

Metro

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Metro

Minutes

Tuesday, July 31, 2018

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

Council President Tom Hughes called the Metro Council work session to order at 2:03 pm

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Betty Dominguez, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2:05 Chief Operating Officer Communication

Ms. Bennett, Metro Chief Operating Officer, announced invites went out last Thursday for the Parks and Nature Stakeholder Table to explore options and priorities for potential continuing of regional investment in Metro's parks and nature system. She mentioned the swim beach at Blue Lake would continue to be closed as a precautionary measure due to elevated bacteria levels. She explained the water could be retested later in the week and updates would be provided. She reminded Councilors about the upcoming Council Meeting schedule, which included an Executive session and the reception to honor Ms. Alison Kean, Metro Attorney.

Work Session Topics:**2:10 Wet Waste Tonnage Allocations**

Council President Hughes introduced Mr. Paul Slyman, Property of Environmental Services (PES) Director, Mr. Roy Brower, Solid Waste Information, Compliance & Cleanup Program Director, and Ms. Molly Vogt, Information and Analysis Manager to present an update on wet waste tonnage allocations.

Mr. Slyman announced to the Council the goal was to receive guidance for how staff could do a better job managing the flow of the region's garbage in order to ensure the following:

- Ensuring greater predictability for Metro and private transfer stations
- Ensuring the best job possible reducing the negative impacts of waste on our roads and environment
- Providing good value for the region's ratepayers

He recalled the topic had been discussed in the Executive Session last October. He noted the public benefits which were the reasons why staff managed the greater Portland area's garbage and recycling system for the public's benefit. He provided history on Metro's wet waste transfer system which dated back to the 1980's. He depicted a map of Metro's wet waste transfer system and explained the regional waste landscape changes in 2020. He expressed the PES equity commitment on the following:

- Create economic opportunities
- Provide programs and services equitably
- Minimize negative impacts
- Generate community benefits

He summarized that the presentation was to discuss an approach to allocating wet waste that would help to continue to meet all of these public benefits.

Mr. Brower reviewed Metro's reliance on tonnage caps had been a way to control wet waste tonnage flow to private transfer stations for the last 18 years. He reminded Council that there were no limits on the amount of dry waste that could flow to a facility except that dry waste was required to be delivered to an authorized MRF (material recovery facility) for processing. He explained under the current disposal contract ending in 2019, Metro was required to deliver 90% of the region's wet waste to a WM landfill which was known as the "flow guarantee". He notes if current contract negotiations were successful, then Metro would only be required to deliver waste from its two transfer stations beginning in 2020 to WM. He stated the tonnage

allocations were not based on any systematic approach, meaning allocations were not always predictable, often requiring negotiations with private operators, do not really account for regional or sub-regional changes in population or the economy and were difficult to evaluate. He recalled July 2016 when Council adopted by resolution the “Transfer System Configuration Policy” which reiterated Council’s support for the region’s public/private transfer station “hybrid” model and sought to better define the role of Metro in the regional system. He announced, with respect to 2020 tonnage allocation approach, staff was guided by other policy drivers from the transfer station configuration resolution where Metro would:

- Establish tonnage allocations in percentages that would rise or fall as regional tonnage rose or fell
- Establish a predictable and transparent framework for adjusting tonnage allocations that Council could adopt as a policy
- Accommodate future changes and new technology in the system
- Support small businesses
- Promote more efficient off-route travel to reduce GHG, reduce wear and tear on roadways and improve pedestrian safety
- Utilize the regional transfer system and require that all landfill-bound waste use the region’s transfer stations
- Improve rate transparency at public and private stations

He advised Ms. Vogt would outline the proposed new approach for allocating waste to private transfer stations, starting in 2020.

Ms. Vogt provided details on how the waste sheds were defined and merged. She explained how staff calculated and

adjusted allocation based on local factors. She discussed after the proposals were announced, staff met with stakeholders which centered largely on the following themes:

- Timeliness and inclusivity
- Too generalized
- Out-of-region stations
- Parking barns
- Best way to measure proximity to transfer stations
- Not an economic model; does not account for tip fees, vertical integration

She presented the following enhancements for the Council's consideration:

1. Evaluating additional data for more detailed future model development
2. Allowing limited allocations to out-of-region transfer stations
3. Allowing Metro to assign additional tonnage to private transfer stations if needed
4. Variance rule for unanticipated disruptions

Mr. Brower explained that with high level direction from Council, staff would continue to develop the approach details. He noted staff would develop code and administrative rule language to implement the approach and bring back to Council in the fall for review.

Council Discussion:

Councilor Dirksen suggested a real time evaluation calculation. Councilor Harrington questioned the model when considering flexibility for the haulers. Councilor Chase asked if there had been consideration and forecasting based on the economy, specifically a recession. Councilors gave approval to staff's recommended approach and to move forward with legislation.

Council President Hughes introduced Mr. Tim Collier, Finance and Regulatory Service Director, to present on solid waste rate transparency.

Mr. Collier explained he was there to discuss the potential next steps in making rates at the transfer stations more transparent. He reminded staff about the rate transparency section that was adopted in 2016 as a part of the Transfer Station Configuration Policy. He listed the following steps and footnote which were in the rate transparency section:

1. Making Metro's rates more transparent to the public
2. Using publicly available data to make estimates on rates
3. Conducting a full rate review

Footnote: If none of the steps worked, Metro could set rates

He noted staff had completed step one, and had received Council direction to begin looking into what step two would look like. He expressed that he was there to report back on what step two entailed and if Council would give permission to move forward. He referenced the generic transfer station sheet included in the meeting packets, which he explained would be filled out by each transfer station and be made publicly available. He stated the sheet would be taking into consideration operating costs, general administrative expenses and profit by station per ton to create an estimate. He shared staff had already met with all the private transfer station operators to get feedback. Next steps would be getting the sheets filled out and shared with stations to receive feedback, then publish a report in time for local jurisdictions to include in the rate setting process.

Council Discussion:

Councilor Harington noted different transfer station operated at different times and seasons, and requested that would be reported. Councilors agreed for staff to move forward.

3:10 SW Corridor Update on LRT Preferred Alternative Selection

Councilor Dirksen provided an update on the Southwest Corridor Light Rail project, explaining the group had been undergoing the federal National Environmental Policy Act (NEPA) process in creating a Draft Environmental Impact Statement (DEIS). He expressed the group had refined the initial route proposal and were preparing to formally identify the locally preferred alternative. He introduced Mr. Chris Ford, Principal regional Planner, and Ms. Eryn Kehe, Senior Public Affairs Specialist, to present an update on the Light Rail Transit (LRT) preferred alternative selection.

Mr. Ford summarized the history of the project which dated back to 2009 and reviewed the LRT schedule moving forward. He mentioned staff started with land use to connect to places. He stated over sixty High Capacity Transit (HCT) routes and two modes (Bus Rapid Transit and LRT) were considered. He introduced the drafted backbone of the mapped out light rail stops from Downtown Portland out to Sherwood. He reviewed the NEPA processes which staff had been working on in order to be eligible for federal funds. Ms. Kehe explained the 45 day outreach program for the comment period. She listed the following processes and successes during the public hearing process:

- Mailings
- DEIS (online, offices & libraries)
- Open houses
- Convenient “info hours” with staff
- Public hearings
- Email & social media outreach
- Local newspaper advertisements
- Local associations/organization visits

She explained staff receive and reviewing over 600 public comments before being in front of the Steering Committee. Mr. Ford noted the following Steering Committee actions to recommend a preferred alternative:

- Single light rail route for further design, study, funding
- Included (option to be defined)
 - Marquam Hill connection
 - PCC Sylvania shuttle
 - Operations & Maintenance facility
- Work to do:
 - Stations and Park and rides
 - Design refinements
 - Station access improvements

He noted once the alternative was selected the other alignments would no longer be studied and adverse effects would be clarified. He mentioned the implications which would be taken into consideration:

- TriMet beginning advanced designs
 - Avoiding or minimizing impacts
 - Developing detailed cost estimates
- Environmental review
 - Finalizing Environmental Impact Statement to evaluate updated designs
 - Committing to mitigations
 - Addressing DEIS comments

He explained the following areas in which major decisions were to be made:

- Barbur or Naito
- Barbur or I-5 Adjacent
- Tigard Triangle and Downtown
- Railroad or I-5

He reviewed the initial route proposal and listed next steps before opening conversations to Council.

Council Discussion:

Councilor Harrington requested briefings for Councilors after the Steering Committee review process. Councilor Stacey complimented Ms. Kehe on her community engagement work and work with the SW Corridor Community Advisory Committee.

3:40 Councilor Communication

Councilor Dirksen reported on his trip to Seattle for the first advisory group meeting considering ultra-high speed rail line which would potentially run from Portland to Vancouver, British Columbia. He reported on the conference call he had earlier in the day with members of the Road User Fee Task Force to discuss the voluntary system to pay by the mile. Councilor Stacey reported on the discussion at the TriMet House Bill 2017 Service Planning Advisory Committee meeting where debates were made on how best to define concentrations of low income households in regards to service expansion. Councilor Craddick summarized her and Ms. Bennett's participation at the annual voyage of the visionaries, which toured many natural areas and neighborhoods to demonstrate conditions for bikers. Council President Hughes introduced Mr. Roger Gonzalez, Metro Chief of Staff, to describing a series of letters regarding including 82nd Avenue in the Regional Transportation Plan (RTP). Mr. Gonzalez explained Metro initially received a letter from SE Uplift requesting 82nd Avenue be included in the RTP, he proceeded to describe the supplemental letters and asked for approval to send the revised response letter. Councilors approved the revisions and gave permission to send.

3:45 Adjourn

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:08 p.m.

Respectfully submitted,



Sara Seid, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 31, 2018

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	07/31/2018	Proposed Wet Waste Tonnage Allocations	073118cw-01
2.0	PwerPoint	07/31/2018	SW Corridor Update on LRT Preferred Alternative Selection	073118cw-02
3.0	Letters	07/31/2018	Letters Regarding 82 nd Avenue Request in RTP	073118cw-03