



**2035 REGIONAL  
TRANSPORTATION PLAN (RTP) –  
FEDERAL COMPONENT NEXT  
STEPS AND STATE COMPONENT  
WORK PROGRAM**

Metro Council Work Session  
Tuesday, February 19, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: February 19, 2008      Time: 2:15-3:15 p.m.      Length: 60 minutes

Presentation Title: 2035 Regional Transportation Plan (RTP) – Federal Component Next Steps and State Component Work Program

Department: Planning

Presenter: Kim Ellis (Metro)

### **ISSUE & BACKGROUND**

The Regional Transportation Plan (RTP) is the long-range policy and investment blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region and establishes the policy framework to guide the design, management and governance of investments in the region's transportation system for all forms of travel—motor vehicle, transit, bike, and pedestrian—and the movement of goods and freight. The primary mission of the RTP is to implement the Region 2040 vision for land use, transportation, the economy and the environment and address the region's current and future transportation needs.

### **Transition from Federal to State Component of RTP Update**

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the update to the federal component of the RTP on December 13, 2007 in order to maintain continued compliance with the federal Clean Air Act and address new federal (SAFETEA-LU) planning requirements. The updated 2035 RTP provides an updated blueprint to guide transportation planning and investments in the Portland metropolitan region – including development of the state component of the plan.

Staff conducted the following activities since Council approval of the federal component of the 2035 RTP in December 13, 2007:

- Preparation of an air quality conformity analysis demonstrating the region continues to meet federal and state air quality requirements.
- Conducted 30-day public comment period on conformity analysis.
- Submitted air quality conformity report and final draft RTP to FHWA and FTA for final review.
- Continued work with RTP performance measures work group to develop outcomes-based RTP evaluation framework.

In addition, staff consulted several local and state agency representatives to confirm issues to be addressed during the state component. Input provided to date includes:

- 1 year is insufficient for completion of the state component
- allow enough time for meaningful discussion and analysis of the updated RTP policy and development of the state system of investments
- continue to integrate/coordinate with New Look/Making the Greatest Place tracks
- provide opportunities for more collaboration and partnerships between agencies

### **State Component of RTP Update Scope and Timing**

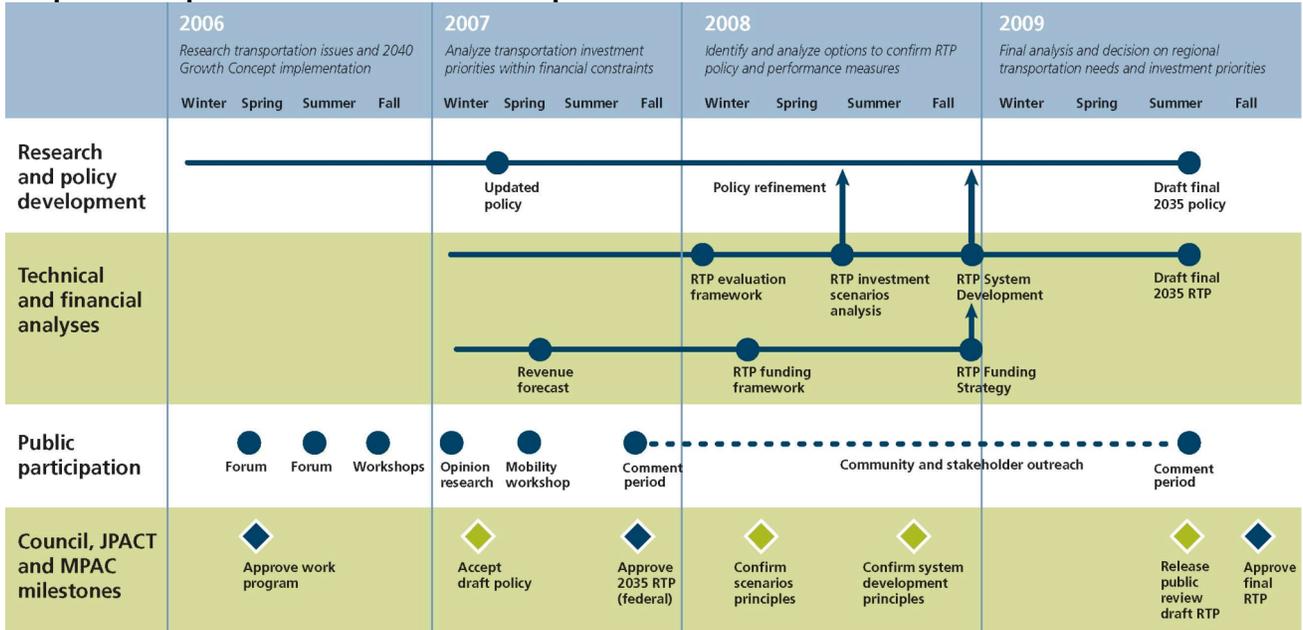
The state component of the 2035 RTP update will continue in 2008 to address unresolved issues identified during the federal component of the 2035 RTP, including:

- Regional system definition
- Development of outcomes-based evaluation framework and recommended set of performance measures (region-wide, mobility corridors and community-building)

- Scenarios development to evaluate RTP policy and draft performance measures
- System development and project/program prioritization linked to RTP policy and evaluation framework
- Compliance with recent amendments to the Oregon Transportation Planning Rule and Oregon Transportation Plan
- Funding responsibility and development of a long-term transportation finance strategy to fund needed investments

Staff developed a preliminary scope and schedule for the state component of the RTP update that integrates feedback from local and state agency representatives and the key issues to be addressed:

**Proposed Scope and Schedule for RTP Update**



**IMPLICATIONS AND SUGGESTIONS**

The Metro Council is asked to provide direction on the preliminary schedule for the state component of the RTP update. The proposed schedule extends the state component timeline from one year to two years in response to input from local and state agencies. Attachment 1 provides additional information on the proposed scope and schedule.

With Council support, staff will proceed with developing a more detailed scope of work and communication/outreach strategy in consultation with MTAC, TPAC, MPAC and JPACT during upcoming meetings:

- MTAC – February 20
- TPAC – February 22
- MPAC – March 12
- JPACT – March 13

In addition, staff scheduled a follow-up work session on March 18 to receive additional Council direction on a more detailed scope of work and communication/outreach strategy.

**QUESTIONS PRESENTED FOR CONSIDERATION**

1. Is the preliminary draft work program a reasonable approach?
2. Do council members support staff moving forward with the proposed expanded timeline for the state component of the 2035 RTP update and developing a more detailed work program in consultation with Metro’s advisory committees?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_\_Yes **X**No  
**DRAFT IS ATTACHED** \_\_\_Yes **X**No \_\_\_N/A





METRO Updated February 11, 2008

# Preliminary Working Draft Attachment 1 Key Milestones for State Component of 2035 Regional Transportation Plan

## Proposed 2008-09 Outreach Milestones

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
	WINTER			SPRING			SUMMER			FALL			WINTER			SPRING			SUMMER			FALL			
Website & E-Newsletter			◆																						
CETAS consultation																									
County Coordination Committee briefings			◆																						
TPAC/MTAC Workshops																									
Joint MPAC & JPACT meetings																									
Council, JPACT & MPAC briefings			◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Regional Freight Task Force																									
Performance Measures Work Group			◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Transportation Planning Rule Work Group																									
Regional Bicycle Policy Work Group				◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Public comment/hearings																									
OTC/ LCDC Briefings																									

## Proposed 2008-09 Planning Activities Coordination

<b>Planning Activity</b>
New Look – Investment Track
New Look – Urban & Rural Reserves Track
New Look – Performance-Based Growth Management Track
Regional High Capacity Transit Study
Regional Travel Options Strategic Plan
Regional Freight and Goods Movement Plan
Regional Transportation System Management and Operations Plan
Portland Street Car System Plan
LPA – Milwaukie LRT
LPA – Columbia River Crossing
LPA – I-5/99W Connector
LPA – Sunrise Project
LPA – Lake Oswego-Portland Streetcar
Transportation Priorities Process/MTIP Update
Highway 212/Damascus Parkway Planning
ODOT Tolling Analysis Study
ODOT Freight Plan Update
Clark County HCT Study
Clark County Corridors Visioning Study
I-205/Airport Way EIS

**METRO TIP FEE: OVERVIEW AND FUTURE  
DIRECTION/ COUNCIL OPTIONS**

Metro Council Work Session  
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## **METRO COUNCIL**

### **Work Session Worksheet**

Presentation Date: February 19, 2008 Time: 2:00 p.m. Length: 30 minutes  
Presentation Title: Metro Tip Fee: Overview and Future Direction/Council Options  
Department: Solid Waste and Recycling  
Presenters: Hogle and Anderson

### **ISSUE & BACKGROUND**

#### ***Background***

The solid waste tip fee at Metro's transfer stations (Metro South and Metro Central) currently stands at \$71.14 per ton. Components of the fee on a per ton basis include:

- A tonnage charge of \$47.09 to cover the cost of waste transfer, transport, and disposal. This charge applies only to Metro customers.
- The regional system fee of \$14.08 covers Metro's costs for waste reduction programs, regulatory oversight, household hazardous waste collection and disposal, and financial/administrative functions. This fee is applied at Metro and at other transfer and disposal sites accepting Metro area waste.
- The excise tax of \$8.23 to support Metro general fund programs. This tax is applied at Metro and at other transfer and disposal sites accepting Metro area waste.
- DEQ fee of \$1.24 per which goes to their solid waste permitting and enforcement activities. This fee is applied to all tons disposed statewide.
- Community Enhancement Fee of \$.50 for transfer station related community mitigation efforts (Metro tons only).

In addition to the tip fee, Metro customers pay a transaction fee to cover scalehouse operations. The current fee is \$8.50 per ton for customers using the scalehouse; and \$3.00 per ton for automated customers.

The tip fee changes from year to year and is adopted by the Council through the annual budgeting process, with input from Metro's Rate Review Committee. The annual tip fee will change based on: operating costs of the transfer stations; CPI adjustments built into the transfer, transport, and disposal contracts; tonnage fluctuations; the excise tax adjustment formula; and program costs in the Solid Waste and Recycling Department.

#### ***Future Tip Fee Direction***

As the Metro Council is aware, a number of factors will influence the Metro Tip Fee over the next several years. Some are operational or contractual, some are management related, and others are potential Council Policy choices. Some will drive the tip fee upward, others may drive the tip fee downward. In no particular order, these include:

- Retirement of transfer station bonds.
- Change Order 9 rate reductions for Metro's disposal contract with Waste Management.
- The new waste transport contract in 2010.
- A new transfer station contract in 2012.
- Potential costs associated with risks identified at the St. Johns Landfill (currently under study).
- Renewal and replacement policies for capital at Metro transfer stations.
- Potential new programs such as Diesel Retrofit of Collection Vehicles, Conservation Education, and Business Recycling Requirements.

At the work session, staff will discuss these issues further and provide estimates of the potential effect on the tip fee; and further categorize the factors into management, contractual and policy issues.

Staff will also provide an introduction into the opportunities to use unallocated reserves to provide rate stabilizations. Finally, current policies for managing the Metro tip fee will be presented.

### **OPTIONS AVAILABLE**

The purpose of the session is to provide background on the tip fee and identify future factors that may influence the tip fee. Staff will be looking for Council to direct further study necessary to manage the rate. For example, staff is currently studying Metro's tip fee relative to comparable urban areas and examining the rate trend in current dollars over the past 20 years. There may be a need for additional research.

Staff will also look for Council direction on whether to develop or revise policies that manage the rate path over the next five to ten years.

### **IMPLICATIONS AND SUGGESTIONS**

As noted, a number of factors will influence the Metro tip fee. Metro staff is suggesting that the Council provide policy direction on how to manage that tip fee over time. For example, should there be a maximum level of change (up or down) in any one year? Should reserves be used to manage the rate or preserved, in part or whole, for unforeseen emergencies?

### **QUESTION(S) PRESENTED FOR CONSIDERATION**

1. Should Metro SWR staff formalize a project to manage the Metro tip fee over time?
2. If yes, what are the best forums to do so in addition to discussions with the Metro Council?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_ Yes X No  
**DRAFT IS ATTACHED** \_\_ Yes X No