

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, July 21, 2015
Time: 2:00 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--|---|
| 2:00 PM | 1. CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:10 PM | 2. CONTEXT FOR SOLID WASTE ROADMAP PROJECTS | Paul Slyman, Metro
Tom Chaimov, Metro |
| 2:25 PM | 3. SOLID WASTE ROADMAP: FOOD SCRAPS PROCESSING
CAPACITY DEVELOPMENT | Matt Korot, Metro
Jennifer Erickson, Metro |
| 3:15 PM | 4. SOLID WASTE ROADMAP: TRANSFER SYSTEM
CONFIGURATION PROJECT | Tim Collier, Metro
Scott Robinson, Metro |
| 4:15 PM | 5. COUNCILOR LIAISON UPDATES AND COUNCIL
COMMUNICATION | |

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 2.0

CONTEXT FOR SOLID WASTE ROADMAP PROJECTS

Metro Council Work Session
Tuesday, July 21, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 21, 2015 **TIME:** 2:20 PM **LENGTH:** 15 minutes

PRESENTATION TITLE: Context for Solid Waste Roadmap Projects

DEPARTMENT: Property and Environmental Services (PES)

PRESENTER(S): Paul Slyman, Director PES, paul.slyman@oregonmetro.gov, x1510
Tom Chaimov, Principal Planner, tom.chaimov@oregonmetro.gov, x1681

- Purpose: Provide context for the Food Scraps Capacity and Transfer System Configuration presentations, which follow immediately after this overview.
- Outcome: Shared understanding of how an expanded food scraps recovery program and the transfer system fit in the broader Solid Waste Roadmap program.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

This work session item will re-orient the Metro Council to the Solid Waste Roadmap program by illustrating dependencies among key questions relevant to the Transfer System Configuration and Food Scraps Capacity projects. It will also remind the Metro Council of the key public benefits that Metro is trying to achieve through management of the region's solid waste system.

Metro manages the region's solid waste system to protect people's health and the environment, to get good value for services received, ensure the highest and best use of materials, enable flexibility and adaptability in the system, and to ensure access to services for all types of customers (see Attachment A).

In our region's garbage and recycling system, local cities and counties franchise collection, Metro oversees transfer and material recovery facilities—most of which are privately owned and operated—and Oregon DEQ permits and monitors disposal sites where our garbage ends up. As complex as this public-private system is, it also exhibits a good measure of efficiency, thanks, in part, to the transfer and long-haul-to-landfill system that Metro established in the 1980s. An important shift over time has been that private firms have been given a larger role in waste transfer than they had in the early years. The continuing role that public and private facilities will play in bringing about public benefits in the future is the central question of the Transfer System Configuration project. This transfer system question is likely to seem more meaningful when taken in context with other closely related Solid Waste Roadmap questions (see Attachment A), such as around Food Scraps Capacity, as described below.

The Transfer System in Context

The broader Roadmap program is couched in terms of a handful of key questions (Attachment A.). Two of these questions, around food scraps capacity and long-term management of garbage, are especially relevant to the Transfer System Configuration question.

Recall that Advanced Material Recovery and waste-to-energy are two potentially viable long-term management approaches to extract more value out of at least some of the garbage our region currently sends to landfill. If Metro decides that the region should pursue one or both of these technologies, then whether or not there are still food scraps in the garbage will be an important factor in the efficacy (thus, economics) of these approaches. With less food in the garbage (separated out to make biogas or compost), what's left becomes drier and more amenable to being picked through for recyclables, *e.g.*, Advanced Material Recovery. Likewise, wet food doesn't add much heat value in a waste-to-energy setting, so getting the food out of the garbage would improve the quality of feedstock for an energy plant, like the one in Marion County.

In this way, what the Metro Council wants the system to do for the long-term management of the region's garbage is closely tied to how successful the region is at getting food scraps out of it. Furthermore, instrumental to getting food scraps out will be how the Metro Council chooses to use existing—and potentially new—transfer and processing capacity to support food scraps recovery and the preferred long-term management methods. One example: There is insufficient processing capacity nearby to expand commercial food scraps recovery region-wide, in part because of uncertainty in the consistent availability of “clean” food scraps as a feedstock. As a part of the region's transfer system, Metro's own Metro South Station could be adapted to play a role in providing certainty of flow and feedstock quality for the southern part of the region, just as Metro Central does to the north.

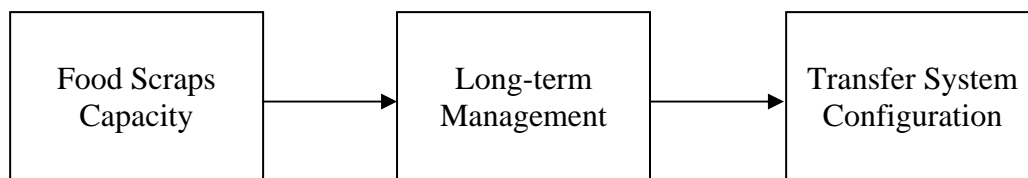


Figure 1. Logical sequence of three key solid waste roadmap questions.

Next steps

This summer and fall, the Metro Council will have the opportunity to provide direction for the next generation of this region's waste management to improve on delivery of those public benefits: Food Scraps Capacity and Long-term Management this summer and fall and, by the end of the year, Transfer System Configuration. The timeline in Attachment B shows upcoming Council work sessions on Solid Waste Roadmap topics, as well as a number of other solid waste-related milestones this year. Additional briefings and public outreach will be conducted to support Roadmap decision making.

While garbage and waste in general are undesirable, they are a part of everyday life, and our challenge is to make the most of that stuff that we don't want, leveraging the management of waste to achieve the greatest benefit to the public.

QUESTIONS FOR COUNCIL CONSIDERATION

- Do you have any questions about where the Food Scraps Capacity project fits in the bigger picture of making the most of what we don't want?
- Do you have any questions about where the Transfer System Configuration project fits in the bigger picture of making the most of what we don't want?
- Do you have any questions about the broader Solid Waste Roadmap program?

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? (see attachments)

Attachment A. Solid Waste Roadmap Overview.

Attachment B. Roadmap timeline.

Attachment A

Solid Waste Roadmap Overview

PUBLIC BENEFITS

Through its involvement in the region's solid waste system, Metro seeks to:

1. Protect people's health
2. Protect the environment
3. Get good value for the public's money
4. Keep the commitment to the highest and best use of materials
5. Be adaptive and responsive in managing materials
6. Ensure services are available to all types of customers

KEY QUESTIONS RELATED TO SOLID WASTE

Long-term Management. Over the long run, what should the region do with materials that aren't reused, recycled, or composted?

Metro South Station. How can Metro South transfer station in Oregon City become an even better facility to serve its customers?

Food Scraps Capacity. What actions should Metro take keep more food out of the waste stream, achieve greater environmental and economic benefit from food scraps, and make sure the region has the right facilities available to handle them?

Transfer System Configuration. What model of the public-private transfer system (*e.g.*, service levels, tonnage allocations, rates, etc.) best serves the public interest?

Fee & Tax Policies. How should Metro recover the cost of solid waste services and programs, and of general government, to improve stability, equity and predictability?

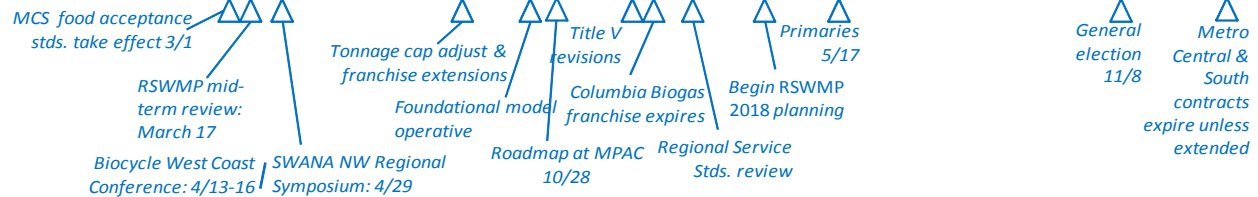
Landfill Capacity Policy. How should the capacity of individual landfills inform where Metro directs regional waste for landfill disposal? (*draft language*)

Foundational Work. What is the amount and nature of waste that might be discarded in the future, and how will various alternatives perform in managing it?

Attachment B. Roadmap Timeline

	pre-2014	2014	2015		2016		2017	
			1H	2H	1H	2H	1H	2H
Communications - initiate outreach - survey public - plan 2014 events		video theater nerd nite city club art shows film fest build program awareness cultivate new interested parties utilize SWAAC	X science on tap SWAAC & other stakeholders inform Metro Council decisions	X Glean Art Show CHOOSE food scraps policies to pursue	X TBD ADOPT transfer system config policies			
Policy Direction - define problem - confirm objectives - develop evaluation criteria		LTM 7/15 TSC 10/21 ORG & MSS 11/18	Transfer system configuration Work session dates: 7/21, 7/21, 7/25 & 8/4, 10/20, 11/17, Dec 1	CHOOSE LT mgt approach(es) for staff to pursue	CHOOSE MSS configuration	REVISIT fee or tax policies, as needed		
Metro Council role underlined		describe system alternatives evaluate performance narrow options	continue narrowing form policy choices	adopt policies for post-2019	implementation planning, and begin system transition to post-2019 configuration			Metro transfer, transport, disposal services procurement work begins

△ Other solid waste items



KEY TO SYMBOLS

- ▽ Council work session
- ◇ Provide major policy
- ◆ Formally adopt new
- X Date certain event

KEY QUESTIONS*

- LTM = Long-term, what should the region do with items that aren't reused, recycled, or composted?
- TSC = What model of public-private transfer system best serves the public interest?
- ORG = What actions should Metro take to ensure adequate and reasonably proximate food scraps tfr and processing capacity?
- MSS = What service alternative should Metro pursue at or near Metro South?
- FEES = How should Metro recover the cost of solid waste services and general government?
- LFC = How should capacity of individual landfills inform where Metro directs waste? (draft)

* Ongoing foundational work will support key questions by helping to describe how various alternatives would perform in managing the region's waste.

Agenda Item No. 3.0

**SOLID WASTE ROADMAP: FOOD SCRAPS PROCESSING
CAPACITY DEVELOPMENT**

Metro Council Work Session
Tuesday, July 21, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 21, 2015

LENGTH: 45 Minutes

PRESENTATION TITLE: Solid Waste Roadmap: Food Scraps Processing Capacity Development

DEPARTMENT: Property & Environmental Services, Resource Conservation & Recycling (RCR)

PRESENTER(S): Matt Korot, Program Director, RCR (ext. 1760) and Jennifer Erickson, Senior Planner, RCR (ext. 1647)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** To provide Council with an overview of the work completed to date, and to have Council narrow the options for which staff will develop detailed implementation plans and conduct in-depth stakeholder engagements.
- **Desired outcome:** Direction from Council on what role Metro should play in the region's food scraps recovery system. Provide staff with direction for program development focus.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Topic background. Metro's Solid Waste Roadmap is a work program consisting of six interrelated projects that will help define the region's solid waste system in the future. The purpose of the Food Scraps Capacity Development work, one of the six projects, is to develop alternatives for answering the question of what actions should Metro take to ensure there is adequate and proximate capacity to transfer and process food scraps collected from the region's businesses and residents.

This effort is ultimately intended to help ensure the region has a sustainable food scraps recovery system: one that generates enough high quality material to make processing facilities economically viable, has an adequate transfer system, and has enough stable processing capacity to allow growth in the collection of food scraps from the region over time.

Food is the single largest component of the region's disposed waste. This factor and the environmental benefits of recovering food are the reasons it is identified as a primary material for recovery within the region's state-mandated Regional Solid Waste Management Plan (RSWMP).

Framing the discussion. The current commercial food scraps recovery system consists of collection of source-separated food scraps from participating businesses by private hauling firms regulated by city and county governments. Loads are delivered to the publicly-owned Metro Central Transfer Station and the privately-owned Willamette Resources, Inc. (WRI) transfer facility located in Wilsonville. Food scraps are then reloaded and transferred to privately-owned processing facilities. The City of Portland has the most mature and established collection program and delivers the majority of the tons for processing. Gresham, Beaverton and limited areas of Clackamas and Washington counties have small-scale or pilot programs in place.

Based on analysis of the current system, staff has identified two key barriers to regional progress:

1. Ensuring steady and reliable supply of food scraps, and
2. The difficulty of siting or expanding processing capacity in or near the region.

In November, Council directed staff to develop options to address the two key barriers to progress in establishing adequate and stable processing capacity. These barriers are:

1. Ensuring steady and reliable supply of food scraps for recovery, and
2. The difficulty of siting or significantly expanding processing capacity in or near the region.

With regard to supply, existing and potential processors need assurances of a reliable and steady stream of food scraps before they will make investments in expanding capacity. Council instructed staff to further explore three paths that would address this barrier:

- Enact required recovery
- Use Metro's flow control authority
- Provide financial incentives

With regard to location, there are significant obstacles to local facility development and the project could be limited if focused solely on developing proximate capacity. Council requested more information regarding the environmental and economic tradeoffs of sending food scraps to existing distant facilities.

Staff has been working over the past months to develop options that would address these barriers as well as help Council to decide what role Metro should take in moving the region forward in its recovery of food scraps.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Does Council want to accelerate the recovery of food scraps from the region's waste stream?
- Should existing distant processors be the primary means of processing metro-region food scraps?
- Does Council want to rely solely on the private sector to take the initiative to develop processing capacity for the region's food scraps?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No

Agenda Item No. 4.0

**SOLID WASTE ROADMAP: TRANSFER SYSTEM
CONFIGURATION PROJECT**

Metro Council Work Session
Tuesday, July 21, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 21, 2015

LENGTH: 1 hour

PRESENTATION TITLE: Solid Waste Roadmap: Transfer System Configuration Project

DEPARTMENT: Finance and Regulatory Services

PRESENTER(S): Tim Collier, 503-797-1913, tim.collier@oregonmetro.gov
Scott Robinson, 503-797-1605, scott.robinson@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform councilors of project status and progress since the last Work Session.
- Outcome: Councilors direct staff on the direction for services and evaluation criteria.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Project Background. The Transfer System Configuration Project is one of the six planning elements of the Solid Waste Roadmap Program. The purpose of the project is to determine what model of the public-private transfer system best serves the public interest. "Public interest" is defined as delivering on the six public benefits previously presented to the Metro Council.

The objectives of the project are:

- To determine what services should the system provide, to whom and how
- To ensure that Transfer system serves the needs of the Metro region for materials generated in the Metro region.

Since the last engagement with the council, staff has been working independently and with stakeholders – including an 11-member Task Force whose members represent facilities that handle over 95 percent of the region's tonnage and over two-thirds of the hauling interests – on background, history, assessment, critical issues, and evaluation criteria. The Task Force has met five times (as of this writing) and is finalizing the developing of criteria based on the 6 public benefits and moving into constructing alternatives.

As the project is about to enter the alternatives-building phase, staff is seeking council's guidance on the policy direction for that work.

Proceeding with more intentionality on services delivered by the system

For the last 15 years, tonnage handled by the private sector has grown faster than tonnage through the Metro stations. As a result of its shrinking operating footprint, Metro has found it increasingly difficult to deliver public benefits through its transfer stations – either by direct provision or by influencing the market.

Staff, with input from the task force, have developed a set of criteria upon which to help answer the best approach for the system to deliver services, weighed against multiple options.

The primary service mix that staff are looking at for the system to provide, whom to provide it and where are:

- Self- tipping vehicles (commercial haulers)
- Light vehicles without tippers(Self-haul)
- Household hazardous waste collection and disposal
- Dry waste recovery (Post-collection recovery)
- Wet waste transfer (Organics processing both residential and commercial)

For example, in the current system, Metro does not *require* any private facility to provide self haul services; it is simply allowed at the operator’s discretion. As a result, only three of the eight major private facilities have decided to accept self haul. The criteria based approach helps weigh multiple alternatives in delivery of services. Metro could specify service requirements at each facility. Or Metro could establish incentives to provide service. Or a facility could pay to have another facility fulfill its obligations. How do these options weigh against other criteria in context of the entire transfer system?

Purpose of Task Force

The task force consisting of industry members has been formed in an advisory capacity to help staff craft recommendations for Council to deliberate on. This task force has reviewed the overall criteria help support the eventual recommendations and review the critical success factors important to the success of the project. This task force is in advisory form only and will be making recommendations to staff not directly to Council.

QUESTIONS FOR COUNCIL CONSIDERATION

- Are these the right mix of services that we are looking for the Transfer System to provide?
- Is staff headed in the right direction? Any changes to criteria, methodology, etc.

PACKET MATERIALS

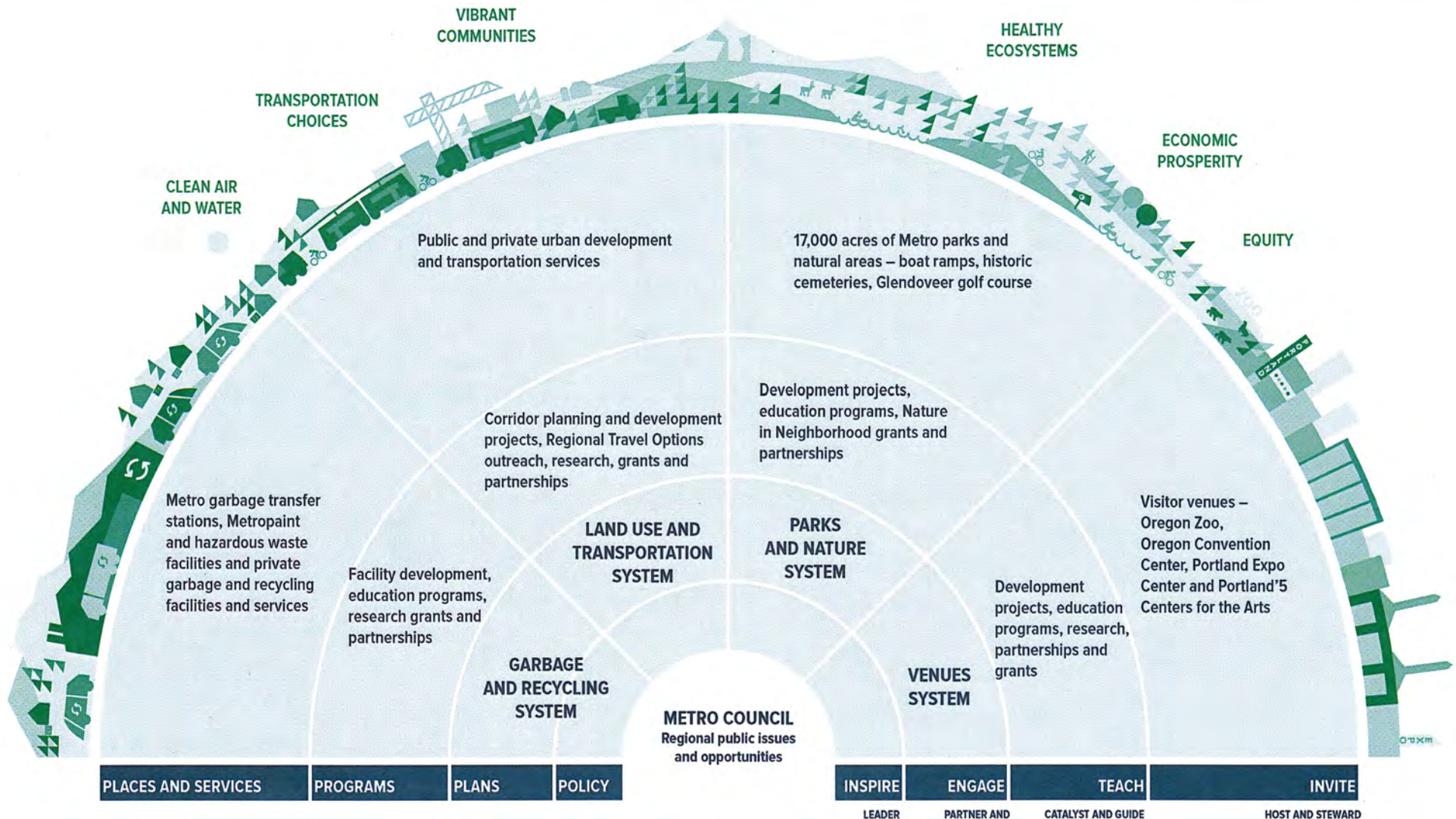
- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- Other materials (attached): “Evolution of the Regional Transfer System” graphic

Materials following this page were distributed at the meeting.

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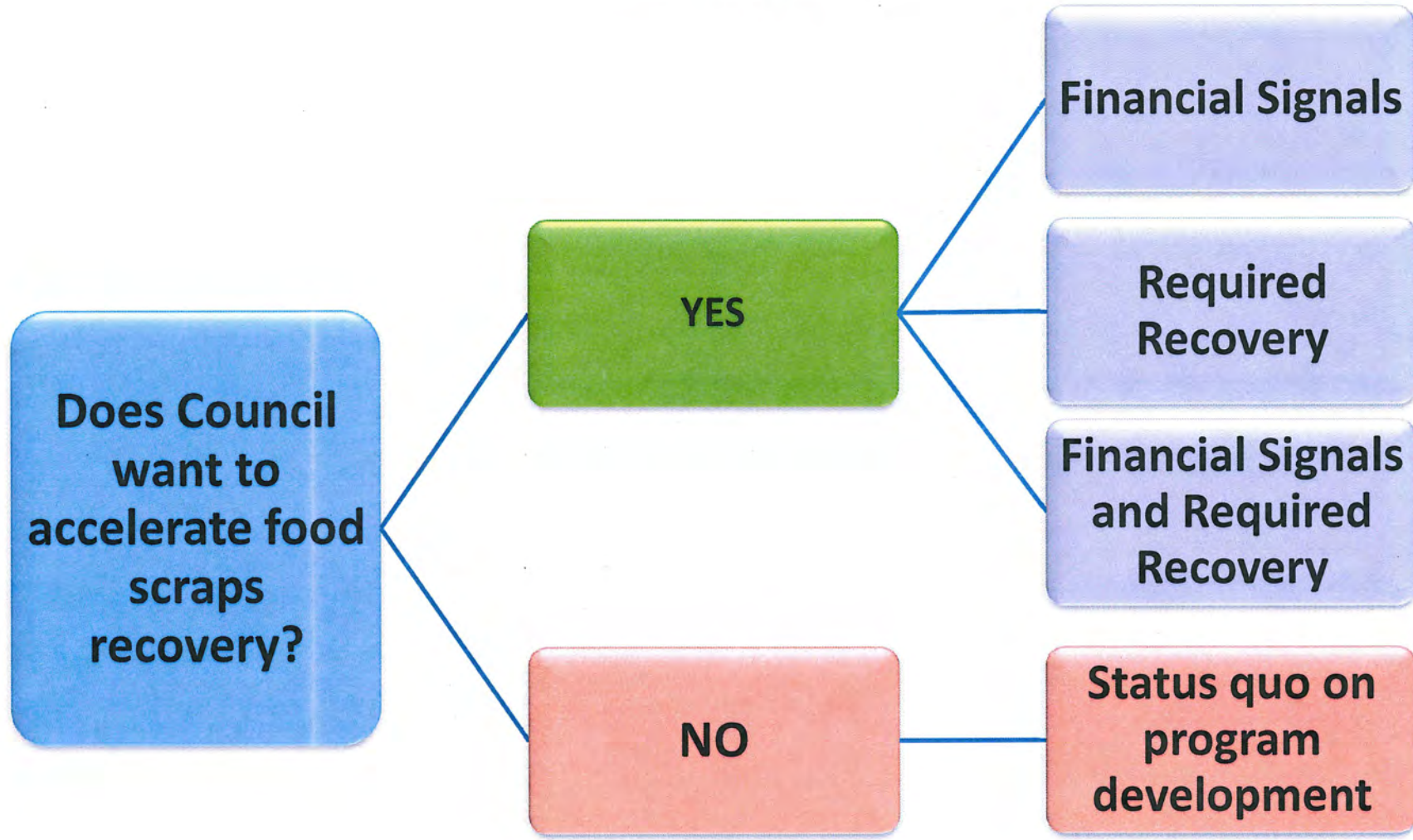
QUALITY OF LIFE VALUES

Residents of the region value clean air and water, access to nature, safe and reliable transportation, healthy neighborhoods, job and business opportunity.

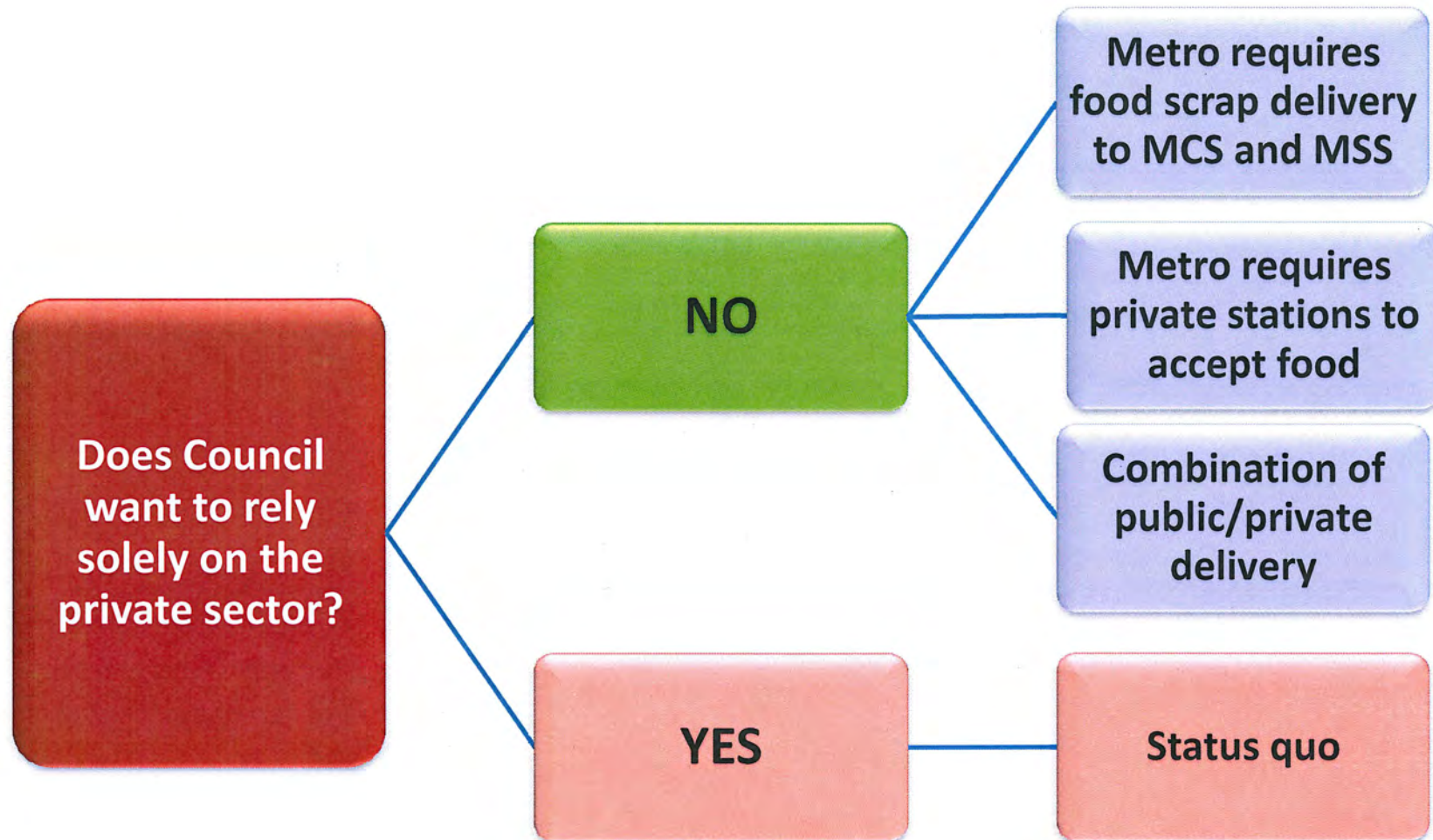
Metropolitan region systems and services:

- Require coordination across city and county boundaries
- Provide equitable distribution of public benefit and cost
- Demonstrate cost efficiency or economy of scale
- Fill a gap or seed innovation
- Help shape the future of the region

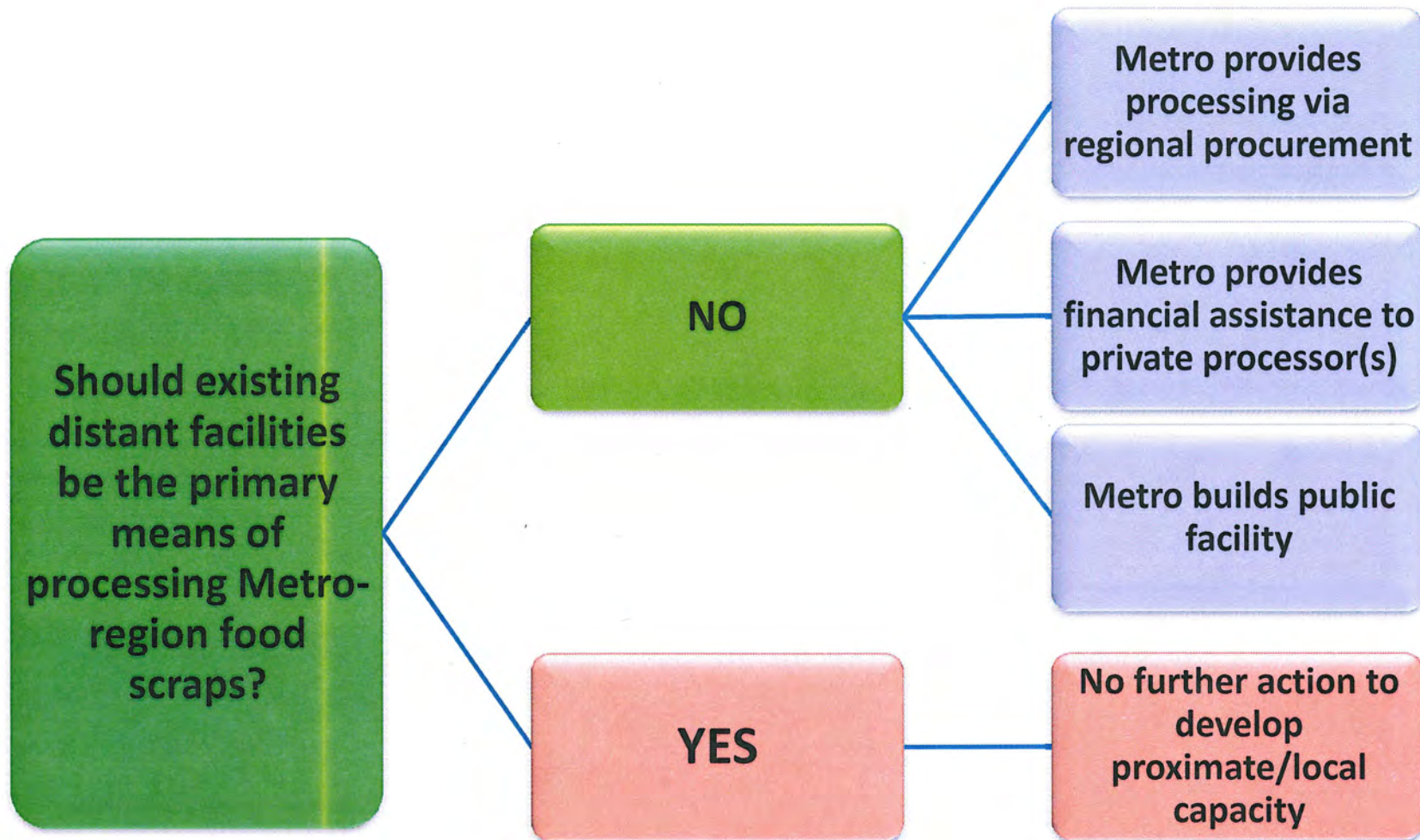
Decision Tree: Generators of Food Scraps



Decision Tree: Transfer Services



Decision Tree: Processing





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: July 2, 2015

TO: Oregon Transportation Commission

FROM: 
Matthew L. Garrett
Director

SUBJECT: **Agenda D** – 2018-2021 STIP Funding Allocation Recommendation

Requested Action:

Request approval of the funding allocations for the 2018-2021 Statewide Transportation Improvement Program (STIP).

Background:

Beginning in February, 2015, the Oregon Transportation Commission (OTC) engaged in discussions on potential funding scenarios for the 2018-2021 STIP. In the first discussion, the Commission discussed nine scenarios with the range based on whether to assume flat federal funding or a 10 or 20 percent federal reduction with different percentages that might go to Fix-It and Enhance. Both the OTC and the Area Commission on Transportation (ACT) chairs who participated in the February discussion recognized the priority of maintaining and preserving the existing system. The majority of the ACT chairs also recognized that with less Enhance funding, streamlining the project selection process should also be considered.

The OTC then spent additional commission meetings discussing the remaining alternatives. One of the key decisions was whether to dedicate all funding beyond the required non-highway set asides (which is anticipated to be \$57 million for 2019-2021) to Fix-It, or allocate approximately 12 percent of the funds to Enhance, or approximately \$106 million over three years.

April OTC Meeting

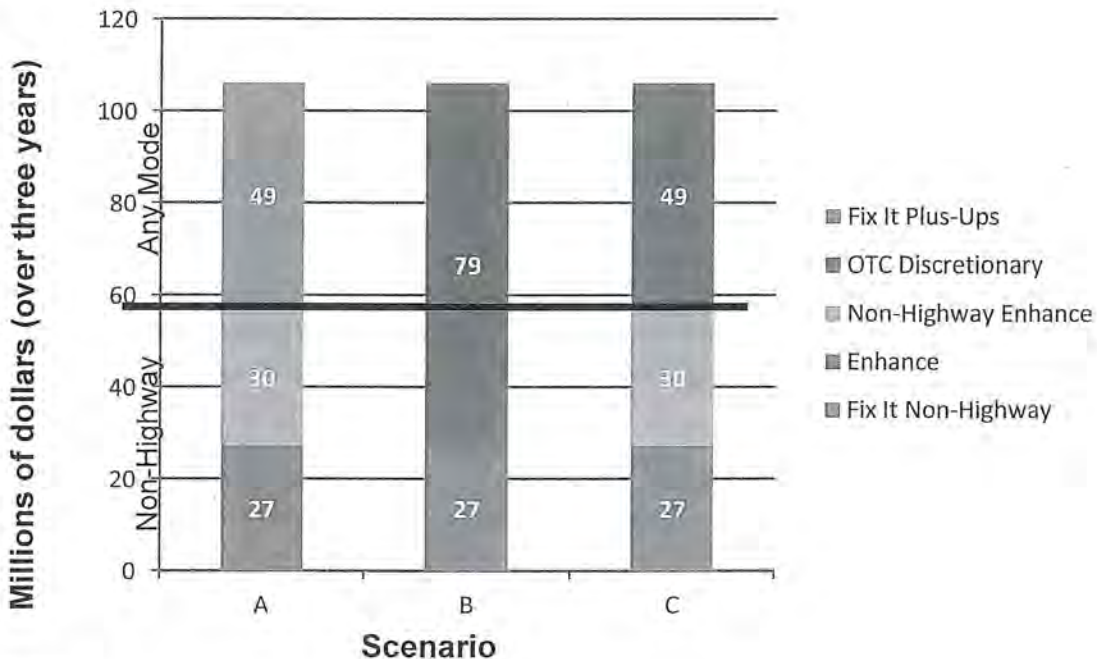
At its April meeting, the OTC gave ODOT feedback on a number of points providing assumptions going into the next discussion.

- Most of the funding available for Fix-It and Enhance will go into the Fix-It programs to preserve the state transportation system.
- With the emphasis on Fix-It, assuming a 10 percent federal reduction to mitigate risk is reasonable because it would be much easier to defer Fix-It projects to a later date if the need to do so arose.

- Up to \$106 million over three years—12.5 percent of available funds— will be provided for Enhance or similar programs. Of this, approximately \$57 million must be spent on non-highway projects (bicycle, pedestrian, transit, transportation options) to meet federal and state requirements.
- ACTs should play a role in project selection under any Enhance-type program.

May OTC Meeting

At the May OTC meeting, ODOT developed three funding scenarios based on direction from the Commission. The OTC focused discussion around Scenarios A and C. The Commission direction was to reframe the proposed OTC Discretionary funds to be region selected projects, allowing both Fix-It projects and Enhance-type projects to be selected depending on region needs.



July OTC Meeting

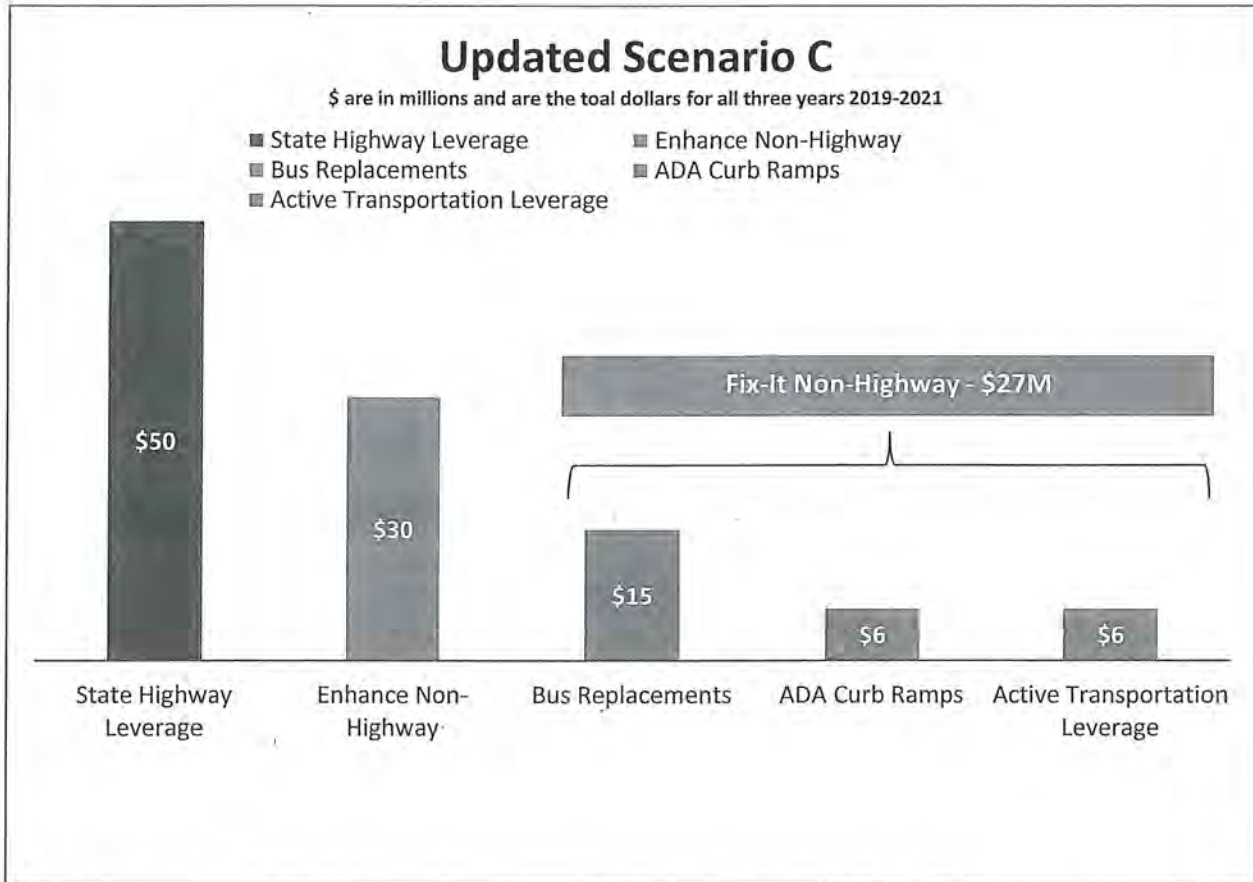
Based on the direction provided at the May meeting, an updated Scenario C has been developed and is illustrated below. For ease of discussion, the \$49 million of OTC Discretionary becomes \$50 million. Based on discussions with staff there was a need for some wording changes to provide additional clarification and to also recognize the difference between this scenario and the previous Enhance program.

Definitions

Non-Highway = Infrastructure for non-auto, non-truck modes of travel (both within and outside of highway right-of-way). May be on state or local system depending on the parameters of the program.

Active Transportation = Bicycle, pedestrian or transit features or connections

State Highway System = Public roads, facilities and right of way owned and/or operated by ODOT



The key aspects of each of these elements of the scenario are described below.

\$50M – State Highway System Leverage Funds (Formerly OTC Discretionary)

1. For state highway system only.
2. Not for active transportation or non-highway enhancements.
3. Intended to leverage other funds/efforts. Adding priority enhancements or additions to Fix-It projects intended to be included in the 2018-2021 STIP.
4. Allocated to Regions using modernization equity split formula.
5. Fix-It projects not intended to be included in the 2018-2021 STIP are also eligible as standalone projects.

Process

- Each region will work with their ACTs by first identifying a 150% list of projects and then work with their ACT to finalize the 100% project list.

\$30M Enhance Non-Highway Funds

1. Projects may be on or off the state system.
2. Projects competing for these funds may or may not be “leverage” projects (such as Fix-It non-highway projects, American with Disabilities Act (ADA) ramps, bus purchases, etc.).
3. Projects need to be consistent with state and local plans.
4. The \$30M will be allocated to the Regions using the modernization equity split formula.
5. Applicants will be required to provide matching funds.

Process

- Projects will compete for these funds via a simplified proposal process that will use the existing Enhance proposal form released in January 2015.
- ODOT and local agencies will complete proposals and compete for these funds.

\$27M Fix-It Non-Highway Funds



\$15M – Bus/Transit Vehicle Replacements

- Will be allocated to ODOT Public Transit for distribution.
- These funds are for buses in which ODOT holds title.

\$6M – ADA Curb Ramps

- The process for allocating these funds is not yet determined but it will be in support of strategic improvement (not regional equity).

\$6M – Active Transportation Leverage Opportunities

- Will be allocated to Regions using the modernization equity split formula.
- To leverage Fix-It projects.
- Project must be on the state system.
- Could be used for additions to a 2018 Fix-It project already in the STIP.

The table below highlights the amount of funds each region would be allocated using the modernization equity formula for this scenario.

Modernization Equity Splits for Scenario C <i>All \$ in millions</i>	\$50M State Highway Leverage	\$30M Enhance Non-Highway	\$6M Active Transportation Leverage	Totals
Region 1 = 35.60%	\$18	\$11	\$2	\$31
Region 2 = 30.91%	\$15	\$9	\$2	\$27
Region 3 = 14.77%	\$7	\$4	\$1	\$13
Region 4 = 10.36%	\$5	\$3	\$1	\$9
Region 5 = 8.35%	\$4	\$3	\$1	\$7
	\$50	\$30	\$6	\$86

Summary

The following table is the recommended STIP Program Funding Allocations for the three years (2019-2021) of the 2018-2021 program. This includes both the STIP program levels and the Off-the-Top Allocations. As part of the final 2018-2021 STIP funding allocation, the OTC also discussed those programs in which they have discretion to modify the allocations. Based on the May discussions there were no recommendations to change the funding levels identified below.

2018-2021 STIP Allocations

Program	2019-2021 Total
Off the Top Programs	\$ 419,985,237
Immediate Opportunity Fund	\$ 10,500,000
Transportation Growth Management	\$ 12,825,000
Public Transit	\$ 31,500,000
Safe Routes to School Education	\$ 1,500,000
Active Transportation Discretionary	\$ 4,200,000
State Planning and Research	\$ 58,500,000
MPO Planning (includes state match)	\$ 10,556,951
Surface Transportation Program to large MPOs	\$ 85,417,662
Transportation Alternatives Program to large MPOs	\$ 4,937,873
Recreational Trails (to State Parks)	\$ 4,124,825
Congestion Mitigation and Air Quality Improvement	\$ 47,718,339
Local Bridge	\$ 69,271,208
STP Allocation to Cities, MPOs & Counties	\$ 73,683,378
Workforce Development/On Job Training	\$ 3,150,000
Rail-Highway Crossings-State	\$ 2,100,000
State Highway System Leverage Funds	\$ 50,000,000
Enhance Non-Highway	\$ 30,000,000

Bus Replacements	\$ 15,000,000
Active Transportation Leverage Opportunities	\$ 6,000,000
ADA Curb Ramps	\$ 6,000,000
Fix It	\$ 738,461,953
Total	\$ 1,265,447,190

Next Steps Regarding Processes and Schedule

Only the \$30 million Enhance Non-Highway program will require applicants to submit a formal proposal. The original STIP process assumed that Enhance proposals would be submitted August 3. Based on discussions with the Commission, ODOT staff sent out a notice that proposals were not due in August and noting that upon approval of the STIP program levels by the OTC a new schedule would be developed and sent out to interested parties.

The new proposed schedule, based on the updated Scenario C, would have proposals submitted in November 2015. This would align with the anticipated application deadline for *ConnectOregon*. It is important to note that *ConnectOregon* funding will be available in 2016, but Enhance Non-Highway funding will not be available until 2019. However, coordinating these two programs will allow applicants to think about their project needs more holistically and likely for the ACTs to also see the long term vision for many of the proposed non-highway projects.

The current schedule has the OTC making a decision on the *ConnectOregon* projects in August 2016. A draft of the proposed project lists for the STIP would also be available at that time, providing the OTC an opportunity to review any connections across the two programs.

Upon approval of the STIP Program levels, staff will develop more detailed guidance and schedule information that is needed both for internally focused programs as well as those in which ACTs and other externals will engage.

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Clyde Saiki
Paul Mather	Rian Windsheimer	Sonny Chickering	Frank Reading
Bob Bryant	Monte Grove		