



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, July 18, 2017

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 Brookings Institution and Metro Collaboration [17-4840](#)

Presenter(s): Adie Tomer, Brookings Institution
Jeffrey Raker, Metro
Malu Wilkinson, Metro

Attachments: [Work Session Worksheet](#)

3:00 Transport and Disposal RFP Evaluation Criteria Weighing [17-4810](#)
for Public Transfer Stations

Presenter(s): Paul Slyman, Metro
Will Elder, Metro
Dan Pitzler, CH2M

Attachments: [Work Session Worksheet](#)

4:00 Metro Attorney Communication

4:10 Councilor Communication

4:30 Adjourn

Metro respects civil rights

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Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

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Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រតិបត្តិការរើសអើងសម្រាប់សេចក្តីណែនាំ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

BROOKINGS INSTITUTION AND METRO COLLABORATION

Metro Council Work Session
Tuesday, July 18, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: 7/18/2017

LENGTH: 40 Minutes

PRESENTATION TITLE: Brookings Institution and Metro Collaboration

DEPARTMENT: Planning & Development

PRESENTER(S):

Adie Tomer (Brookings Institution), 202-797-6060 (atomer@brookings.edu)

Jeffrey Raker, x1621, jeffrey.raker@oregonmetro.gov

Malu Wilkinson, x1680, malu.wilkinson@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide an overview of an early milestone of the Economic Value Atlas (EVA), a Draft Market Assessment.
- Outcome: Further Metro Council's understanding of Brookings' approach to the EVA, scope of work, and prospective metrics for economic value to be assessed.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro and Our Economy

In addition to other important elements, Metro's six desired outcomes call for current and future residents to benefit from the region's sustained economic competitiveness and prosperity and for equity to exist relative to the benefits and burdens of growth and change to the region's communities. Economic and workforce development serve a crucial role in fulfilling these shared regional values and supporting the vitality of the Portland-Vancouver region. Proactive steps are needed to advance outcomes specific to the region's economic needs, including:

- Competitive business productivity and efficiencies
- Inclusive economic opportunity and financial security
- Vibrant, interconnected communities that attract and grow business and talent
- Resilient asset and systems management.

Economic Value Atlas (EVA)

Metro has initiated efforts in support of economic development activities by working together with key partners and stakeholders to develop an Economic Value Atlas (EVA). The EVA is a collaborative project to establish tools and an analytical framework to align the region's planning and infrastructure investment with economic development to strengthen our regional economy. It will provide a data picture of the regional economy we can use to align investments. The EVA will be a tool that can be used to help inform future investment decisions by defining outcomes to be achieved to support the economy across the region. It can also help identify future investment areas, where regional attention can support local partners to establish needed infrastructure, strategies, or policy changes to create beneficial economic outcomes. The EVA benefits from the region's Comprehensive Economic Development Strategy (Greater Portland 2020) through its framing of economic conditions, stated objectives for economic development, comparative economic indicators region-to-region, and the involvement of GPI partners with infrequent interaction in Metro's activities - an essential link to local economic development professionals and the private sector.

A set of three strategies have been enacted to pursue this vision and indicators have been established to track progress on each strategy as well as the overall plan:

1. **People** – Recruit, develop, and advance the region’s talent.
1. **Business** – Grow business and pioneer innovation.
2. **Place** – Improve infrastructure to meet the needs of people, business, and innovation

Metro’s EVA work is supported by a significant partnership with The Brookings Institution. An evaluation committee made up of Metro staff and key external partners selected Brookings’ proposal among a set of six compelling proposals. Brookings has a strong background in the broader economic landscape of the Greater Portland area that will now be directed to establishing a replicable method to evaluate relative prospects for investment in particular areas of the region. Brookings is an internationally renowned research institution that will advance the EVA as a prominent model to support local decision-making in this and other regions.

Task 1: Market Assessment

The first milestone of the EVA is completing a Market Assessment of the regional economy. Brookings is conducting an analysis of the Metro area economy and its trade relationships to other domestic and international metropolitan areas. Brookings will provide an overview of progress developing a condensed review of previous research and findings that exhibit fundamental conditions and assumptions of the regional economy. Additionally, this report will provide fresh insights on the health of the region’s economy. On July 19 a draft will be shared with the Economic Value Atlas Task Force, a group that includes economic and workforce development organizations, industry sector representatives, social equity focused organizations, and organizations representing interests across multiple types of infrastructure. Brookings will be seeking feedback and direction to support the identification of desired regional economic outcomes and solicit input on available data and draft economic performance indicators. The draft report is scheduled to be finalized by August 31st. This will serve as important background and provide a reference point supporting future tasks of the EVA.

Upcoming Tasks:

- Task 2: Data Preparation and Economic Performance Indicators (Winter 2017-2018)
 - Review of available data sets
 - Presentation and selection of Draft and final economic performance indicators
- Task 3: Economic Value Atlas (Summer 2018)
 - Prototype and Final EVA Online Decision-Support Tool
 - SW Corridor Test Applications (Aligned closely with the SW Corridor Equitable Development Strategy – SWEDS)
- Task 4: Final Report and Presentation (Summer 2018)
 - Summary and presentation of findings at public events and webinars
 - Written report and material compilation
- Task 5: EVA Implementation (Fall 2018)
 - EVA Implementation Plan
 - Recommendations on internal and external applications

QUESTIONS FOR COUNCIL CONSIDERATION

- What feedback and direction can you provide on the Draft Market Assessment?
- What recommendations can you provide to advance on the development of the EVA in collaboration with Brookings?
- What questions does Council have for staff?

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?

**TRANSPORT AND DISPOSAL RFP EVALUATION CRITERIA
WEIGHING FOR PUBLIC TRANSFER STATIONS**

Metro Council Work Session
Tuesday, July 18, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 18, 2017 **LENGTH:** 60 minutes

PRESENTATION TITLE: Transport and Disposal RFP Evaluation Criteria Weighing for Public Transfer Stations

DEPARTMENT: Property and Environmental Services

PRESENTER(S): Paul Slyman, 503-797-1510, paul.slyman@oregonmetro.gov
Will Elder, 503-797-1581, will.elder@oregonmetro.gov
Dan Pitzler, CH2M, 425-233-3592, dan.pitzler@ch2m.com

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To review the evaluation criteria and weights related to transportation and disposal procurement.
- Outcome: Provide the public, stakeholders and the procurement team a clear understanding of the values and priorities Metro Council would like to see from this transportation solicitation.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Under Oregon law and the Metro Charter, Metro is responsible for management of the region's garbage and recycling system. Since 1990, by contract Metro has delivered or caused to be delivered 90 percent of the landfill-bound putrescible waste that is generated within its jurisdictional boundary to landfills owned by Waste Management, Inc. That contractual arrangement is set to expire on December 31, 2019, and Metro must procure replacement services.

As owner of two solid waste transfer stations, Metro Central in Northwest Portland and Metro South in Oregon City, Metro seeks to enter into new contractual arrangements to transport and dispose of the roughly 500,000 tons per year of garbage that is consolidated for disposal at these two facilities. Staff proposes to use this procurement to identify the transport and landfill option(s) that best serve the region and maximize public benefits.

On May 2nd, staff recommended to Council maintaining separate transport and disposal contracts. The main advantage to this approach is to maximize public benefits. Each of the two services we will procure, transport and disposal, may have different impacts on public benefits. The proposed criteria weights reflect staff's understanding of both the importance and the expected variability of responses. For attributes that will not vary a lot among proposers, criteria weights are relatively lower. For important attributes that are expected to vary a lot and hence, differentiate among proposers, those evaluation criteria should be weighted relatively more.

Metro is seeking a transportation contractor who will deliver waste for disposal in the most environmentally friendly manner that also provides good value for the public's money and advances other public benefits, such as flexibility and diversity, equity, and inclusion. Public benefits have formed the basis for development of evaluation criteria for the selection of the highest ranked proposers in this process.

The following evaluation criteria are being proposed for the transportation request for proposal:

- Environmental Impacts (e.g., CO2e, NOx, PM, neighborhood disruption)
- Operational Approach, Experience and Reduction of Risk to Metro (e.g., safety, contingency and emergency plans, maintenance, reliability, financial strength)
- Community and Diversity (e.g., workforce diversity, wages/benefits, COBID, community relations)
- Budget/Cost Proposal

Likewise, Metro is seeking the next long term landfill that will provide the greatest benefit in protecting the public's health, protecting the environment and get a good value for the public's money. If time permits, we will also review the following proposed disposal request for proposal evaluation criteria. If we are unable to get to these criteria, we will return to the August 1 Council work session to discuss. The proposed disposal criteria are:

- Environmental
- Operational Considerations/Reduction of Risk to Metro
- Community and Diversity
- Cost

Staff will show the linkage between public benefits, the evaluation criteria from the 2008 Transportation RFP, and proposed criteria for this Transportation RFP. Staff will propose points for each evaluation criterion (that add up to 100) as a starting point, and ask Council if they would prefer a different allocation of points. If time allows, the same will be done with the disposal criteria.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council support the proposed evaluation criteria and point allocation?
- Does Council have any other comments or suggestions about the procurement?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- No additional materials

Materials following this page were distributed at the meeting.

Portland Economic Value Atlas

Market Scan

BROOKINGS

Adie Tomer + Brad McDearman

 @adietomer

Portland, OR

July 2017

Economic Value Atlas: Objective

**Promoting equitable opportunity for people and businesses
while continuing to design and build “great places”**

Core Challenges

Formal disconnect between local economic ambitions and regional infrastructure planning

Lack of formal evaluation criteria for cross-sectoral infrastructure investments

1

Economic Development, Evolved

2

Market Scan

3

Moving Forward

Traditional Approaches Disrupted

Relocations Are Rare



3%

US state-level job creation
from external firm relocations
(1995-2013)

Source: Center on Budget and Policy Priorities

Major Projects In Decline

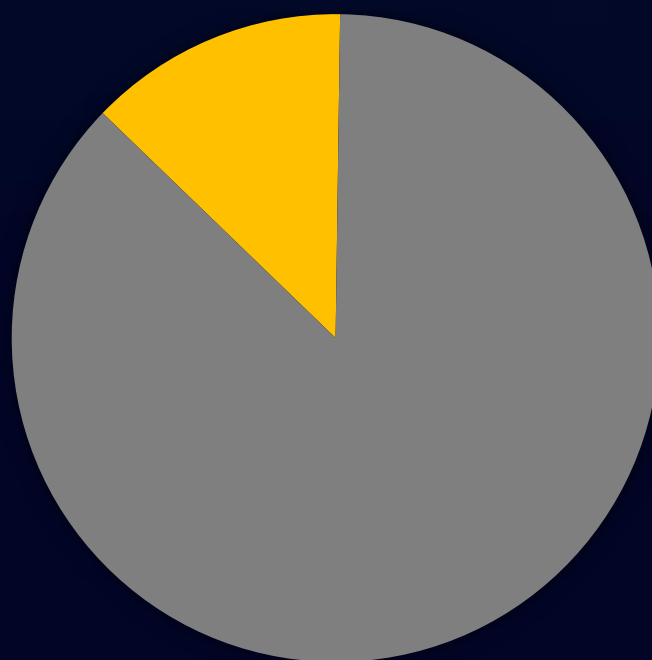


50%

Expansions and relocations of 50+ jobs or
\$1M+ investment
(2000-12)

Source: Conway Data

M&A Increasingly Common



87%

Mergers and acquisitions
FDI Capital Inflows
(1992-2008)

Source: BEA

Middle Market Opportunity

1%

of firms



created

72%

of net US jobs

Grew from 10 to 30 employees on average (2009-2014)

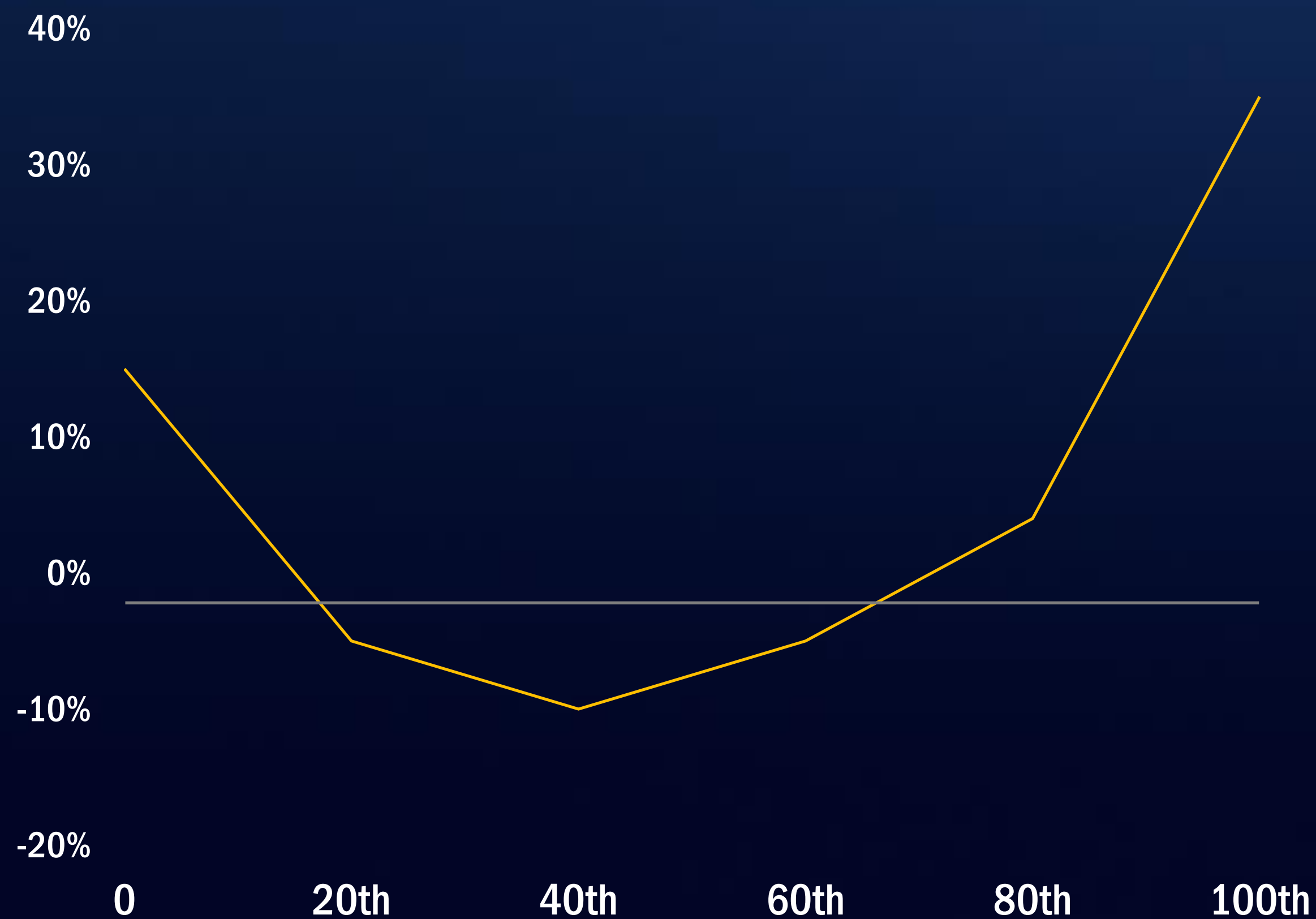
Source: Gary Kunkle analysis of NETS data

New Pressure: Inclusive Growth

The economy is experiencing increasing job polarization and a declining middle class

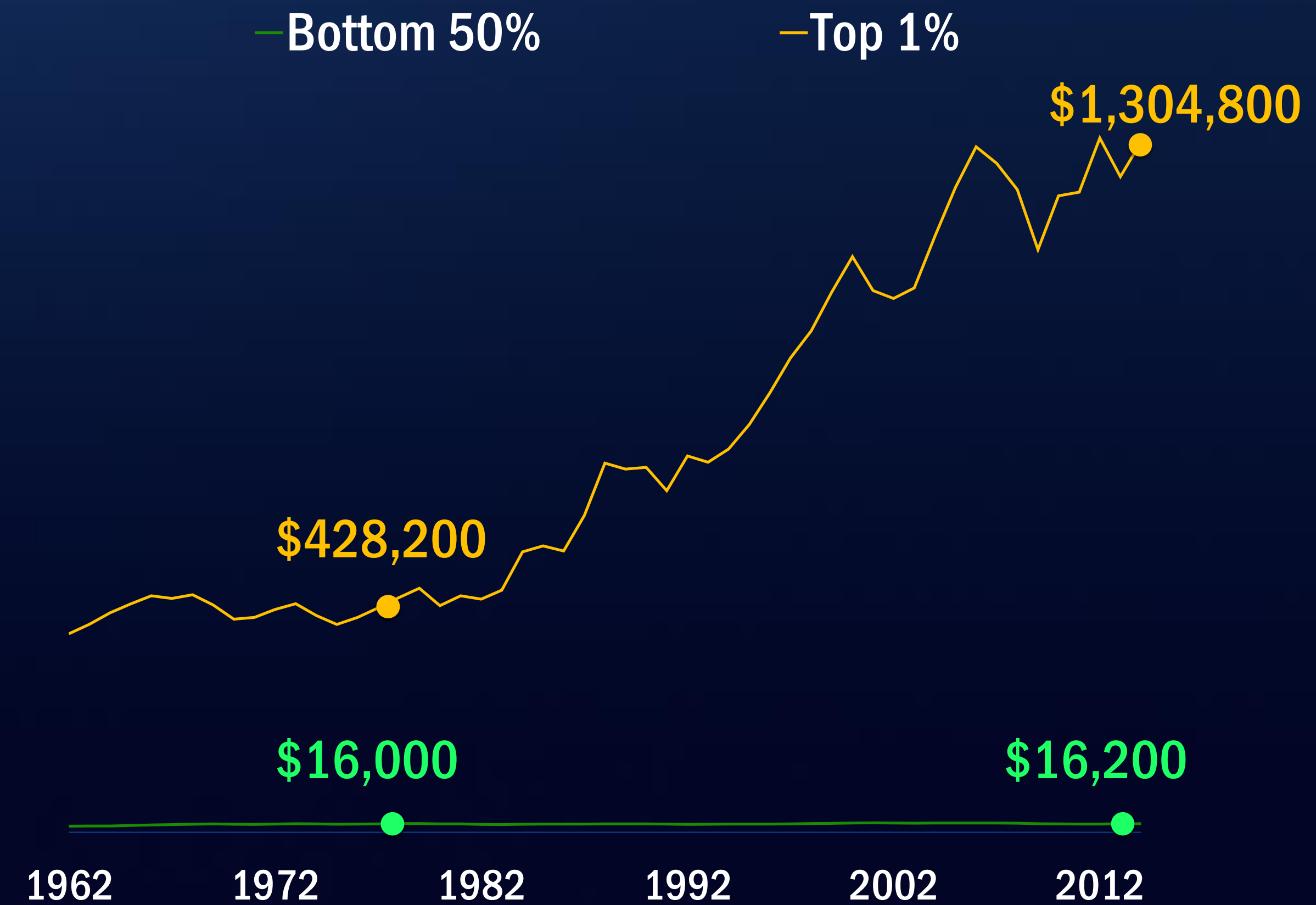
Change in employment by occupation, 1980-2010

Occupations ranked by mean wage



Source: Mandelman and Zlate

U.S. average pre-tax income, 2014 dollars

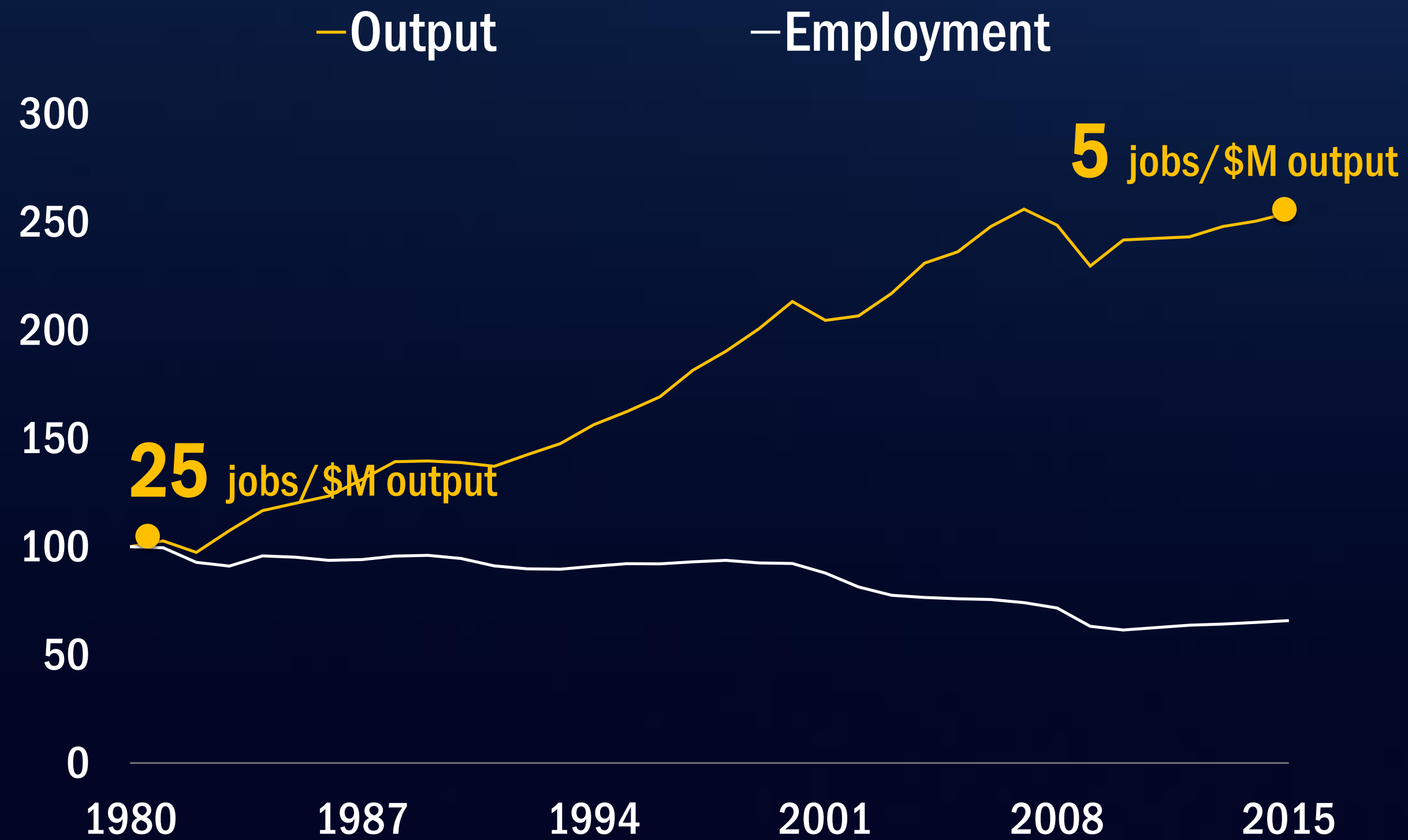


Source: Piketty, Saez and Gucman

Manufacturing and Productivity

Productivity gains from automation are driving job losses, but most firms are lagging in productivity

Manufacturing Output and Employment 1980-2015 (1980=100)



Source: Brookings

Firm Level Productivity Manufacturing, 2000-2015



Source: OECD

Global activity: Exports

27%

Share of GDP Growth
(2009-2014)

Large Exporters (500+ employees)

2%

Share of US exporters

67%

Share of US export value

Global activity: Foreign Direct Investment

87%

FDI capital inflows from
M&A (1992-2008)

35 vs 53

Greenfield

M&A

Average Middle Market
employees in FDI firms
at time of entry

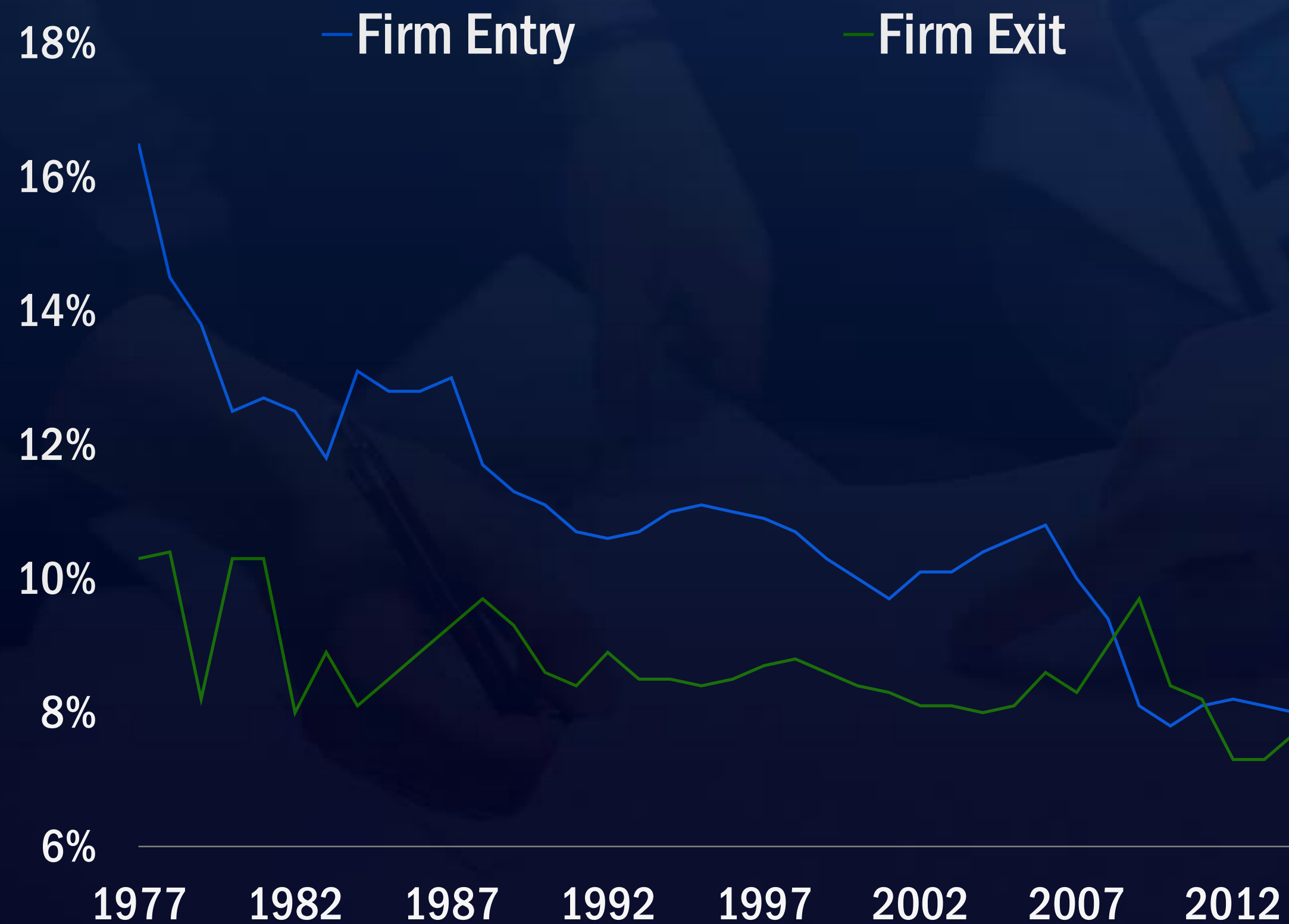
2x

Jobs created from expansions as
from new establishments

Startups and Scale-ups

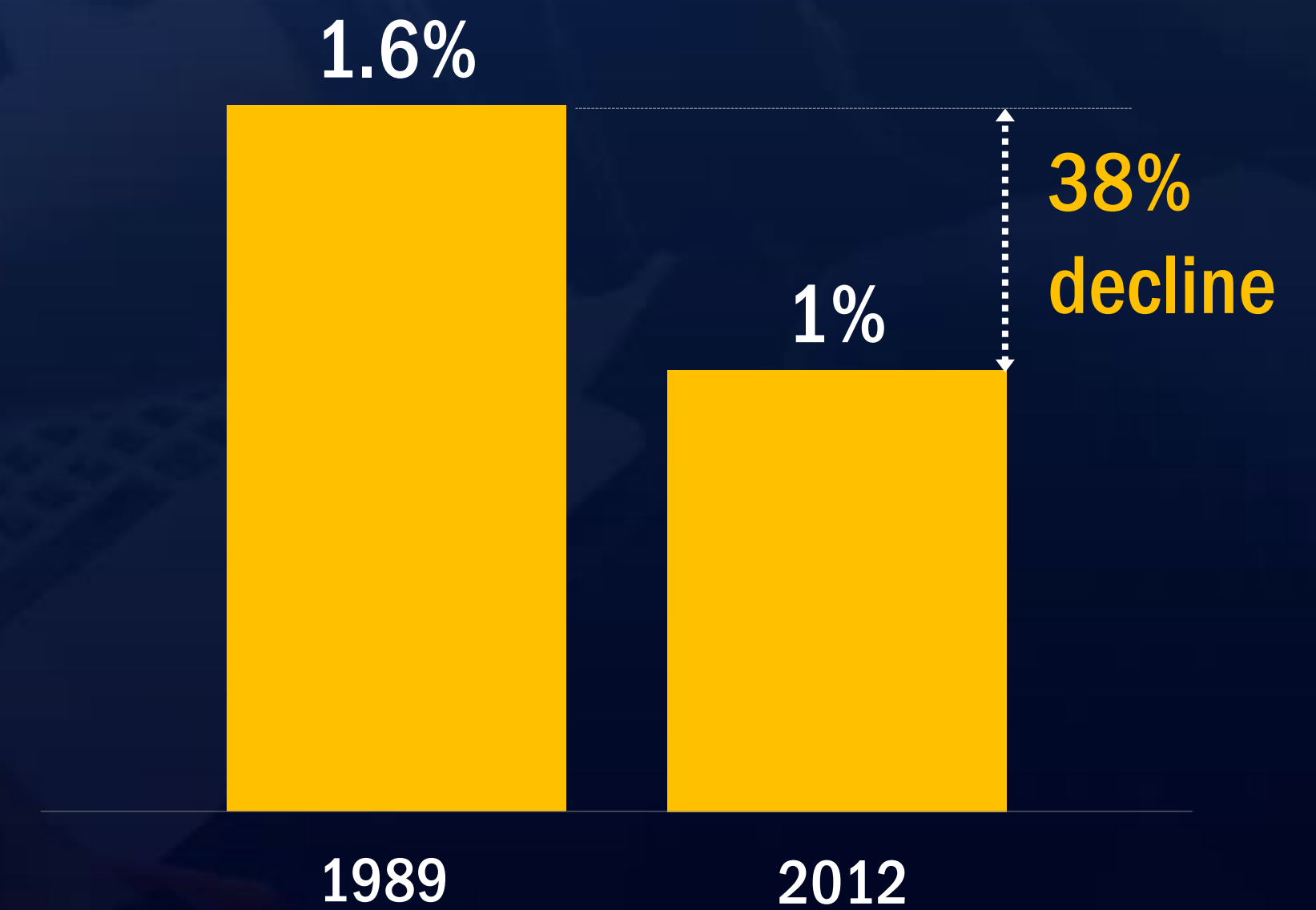
Startup rates are in a multi-decade decline and fewer startups are able to scale

U.S. Firm Entry and Exit Rates, 1978-2012



Source: Hathaway and Litan

Share of Startups Growing to 50 Jobs in 1 Year



“If American entrepreneurship is facing a crisis, it is not in the **rate of creation** of high-growth startups or the **initial funding** of those firms, but in the potential of those firms to **scale in a meaningful way** over time.”

Source: Guzman and Stern

The Response

Economic development is shifting and broadening its approach

Changes In Economic Development Practice



**Scale-up and middle
market emphasis**



**Know your
firms**



**Truly unique
specializations**

The Response

Economic development is shifting and broadening its approach

Extending Beyond Traditional Practice



**Inclusive
growth**



**Workforce
& talent**

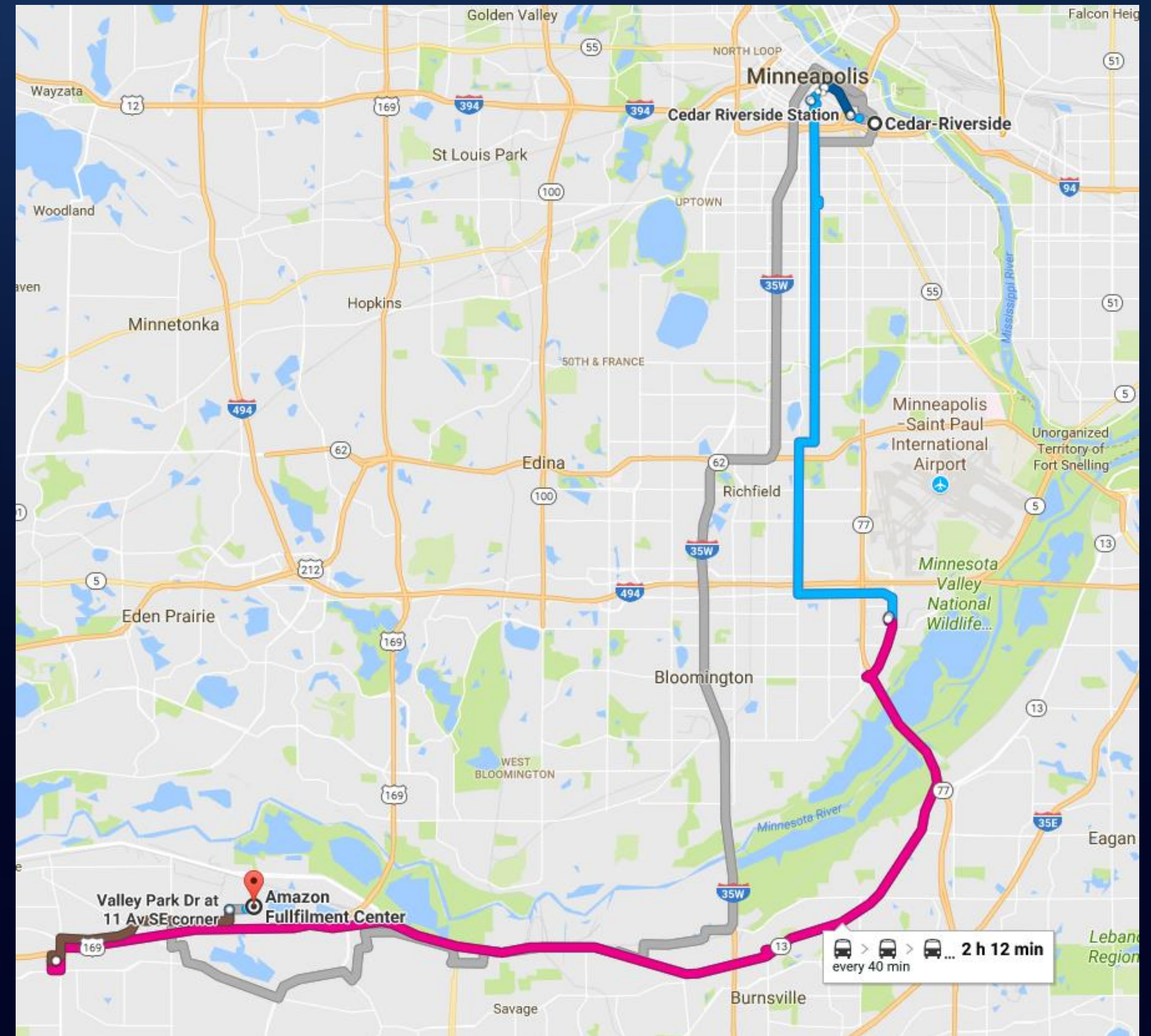


Infrastructure

Spatial Mismatch

The intersection of workforce, infrastructure, and inclusion

- Regional incentives for developments in low unemployment areas that are inaccessible to high unemployment areas
- Example: \$1 million in TIF funding for Amazon warehouse 25 miles from Minneapolis (2 hours one way via transit)



An effective Economic Value Atlas...



**Regional
Objectives**



**Quantifiable
Criteria**



Infrastructure

1

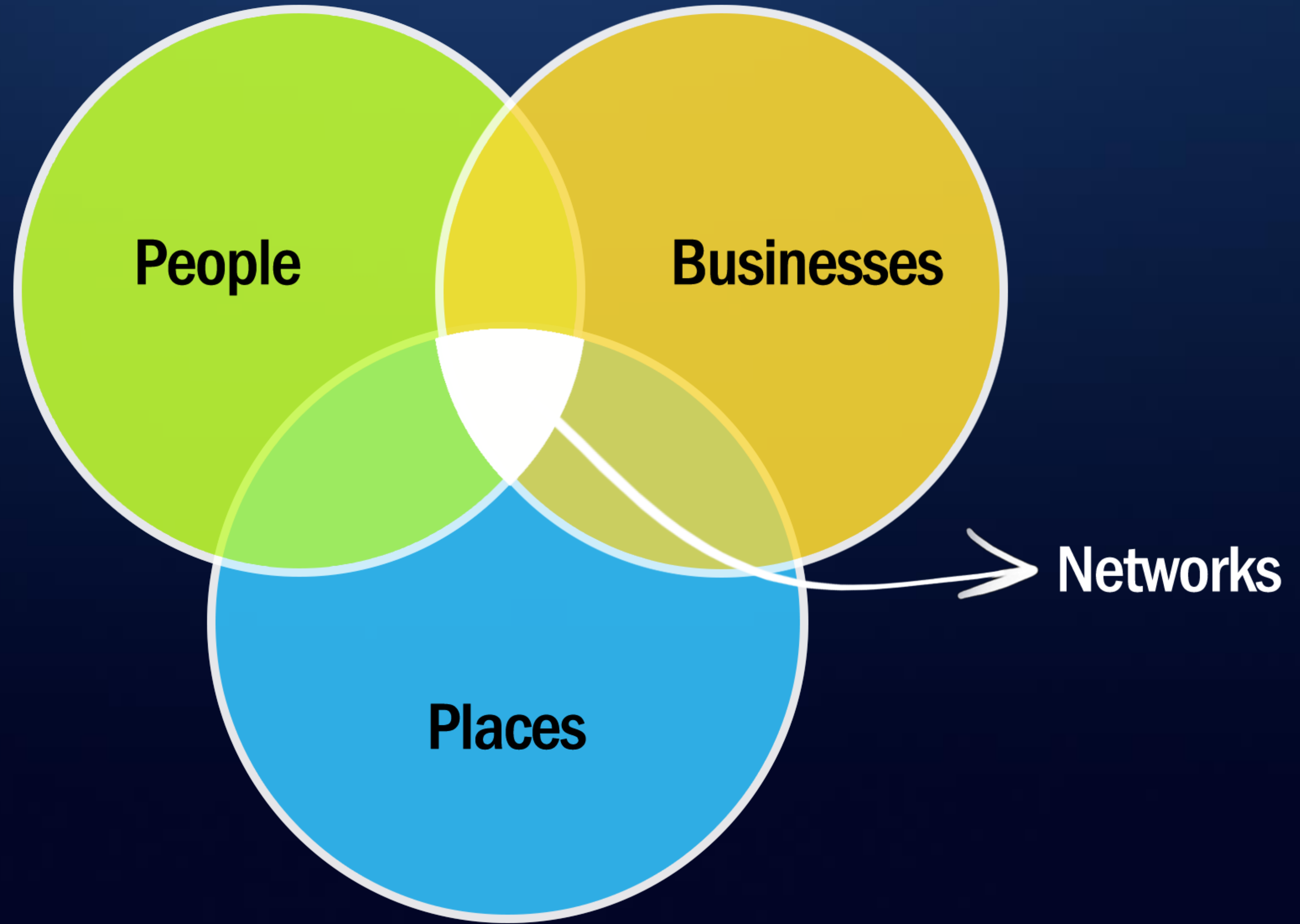
Economic Development, Evolved

2

Market Scan


3

Moving Forward



A close-up photograph of solar panels, showing the grid-like structure of the photovoltaic cells against a clear blue sky.

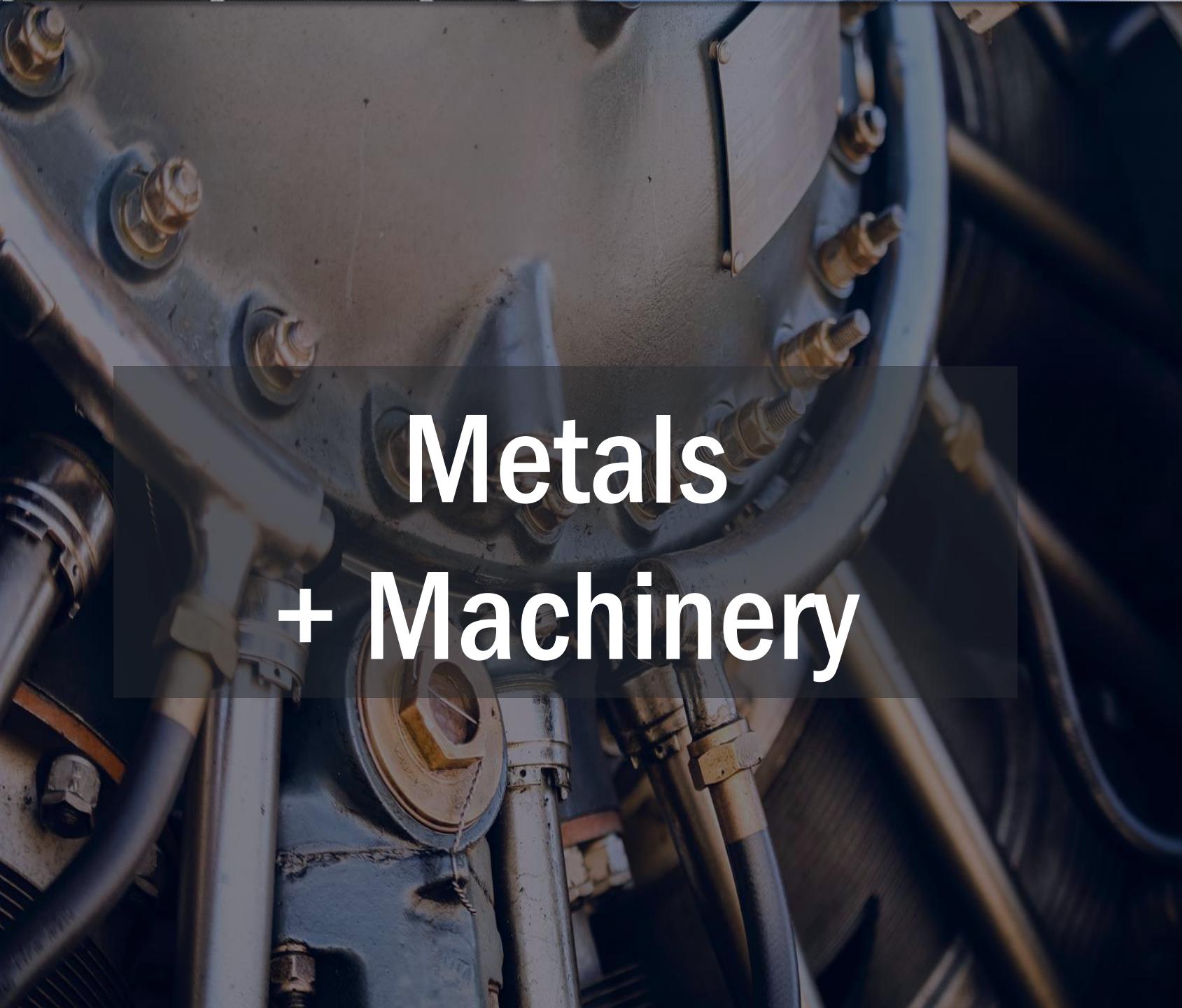
**Clean Tech
+ Green Cities**

A person's hands are shown typing on a laptop keyboard. The person is wearing a watch on their left wrist. A dark mug is visible on the desk next to the laptop.

**Computers
+ Electronics**

A person wearing a white lab coat and gloves is working in a laboratory setting. They are holding a piece of equipment, possibly a pipette or a small container, over a work surface.


**Health Sciences
+ Tech**

A detailed view of industrial machinery, featuring various metal components, bolts, and pipes, suggesting a manufacturing or engineering environment.

**Metals
+ Machinery**

A close-up of a computer screen displaying lines of colorful code, likely from a programming IDE, with various colors highlighting different parts of the code.

**Software
+ Media**

A person is running on a treadmill. The image focuses on their legs and feet, showing they are wearing dark athletic shoes. The treadmill's belt and rollers are visible.

**Sporting Equipment
Apparel + Design**

Come In
WE'RE
OPEN

Businesses

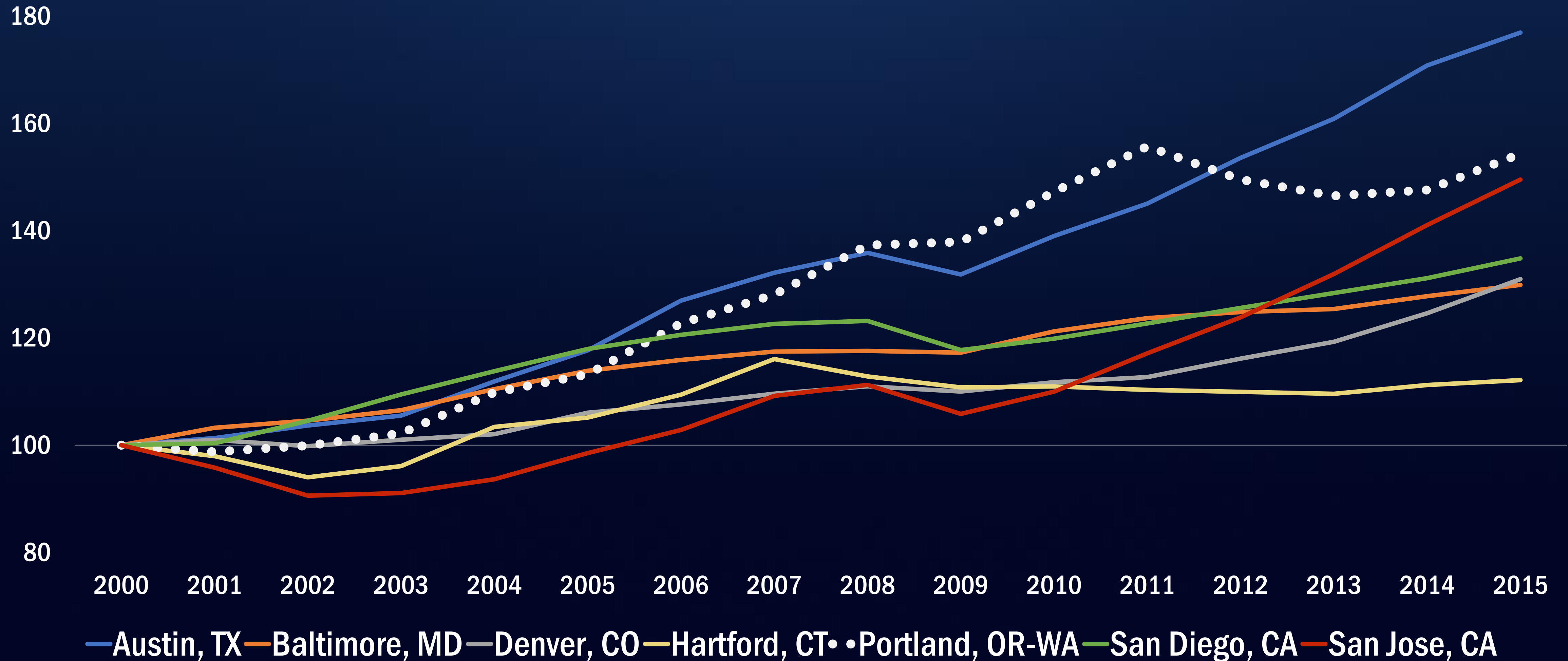
COLORANTE



Pimentón
Ahumado
2'90 €
Singluten

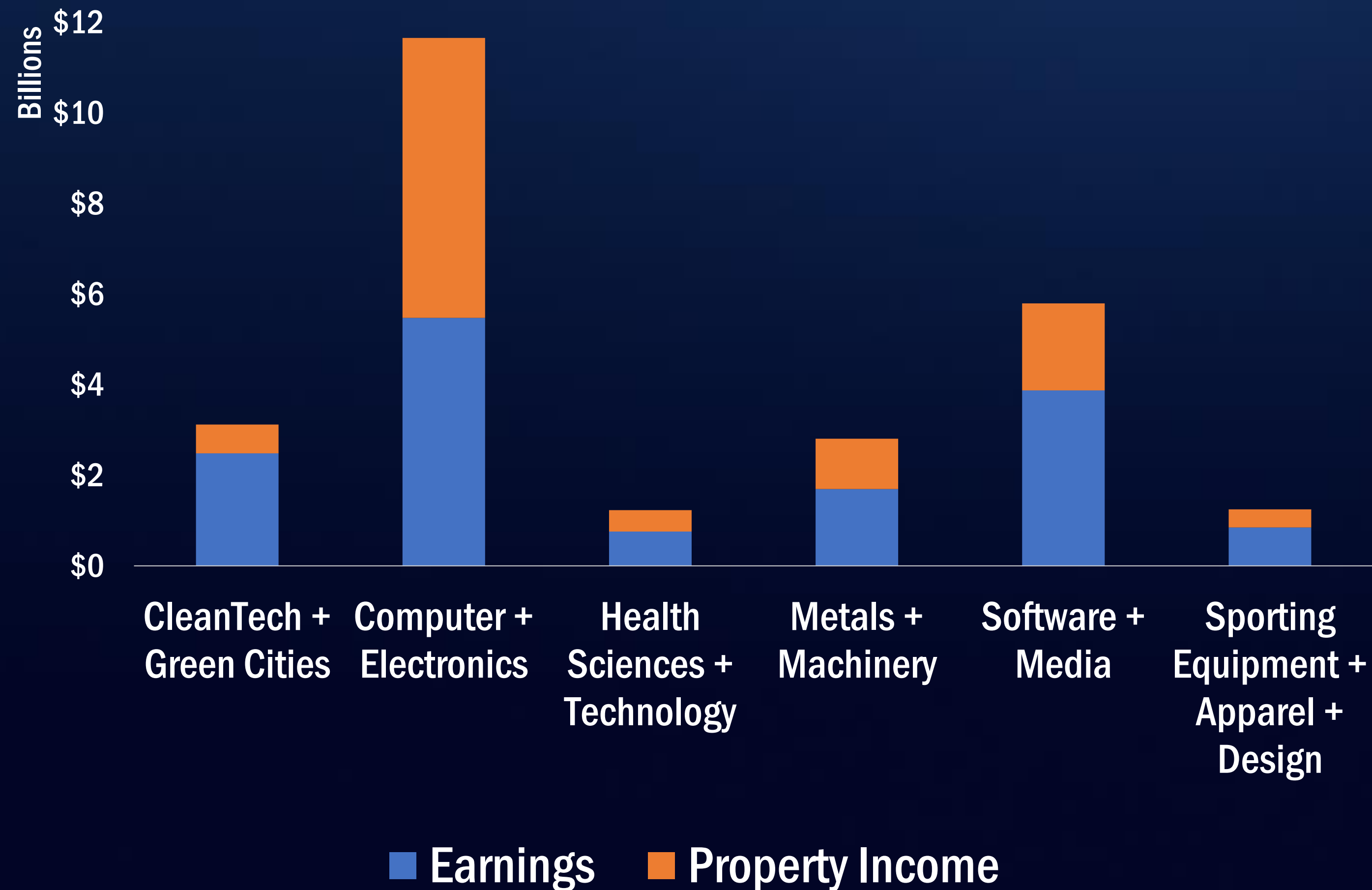
Portland Is Achieving Competitive Economic Growth ...

Index



... and Led by Focus Clusters and Other Tradable Industries

Gross Regional Product



45%

Share of All
Tradable Industry
GRP

Portland Businesses: Growing Older + Outward-Facing

-7.5%

Employment at Young Firms
2005 - 2015

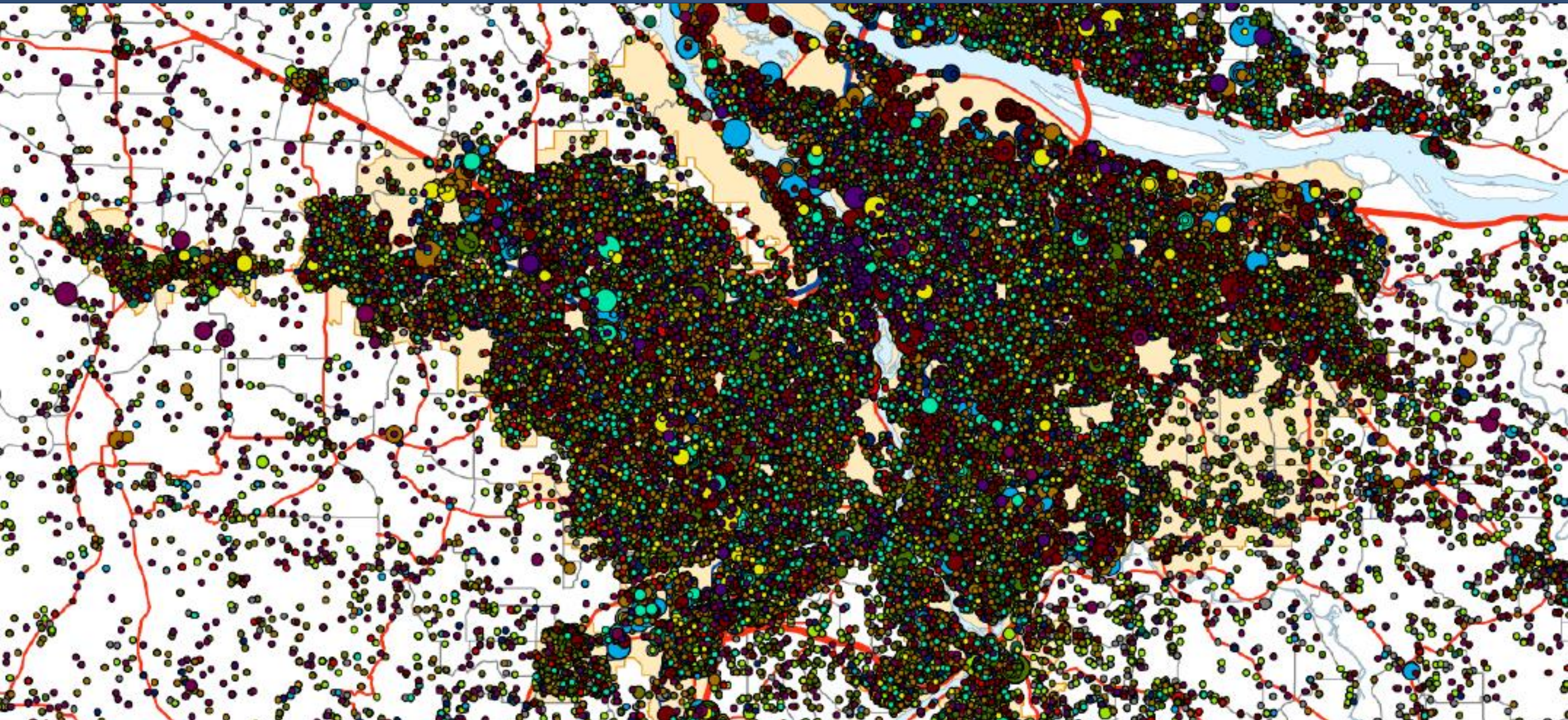
77,790

Direct Export-Supported Jobs
2015

4.8%

FDI Share of MSA Employment
2011

Jobs Cluster, But the Region is Expansive





People

Portland's Job Growth Is Closer to the Pack

Index

150

140

130

120

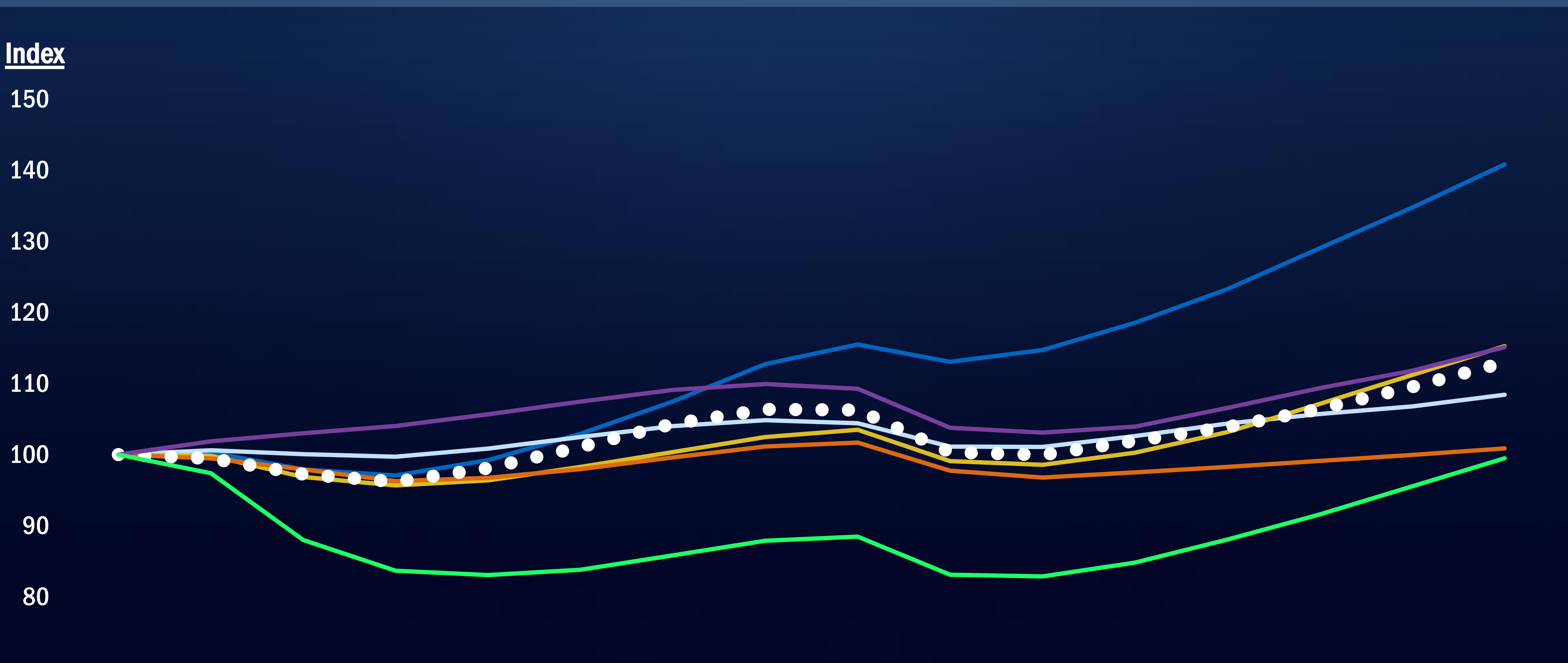
110

100

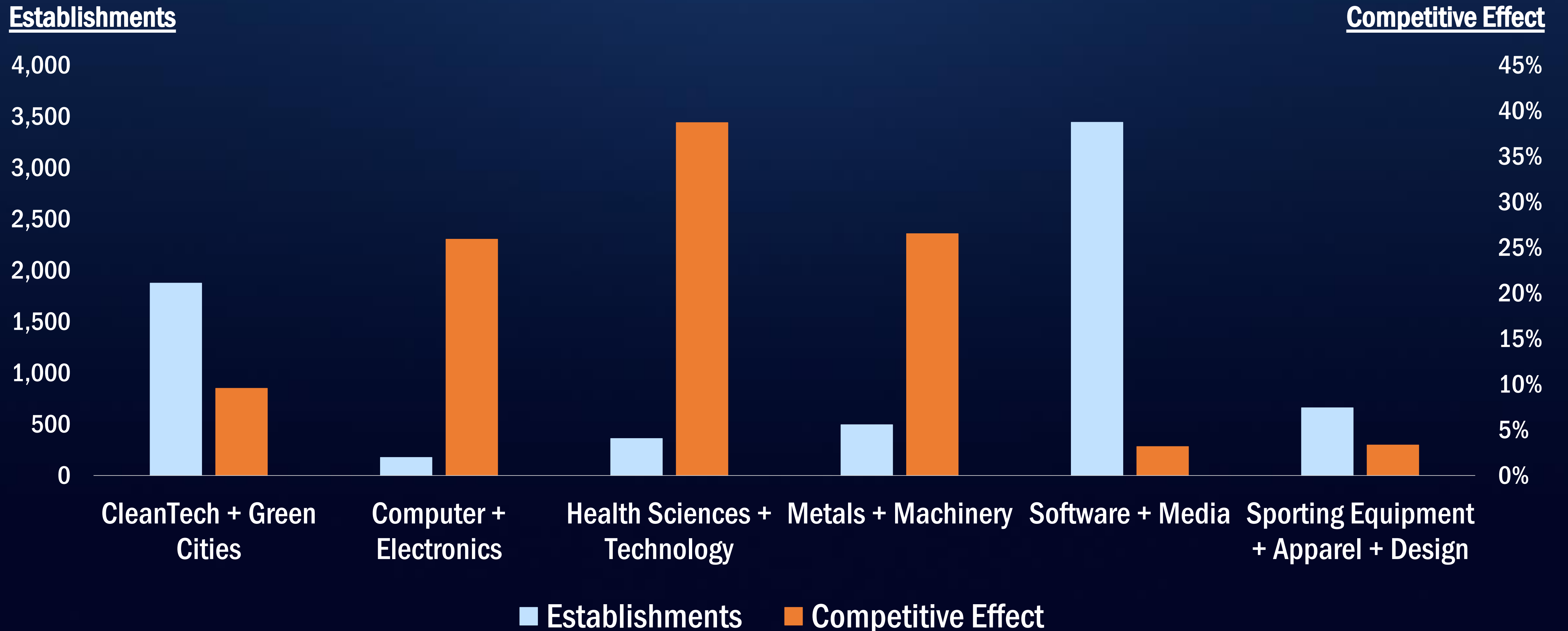
90

80

— Austin, TX — Baltimore, MD — Denver, CO — Hartford, CT • Portland, OR-WA — San Diego, CA — San Jose, CA



Focus Clusters' Employment Is Diverse + Healthy



Focus Clusters' Jobs Are Extremely Productive

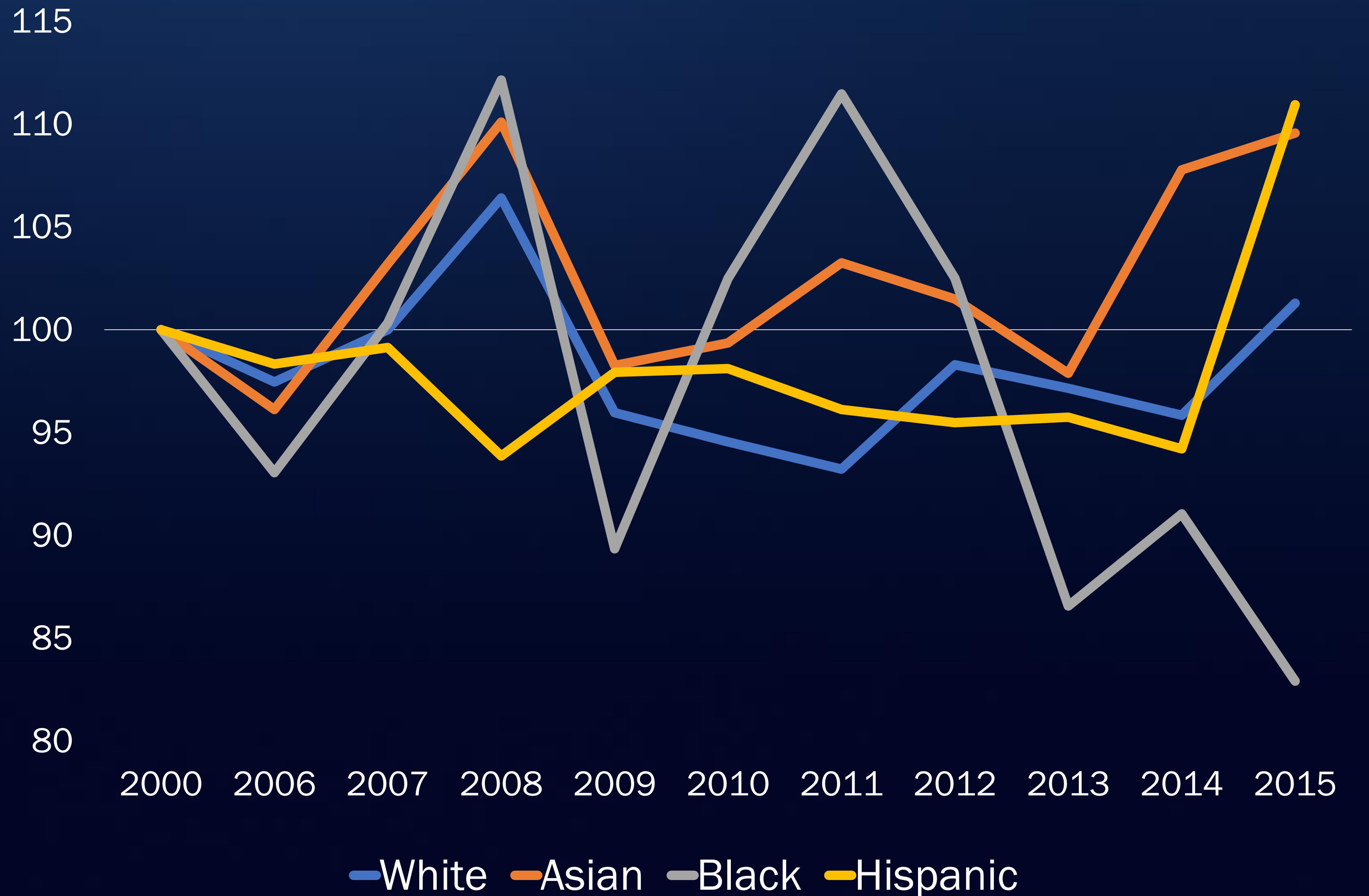
Per Worker

\$400,000
\$350,000
\$300,000
\$250,000
\$200,000
\$150,000
\$100,000
\$50,000
\$0



Median Earnings Are Relatively Flat and Mixed by Race

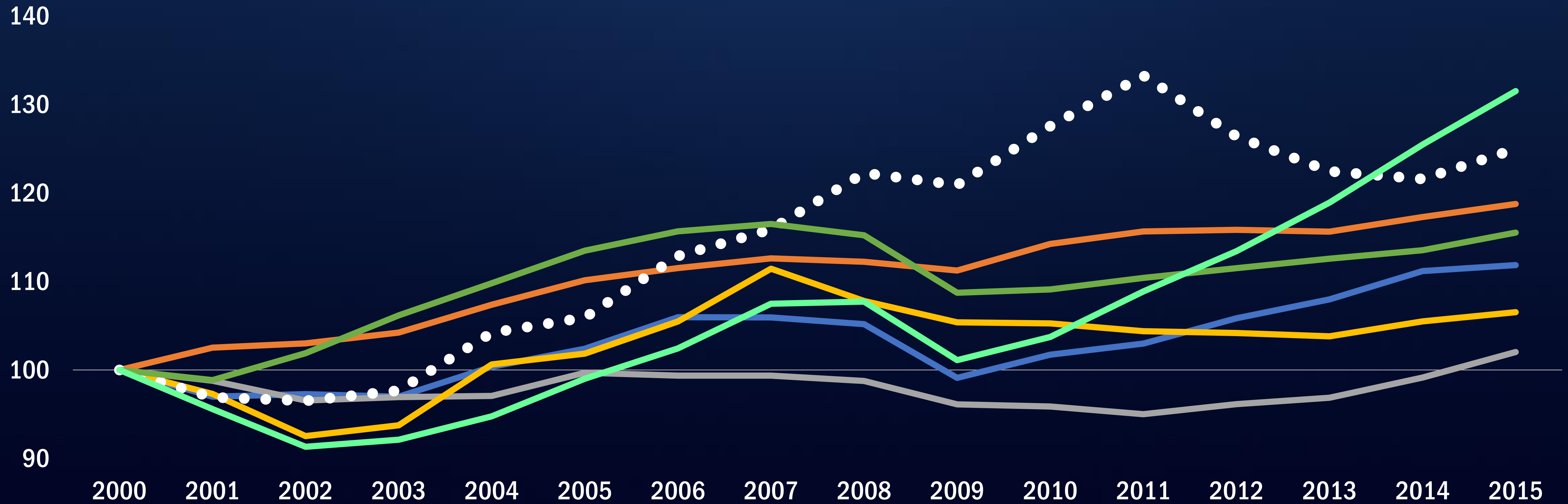
+0.3%
Median Wage Growth
2005 - 2015





Places

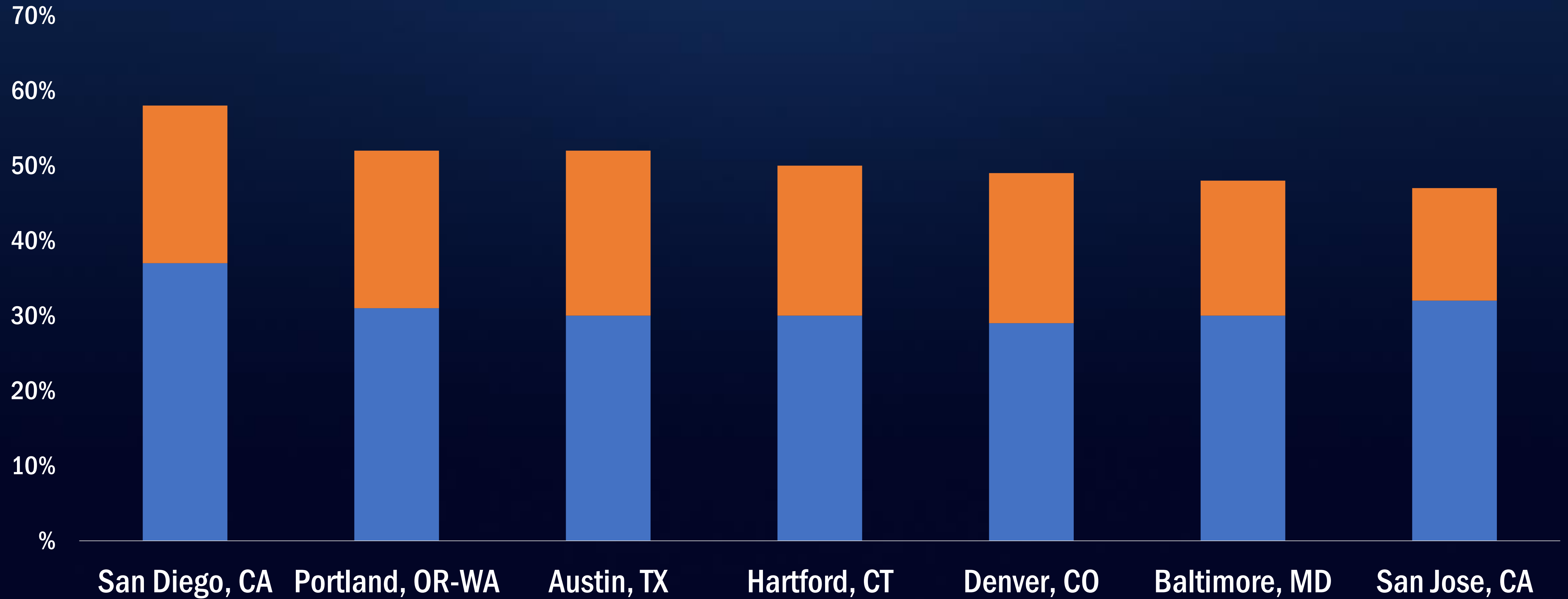
Metro-Scale Living Standards Look Strong ...



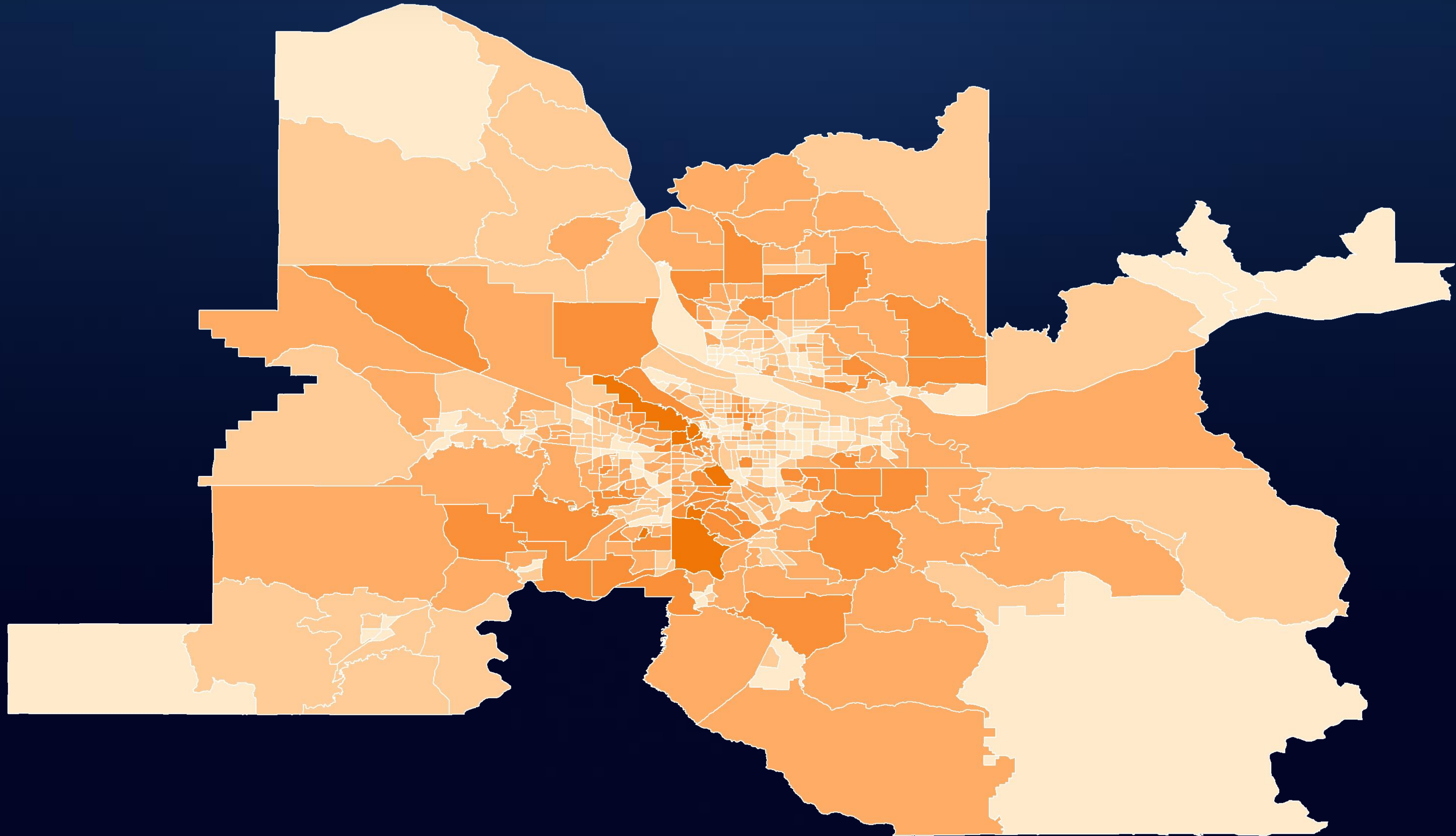
— Austin, TX — Baltimore, MD — Denver, CO — Hartford, CT • Portland, OR-WA — San Diego, CA — San Jose, CA

... but Place-Based Costs Are High

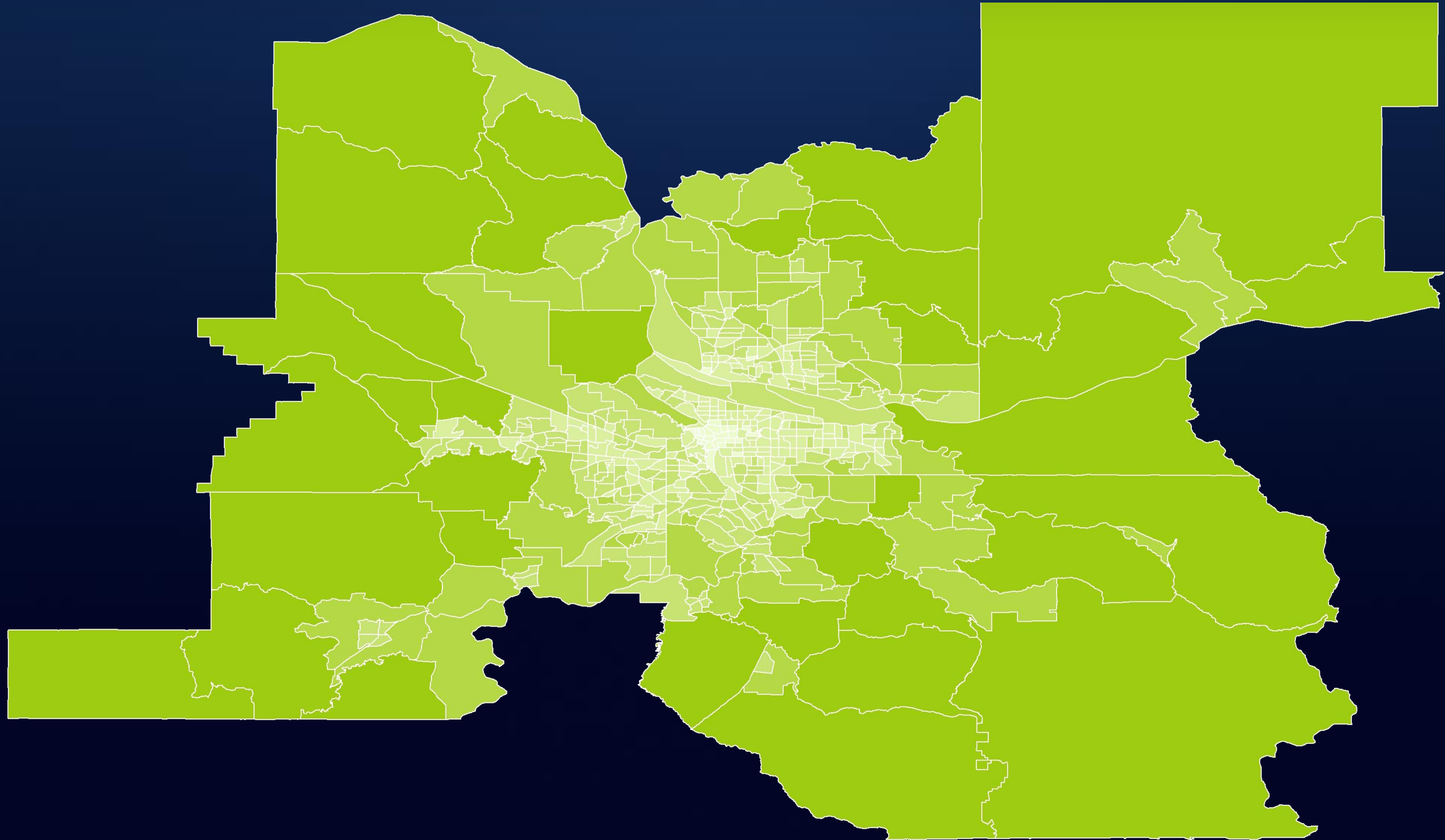
■ Housing Costs ■ Transportation Costs



Housing Costs

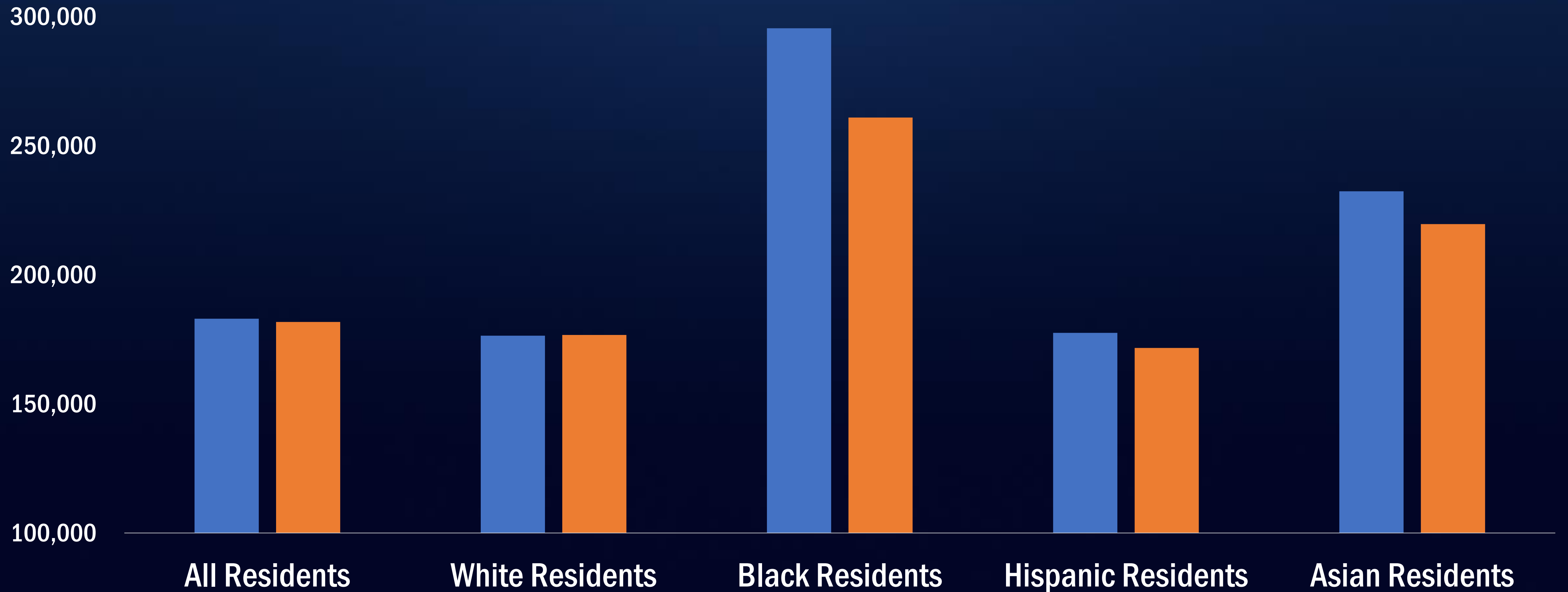


Transportation Costs



Spatial Mismatch Is Growing Unequally

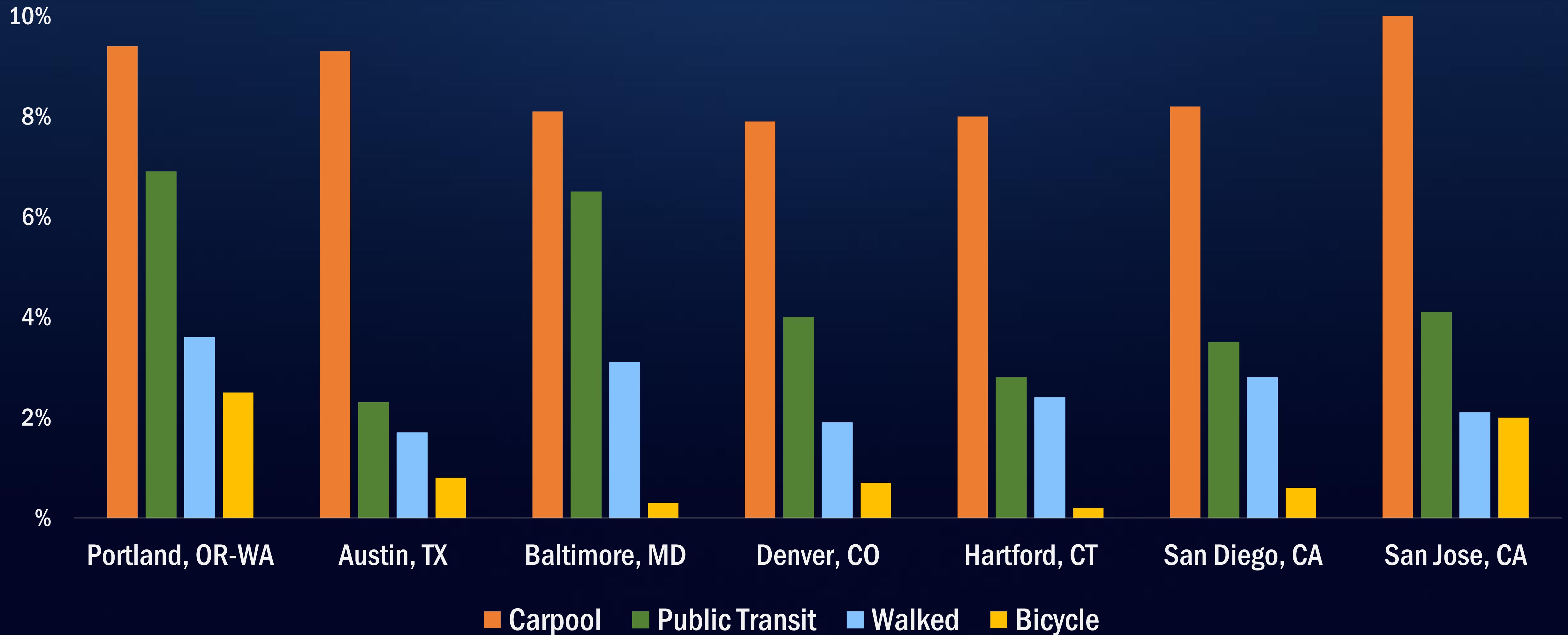
Jobs within Median Commute Distance



An aerial photograph of an airport tarmac, showing numerous commercial airplanes parked at gates. The image is dimmed and has a blue tint. The word "Networks" is overlaid in the center in a bright yellow font.

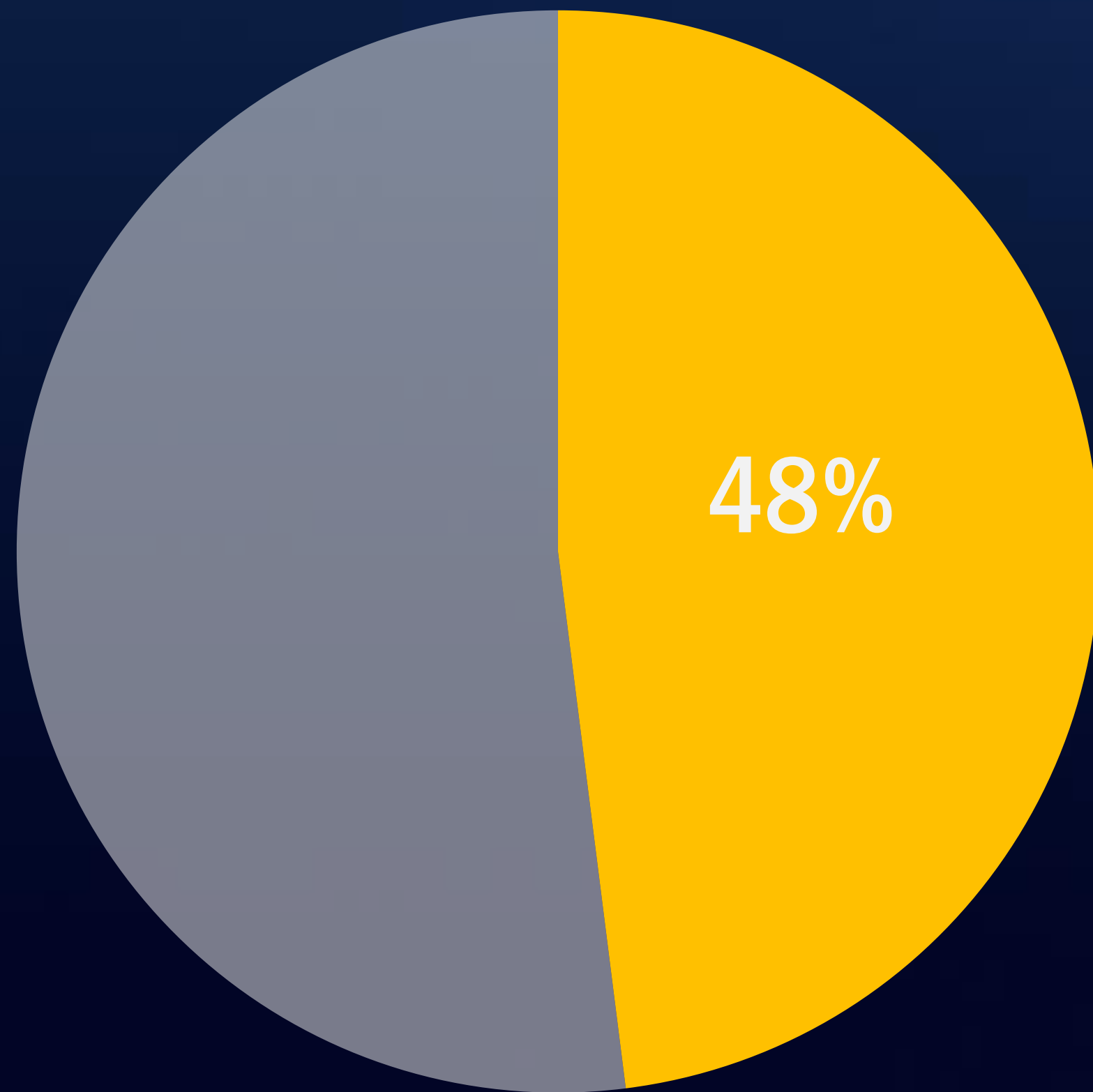
Networks

Portland's Modal Leadership

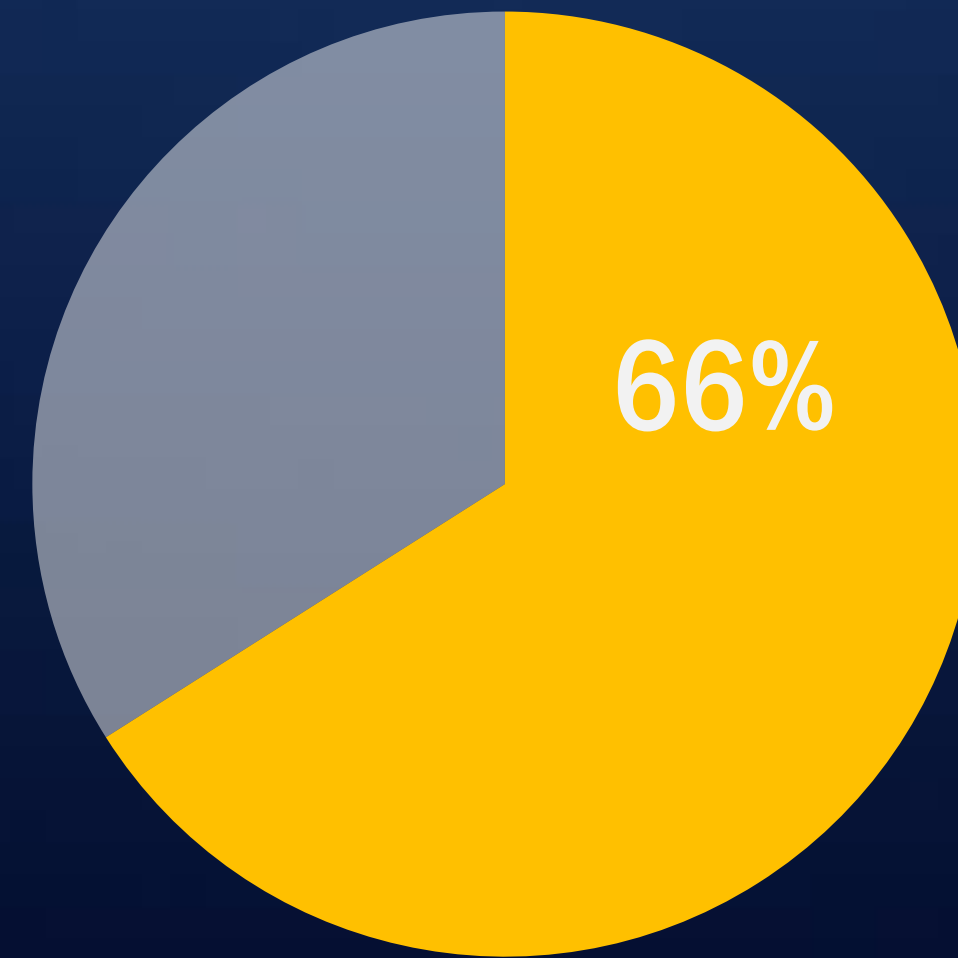


Portland's Counties Exchange Workers Throughout the Region

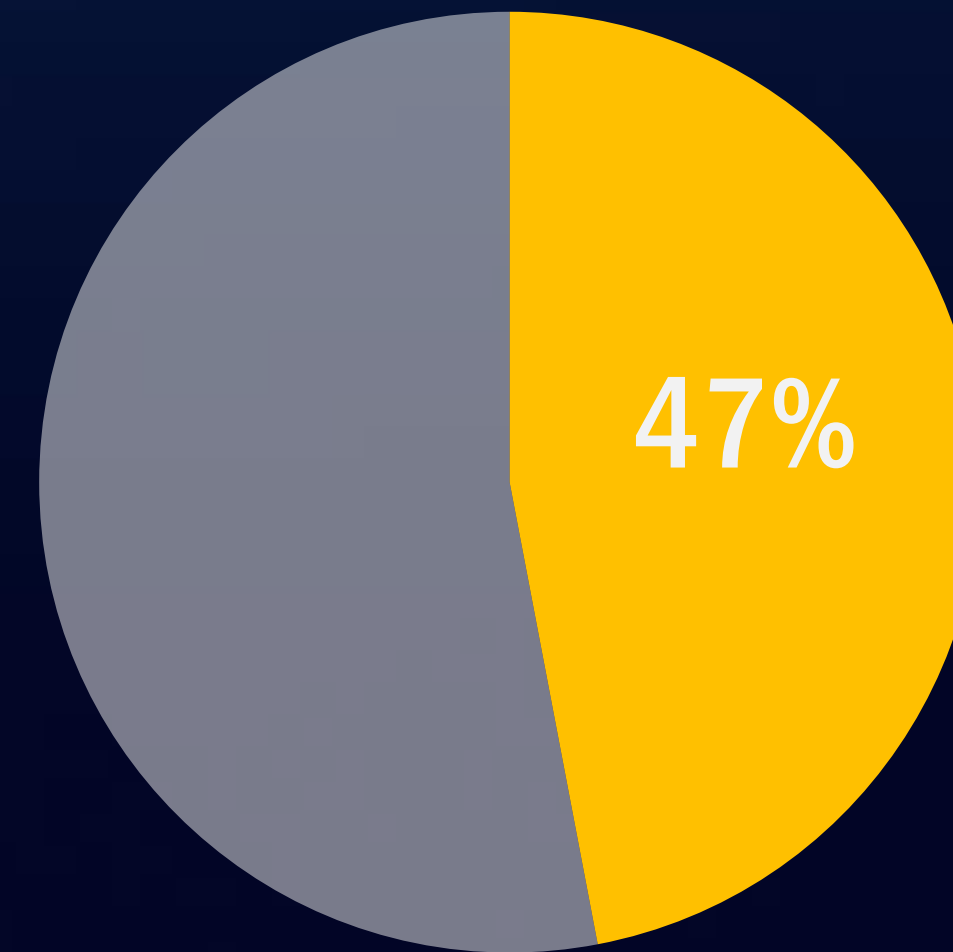
Inter-county Commuting Share



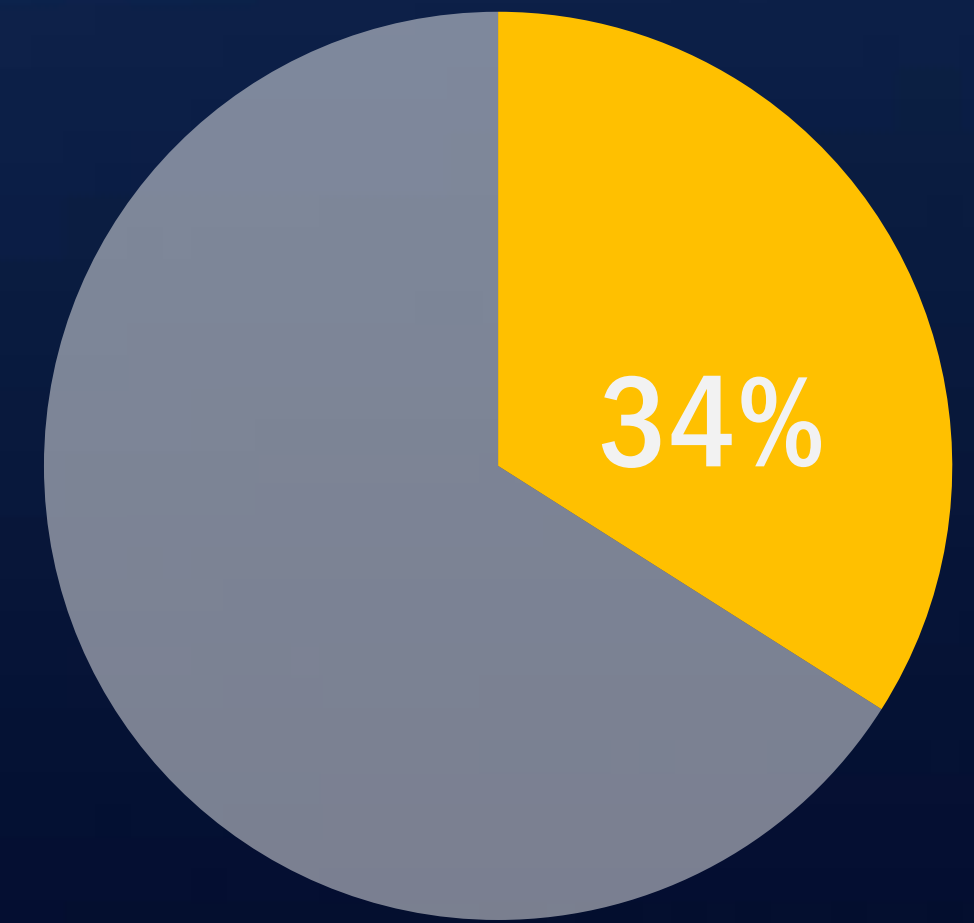
Portland MSA



Clackamas



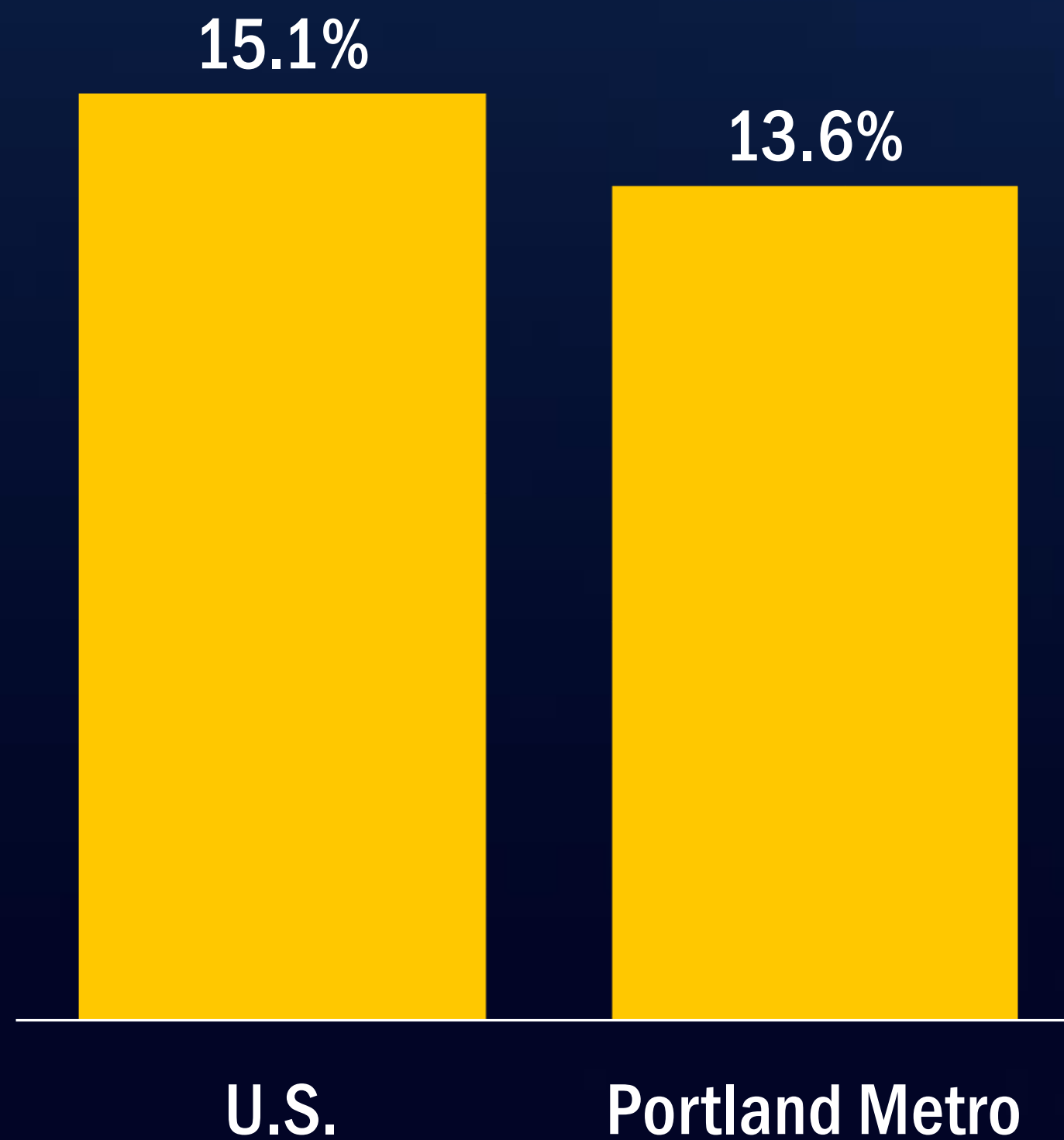
Washington



Multnomah

Portland Freight Dashboard

International Trade Share



Total Exported Goods

\$9.8 b

Total Goods Trade

\$140.0 b

28th of Top 100 Metros

Top Trading Partners

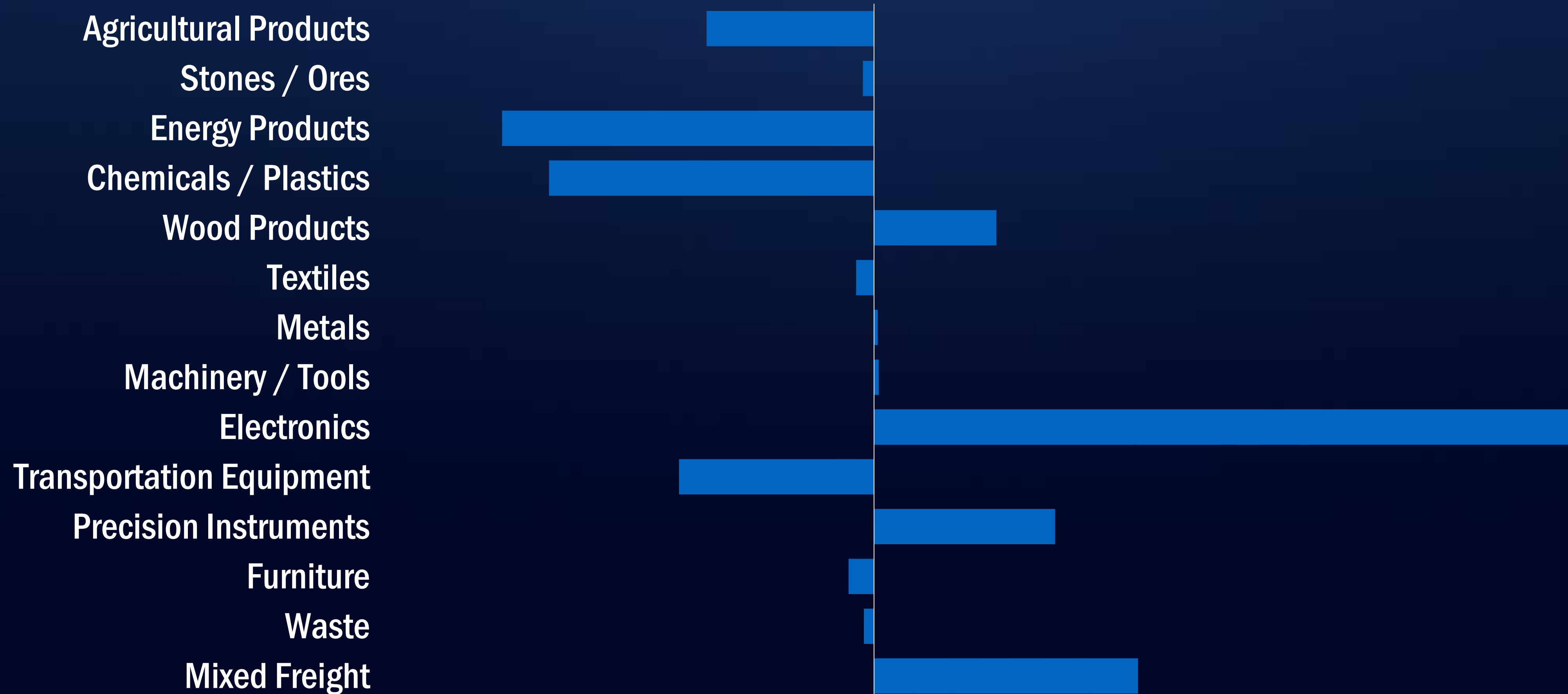
1	Seattle	12%
2	Salem	5.9%
3	Los Angeles	5.2%
4	China	4.2%
5	Non-Metro Oregon	3.3%
6	Non-Metro Washington	2.4%
7	Mexico	2.1%
8	San Jose	2%
9	Eugene-Springfield	2%
10	Canada	1.9%
Top 10 Totals		40.9%

Portland Freight Dashboard

Trade Balance

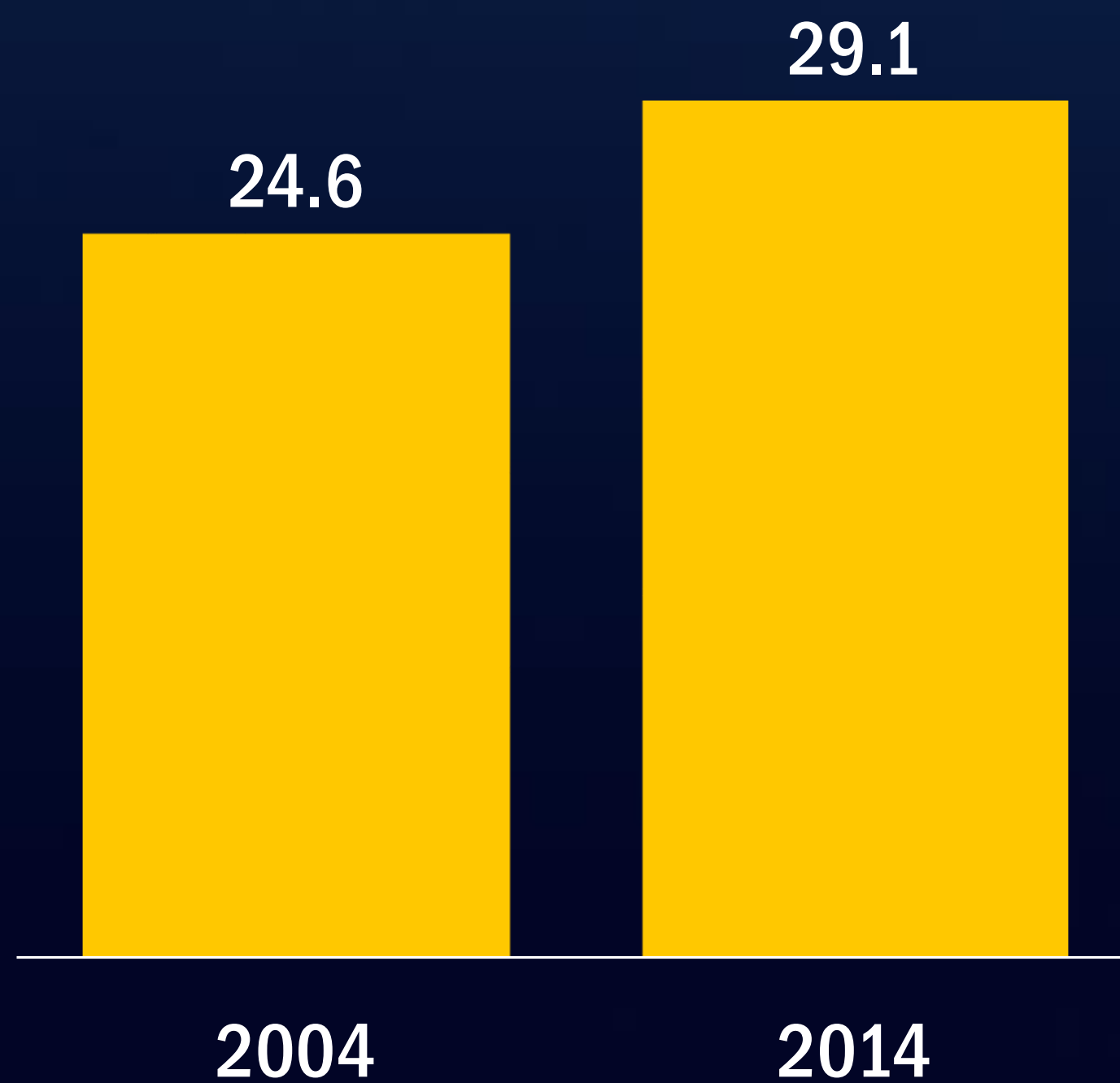
\$34bn

19th of Top 100 Metros



Portland Commercial Aviation Dashboard

Total Passengers (mil)



International Share

6.4%

27 among 35 GMM Metros

Local OD Passengers

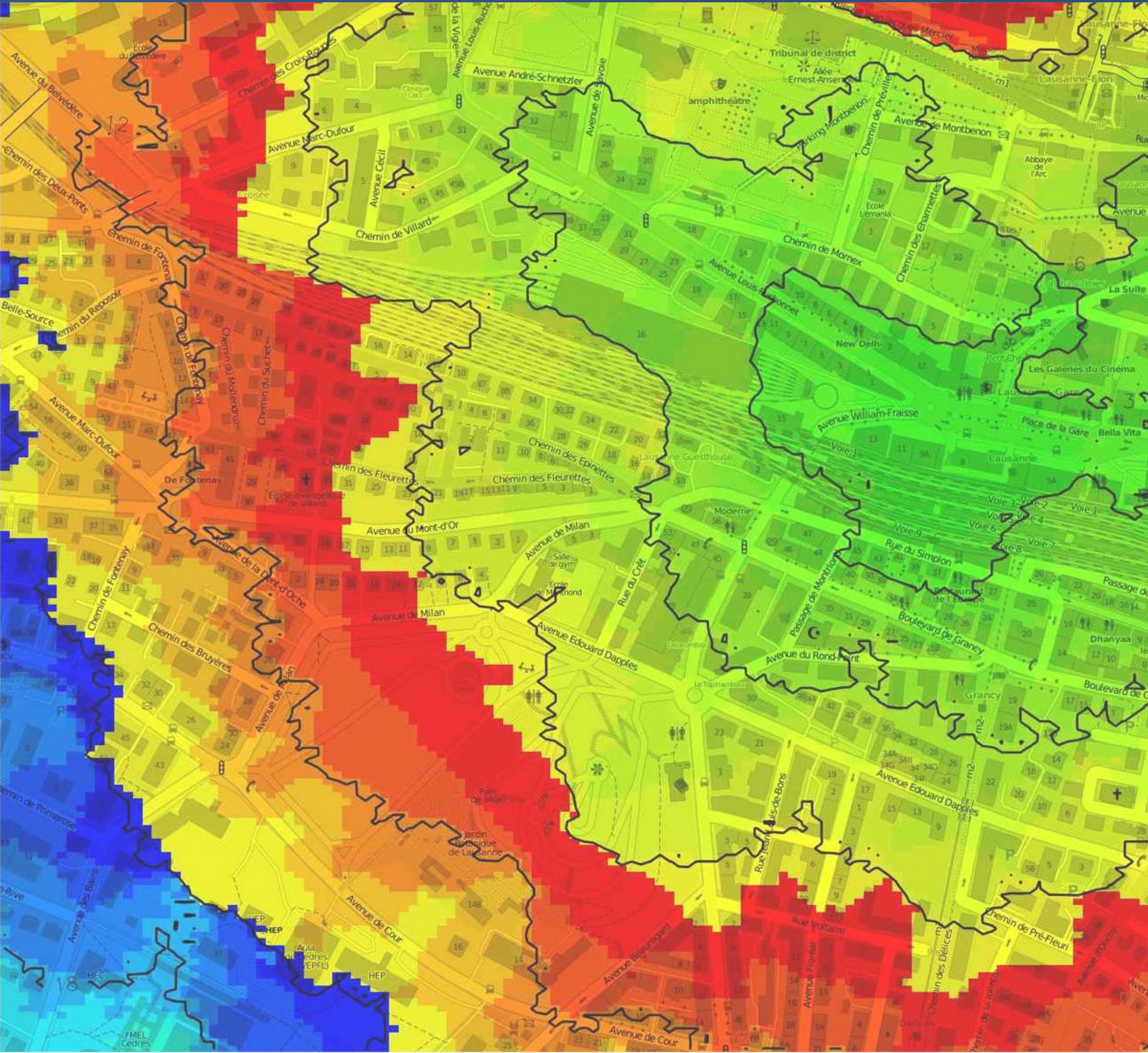
94.8%

Top OD Partner Regions (k)

1	Los Angeles	2,373
2	San Francisco	2,103
3	Las Vegas	1,186
4	Chicago	1,093
5	Phoenix	1,091
6	Seattle	1,061
7	Denver	1,005
8	San Diego	1,004
9	San Jose	975
10	Sacramento	855
Top 10 Share of Airport		43.8%

What's Next?

Mapping: Economic Activity and Networks



77%

Share of Goods-Producing
Workers Commuting into Hillsboro

INTEL

A map of the Hillsboro, Oregon area showing the percentage of goods-producing workers commuting into the city from various surrounding areas. The map is color-coded, with darker red indicating a higher percentage of commuters. A specific area in the west is highlighted in a darker shade of red and labeled 'INTEL' with a red pin icon. The Willamette River is visible on the right side of the map.

1

Economic Development, Evolved

2

Market Scan

3

Moving Forward

Implications



Mixed Growth



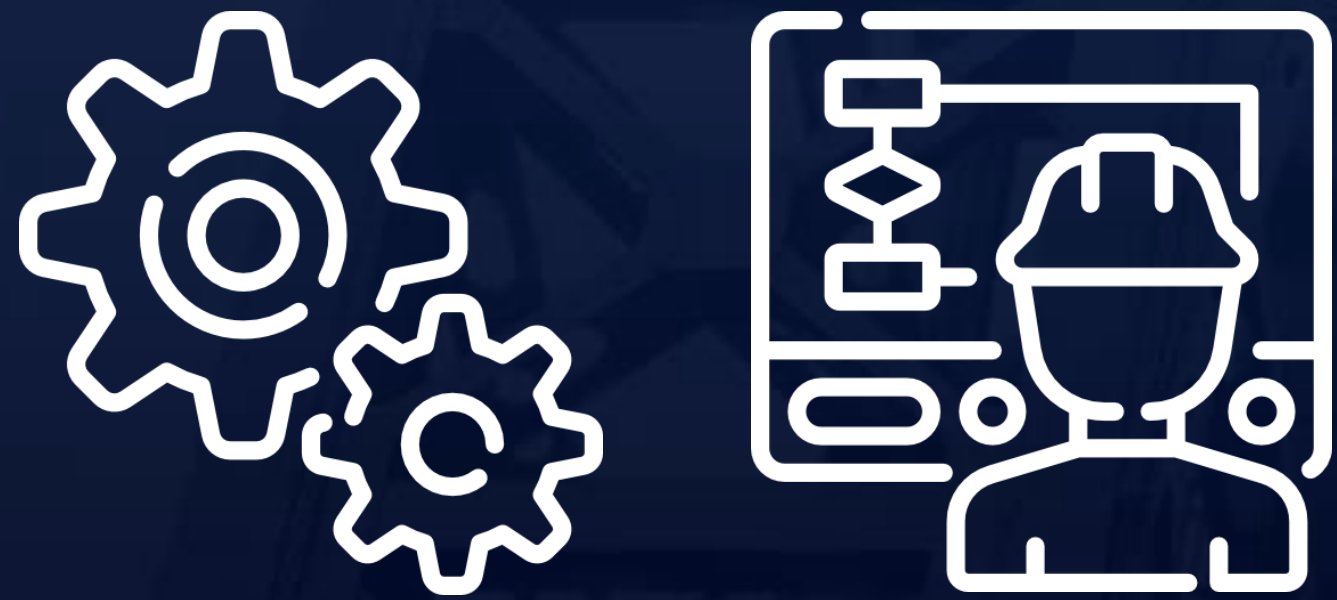
Place Matters



Core Question:

**How can infrastructure continue to support
Portland's economic competitiveness?**

Flexible measurement to connect outcomes



**Formalize Business and
People Goals**



**Create Place and Network
Benchmarks**




**Develop Criteria to
Judge Proposals**



Portland Economic Value Atlas

Market Scan

Adie Tomer + Brad McDearman
 @adietomer

Portland, OR
July 2017



Metro

Transport RFP Evaluation Criteria Weighting for Public Transfer Stations

July 18, 2017





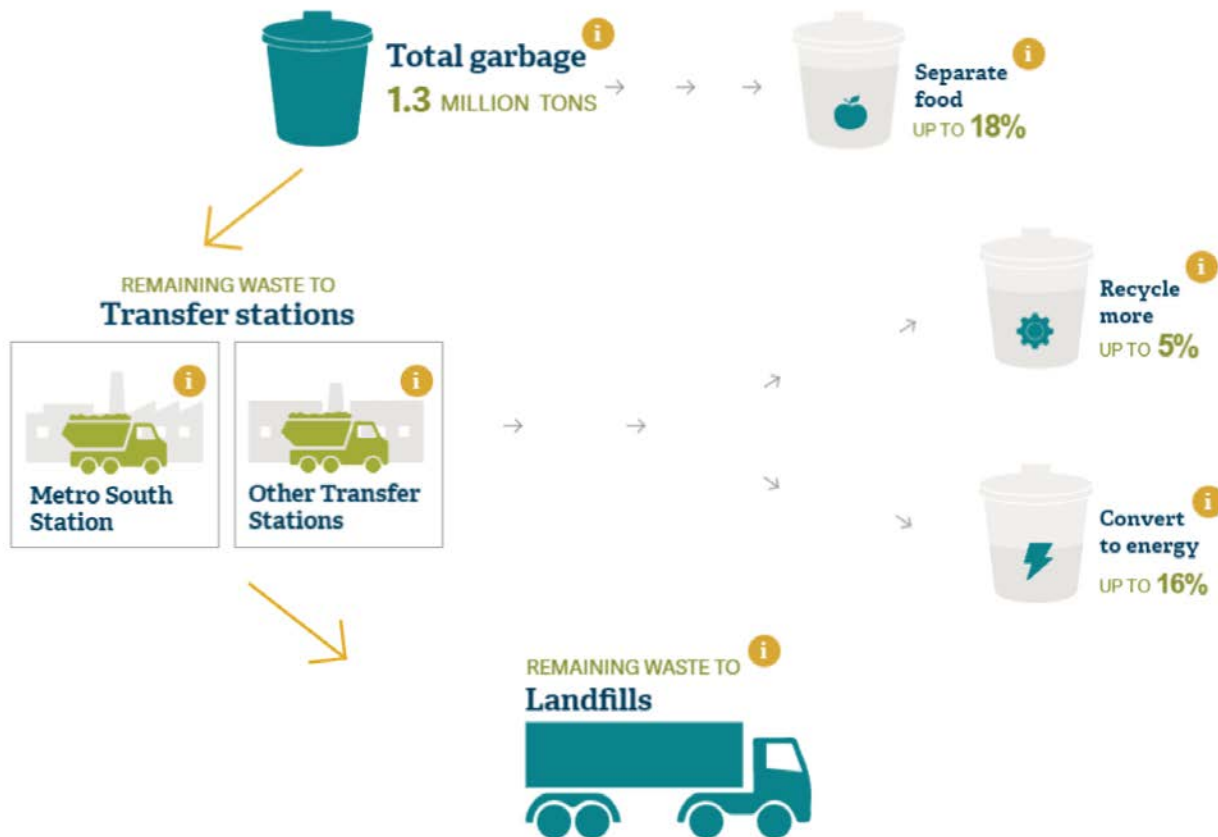
Metro

Agenda

- Request for Qualification Update
- Communications
- Public Benefits and Evaluation Criteria
- Discussion on Weighting of Criteria

Roadmap Project

Using garbage as a resource



Request for Qualification



Transportation and Disposal Procurement 2020

May 2 2017



Qualified Landfills for Disposal RFP



- Columbia Ridge, Gilliam County OR (Arlington)
- Finley Buttes, Morrow County OR (Boardman)
- Roosevelt, Klickitat County WA (Roosevelt)
- Wasco County, Wasco County (The Dalles)

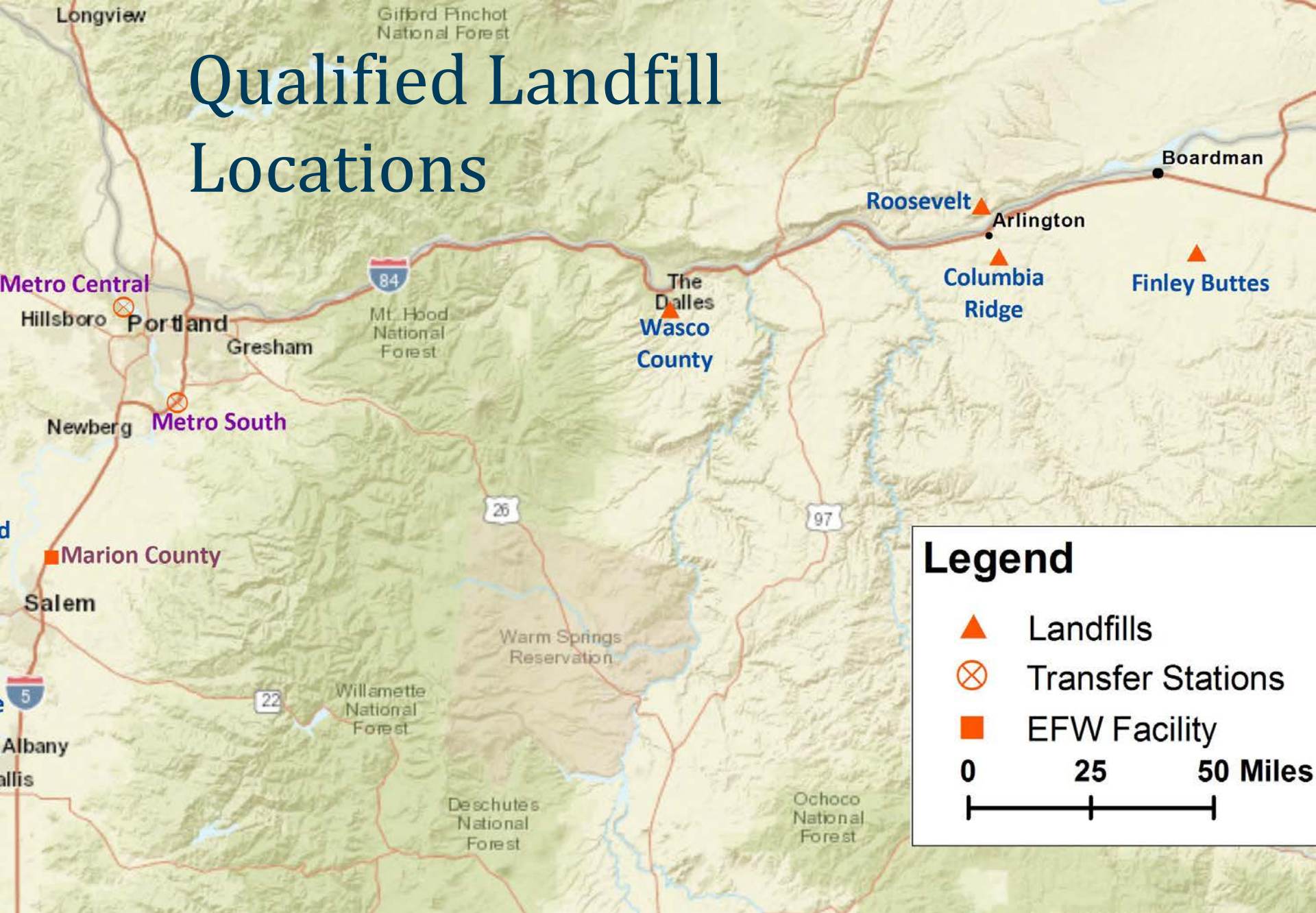


Landfill Gas to Energy



Capacity

Qualified Landfill Locations



Legend

- ▲ Landfills
- ⊗ Transfer Stations
- EFW Facility

0 25 50 Miles



Metro

Communication

- What we've done
- Through the draft RFP comment period



Project Milestones

May 2, 2017 *	Overview of transport and disposal procurement.
Summer 2017 *	Evaluation criteria weighting.
Summer 2017	Qualify eligible landfills, and release draft RFPs for comment.
Fall 2017*	Present Council with draft RFPs feedback
Fall 2017	Release RFPs.
Spring 2018	Announce highest ranked firms.
Summer 2018	Negotiate final contracts.
Fall 2018 *	Approve contract signing.
January 1, 2020	New transport and disposal contracts begin.

** Asterisk denotes
Council engagement*

Focus of Today's Discussion

Transportation RFP

Disposal RFP

Public Benefits and Transport Criteria

Public Benefits of Regional Solid Waste System	2008 Transportation RFP Evaluation Criteria	2017 Transportation RFP Proposed Criteria
Protect people's health Protect the environment Keep the commitment to the highest and best use of materials	Environmental Impacts	Environmental Impacts
Get good value for the public's money	Cost	Cost
Be adaptive and responsive in managing materials	Operational Considerations, Reduce Risk to Metro	Operational Approach, Experience, and Reduction of Risk to Metro
Ensure services are available to all types of customers	Socioeconomic Impacts	Community and Diversity

Key Attributes of Transport Criteria

Environmental	Operations	Community and Diversity	Cost
Particulate matter	Equipment and staffing	Workforce diversity	Formula based on low cost proposal
Greenhouse gases	Reliable, timely service	Wages and benefits	
Emissions in Gorge	Contingency plans	COBID subcontractors and suppliers	
	Equipment maintenance and replacement	Noise and Traffic in Neighborhoods	
	Maximizing payloads	Community relations	
	Safety		
	Emergency procedures		
	Adaptable to future change		
	Financial strength		
	Sustainable practices		

2008 Transportation RFP Evaluation

Criteria	Points
Environmental Impacts	20
Cost	45
Operational Considerations, Reduce Risk to Metro	25
Socioeconomic Impacts	10
Total	100

Handout Points for Transport Criteria

Scratch Pad:

Your Thoughts About Point Allocation

Criteria	Points
Environmental Impacts	
Cost	
Operational Approach, Experience, and Reduction of Risk to Metro	
Community and Diversity	
Total	100

2017 Transportation RFP Evaluation Staff Recommendation

Criteria	Points
Environmental Impacts	10
Cost	45
Operational Approach, Experience, and Reduction of Risk to Metro	25
Community and Diversity	20
Total	100

Questions for Council

- Does Council support the proposed evaluation criteria and point allocation?
- Does Council have any other comments or suggestions about the procurement?

oregonmetro.gov



For Reference:

Public Benefits of Regional Solid Waste System	2008 Transportation RFP Evaluation Criteria	2017 Transportation RFP Proposed Criteria
Protect people's health	Environmental Impacts	Environmental Impacts
Protect the environment		
Keep the commitment to the highest and best use of materials		
Get good value for the public's money	Cost	Cost
Be adaptive and responsive in managing materials	Operational Considerations, Reduce Risk to Metro	Operational Approach, Experience, and Reduction of Risk to Metro
Ensure services are available to all types of customers	Socioeconomic Impacts	Community and Diversity

Environmental	Operations	Community and Diversity	Cost
Particulate matter	Equipment and staffing	Workforce diversity	Formula based on low cost proposal
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	Equipment maintenance and replacement	Noise and Traffic in Neighborhoods	
	Maximizing payloads	Community relations	
	Safety		
	Emergency procedures		
	Adaptable to future change		
	Financial strength		
	Sustainable practices		

Scratch Pad:	
Your Thoughts About Point Allocation	
Criteria	Points
Environmental Impacts	
Cost	
Operational Approach, Experience, and Reduction of Risk to Metro	
Community and Diversity	
Total	100

Councilor Worksession Sheet

To capture thoughts and questions on the Transport RFP Evaluation Criteria Weighting for Public Transfer Stations presentation

July 18, 2017

Questions for the Metro Council today:

- Does Council support the proposed evaluation criteria and point allocation?
- Does Council have any other comments or suggestions about the procurement?

Questions

Context (Paul)

RFQu update and Communication (Will)

Evaluation Criteria (Dan)



July 20, 2017

The Honorable Tammy Baney
Chair, Oregon Transportation Commission

Dear Chair Baney,

For the past thirty years, the Portland region has been called upon to make regional investments in order to support statewide goals, first those related to economic growth and development and now also those related to greenhouse gas emissions reduction. In the 1990s, we committed to investing significant amounts of our own regional funding into the transportation system in order to minimize the restrictions that our poor air quality would have placed on any industrial growth. This was done to support statewide and regional economic development goals and to allow for continual economic growth while placing the most significant burden of reducing air pollution on our transportation system, rather than business and industry. By taking on stricter transportation emissions reduction strategies, the region's transportation sector made room for new industries to locate and expand without having to implement the most costly emissions controls. While this tradeoff has paid off, allowing major companies such as Intel, NW Natural, Vigor Industrial, and others to increase their footprint in the Portland region, it has meant that the region has had to invest more in transportation. We invested our own resources and developed strategies to leverage those resources to bring additional money to the state, and have leaned heavily on our regional CMAQ funds to accomplish our goals. Eventually these stricter air quality targets and higher spending commitments were incorporated into our federal air quality management plan in order to formalize our long-term commitments to the intersection of air quality and economic growth.

In 2009, we were asked to continue the trend of focusing our regional investments to meet statewide goals. The 2009 Jobs and Transportation Act instructed only the Portland region to develop and implement a plan to reduce greenhouse gas emissions from our transportation sector by 20%. The state relies on those reductions in order to meet its own climate goals. In response, we developed the Climate Smart Communities Strategy, a strategy that will cost an estimated \$38 billion to implement over twenty years. We have not identified all the necessary funding to finance this plan but one of the strategies we have relied on heavily is coordinating our CMAQ investments in order to ensure that they produce traditional air quality benefits as well as greenhouse gas reduction benefits.

We as a region are happy to play our part in contributing to state goals. However, it is a challenge for us when we are expected to take on an oversized burden in meeting those goals in comparison to our partners around the state, while our funding to do so is being reduced. The current CMAQ formula does not acknowledge either of these commitments. We recognize that both we and the Rogue Valley will face reduced funding due to Eugene and Salem's eligibility, but we believe that our commitments to statewide economic growth and greenhouse gas emissions should be reflected in the CMAQ allocation formula. For the economic growth portion, this can be done by simply incorporating our industrial growth allowance commitment into the complexity factor part of the formula; the same should be done for Rogue Valley who

has a similar commitment. For the greenhouse gas emissions commitment, we believe that the Oregon Transportation Commission (OTC) should direct a small percentage of the CMAQ funds overall and direct it to regions that have a mandated greenhouse gas emissions reduction target that is incorporated into statewide greenhouse gas emission reduction goals; that currently impacts only our region. If not recognized in the CMAQ formula, the OTC should direct ODOT to recognize this commitment with other state funding support.

Additionally, in the interest of acknowledging the individual challenges that regions must face, we do support providing transition funding for the Rogue Valley area as they adjust to a lower funding level; as another region that is examining what programs and projects will receive reduced funding after this formula takes effect, we recognize the challenge this new formula creates for those of us who have been receiving CMAQ funds. However, we believe that the three donor regions should provide an equal amount of funding to Rogue Valley as we all should pitch in as equals to support our partners. That is particularly important since this new formula represents a significant cut in funding to our region, but is essentially new money to Salem and Eugene, making a temporary reduction easier to incorporate into existing budgets.

Finally, we want to end by complimenting ODOT staff on a thoughtful process and approach to this discussion, and thanking the OTC for direction a strategic approach in the first place. While we have concerns about the aspects of the formula we discussed above, we appreciate the focus on distributing CMAQ funds strategically. We have also submitted comments on a technical level responding to the proposed narrowed list of eligible activities, and look forward to working with ODOT staff on implementation of those comments as that list is finalized. Thank you for your consideration.

Sincerely,

{Metro Council}
{JPACT}