



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, September 3, 2019

2:00 PM

Metro Regional Center, Council Chamber

REVISED 8/28

2:00 Call to Order and Roll Call

2:05 Safety Briefing

Work Session Topics:

2:10 Metro Stands For Resolution [18-5260](#)

Presenter(s): Ina Zucker, Metro
Nick Christensen, Metro

Attachments: [Work Session Worksheet](#)
[Resolution No. 19-5016 \(DRAFT 8-28-19\)](#)

2:30 Recycling System Update [18-5261](#)

Presenter(s): Roy Brower, Metro
Matt Korot, Metro
Pam Peck, Metro

Attachments: [Work Session Worksheet](#)
[PowerPoint: Recycling Systems Update](#)

3:15 Regional Investment Strategy [18-5269](#)

Presenter(s): Andy Shaw, Metro

Attachments: [PowerPoint: Regional Investment Strategy Update](#)

3:45 Chief Operating Officer Communication

3:50 Councilor Communication

3:55 Adjourn

**EXECUTIVE SESSION: ORS 192.660 (2)(h): TO CONSULT WITH COUNSEL CONCERNING
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TO BE FILE**

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Metro Stands For Resolution

Work Session Topics

Metro Council Work Session
Tuesday, September 3, 2019
Metro Regional Center, Council Chamber

METRO STANDS FOR RESOLUTION

Date: Aug. 26, 2019

Department: Council Office

Meeting Date: Sept. 3, 2019

Prepared by: Nick Christensen,
nickc@oregonmetro.gov, 503-797-1852

Presenters: Nick Christensen, Ina Zucker

Length: 20 minutes

ISSUE STATEMENT

While Metro has many broad charges regarding issues of regional concern, it's important to recognize specific goals for the months to come.

The Metro Council is specifically looking at four key areas for the coming year: efforts to combat the white nationalism that challenges our American values of civility and equality; addressing the growing economic uncertainty that could spark recession; action to reduce the impacts of pollution and climate change; and improving public safety in the Portland region.

ACTION REQUESTED

Council feedback and consideration of Resolution 19-5016.

IDENTIFIED POLICY OUTCOMES

At the request of the Metro Council President, this resolution presents an opportunity for the Council to exercise regional leadership. While Metro will continue to work on many areas of metropolitan concern, these would be the top priorities for the current Council.

In an era of growing polarization and divisiveness, the Council has an opportunity to be clear about what Metro stands for: the American values of justice, equity, dignity, economic stability and stewardship of our place in the world for future generations.

With these values under threat, this resolution will make clear the Metro Council's course for protecting and supporting these values in the near term.

POLICY QUESTION(S)

- Are these the right focus areas for the Metro Council?
- Are the focus areas accurately highlighted in the resolution?

- How should this resolution direct the work of Metro’s programs and departments?

STAFF RECOMMENDATIONS

Staff recommends the Metro Council adopt Resolution No. 19-5016.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. Known Opposition/Support/Community Feedback

Metro has heard from many community members that climate action, respect and equity, personal safety and economic justice are priorities in the greater Portland region. A 2019 poll of 1,463 Metro-area voters, with a margin of error of 2.8%, indicated that 63% of voters view climate change as an extremely or very serious problem; 45% viewed racial equity as extremely or very serious.

Conversely, 19% of Metro residents do not view climate change as a serious problem, and 20% said they do not view racial inequality as a serious problem. We also know that there are white nationalists who live in greater Portland who would object to improved racial equity; people who do not support the proposition that all people are created equal; people who do not believe we have a responsibility to leave this place, and this planet, in better shape than we found it. It is likely they would oppose many of the tenets of this resolution.

2. Legal Antecedents

Resolution No. 08-3940, for the purpose of affirming a definition of a “successful region” and committing Metro to work with regional partners to identify performance indicators and targets and to develop a decision-making process to create successful communities.

Ordinance No. 10-1244B, for the purpose of making the greatest place and providing capacity for housing and employment to the year 2030; amending the Regional Framework Plan and the Metro Code; and declaring an emergency.

Ordinance No. 14-1346B, for the purpose of adopting a preferred Climate Smart Communities strategy and amending the regional framework plan to comply with state law.

Resolution No. 16-4708, for the purpose of approving the strategic plan to advance racial equity, diversity and inclusion.

Resolution No. 17-4777, for the purpose of reaffirming Metro’s support for stability, opportunity, safety and justice for all people living in our shared region.

3. Anticipated Effects

Guidance to Metro staff on Council priorities.

4. Financial Implications

None.

BACKGROUND

Combatting white nationalism and advancing racial equity

In the 1810s, Black Christians in Charleston, S.C., began congregating in what would eventually be called the Emanuel African Methodist Episcopal Church. In nearly 200 years, the church was visited by Booker T. Washington, Martin Luther King Jr. and countless other Black leaders. In 2015, a man walked into the church and murdered nine parishioners because of the color of their skin.

Three years earlier, a man murdered six worshipping Sikhs in the Milwaukee suburb of Oak Creek. Last year, an alleged white supremacist murdered eleven people at a synagogue in Pittsburgh. And so far this year, at least three alleged white nationalists have murdered religious or ethnic minorities in mass shootings in the United States, the most recent of which was the El Paso shooting of Aug. 3, in which twenty-two people were murdered.

In our own region, 19-year-old Larnell Bruce Jr. was murdered in 2016 by a man who had been a member of a white supremacist prison gang.

There have always been white supremacists in the United States, some on the fringes, some in seats of power. The founding document of this state, the Oregon Constitution, notoriously banned African Americans from even entering Oregon.

They oppose the very notion of Jefferson's "All men are created equal" and they oppose the notion that Lincoln's government "of the people" must also be "for the people." They do not seek the "beautiful symphony of brotherhood" of which King spoke.

While it may seem absurd that our nation has reached a point where the values of equality must be adopted as a resolution, the need to do so is emblematic of our current political climate. In fact, just two years ago, the Metro Council passed resolution 17-4777, expressing the Council's backing of the residents of the Portland region in supporting stability, opportunity, safety and justice for all of those living in our shared region and reaffirmed the Council's commitment to building community trust.

White nationalism is, of course, not the only threat to our region and our nation.

Economic justice

The economic paradigm that has emerged this century has not offered shared prosperity. Since the Great Recession, household wealth in the United States has increased nearly \$50 trillion and more than one-third of that growth, \$16.2 trillion, has gone to the upper 1 percent of households. Workers in the Metro region, and many other parts of the country, can no longer expect that a 40-hour week will provide enough income for basic living expenses.

The Metro Council has many tools at its disposal to combat these trends, most notably its work in improving access to affordable housing, so that Oregonians are not expected to work an unreasonable amount in order to be able to afford housing.

Climate change

Climate change is also threatening Oregon. Since records started being kept at the dawn of the Industrial Age, all of the planet's ten hottest years have been since 1998. Pollution, particularly from petroleum consumption but also from disposal of waste, is releasing chemicals into the atmosphere that prevent solar radiation from reflecting back into space. The Metro Council has adopted policies to help curb pollution in the Portland region, particularly from tailpipe emissions. But more can be done in all facets of pollution emission to combat the growing harm of climate change.

Personal safety

Finally, there is the matter of personal safety. From Jan. 1 to Aug. 21, 2019, 284 people have died on Oregon roads, including 36 in the city of Portland alone. Metro is a committed partner for many Vision Zero efforts and the Metro Council is committed to improving safety for people who are getting around our region.

ATTACHMENTS

[For work session:]

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
 - What other materials are you presenting today?

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DECLARING WHAT) RESOLUTION NO. 19-5016
METRO STANDS FOR)
) Introduced by Councilor Sam Chase and
Councilor Bob Stacey

WHEREAS, to anchor future urban planning to shared regional values, in 2008 the Metro Council adopted six desired outcomes for the region which are: people live, work and play in vibrant communities where their everyday needs are easily accessible; current and future residents benefit from the region's sustained economic competitiveness and prosperity; people have safe and reliable transportation choices that enhance their quality of life; the region is a leader on climate change, and on minimizing contributions to global warming; current and future generations enjoy clean air, clean water and healthy ecosystems; and equity exists relative to the benefits and burdens of growth and change to the region's communities; and

WHEREAS, Metro strives to cultivate diversity, advance equity and practice inclusion in all of its work to ensure shared prosperity, a culture of civility and respect is necessary to foster safe, welcoming and thriving communities; and

WHEREAS, Metro recognizes that greater Portland is built upon the ceded land of many groups of indigenous people who have lived here since time immemorial; and

WHEREAS, Oregon has a history of racist government practices dating to its founding and those practices have excluded and actively harmed communities of color, we must overcome that legacy by elevating voices of communities of color in decision-making around the shared future of the region; and

WHEREAS, white supremacy and white nationalism are contrary to the ideals of the United States, the State of Oregon, and the Metro region, sentiments and actions supporting this ideology must not be tolerated or accepted in our communities and all efforts will be made to counter these ideals and support our whole community including immigrants, refugees, all religions, all genders and sexualities, all races and all people; and

WHEREAS, the Metro Council remains committed to enhancing greater Portland's economy and ensuring equitable access to economic and employment opportunities, equal pay and livable wages, affordable housing, and transportation choices; and

WHEREAS, the greater Portland region has a longstanding commitment to maintaining environmental quality, addressing the impacts of human-caused climate change and leading on climate action through science-informed decision-making, innovation and investments in reducing and mitigating pollution, conservation and education of species, and preparing for the impacts of climate change; and

WHEREAS, vulnerable communities across the region are most impacted by climate change and the detrimental consequences to the health of our environment—especially communities of color and low income communities—a practice of environmental justice must inform all of our actions around development, growth, species conservation, land stewardship and resiliency; and

WHEREAS, Metro is committed to the health and safety of all our residents and will make space for civil dialogue and participation without denigrating, bullying or demeaning other people or their viewpoints; and

WHEREAS, from Charleston to Oak Creek, Pittsburgh to El Paso, racially motivated acts of violence have taken the lives of dozens of Americans, killing more people than any other type domestic extremism since 9/11, action must be taken; now therefore,

BE IT RESOLVED that:

1. The Metro Council stands with all of our community members regardless of race, creed, national origin, gender expression, religion, age, ability or other characteristics, and will strive to lift these voices in the actions of this agency to advance equity and ensure respectful dialogue in our region; and,
2. The Metro Council will continue to work to advance economic justice in greater Portland; and,
3. The Metro Council will take actions that address climate change, reduce pollution and prepare the Portland region for the future; and
4. The Metro Council will support policies that advance the health and personal safety of the people of greater Portland; and
5. The Metro Council adopts the principles of civility, respect and equity; economic justice; climate action; and health and safety as its primary goals.

ADOPTED by the Metro Council this ____ day of September 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Recycling System Update

Work Session Topics

Metro Council Work Session
Tuesday, September 3, 2019
Metro Regional Center, Council Chamber

RECYCLING SYSTEM UPDATE

Date: Aug. 22, 2019

Prepared by: Matt Korot, 503-797-1760,
matt.korot@oregonmetro.gov

Department: Property and
Environmental Services

Presenter(s): Roy Brower, Pam Peck, Matt
Korot

Meeting Date: Sept. 3, 2019

Length: 45 minutes

ISSUE STATEMENT

The constriction of Asian markets for recyclables since late 2017 has presented the Metro region (and much of the rest of the world) with unprecedented challenges to its recycling programs. Public and private sector participants in our recycling system have taken a number of actions to minimize disruptions to these regional programs and the residents and businesses that rely on it. Coincident with managing these short-term challenges, these same organizations have been working together to develop a plan for making the region's system more resilient in the future and fully consistent with the values established in the 2030 Regional Waste Plan. Staff will summarize past and current work and ask for Council's input on how it would like to engage in the future policy, investment and programmatic work that will be critical to charting recycling's future in the region.

ACTION REQUESTED

Feedback from Council on how it would like to engage over the next 12 months on key program and policy decisions related to long-term recycling system resiliency.

IDENTIFIED POLICY OUTCOMES

Earlier this year, the Metro Council adopted the 2030 Regional Waste Plan, which serves as the greater Portland area's blueprint for investing in our garbage and recycling system, reducing the environmental and health impacts of products that end up in this system, and advancing progress towards Metro's racial equity objectives. The plan includes values, goals and actions directly relevant to this recycling system work:

Values

- Protect and restore the environment and promote health for all
- Conserve natural resources
- Ensure operational resilience, adaptability and sustainability
- Provide excellent service and equitable system access

Goals and Actions

Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.

Action 10.1: Provide comprehensive collection services and supporting education and assistance for source-separated recyclables . . .

Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.

Action 15.1: Implement regional consistent contamination reduction efforts to improve material quality . . .

Action 15.2: Regularly assess the list of recyclable materials collected in the residential and business programs in the region relative to end-markets, life cycle environmental benefits, community needs and forecasting of future materials in the waste stream.

Action 15.3: Develop public-private partnerships to expand local markets for priority recyclable materials, with an emphasis on minority-owned and other business owners from historically marginalized groups.

Action 15.4: Fund investments to improve the performance of material recovery facilities through collection rates and/or other mechanisms.

Action 15.6: Implement stronger linkages between recycling collection programs and material recovery facilities through processing performance standards, supply agreements, regulatory oversight or other means.

Action 15.7: Identify and implement changes to recycling collection programs and material recovery facility operations to meet the specifications of a broad range of markets.

Action 15.8: Advocate for statewide policies or implement regional policies that create a preference, incentive or requirement for use of recycling end-markets in Oregon and the Northwest.

POLICY QUESTION(S)

On which program and policy options would Council like to engage and give direction, and what are Council's preferred approaches to doing so?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Increasing the resilience of the region's recycling system and more firmly aligning it with the values of the 2030 Regional Waste Plan will potentially require changes in numerous facets of the system:

- The types of materials collected in our residential and business programs
- The legal and relational frameworks between Metro/local governments and material recovery facilities
- Public investments in material recovery facilities and intermediate or end markets
- The statewide or regional legislative establishment of Extended Producer Responsibility systems to share responsibility for the end-of-life management of waste packaging between manufacturers, retailers and consumers

- The legislative establishment of mechanisms to strengthen end-markets for the region's recyclables
- A ranking of the values that inform our system decisions

Work on these policy options would be intended to help the region be positioned in a year to:

- Stabilize and strengthen the system
- Maintain the high levels of public trust in the system that currently exist
- Advocate for policies at the state level, or enact policies at the regional level, to advance a shared public-private responsibility model for a broad array of products and packaging
- Further invest public money in parts of the system where it makes the most sense to do so

STAFF RECOMMENDATIONS

Not applicable at this time.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The work described above, and the opportunities for Council engagement, are firmly grounded in Metro's regional responsibilities and authorities, and in the strategic policy framework provided by the 2030 Regional Waste Plan. Recycling has been part of the fabric of this region since at least the 1970's and survey data throughout the decades demonstrates not only the continuing popularity of recycling programs among the public, but also the shared values that underline these programs: conservation of natural resources, reducing greenhouse gas emissions and not wasting items.

One of the underlying frameworks of the 2030 Regional Waste Plan (along with racial equity) is the product life cycle. This framework guides us to look at where we can intervene to reduce the environmental and human health impacts of products throughout their "lives," from extraction to production to distribution, use and end-of-life management. The benefits of affecting the earlier stages are major, and the Plan calls for work in this area, but those at the end-of-life segment are also significant and warrant continued support and investment.

To ensure those benefits continue to accrue and grow, Metro has taken a leadership role in participating in, and funding, statewide collaborative work designed to identify options for the Metro region and other parts of the state to consider for strengthening and making the recycling system more resilient. The categories in which those options will fall are indicated in the policy sections above.

In addition to Metro, the statewide collaborative work includes representatives from the Oregon Dept. of Environmental Quality, city and county governments, material recovery facilities and the association/lobbying organization Oregon Refuse and Recycling Organization that represents many haulers and some recovery facilities. Denton Plastics

has also been an active participant. There are both shared and divergent perspectives from participants, based on each particular issue under discussion.

BACKGROUND

The Metro region has one of the oldest and strongest residential and business recycling programs in the country, which reflects a legacy of leadership by community members and foresight on the part of governments. Thoughtful and strategic decisions by local governments and Metro, with input from the private sector, resulted in a program that added materials to the collection list only if there was strong confidence in durable, long-term and real markets for those materials. Likewise, governments made thoughtful decisions about how to collect the materials, going from individual separation by material type to commingled collection of multiple materials only after considerable examination and discussion of the pros and cons of markets, sorting capabilities, convenience to customers and occupational health benefits to haulers. They had particular foresight in insisting that glass bottles and jars be kept separate from other materials.

The region's entire system of recycling is a public-private partnership, in which public entities set the policy framework, the collection service expectations for private haulers and the rates to be paid by customers, and also have primary responsibility for educating the public on how to participate. Private companies collect the material and deliver it to private material processing facilities, which then market the materials to private intermediate or end markets. Ratepayer money makes the whole system hum.

There are dramatic distinctions in the level of public involvement in each part of the system. Local governments and Metro play a very strong role, as described immediately above, in directing collection programs. By contrast, they've been almost completely hands-off in what happens to recyclables after they're collected by haulers. Decisions on how to sort materials and where to market them were, and remain, completely at the discretion of the private material recovery facilities. Until recently, Metro did not even utilize its regulatory authority over these facilities to ensure they operated with minimal impact to community and the environment, and Metro and local governments have played no role in ensuring that the values of fiscal responsibility, environmentalism and stewardship that underlie our collection programs carry all the way through the recycling system.

The situation above has incrementally begun to change and arguably needs to change in more significant ways. The discussion at work session will be centered on what Metro and local governments could do and Council's engagement in this work over the next 12-18 months. The big questions embedded in the Policy Options section above are:

Types of materials collected in our residential and business programs

- The consumer goods industry is constantly changing, so what kinds of packaging can we expect will be on the shelves in the future and what is projected demand for this packaging as a recyclable item?

- What are our expectations for consumer product manufacturers and retailers sharing responsibility with consumers and governments for the recycling of packaging and products after they are used?

Legal and relational frameworks between Metro/local governments and material recovery facilities

- Are the region's material recovery facilities positioned to be able to manage new and existing types of packaging in such a way as to allow them to access the strongest end-market possible?
- What are government's best roles for ensuring our material recovery facilities can meet future system needs?
- What's government's best role in ensuring our material recovery facilities market their materials to destinations that are consistent with our regional values related to equity and environmental outcomes?

End-markets

- What can Metro, local and state governments do to influence the development of additional domestic markets for recyclables, with an emphasis on Oregon and the greater Northwest.

This future work can build on not only the strong efforts of the past 30 years, but the responses that the region has taken over the past two years as market conditions changed:

System investment

- Through collection rate increases and surcharges, the region's residents and businesses have invested an additional \$15-\$20 million dollars to cover higher processing and marketing costs for material recovery facilities. Unlike many areas in Oregon, the United States and overseas, this has allowed the region to maintain its existing recycling program with minimal impact on users and to plan strategically for next steps.
- In year 1 of the Investment & Innovation grant program, Metro invested and leveraged a total of \$569,000 in equipment upgrades at Pioneer Recycling, one of the region's key material recovery facilities, and \$386,000 in upgrades at Denton Plastics, an intermediate processor of recyclables.
- Round 2 of the Investment & Innovation program is now underway and Metro expects to receive full proposals for recycling system improvements from two material recovery facilities and two intermediate processors.

Strategic planning

- Continuing Metro's long history of approaching system changes in strategic, rather than solely reactive manner, Metro is investing considerable time and financial resources (\$170,000) in a statewide collaborative process that will yield research-informed options about: future materials entering the waste stream and the markets for them; the most productive ways to modernize our system; relational frameworks between governments, material recovery

facilities and markets; and policy options for influencing markets and putting in place shared responsibility models with the consumer products industry.

Building blocks for policy discussion

- Statewide legislative victories on plastic bags and single-use items, which were influenced by the work of Metro and area local governments.

ATTACHMENTS

None.

[For work session:]

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? PowerPoint presentation

Materials following this page were distributed at the meeting.

Recycling Systems Update

Metro Council work session
Sept. 3, 2019



Context and purpose

- Update on the recycling system and current actions
- Solicit feedback on future Council engagement



Today's conversation: These recyclables

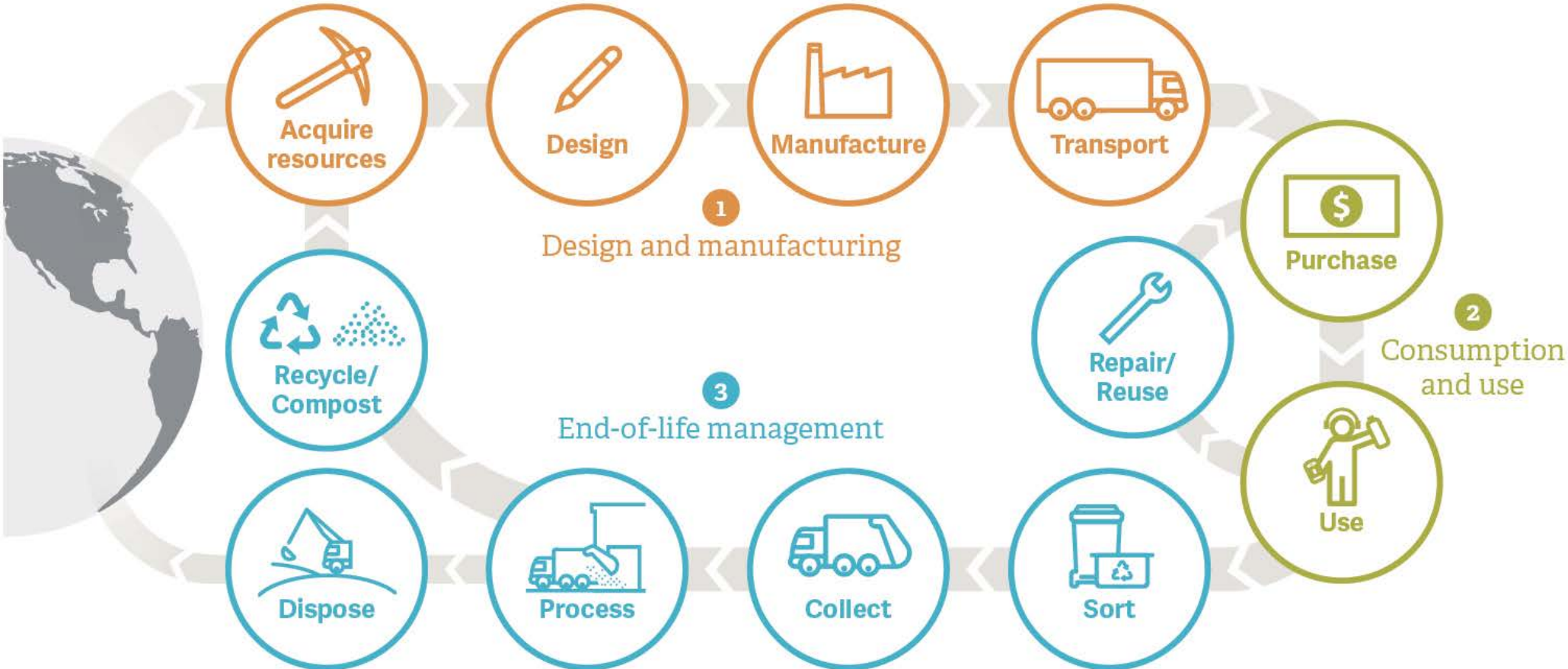




RECYCLING PROCESS



Product Life Cycle



Current challenges and opportunities



- Loss of, and/or changes to, what's accepted by international end markets
- Rapid changes in the types of packaging



- Materials are still getting recycled
- Private and public investment
- New domestic end markets emerging for paper



Current efforts: Stabilize the system

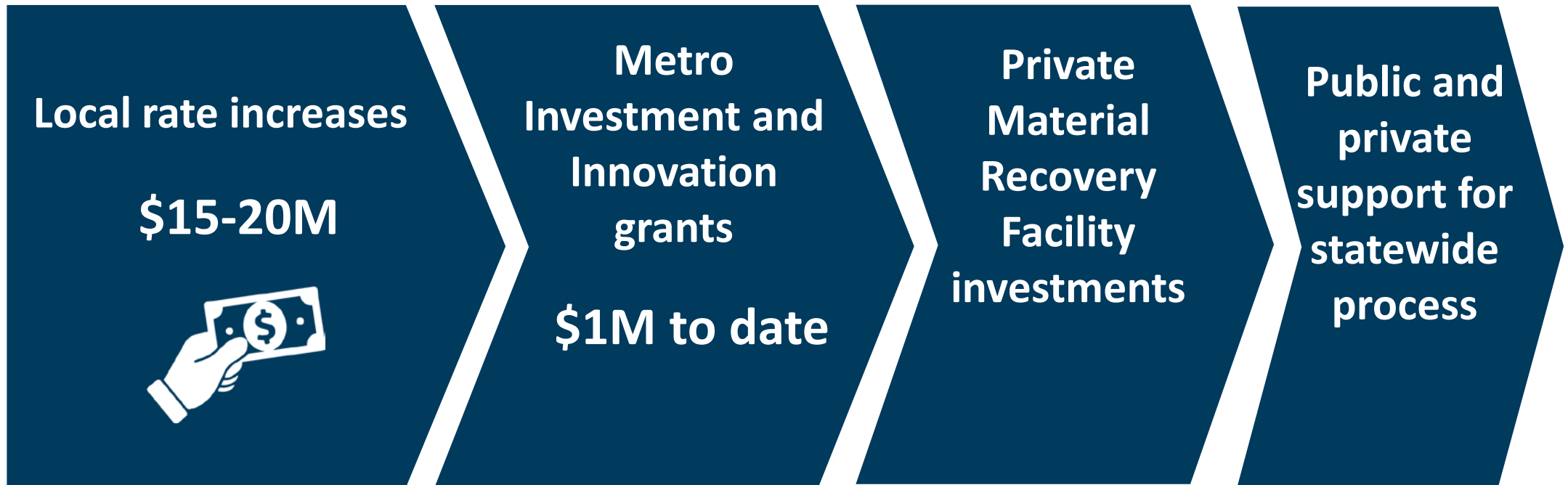
- Coordinate with private sector
- Invest
- Communicate with residents and businesses



Stabilize the system: Coordinate with private sector



Stabilize system: Financial investments



Stabilize system: Communicate with residents and businesses

ReciclarONo.org

**Soy reciclable,
pero mi tapa no lo es.**



ReciclarONo.org

RecycleOrNot.org

**We're plastic bags and plastic
wrap. Please keep us out of
your recycling bin.**

We can end up as litter, and we jam up machines that sort recycling. Learn more about recycling right at RecycleOrNot.org.

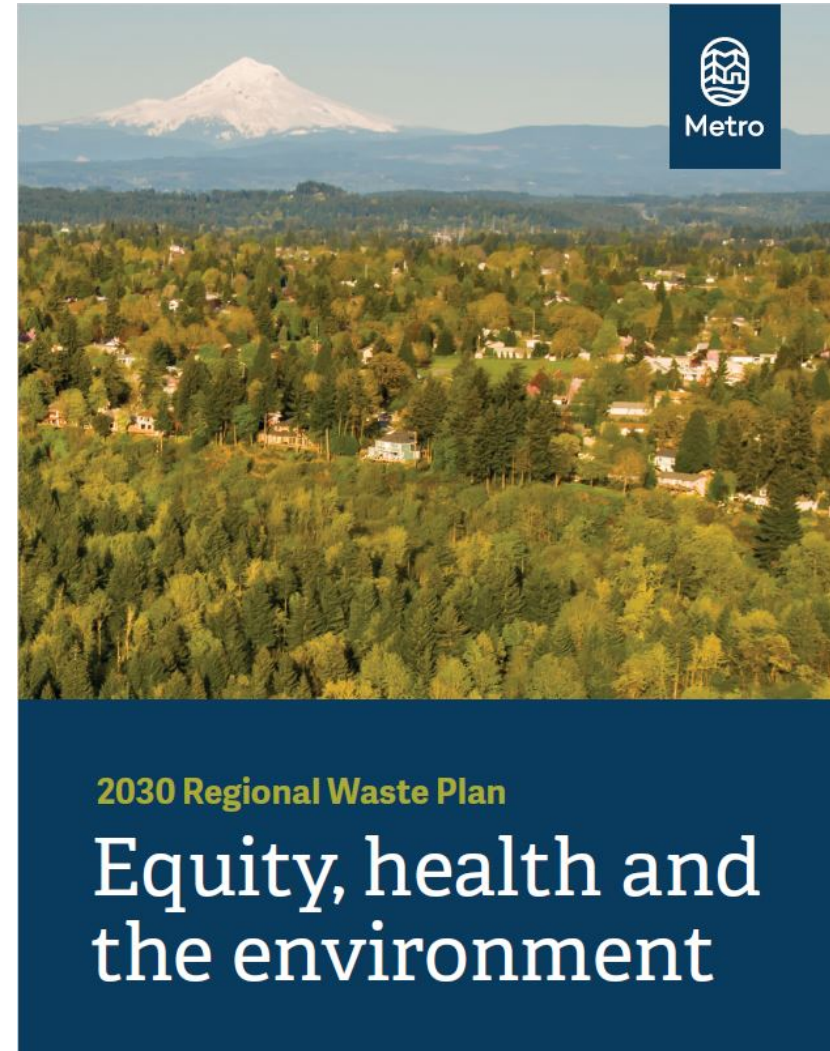


Metro

RecycleOrNot.org

Planning for the future

- Statewide collaborative project
- Metro and local government decision-making



Planning for the future: Statewide project

Reach consensus on actions to:

- optimize benefits for the environment
- make recycling system strong and adaptable to change
- maintain public trust in the system



Recycling Steering Committee

Modernizing Oregon's recycling system with support from Oregon Consensus

Planning for the future: Statewide project



Recycling Steering Committee

Modernizing Oregon's recycling system with support from Oregon Consensus

Association of Oregon Counties (AOC)
Association of Oregon Recyclers (AOR)
Association of Plastics Recyclers/Denton Plastics
EFI
Far West Recycling
Lane County
League of Oregon Cities/City of Beaverton

Metro
North Pacific Paper Company (NORPAC)
Oregon DEQ
Oregon Refuse & Recycling Association (ORRA)
City of Portland
Recycling Partnership
Rogue Disposal & Recycling
Waste Connections
Waste Management

Planning for the future: Metro and Local Government policy and program options



- Materials collected
- Public investments
- Legal and relational frameworks
- Producer Responsibility
- End-markets

Metro and Local Government decision-making: Materials collected

2030 Plan: Regular assessment of accepted materials list for home and business recycling programs (Action 15.2)

Which types of materials should be included in our residential and business recycling programs?



Metro and Local Government decision-making: Materials collected

Key considerations

- long-term strength, viability, and geographic location of end markets
- ability to sort or process materials for end markets
- materials present in our stream today and/or expected in the future
- resident needs and interests

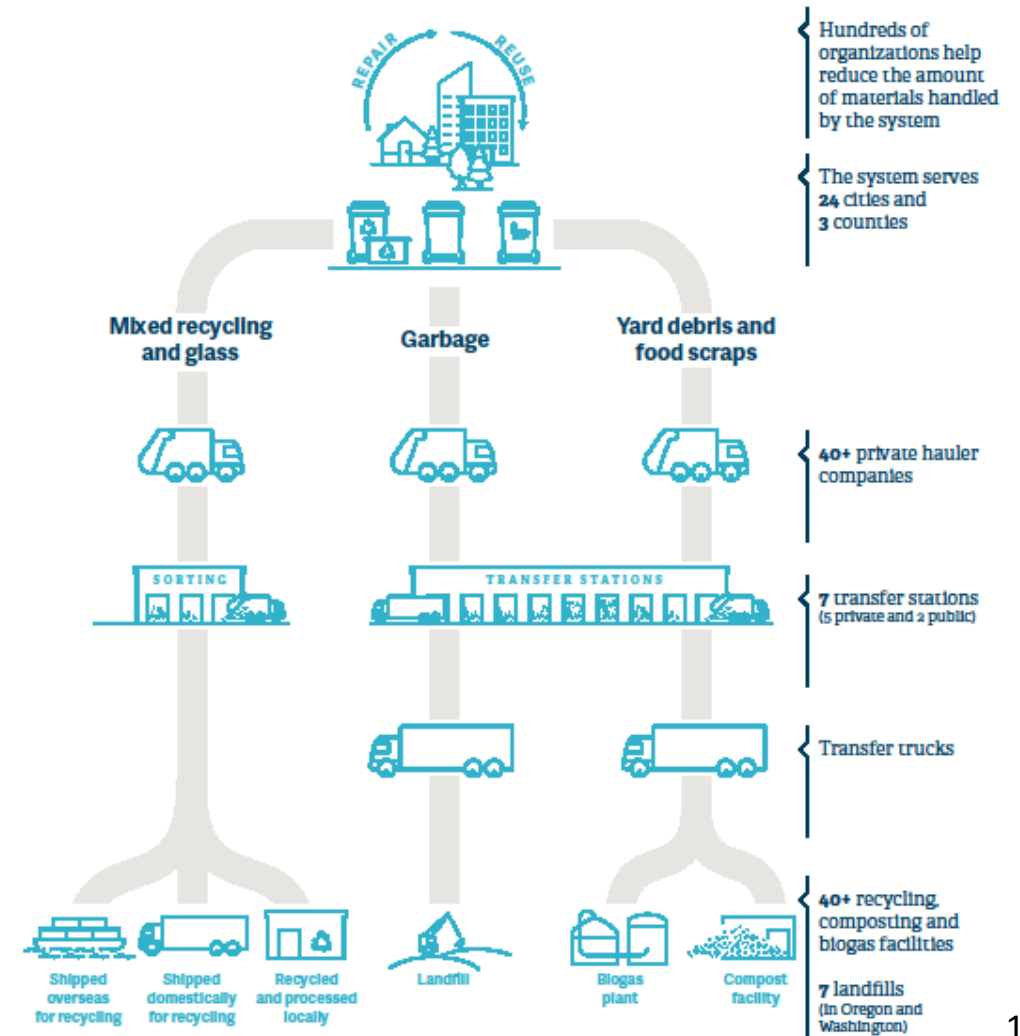


Metro and Local Government decision-making: Public investments

2030 Plan:

- public-private partnerships for priority recyclable materials, with an emphasis on businesses from historically marginalized groups (Action 15.3)
- funding investments to improve the performance of materials recovery facilities (Action 15.4)

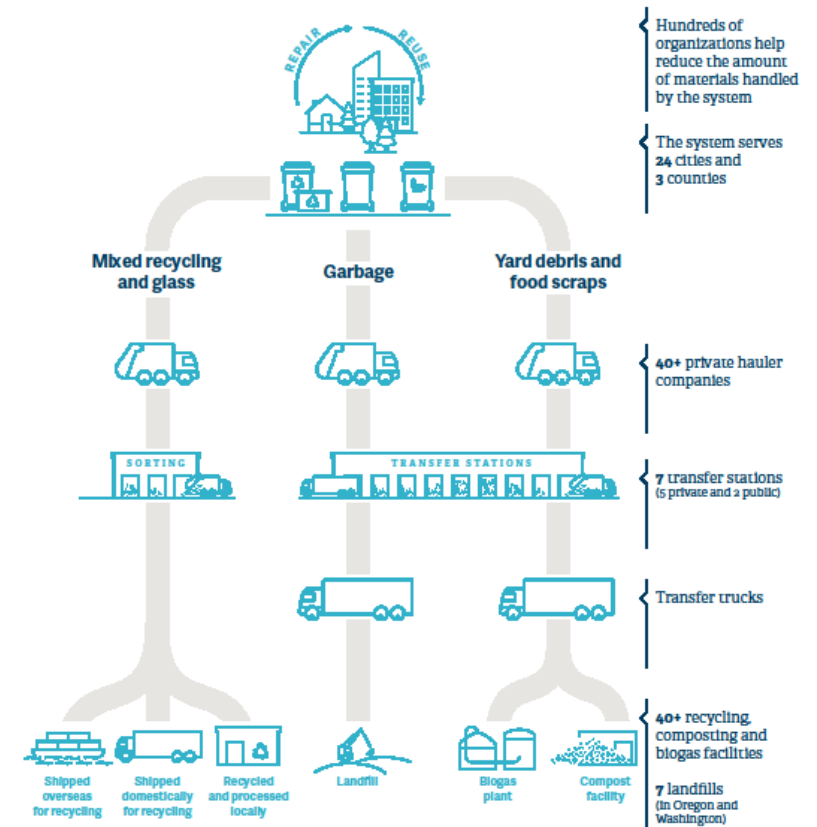
What system investments are needed to achieve goals of strength and resilience?



Metro and Local Government decision-making: Public investments

Choice of system investments will be informed by:

- statewide infrastructure research about options and costs
- secondary sorting research project



Metro and Local Government decision-making: Legal/relational framework with MRFs

2030 Plan: Metro and local governments to implement stronger linkages between recycling collection and recovery facilities through processing performance standards, supply agreements, regulatory oversight or other means (Action 15.6)

What are government's best roles for ensuring our material recovery facilities can meet future system needs?



Metro and Local Government decision-making: Legal/relational framework with MRFs

Recycling system is a public-private partnership with limited public oversight beyond collection

Key areas of public interest:

- End markets and recycling methods are consistent with regional values related to equity and environment
- Transparent and consistent rates
- Not reliant on any one market



Metro and Local Government decision-making: Producer Responsibility

What are our expectations for manufacturers and retailers sharing responsibility for the recycling of their packaging and products?



Metro and Local Government decision-making: Producer Responsibility

Product stewardship

- Minimize health, safety, environmental, and social impacts of a product and its packaging throughout all life cycle stages
- Oregon's Bottle Bill is an example of a product stewardship program.

Extended producer responsibility (EPR)

- Mandatory form of product stewardship
- At minimum includes manufacturer responsibility for post-consumer management of products and packaging
- Oregon examples: E-Cycles electronic waste recycling program; PaintCare paint recycling program; Metro's proposed Household Hazardous Waste EPR bill



Metro and Local Government decision-making: Strengthening recycling end-markets

What can Metro, local and state governments do to influence the development of additional Northwest and U.S. markets for recyclables?



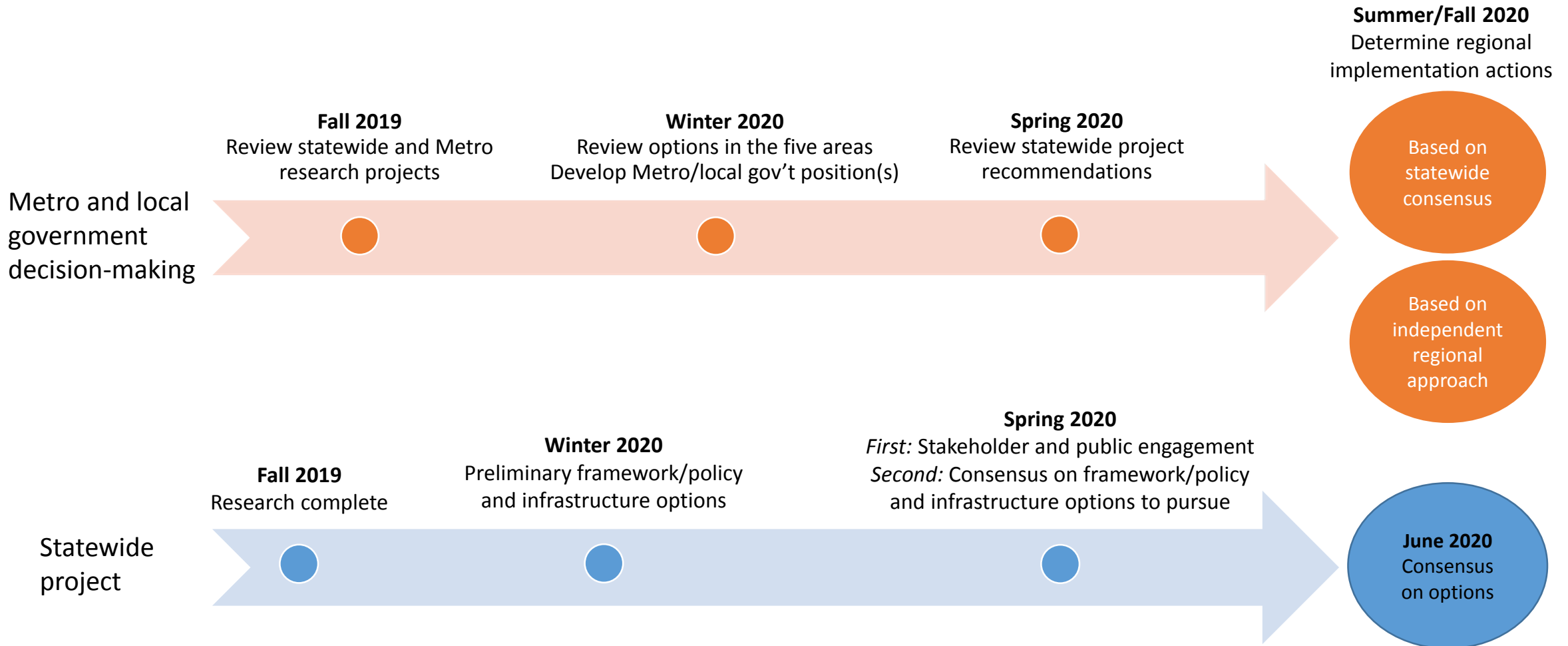
Metro and Local Government decision-making: Strengthening recycling end-markets

Potential areas of influence:

- Recycled content standards for manufactured goods or packaging
- Financial incentives or disincentives
- Public purchasing/procurement preferences



Timeline for Council engagement opportunities



Discussion

- In which program and policy areas would Council like to engage?
- How would Council like to engage?

Materials collected

Public investments

Legal and relational frameworks

Producer Responsibility

End-markets



Regional Investment Strategy: Update

Council work session
Sept. 3, 2019



Metro



Local Investment Teams update



Programs: Concept and purpose

Ongoing, flexible funding

Benefits beyond corridors

Meeting community needs,
based on community input

Capital & non-capital

Advance measure outcomes



Programs: Task Force feedback themes

Access for people living with disabilities

First/last mile access

Resiliency

Transit service

Participatory budgeting

Paratransit

Community safety/enforcement



Task Force program priorities, 8/21

Task Force boards around room

Each member:

- 5 high-priority dots, 2 medium-priority, 2 low-priority
- “Low” priority indicates greater interest than no dot



Task Force program priorities, 8/21

Safe Routes to School

Better Bus

Active Transportation Connections

Safety Hot Spots

Fare Affordability: Students

Transit Vehicle Electrification



Getting your program direction

Sept. 17:
Draft program
recommendation

Sept. 24:
Council direction

November:
Program workshops
(Tentative)



Transportation: Next steps

- Sept. 17** **Metro Council**
Draft Staff Programs recommendation
- Sept. 18** **Task Force**
Local Investment Team feedback: Corridors
- Sept. 24** **Metro Council**
Work session: Programs direction
- Oct. 16/30** **Task Force**
Corridor package recommendations
- Oct. 21-24* *County forums*
- Nov. 19** **Metro Council**
Work session: Package direction

