



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Sept. 27, 2011
Time: 2 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

2 PM 1. **ADMINISTRATIVE/ COUNCIL AGENDA FOR
SEPTEMBER 29, 2011/CHIEF OPERATING OFFICER
COMMUNICATIONS**

2:15 PM 2. **SOLID WASTE ROADMAP STRATEGIC QUESTIONS –
INFORMATION / DISCUSSION** **Slyman, Korot,
Chaimov, Unfred,
David Allaway, DEQ
Dan Pitzler, CH2M HILL**

3:45 PM 3. **BREAK**

3:50 PM 4. **SOUTHWEST CORRIDOR WORK PLAN –
INFORMATION** **Gertler, Mendoza,
Wilkinson**

4:20 PM 5. **COUNCIL BRIEFINGS/COMMUNICATION**

ADJOURN

Agenda Item Number 2.0

SOLID WASTE ROADMAP STRATEGIC QUESTIONS

Metro Council Meeting
Tuesday, Sept. 27, 2011
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: July 27, 2011 Time: 2:15 PM Length: 90 min.

Presentation Title: Solid Waste Roadmap Strategic Questions

Department: Parks and Environmental Services

Presenters: Paul Slyman, David Allaway, Matt Korot, Dan Pitzler (CH2M HILL),
Tom Chaimov and Patty Unfred

PURPOSE & GOALS

The purpose of this work session is to gain Metro Council's endorsement of six key strategic questions that will form the core of the Solid Waste Roadmap work plan. The work plan will include a timeline for analysis and stakeholder engagement to inform Metro Council's decisions.

After a brief primer on Oregon's solid waste management hierarchy and its use in developing and implementing policies and programs, we will review Metro's Roadmap scenario planning and share the latest output from that exercise: six key questions that Metro should answer to shape the future of the solid waste system. Decisions are not expected today; agreement on the questions is. The timeline for reaching decisions will depend in large part on Metro's investment in supporting analysis and stakeholder engagement. Analyses and stakeholder plans will be developed later this year after Council's endorsement that the right questions are being asked.

Today's Goals:

1. Provide a primer on Oregon's solid waste management hierarchy and its role in policy and program development;
2. Obtain Metro Council endorsement of the key strategic questions for disposal;
3. Seek general input on stakeholder engagement prior to developing a detailed plan.

ISSUE & BACKGROUND

Metro is completing a scenario planning and strategy analysis to help develop a roadmap to shape the future of the solid waste disposal system. Facilitated by CH2M HILL consultants Dan Pitzler and Kristin Hull, the process began in June with a series of stakeholder and Councilor interviews to identify the major solid waste issues and uncertainties of the next decade. The topics identified were presented at the July 12th work session.

The main topics from those interviews framed discussions that took place during three all-day workshops in August, in which about a dozen of the region's top solid waste planners¹ refined existing system objectives, winnowed major issues and uncertainties to a manageable handful, and scoped important analyses to aid decision making. Additionally, workshop participants discussed the interrelationships among key questions. Today's work session presentation will cover the output from those workshops.

¹ Scenario planning workshop attendees included Metro staff and management, Paul Ehinger, Andy Cotugno, Matt Korot, Roy Brower, Doug Anderson, Marvin Fjordbeck, Brian Kennedy, Meg Lynch, Tom Chaimov, and Karen Blauer; and external experts, Rick Winterhalter (Clackamas County) and David Allaway (Oregon Department of Environmental Quality).

Later this fall/winter, we will produce a timeline of key decision points, stakeholder engagement, and supporting studies that together comprise a revised Solid Waste Roadmap. Execution of the work outlined on that roadmap should lead the Metro Council to the adoption of long-term policy guidance for the solid waste system, sometime in mid-2012.

Councilor Information Requests

Last time the Roadmap was featured at a Council work session—July 12th—Councilors made several information requests. Responses are included as an attachment with this worksheet (Attachment A) and are not intended to be a focal point of today’s discussion. However, one topic in particular warrants a more thorough review at this time: the solid waste management hierarchy. On July 12th a discussion arose over the usefulness of the current “reduce, reuse, recycle” hierarchy. Today’s discussion will begin with a primer on the solid waste management hierarchy and its place in the Regional Solid Waste Management Plan, its usefulness in policy development and implementation, and its limitations. The main focus of the Roadmap—and, hence, of today’s discussion—will be on the system of disposal for those discards that are not reduced, reused, or recycled.

The Waste Management Hierarchy

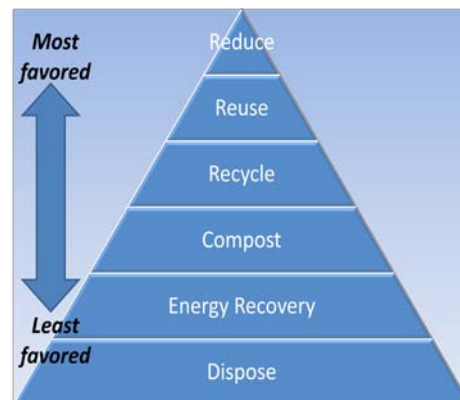


Figure 1. The waste management hierarchy.
Based on Oregon Revised Statutes 459.015.

Waste Management Hierarchy and Regional Solid Waste Management Plan

The intent of the solid waste management hierarchy is primarily to conserve energy and natural resources, although other pollution-reduction benefits may also accrue. The direction in Oregon State Law (see ORS 459.015) to follow the hierarchy is not absolute, since direction is given first to consider technical and economic feasibility.

The hierarchy is a good general guide, not a hard and fast rule. It is helpful for informing policy development, prioritizing program investments, and communicating with consumers. The hierarchy continues to serve those purposes well; however, not without limitations. The Regional Solid Waste Management Plan draws from the hierarchy to aid in the formulation of on-the-ground waste reduction policy and strategies. On the disposal end, Metro’s tonnage fees and taxes on disposed waste supports disposal avoidance and provides a financial incentive to pursue the other alternatives in the hierarchy. But the hierarchy is too coarse to clearly prioritize some waste management alternatives, especially those involving newer technologies, or those where economic feasibility may be in question. Both the usefulness and the limitations of the hierarchy will be discussed.

SCENARIO PLANNING and STRATEGY ANALYSIS

The scenario planning process has focused on identifying factors that will influence the way solid waste transfer and disposal may change in the next ten years, and on the uncertainties – factors beyond Metro’s control – that might affect the system’s evolution. Through this process, the project team defined strategies that Metro could implement regardless of the way the uncertainties unfold, and strategies that Metro could use to respond to specific future conditions. The project team concluded that the complexity and interdependence of the various questions require more analytical and stakeholder work before a preferred strategy is identified.

Progress Toward Policy Decisions

To review our place in the scenario planning and strategy process, Figure 2 below shows a large arrow in the existing project timeline. This arrow points to the end of Tasks 3 and 4, the roadmap workshops. Progress continues on time, on budget, and we are on track to bring the Metro Council a timeline for strategic decision making, essentially a revised Solid Waste Roadmap, later this year, with the goal of policy direction from Council in mid-2012.

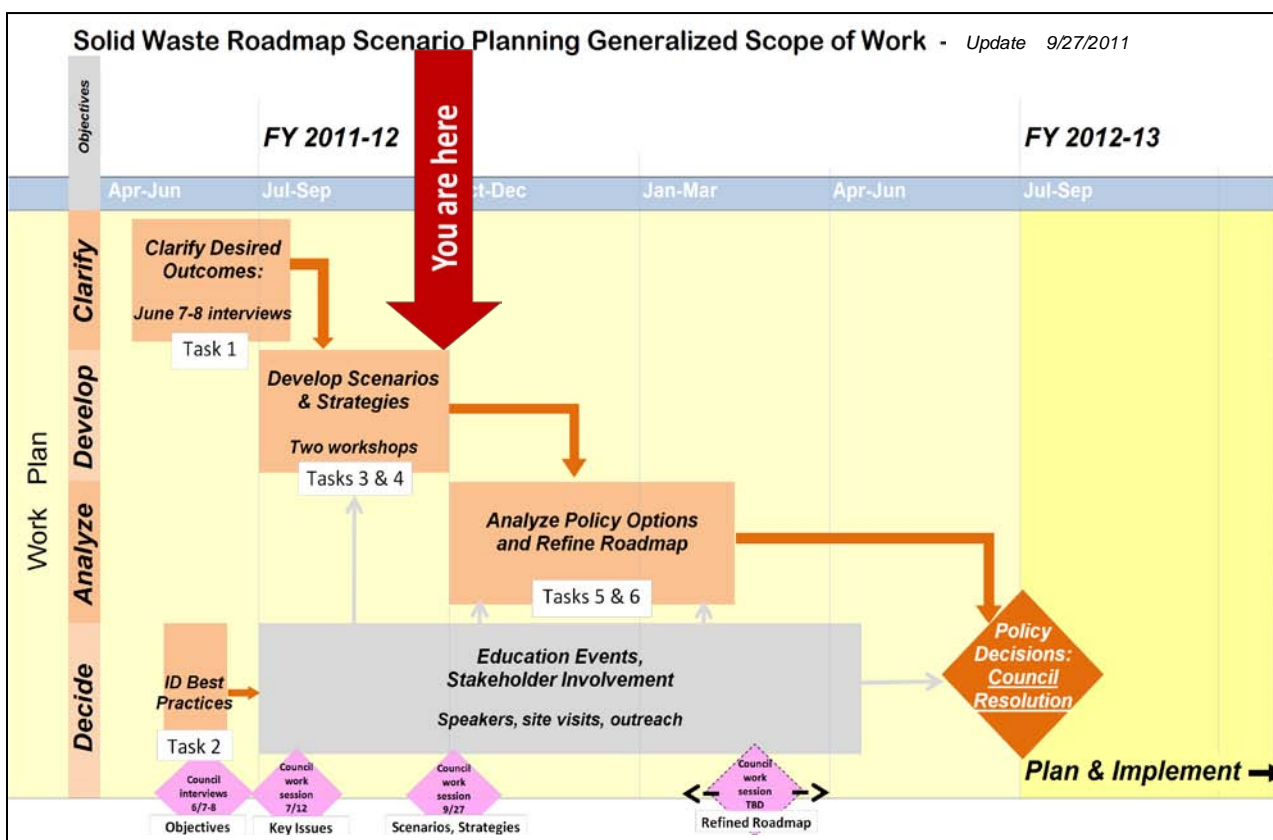


Figure 1. Generalized timeline for the scenario planning scope of work. The “you are here” arrow demonstrates that progress continues on track with the goal of policy decisions by mid next year. Diamonds at the bottom of the diagram represent formal Metro Council engagements, such as today’s work session. At the July 12th Council work session we reported on Tasks 1 and 2. Today’s agenda item will cover the results of Tasks 3 and 4. The overall stakeholder engagement strategy is still being developed.

Key Strategic Questions for Metro to Pursue

Six key strategic questions are the primary output of the August roadmap workshops. These questions will be described in detail at the work session. Conceptual plans for addressing each question will be presented. With Council's endorsement and input, the conceptual plans will be expanded and integrated into a more detailed timeline for decision making later this year, with consideration for recommended analyses and stakeholder input. The six key questions are provided below.

1. **Long-term disposal method:** What should the region do with its non-recovered discards? (e.g., thermal conversion, direct to landfill, other conversion technology)
2. **Future of Metro South Station:** What service alternative should Metro pursue to provide the full suite of services in the vicinity of the existing Metro South site?
3. **Organics transfer capacity needs:** What actions should Metro take to ensure organics transfer capacity is available throughout the region?
4. **Tonnage allocations and rate regulation:** How should tons be allocated to transfer stations, and should Metro's role in economic regulation change from *influence* to *control*?
 - A. Are wet waste tonnage caps the best approach for regulating local transfer stations? If so, on what basis should Metro set those caps?
 - B. Should Metro pursue direct economic regulation of the one current—and any future—private regional transfer station to ensure consistency with objectives, and if so, in what form?
5. **Cost recovery approach:** How should Metro recover the cost of solid waste services and programs, and general government?
6. **Collection needs:** After examining these issues, are there any steps Metro should take to ensure the regional collection system is consistent with desired outcomes?

COMMUNITY ENGAGEMENT

Stakeholder opportunities to date, next steps

To date, Metro has provided stakeholders three main avenues for providing input: small focus group interviews in June, written comment forms and during presentations at regular meetings of the solid waste stakeholders' roundtable.

A community engagement plan is being developed. It will include a role for the Solid Waste Advisory Committee. Council will be asked to review and give direction on preliminary community engagement plans.

IMPLICATIONS AND SUGGESTIONS

With Council's endorsement, staff will next develop a detailed work plan, with recommended analyses and stakeholder interactions to inform Metro Council's decision making. The work plan and timeline will balance available resources with practical on-the-ground decisions that Metro must make in the short- to medium-term (e.g., non-system license applications in 2012; transfer station franchise renewal applications in 2013; etc.). Given the complexity of the strategic questions, the Metro Council may be asked to make regulatory and other related system decisions before a fully-vetted system-wide strategy has been adopted. In that case, maintaining flexibility to respond to future uncertainty will be key.

QUESTION(S) PRESENTED FOR CONSIDERATION

1. Does the Metro Council endorse the six key strategic questions, as presented? Is anything missing?
2. Does the Metro Council have general guidance or specific requests that staff should consider while developing the detailed work plan and stakeholder engagement plan?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION ___Yes **X**No
DRAFT IS ATTACHED ___Yes ___No

Legislation is not required for Council action.

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Attachment A.
Responses to Councilor Requests for Additional Information,
from the July 12, 2011 Council Work Session

The following are responses to requests for information made by various Councilors during the solid waste roadmap discussion at the July 12th, 2011 Council work session. Responses provide a progress report on ongoing work conducted or being monitored by Metro staff.

UK Disposal Tax

Topic

The UK disposal tax and its impact on demand for disposal, on business and consumer behavior, and on achieving stated goals.

Work in progress or planned

The UK Landfill Tax appears to be very similar to Metro's excise tax, as currently implemented. The Landfill Tax is a tax on the disposal of waste. According to the UK, "It aims to encourage waste producers to produce less waste, recover more value from waste, for example through recycling or composting and to use more environmentally friendly methods of waste disposal." The UK tax is substantially higher than the Metro excise tax at approximately \$100/ton. Metro is not actively monitoring or researching the effects of the UK disposal tax.

22@ Barcelona's waste services provider

Topic

Perhaps Ros Roca (Barcelona's waste facilities operator) could come to Metro to educate Councilors and staff about their technologies, successes, and challenges.

Work in progress or planned

Councilors are invited to register for the [2011 EcoDistricts Summit](#) and attend the Materials Management session on October 26 that will be moderated by Matt Korot of Metro's Sustainability Center. The Materials Management session will have a panel of experts and entrepreneurs speaking to district-level innovation in waste generation, collection and processing. One of the panelists is expected to discuss the Barcelona project or others similar to it.

Solid waste management hierarchy

Topic

Recent proposed legislation would have changed the waste management hierarchy in State Law. This change became quite controversial. Why? Related, there is considerable conversation around the role of thermal conversion technologies in the Metro system and its place in the waste management hierarchy.

Background

The solid waste management hierarchy has provided a memorable ("reduce-reuse-recycle") framework for much of the recycling movement over the past several decades, and is codified in Oregon Revised Statutes Chapter 459.015. The hierarchy was derived from the best life cycle analyses of the time and still lines up generally quite well with more modern environmental impact analyses. In general, the hierarchy prioritizes waste management *actions*, preferring avoidance over recycling, and recycling over incineration and landfilling. The hierarchy does not address specific material types.

Hierarchy (continued)

During the 2011 Oregon Legislative Assembly, Metro's Resource Conservation and Recycling and Legislative staff followed closely a proposed amendment to the waste management hierarchy. Such amendment would have redefined as "recycling" one specific thermal technology (pyrolysis) paired with one specific material (waste plastic) and output (liquid hydrocarbon). Metro's Legislative Coordinator testified on the amendment at a hearing in Salem, recommending a more deliberate discussion with the solid waste community. Ultimately, HB 3597 did not reach the floor for a vote; however, how thermal technologies should be viewed in state solid waste policy remains uncertain (for example, whether or not such technologies should be eligible for tax credits).

Work in progress or planned

The Oregon DEQ's Solid Waste Division has embarked on a year-long "Vision 2050" process in which the current hierarchy will be revisited, and the usefulness of newer decision frameworks will be examined. Metro has invited DEQ staff to prepare a presentation on the hierarchy appropriate for the Metro Council, currently planned for a Council work session later this month (September 27th), as part of a broader Solid Waste Roadmap agenda item.

Equity vs. Equality

Topic

What do we mean by equity? Is it progressive equity (like income taxes) or equal price per ton for all? How does equity factor into waste management?

Work in progress or planned

We have not fully defined this yet for waste management. There is a considerable amount of work being done across the agency to define what equity means and how it is applied to Metro's projects and programs. The Roadmap definition will eventually be informed by these elements of that work:

- the Metro Equity Inventory, which is intended to provide an organizing framework to consistently integrate equity into Metro programs, by initially inventorying current activities, identifying opportunities for collaboration, determining data needs and developing recommendations for the development of standard equity indicators and analytical approaches.
- equity measures and indicators currently being established by the Resource Conservation & Recycling Program for its work.
- efforts by Solid Waste Regulatory Affairs to identify for the COO and Council issues of equity associated with private facility license and franchise applications.

Individualized information on discards

Topic

Individualized information about discards—like most households receive on their other utility bills—might be welcome by rate payers. What is the status of such technology for solid waste?

Work in progress or planned

In June, Metro's Resource Conservation and Recycling group (RCR) contacted NW Natural and the Energy Trust of Oregon to learn more about a strategy they are testing for reducing energy consumption by providing personalized, comparative usage information to their customers. This project involves sending personalized reports to customers in a test group comparing their energy and gas usage with their neighbors, and comparing each household's usage in the current billing period to the same period in the previous year. These usage levels will then be compared to a control group who did not receive the

personalized reports to determine if there are significant changes in the test group's usage levels. The test and control groups each contain 60,000 randomly selected customers. In addition to the usage information, the personalized reports also contain immediate actions the homeowner can take to reduce energy consumption, and a link to a web site to develop a customized energy-saving action plan.

In theory, it should be feasible to provide customer-level garbage and recycling can weight information if/when onboard truck scale technology is sufficiently accurate. Implementing this concept probably would entail significant technical challenges and increase collection costs. To date, technology might be sufficient to provide some approximate weight information, but technology is not yet accurate enough on which to base billing amounts. One key consideration in our region is the significant slopes on hills, which confound the state-of-the-art technology today.

The RCR is tracking the NWN/PGE project and may explore this concept further in the future, but does not have specific plans to pursue this strategy at this time.

Effectiveness of Enhanced Dry Waste Recovery Program (EDWRP)

Topic

In interviews, a number of stakeholders shared a view that although they had been skeptical at first of regional mandates, the Enhanced Dry Waste Recovery Program (EDWRP) actually turned out to be a good thing because it leveled the playing field. Will analysis be conducted to determine whether the EDWRP program has been effective at achieving its stated objectives?

Work in progress or planned

Resource Conservation & Recycling and Solid Waste Regulatory Affairs staff will complete a draft analysis of the EDWRP program in September 2011. After internal management review, the draft will be provided to external stakeholders for review and comment, with the final report expected to be completed by mid- October.

Cost/benefit and impact comparison of biogas vs. compost

Topic

What are the costs and benefits of biogas vs. compost? Do the benefits of energy production outweigh the costs?

Work in progress or planned

Proposals for processing the food waste from MCS will illuminate this to a large degree. Staff has contracted for a small study to quantify the differences in environmental benefits between anaerobic digestion and composting. This will be completed by the end of September. The cost differences between the proposers will be compared to the benefits to help determine the most responsive proposer.

Revenue sharing

Topic

Might Metro consider some form of revenue sharing?

Work in progress or planned

The region already enjoys revenue sharing by virtue of the fact that sales revenue from recyclables collected at the curb provides an offset to curbside collection costs, reducing the overall curbside bill. Local governments implement this revenue sharing through their normal rate setting processes, and in this way, keep the price of recycling collection services down.

In terms of Metro's own operations, users of Metro transfer stations also enjoy lower prices due to revenue sharing from material sales; although, this "wholesale" revenue sharing is not explicitly netted out of Metro's price. In the past, Metro's contract with a previous operator of the Metro Central transfer station included a revenue sharing provision. In later procurements, the decision was made to let the operator keep all of the proceeds from the sale of recovered materials, since revenue from the sale of recyclables provides the transfer station operator an incentive to recover more and to pass those savings on to Metro via lower-priced services. Since Metro's operating contracts are competitively awarded, presumably the current contract costs to Metro reflect consideration of the material sales revenue. Metro is not actively pursuing new waste-related revenue sharing arrangements at this time.

Agenda Item Number 4.0

SOUTHWEST CORRIDOR WORK PLAN

Metro Council Meeting
Tuesday, Sept. 27, 2011
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 9/27/2011_____ Time: 3:50 Length: 30 minutes

Presentation Title: Southwest Corridor Work Plan

Service, Office, or Center:

Planning and Development Services

Presenters (include phone number/extension and alternative contact information):

Elissa Gertler x1752, Tony Mendoza x1726, Malu Wilkinson x1680

Also: Janet Bebb, Brian Harper, Crista Gardner

ISSUE & BACKGROUND

Based on experience gained over the past years of corridor planning and a current focus on leveraging investments and focusing resources towards supporting great communities, the Southwest Corridor Plan is intended to collaboratively integrate land use and transportation planning efforts to create an implementation strategy that includes investments, policy changes and partnerships. Six major planning efforts are coordinated with this effort:

- City of Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard HCT Land Use Plan
- Tualatin HCT Land Use Plan
- Southwest Transportation Plan
- Transit Alternatives Analysis

The work will be guided by a Steering Committee that includes the agencies that will be engaged in implementing a strategy for the SW Corridor. The Metro Council adopted Resolution #11- that appointed the Southwest Corridor Steering Committee and a draft charter to be adopted by each jurisdiction.

Metro will work with project partners to define a set of land use, transportation and community building investments and strategies that best achieve local and regional goals and develop an action plan for local and regional agreements to actualize the vision.

Components of the strategy may include:

- Intergovernmental agreements that describe an investment plan that may address land use, transportation, habitat, parks, equity, housing choice, job growth, etc.
- Proposal for alternative mobility standards within the SW Corridor
- Transit Alternatives Analysis to be submitted to the Federal Transit Administration
- Recommended revisions to the Regional Transportation Plan, Regional Framework Plan, and/or the Urban Growth Management Functional Plan, local Transportation System Plans (TSPs) and Comprehensive Plans

- Recommended priorities and investments in the Oregon Department of Transportation (ODOT) Facility Plan and TriMet Transit Investment Plan
- National Environmental Policy Analysis (NEPA) alternatives for transit investments

This corridor planning effort is beginning with the land use activity centers and city land use planning work and then will consider the best ways to support places with investments in transportation (all modes to support community access), parks, trails and habitat, economic development, infrastructure, development incentives and barriers, workforce housing and equity, and public health. A collaborative, cross-departmental team is supporting this work internally.

The approach that is being undertaken with the Southwest Corridor which highlights leveraged investments, broad partnerships, and targeted resources potentially can benefit the entire region by exploring opportunities and identifying promising approaches that support local and regional goals.

OPTIONS AVAILABLE

Staff is currently moving forward researching the topic areas described above. Additional topics may result in implications to the work schedule. The Southwest Corridor Steering Committee will begin meeting in October. The Steering Committee may have further suggestions or refinements as the project moves forward.

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

- We've described how Metro staff is taking an integrated approach to corridor planning, including a number of topics not typically considered in a corridor plan when looking at transportation investments. What opportunities do you see? What concerns do you have?
- Which areas do you think might be the easiest to leverage investments or policies? Which areas might be harder but worth the effort?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes **X**__No
DRAFT IS ATTACHED __Yes **X**__No

Materials following this page were distributed at the meeting.



King City • Portland • Sherwood • Tigard • Tualatin
Multnomah County • Washington County
ODOT • TriMet • Metro

The Southwest Corridor Plan focuses on the corridor connecting Sherwood and Portland, integrating local land use plans to identify actions and investments that support livable communities; a transportation plan to examine potential roadway, transit, bike and pedestrian improvements; and strategies such as economic development, housing choices, parks and natural areas, safety and health.

www.swcorridorplan.org

 **www.swcorridorplan.blog.com**

 **[pages/SWCorridor](https://www.facebook.com/pages/SWCorridor)**

 **[@SWCorridor](https://twitter.com/SWCorridor)**

trans@oregonmetro.gov | 503-797-1756

LOCAL LAND USE PLANS

Stay informed about and involved with your city's land use plan.

City of Portland Barbur Concept Plan

www.portlandonline.com/bps/barbur
Morgan Tracy | 503-823-6879
morgan.tracy@portlandoregon.gov

City of Sherwood Town Center Plan

www.sherwoodoregon.gov/
Michelle Miller | 503-625-4242
millerm@ci.sherwood.or.us

City of Tigard HCT Land Use Plan

www.tigard-or.gov/sw_corridor/planning.asp
Leslie Hildula | 503-718-2475
leslie@tigard-or.us

City of Tualatin Linking Tualatin

www.ci.tualatin.or.us
Cindy Hahn | 503-691-3029
chahn@ci.tualatin.or.us



King City • Portland • Sherwood • Tigard • Tualatin
Multnomah County • Washington County
ODOT • TriMet • Metro

Join the project partners for the kickoff of the Southwest Corridor Plan.

Tell us about what you value about your community, challenges and opportunities you see in the corridor and your vision for the future.

You're invited!

6:30 to 8:30 p.m. Wednesday, Sept. 28

Open house | Tigard Library
13500 SW Hall Blvd., Tigard

8:30 a.m. to 2 p.m. Saturday, Oct. 8

PSU Farmers' Market
SW Park Ave. and Harrison St., Portland

9 a.m. to 4 p.m. Saturday, Oct. 8

Great Onion Festival
16155 SW Sunset Blvd., Sherwood

9 a.m. to 2 p.m. Sunday, Oct. 16

Tigard Area Farmers' Market
11831 SW Pacific Highway, Tigard

10 a.m. to 4 p.m. Saturday, Oct. 22

West Coast Giant Pumpkin Regatta
8325 Nyberg St., Tualatin

For more information, visit
www.swcorridorplan.org,
email trans@oregonmetro.gov
or call 503-797-1756.

Take the survey and sign up for updates.

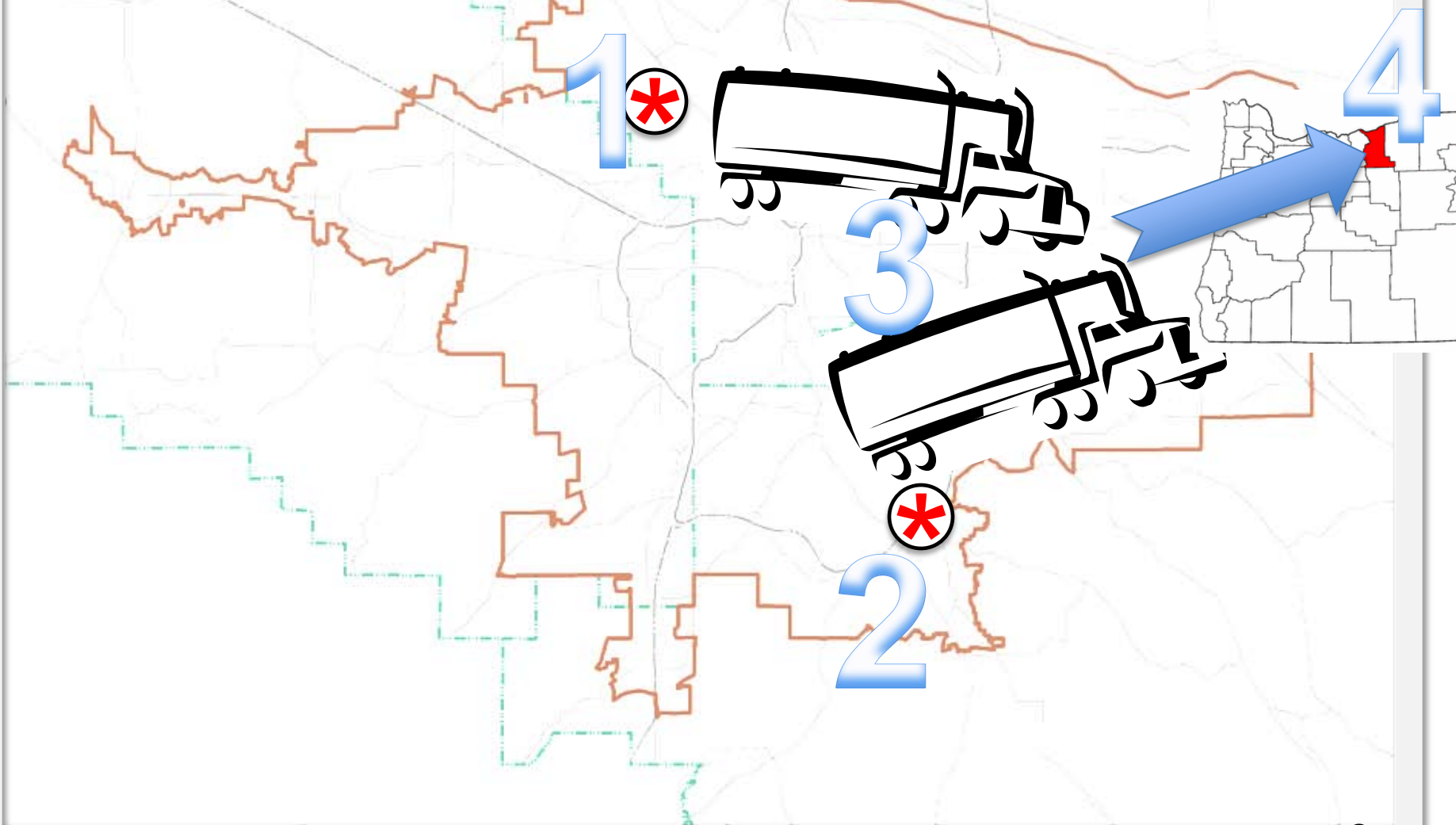
www.swcorridorplan.org



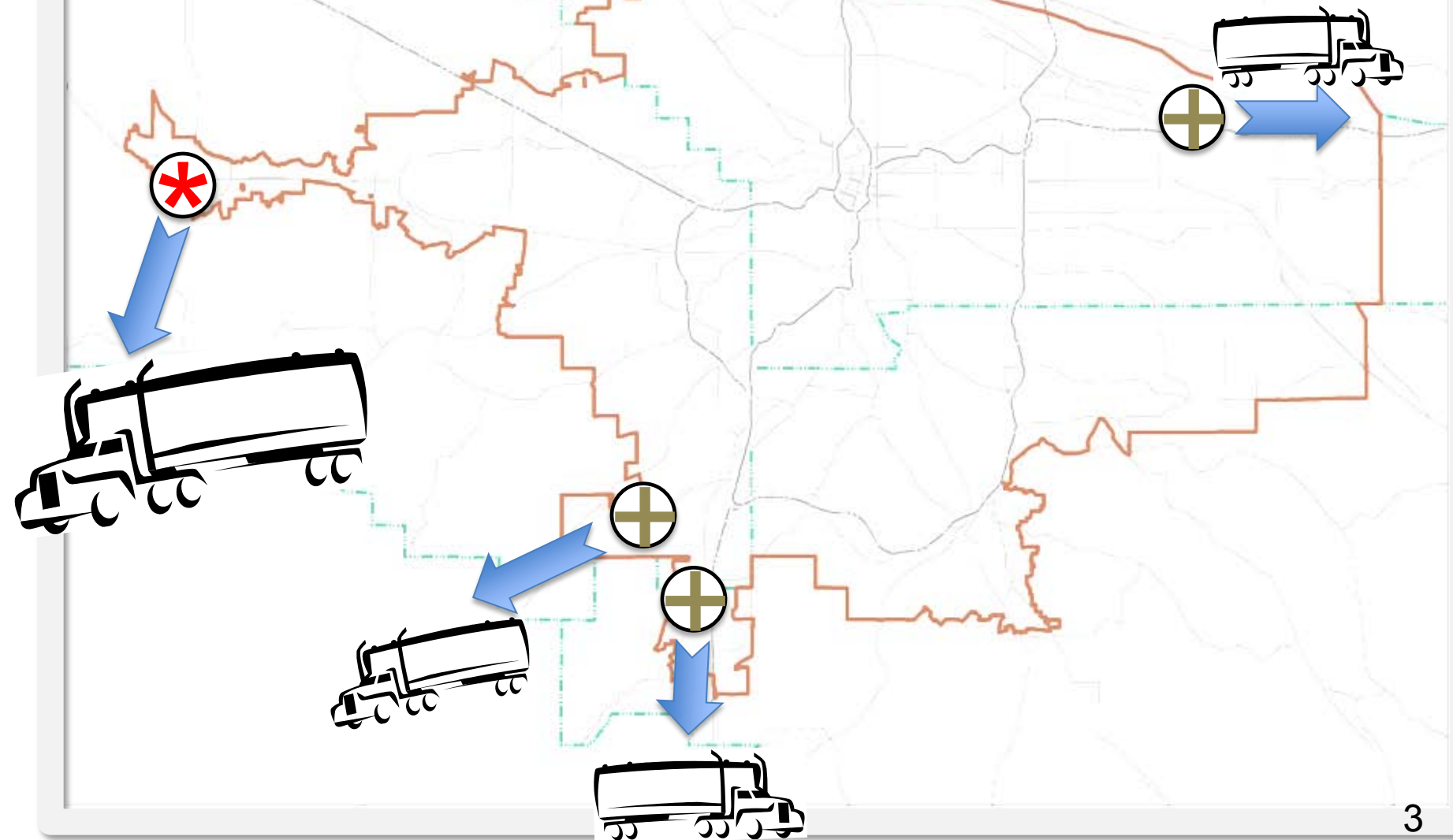
Solid Waste Roadmap Strategic Questions and High-Level Work Plan

September 27, 2011

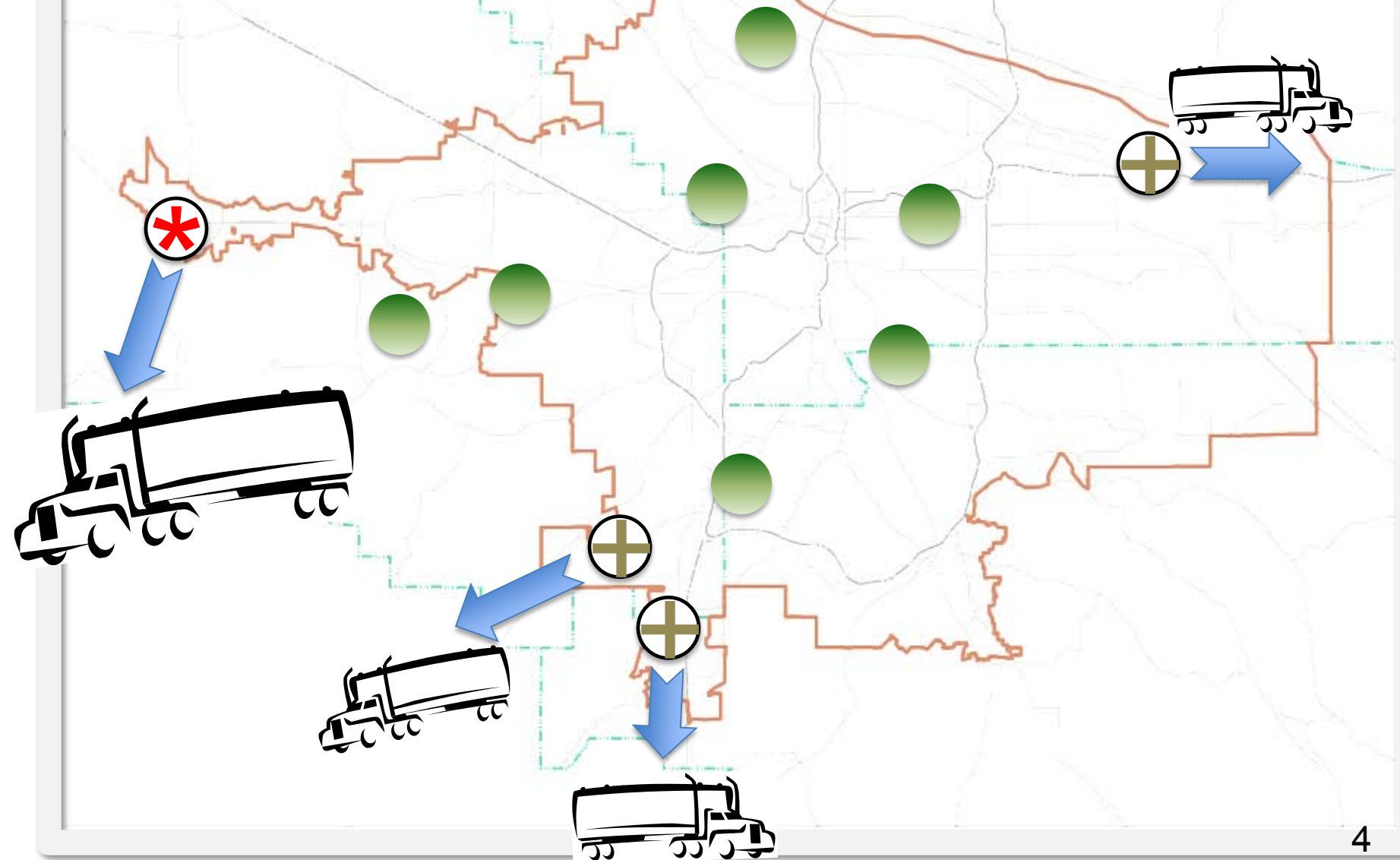
Public Garbage Transfer & Disposal: Four Big Contracts



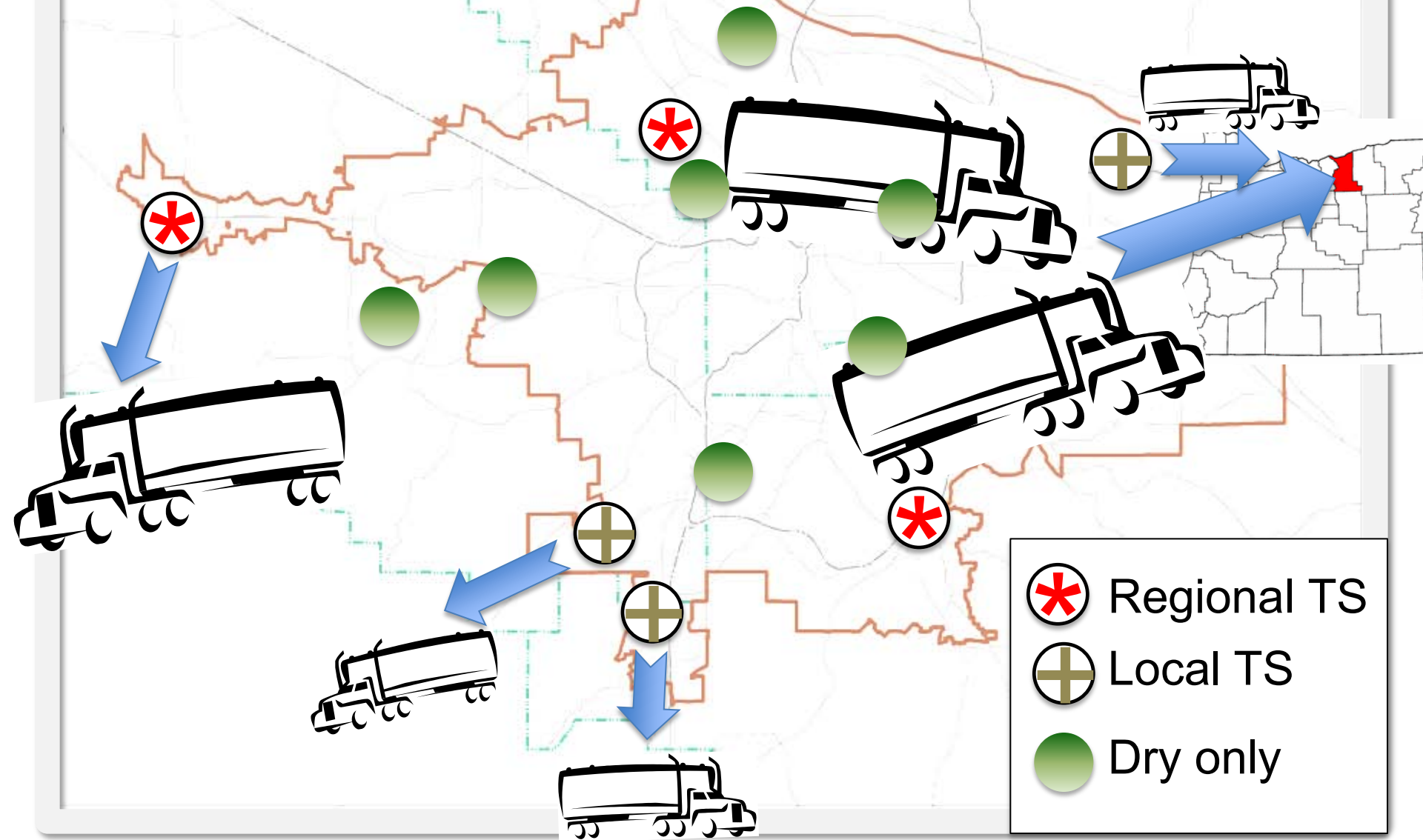
Private Garbage Transfer & Disposal: Transfer stations



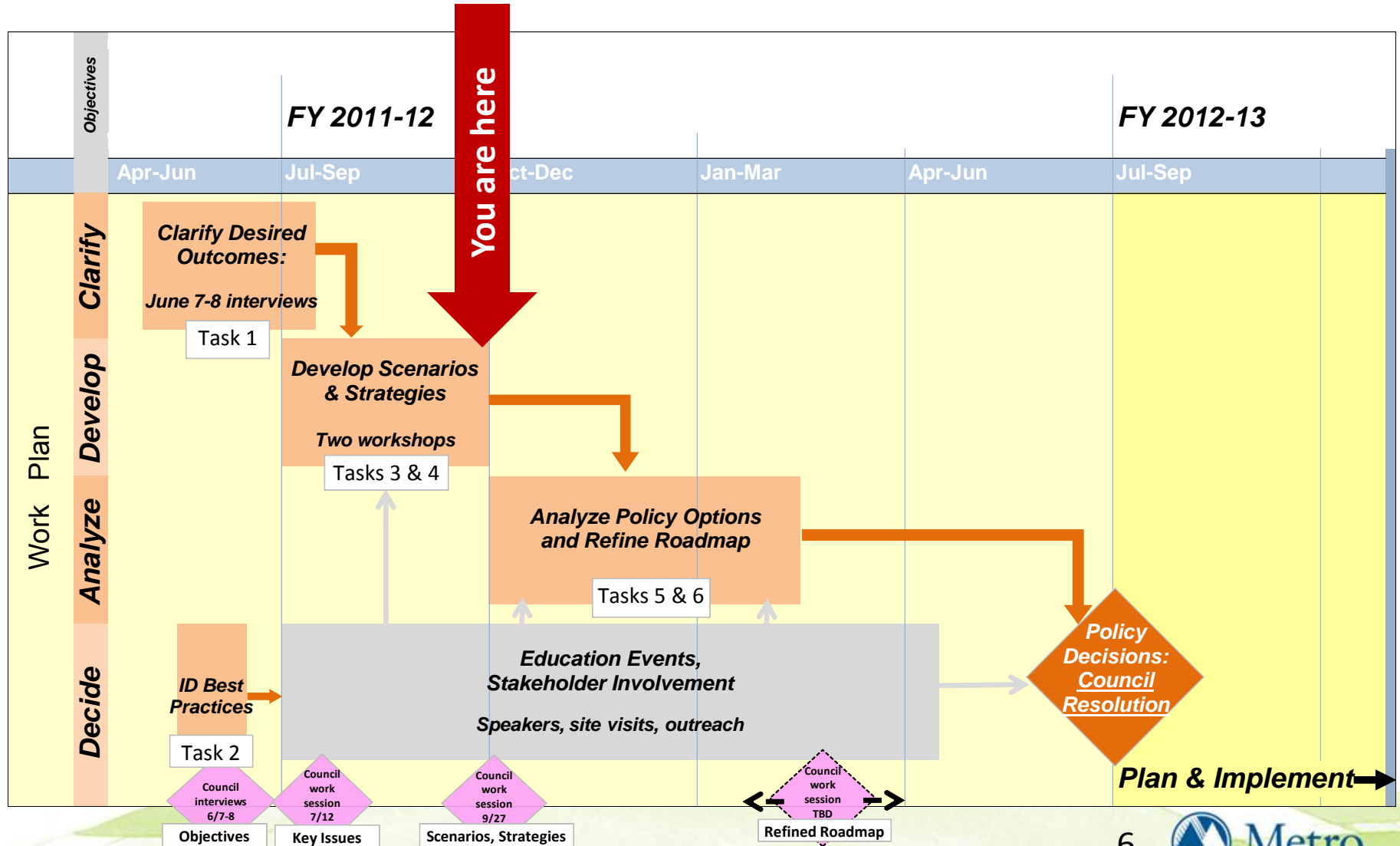
Private Garbage Transfer & Disposal: Transfer stations plus Dry waste facilities



Public-Private Hybrid System



Solid Waste Roadmap Process: Where are we today?



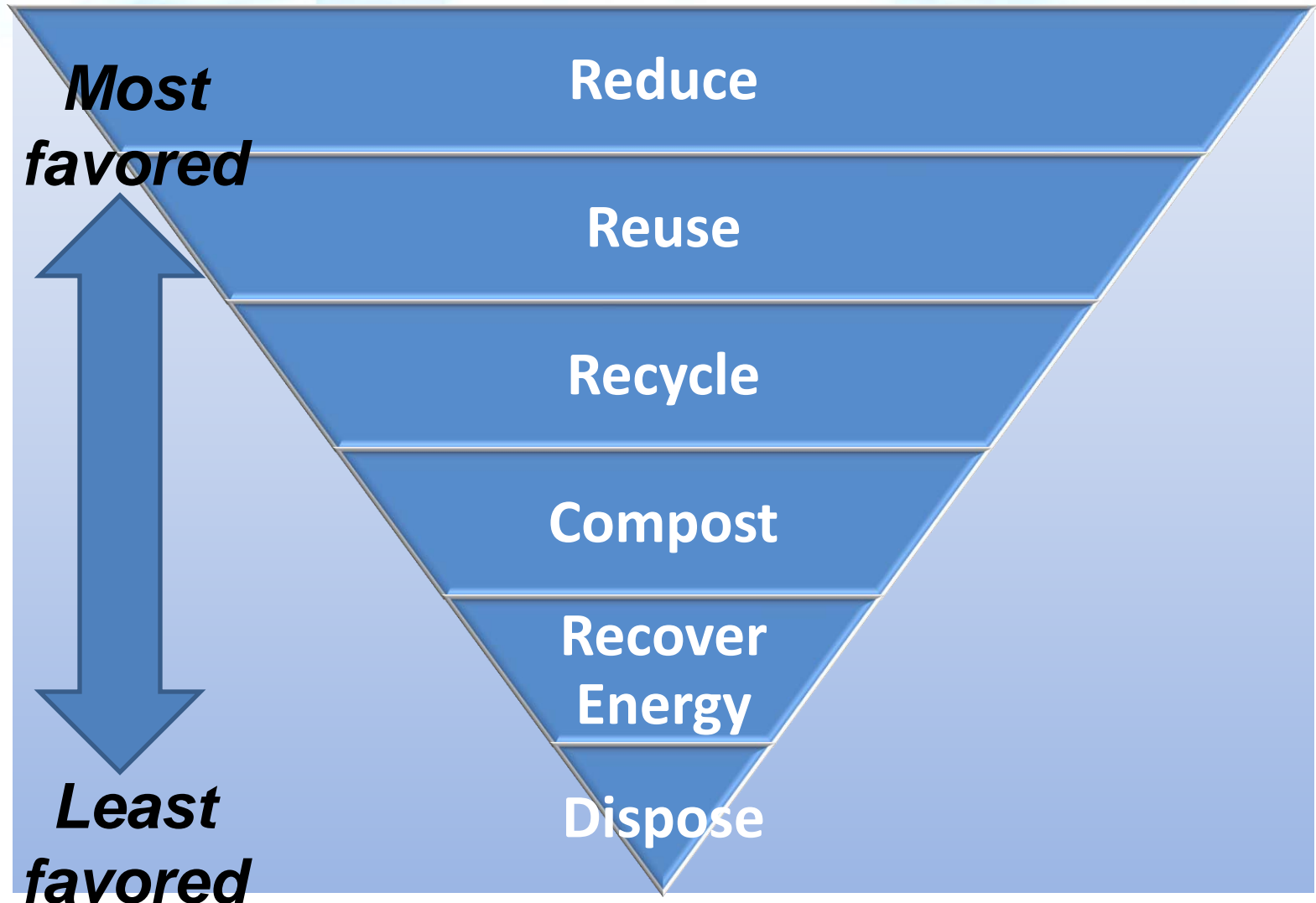
Today's Objectives

- Waste management hierarchy primer
- Council endorsement of strategic questions
- Council input on community engagement

Agenda

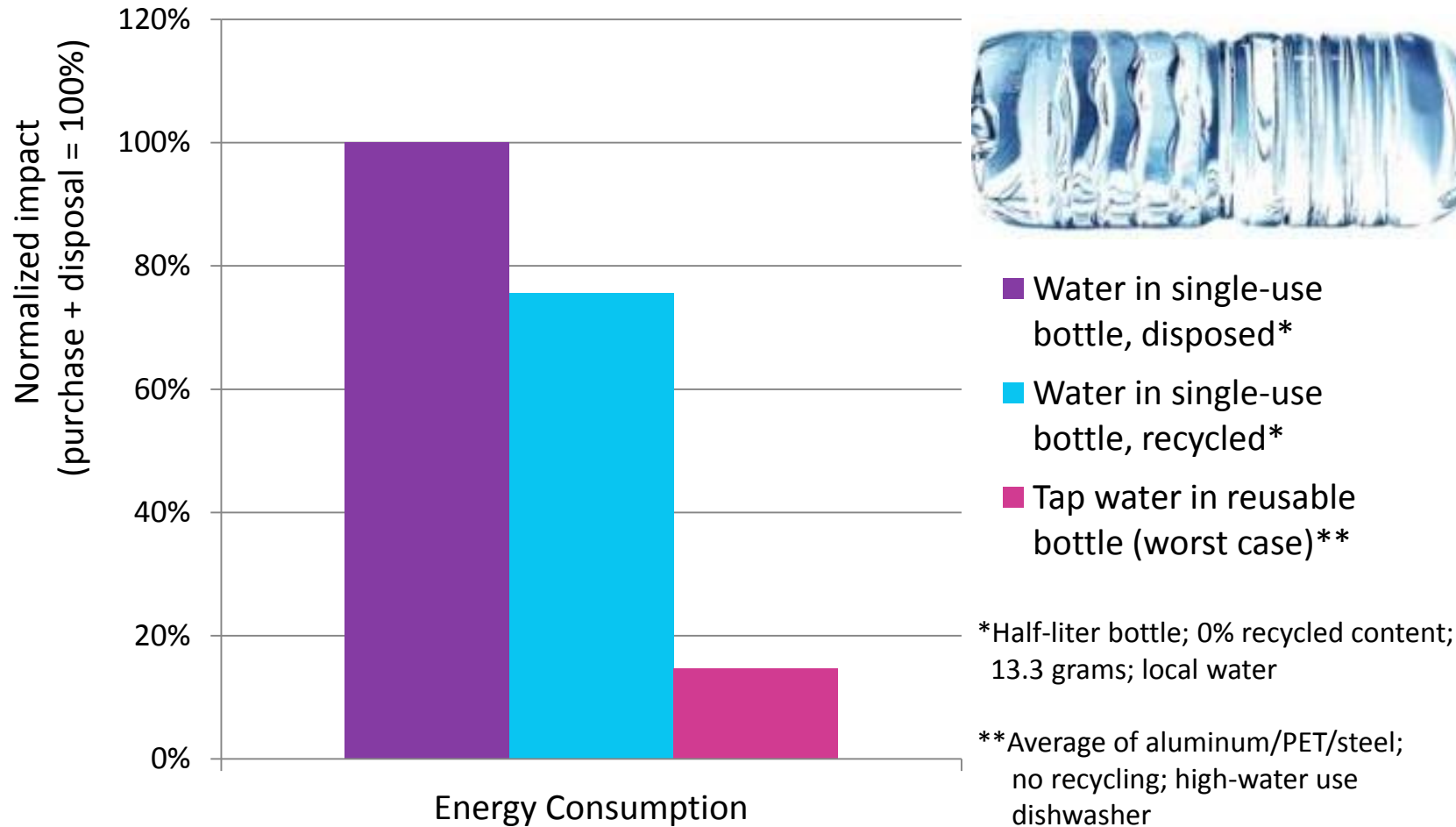
- Introduction, context (5 min)
- Background & Education (20 min)
 - Waste Management Hierarchy
 - Links to Regional Solid Waste Management Plan
- Solid Waste Roadmap workshop report (30 min)
 - Strategic Questions for Metro to pursue
- Stakeholder engagement plan (10 min)
- Q&A (25 min)

Waste Management Hierarchy

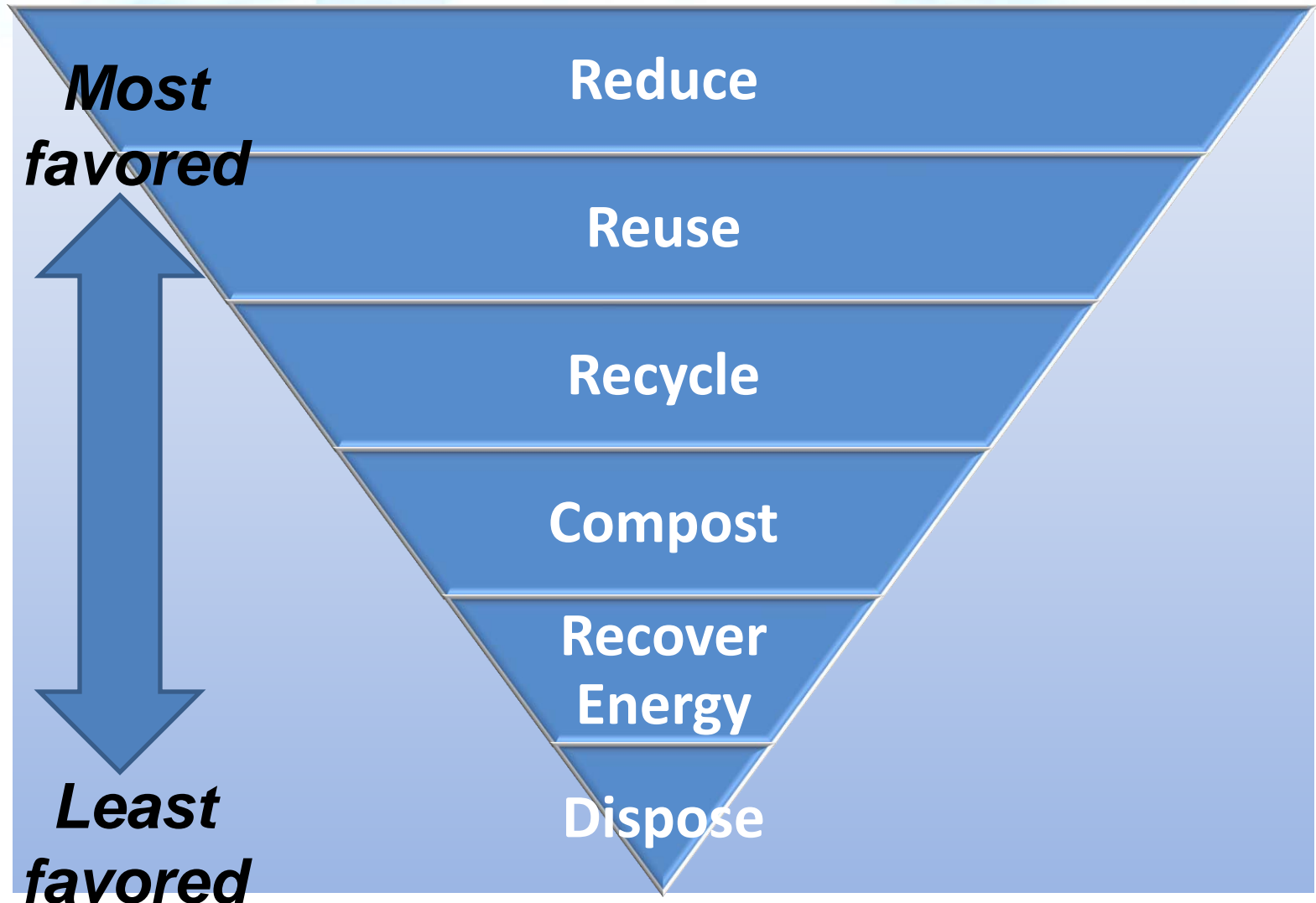


The Hierarchy – Conserving Resources

DEQ's Life Cycle Analysis of Drinking Water Delivery Options

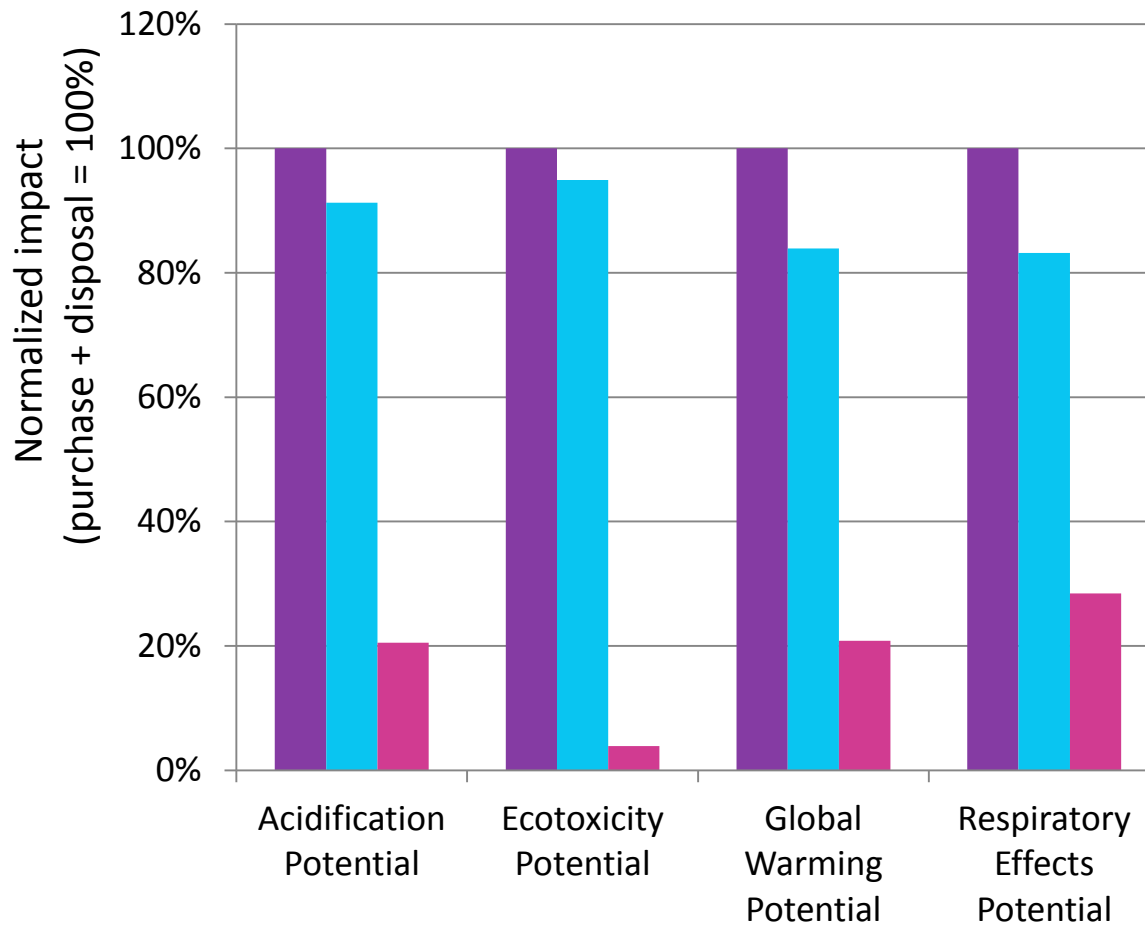


Waste Management Hierarchy



The Hierarchy – Reducing Pollution

DEQ's Life Cycle Analysis of Drinking Water Delivery Options



- Water in single-use bottle, disposed*
- Water in single-use bottle, recycled*
- Tap water in reusable bottle (worst case)**

*Half-liter bottle; 0% recycled content; 13.3 grams; local water

**Average of aluminum/PET/steel; no recycling; high-water use dishwasher

Limitations of the Hierarchy

- Not 100% reliable
- Not sensitive to competing objectives
- Very broad categories
- Less helpful for purchasing decisions

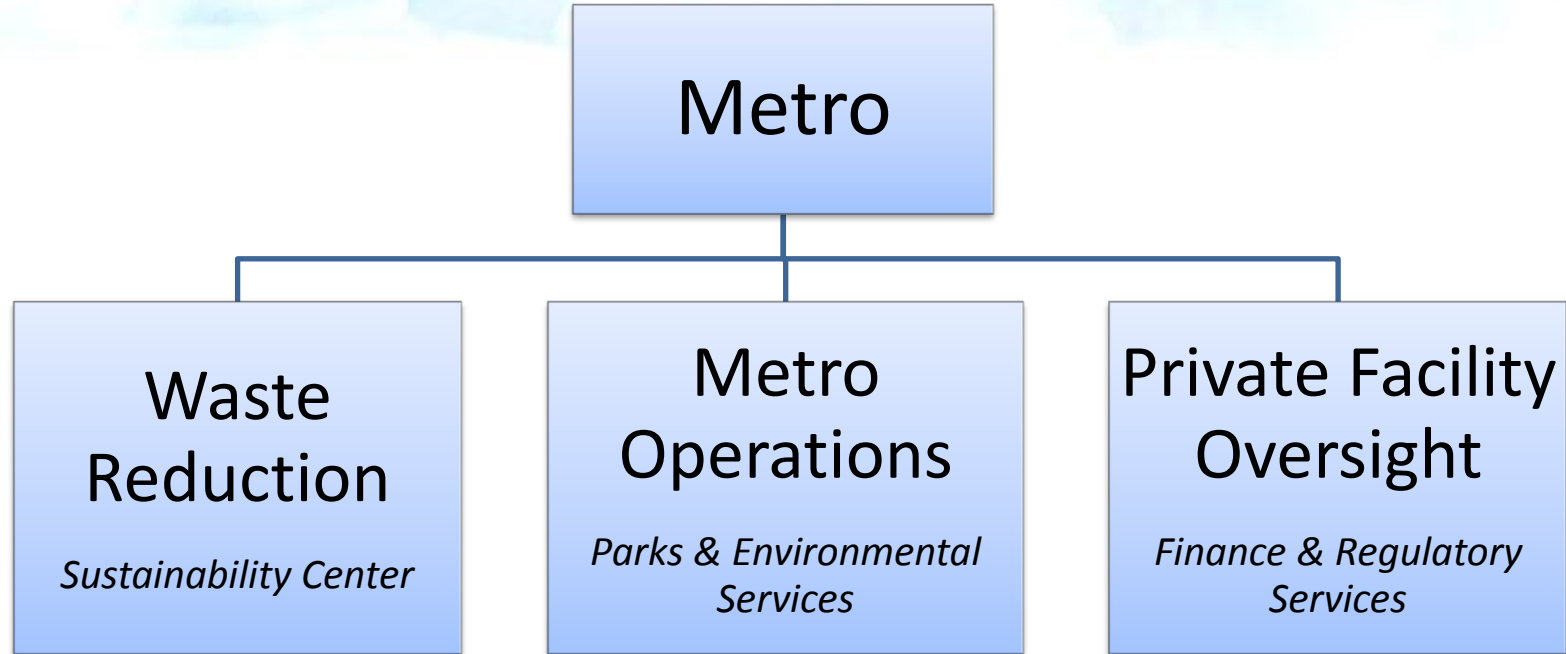
Are Landfills the Problem?



DEQ's Solid Waste Plan Update: A Vision of Materials Management

- From “solid waste management” to “materials management”
- Hierarchy to be revisited





Waste
Reduction

Metro
Operations

Private Facility
Oversight

RSWMP

Single-family residential

Youth

Multi-family residential

Food

Businesses

Toxic consumer products

Building industry

Product stewardship

Waste
Reduction

Metro
Operations

Private Facility
Oversight

Metro Paint

Transfer Station Dry Waste Recovery

Metro Central Organics Contract

Household Hazardous Waste

Waste
Reduction

Metro
Operations

Private Facility
Oversight

Source-separated recyclables

Dry waste recovery

Food and Wet Waste

Energy recovery

System Planning Components

RSWMP



Roadmap

+



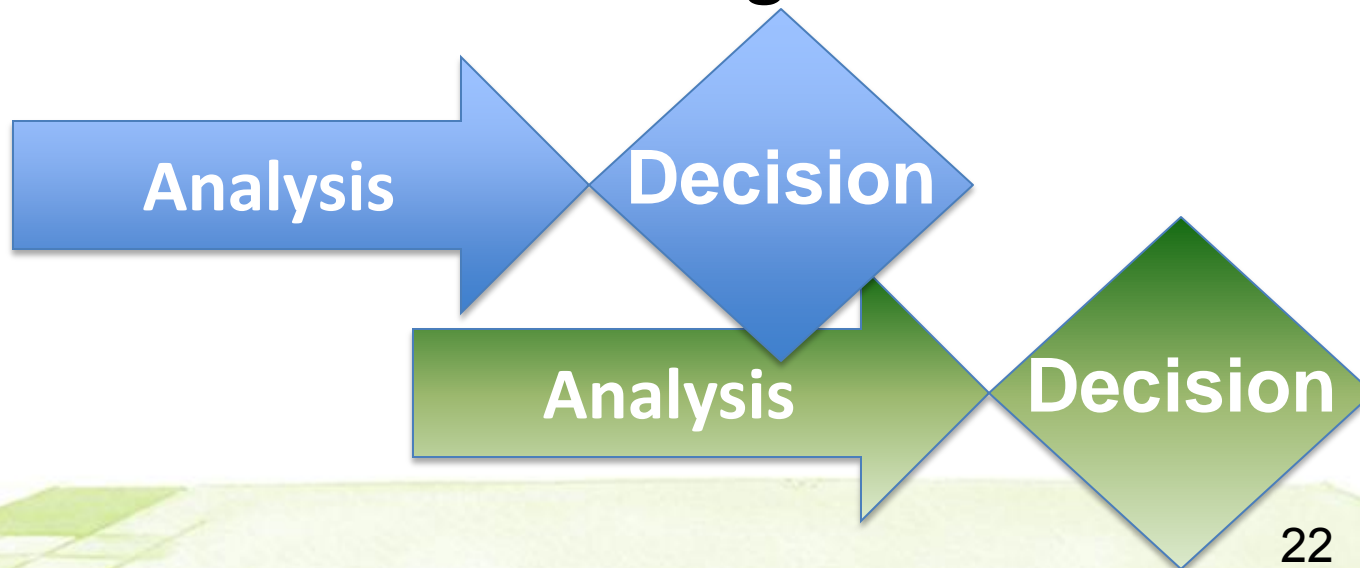
= *System*

Staff's Roadmap Objectives

1. Protect the environment and human health
2. Promote fairness and equity
3. Minimize cost to ratepayers for solid waste disposal
4. Ensure system is financially viable
5. Maximize public use value of Metro properties
6. Promote flexibility to adapt to new technologies
7. Minimize implementation risk
8. Create green jobs in the region

Roadmap Purpose

- Develop a timeline of policy decisions that Metro must make, with supporting analysis and projects, to manage materials currently being sent to disposal, in a manner that is consistent with the region's desired outcomes



Linkages and Timing

- Link with upstream materials management aspects of the RSWMP
- Timing:



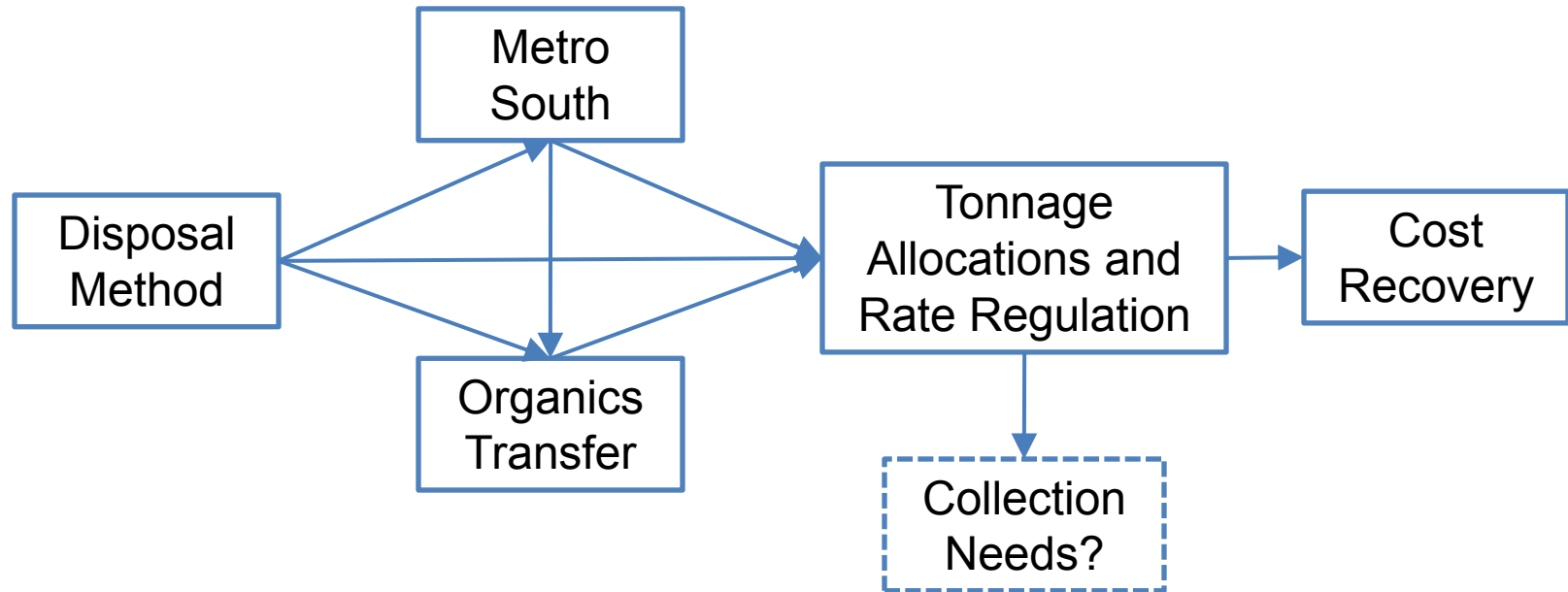
Scenario Planning and Strategy Workshops

- Workshops on August 3-4, 17
- Attendees
 - Senior Metro staff
 - David Allaway, Oregon DEQ
 - Rick Winterhalter, Clackamas County
 - CH2M HILL facilitators
 - 200+ years of combined experience
- Guidance by Council Liaisons
(Burkholder, Collette, and Harrington)

Key Strategic Questions

1. Long-term disposal method?
2. Future of Metro South Station?
3. Organics transfer capacity needs?
4. Tonnage allocations and rate regulation?
5. Cost recovery approach?
6. Collection needs?

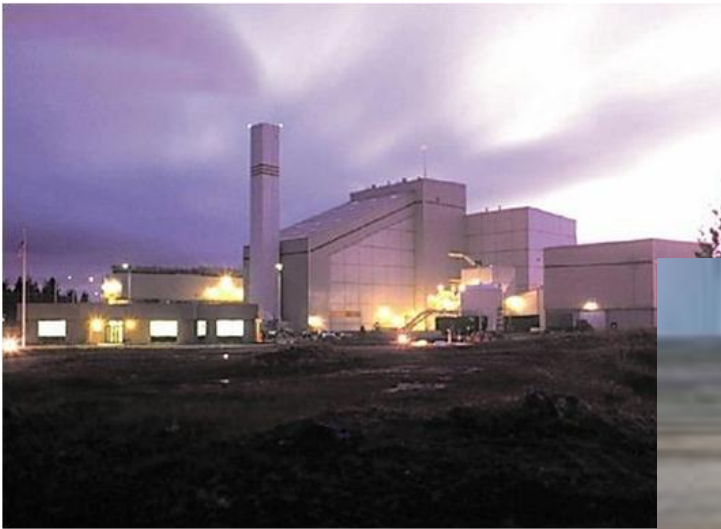
Inter-relationships of Strategic Questions



1. Long-Term Disposal Method

Policy Question

- What should the region do with its non-recovered discards?



1. Long-Term Disposal Method

Recommended Next Steps

- Evaluate landfill versus thermal conversion
 - Screen thermal technologies to assess viability
 - Consider long-term advances in prevention and diversion
 - Retain flexibility
 - Assess Metro's role
 - Evaluate impacts and implementation options

2. Future of Metro South Station Policy Question

- What service alternative should Metro pursue to provide the full suite of services in the vicinity of the existing Metro South site?



2. Future of Metro South Station Recommended Next Steps

- Evaluate service options
 - Conduct high-level siting study
 - Modernize Metro's waste system model
 - Consider implications with landfill and with thermal
 - Evaluate impacts and implementation options



3. Organics Transfer Capacity Needs Policy Question

- What actions should Metro take to ensure organics transfer capacity is available throughout the region?



3. Organics Transfer Capacity Needs

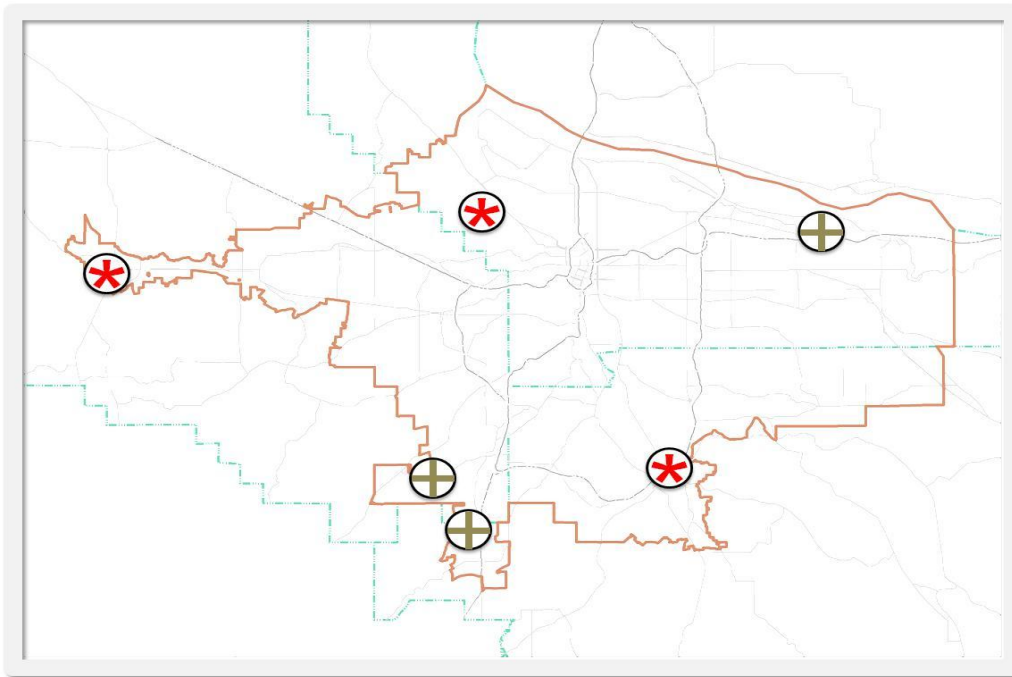
Recommended Next Steps

- Estimate potential organics collection quantities region-wide
- Estimate geographic distribution
- Assess transfer facility needs
- Consider implications of disposal and Metro South Station options



4. Tonnage Allocation and Rate Regulation Policy Question

- How should tons be allocated to transfer stations, and should Metro's role in economic regulation change?



4. Tonnage Allocation and Rate Regulation

Recommended Next Steps

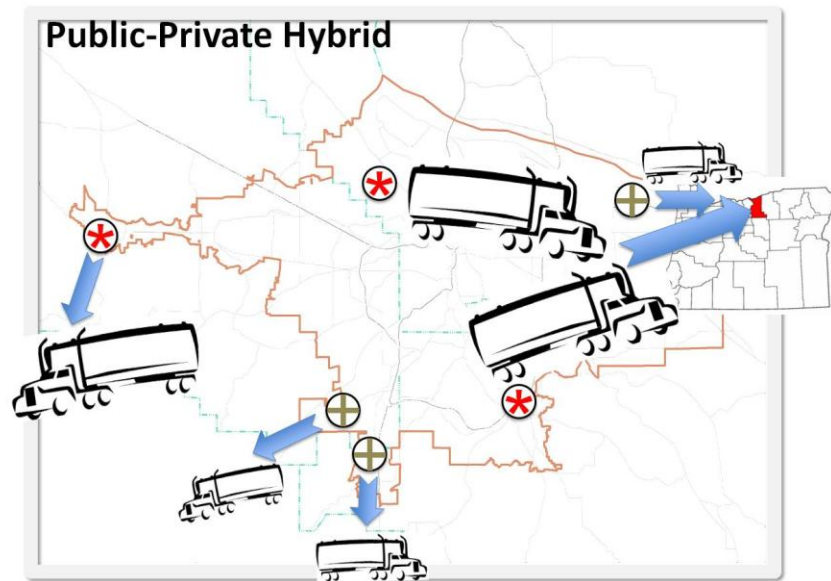
- Private regional transfer station

- Conduct rate review
- Assess service options

- Local transfer stations

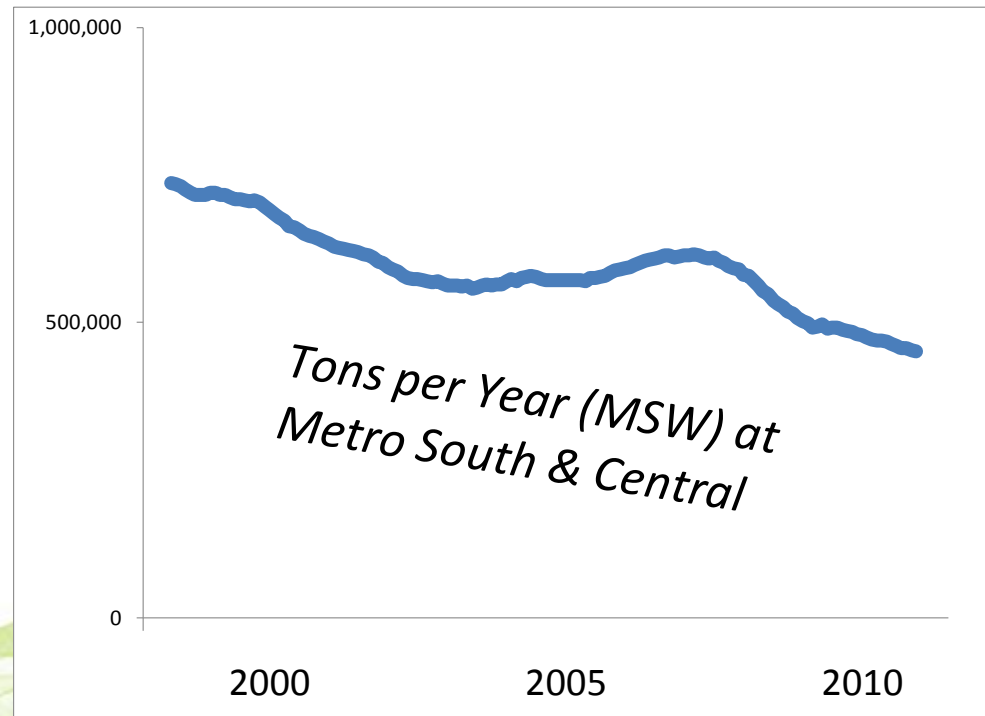
- Assess wet waste transfer tonnage allocations and other regulatory options

- Consider disposal method and Metro South options



5. Cost Recovery Policy Question

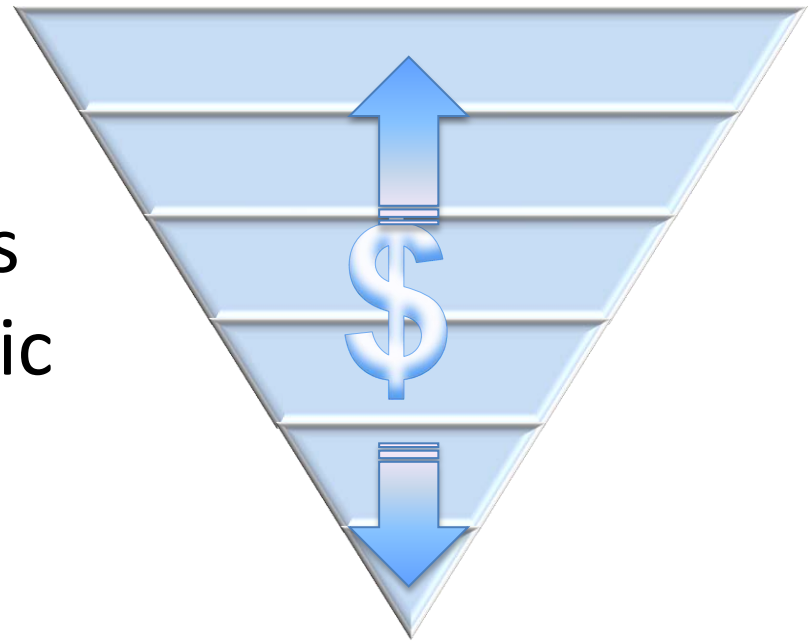
- How should Metro recover the cost of solid waste services and programs, and general government?



5. Cost Recovery

Recommended Next Steps

- Develop cost recovery options
- Analyze policy implications, advantages and disadvantages
- Consider any implications from disposal or economic regulation options



6. Collection Needs Policy Question

- After examining these issues, are there any steps Metro should take to ensure the regional collection system is consistent with desired outcomes?



6. Collection Needs? Recommended Next Steps

- Assess after other studies complete



Strategic Questions - Resource and Stakeholder Engagement Requirements

Policy Question	Anticipated Staff and/or Consultant Resources	Anticipated Stakeholder Interest
1. Long-Term Disposal Method	High	High
2. Future of Metro South Station	High	High
3. Organics Reload Capacity Needs	Low	Low
4. Tonnage Allocation and Rate Regulation	Moderate	Moderate
5. Cost Recovery	Moderate	High
6. Collection Needs	Uncertain	Uncertain

Goals for community engagement

- Provide opportunities to help shape or weigh in on possible actions or policies
- Ensure informed dialogue about choices, tradeoffs and costs of options
- Understand stakeholders' preferences
- Meet Metro's principles for citizen involvement

Recommendation: fall/winter 2011

Public opinion research

- Review existing research, polling
- OptIn panel
- Focus groups

Local government outreach

- Identify community priorities, concerns
- Identify key stakeholders
- Updates



Questions for Metro Council

- What other strategic questions would you like to see discussed?
- What specific engagement strategies would you like to see developed?



Next Steps

- Refine analysis and decision timeline
- Develop more detailed work plans and resource requirement estimates
- Flesh out stakeholder engagement plan
- Report back to Council later in Fall/Winter

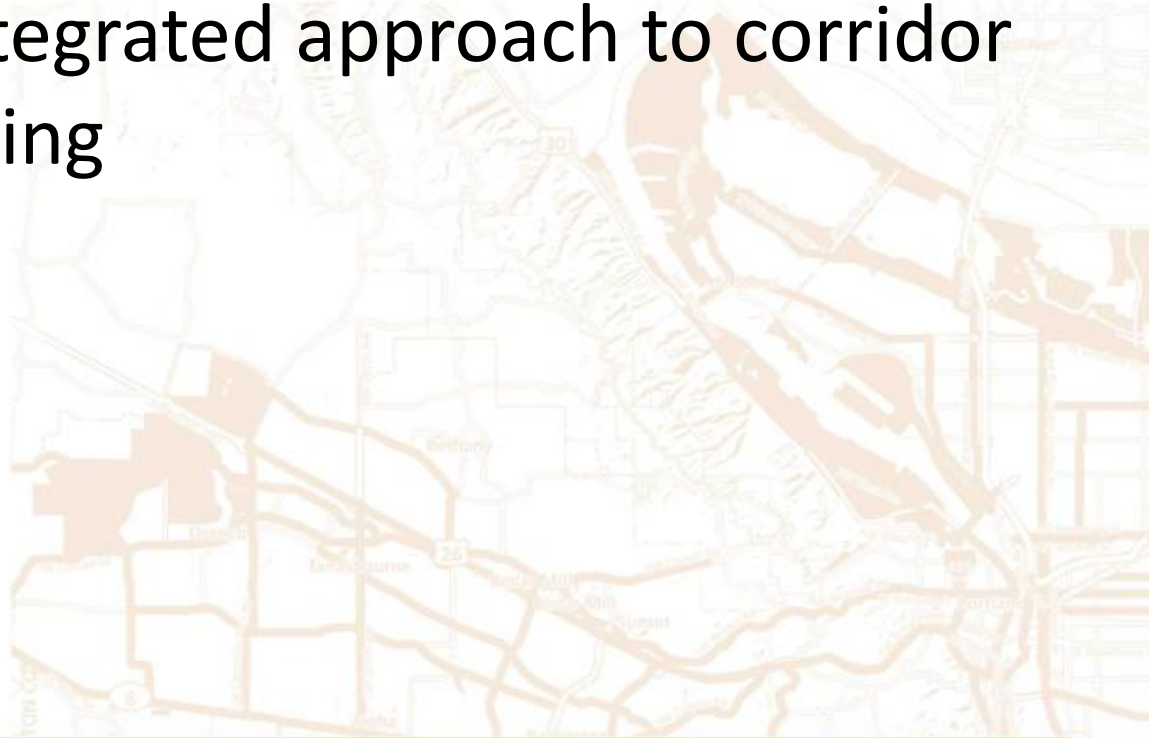


END



Southwest Corridor Plan

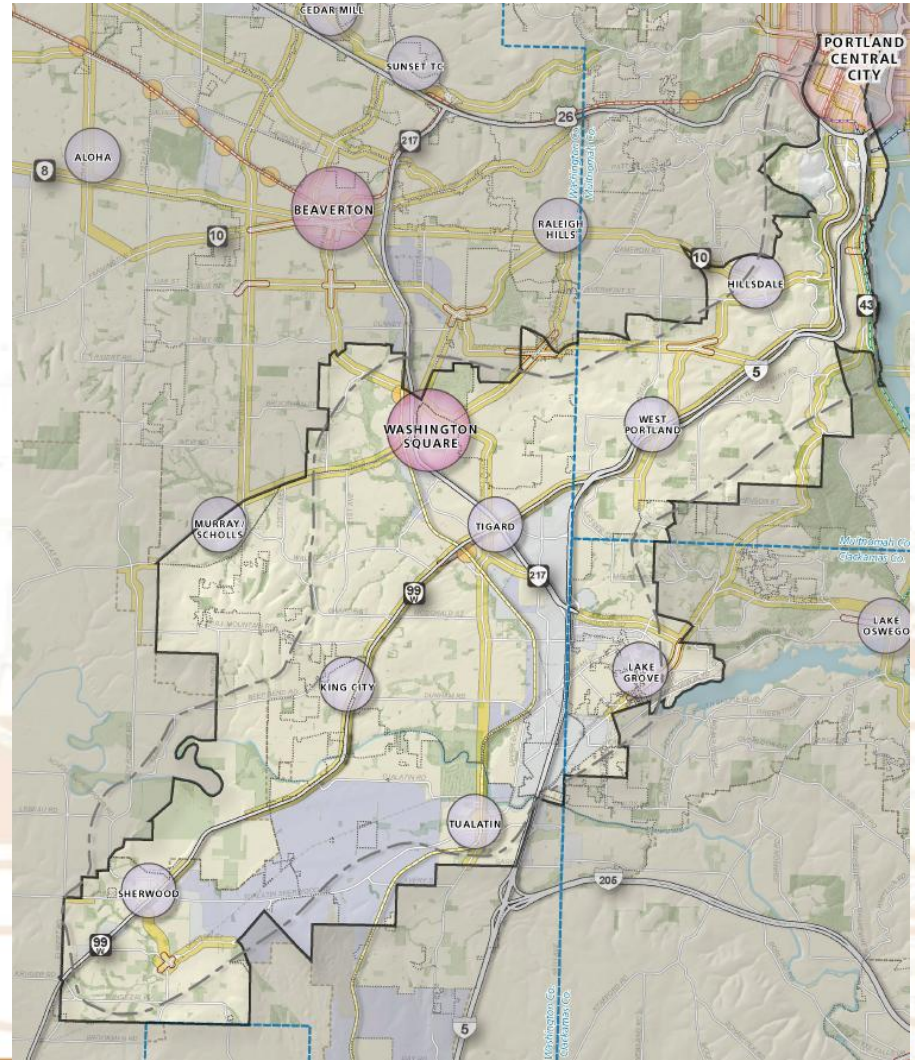
An integrated approach to corridor planning



Metro | *Making a great place*

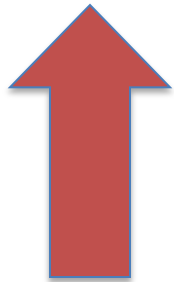
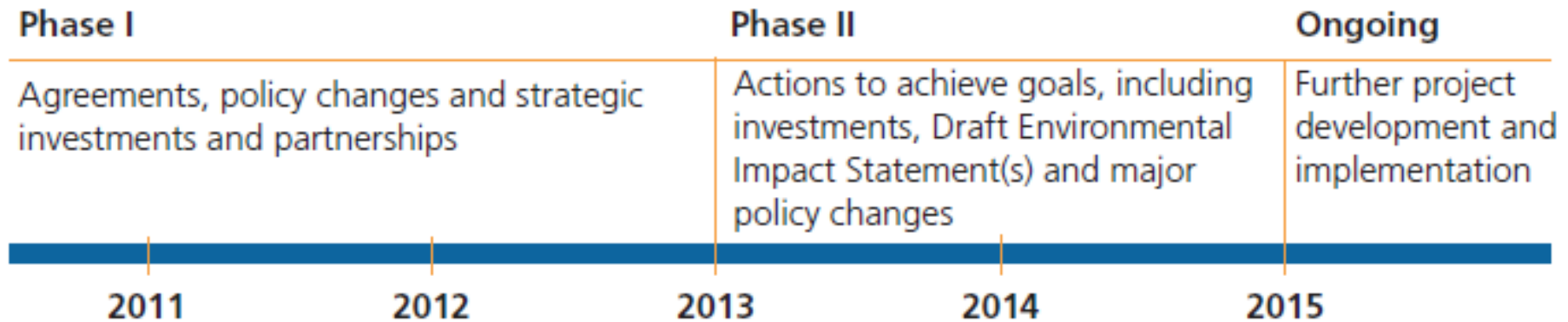
Southwest Corridor Plan Overview

- Four land use plans
- One transportation plan
- One transit alternatives analysis



Major timeline

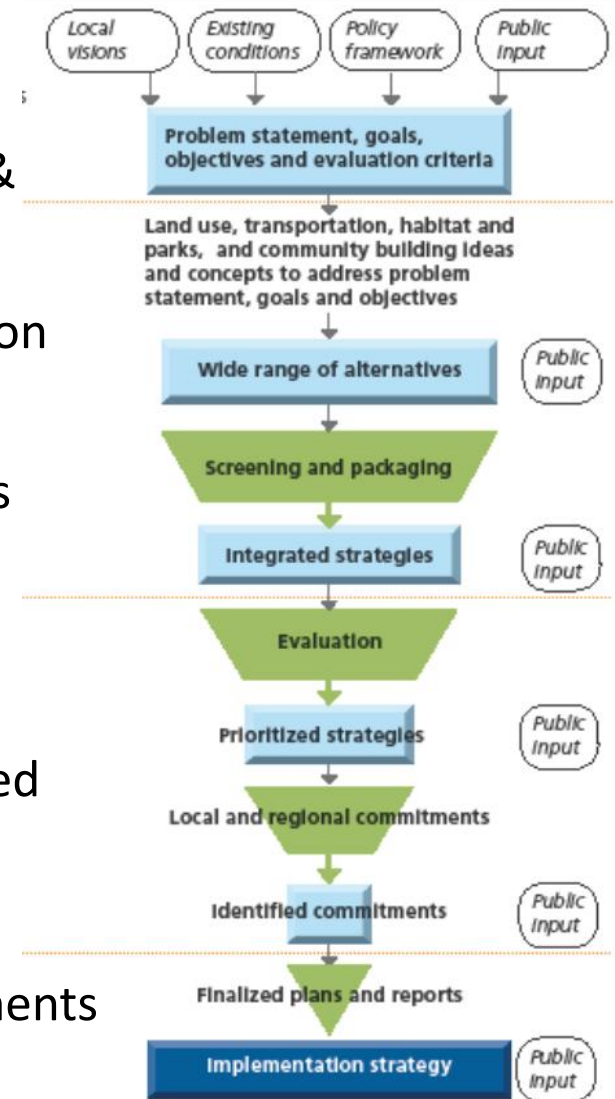
Southwest Corridor Plan schedule



Metro | *Making a great place*

Major tasks

- Define problem statement, goals & objectives, purpose & need
- Develop outcomes-based evaluation and screening criteria
- Develop wide range of alternatives
- Screen and package alternatives
- Evaluate integrated strategies
- Prioritize preferred set of integrated strategies
- Develop draft implementation strategy, project partner commitments





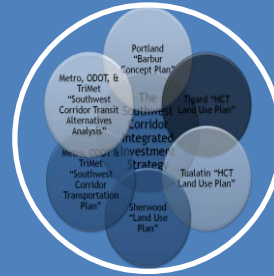
Adopted
regional
goals and
policies



Public input
on values



Existing
conditions
analysis



City land
use plans



ODOT
assessment
of TPR
measures

Problem statement and
evaluation criteria

25 Years from Now

Daily celebration of place

Vibrant, safe communities where people live, work and play



Start with the places...

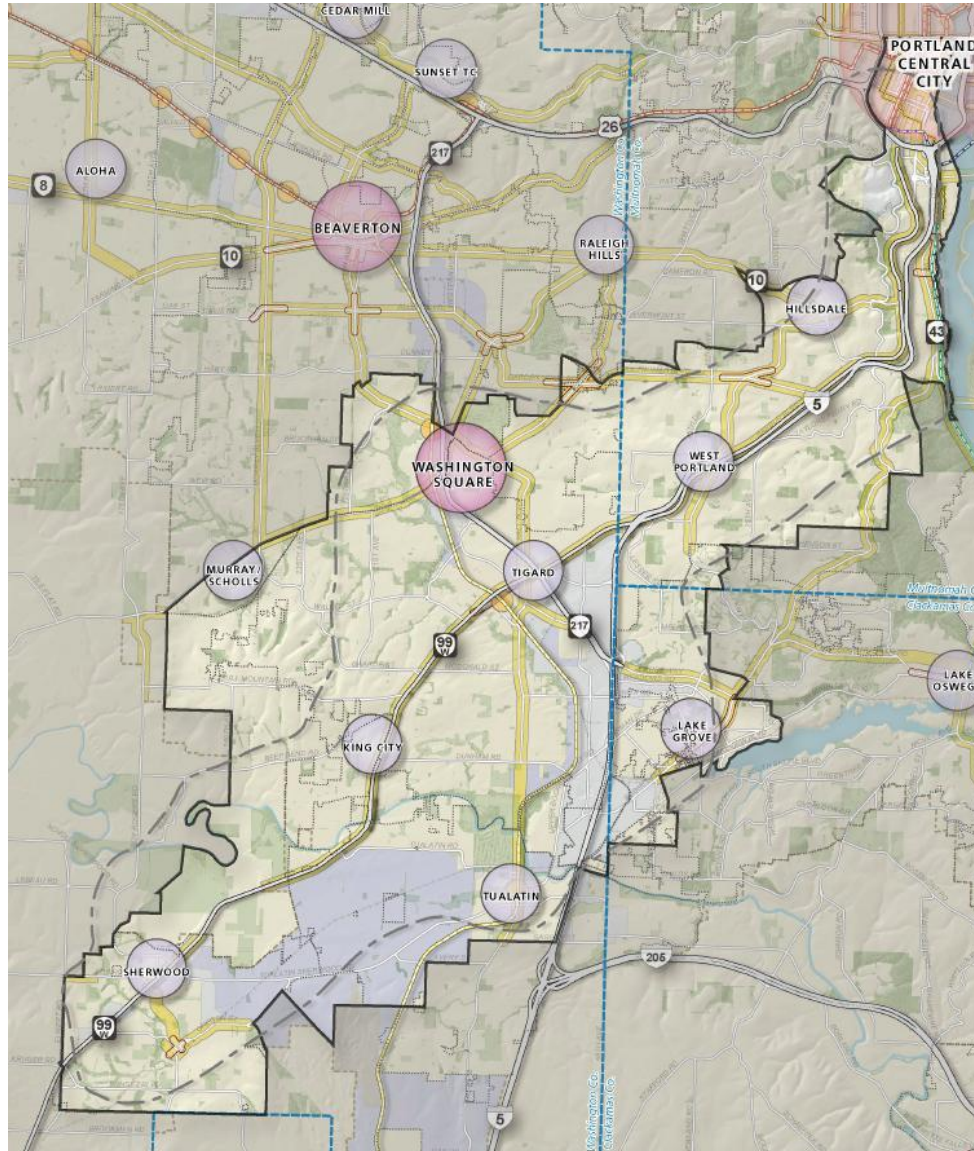


Photo Tour of the Southwest Corridor



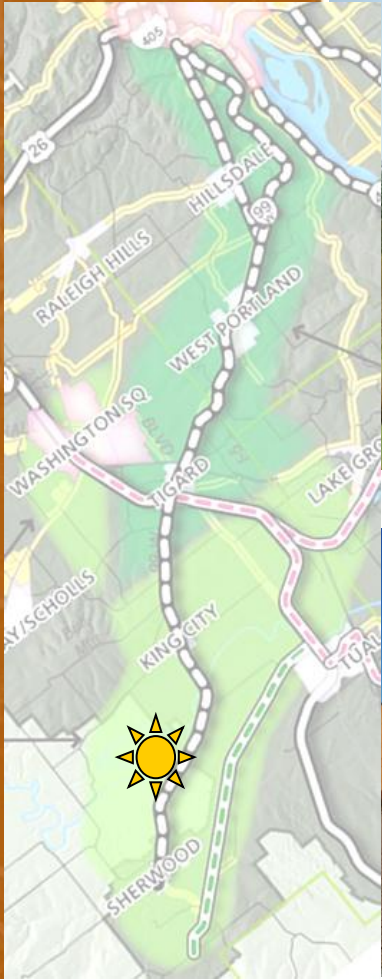
Metro | *Making a great place*

Downtown Sherwood

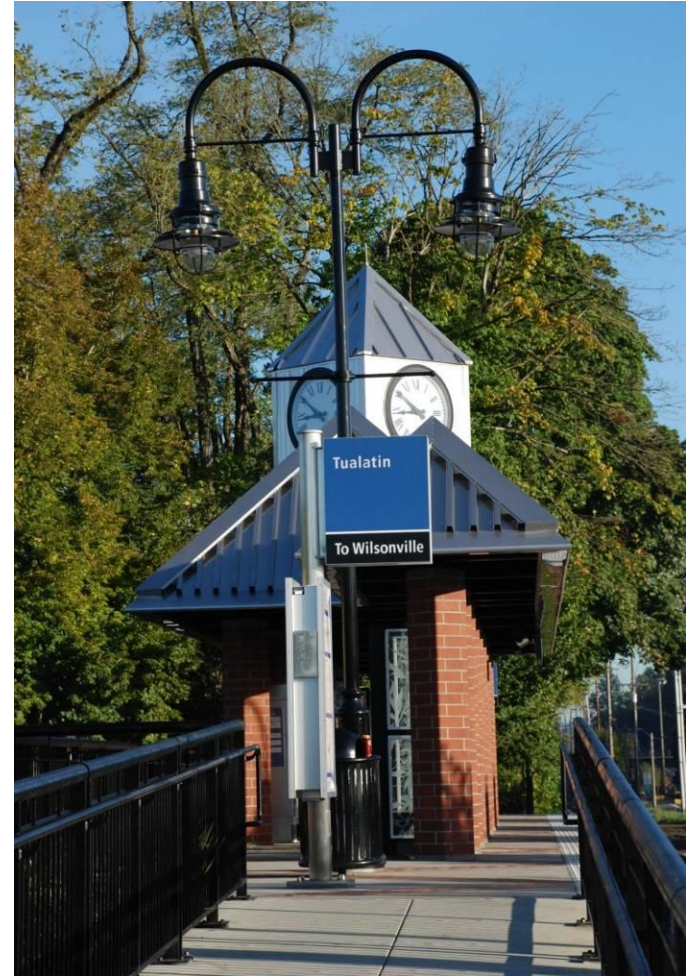
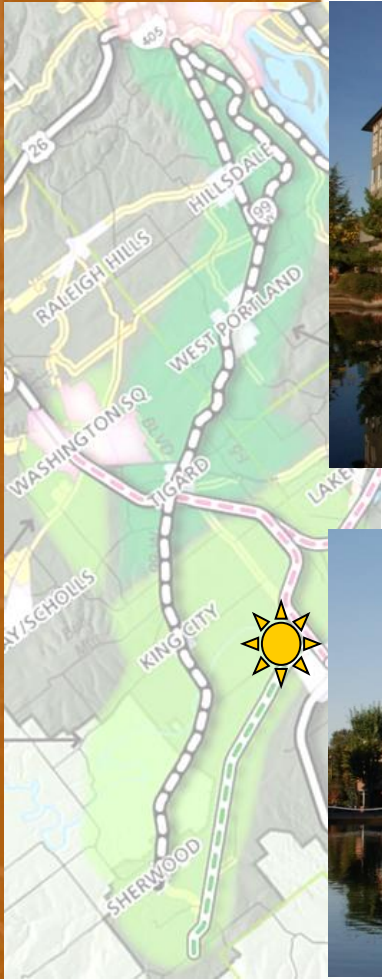




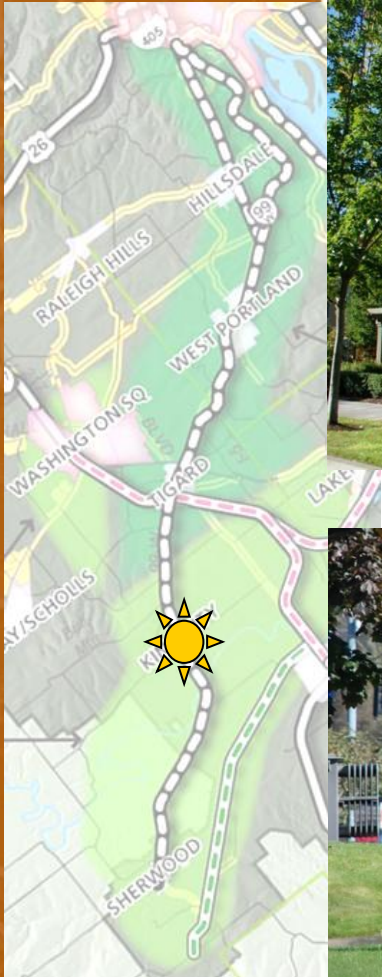
Tualatin Refuge



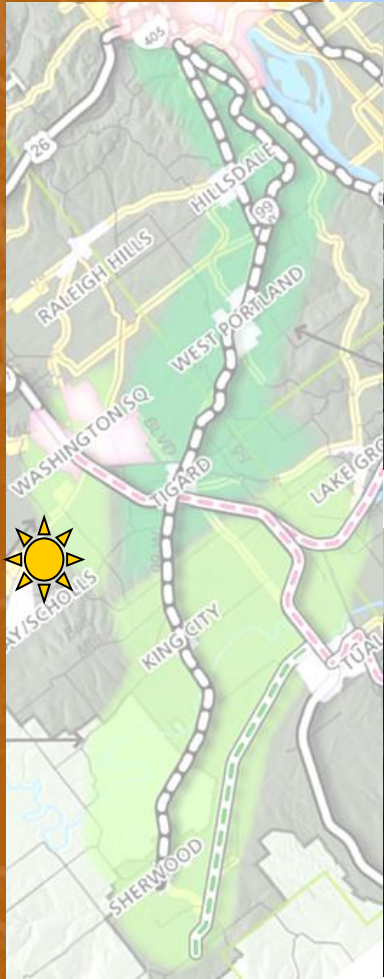
Tualatin Commons



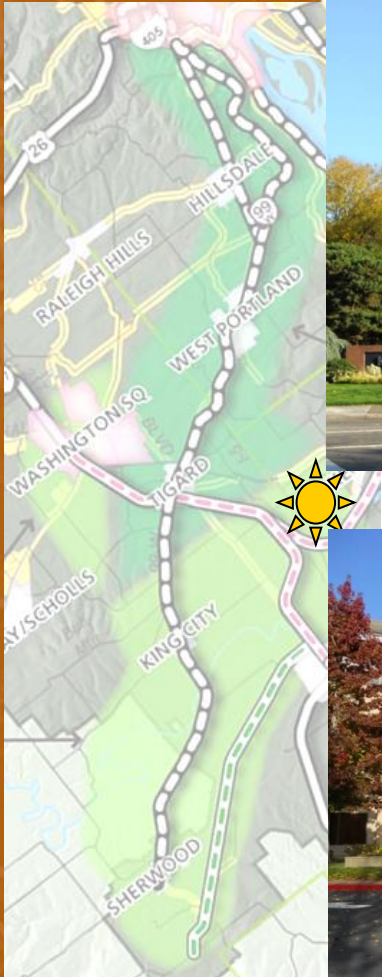
King City



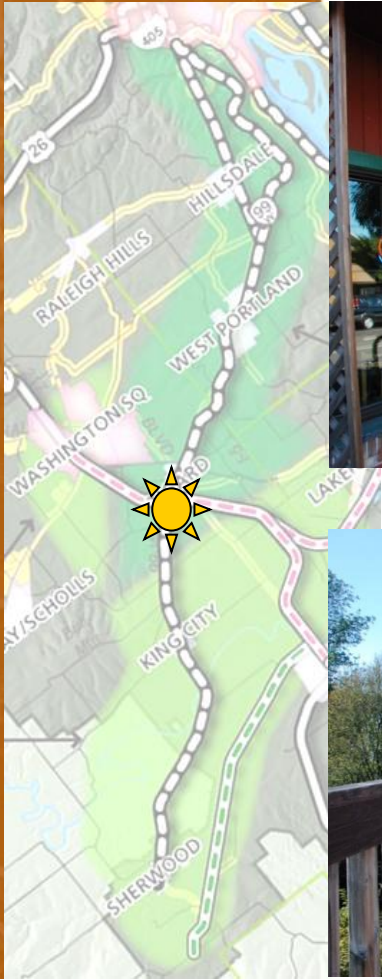
Murray Scholl's Town Center



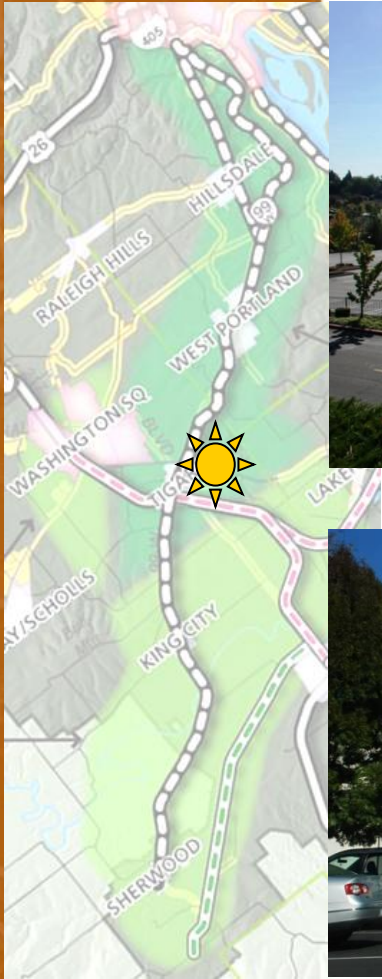
Lake Grove



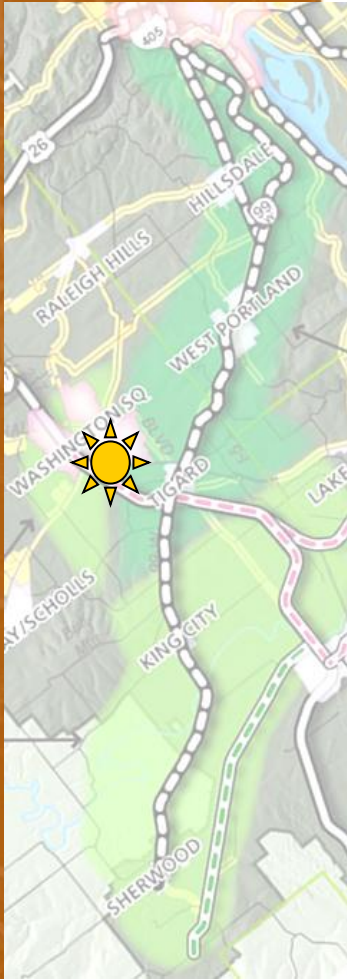
Downtown Tigard



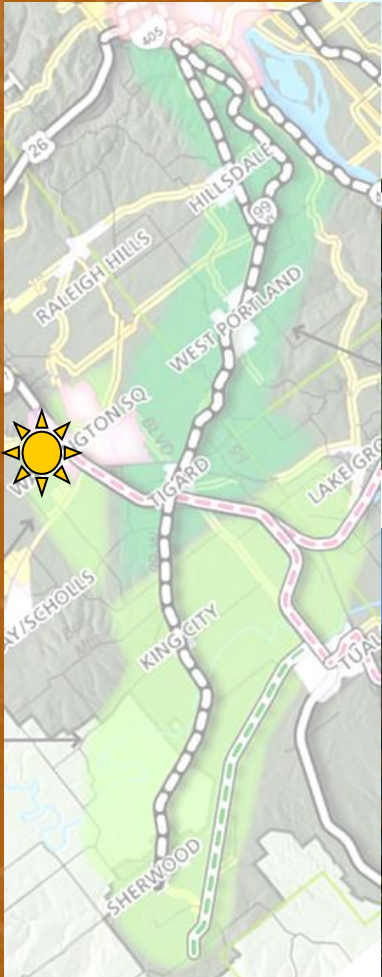
Tigard Triangle



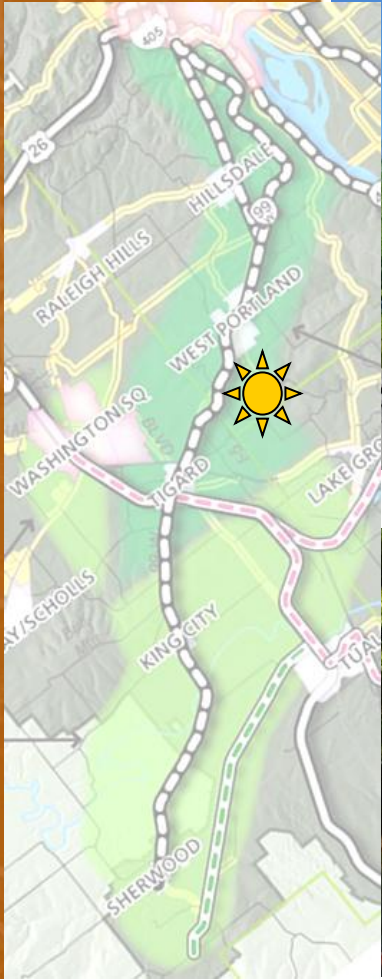
Washington Square



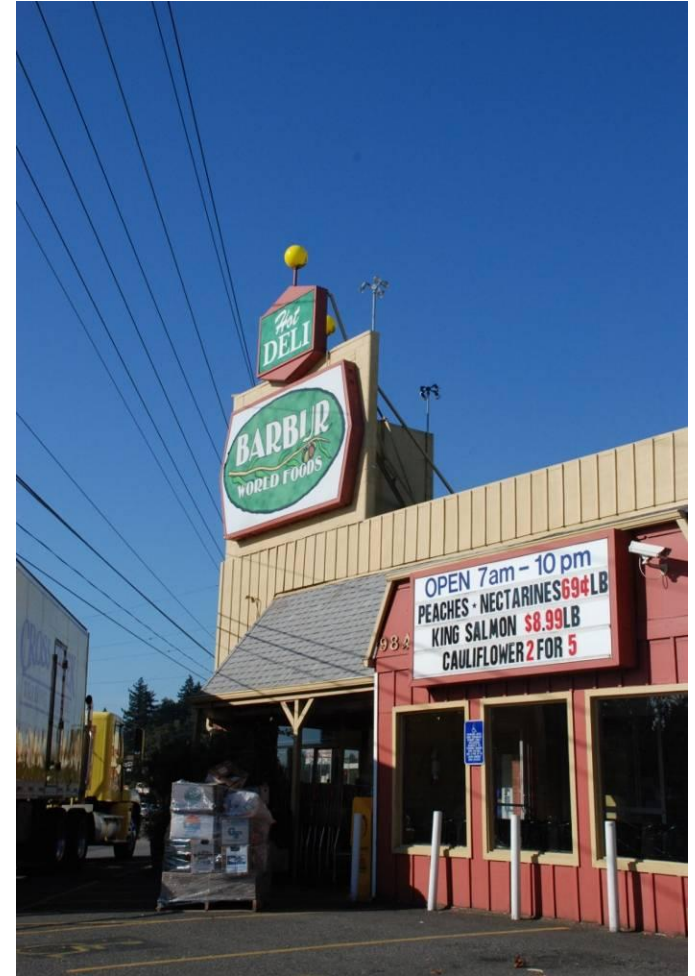
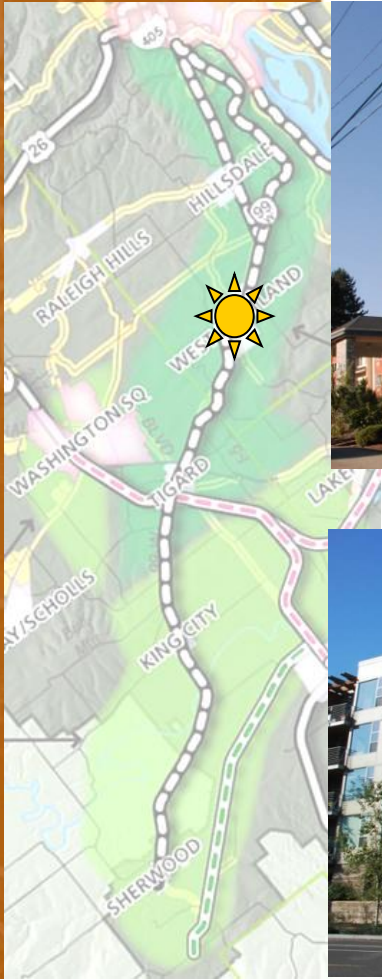
Nimbus



Portland Community College



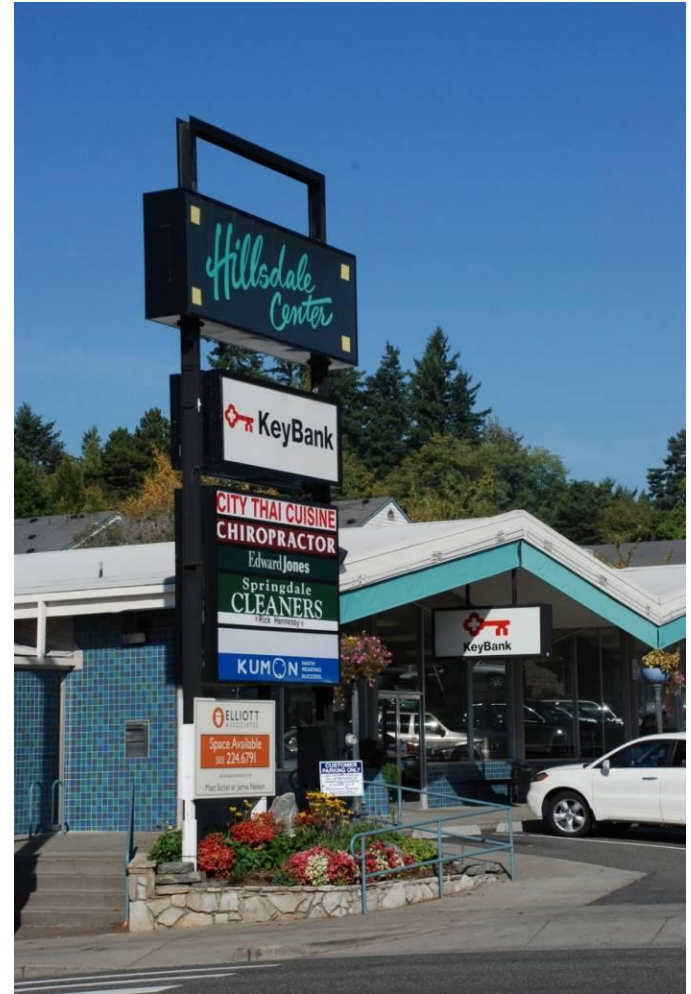
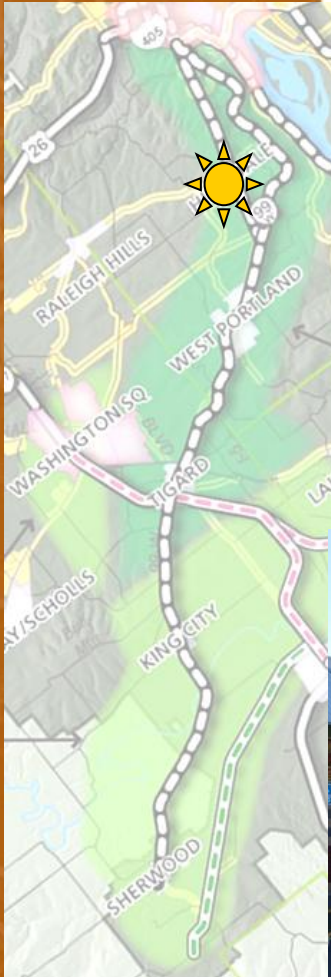
West Portland/Crossroads



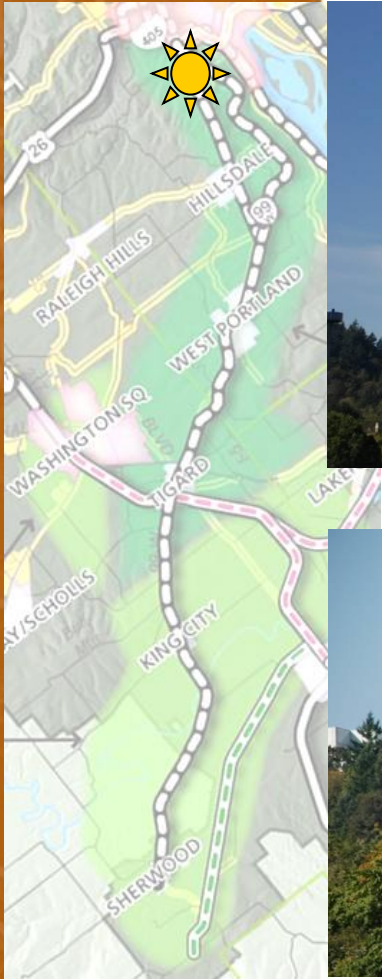
Multnomah Village



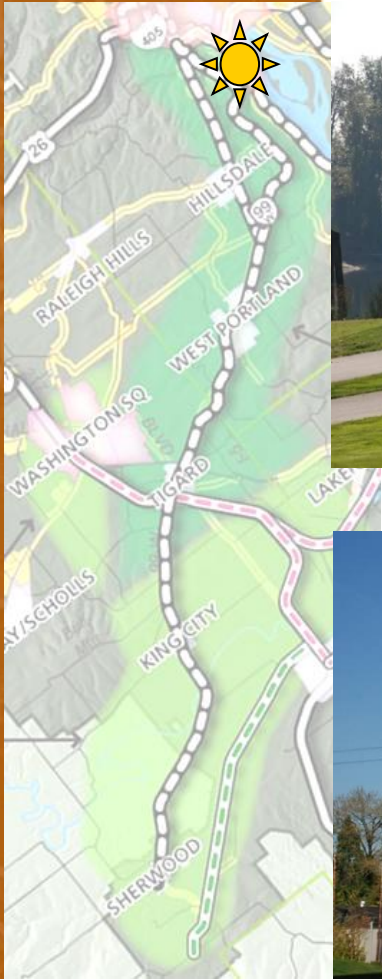
Hillsdale



OHSU

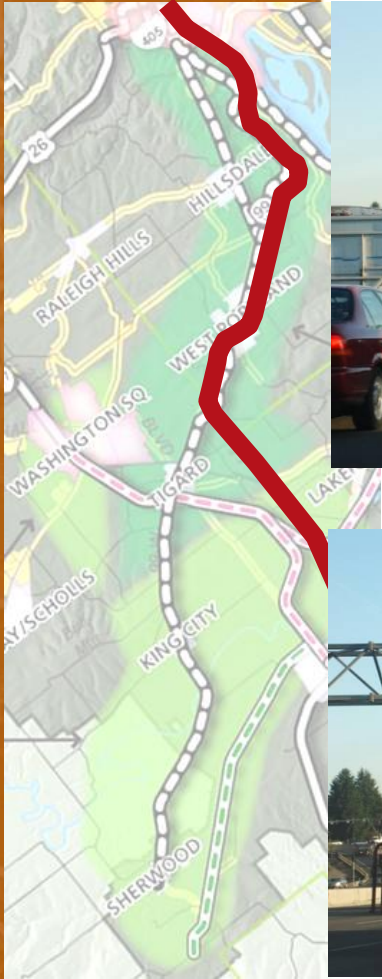


South Waterfront

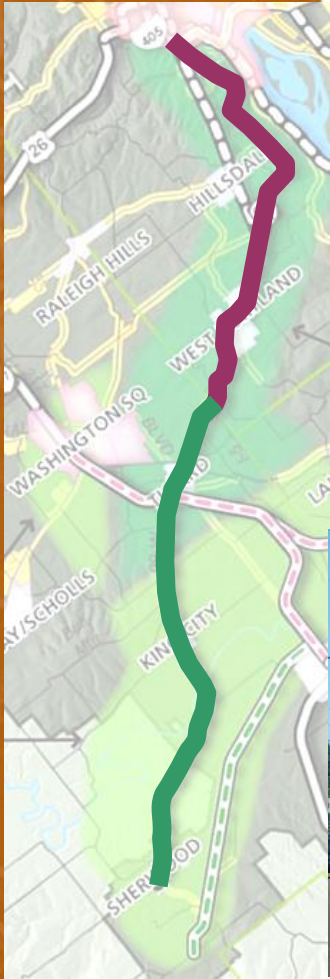


Riverplace





Barbur Boulevard



An orange vertical rectangle on the left side of the slide, featuring a faint, stylized map of a road network with various highway shields.

SW Corridor plan integrated elements

- All transportation modes, including bike/ped
- Green elements – parks, trails, natural areas, habitat, natural resources
- Land use nodes
- Infrastructure
- Brownfields
- Development incentives & barriers
- Economic development opportunities
- Housing choice and equity
- Public health and safety

Green element

Opportunities

- Water quality and quantity: green streets and LID
- Clean air, shade and stormwater: tree canopy
- Wildlife: crossings at 6-8 locations
- Access to nature: trails and parks





Community building

- Infrastructure
 - Needs and funding gaps
- Policy/Regulatory Incentives
 - Where are they successful?
- Economic Development
 - How do we achieve local aspirations?

An orange-tinted map of a city street grid, likely Chicago, serves as a background for the left side of the slide. It shows various streets, highways, and landmarks in a light, semi-transparent style.

Social elements

- Opportunity mapping
- Community access
- Public health

Major tasks

- Define problem statement, goals & objectives, purpose & need
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- Screen and package alternatives
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