



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: CORE Meeting
Date: Thursday, December 12th, 2019
Time: 6 p.m. to 8 p.m.
Place: June Key Delta Community Center, 5940 North Albina Avenue, Portland, OR 97217

Attendees

Co-Chairs: Patricia Kepler, Dele Oyemaja

CORE Members: Duncan Hwang, Martine Coblenz, Effie Bustamante, Karla Hernandez, Katie Sawicki, Nura Elmagbari, Tristan Penn, Mahmood Jawad, Maria Magallon, Quincy Brown, Saara Hirsi

MERC Commissioners:

CORE Liaisons: Metro Councilor Lewis

Metro staff: Raahi Reddy, Sebrina Owens-Wilson, Melissa Palavecino, Reed Brodersen, Nathan Sykes, Dan Blue, Estee Segal, Matt Tracy, Roy Brower

Public: Kevin Thomas

Absent: Laura John, Sharron Gary-Smith, Danel Malan, Karis J.A. Stoudamire-Phillips, Daniela Ortiz

Welcome and Overview of the day

Sebrina welcomed the new CORE committee members who were appointed that day by the Metro Council. Members were asked to pair up and introduced each other after answering a few questions given to them.

Public comment – Members of the public

No public comment was offered.

Before the meeting started CORE members were asked if they had any community updates they wanted to share.

Quincy shared an update that he will email to Sebrina to share with members.

Patricia shared that PCC had its inaugural breakfast fundraiser for the dreamer center. This was set to raise money for scholarships for undocumented students as they don't qualify for Federal Student Loans. PCC was able to raise over 35 thousand dollars.

Metro Council Update

Councilor Lewis updated Members on the 2019 Parks and Nature area measure results; which got the 67 percent of Metro area voters, including support from Washington and Clackamas County each at about 62 percent. Which shows really good work and movement in those counties. Gater

Portland residents have said yes to clean water, healthy fish and wildlife habitat, and nature close to home by investing four hundred and seventy five million in the regional parks system. The bond measure builds on a quarter century of investment from leaders at Metro and in the region. Metro is excited about the opportunities for this measure not only for the

An exciting milestone happened that same day with the housing bond program, Metro approved the first two intergovernmental agreements with the city of Beaverton and Clackamas County. Washington County will be next up this December and then there is a timeline for the four remaining jurisdictions in the New Year.

The last week of October Metro hosted public forums on the 2020 transportation measure in all three counties. There were neighbors, community leaders and transportation experts coming together to talk about how to make our transportation system work better for everyone. The forums were in Hillsboro, Oregon City and the Jade district. Metro was able to provide Spanish, Chinese and Vietnamese interpretation at the Jade district forum. Metro staff have also come forward with their recommendations for the measure to the transportation taskforce. Considerable time will now be spent considering the recommendations so that the taskforce can come up with their recommendation on the priority corridors. Our web site oregonmetro.gov public projects has a map of each corridor and notes from each taskforce meeting. Clackamas County will be hosting the taskforce's December meeting at Clackamas Community College's Harmony campus.

Nura asks about how the housing measure for SW Tigard area that will be coming up in December, will affect the new rail line in the tiger area and which will happen first. Councilor Lewis answered that as soon as the inter-governmental agreement is signed those housing dollars go into play. Those funds need to be spent in the next 5 to 7 years so that should happen before that rail line goes in.

Quincy asked in terms of the 2020 transportation bond, what are the other projects Metro is working on in addition to the SW corridor. Councilor Lewis answered that 2020 measure has identified up to this point 13 top tier corridors, the SW corridor is the only light rail corridor. The rest will be investment in bike, pedestrian safety, transit know as better Bus some of which will be smart signaling and dedicated lanes. As well as more safety for folks using AV vehicles.

Raahi addresses the committee. 37:47

Property & Environmental Services – Transfer Stations

Presenters: Dan Blue, Planning and Stewardship Manager; Estee Segal, Construction Project Manager; Matt Tracy, Principal Solid Waste Planner

Roy Brower introduces himself as the director of the Property and environmental services department and does a brief overview of what this department works on and oversees. Roy also mentions to the committee that a new regional waste advisory committee has been created which is made up of local governments and community members. That committee has expressed interest in meeting with CORE, which Roy, Raahi and Sebrina will work on making happen.

Nest Dan Blue presented on the disposal and waste structure that operates here in the region.

Nura asked about the role Metro plays in education of these systems. Dan responded that PES does have a team of educators that create curriculum on disposal and waste as well as working with other partners such as the master recyclers to help educate the region.

Quincy raised the concern of having cost passed on in multifamily situations to the tenants. Dan replied that rates and cost are set by local governments and not by Metro.

Dan explained that due to the scarcity and competition for large industrial sites their approach is to find a site, secure it and then engage the community to see if it is a good fit for the surrounding communities. Which will help Metro decide whether they should proceed at that site. These sites are being looked at as benefits to the community, some benefits include environmental health, jobs and investment, community amenities and partnerships, cultural and social equity and service equity.

Estee then spoke about the south transfer station located near Oregon City and the work being done there. This station is 30 years old and wasn't built for the use that is on site today, with commercial haulers, residential haulers and hazardous waste customers. The plan is to move self-haul services offsite and renovate the current site for commercial hauling. Looking for land currently

Matt then went over the project approach for Westside transfer station. Metro along with a consultant did a feasibility analysis and was able to identify 13 locations that may have been suitable. Of those 13 it was narrowed down to 6, various reasons for elimination were applied such as zoning and proximity to the airport. Metro was able to get a property on contract with a purchase sales agreement that has a one year run way on it. Meaning that Metro has one year to work with the property owners to do their due diligence analysis on the property while paralleling and community engagement track that allows Metro to get input from the community to see if this is a suitable place for the transfer station.

Nura asked if the Westside transfer station would have a hazardous waste facility to which Matt answered it would have a household hazardous waste facility, no commercial hazardous waste.

Duncan asked what it meant to have community support for the transfer station. Would there be a threshold they would hit, for example if 50% of the community agree then Metro will feel like they are able to proceed. Dan responded that if there is strong community position to the project Metro may not proceed.

Estee mentioned that there were two main CBO's Metro was currently working with around the transfer station project. Unite Oregon being worked with for the South transfer station and Centro Cultural working on the Westside station.

Saara asked for clarification on when the engagement would take place. To which Dan stated that it would be done before the purchasing decision was made. The engagement will inform Metro

Council's decision on whether or not to make the purchase. Engagement will also happen throughout the design and construction processes.

Duncan also asked how this would be paid for, wondering if working class patrons would be tacking on the cost. Dan responded that there were reserve funds from the solid waste program that would be used. But if the project was to move forward Metro would go out for construction bonds. Ultimately there is potential for impact on the rates as costs would also be distributed across users of the system.

Quincy inquired about the ecological impact, and if the Native American community would be engaged. Dan said that they would be doing cultural relevancy work around the area (Westside) and an impact analysis would be done. Which could be reported back to CORE on.

Martine asked the support of the community would be measured. To which Dan responded that there are detailed engagement plans, and many relationships and connections that they are hoping to establish in order to better inform them on the communities decisions around the transfer stations. But any advice or insight that CORE could provide would be welcomed and appreciated. Dan stated that they also wanted to clearly communicate the benefits and amenities these stations would bring to the surrounding communities.

Adjourn