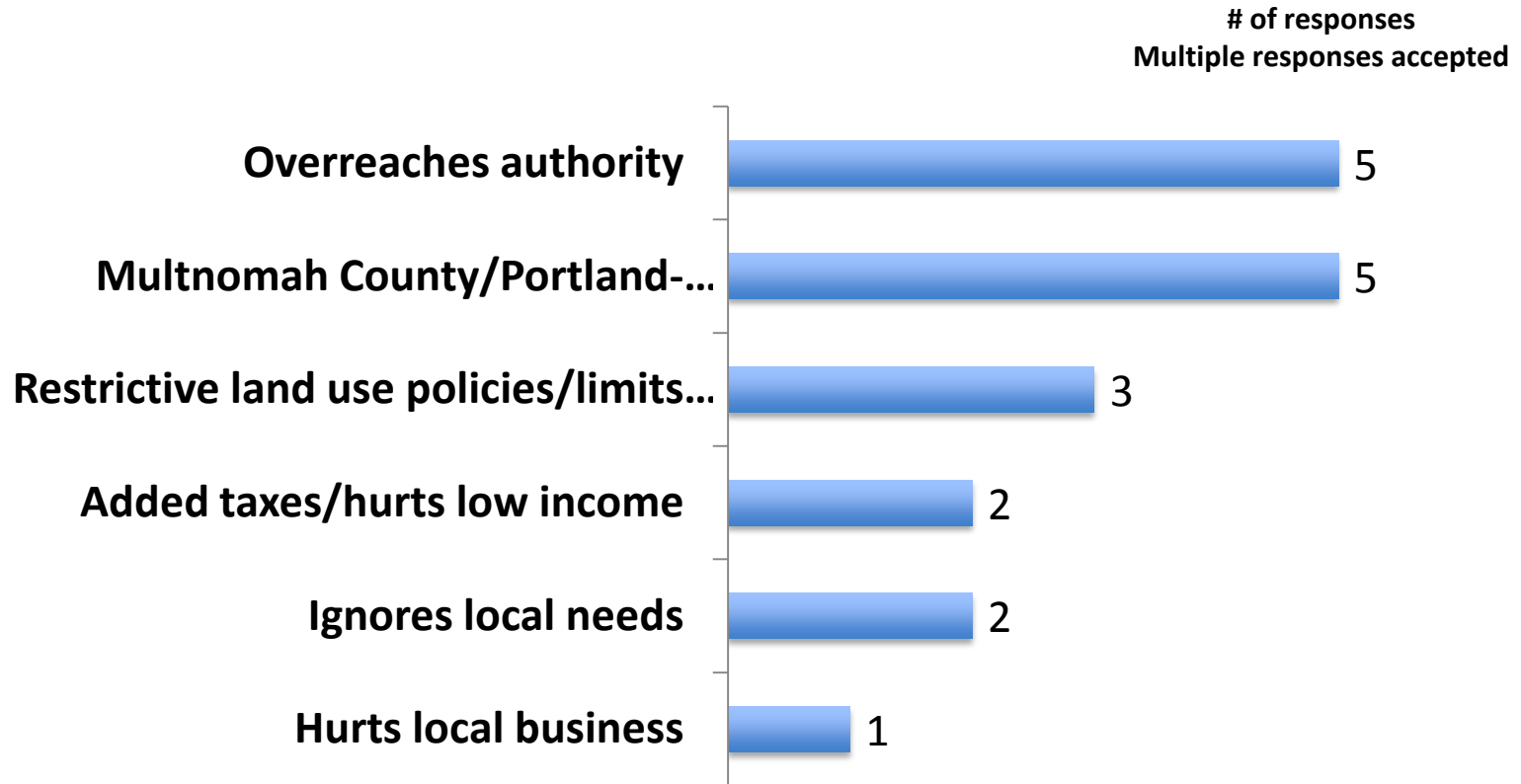
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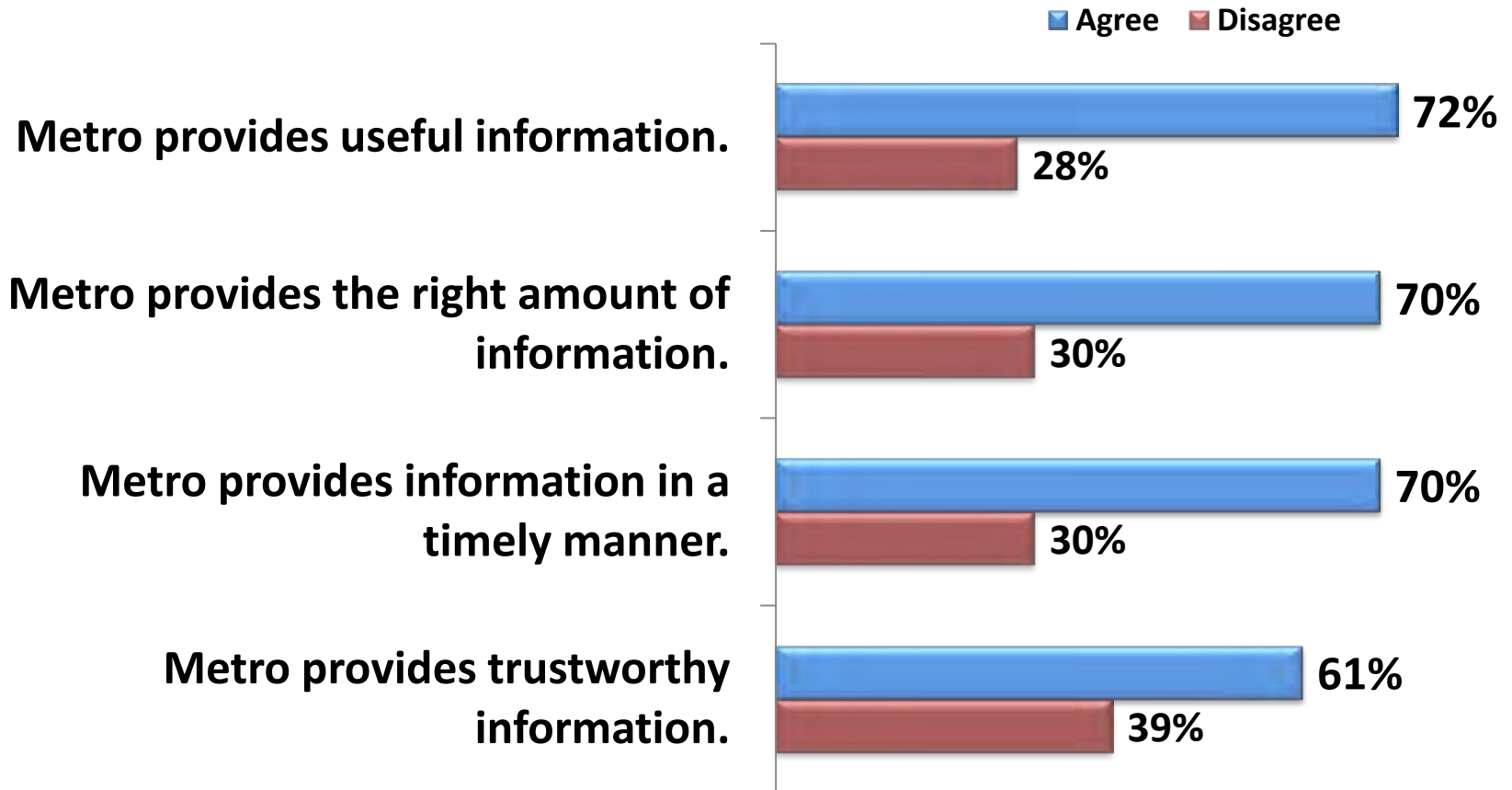
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Do you agree or disagree with the following statements?



Trends

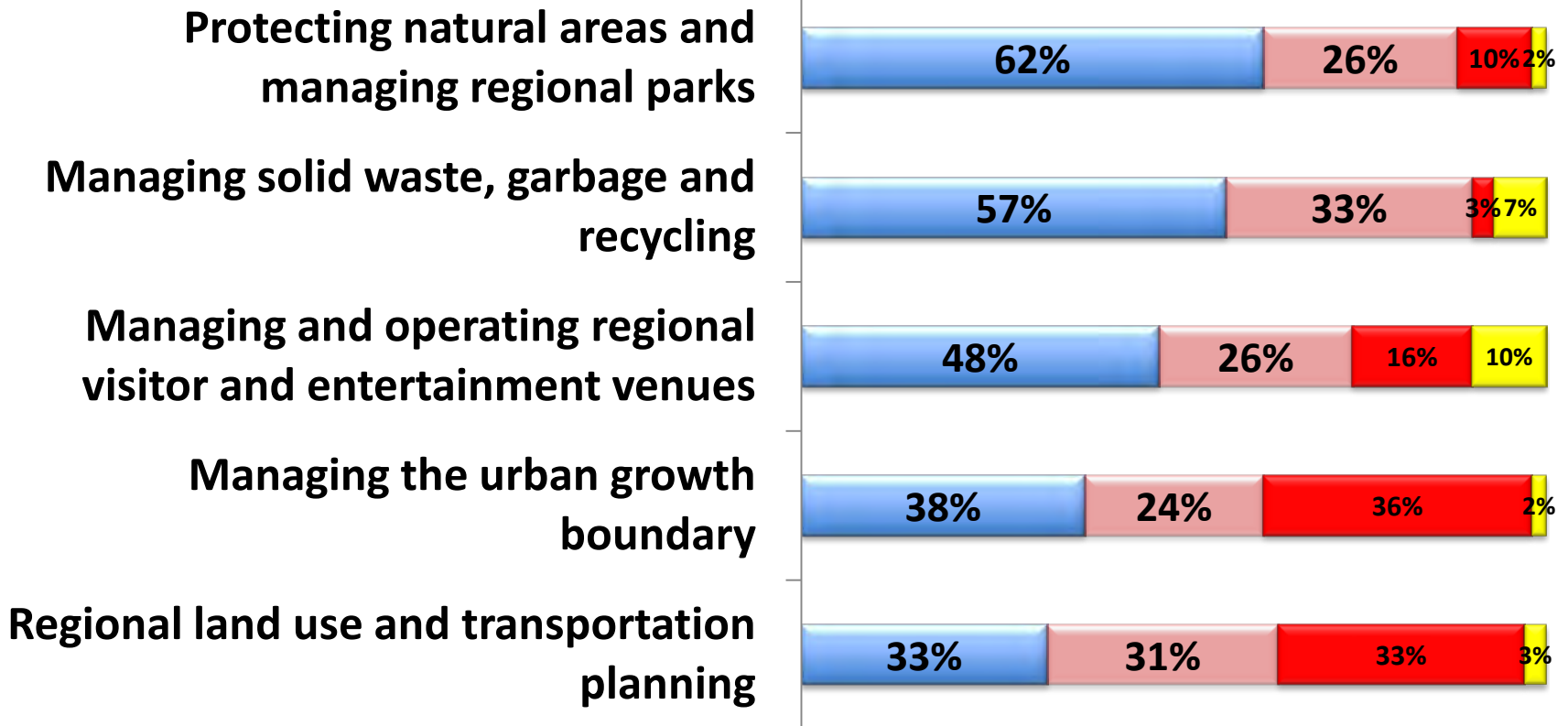
Perceptions of Metro's information has been consistent since 2011.

	Year	Agree	Disagree
Metro provides useful information.	2014	72%	28%
	2012	76%	24%
	2011	74%	26%
Metro provides information in a timely manner.	2014	70%	30%
	2012	78%	22%
	2011	78%	22%
Metro provides the right amount of information.	2014	70%	30%
	2012	68%	32%
	2011	na	na
Metro provides trustworthy information.	2014	61%	39%
	2012	67%	33%
	2011	62%	38%

Rating Primary Responsibilities

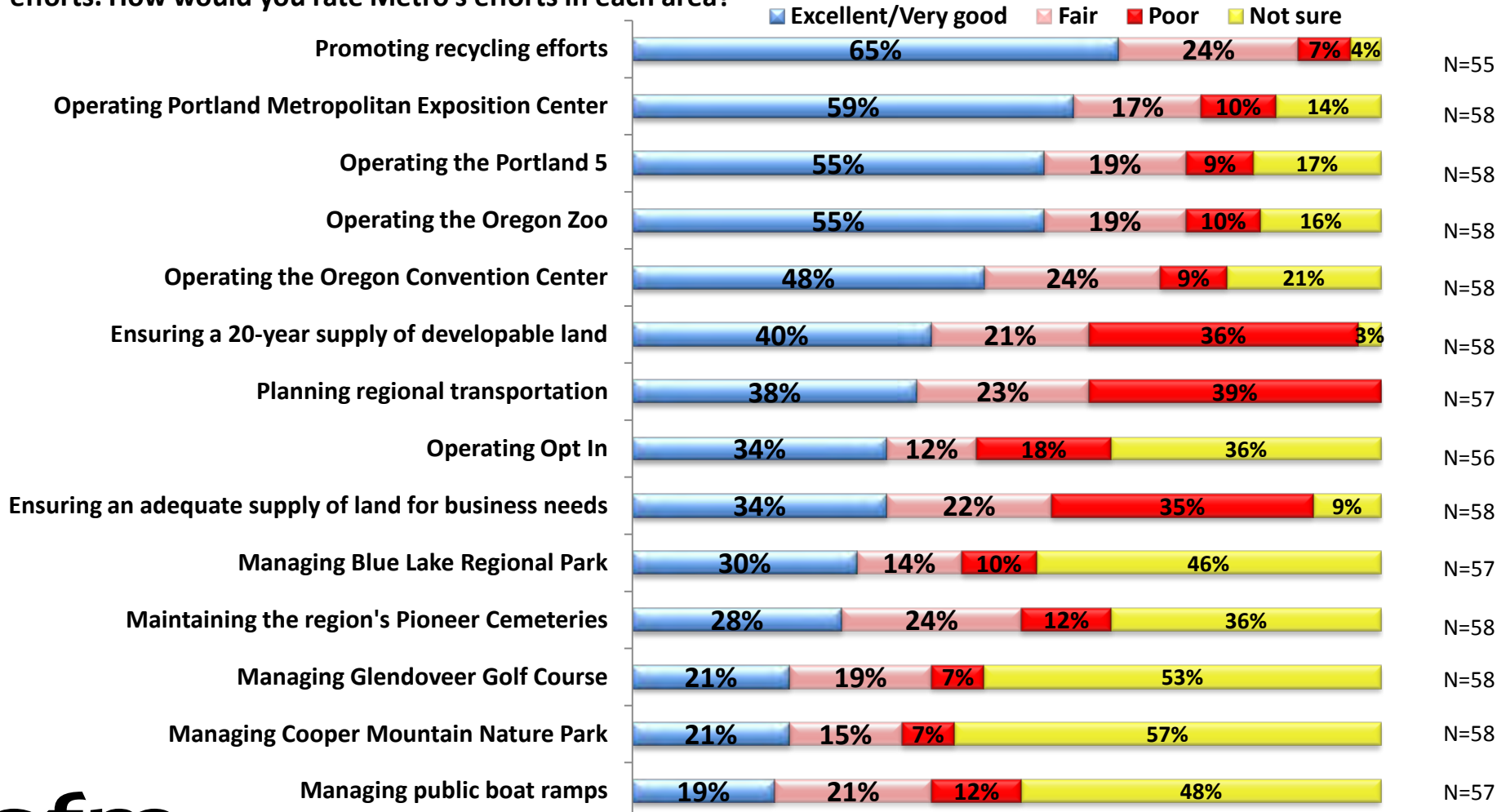
The following are five of Metro's primary areas of responsibility. How would you rate Metro's efforts in each area?

■ Excellent/Very good
 ■ Fair
 ■ Poor
 ■ Not sure



Rating Specific Responsibilities

The following are more specific Metro responsibilities and efforts. How would you rate Metro's efforts in each area?

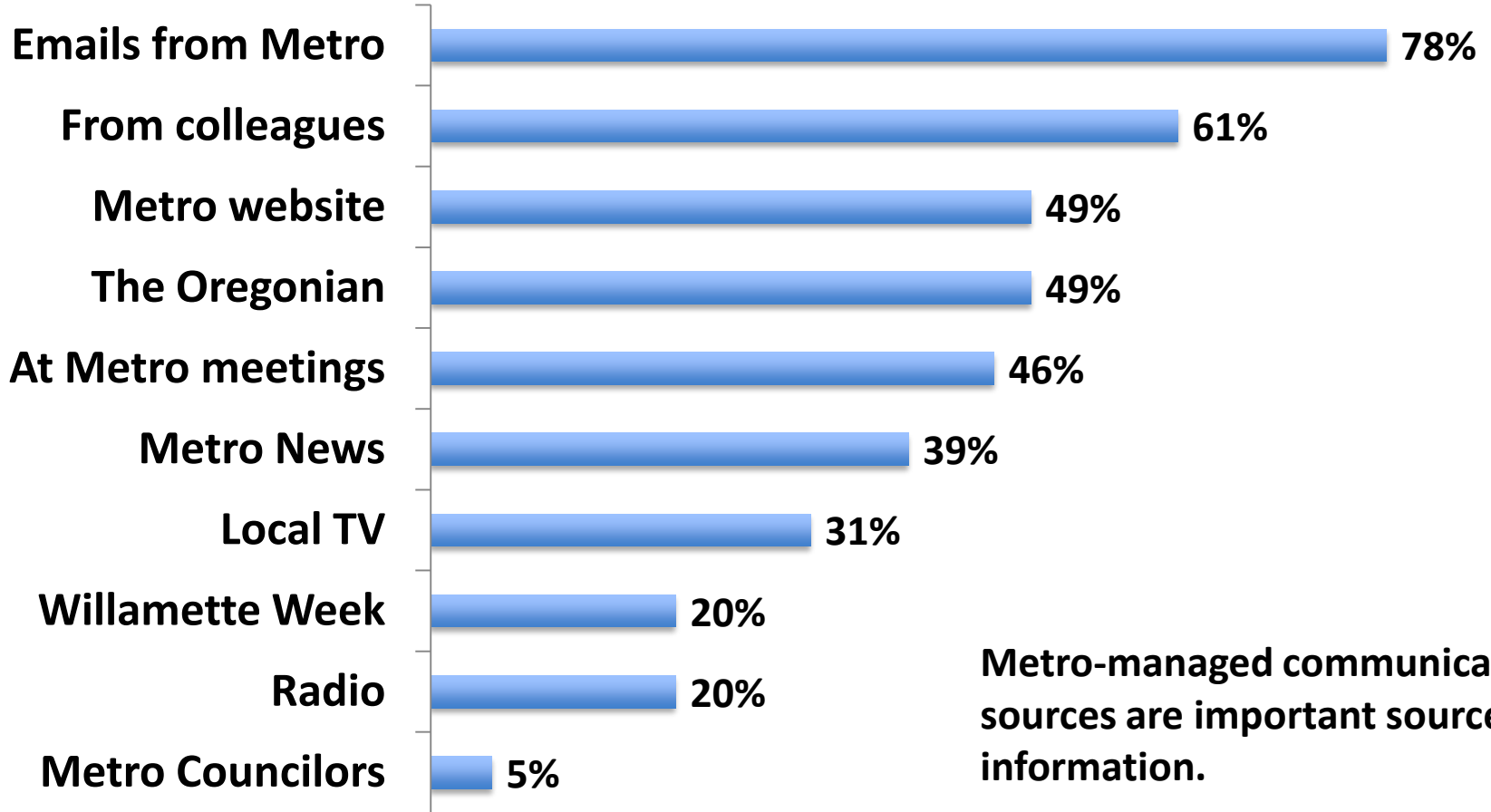


Rating Responsibilities

- Elected officials give highest ratings for Metro's efforts in recycling.
- Officials give mixed ratings for Metro's overall efforts managing events venues but are impressed with management of specific facilities.
- Overall, officials are impressed with Metro's management of parks and recreational areas but a large share don't know enough to rate its efforts managing specific parks and facilities.
- Elected officials give lowest ratings for Metro's efforts regarding land use and transportation planning.

Sources of Information

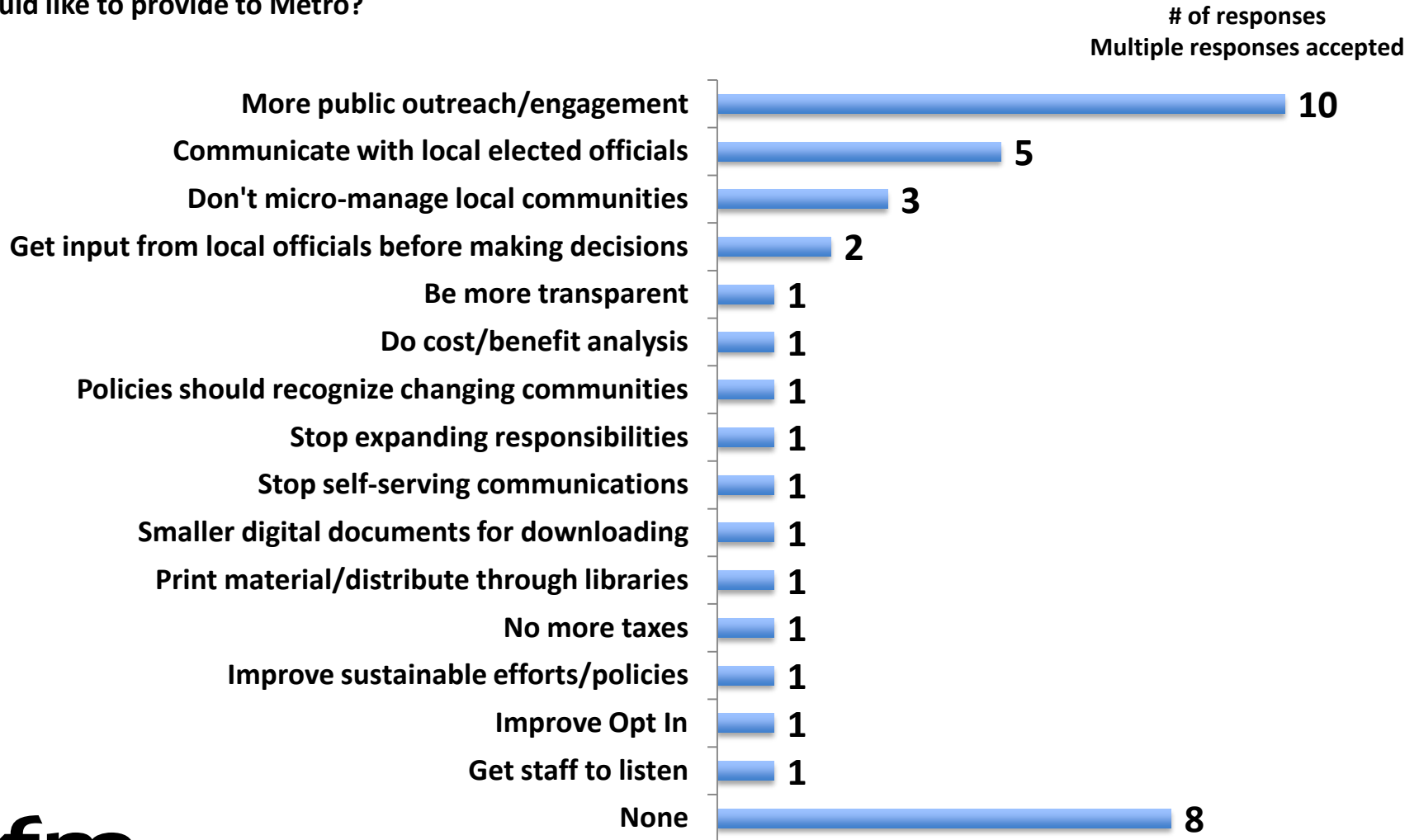
Where do you typically get information about Metro?



Metro-managed communication sources are important sources of information.

Suggestions to Improve Communication

Are there any other specific suggestions you would like to provide to Metro?



2014 Survey among City and County Elected Officials

Conducted by
CFM Strategic Communications

June 2014



strategic communications, inc.

▶ research ▶ marketing public relations ▶ public affairs ▶ federal lobbying ▶ state lobbying

503.294.9120 | www.cfm-online.com | 1100 SW Sixth Avenue, Suite 1425 | Portland, Oregon 97204

MAKING A GREAT PLACE
Metro

Long-term management of garbage

Council Work Session
July 15, 2014

Five Road Map Projects

1. Long-term management
2. Transfer system configuration
3. Metro South Station
4. Food waste capacity
5. Cost recovery / Fee and Tax Policies

FOUNDATIONAL WORK/System modeling

Six public benefits

1. People's health
2. The environment
3. Good value
4. Highest and best use of materials
5. Adaptable and responsive
6. Accessible to all

Solid waste hierarchy (ORS 459.015)

Initial List of Technologies

- Hydrolysis
- Catalytic & Thermal Depolymerization
- Autoclave
- Pyrolysis
- Aerobic Composting
- Mechanical Biological Treatment
- Waste-to-Fuels
- Advanced Materials Recovery
- Direct Combustion
- Gasification **And** Plasma Arc Gasification
- Dry Anaerobic Digestion
- Refuse Derived Fuel Processing
- Landfill

Advanced Materials Recovery

Advanced Materials Recovery



7

Direct Combustion of the past



8

Direct combustion



Barcelona, Spain waste to energy plant

9

Gasification



Web photo April 2014 of Enerkem in Edmonton, Canada

10

Dry Anaerobic Digestion



Courtesy of Peabody Energy Development Company

11

Refuse Derived Fuels



HDR photo of RDF in Germany

12



- ### Five Waste Management Scenarios
1. **Landfill** What we do today and is the base case.
Dispose of waste
 2. **Direct Combustion**
Recover Energy from Waste
 3. **Gasification after Advanced Materials Recovery**
Recover Energy or Alternative Fuels from Waste
 4. **Dry Anaerobic Digestion after Advanced Materials Recovery**
Recover Energy from Waste and reduce GHG from Landfill residue
 5. **Refuse Derived Fuel with Dry Anaerobic Digestion and Advanced Materials Recovery**
Recover Energy from Waste and produce fuel to replace coal
- 15

Evaluation Table / Scenario Ranking

Scenario	Description	Criteria					
		Protect People's Health	Protect the Environment	Good Value for Public Money	Highest and Best Use of Materials	Adaptable and Responsive to Change	Accessible to all
1	Status Quo - Landfilling	Least favorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable
1A	Status Quo - Landfilling with AMRF as variance	Unfavorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable
2	Direct Combustion	Unfavorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable
2A	Direct Combustion with an AMRF as a variance	Unfavorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable
3	AMRF with Gasification or Refuse Der. Combustion	Unfavorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable
4	AMRF with Anaerobic Digestion	Unfavorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable
5	AMRF with Anaerobic Digestion and RDF/Direct Combustion	Unfavorable	Unfavorable	Unfavorable	Least favorable	Unfavorable	Unfavorable

Legend: ● Least favorable ◐ Unfavorable ○ Neutral ◑ Favorable ● Most favorable

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- ### Six public benefits
1. People's health
 2. The environment
 3. Good value
 4. Highest and best use of materials
 5. Adaptable and responsive
 6. Accessible to all
- 17

71514cw-04



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2014

Mr. Matthew Garrett
Director
Oregon Department of Transportation
355 Capitol Street, NE
Salem, OR 97301

Dear Director Garrett:

I have previously written to let you know of the increasingly urgent state of the Highway Trust Fund. I now write to set forth the cash management procedures to be undertaken by the Federal Highway Administration in the event of a shortfall. Absent Congressional action, we will begin implementing these measures on August 1, 2014.

As I stated in my June 19 letter, the Department will continue to take every possible measure to fully reimburse your State for as long as we can. However, as we approach insolvency, the Department will be forced to limit payments to manage the reduced levels of cash available in the Trust Fund. This means, among other things, that the Federal Highway Administration will no longer make "same-day" payments to reimburse States.

We have attempted to provide states with the most equitable, straightforward approach possible for managing this crisis. To that end, we will distribute incoming funds in proportion to each State's Federal formula apportionment in this fiscal year. In addition, I am requiring the U.S. Department of Transportation to restrict travel and administrative spending until these issues are resolved.

These cash management procedures will begin on August 1, 2014, for programs funded out of the Highway Account, with States receiving notification of their first proportional share on August 11, 2014. This process will be repeated twice a month as additional tax receipts are deposited into the Trust Fund. At the beginning of each semi-monthly cycle, you will receive a new cash allocation. We will continue to administer this process until the Congress can reach a solution that provides adequate resources to the Fund. We may change some aspects of this process should an emergency situation arise or should a change be necessary to further protect the overall safety and efficiency of the national transportation system.

To assist you in this effort, I have asked the Federal Highway Administration to provide specific guidance on how it will implement this cash management plan. These details may be found on the U.S. Department of Transportation's website located at: <http://www.dot.gov/highway-trust-fund-ticker>. We hope this information will help you and your staff manage the process.

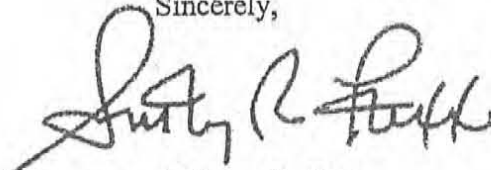
While this letter is specifically directed to State department of transportation officials, I am mindful that some of you either manage or allocate Federal funds to transit agencies within your State. In the event that the shortfall continues into the fall, the Mass Transit Account will also reach a critical point. Should that occur, the Department will be providing specific guidance on the Federal Transit Administration's approach in managing the resources available to transit agencies.

I believe the FHWA cash management plan is a sound one. It treats all States equitably and provides you with as much certainty as we can in a very uncertain situation.

There is still time for Congress to act on a long-term solution. Our transportation infrastructure is too essential to suffer continued neglect, and I hope that Congress will avert this crisis before it is too late. I urge you to stand with me in calling on Congress to ensure the solvency of the Highway Trust Fund while committing itself to a sound, bipartisan, and long-term solution that will ensure the stability of the surface transportation system of our Nation for the next several years.

If I can provide additional information on this matter please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony R. Foxx". The signature is fluid and cursive, with the first name "Anthony" being the most prominent part.

Anthony R. Foxx



71514 CW-05

Mayor's Office

July 9, 2014

JPACT Members
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Draft 2014 Regional Transportation Plan

Dear JPACT Members:

I appreciate the consideration given to my letter to Metro staff dated June 30, 2014. As you know, my comments pertained to the 2014 RTP and the reference to potential grade separations at the intersection of 185th and Walker Road and 185th and Cornell Road.

As mentioned in the letter, the City of Beaverton is working towards making our streets more bicycle and pedestrian friendly by providing more on-street bike paths, providing more mid-block crossings, improving the pedestrian environment at intersections, and other improvements. Our concern is that grade separated overcrossings will generally degrade the bicycle and pedestrian environment by increasing traffic on local streets and more directly, create inhospitable crossing environments at the intersections of 185th at Cornell and Walker Roads.

Taking our concerns into account and the reality that the expense of these structures makes it unlikely that a single grade separated overcrossing will be built for a very long time, if ever, Washington County and the City of Beaverton have worked out compromise language for consideration. For project #11737 (Cornell at 185th Intersection) and #11738 (Walker at 185th Intersection) on the State Aspirational Project list, we propose that the language referring to "potential grade separation" be changed to:

"Prioritize near-term improvements such as signal timing, transit prioritization, traffic operations, monitoring, and specific turn lane configurations. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows."

" If, after such improvements have been considered and motor vehicle traffic congestion becomes unacceptable, then these intersections could be considered as candidates for grade separation and/or other intersections to meet travel needs."

Thank you again for the consideration.

Sincerely,

Denny Doyle
Mayor

 Metro | Memo

Date July 15, 2014
To: Metro Council and Interested Parties
From: Craig Dirksen, JPACT Chair
Subject: JPACT Recommendation on the Civil Rights Assessment of the 2014 RTP and 2015-18 MTIP

Background

As a part of updating the 2014 Regional Transportation Plan (RTP) and the 2015-18 Metropolitan Transportation Improvement Program (MTIP), Metro must assess whether the recommended transportation investments discriminate against communities of color, low-income communities and communities of people with limited English proficiency. The assessment determines that the region will be investing at a higher rate in these communities compared to the regional rate, but recommends further actions to coordinate efforts under Metro's Equity Strategy to these programs.

During the public comment process, concerns were raised about the methods used to analyze how investment rates were measured and how that analysis is used to inform the assessment of potential discrimination. Comments were also received advocating more work on consideration of transportation equity as a part of RTP and MTIP updates, to ensure that the non-discriminatory objectives of civil rights legislation are addressed in a more comprehensive manner.

TPAC and JPACT discussion during their deliberations identified their interest in being involved in the development of future work regarding civil rights and transportation equity for the RTP and MTIP.

Supplemental analysis

Metro staff provided supplemental analysis to address the concerns received about the analysis methodology. The analysis and conclusions were provided to JPACT in a supplemental mailing and proposed for incorporation into the assessments final report. JPACT approved recommending their inclusion in the assessment report and the staff report to the resolution has been updated to reflect this action.

Final JPACT Recommendation

JPACT also added language to the resolution to clarify that a work group would propose how to implement the recommended changes in civil rights and transportation equity work through the Unified Planning Work Program (UPWP) process. The UPWP is approved annually by Metro resolution.

Oregon Policy Breakfast

Goals:

Convene regional members and new constituent allies to:

- 1) Build coalition cohesiveness and legitimacy – get new members excited about what they've joined.
- 2) Build support for policy platform, particularly Jobs Connection proposal for which T4A has targeted Senator Merkley as a potential champion
- 3) Inform a pathway forward to build and strengthen the coalition.

What

A policy breakfast focused on the issue of access to jobs in the Portland Metro and other Oregon metropolitan regions, what federal policy and funding does and doesn't do to address the challenges, and what solutions could be undertaken, including the T4A Job Connection proposal.

Admission fees will cover the cost of the breakfast for members, and for non-members, will also partially defray the costs of the DC T4A staffer's travel costs. This would probably be \$25 for members and \$50 for non-members.

Registration will be run through the DC Office.

When / Where

Metro Council Chambers would be an ideal location if Metro is amenable. We are shooting for early or mid-July

Who

T4A Staff to include:

Either James Corless, John Robert Smith, or Beth Osborne
PNW Organizer Chris Rall

Prominent role for:

Metro Councilor Craig Dirksen

Participation by:

Reps from Portland region members:

- Metro – Metro Councilors, Andy Cotugno, Randy Tucker, Lake McTighe
- TriMet – Neal MacFarlane, Alan Lehto, Eric Hesse, Aaron Deas
- City of Portland – Commissioner Novick, Mayor Hales, Art Pearce, Leah Treat (others)
- Washington County – County Commissioners, Andrew Singelakis, Chris Deffebach (others)
- City of Gresham – Mayor Bemis, Katherine Kelly
- JPACT Members

Reps of new constituency allies such as:

Portland Business Alliance
Oregon Business Council
Oregon Business Association
Westside Economic Alliance

Local Employers:

Intel
Nike
Solar World
Keen
Columbia Sportswear
Netflix
(More research needed).

Transportation Management Associations

Westside Transportation Alliance
Swan Island TMA
Lloyd TMA
(others)

Organizations Dealing with Jobs Access for Low-Income Individuals

Verde?
Oregon Tradeswomen?

Next Steps

- 1) Shop idea to Metro (Andy Cotugno and Craig Dirksen), identify potential dates
- 2) Gather input from regional members
- 3) Generate Save-the-Date invite

Improving Access to Jobs in Our Region

July 17, 2014, 7:30am-9:00pm

Agenda

7:30am Welcome – Craig Dirksen

Opening remarks on the importance of access to jobs in the region, how it impacts employment, freight movement, health and productivity.

7:45am Where We Are Today – Daniel Kaempff

Overview of how we address access to jobs in our region today, including the Regional Travel Options program and some examples of success and the benefits.

8:00am What Happens When it Works – Speaker to be determined

Business leader tells story of their company's success in improving access to jobs at their work site(s) and what it has meant for their bottom line.

8:20am Where We Can Go From Here – John Robert Smith

Synopsis of upcoming challenges and opportunities including: limited federal funding, the sun-setting of the Jobs Access Reverse Commute program, how we might better coordinate and prioritize investments, and how changes to state and federal transportation programs could do more to help.

8:40am Discussion

9:00am Adjourn