



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, February 23, 2022

5:00 PM

<https://zoom.us/j/95889916633> (Webinar

ID: 958 8991 6633)

1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)

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2. Public Communication on Agenda Items (5:05 PM)

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on Tuesday, February 22 will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10 PM)

4. Committee Member Communication (5:15 PM)

5. Consent Agenda (5:20 PM)

5.1 Consideration of the January 26, 2022 MPAC Minutes

[COM](#)

[22-0529](#)

Attachments: [012622 MPAC minutes](#)

6. Information/Discussion Items (5:25 PM)

- 6.1 Values and Outcomes for the 2023 Regional
Transportation Plan - Feedback to the Metro Council (5:25
PM) [COM](#)
[22-0524](#)

Presenter(s): Kim Ellis (she/her), Metro

Attachments: [Worksheet](#)
[1-Draft Values and Outcomes for the 2023 RTP](#)
[2-Community Leaders Forum Summary](#)
[3-Stakeholder Interviews Summary](#)
[4-Key Tasks and Focus Areas for the 2023 RTP Update](#)
[5-2023 RTP Update Factsheet](#)
[6-Scoping Timeline](#)

- 6.2 Emerging Transportation Trends Study: Initial Results
(6:00 PM) [COM](#)
[22-0525](#)

Presenter(s): Eliot Rose (he/him), Metro

Attachments: [Metro Emerging Trends - MPAC worksheet](#)
[Metro Emerging Trends - Initial Results Summary for MPAC](#)

- 6.3 Food Scraps Requirement Policy Update (6:35 PM) [COM](#)
[22-0528](#)

Presenter(s): Holly Stirnkorb (she/her), Metro
Rosalynn Green (she/her), Metro

Attachments: [MPAC Worksheet Food Scraps Policy 2022](#)
[MPAC Update Food Scrap Policy](#)
[Ordinance No. 18-1418](#)
[Business Food Waste Requirement](#)
[Frequently Asked Questions](#)

7. Adjourn (7:00 PM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រសិនបើអ្នក ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2022 MPAC Work Program

As of 2/15/2022

Items in italics are tentative

<p><u>January 26, 2022</u></p> <ul style="list-style-type: none"> • Metro Planning & OMA Overview (Margi Bradway, Elissa Gertler, & Carrie MacLaren; 30 min) • I-205 Tolling Discussion (Mandy Putney, ODOT; 30 min) • RTP - Vision and Priority Outcomes for the 2023 Regional Transportation Plan- Discussion (Kim Ellis, Metro; 40 min) 	<p><u>February 23, 2022</u></p> <ul style="list-style-type: none"> • Values and Outcomes for the 2023 Regional Transportation Plan - Feedback to the Metro Council (Kim Ellis, Metro; 35 min) • RTP- Emerging Trends in Transportation (Eliot Rose, Metro; 35 min) • Food Scraps Requirement Policy Update (Holly Stirnkorb & Rosalynn Green, Metro; 20 min)
<p><u>March 23, 2022</u></p> <ul style="list-style-type: none"> • I-205 Tolling Discussion & Consider Action on RTP Amendment (Mandy Putney, ODOT; 30 min) • WPES Budget Development & Fee Setting Update (Pam Peck & Holly Stirnkorb, Metro; 30 min) • <i>Factors of Homelessness: Shelter Siting and Safe Camping (Portland perspective- Safe Rest Villages, small city perspective; 45 min)</i> 	<p><u>April 27, 2022</u></p> <ul style="list-style-type: none"> • Climate Friendly Equitable Communities Rule Making Update (Margi Bradway, Metro; Kirstin Greene, DLCD; 25 min) • <i>Garbage and Recycling System Facilities Plan & Ridwell Update (Pam Peck, Metro; 30 min)</i> • Regional Mobility Policy Update – Discuss Case Study Findings and Recommendations for Updating Policy (Kim Ellis, Metro and Glen Bolen, ODOT; 30 min) • <i>Quarterly Supportive Housing Services Check In and Discussion (20 min, Metro SHS Staff)</i>
<p><u>May 25, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - Goals, Objectives and Targets for the 2023 RTP (Kim Ellis and Eliot Rose, Metro)</i> • <i>Parks Levy Discussion</i> • <u>RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)</u> 	<p><u>June 22, 2022</u></p> <ul style="list-style-type: none"> • TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro) • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro)</i> • <i>RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro)</i> • <i>RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)</i>

<ul style="list-style-type: none"> • <i>RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro)</i> • <i>RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min)</i> 	<ul style="list-style-type: none"> • <i>RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min)</i>
<p><u>July 27, 2022</u> Quarterly SHS Check In</p> <ul style="list-style-type: none"> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> • <i>RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro)</i> 	<p><u>August 24, 2022- CANCELLED</u></p>
<p><u>September, 28, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro)</i> • <i>RTP - Revenue Forecast and Call for Projects for 2023 RTP (Kim Ellis, Metro)</i> 	<p><u>October 26, 2022</u></p>
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> • <i>Freight Commodity Study (Tim Collins, Metro)</i> 	<p><u>December 14, 2022</u></p>

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.

Parking Lot:

- Place making Grants- Dana Lucero (data & assessment for grantees, for interns)
- Andy, Anneliese, Jeff Raker, employment & industrial land panels
- Tigard, mid-cycle UGB review- Ted Reid or Councilor Lewis to give and update and discussion

- New transfers station sites
 - Larger conversation of regional solid waste
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Transportation funding
- Growth Trends (Ted will schedule)
- Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
- 2040 Planning and Development grantee highlights (TBD grant recipients)- follow up with Lisa
- *Regional Solid Waste Discussion 60 min*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*

**5.1 Consideration of the January 26, 2022 MPAC
Minutes**

Consent Agenda

Metro Policy Advisory Committee
Wednesday, February 23, 2022



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
January 26, 2022

MEMBERS PRESENT

Carmen Rubio
Vince Jones-Dixon
Omar Qutub
Mark Shull
Brett Sherman
Ed Gronke
Pam Treece
Steve Callaway
Nadia Hasan
Thomas Kim
Kirstin Greene
Temple Lentz
Diana Perez
Elizabeth Kennedy-Wong
Gerritt Rosenthal
Christine Lewis
Rachel Lyles Smith
Joe Buck
Susheela Jayapal
Gordon Hovies

AFFILIATION

City of Portland
City of Gresham, Second Largest City in Multnomah County
Citizen of Multnomah County
Clackamas County
City of Happy Valley, Other Cities in Clackamas County
Citizen of Clackamas County
Washington County
City of Hillsboro, Largest City in Washington County
City of Beaverton, Second Largest City in Washington County
TriMet
Oregon Department of Land Conservation and Development
Clark County
City of Vancouver
Port of Portland
Metro Council
Metro Council
City of Oregon City, Second Largest City in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Multnomah County
Tualatin Valley Fire & Rescue, Special Districts in Washington County

MEMBERS EXCUSED

Ted Wheeler
Brian Hodson
James Fage
Peter Truax
Terri Preeg Riggsby
Luis Nava
Mark Watson

Brian Cooper

AFFILIATION

City of Portland
City of Canby, City in Clackamas County outside UGB
City of North Plains, City in Washington County outside UGB
City of Forest Grove, Other Cities in Washington County
Districts in Multnomah County
Citizen of Washington County
Hillsboro School District Board of Directors, Governing Body of
a School District
City of Fairview, Other Cities in Multnomah County

ALTERNATES PRESENT

Elizabeth Amira Streeter
Laura Kelly
Sonya Fischer
Jules Walters

AFFILIATION

Citizen of Multnomah County
Oregon Department of Land Conservation and Development
Clackamas County
West Linn, Other Cities in Clackamas County

OTHERS PRESENT: Adam Barber, Carol Chesarek, Chris Deffebach, Colin Cooper, David Berniker, Duncan Hwang, Jaimie Lorenzini, Jean Senechal Biggs, Jeff Gudman, Julia Hajduk, Katherine Kelly, Laurie Petrie, Mandy Putney, Megan McKibben, Michael Goff, Mona Schwartz, Monique Smiley, Paul Comery, Peter Swinton, Schuyler Warren, Seraphie Allen, Sonya Fischer, Tom Armstrong, Tom Markgraf, Will Farley.

STAFF: Anne Buzzini, Margi Bradway, Jaye Cromwell, Carrie MacLaren, Michelle Bellia, Kim Ellis

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Joe Buck (he/him) called the virtual meeting to order at 5:00 PM and welcomed new MPAC members.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There was none.

3. COUNCIL UPDATE

Councilor Christine Lewis (she/her) gave the Council Update. She provided updates on Metro's Parks and Nature bond, explaining that much of the work to turn the Parks and Nature bond into programs ready for investment are underway and will be completed by this spring. She highlighted trails funding and two new Metro Nature Parks. Councilor Lewis explained the problems that the Waste Prevention and Environmental Services Department experienced this month including weather and COVID concerns and discussed Metro's newest councilor, Councilor Duncan Hwang.

4. COMMITTEE MEMBER COMMUNICATIONS

Elizabeth Kennedy-Wong (she/her) provided updates on an effort by the Port of Portland to develop a Mass Timber Modular Manufacturing Facility at the Port of Portland's Terminal 2 property. She explained that the Port of Portland is currently putting together a multi-million dollar grant application and asked if MPAC members would be interested in supporting or learning more about this.

Kirsten Green (she/her) thanked Elizabeth for bringing this up today and stressed that this is a nationally competitive grant, highlighting that they will need as much support as possible.

In the chat Commissioner Susheela Jayapal (she/her) expressed interest in supporting this effort.

In the chat Councilor Nadia Hasan (she/her) and Councilor Vince Jones-Dixon (he/him) asked for Elizabeth's contact information to follow up.

5. **CONSENT AGENDA**

MOTION: Mayor Steve Callaway (he/him) motioned to accept the consent agenda. Ed Gronke (he/him) seconded.

ACTION: Councilor abstained. With all others in favor, the motion passed.

6. **ACTION ITEMS**

6.1 **MPAC Vote on New 2022 Officers**

Chair Buck explained who was on the nominating committee and who the nominating committee recommends. The nominating committee nominated the following:

- Chair Buck as MPAC Chair
- Councilor Vince Jones-Dixon (he/him) as Vice Chair
- Commissioner Pam Treece (she/her) as Second Vice Chair

Chair Buck asked for nominations other for the role of MPAC Chair. Seeing none he accepted the nomination as MPAC Chair. Chair Buck then asked for nominations for the role of MPAC First Vice Chair. Seeing none he asked Councilor Jones-Dixon if he accepts the nomination.

Councilor Jones-Dixon accepted the nomination.

Chair buck then asked from nominations for the role of MPAC Second Vice Chair. Seeing none he asked Commissioner Treece if she accepts the nomination.

Commissioner Treece accepted the nomination.

MOTION: Thomas Kim (he/him) motioned to accept the nominations. Councilor Hasan seconded.

ACTION: With all in favor, the motion passed.

7. **INFORMATION/DISCUSSION ITEMS**

7.1 **Metro Planning & OMA Overview**

Chair Buck introduced Metro Staff Margi Bradway (she/her), Carrie MacLaren (she/her), and Elissa Gertler (she/her) to provide an overview of MPAC's role.

Key points of the presentation included:

Elissa introduced the presentation and provided information about Metro and what MPAC is.

Carrie described the MPAC By-Laws.

Elissa explained that MPAC has become a forum for making regional connections that go across city and county lines, recognized the discriminatory history that urban planning has been based on and discussed the importance of continuing to build antiracist systems into urban planning. She then described the buckets of work that are within the Planning, Development, and Research department, these include urban policy and development, regional transportation planning, and regional affordable housing.

Margi discussed briefly discussed regional transportation planning.

Elissa highlighted local lessons and best practices and presented a few questions to MPAC.

Member Discussion Included:

Councilor Diana Perez (she/her/ella) asked how changes can be made so that the City of Vancouver and Clark County can be voting members.

Carrie provided background information about why Vancouver has not had a voting member on MPAC, explaining that the Urban Growth Boundary (UGB) is solely within Oregon and explained that MPAC by-laws can be amended with a majority vote of MPAC, if membership is to be changed that must be concurred with by a majority vote from Metro Council.

Councilor Perez followed up by expressing hope that MPAC might be open to the discussion of making MPAC members in Washington voting members in the future.

Chair Buck expressed that very few votes are taken at MPAC and input on discussion topics is most important.

Councilor Perez stressed that Vancouver has a role in almost all MPAC's focus areas so she would like to have the discussion around Vancouver's role in MPAC.

Elissa discussed a project called Colombia Connects that looks at economic investments in the area and highlighted that they hope to bring this to MPAC for feedback rather than action.

Commissioner Treece asked staff if MPAC will be asked to make recommendations on Tigard's mid-cycle UGB addition request and if any changes to Metro's role in climate friendly regulations will come to MPAC.

Elissa explained that this is the first mid-cycle UGB process has been in place and highlighted that they will be waiting for Council's recommendation to follow up with MPAC.

Margi explained that the rule making advisory committee is working on creating a final draft so that rules for elected leaders can be best summarized.

Kirsten Green (she/her) confirmed that this will come to MPAC in April and thanked staff for the work done on Metro's Climate Smart Strategy.

Chair Buck highlighted that Metro Council President Peterson requested the MPAC look at a number of topics around homelessness in the region including how local governments can do more to support and effectively cite shelters and safe camp sites and the economic factors that cause Oregonians to experience homelessness.

Councilor Jones-Dixon agreed that homelessness must be discussed at MPAC this year.

7.2 I-205 Tolling Discussion

Chair Buck stressed that this item is for discussion only, no action is being taken but ultimately MPAC will take an advisory vote for Metro Council. He introduced Margi Bradway to provide an overview and timeline of this process and share MTAC's concerns with this project. He also introduced ODOT Staff Mandy Putney (she/her) and Della Mosier (she/her) to present.

Key points of the presentation included:

Margi introduced today's presentation, explained the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), the amendment process, the upcoming I-205 Toll Project amendment schedule and summarized the January 19 MTAC discussion.

Della introduced the presentation and highlighted the timeline for this project noting that the project is in its very early stages. Della then presented ODOT's commitments for the I-205 Toll Project.

Mandy discussed background information around the I-205 Toll Project Amendment, what is in the proposed amendment and what it funds. She dove into what would happen if the I-205 Toll Project environmental analysis might be delayed, next steps, and the tolling timeline.

Member Discussion Included:

Chair Buck expressed appreciation for the commitments from ODOT and concerns that little new information has been presented in the past year since this first began being

discussed. Chair Buck went on to explain that he fears that the region's transportation goals will not be reached through this siloed approach and that he prefers comprehensive planning through the framework of the RMPP. He stressed that local leaders need to be heard.

Councilor Brett Sherman (he/him) asked staff about the potential issues of delaying the decision for a month or two.

Mandy explained that delaying the environmental analysis would have ripple effects on the ability to reach the implementation date at the end of 2024.

Della also responded to Councilor Sherman's question by stressing that while postponing this vote for one month will not kill the program but it slows the momentum of being able to answer the questions that folks are asking.

Due to time restrictions Chair Buck postponed Agenda Item 7.3 RTP - Vision and Priority Outcomes for the 2023 Regional Transportation Plan-Discussion to a future date.

Mayor Callaway expressed concern on small number of opportunities for the regional body to formally weigh in on the proposals and requested that any vote be pushed back until April.

Commission Mark Shull (he/him) explained the information that he had was that votes would be delayed until April in order to give the region the chance to work with the Urban Mobility Office and to explore funding so that I-205 does not need to be tolled ahead of the rest region. He asked staff if this information is correct.

Mandy responded and explained that committee actions have been recently shifted to February and the Metro council conversation to March.

Margi confirmed that committee action is planned to be requested in February.

Gordon Hovies (he/him) expressed that the general public needs to be provided information about how this federal highway can be tolled when federal taxes have already been paid. He voiced concern that this toll could disproportionately hurt middle and lower income individuals and wants more information on if emergency vehicles will have to pay these tolls and how this will affect the public. Gordon explained that he is hoping for more transparency around where tolling profits will be spent.

Ed Gronke voiced concern around the number of unanswered questions that are still left and about diversion that will be caused by this tolling. He explained that he cannot support the amendment at this point.

Councilor Lewis asked what will change before MPAC is asked to vote, expressed that much more research must be done, and concern for the idea of switching back and forth between a traditional tolling program and new model congestion pricing.

Della recognized the trust deficit between local leaders and ODOT and explained that ODOT is requesting funds to allow them to answer many of the questions that local leaders have asked. She concluded by encouraging MPACT members to continue to challenge and question the work being done.

Councilor Perez brought up tolling on the I-5 bridge replacement project and pushed a holistic view within the region in regards to tolling.

Margi agreed with Councilor Perez that there is a need for policy framework around the larger regional congestion pricing and addressed a detailed study done by Metro that looked at system wide effects of tolling. This work will be done around April or May.

Mandy expressed hope that the environmental analysis will help provide answers and information that informs the policy conversation. She explained that the sooner they are able to provide findings of how congestion pricing on I-205 can support region and statewide goals the better.

Mayor Callaway stressed that he needs to see commitments before the vote but right now it feels like the vote is supposed to happen before the commitments.

Mandy encouraged Mayor Callaway to follow up about what commitments he is looking for.

In the chat Margi stated the following: “Regional Congestion Pricing Study <https://www.oregonmetro.gov/regional-congestion-pricing-study>”

Chair Buck highlighted that he is not comfortable moving forward with a February vote without seeing more responsiveness around what the cities are asking for.

In the chat Elizabeth provided her contact information if anyone would like more information on the Port/Hacienda/Mass Timber partnership to develop a mass timber production facility and equitable workforce development opportunities - elizabeth.kennedy-wong@portofportland.com.

8. **ADJOURN**

Chair Buck adjourned the meeting at 7:00 PM.

Respectfully Submitted,

Stellan Roberts

Stellan Roberts
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 26, 2022

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
7.1	Presentation	01/26/22	MPAC Overview Presentation	012622m-01
7.2	Presentation	01/26/22	2023 RTP Presentation	012622m-02
7.2	Presentation	01/26/22	RTP I-205 Congestion Pricing Amendment Presentation	012622m-03

**6.1 Values and Outcomes for the 2023 Regional
Transportation Plan - Feedback to the Metro Council**

Information/Discussion Items

Metro Policy Advisor Committee
Wednesday, February 23, 2022

MPAC Worksheet

Agenda Item Title: Values and Outcomes for the 2023 Regional Transportation Plan

Presenters: Kim Ellis, RTP Project Manager (she/her)

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

- provide an update on the scoping process
- seek feedback on the draft values and outcomes for the 2023 Regional Transportation Plan (see Attachment 1)

Outcome

MPAC members discuss and provide feedback on these questions:

- What are the outcomes that you would like to see for the regional transportation system in the next 25 years?
- Are any values or outcomes missing that are important to explicitly highlight (*See Attachment 1*)?

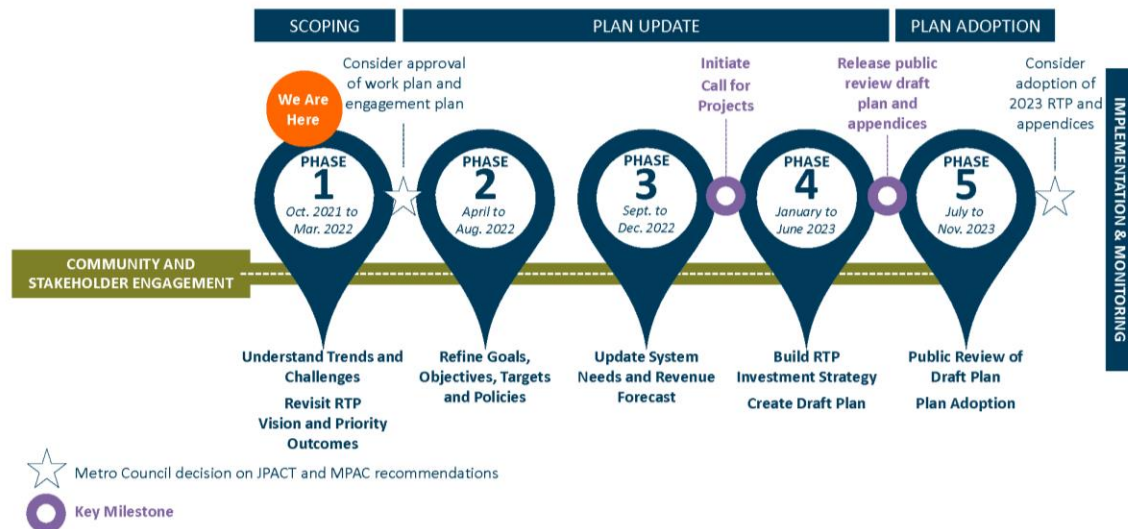
What has changed since MPAC last considered this issue/item?

The scoping process for the 2023 RTP update began in October 2021. At that time the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and MPAC provided feedback on the planning process and priorities to be addressed through the update.

Since October, the project team has conducted research and engaged stakeholders to identify transportation trends and challenges affecting how people travel in the region, priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations and business groups and members of the public in shaping the updated plan.

Staff updated the project timeline to allow more time for setting the policy foundation and identifying needs and priorities before initiating the Call for Projects in early 2023. The updated timeline is shown below.

Figure 1. 2023 Regional Transportation Plan Timeline



In February, staff drafted the values and outcomes for discussion and feedback by the Metro Council, JPACT, Metro’s Committee on Racial Equity (CORE) and MPAC. (See Attachment 1 in the packet materials.) The values and outcomes are intended to guide planning and engagement activities throughout the process. The draft values and outcomes reflect priorities expressed by the Metro Council, JPACT and MPAC last Fall and priorities identified through subsequent engagement activities with TPAC, MTAC, local, regional and state public officials, business groups, community-based organizations and members of the community.

RTP planning and engagement activities since Oct. 2021

A summary of the planning and engagement activities completed and underway follows.

Racial Equity Framework – The project team has been working with Metro’s Diversity, Equity and Inclusion (DEI) staff liaison to identify opportunities for further advancing racial equity and [Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion \(SPAREDI\)](#) through the 2023 RTP. As a first step in the work, the project team participated in a two-day training led by Metro DEI staff and Scott Winn, a consultant, in June 2021.

The team is working to develop the work plan and engagement plan considering these questions:

- How will the goal and outcome for each RTP process area advance Metro’s overall racial equity goals?
- What are the specific long-term racial equity outcomes that will be impacted by the RTP decision?
- What have we learned from past partnerships with communities of color (either in previous updates of the RTP or other projects) that could inform these racial equity outcomes and goals?

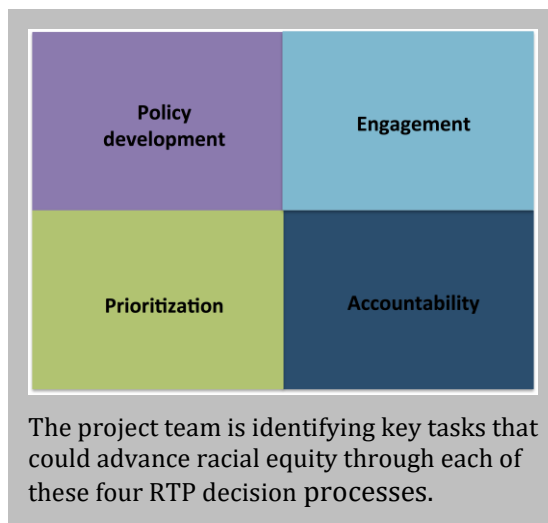
To consider these questions, team reviewed how Metro approached equity in the 2018 RTP update and other recent regional transportation processes and discussed successes and opportunities for further improvement to identify potential changes to the RTP process. Staff also reviewed the [Federal Executive Order on Advancing Racial Equity](#), new [Federal Planning Emphasis Areas](#), the [Oregon American Planning Association \(APA\) Racial Equity Glossary](#) and the Climate-Friendly Equitable Communities (CFEC) draft [Equitable Outcomes Statement](#) and [draft rules on equity analysis and engagement](#) being developed through the statewide [CFEC rulemaking](#) process.

To date, the team has identified the need to: update terms and equity-related definitions throughout the RTP to be consistent with Metro’s equity strategy and inclusive style guide, update designated RTP Equity Focus Areas (EFAs) using 2020 census data, define what constitutes an equity project in the 2023 RTP and refine equity evaluation methods. The team would like to engage Metro’s Committee on Racial Equity (CORE) in this work.

Emerging Transportation Trends Study – The project team continued background research to identify how the COVID-19 pandemic and other recent disruptions could impact meeting the overarching RTP priorities. The Metro Council, JPACT, and MPAC have received briefings and provided feedback on this study. The study findings and recommendations will help set a foundation for updating the RTP.

Other background work underway – The project team has started background research in support of the update, including:

- The **Regional Freight Delay and Commodities Flow Study** stakeholder advisory committee began meeting in January. The study is anticipated to help inform data and policy analysis



related to freight delay and e-commerce trends in the RTP. This study is anticipated to be completed in July 2023.

- **Data collection and background policy analysis** has started help support Council, MPAC and JPACT policy discussions related to: **regional transportation trends, regional congestion pricing policy, regional mobility policy, a strategy for safe and healthy urban arterials, RTP revenue sources and finance plan**, approaches for updating the **Climate Smart Strategy**, conducting a **regional transportation needs and disparities assessment**, and **advancing the region's state of practice for measurement** of mobility, transportation equity and greenhouse gas emissions.
- A work plan for **updating the Regional High Capacity Transit (HCT) Strategy** is under development. The updated strategy will establish a vision for Bus Rapid Transit (BRT) that provides equitable access to rapid transit across the region.
- **Scan of other planning activities** of local, regional and state efforts have been completed or are underway since 2018 that will inform the 2023 RTP update. Regional efforts identified in Chapter 8 of the RTP include:
 - Better Bus (formally Enhanced Transit) Program (ongoing; a briefing on this will be scheduled for a future meeting)
 - Designing Livable Streets and Trails Guide (completed in 2019)
 - Jurisdictional Transfer Framework (completed in 2020)
 - Regional Trail System Plan Map Update (completed in 2021)
 - Transportation System Management and Operations (TSMO) Strategy Update (completed in 2021)
 - Regional Emergency Transportation Routes Update (Ph. 1 completed in 2021; Ph. 2. anticipated completion in 2023)
 - Active Transportation Return On Investment (anticipated completion in Spring 2022)

Engagement Activities – The project team continued to seek input from local, regional, state and federal partners, community-based organizations, business groups and members of the community. Activities included:

- **Briefings and presentations to technical and policy regional advisory committees and county-level coordinating committees** on the 2023 RTP process.
- **Four language-specific focus groups** conducted as part of updating Metro's Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency). A summary report will be posted on the project website when available.
- **One community leaders forum.** Metro invited more the 60 community representatives from culturally-specific, environmental justice and transportation-focused community-based organizations from across the region. Thirteen community leaders participated. The [final forum report](#) is provided in the meeting materials.
- **Participation in a Tribal Summit on Climate Leadership.** The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes' respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro's efforts to advance the region's six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).
- **Interviews** of more than 40 local, regional and state public officials and staff, and Portland-area business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 RTP. A [summary of the stakeholder interviews](#) is

provided in the meeting materials. The final report will be available soon and posted on the project website.

Remaining scoping phase engagement activities

Scoping engagement activities will continue through early March. The project team will continue to seek feedback on the vision and priorities for the future transportation system, topics to be the focus of the technical work and policy discussions and the values and outcomes to guide the process. Remaining activities include:

- **On-line survey** to learn about the transportation trends and challenges affecting how people travel in the region and their vision and goals for the future transportation system. The survey is anticipated to launch in the next week and run for about three weeks.
- **Briefings and presentations to regional advisory committees**, including Metro's Committee on Racial Equity (CORE), TPAC, MTAC, JPACT, MPAC and county-level coordinating committees (policy and staff).
- **Consultation meetings** with resource agencies and Federal and State agencies on February 23 and March 1, respectively. The project team is working with Metro's Tribal liaison to identify opportunities for consultation with Tribes as part of ongoing meetings.

Next steps for shaping the 2023 RTP Work Plan and Engagement Plan

A schedule of the scoping engagement activities and Metro Council and regional advisory committee discussions is provided in the meeting materials. Upcoming discussions and activities include:

- **February to March 2022** Metro Council and regional advisory committees discuss values and priority outcomes and draft work plan and engagement plan; engage the public in an online survey and consultation with resource agencies and federal and state agencies.
- **March 2022** JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution).

What packet material do you plan to include?

1. Draft Values and Outcomes for the 2023 RTP
2. Community Leaders Forum Summary
3. Stakeholder Interviews Summary
4. Key Tasks and Focus Areas for the 2023 RTP Update
5. 2023 RTP Update Factsheet
6. Scoping Timeline

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

The purpose of this document is to convey values and desired outcomes for the 2023 Regional Transportation Plan (RTP) update. The RTP defines the outcomes for regional transportation in the Portland metropolitan region for the next 25 years.

The RTP is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight. The plan identifies current and future transportation needs, investments to meet those needs and what funds the region expects to have available to over the plan period to build priority investments. The plan is updated every 5 years, and the next update is due in 2023.

Metro staff drafted the values and outcomes below based on input received during the 2023 RTP scoping phase. Since October 2021, Metro staff facilitated discussions of the Metro Council, regional advisory committees and county coordinating committees, conducted stakeholder interviews and held a community forum and focus groups to inform the draft values and outcomes below.

The values and outcomes will be reviewed and discussed by the Metro Council, Metro’s Committee on Racial Equity (CORE), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees will play an important role in the final adoption of the RTP in 2023.

VALUE: RACIAL EQUITY

OUTCOMES

- Recognize and reverse patterns of historic, systemic racism and inequities related to transportation in the region.
- Strive to eliminate transportation system inequities and advance equity rather than just mitigating or doing no harm.
- Prioritize and center the voices of people and organizations representing Black, Indigenous and people of color (BIPOC) communities and other marginalized and underserved communities to achieve equity for all.
- Build an equitable transportation system that connects all people to their destinations.

ACTIONS

- Center the needs and priorities of BIPOC and other marginalized and underserved communities throughout the planning and policymaking process – from setting goals and priorities to policy development to collecting and analyzing data to prioritizing projects to evaluating success.
- Work with decision-makers on a common definition of equity and clear understanding of what investments are needed and where to advance racial equity and implement the regional transportation equity policies.
- Update equity data and analysis methods using Equity Focus Areas (EFAs) to identify areas of concentration of BIPOC and other marginalized and underserved communities to be prioritized for investment.
- Ensure that community partners have input and influence both how equity data is presented in the RTP and how results are interpreted and communicated.
- Develop new policies and best practices for anti-displacement for integration into the plans and projects in the RTP.
- Develop strategies for community stability to address potential displacement of low-income and BIPOC communities.

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

VALUE: CLIMATE LEADERSHIP AND RESILIENCE

OUTCOMES

- Ensure continued reduction in greenhouse gases by meeting or exceeding the statewide targets for the region.
- Support future development and affordable housing in transit corridors and centers designated in the 2040 Growth Concept, where services are located and more travel options are available.
- Lead the transition to a low-carbon transportation system by planning for and invest in low-carbon travel options and supporting infrastructure and services.
- Use pricing tools as a means to reduce greenhouse gas emissions, including the tools identified in Metro's *Regional Congestion Pricing Study (RCPS)* Report.
- Incorporate low-carbon technology into policies, plans and projects, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- Increase resilience of the transportation system to the effects of climate disruption and other disasters.

ACTIONS

- Update the Climate Smart Strategy to incorporate the latest data, best practices and strategies for reducing greenhouse gas emissions in our region.
- Update vehicle miles traveled (VMT) reduction target to align with meeting state greenhouse gas reduction targets.
- Improve climate data, methods and analysis tools to advance the region's ability to evaluate progress in meeting state greenhouse gas reduction targets.
- Invest in multi-modal projects that reduce greenhouse gas emissions, including but not limited to transit, biking and walking, shared trips and other types of low-carbon mobility options.
- Update the Regional High Capacity Transit (HCT) Strategy and vision for Bus Rapid Transit (BRT) to provide equitable access to rapid transit across the region.
- Develop policies on congestion pricing to provide a framework in the RTP that informs individual projects and plans that include congestion pricing or tolling.
- Consider emerging trends in technology in updating the Climate Smart Strategy.
- Revisit and refine the Climate Smart Strategy policies and fully incorporate the updated policies in the RTP, including:
 - Implement adopted local and regional land use plans.
 - Make transit convenient, frequent, accessible and affordable.
 - Make biking and walking safe and convenient.
 - Make streets and highways safe, reliable and connected.
 - Use technology to actively manage the transportation system.
 - Provide information and incentives to expand the use of travel options.
 - Make efficient use of vehicle parking and reduce the amount of land dedicated to parking.
 - Support Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles.
 - Secure adequate funding for transportation investments the support the Climate Smart Strategy.
- Incorporate best practices to reduce greenhouse gas emissions and improve the safe and efficient movement of goods and people.

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

VALUE: SAFE AND HEALTHY STREETS

OUTCOMES

- Aim to eliminate fatal and serious injury crashes by 2035 by identifying priorities for improving safety and comfort for people traveling on the region’s urban arterials.
- Prioritize investments in universal design and high-quality, connected, and safe pedestrian, bicycle, and transit networks, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions, when and where appropriate, using the best practices and findings of Metro’s Jurisdictional Transfer Assessment (JTA) Study.

ACTIONS

- Update High Injury Corridors to identify corridors to be prioritized for investment to complete all gaps in regional bicycle and pedestrian networks and ensure safe and convenient access to transit stops and stations.
- Identify best practices and strategies for investing in the region’s urban arterials, many of which are High Injury Corridors.
- Develop a strategy for urban arterials in the region that aims to address their complex needs, including the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

VALUE: MOBILITY

OUTCOMES

- Maintain the transportation system that already exists in a state of good repair.
- BIPOC and other marginalized and underserved communities have equitable access to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- Provide accessible, safe, affordable, and equitable transportation options to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- Congestion is managed on the throughway system by implementing a comprehensive urban mobility strategy that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- Connect affordable transportation options to affordable housing to increase access to low-income persons.
- Identify opportunities to increase affordable transportation access to low-income and middle-income jobs, especially in the service industry.

ACTIONS

- Adopt a new multimodal mobility policy and standard, as developed in the Regional Mobility Policy Update, that provides a new approach to measuring the movement of people and goods and adequacy of the transportation system.
- Incorporate findings from the Regional Freight Delay Study, taking into account new trends and changes in urban freight, such as the increase of front-door delivery.
- Consider the growth in freight at ports and intermodal facilities, and the increasing number of distribution centers in our region in evaluating regional mobility.
- Examine how existing Transit Oriented Development programs can align with and support affordable housing programs.

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

VALUE: ACCOUNTABILITY AND TRANSPARENCY

OUTCOMES

- Engage the community and a diverse range of stakeholders through a transparent and inclusive decision-making process within meaningful opportunities for input.
- Communicate the RTP's emphasis on equity, and particularly on the projects that can help eliminate transportation disparities, to partners early and throughout the process.
- Support community partners in shaping the 2023 RTP, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- Develop and use data, tools, and best practices that can support future local and regional planning and investment decisions.
- Communicate the interrelationships between the three priority outcomes of climate, safety and equity – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.
- Prioritize transformational change (decision-making processes throughout the RTP update) over merely relying on transactional change (the final decision).

ACTIONS

- Build on the extensive community input provided during 2018 RTP update, Get Moving 2020 process and the 2023 RTP scoping phase to shape the 2023 RTP policies, analysis, investment priorities, and public engagement.
- Report out progress on RTP at all stages of decision-making to allow for public participation and input.
- Monitor and report progress toward 2023 RTP values and outcomes at key project milestones.



2023 Regional Transportation Plan scoping

Community leaders' forum summary

November 17, 2021

Forum objectives:

- Raise awareness of the proposed 2023 Regional Transportation Plan (RTP) process with community leaders and receive feedback.
- Reflect community transportation priorities and values identified through Get Moving 2020, the 2018 RTP and other recent transportation planning efforts.
- Listen to community leaders to understand if the priorities remain relevant and if new priorities have recently emerged.
- Share the Metro Council and JPACT priorities for the 2023 RTP.
- Share the transportation trends study and receive input and insights on these trends.
- Understand how community-based organizations want to engage in the 2023 RTP process and ideas for engaging the communities they work with.



Introduction

Metro is updating the Regional Transportation Plan (RTP). The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. From September 2021 to early 2022 the RTP project team is developing the work plan and engagement plan that will guide the 2023 RTP. During the scoping phase, the work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, community and business leaders, and members of the public.

On November 17, 2021, from 3 – 5 pm, Metro hosted a virtual community leaders' forum to discuss the 2023 RTP. Metro invited more than 60 representatives from culturally-specific, environmental-justice and transportation-focused community based organizations to participate in the forum. Thirteen community leaders participated in the forum, representing the following organizations:

- 1,000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon (APANO)

- Getting There Together
- Next Up
- OPAL
- Oregon Walks (2)
- The Street Trust (2)
- TriMet Committee on Accessible Transportation
- Unite Oregon (2)

Urgent community transportation needs

- **Safety and accessibility:** People need to be able to get where they need to go in environments that are welcoming and safe.
- **Transit:** Transit riders, and especially transit dependent community members, face access, affordability and equity barriers.
- **Displacement:** Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

This document summarizes the forum and the discussion themes. Participants in the community leaders forum were invited to review this summary and provide feedback. Feedback from Next Up staff who were not able to attend the full forum are included as Attachment A. The RTP project team will consider this input in the development of the 2023 work plan and engagement plan.

The forum included opening remarks from Metro Councilor Craddick, presentations from the RTP project team, small group discussions in Zoom breakout rooms and a large group discussion, (See Attachment A for the agenda and attachment B for the presentations.)

The forum was focused on two, related topics: the 2023 RTP and emerging transportation trends. The project team provided a brief presentation about the RTP process, regional priorities in the 2018 RTP and the input received to-date from decision makers on the 2023 RTP. Following the presentation participants provided their input on community priorities and urgent needs related to for transportation. They also discussed their ideas for ongoing involvement of their organizations and communities they work with in the 2023 RTP.

Following the small group RTP discussions, participants reconvened and reported highlights from their conversations. The project team then gave a brief presentation about the emerging transportation trends study that will inform the 2023 RTP. Following the presentation, forum participants were asked, with a Zoom poll and follow up discussion, which trends are most impactful to communities and if anything was missing from the trends presented.

The discussions are distilled and organized in this summary by the discussion questions. Discussion questions included:

- What are community transportation needs and priorities?
- How does your organization want to be involved in the 2023 RTP process?
- Which of these trends most impact the communities that you work with? Is there anything missing?

Discussion summary

What are community transportation needs and priorities?

Forum participants agreed that the 2018 RTP priorities of equity, safety, climate and congestion management remain important priorities for the 2023 RTP. Generally, the discussions focused on issues related to and strategies that support multiple priorities. As an example, a participant commented that congestion relief needs to support other RTP goals. Expanding freeways works against the other goals.

The discussions about priorities helped clarify specific issues that should be emphasized within these priorities. A few themes emerged including: safety and accessibility, transit, displacement, and overarching comments about how community values should be integrated into the RTP.

Safety and accessibility: people need to be able to get where they need to go in environments that are welcoming and safe.

Safety and accessibility were the most frequently discussed community concerns. Safety concerns impact community members' ability to get where they need to go.

- Transit dependent people often experience insufficient and/or non-existent crosswalks and street lighting in their neighborhoods.
- Gaps in sidewalks and narrow sidewalks do not accommodate people with walkers, wheelchairs and strollers.
- Transit doesn't feel like a welcome and safe space for people, especially: people with hidden disabilities and people of color.
- There's a growing concern about personal safety. People feel vulnerable, especially older adults when they are by themselves.
- Approaches to improving safety include

safety by design and prioritizing projects that benefit multiple underserved or vulnerable community groups.

Transit: there is a need for increased transit access, connections and affordability.

Transit was a prominent focus in the forum discussions.

- Paratransit, which is required under Americans with Disabilities (ADA) regulations, does not provide equitable access for people who cannot use fixed route transit. People who use paratransit must schedule their trip by 5 PM the day before.
- More transit frequency, routes and connections are needed.
- A fareless transit system would support equity goals in many ways. An increase in ridership supports environmental justice goals more broadly.
- What does a solution like bus rapid transit look like on Tualatin Valley Highway in 10 or 20 years?

Displacement: Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

Conversations about displacement emphasized the need for resources to fund community anti-displacement strategies *before* investments in transportation infrastructure are made.

- Investments in community stability are needed before new infrastructure; this includes residential and business stability.
- There have been good plans but without funding we can't keep people from being displaced. Make sure that commercial and housing affordability is guaranteed.
- Leverage housing bond money with transportation investments.

Community values

Some of the discussion was focused ideas and questions about the values that drive policies and investment decisions.

- We need to change status quo of auto dependency and strong leadership is needed to change the status quo.
- This RTP needs to lock in long-term changes that address climate change.
- With the Infrastructure Investment and Jobs Act in Oregon there is a lot of Federal funding available for megaprojects. The RTP needs to be specific about priorities and include accountability for that funding.
- There are projects in the region, like Tualatin Valley Highway with costs around \$100 million, and other projects that are priced at \$1 Billion. How are those decisions being made? What are the opportunity costs involved in those decisions?

How does your organization want to be involved in the 2023 RTP process?

Metro staff asked community leaders to share how their organizations might want to be involved in the development of the 2023 RTP over the next two years and their ideas for engaging community members in the process. Forum participants provided input specific to their organization and ideas for effectively engaging community members.

Organization-specific recommendations on engagement

- TriMet Committee on Accessible Transportation: the RTP team should come to CAT and share the RTP process and provide materials.
- Metro could support activating community events planned by community organizations. The Street Trust will have

some events in spring 2022.

- Unite Oregon/ SW Corridor Equity Coalition: The Southwest Corridor Leadership Cohort has trainings. Metro could provide an overview of the RTP and how to be involved and engaged throughout the process.
- Oregon Walks has a Plans and Projects Advisory Committee that could be engaged in the RTP.
- OPAL, Bus Riders Unite (BRU), and Youth Environmental Justice Alliance (YEJA) members will likely want to be involved in the RTP process.
- The Our Streets campaign will be an important partner for community involvement in the RTP.

Overarching recommendations on engagement

- Metro needs to make the RTP more approachable for community members to engage. Unpack the jargon. Community groups do not have the bandwidth to translate wonky technical and policy language; Metro needs to provide that. More approachable language also may need to be translated into languages other than English for Limited English Proficiency community members.
- Communicate what has been accomplished since the last RTP. What progress has been made on the goals set out by the 2018 RTP?
- Make data available to community organizations would be helpful, along with translation.
- It will be important for Metro to work with community partners on storytelling.
- Support participants' transportation and childcare (if in person), provide adequate time and notices, address technology access issues, and provide stipends for

participation.

- Support community groups to participate in the RTP process by helping expand capacity in community groups.
- There are less well known community groups who need to be reached- including culturally-specific and youth organizations such as NAYA and Beyond Black.
- Get in touch with organizations who are really serving the community where they are.

Which of these trends most impact the communities that you work with?

The project team presented on the Emerging transportation trends study Metro is working on with a consultant, Fehr & Peers. The goals of the study are to develop a common understanding of trends that we've all been experiencing individually and identify potential changes to RTP policies, projects, and assumptions. The project team is considering a number trends for further study, including the following. (Description of the trends are included in Attachment B.)

- transit ridership.
- increased concerns about racist policing and pandemic-era anti-Asian racism.
- teleworking
- electric vehicles and e-bikes
- shopping online.
- boom in recreational bicycling
- limited resources and outdated processes.
- increase in traffic deaths

Participants used a Zoom poll to indicate which of the trends being considered for the study most impacts the communities they work with. More than half of the ten participants responding to the poll selected: transit ridership, concerns about

racist policies and pandemic-era anti-Asian racism and limited resources at public agencies. Participant input on the trends of most concern is summarized below.

1. Transit ridership (8/10)

- Transit ridership/communities – has the pandemic impacted access to transit or ridership.
- How would it be different to support transit riders; where the transit board is reflective of the people actually using transit in the region?
- Transit is viewed as a consumer good instead of a public good.

2. Concerns about racist policing and pandemic-era anti-Asian racism (7/10)

- Racist policing is a top community concern.

3. Limited resources at public agencies (6/10)

- Transit dependent folks and frontline workers have been using transit during the entire pandemic. Rather than framing the discussion as how do we get ridership back, frame the discussion as how do we supporting current riders.
- Community relies on public agencies to help with bus fares. Houseless people are greatly affected because agencies don't have funds/resources to provide assistance/passes to ride transit.

Participants were also asked if there were trends **missing from the list**. Six of the ten participants answered yes, two responded maybe, and two responded no. Participants suggested considering the following trends:

- Disasters associated with the climate crisis.
- Addressing changes in how people's personal and physical vulnerability and/or exposure to acts of violence or physical injury is changing, walking or in a car, or otherwise.

Additional comments on trends for further study:

- Consider teleworking from an equity perspective; recognize that we are creating a class divide. Now, those who need to travel get paid less money. Whose transportation needs are we serving as a region?
- Users of the system are exhibiting different/dangerous behaviors (driving faster/recklessly).
- Traffic enforcement is a complicated discussion but speaking anecdotally it feels like there is not enforcement happening for road safety.

Other feedback related to the trends study included:

- Use BIPOC rather than "people of color"

Next steps for the 2023 Regional Transportation Plan

October 2021 to January 2022 Metro Council, regional advisory committees and stakeholders discuss values, priorities and desired outcomes; engage stakeholders through community leaders forum, interviews, online survey, consultation with Tribes and federal and state agencies to inform work plan and engagement strategy

February to March 2022 Metro Council and regional advisory committees discuss draft work plan and engagement strategy

March 2022 JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution)

Community Leaders Forum Summary

Attachment A

Reflections on Community Leaders' Summary

- The word “climate” is thrown in only 3 times in a really broad way, doesn’t address how this plan would actually address the impacts of climate change
- When talking about things like the implementation of street lights, which was a 2019 top concern of residents living in East Portland, it should be addressed as a climate justice issue → as weather becomes more dramatic and unpredictable, infrastructure to keep people safe is critical and it cannot wait to be funded
- Accountability!! how is feedback being used → the organizations listed have done incredible work but they are all pretty well-known, funded orgs so curious how Metro is reaching out to residents not associated with reputable organizations (specifically in areas like East Portland and Clackamas county) to get honest answers about what people are hoping to see
 - would love to see smaller organizations who have various groups of individuals be represented
 - There is a need to clearly define accountability - in terms of “Federal Funding for megaprojects” who is Metro being accountable to and in what ways - Who is being considered? Who is benefiting? and Who has the potential to be harmed?
- Climate issues not included in trend poll
- Accessibility beyond ADA should be addressed, so having people that are disabled be a part of the research into what “accessible” transit is
 - Making the process easier for disabled people to get the accommodations they deserve when riding public transit
 - Analyzing the steps it takes to be verified as disabled
- Curious about the language in terms of fareless ridership → is this a possibility to be addressed further in a plan like this? Not sure where we are at with Youth Pass beyond PPS right now?
- “BIPOC” do not all have the same transit/traffic experiences, this language should be more direct and specific groups should be supported in specific ways that meet asks from communities
 - Instead of relying on an acronym, name the communities you’re directly talking about. Would this impact Black communities or Latine communities specifically? If it impacts all communities of color, name them, Black, Indigenous, Latine, Asian, Pacific Islander, South Asian, and North African communities.
 - Mentioning specific ways climate change affects communities and the safety plans/infrastructure that needs to be put in place to support those communities
- Including more wording on how climate change is an equity issue

- Include language about steps metro must be taking to cut carbon emissions like reducing VMT and investing in broader reaching public transit and not increased fossil fuel infrastructure
- Partnering with other communities/local governments to increase intercity transit and collaborate on other region's transportation plans
- Include wording that holds the region accountable to studying other solutions to congestion issues- ie immediately consider adding light rail not an extra lane for cars
- Not just adding infrastructure but maintaining it (ie bike lanes during weather events worsened by climate change)



2023 Regional Transportation Plan scoping

Summary of stakeholder interviews

In December 2021 Metro contracted with JLA Public Involvement to conduct 40 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).



Future Trends

Stakeholders weighed in on changes they have observed and long-term trends to consider during the RTP process.

Uncertainty. Everything we think we know about transportation is shifting radically and the future is unclear.

New travel patterns. Work-from-home has changed the nature of the daily commute. Many people are now traveling at different times of the day and week and are increasingly dependent on freight and home delivery services. Meanwhile, other types of jobs do not offer work-from-home options.

More driving, more congestion. More people are buying cars than ever. There is a sense that (given the choice) people will continue to drive because it is the easy choice.

More danger. Vehicle and pedestrian fatalities are up. Fear of COVID and violence is affecting how people travel and use public spaces.

Shifting costs. Transportation funding is poorly understood and unsustainable. Funding mechanisms will need to evolve and impacts on low-income people will need to be considered.

Transit. Transit is seen as essential for reducing congestion, improving transportation equity, and reducing greenhouse gas emissions. Investments and strategies that rebuild ridership will be an important near-term goal.

Climate. It will be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure.

New priorities. COVID and telework has prompted the “Great Resignation” and people are reevaluating infrastructure priorities. Many have discovered the importance of safe, walkable neighborhoods.

New technologies. Considerations should include hybrid work infrastructure, electric and autonomous vehicles, e-bikes and scooters, travel data/information technology, ride-share, and alternative fuels.

Vision

Stakeholders provided their feedback on the existing Regional Transportation Plan vision.

“Everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.”

An ambitious and solid foundation. The vision Statement still makes sense as an aspirational and ambitious goal for the region’s future. The vision was praised as clearly stated, comprehensive, positive, and consistent with the vision statements of other groups.

Some described the vision as “idealistic” and “utopian” but felt that it was appropriate for a vision to be broad and to aspire to lofty goals. Others felt that the vision may be trying to achieve too much and realizing the vision will depend on factors outside of the transportation system.

Stakeholder suggested changes to the Vision: consider more emphasis on...

Accessibility. Improved access and affordability should be a primary goal. Transportation access is closely related to concerns about having an equitable system.

Equity. The Vision should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities.

Climate. The Vision needs to include more explicit focus on climate and resilience.

Economic prosperity. The Vision should reflect how transportation drives the regional economy and supports manufacturing and freight.

Travel options. The Vision should be inclusive of all modes of transportation and recognize that different regions have different needs.

Transit. Transit is critical to achieving the Vision and will require greater focus to become a safer and more reliable transportation option.

Priority Areas

The 2018 RTP prioritized equity, safety, climate, and congestion. Stakeholders discussed whether these priority areas still make sense?

While all the priorities were seen as important and interrelated, **safety** and **equity** were most consistently rated as higher priorities relative to climate and congestion:

“The system should be safe, or it is not a good system.”

“It is important to address disparities with people of color, urban, and rural communities to ensure they are not overlooked.”

Equity

Stakeholders provided their thoughts on what makes an equitable process for selecting projects and what an equitable transportation system looks like.

An equitable system. While there was no universal definition, most offered a variation of the following:

“Equity means that we have a transportation system that serves everyone, regardless of income and geography.”

Most agreed that such a system should be affordable, safe, accessible, convenient, and provide equal opportunity for users. However, the perceptions of who should be the primary beneficiaries of an equitable system varied. Suggested focus included “everyone”, “people of color”, “underserved areas”, and “the most vulnerable users.”

Equitable projects should focus on improving safety, particularly with regard to last-mile connectivity, improving transit accessibility, and multimodal travel options. Projects should yield objectively beneficial outcomes for specific areas ... not just vague regional benefits.

Equitable process should not presuppose outcomes in advance. A truly equitable process should center diverse voices who are closest to the problems and empower them to make their own decisions. Such a process could involve using data to identify underserved areas, going to those places and nurturing relationships with individuals and organizations who are trusted community ambassadors, agreeing on how Metro can support the process, providing information, education, and compensation for time as required, and then standing back to let the people lead.

Throughout, Metro must be a good listener and foster an open, collaborative process that develops a thorough understanding of local needs. At the end, Metro should circle back to let people know they were heard, to build trust and maintain ongoing relationships with the community.

Critical Partnerships. Metro has a solid reputation for engaging with community-based organizations (CBOs) and Black, Indigenous and People of Color communities, but some regional cities and business groups have felt left out of recent transportation conversations. Existing relationships with CBOs should not be taken for granted or overused. Partnerships should not be infrequent, only when Metro wants something. Commitment to partnership means being transparent about the role and decision-making power of participants, and not asking for time if it will not make a difference. It also means honoring prior input.

Hopes

Stakeholders described what they hope will be different in two years because of the 2023 RTP process?

Improved reputation for Metro.

Partnerships. More coordination and better relationships between agencies and communities.

A better RTP. The RTP should be an exciting, useful tool that honors diverse voices and lays out a clear plan with metrics for success.

Visible change. Demonstrate tangible accomplishments and successes.

A picture of what’s coming. We must understand the new normal.

Renewed optimism. People should feel listened to and are hopeful that solutions are coming.

Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update

	Phase 1 – Scoping October 2021 to March 2022	Phase 2 – Data and Policy Analysis April to August 2022	Phase 3 – Revenue and Needs Analysis September to December 2022	Phase 4 – Investment Priorities January to June 2023	Phase 5 – Plan Adoption Process July to November 2023
Engagement	<p>Key strategies:</p> <ul style="list-style-type: none"> Interactive online engagement; community partnerships; community storytelling; language translation and interpretation; community leaders forums; small group stakeholder meetings including county-level coordinating groups; expert panels Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC, and Metro Council meetings and workshops Metro Councilor engagement with constituents 				
Key Tasks and Areas of Focus for 2023 RTP Update	<ul style="list-style-type: none"> Scoping and Background Research <ul style="list-style-type: none"> Racial Equity Framework Emerging Transportation Trends Study Vision and Priority Outcomes (review/update) Stakeholder interviews Language-specific focus groups Community Leaders Forum On-line community survey Consultation meetings RTP Work Plan Development <ul style="list-style-type: none"> Values and Outcomes Draft Work Plan Draft Engagement Plan Legislation <ul style="list-style-type: none"> Resolution Staff Report 	<ul style="list-style-type: none"> Goals, Objectives and Targets Updates <ul style="list-style-type: none"> Emerging Transportation Trends Rec'ds RTP Goals, Objectives and Targets (update) Data, Methods and Tools Updates <ul style="list-style-type: none"> 2020 MPO boundary Climate Analysis Expert Panel Mobility Policy Expert Panel High Injury Corridor Designations 2020 Equity Focus Areas Emerging Transportation Trends Regional Freight Delay and Commodities Flow Federal System Performance Report Other tools, methods and analysis updates Key Policy Updates: <i>New policies and updates to existing Ch. 3 policies to reflect new information from work completed since 2018</i> <ul style="list-style-type: none"> Regional Mobility Policy* Regional Congestion Pricing Policy* Safe and Healthy Urban Arterials Strategy* <ul style="list-style-type: none"> Jurisdictional Transfer Framework Rec'ds Livable Streets Design and Green Infrastructure Policy Review (update) Regional Emergency Transportation Routes (ETR) Findings and Rec'ds Active Transportation Return on Investment (ATROI) Study Findings Climate Smart Strategy* <ul style="list-style-type: none"> Climate Smart Strategy Progress Report Climate Smart Strategy and Policies (update) Updates per CFEC Rulemaking (TBD) High Capacity Transit (LRT/BRT) Strategy* <ul style="list-style-type: none"> Vision and Policies (update) Other Policy Updates: <i>Updates to existing Ch. 3 policies to reflect new information from work completed since 2018</i> <ul style="list-style-type: none"> Federal Emphasis Areas Policy Updates RTP System Maps Review (update) Transportation Equity Policy Review <ul style="list-style-type: none"> Affordability and anti-displacement policy Regional Travel Options Policy Review TSMO Policy Review 	<ul style="list-style-type: none"> Regional Transportation Revenue Analysis <ul style="list-style-type: none"> Equitable Finance Strategies Research (Fines, Fees and Fares)* Revenue Forecast for operations, maintenance, preservation (OMP) & capital <ul style="list-style-type: none"> Federal State Local (cities and counties) Port of Portland TriMet SMART ODOT tolling/congestion pricing assumptions Draft Financial Plan Draft Financial Targets for Call for RTP Project and Program Priorities Regional Needs and Disparities Analysis <ul style="list-style-type: none"> Ph. 2 policy updates and community feedback inform identifying needs (gaps/deficiencies) and disparities across RTP outcomes: <ul style="list-style-type: none"> Equity Climate Safety Mobility Process for Updating RTP Project and Program Priorities <ul style="list-style-type: none"> Near-term (2024-2030) Long-term (2031-2045) 	<ul style="list-style-type: none"> Call for RTP Project and Program Priorities <ul style="list-style-type: none"> Process for updating RTP Project and Program Priorities to be defined in Ph. 3 <ul style="list-style-type: none"> RTP Project Hub (update) Project Title VI and public engagement certification checklist (update) Evaluation Process <ul style="list-style-type: none"> Community feedback Partner feedback Project and Program Analysis <ul style="list-style-type: none"> TBD: corridor vs. sub-area level analysis of project list Environmental analysis System-Level Analysis <ul style="list-style-type: none"> Equity analysis Climate analysis Safety analysis Mobility analysis Draft RTP Project and Program Priorities Recommendation <ul style="list-style-type: none"> Near-term (2024-2030) Long-term (2031-2045) 	<ul style="list-style-type: none"> 2023 RTP <ul style="list-style-type: none"> Executive Summary Public review draft Adoption draft 2023 RTP Project and Program Priorities Recommendation <ul style="list-style-type: none"> Near-term (2024-2030) Long-term (2031-2045) Plan Appendices <ul style="list-style-type: none"> Public review draft Adoption draft 45-day Public Comment Period <ul style="list-style-type: none"> On-line community survey Public hearings Public Comment Log & Rec'd Actions Public Comment Report Legislation and Findings <ul style="list-style-type: none"> Ordinance and Staff Report Statewide Goals Findings Federal Findings

* Policy briefs for these topics will be developed to frame options for how to incorporate new and updated policies in the 2023 Regional Transportation Plan.



Pending Time and Capacity		<ul style="list-style-type: none"> • Updates to address Climate Friendly Equitable Communities (CFEC) rulemaking - TBD 		<ul style="list-style-type: none"> • Climate resilience evaluation • Emergency transportation evaluation • Wildlife crossing evaluation 	<ul style="list-style-type: none"> • Functional plan amendments (TBD minor or major)
Deferred to the Future		<ul style="list-style-type: none"> • CFEC Parking Policy (scope in Ch. 8) • Wildlife Crossing Policy • Climate Adaptation and Resilience Policy (2040 Refresh, scope in Ch. 8) 			<ul style="list-style-type: none"> • Access to Transit Plan (Needs/Gaps) Study (scope in Ch. 8)



2023 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in the transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and our quality of life.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the [Regional Transportation Plan](#) every five years to address the needs of our growing and changing region. The RTP uses an outcomes-based planning framework that is used to guide planning and investment in the region’s transportation system. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires.

During 2022 and 2023, Metro will work closely with local jurisdictions, port districts, transit providers and federal and state agencies to update the RTP through the year 2045. This document provides background about the RTP and timeline for the update.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area’s long-range blueprint for guiding planning and investments in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. The 2018 RTP established four overarching priorities – equity, safety, climate and congestion – eleven goals and supporting objectives, performance targets and policies. Together these elements guide planning and investment decisions to meet the transportation needs of the people who live and work in greater Portland.

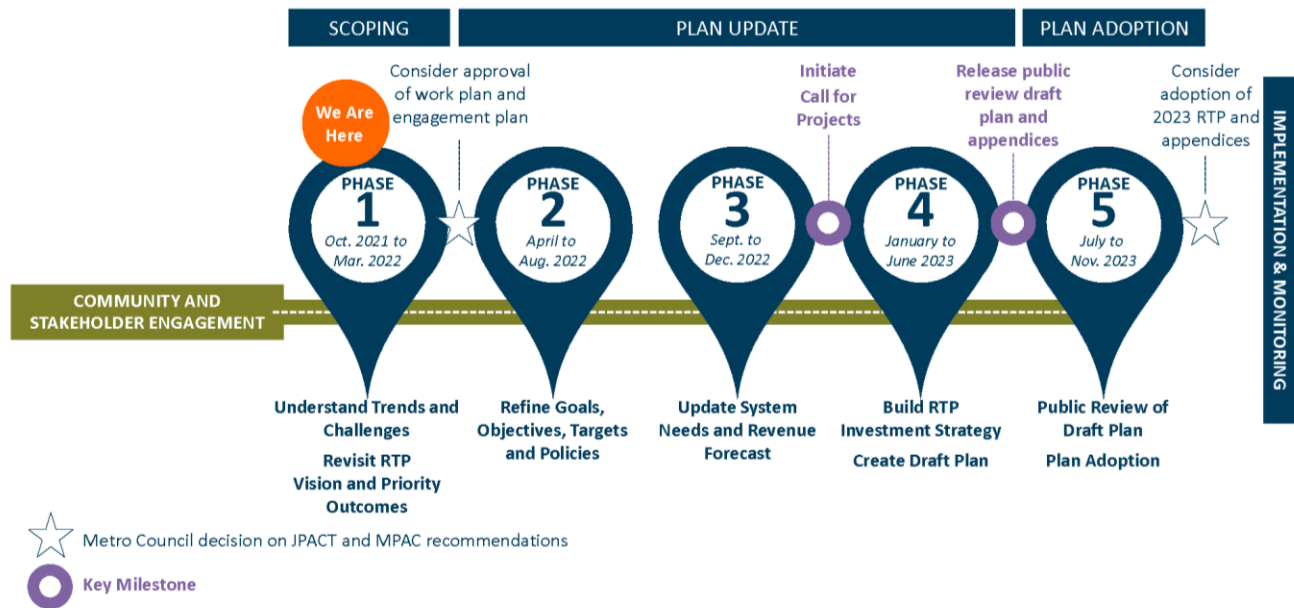
The plan identifies current and future regional transportation needs, investment priorities to meet those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments. The plan contains:

- **a long-term vision** for the region’s transportation system and **four overarching priorities**;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our desired outcomes;
- **a financial plan** that identifies how the region will pay for investments; and
- **an investment strategy** that includes major local, regional and state transportation investment priorities that meet transportation needs and help accomplish the vision and desired outcomes identified in the plan.

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



Scoping

Oct. 2021 to March 2022

- Seek Council, JPACT and MPAC feedback on values, desired outcomes and policy topics to address.
- Engage local, regional, state and community partners and the public to inform the overall scope of the update and values that will guide the development of the updated plan.

Decision: JPACT and the Metro Council consider approval of work plan and public engagement plan (by Resolution). *(anticipated in March 2022)*

Plan Update¹

April 2022 to June 2023

- **Data and Policy Analysis:** Update vision, goals and policies by August 2022 to inform/guide regional needs and disparities analysis and project list updates.
- **Revenue and Needs Analysis:** Update revenue forecast and complete needs analysis by December 2022 to support updating investment priorities.

Milestone: Call For Projects released. *(anticipated in January 2023)*

- **Investment Priorities:** Update project list priorities, evaluate performance and seek community feedback on updated priorities from Jan. to June 2023.

- **Draft Plan and Investment Strategy:** Prepare public review draft plan and investment strategy.

Milestone: Public review draft 2023 RTP and appendices released for 45-day public comment period. *(anticipated in July 2023)*

Plan Adoption

July to November 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearings, briefings to regional policy and technical advisory committees and county coordinating committees and other stakeholders, and Consultation activities with tribes and state, federal and resource agencies.
- **Sept. and Oct.:** MTAC and TPAC consider public comment and recommendations to MPAC and JPACT.
- **Oct. and Nov.:** MPAC and JPACT consider public comment and recommendations to the Metro Council.
- **Nov. 30:** Metro Council considers final action.

Decision: JPACT and the Metro Council consider adoption of the plan (by Ordinance). *(anticipated in November 2023)*

¹ Engagement activities for this phase will be identified during the scoping phase.



2023 REGIONAL TRANSPORTATION PLAN

Key Dates for Developing Work Plan and Engagement Strategy to Guide Update

October 2021 to February 2022

Outcome: Seek feedback on values, priority policy outcomes and engagement to guide update.

Date	Who
October 12	Metro Council (work session)
October 21	Joint Policy Advisory Committee on Transportation (JPACT)
November 3	East Multnomah County Transportation Committee TAC
November 4	Washington County Coordinating Committee TAC
November 10	Transportation Policy Alternatives Committee (TPAC)
November 10	Metro Policy Advisory Committee (MPAC)
November 17	Metro Technical Advisory Committee (MTAC)
November 17	Community Leaders Forum
November	Four language-specific focus groups for community members in coordination with update to Metro's Limited English Proficiency Plan
November 15	East Multnomah County Transportation Committee (policy)
November 15	Washington County Coordinating Committee (policy)
November 16	Clackamas County TAC
November 17	Clackamas County C-4 subcommittee (policy)
November 19	Tribal Summit on Climate Leadership and Urban Planning
Nov. 2021 to Feb. 2022	Stakeholder interviews with greater Portland area business groups and community-based organizations and local, regional and state public officials
January to February 2022	<ul style="list-style-type: none"> • TPAC and MTAC discussions on values, vision and priorities (Jan. 6 and Jan. 19) • Public online survey on priorities (~3 weeks in February) • Committee on Racial Equity (CORE) discussion on values, vision and priorities (Feb. 17) • Consultation meetings with Resource Agencies and Federal & State Agencies (Feb. 23 and March 1)

February to March 2022

Outcome: Seek JPACT and Metro Council approval of the work plan and engagement plan.

Date	Who
February 15	Metro Council feedback on values and outcomes for RTP
February 16	TPAC/MTAC workshop introduce values and outcomes for RTP and key tasks/areas of focus
February 17	JPACT feedback on values and outcomes for RTP
February 23	MPAC feedback on values and outcomes for RTP
March 4	TPAC recommendation to JPACT
March 16	MTAC recommendation to MPAC
March 17	JPACT recommendation to Metro Council
March 23	MPAC recommendation to Metro Council
March 31	Metro Council considers action on MPAC and JPACT recommendations

6.2 Emerging Transportation Trends Study: Initial Results

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, February 23, 2022

MPAC Worksheet

Agenda Item Title: Emerging Transportation Trends Study: Initial Results

Presenters: Eliot Rose, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Eliot Rose, eliot.rose@oregonmetro.gov

Purpose/Objective

Information / discussion: Staff will share initial results on how trends like increased teleworking and online shopping could impact regional goals, and collect feedback from MPAC members on how the results should inform the 2023 update to the Regional Transportation Plan (RTP).

Outcome

MPAC provides feedback on how the findings should shape the policies and the planning scenarios that are included in the RTP.

What has changed since MPAC last considered this issue/item?

In December 2021, staff and the consultant team supporting this study presented to MPAC on the initial set of trends that we were considering focusing on in this study, and shared information on the extent of the impacts and of our knowledge with respect to each trend. We also held similar discussions with Metro's technical and policy transportation committees and with community leaders. Based on the feedback received during these discussions, the consultant team proceeded to analyze the set of trends that these groups had recommended focusing on, which included developing assumptions about how the trend will continue into the future, quantifying impacts on vehicle miles traveled and transit ridership, and qualitatively identifying impacts related to equity, safety, and climate change. Metro staff and members of the consultant team will be sharing results from that analysis at this meeting.

What packet material do you plan to include?

Memo (attached)

I will also provide a PowerPoint slide deck at least 24h prior to the MPAC meeting.

Memo

Date: February 23, 2022
To: Metro Policy Advisory Committee (MPAC)
From: Eliot Rose, Senior Transportation Planner, Metro; and Briana Calhoun, Senior Transportation Planner, Fehr and Peers
Subject: Emerging Transportation Trends Study – Summary of initial results

Introduction

The Emerging Transportation Trends Study will identify the major transportation trends that are expected to change how people travel in the Portland region over the coming decade. Its goal is to identify potential changes to policies, projects, and assumptions about how people travel for Metro to consider during the 2023 Regional Transportation Plan (RTP) update.

In December 2021, staff and the consultant team supporting this study presented to MPAC on the initial set of trends that we were considering focusing on in this study, and shared information on the extent of the impacts and of our knowledge with respect to each trend. Subsequently, we held similar discussions with other Metro technical and policy transportation committees and with community leaders. Based on the feedback received during these discussions, the consultant team proceeded to analyze the following trends:

- Transit ridership will take several years longer than automobile traffic to return to pre-pandemic levels due to service cuts, changing travel patterns, and lingering health concerns.
- People of color will feel less safe traveling in public than before because of increased concerns about racist policing and pandemic-era anti-Asian racism.
- A significant share of workers will continue teleworking after the pandemic is over.
- Electric vehicles and e-bikes will be increasingly affordable, have longer ranges, and be easier to use.
- People will buy an increasing share of goods online.
- The boom in recreational bicycling during the pandemic could create an opportunity to further increase bicycle trips.
- Agencies will face the challenges of pandemic recovery (as well as other unanticipated changes) with limited resources and outdated processes.
- The increase in traffic deaths seen during the pandemic will continue into recovery.

The consultant team from Fehr and Peers used TrendLab+, an in-house analytical tool that allows for quick-response testing the impacts of a variety of transportation scenarios, to assess the impact of each trend on two key indicators: vehicle miles traveled and transit ridership, both of which are important factors in how Metro analyzes the climate, safety, mobility, and equity impacts of transportation decisions. The Fehr and Peers team conducted additional research to develop key assumptions (for example, what percentage of people telework in the future, anticipated future transit service changes) and identify impacts, particularly on equity, that are not well-captured by TrendLab+. The table below summarizes key assumptions behind each trend and impacts on equity, VMT, and transit ridership.

Trend	Assumptions about 2025	Impacts on equity	Impacts on VMT	Impacts on transit ridership
Declining transit service and ridership	Service is still down 2-4% from pre-pandemic levels. Agencies restructure service to focus on people who are still traveling. 10-30% of people who stopped using transit during the pandemic don't return to it.	Reductions in service have a disproportionate impact on low-income people and people of color. We assume agencies will prioritize serving these communities as they restructure service.	+0-2%	-10-30%
Increasing telework	~14% of people telework regularly, compared to 5% before the pandemic. People continue to telework at this rate into the future.	Low-income people are less likely to have access to jobs where they can telework.	-1-3%	-2-4%
Increasing online shopping	People buy 15-30% of goods online, compared to 10% before the pandemic. Sometimes these purchases reduce VMT because goods reach people efficiently; other times they increase it because people demand goods quickly, return them frequently, and continue to shop in person.	Higher-income people are more frequent online shoppers, but the impacts of delivery trips on safety and other issues are distributed throughout the region.	Unknown	0-2%
More affordable and efficient electric vehicles	EVs, which currently account for 1% of vehicles in Oregon, are more popular, but adoption is not on track to meet Oregon's targets. Electric bicycles will be increasingly popular and useful for longer trips. EV adoption continues to increase as vehicles become cheaper and more efficient.	Even with EV prices declining, current rebates for low-income people may not be enough to cover the additional cost of an EV.	0%	0%
Increasing concerns about personal safety	People are still concerned about contagion – in addition to pre-existing concerns about safety – when taking public transportation.	Health and safety concerns are most pressing for BIPOC and low-income people, who are also more likely to depend on transit. These people continue to ride transit, but it feels increasingly unsafe compared to driving alone.	0%	0%
Increasingly unsafe streets	It has hard to say whether fatal crash rates, which have gone up during the pandemic, will level off by 2025. Current trends are undermining progress toward our region's Vision Zero target.	Fatal crashes are concentrated in BIPOC and low-income communities.	0%	0%

Trend	Assumptions about 2025	Impacts on equity	Impacts on VMT	Impacts on transit ridership
Increasing recreational cycling	The number of recreational cyclists will increase slightly, particularly in communities that had lower levels of cycling prior to the pandemic.	Absent a significant increase in investment, bicycling infrastructure continues to be inadequate in many BIPOC and low-income communities.	0%	0%
Lagging transportation funds	Most transportation agency budgets recover to pre-pandemic levels. However, transit fare revenue continues to be lower than normal, and funding for transit and other modes continues to be less than needed to meet regional goals.	The lack of transit revenues disproportionately impacts BIPOC and low-income people who rely on transit.	0%	0%

The results above suggest some important findings about the region's future:

Emerging trends stand to reverse progress toward on the region's climate, equity and safety goals.

Most trends are likely to have relatively minor individual impacts on vehicle miles traveled, transit ridership, and crashes. However, meeting our regional goals requires a significant increase in transit service and ridership and a dramatic decrease in VMT and crashes, and the trends discussed above have set our region back in meeting these goals. *Restoring transit service and ridership, as well as confidence in the transit system, is critical to keeping our region on the right track.*

Emerging trends are pushing our region toward a two-tiered transportation system. During the pandemic, essential workers and Black, Indigenous and people of color and low-income people continued to rely on transit. However, given the increase in public incidents of racism, the dangers of walking to and waiting at a transit stop, reduced service, and increased public health concerns, transit feels less safe and convenient to many people than it did before the pandemic. *Transit cannot provide a truly equitable and sustainable alternative to driving until these issues are addressed.*

Responding proactively to these trends could require a shift in our policies and practices.

Metro and our agency partners' efforts have traditionally focused on personal trips in passenger vehicles, which account for the majority of total trips, and on commute trips during the morning and evening peak, which account for a significant share of VMT and congestion and which provide access to jobs. These trips are still important, but the trends above have created some important changes in how people travel – along with opportunities to meet our region's goals by addressing these changes.

- As teleworking increases, people commute less and take more errands throughout the day.
- For some workers and students, access to a computer and the internet could now have more of an impact on their job opportunities than access to transportation options does.
- As more goods are delivered online, delivery vans are making more trips.

6.3 Food Scraps Requirement Policy Update

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, February 23, 2022

MPAC Worksheet

Agenda Item Title: Update on Business Food Waste Requirement

Presenters: Holly Stirnkorb and Rosalynn Greene

Contact for this worksheet/presentation: Holly Stirnkorb

Purpose/Objective

Update on the revised timeline for implementation of the business food waste requirement.

Outcome

Shared understanding of purpose of policy, key policy elements, impacted parties and implementation timeline.

What has changed since MPAC last considered this issue/item?

The Business Food Waste Requirement (Ord. No. 18-1418) will go into effect March 31, 2022. Originally scheduled to begin March 31, 2020, the requirement was delayed two years due to COVID-19. The ordinance requires local governments to adopt a legally-enforceable mechanism to require certain businesses to separate food scraps for collection and to ensure food scraps collection services are available to businesses in their communities.

The policy will be phased in over a three year period starting with the largest food generating businesses first. Businesses and organizations generating more than one 60-gallon roll cart of food scraps a week are subject to these requirements. These businesses will be notified about the requirements by their local government staff starting March 31, 2022. The requirements will begin to be enforced in 2023. All businesses subject to the requirement must be in compliance by September 2024.

Jurisdictions adopting and enforcing these requirements include the cities of Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville, Wood Village, and the unincorporated areas of Clackamas and Washington counties within the Metro boundary. Local jurisdictions are available to provide comprehensive assistance and support to individual businesses, including set up, training, providing collection containers and other assistance as requested.

What packet material do you plan to include?

[Written briefing](#)

[Ordinance No. 18-1418 For the Purpose of Amending Metro Code Chapter 5.10 to Establish a Business Food Waste Requirement](#)

[Administrative Rule 5.10-4000 through 4085 Business Food Waste Requirement](#)

[Frequently asked questions](#)

MPAC UPDATE

Worksheet

TOPIC: Update on Business Food Waste Requirement

PREPARED BY: HOLLY STIRNKORB

RELATED REGIONAL WASTE PLAN GOALS: Goal 6: Reduce produce environmental impacts and waste through educational and behavioral practices related to prevention and better purchasing choices. Goal 8: Increase the reuse, repair and donation of materials and consumer products. Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.

PURPOSE OF UPDATE

Update on the revised timeline for implementation of the business food waste requirement.

BACKGROUND

Food waste causes environmental, economic and social impacts. As food decomposes in landfills, it creates methane, a powerful contributor to climate change. For more than 15 years, Metro and local communities have taken steps to prevent food waste, and voluntary programs have been in place to keep food scraps out of landfills and put them to better use. Despite these voluntary efforts, food is still the single largest portion of our garbage.

To address this issue, the Metro Council adopted the Business Food Waste Requirement (Ordinance 18-1418) in July 2018. The policy requires city and county governments, which oversee the collection of garbage and recycling, to ensure that food scraps collection services are available to businesses in their communities. Jurisdictions adopting and enforcing these requirements include the cities of Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville, Wood Village, and the unincorporated areas of Clackamas and Washington counties within the Metro boundary.

Originally scheduled to begin in March 2020, the requirement was delayed by two years due to the impacts of COVID-19 on the region's residents and businesses. Implementation of the requirement begins March 2022 and will be phased in starting with the largest food generating businesses. By September 2024, all businesses generating more than one 60-gallon roll cart of food scraps per week will be required to separate their food scraps and keep them out of the landfill by composting, donation or upstream prevention practices.

The policy allows local governments to implement the requirement in a way that meets local conditions as long as basic regional performance standards are met. The requirement only applies to food handled by employees. Businesses are not required to collect food waste that has been disposed of directly by customers in front-of-house operations. Businesses can also be granted 1-year participation waivers to the requirement under certain circumstances.

Businesses will be supported by the city or county in which they are located with comprehensive assistance and support including set-up, staff training, collection containers and other assistance such as food waste prevention and donation. In addition, Metro launched

an educational initiative, called Food Waste Stops With Me in partnership with the Oregon Restaurant & Lodging Association, Oregon Department of Environmental Quality and city and county governments. Metro's website is the portal for [Food Waste Stops With Me](#) connecting businesses with resources and local government technical assistance.

Staff is available to brief Councilors about the Business Food Waste Requirement upon request.

RECENT UPDATES

- SW Liaisons - Nov 2, 2021
- RWAC – Nov 18, 2021

UPCOMING UPDATES

- MPAC – Feb 23, 2022

ATTACHMENTS

1. [Food Scraps Policy](#)
2. [Ordinance No. 18-1418 For the Purpose of Amending Metro Code Chapter 5.10 to Establish a Business Food Waste Requirement](#)
3. [Administrative Rule 5.10-4000 through 4085 Business Food Waste Requirement](#)
4. Food scraps policy [overview for businesses](#)
5. [Frequently asked questions](#)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO)
CODE CHAPTER 5.10 TO ESTABLISH A)
BUSINESSES FOOD WASTE REQUIREMENT.)

ORDINANCE NO. 18-1418

Introduced by Chief Operating Officer Martha
Bennett in concurrence with Council
President Tom Hughes

WHEREAS, Metro regulates solid waste generated within the Metro region pursuant to Metro's constitutional, statutory, and charter authority and as set forth in the Metro Code; and

WHEREAS, food represents 18 percent of the region's disposed waste—the largest single material sent to landfill and the largest single recoverable material sent to landfill; and

WHEREAS, when sent to landfill, food waste generates methane which is 25 times more potent of a greenhouse gas than carbon dioxide; and

WHEREAS, food waste is identified as a primary material for recovery within the region's Regional Solid Waste Management Plan, which guides Metro and local government work; and

WHEREAS, the State of Oregon Department of Environmental Quality, via Oregon Revised Statutes 459A.010 has set a food waste recovery goal of 25% by 2020; and

WHEREAS, the State of Oregon Department of Environmental Quality has added a required food waste collection program for nonresidential generators to the list of menu items available to local governments for compliance with state law under Oregon Administrative Rule 340 Division 90; and

WHEREAS, the Metro region has had a voluntary business food waste collection program in place for over ten years yet only fourteen percent of the total food waste is recovered; and

WHEREAS, the Metro Council has determined that in order for the region to significantly increase food waste recovery, a more aggressive approach to food waste recovery is necessary; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

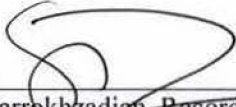
1. Metro Code 5.10 is amended to establish a Business Food Waste Requirement as set forth in Exhibit A to this Ordinance.

ADOPTED by the Metro Council this 26th day of July 2018.



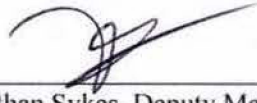
Tom Hughes, Council President

Attest:



Sara Farrokhzadian, Recording Secretary

Approved as to Form:



Nathan Sykes, Deputy Metro Attorney

Metro Ordinance No. 18-1418 – Exhibit A

BUSINESS FOOD WASTE REQUIREMENT

5.10.410	Purpose and Intent
5.10.420	Business Food Waste and Covered Businesses
5.10.430	Business Food Waste Requirement
5.10.440	Business Food Waste Requirement Performance Standards
5.10.450	Temporary Waiver
5.10.460	Metro Enforcement of Business Food Waste Requirement
5.10.470	Metro Model Ordinance

BUSINESS FOOD WASTE REQUIREMENT

5.10.410 Purpose and Intent

The business food waste requirement provides an opportunity to increase recycling of food waste and to assist the Metro region to achieve waste reduction goals. Metro does not intend for this requirement to apply to food that is fit for human consumption and accepted for donation by a charitable organization or the use of food waste for animal consumption in compliance with applicable regulations.

5.10.420 Business Food Waste and Covered Businesses

For the purpose of this section, business food waste is solid waste consisting of food waste removed from the food supply chain that is not fit for human or animal consumption. A covered business is a business that cooks, assembles, processes, serves, or sells food.

5.10.430 Business Food Waste Requirement

Local governments must require (1) covered businesses in their jurisdiction to source separate and recover business food waste; (2) delivery of collected business food waste to a facility authorized by Metro; and (3) persons, as defined by Metro Code Section 1.01.040(h), who provide space to a covered business to allow the source separation and collection of food waste.

5.10.440 Business Food Waste Requirement Performance Standards

The Chief Operating Officer will adopt administrative rules to address the business food waste requirement performance standards. The performance standards must include, without limitation, the following elements:

- (a) Provisions requiring that local governments
 - (1) Notify covered businesses and waste haulers of the business food waste requirement;
 - (2) Require covered businesses and waste haulers to comply with the business food waste requirement;
 - (3) Provide education and technical assistance to covered businesses and waste haulers regarding the business food waste requirement; and
 - (4) Enforce the business food waste requirement.

- (b) Provisions requiring local governments to compel persons providing space to a covered business to allow for the source separation and collection of business food waste.

The Chief Operating Officer may allow a local government to waive the business food waste requirement as to a specific business as provided in the administrative rules.

5.10.450 Temporary Waiver

The Chief Operating Officer may waive, for no longer than 365 days, the local government's implementation of the business food waste requirement only as provided in the administrative rules. The Chief Operating Officer may provide for an extension of the temporary waiver in the administrative rules

5.10.460 Metro Enforcement of Business Food Waste Requirement

Upon a request by a local government and as provided in an intergovernmental agreement, Metro will perform the local government function to ensure covered business compliance with the business food waste requirement.

5.10.470 Metro Model Ordinance

The Chief Operating Officer may adopt a business food waste requirement model ordinance for use by the local government. The model ordinance is advisory only.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 18-1418, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 5.10 TO ESTABLISH A BUSINESS FOOD WASTE REQUIREMENT IN ORDER TO INCREASE THE RECYCLING OF FOOD WASTE AND TO ASSIST THE METRO REGION WITH ACHIEVING WASTE REDUCTION GOALS.

Date: July 19, 2018

Prepared by: Jennifer Erickson
503-797-1647

Food is the single largest portion of greater Portland's waste stream and a major contributor to the creation of methane when disposed in a landfill. More than half of the food disposed from the greater Portland area comes from businesses. For more than 20 years, Metro has been working to reduce the impacts of food waste on the environment, and Ordinance No. 18-1418 is a critical part of these efforts. By requiring the collection of food scraps at food service businesses and delivering those food scraps to facilities that can turn them into compost and energy, and by supporting business food waste prevention and edible food donation programs, Metro can take one of the most significant actions possible to address climate change through its stewardship of the region's garbage and recycling system.

If adopted, Ordinance No. 18-1418 will amend Metro Code Chapter 5.10 to add the Business Food Waste Requirement. Under this ordinance, each local government must require: (1) covered businesses in its jurisdiction to separate and recover food waste; (2) delivery of collected business food waste to a facility authorized by Metro; and (3) property owners and managers who provide space to a covered business to allow the source separation and collection of food waste. If Ordinance No. 18-1418 is approved by the Metro Council, the Chief Operating Officer will adopt administrative rules to set performance standards for the collection and processing of food scraps from businesses.

BACKGROUND

Metro's Solid Waste Roadmap is a work program consisting of six interrelated projects that will help define the region's garbage and recycling system in the future. The Food Scraps Capacity Development work, one of the six projects, is tasked with developing alternatives for answering the question of what actions Metro should take to accelerate recovery of food scraps and ensure there is adequate and proximate capacity to transfer and process food scraps collected from the region's businesses.

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

In 2014, the Metro Council reviewed the region's current commercial food scraps recovery efforts and staff introduced some potential paths forward to ensure that the region has a stable and sustainable food scraps transfer and processing system for the long term. The Council confirmed its desire to accelerate the region's recovery of food scraps and its wish to process those food scraps in or as close to the region as possible.

The Council determined that in order to increase food scraps recovery and attract stable, local processing capacity, the region should:

1. Require certain businesses to separate their food scraps for recovery and eventually prohibit the disposal of food from businesses.
2. Determine how to efficiently collect and deliver food scraps for processing.
3. Secure local and stable processing capacity.

Based on Council direction, staff developed policies and initiatives to fulfill these objectives.

ANALYSIS/INFORMATION

Ordinance No. 18-1418 and the first draft of the administrative rules were crafted over a twelve-month period by Metro staff from Property and Environmental Services, the Council Office and the Office of Metro Attorney, with significant input from representatives from Beaverton, Clackamas County, Gresham, Portland, Washington County, and Oregon DEQ. The policy requires local governments within the region to adopt a mechanism for requiring separation of food scraps by certain types of businesses. The objective is a policy that provides clarity and consistency for the affected businesses and, at the same time, allows for some implementation flexibility for local governments. The administrative rules guiding the policy implementation and performance standards are undergoing public comment in accordance with Metro Code 5.01.280 and are expected to be presented to the Metro Chief Operating Officer for adoption this fall.

The key elements of the ordinance are:

- A requirement that local governments adopt an enforceable mechanism (such as a code amendment, business license requirement or other legally binding instrument) that requires that certain food service businesses separate food scraps from other waste and recyclables.
- Flexibility for local governments in program implementation (e.g., geographically, by hauler franchise, areas of business concentration, etc.), in a manner that makes sense locally as long as commercial food waste collection programs meet regional performance standards. Governments may also, on a limited basis, grant waivers to businesses that are unable to comply.
- A three-phase roll-out, beginning with businesses that generate the most food scraps that, when fully implemented in 2023, would affect approximately 3,300 businesses in the region. This represents about 4 percent of the overall business community. The phases would be as follows:
 - Group 1 (March 2020): those businesses that generate 1,000 pounds or more of food scraps per week.
 - Group 2 (March 2021): those businesses that generate 500 pounds or more of food scraps per week.
 - Group 3 (Sept. 2022): K-12 schools and businesses that generate 250 pounds or more of food scraps per week.
- A resolution for Council consideration, concurrent with the consideration of this ordinance, that conveys an intent to implement a regional food scraps disposal prohibition no earlier than January 2025, based on an assessment of implementation of the required separation policy.

As with the Business Recycling Requirement adopted by the Metro Council in 2008, Metro will provide funding to support program rollout to assist local governments and businesses with implementation during the first five years of the program.

1. Known Opposition

- There was one comment in opposition from a local resident received during the first round of public comment stating that businesses are already separating food waste and a mandate is not necessary.
- The City of Hillsboro, while supporting the efforts to keeping food out of the landfill, consistent with city goals, remains concerned about the costs of the program and the lack of transfer capacity on the west side of the region, and does not support the Access to Services Payment that replaces the participation waiver.
- The Oregon Restaurant and Lodging Association (ORLA) supports food waste collection, but does not support a mandatory approach.

2. **Legal Antecedents** Metro Charter Chapter II, Sections 4 and 6; Oregon Revised Statutes Chapter 268, Section 317; Oregon Revised Statutes 459A.010; Oregon Administrative Rules Chapter 340; Metro Code Title V, Chapter 5.10; Metro Ordinance No. 08-1200.

3. Anticipated Effects

Local Government Effects

The program requires a one-time demand on local government staff and elected officials to adopt the ordinance. Ongoing additional staff time by local governments and Metro will be required for education, implementation, compliance and reporting throughout the implementation period. Education and technical assistance services will continue to be provided to the business community by those jurisdictions receiving direct program funding from Metro. If the Business Food Waste Requirement and accompanying local ordinances are enacted, the Property and Environmental Services Department intends to include in its annual budget proposal to the Chief Operating Officer that Metro provide additional funding to local governments to support their technical assistance services to businesses for the first five years of the requirement to mitigate local government implementation costs. Metro funds would support technical assistance staff time and supplies for businesses. In 2016, Metro conducted a survey of food-generating businesses, the vast majority of which indicated the importance of this technical assistance to their ability to successfully introduce and maintain food scraps recycling programs. A more complete summary of funding assistance covering the program implementation is included in *Section 4. Budget Impacts*.

Effects on Participating Businesses

There are two main impacts on businesses that will have to participate in this program: changes to their operations and accompanying costs, and changes to the rates they pay for solid waste collection services.

For the first, businesses will have to alter their practices slightly to accommodate separation of food scraps from garbage within their businesses. Based on the experiences of the approximately 1,500 businesses in the region that are already doing this on a voluntary basis, this change, once adjusted to, generally has minimal impact on operations and labor costs.

For the second impact, there are three primary contributors to changes to the service rates that businesses will pay: the cost of collection, the distance and cost to transfer or processing facilities, and the cost of processing the food scraps into energy or compost. Almost every local government in the region is providing food scraps collection service to businesses currently and setting a rate for it

(Portland does not set rates for commercial services). Staff expects that this ordinance, by adding more businesses to routes, will help improve the efficiency of the current collection system.

To mitigate the costs of taking the food scraps from the collection route to a transfer point or processor, implementation of this ordinance would be accompanied by temporary Access to Transfer Services payments to offset additional costs from transporting separated food scraps a longer distance than they currently are when collected as garbage. These payments would go to local governments (or possibly haulers) in order to mitigate the additional costs of collection service.

The third cost contributor is the amount of the food scraps tip fee. The current tip fee at Metro Central Transfer Station is \$66.23 per ton, which is approximately \$9.00 per ton less than the actual cost. The Metro Council chose to subsidize the commercial food scraps rate in order to stabilize the rate and aid in the development of the region’s food scraps system. The future cost and tip fee is uncertain, as Metro is in negotiations for a new anchor facility to process the region’s food scraps into energy.

Finally, as rate setters, local governments have influence over waste collection rates. Some jurisdictions have structured food scraps collection rates to spread the costs across all businesses, mitigating the costs to participating business and acknowledging the broad public good that comes from recycling food scraps. Businesses will also have some control over the rates they would pay. If a business can substantially reduce its garbage service, that may outweigh any additional costs associated with food scraps service. This is likely only possible for the largest generators.

Local Recovery Effects

Metro and local governments estimate that commercial food scrap recovery tonnages from the covered businesses would be as follows:

Business Group 1, starting in 2020	Business Group 2, starting in 2021	Business Group 3 (including K-12 schools), starting in 2022	Total Tons	Total tons at 50% separation rate
25,000–59,000 tons per year	Additional 6,000–14,000 tons per year	Additional 4,000–9,000 tons per year	35,000–82,000 tons per year	59,000 tons per year

Sources for Business Generation Estimates: Cascadia Consulting Group. *2014 Generator-Based Characterization of Commercial Sector Disposal and Diversion in California*. Publication # DRRR 2015-1543. California Department of Resources and Recycling and Recovery, September 2015, and State of Oregon Employment Department, Workforce and Economic Research Data.

Total recovery will be affected by the separation efficiency of each business (how much of their total food waste is separated from garbage and recycling) and the type of business in each group. The largest expected food waste generators are in the first group. The ranges noted above are from a low of 30 percent to a high of 70 percent separation efficiency rate. It is anticipated that most businesses will reach an average of 50 percent separation efficiency.

Environmental, Economic and Community Effects

Landfills are significant emitters of methane, and food scraps are a primary contributor to the production of methane in landfills. Methane is a very potent greenhouse gas—28 to 36 times that of carbon dioxide (CO₂) over a 100-year period. Methane emitted today lasts about a decade on average, which is much less time than CO₂ but methane also absorbs much more energy than CO₂. The net effect

of the shorter lifetime and higher energy absorption is reflected in its much higher global warming potential. Methane also accounts for some indirect effects, such as the fact that it is a precursor to ozone, and ozone is itself a greenhouse gas.

The goal of collecting food scraps is to capture environmental and economic benefits of turning that material into useful products or creating energy while reducing the negative environmental impacts associated with disposal. Putting food scraps in the garbage is a missed opportunity to capture these benefits. These benefits and the prevalence of food in our waste stream are the reasons it is identified as a primary material for recovery within the region's Regional Solid Waste Management Plan.

In addition to the benefits from recovering food scraps, the technical assistance that local governments and Metro will provide as part of this program will also advance businesses' efforts to prevent the wasting of food and donate any remaining edible food. Preventing the wasting of food has significant greenhouse gas emissions benefits and, in addition, wasted food is a main contributor to deforestation and the depletion of global water resources. Food donation programs help to address the needs of the 1 in 7 residents of our region who struggle to put enough food on the table. While many area food service businesses currently participate in edible food donation programs, experience in other communities indicates that food scraps separation requirements and collection programs result in increased donation of edible food. Vermont saw a 60 percent increase in food donations between 2015 and 2016 after implementation of its food scraps disposal prohibition, and Massachusetts saw a 25,000 ton increase in food donations in the year after implementation of its policy.

The government-to-business technical assistance is enhanced by two partnerships Metro has established to advance prevention and donation. The first is the *Food Waste Stops With Me* partnership with the Oregon Restaurant and Lodging Association, area food service businesses and local governments, Oregon Department of Environmental Quality and the World Wildlife Fund to co-develop resources and assist food service and hospitality businesses. The second, with the Oregon Food Bank, local governments and food pantries, is aimed at supporting food donation by grocers.

4. Budget Impacts

Technical Assistance Funds:

The Metro budget for fiscal year 2018-19 for funding to local governments for staff to provide food scraps recycling assistance to businesses is \$400,000. If the Metro Council approves a region-wide required food scraps separation program, Metro staff intends to propose a revised budget for funding local government technical assistance to affected food generating businesses beginning in fiscal year 2019-20. Staff is in the process of determining the funding levels based on:

- the numbers of businesses in each jurisdiction,
- the anticipated staff hours required to bring businesses into compliance, and
- when these businesses will be brought into the program between 2020 and 2024.

Early estimates put that budget amount at between the current \$400,000 and \$720,000 annually, based on actual data from local government implementation of the voluntary program over the past 10 years.

Estimated Resources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
Total Local Government FTE	7	8	9	5	5
Budget (\$80,000 per FTE)	\$560,000	\$640,000	\$720,000	\$400,000	\$400,000
Increase over FY 2018-19 funding	+\$160,000	+240,000	+320,000	0	0

Labor hours increase as business groups are added over the implementation timeline due to the fact that as new businesses are added, follow-up visits and assistance for businesses brought into compliance during previous years will continue to be needed.

Access to Transfer Service Payments

As noted in the Anticipated Effects section above, staff proposes that implementation of the business food waste requirement include payments (to local governments or possibly haulers) to help offset additional costs related to collection and delivery of food scraps to transfer or processing facilities that are more distant than existing garbage facilities. In the worst-case scenario, in which all loads from the region must go to Metro Central Transfer Station only, these payments could range between a total of \$100,000 and \$550,000 per year between fiscal years 2019-20 and 2023-24, as listed below.

Access to Transfer Service Payments Highest Cost Scenario – Metro Central Only	
<u>Fiscal Year</u>	<u>Total Payments</u>
2019-20	\$104,000
2020-21	\$415,000
2021-22	\$503,000
2022-23	\$549,000
2023-24	\$141,000
Program Total	\$1,712,000

The addition of any other transfer location would considerably lower the amount of these payments

The amount of these payments equates to an increase of approximately \$0.29 to \$0.38 per ton on the Regional System Fee. The fee may not actually need to increase by these amounts based on other variables affecting it including the actual amount of the payments, increased availability of transfer services and ability to absorb payments in the existing budget.

The Access to Transfer Services Payment is temporary, serving as a bridge to mitigate collection cost impacts as the region works to provide additional and more geographically dispersed transfer options.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 18-1418.

**Solid Waste
Administrative Rule**

AR 5.15-4000

**Administrative Rule of Metro Code Chapter 5.15
Administrative Rule Adoption Record and Findings**

**AR 5.15-4000 through 4085
Business Food Waste Requirement Administrative Rules**

These administrative rules are adopted under the authority of Metro Code Chapter 5.08, which authorizes the Chief Operating Officer (COO) to adopt and amend administrative rules. In accordance with Metro Code, the COO provided an opportunity for public comment and held a public hearing on these rules before their adoption.

The COO finds that these administrative rules are necessary to implement certain provisions of Metro Code Chapter 5.15 and hereby adopts Administrative Rules Nos. 5.15-4000 through 4085. The requirements of these administrative rules are in addition to all other requirements and provisions in Metro Code Chapter 5.15. These rules have the same force and effect as any other provision of Metro Code Chapter 5.15.

It is so ordered:



Marissa Madrigal
Metro Chief Operating Officer

01/15/2021

Date

SOLID WASTE

ADMINISTRATIVE RULES

AR 5.15-4000 through 4085

Business Food Waste Requirement

Effective: October 31, 2018

Revised September 10, 2020

Revised February 1, 2021

Renumbered per Ordinance 20-1451 March 10, 2021

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5.15 – 4000 Purpose

1. The purpose of these rules is to implement the provisions of the business food waste requirement set forth in Metro Code Section 5.15.410-5.15.470.
2. The purpose of the business food waste requirement is to provide a region-wide standard for the separation and collection of food waste from food-waste-generating businesses. For the purposes of these rules, Covered Businesses are defined as organizations that cook, assemble, process, serve, or sell food or do so as service providers for other enterprises.
3. Food is identified as a primary material for recovery within the Regional Solid Waste Management Plan because of its prevalence in the region's waste stream and the negative environmental impacts of disposing food in a landfill.
4. The prevention of food waste, the donation of edible food for human consumption and the use of food waste to feed animals are the region's preferred methods for managing surplus food. Food that has been stored properly, is fit for human consumption and is accepted for donation and food that

has been set aside and is destined for animal consumption in compliance with applicable regulations is not subject to this administrative rule.

5.15 – 4005 Policy and Legal Authority

1. Metro Code Chapter 5.15 requires local governments to establish mandatory programs to separate and collect food waste from certain food-waste generating businesses referred to in these rules as “Covered Businesses.”
2. These administrative rules are issued under the authority of Metro Code Section 5.15.080. These rules are in addition to all other requirements and provisions in Metro Code Chapter 5.15.

5.15 – 4010 Definitions

Unless otherwise specifically defined, all terms used are as defined in Metro Code Chapter 5.00.

“**Covered Business**” means an organization that cooks, assembles, processes, serves, or sells food or does so as a service provider for other enterprises.

“**Business Groups**” means groups of Covered Businesses subject to the business food waste requirement by certain effective dates as delineated in the Applicability section of these rules.

“**Food waste**” means waste from fruits, vegetables, meats, dairy products, fish, shellfish, nuts, seeds, grains, coffee grounds, and other food that results from the distribution, storage, preparation, cooking, handling, selling or serving of food for human consumption. Food waste includes but is not limited to excess, spoiled or unusable food and includes inedible parts commonly associated with food preparation such as pits, shells, bones, and peels. Food waste does not include liquids or large amounts of oils and meats which are collected for rendering, fuel production or other non-disposal applications, or any food fit for human consumption that has been set aside, stored properly and is accepted for donation by a charitable organization and any food collected to feed animals in compliance with applicable regulations.

5.15 – 4015 Applicability of Rules and Effective Date

1. The business food waste requirement applies to all local governments within the Metro boundary.
2. Covered Businesses subject to the business food waste requirement include, but are not limited to:

Cafeterias & buffets	Grocery retail
Caterers	Grocery wholesale
Colleges & universities*	Hospitals*
Correctional facilities	Hotels*
Drinking places*	Limited service restaurants
Elementary and secondary schools*	Nursing & residential care*
Food product manufacturing	Retirement & assisted living*
Food service contractors	Specialty food markets
Full service restaurants	Warehouse clubs

*Only those businesses with full-service restaurants or on-site food preparation or service are subject to these rules.

3. Covered Businesses must meet the food waste requirement according to a schedule determined by the quantity of food waste they generate on average, in three phases as listed below. Implementation will begin with Business Group 1 and progress to the other groups according to the Effective Dates described in Rule 4020. Covered Businesses that demonstrate they generate less than 250 pounds per week of food waste are not subject to this requirement.

Business Group 1	Business Group 2	Business Group 3
≥0.5 ton (1,000 pounds) per week food waste generated	≥0.25 ton (500 pounds) per week food waste generated	≥0.125 ton (250 pounds) per week food waste generated

4. A person that provides space to a Covered Business must allow or facilitate provision of a food waste collection service for the Covered Business.

5.15 – 4020 Effective Dates

These rules are effective on October 31, 2018.

Local governments must meet the following deadlines:

1. Local Government Adoption of Requirement: July 31, 2019.
2. Implement Requirement for all Covered Businesses in Business Group 1: March 31, 2022-March 31, 2023.
3. Implement Requirement for all Covered Businesses in Business Group 2: March 31, 2022-September 30, 2023.
4. Implement Requirement for all Covered Businesses in Business Group 3: September 30, 2023-September 30, 2024.

5.15 – 4025 Exemptions

1. Governments Outside Metro Boundary: A local government outside of the Metro Boundary is exempt from this business food waste requirement.
2. No Commercial District: A local government that does not have a commercial zone or commercial district is exempt from this business food waste requirement.

5.15 – 4030 Compliance Waivers

Metro may grant a compliance waiver to a local government that meets the standards below.

1. Business quantity minimum threshold: Metro will waive application of the business food waste requirement for a local government with five or fewer Covered Businesses within its boundary. Metro will review the number of Covered Businesses in each local government jurisdiction annually. If Metro determines that a local government exceeds the minimum number of Covered Businesses during the review period, Metro will notify the local government of its findings in writing and will require the local government to comply with these rules within 12 months of the notification.

5.15 – 4035 Access to Services Payments

1. Franchised waste haulers: Metro may provide payments on a temporary basis to a waste hauler operating within the region under local government commercial collection franchise authority that is not within reasonable proximity of food waste transfer or processing services. Reasonable proximity is defined as within a distance that is equal to the average uncongested travel time one way to the nearest in-region transfer station that accepts municipal solid waste. Metro will establish zones to clearly define areas that are outside reasonable proximity and may apply a travel time inflator to account for congestion. Payment will be based on the number of loads per week of food waste generated within the zone at a 50% capture rate and the additional time required to deliver these loads to the nearest food waste transfer or processing services. Metro will determine whether a waste hauler is eligible to receive payment, the payment amount, disbursement method, and frequency of payments.
2. Metro will calculate the payment amount for a waste hauler using the following elements:
 - a. Average cost per hour to operate collection vehicle in the Metro region.
 - b. Number and type of Covered Businesses entities within the zone and within the waste hauler's collection franchise boundary.
 - c. Estimated total tons per week generated by Covered Businesses within the zone at a 50% capture rate.
 - d. Number of loads per week generated by Covered Businesses within the zone. Load size will be based on the average size of route truck food waste loads delivered to Metro Central Transfer Station over a 12 month period.
 - e. Maximum additional time round trip beyond reasonable proximity required to transport loads to food waste transfer or processing services.
 - f. Additional hours multiplied by cost per hour.
3. Metro will periodically review the elements used to calculate the payments and will make any adjustments that are necessary including utilizing new sources of data. Metro will notify waste haulers and local governments of any adjustments to the payment calculation elements within 30 days.
4. The following criteria must be met in order for a waste hauler to qualify for payment:
 - a. The local government must adopt a legally-enforceable mechanism that meets the business food waste requirement and performance standard by the adoption deadline.
 - b. Waste haulers must enter into a contractual agreement with Metro.
 - c. Waste haulers must submit annual reports to Metro no later than March 31. Reports must demonstrate that funds have been included in Detailed Cost Reports submitted annually by waste haulers to local governments.
 - d. Metro may request that local governments confirm that the payments received by waste haulers have been included in required Detailed Cost Reports and are factored into the collection rate-setting process. Cooperative programs may provide confirmation on behalf of member jurisdictions.
5. Metro will revoke payments if the waste hauler does not report payments or provides false or incomplete information.

6. Metro will discontinue payments to a waste hauler once transfer or processing services become available within reasonable proximity as determined by Metro. Metro will notify local governments and affected waste haulers at least 30 days before discontinuing payments.
7. Metro will re-evaluate the payments periodically and will automatically renew them until Metro determines that circumstances have changed. The waste hauler or local government does not need to take any action to renew payments unless otherwise directed by Metro.
8. Covered Businesses: Metro may provide payments on a temporary basis to a Covered Business that transports its own source-separated food waste. Food waste must be generated solely from its own operations and generated from a single location within the Metro boundary that is not within reasonable proximity of food waste transfer or processing services. Reasonable proximity is defined as within a distance that is equal to the average uncongested travel time one way to the nearest in-region transfer station that accepts commercially-derived municipal solid waste. Metro will determine whether a Covered Business is eligible to receive a payment, the payment amount, disbursement method and frequency.
9. Metro will calculate the payment amount for a Covered Business using the following elements:
 - a. Average cost per hour to operate collection vehicle in the Metro region.
 - b. Total loads and tons per week of acceptable food waste delivered to Metro Central Transfer Station based on actual delivery weights recorded by the Metro Central scale house.
 - c. Location zone of the point of generation of the food waste.
 - d. Maximum additional time round trip beyond reasonable proximity required to deliver loads to the nearest food waste transfer or processing services.
 - e. Additional hours multiplied by cost per hour.
10. Metro will periodically review the elements used to calculate the payments and will make any adjustments that are necessary including utilizing new sources of data. Metro will notify the Covered Business of any adjustments to the payment calculation elements within 30 days.
11. The following criteria must be met in order for a Covered Business to qualify for payment:
 - a. The business must be located within the jurisdictional boundaries of a local government that has adopted a legally-enforceable mechanism that meets the business food waste requirement and performance standard by the adoption deadline.
 - b. The business must apply for a payment and submit all required information in a format prescribed by Metro.
 - c. The business must fully comply with all program criteria or standards.
 - d. The business must demonstrate to Metro that its food waste is being disposed as waste in a landfill. A business does not qualify for payments if it transports its food waste to other locations for other uses or recovery.
 - e. A business must have a credit account with Metro for use of Metro Central station including obtaining Metro-issued RFID tags. Cash transactions are ineligible for access payments.
12. Metro will discontinue payment to a Covered Business once a transfer or processing facility becomes available within reasonable proximity to the business as determined by Metro. Metro will notify any affected Covered Businesses at least 30 days before discontinuing payments.

13. Metro will re-evaluate the payments periodically and will automatically renew them until Metro determines that circumstances have changed. Metro may revoke a payment to a Covered Business any time for a violation of any criteria or payment condition.

5.15 – 4040 Local Government Requirements

1. A local government must implement one of the following:
 - a. Adopt a legally-enforceable mechanism that meets the performance standard in rule 4050. A legally-enforceable mechanism includes but is not limited to local code, regulation, ordinance, or law.
 - b. Adopt the Business Food Waste Requirement Model Ordinance and require business food waste be delivered to a solid waste facility authorized by Metro.
2. A local government must require Covered Businesses within its jurisdiction to:
 - a. Separate food waste from all other solid waste for collection.
 - b. Recover food waste that is controlled by the business, agents, and employees. This requirement does not apply to food wastes controlled by customers or the public. At its discretion, a Covered Business may also collect food waste from customers but must ensure that food wastes are free of non-food items. K-12 schools may also include student-generated food waste from school cafeteria meals but must ensure that food wastes are free of non-food items.
3. A local government must require persons or entities that lease or provide space to a Covered Business to allow or facilitate the provision of food waste collection service for those Covered Businesses.
4. A local government must submit annual implementation plans to Metro according to the procedures set forth in these Administrative Rules.
5. A local government may:
 - a. Implement the program in the manner that is most efficient and effective for local conditions, local solid waste system considerations, geography, and that which best suits the Covered Businesses as long as the local government complies with the performance standard and deadlines.
 - b. Grant temporary waivers to a Covered Business according to the procedures set forth in these Administrative Rules.
 - c. Designate another agency or partner to implement the program on their behalf. A designated agency is a county agency, city agency or contracted agent that is responsible for designing and implementing the business food waste requirement according to the procedures set forth in these Administrative Rules.

5.15 – 4045 Local Government Annual Implementation Plan

A local government is required to submit to Metro an annual implementation plan regarding the business food waste requirement. A local government may develop and implement its plan individually or through cooperative or partnership agreements between governments. A local government may implement the business food waste requirement in a manner that best suits local conditions as long as

the local government meets or exceeds the performance standard. An implementation plan must meet the performance standard set forth in these Administrative Rules.

5.15 – 4050 Local Government Performance Standard

1. Business Notice of Requirement. After a local government adopts the business food waste requirement and according to the implementation schedule, the local government must send notice to Covered Businesses that outlines the requirement and how to comply and receive assistance. A local government must establish a mechanism to notify new Covered Businesses of the business food waste requirement.
2. Business Compliance. A local government must require that Covered Businesses comply with the business food waste requirement including, but not limited to:
 - a. Adherence with the implementation schedule.
 - b. Correctly-labeled and easily-identifiable collection receptacles.
 - c. Arranging for food waste collection service as necessary.
 - d. Ensuring building owners or managers of single or multi-tenant buildings containing Covered Businesses allow or otherwise enable the provision of food waste collection service to lessees or occupants subject to the business food waste requirement.
3. A local government must ensure appropriate collection receptacles and service are made available.
4. A local government must require that franchised or otherwise licensed waste haulers deliver food waste to a facility that complies with federal, state, regional and local laws and regulations.

5.15 – 4055 Business Assistance

A local government must provide educational materials and offer technical assistance to Covered Businesses to assist with program set-up, understanding program requirements and separation standards.

- a. Educational materials must include, at a minimum:
 - i. Labels for collection containers that clearly communicate what is allowed in the food waste collection system.
 - ii. Signs and/or posters that provide clear and simple instructions.
 - iii. All signs and program materials must be designed to be understood by people with limited English proficiency.
 - iv. Program contact phone number for businesses to call for program assistance.
- b. Technical assistance offered must include, at a minimum:
 - i. Education and assistance with food waste prevention techniques and edible food donation programs.
 - ii. Assistance with food waste collection program set up and training on-site at the business.
 - iii. Assistance with mitigating issues arising from program participation such as odors or vectors.
 - iv. Ensure correct labeling of all food waste collection receptacles.
 - v. Serve as a facilitator between the business and solid waste hauler as needed to assist with the provision of appropriate collection receptacles and service frequency.

5.15 – 4060 Local Government Enforcement of the Business Food Waste Requirement

A local government must establish a method for ensuring compliance with the business food waste requirement. Covered Businesses may be subject to enforcement actions should they not meet the compliance dates listed in section 5.15 – 4020.

5.15 – 4065 Local Government Temporary Compliance Waivers to Covered Businesses

1. A local government may establish a method for granting temporary waivers to Covered Businesses. A local government must obtain Metro approval of the waiver method and conditions.
2. Temporary waivers must meet the following minimum standard:
 - a. May not exceed 12 months, annual renewal allowed.
 - b. In order to be renewed, a local government must annually review waivers to determine if conditions that warrant the waiver are still in place and cannot be remedied.
 - c. Covered Businesses seeking a temporary waiver must agree to periodic waiver verification site visits. Local governments are responsible for determining if one or more of the following criteria warrant a temporary waiver:
 - i. Less than 250 pounds per week of food in the disposed waste.
 - ii. Food waste produced by the Covered Business is not suitable for inclusion in the program, or cannot be made suitable without unreasonable expense.
 - iii. Physical barriers to compliance exist and cannot be immediately remedied.
 - iv. Compliance results in unreasonable capital expense.
 - v. Compliance results in a violation of other government ordinance, health or safety code.

5.15 – 4070 Metro Enforcement of the Requirement

A local government may request that Metro assist with enforcement of the business food waste requirement. Metro will provide enforcement assistance after Metro and the local government establish an Intergovernmental Agreement.

5.15 – 4075 Self-Haul of Source-Separated Food Waste

The local government may allow a Covered Business to self-haul source-separated food waste generated by that business. The local government must require the Covered Business to comply with these rules, including without limitation delivery of the food waste to a facility authorized by Metro.

5.15 – 4080 Compliance Verification and Reporting

Local governments must collect and report data to Metro to demonstrate compliance and assist with program evaluation. Metro will determine reporting requirements and frequency, review data and make a determination of compliance as set forth in Annual Implementation Plans.

5.15 – 4085 Funding Guidelines

1. Metro may provide funding to support the implementation of the business food waste requirement to local governments upon adoption of the requirements by the Metro Council. Metro intends to

provide funding for the first five fiscal years of the business food waste requirement, subject to Metro Council approval of funding amounts during the annual budget process. After the first five years of implementation, ongoing program maintenance funding may also be provided subject to Metro Council approval during the annual budget process.

2. A local government must use funds for business assistance, infrastructure, compliance, and enforcement efforts to implement the business food waste requirement. Metro will review and approve the intended uses prior to distributing funds.
3. If a local government has designated another agency or partner to implement the program, Metro may, at its sole discretion, distribute funds to the designated agency. A designated agency is a county agency, city agency or contracted agent that is responsible for designing and implementing a waste reduction program including the business food waste requirement, on behalf of a local government.
4. In order to receive funding, a local government or its designated agency must submit documentation demonstrating compliance with the requirements of Metro Code 5.15.410-5.15.470 and these rules and enter into an Intergovernmental Agreement with Metro.
5. Metro will withhold funding associated with the implementation of the business food waste requirement from governments that do not comply with the business food waste requirement. If governments remain out of compliance for more than two years, funding associated with other programs may also be withheld or Metro may seek any remedy under applicable state law. Governments that are, in the sole opinion of Metro, actively making good faith efforts to adopt the business food waste requirement will remain eligible for associated funding. Metro will determine how any withheld funds will be utilized.



Food scraps separation requirement

FAQ for businesses

Implementation of a regional Food Scraps Separation Requirement begins March 2022 and many businesses in the [Metro district](#) will need to comply by 2023. Here's what businesses need to know.

Which businesses are impacted by the food scraps separation requirement?

Businesses that generate more than 250lbs of food scraps per week (equivalent to about one 60-gallon roll cart per week) will be required to comply. This includes but is not limited to:

Grocery Stores: Establishments that sell food and beverages including grocery stores, warehouse clubs, wholesalers and specialty food stores.

Restaurants: Establishments that prepare meals, snacks and beverages, per customers order, for immediate consumption on and off premises. This includes organizations and corporate campuses with full service and on-site cafeterias as well as catering companies.

Lodging and Hotels: Establishments primarily engaged in providing short-term lodging with full-service restaurants or on-site food preparation.

Hospitals: Establishments, licensed as hospitals, with full-service restaurants or on-site food preparation.

Nursing and Residential Care Facilities: Establishments primarily engaged in providing residential care with full-service restaurants or on-site food preparation. This includes retirement and assisted living facilities.

Correctional Facilities: Jails, prisons or other places of incarceration with on-site cafeterias or food preparation.

Colleges and Universities: Higher-education institutions with full-service restaurants or on-site food preparation including those that offer two- to four-year programs in the arts and sciences, technical and vocational schools, and junior and community colleges.

Elementary and Secondary Education: Schools with on-site cafeterias or food preparation including a centralized kitchen that prepares food for delivery to multiple school locations.

Food and Beverage Manufacturers:

Establishments primarily engaged in producing food and beverage products such as fruit and vegetable canning, chocolate and confectionery manufacturing, meat, poultry and seafood processing, commercial bakeries, and breweries.

What does it take to be in compliance with the requirement?

Businesses must set up food scrap collection service and separate food scraps, have correctly labeled bins for internal collection, and post accurate signs that show what is allowed in the bin.

It is important to note that the requirement only applies to food handled by employees. Businesses are not required to collect food waste that has been disposed of directly by customers.

Property owners and managers must allow the collection of food scraps by these businesses or help secure the service for lessees that are covered under the requirement.

Public benefits of a regional solid waste system

Through its management of the regional solid waste system, Metro seeks to:

- Protect people's health
- Protect the environment
- Get good value for the public's money
- Keep our commitment to the highest and best use of materials
- Be adaptable and responsive in managing materials
- Ensure services are available to all types of customers

What types of food are included in the program?

The program is for food only: meat, dairy, fish, bread, pasta, coffee grounds, peels, shells, bones, spoiled food and plate scrapings.

Do NOT include liquids, paper products, packaging or anything that is not food. Compostable packaging and utensils are not allowed.

We do not recommend setting up food scrap collection in areas used by the public because it is difficult to ensure that it will be free of non-food items, such as cups, napkins, cutlery and other materials.

When does my business need to meet the requirement?

Business Group 1:

- Implementation begins March 31, 2022. Compliance by March 31, 2023.
- Businesses that generate 1,000 pounds or more of food scraps per week (Equivalent to about four 60-gallon roll carts per week)

Business Group 2:

- Implementation period begins March 31, 2022. Compliance by September 30, 2023.
- Businesses that generate 500 pounds or more of food scraps per week (Equivalent to about two 60-gallon roll carts per week)

Business Group 3:

- Implementation period begins September 30, 2023. Compliance by September 30, 2024.
- Businesses that generate 250 pounds or more of food scraps per week (Equivalent to about one 60-gallon roll cart per week)

(Conversion Factors: 800 pounds per yard and 4 pounds per gallon; 60-gallon roll cart = 240 pounds)

If your business has practices in place to prevent food waste such as donation and waste prevention, you may generate less than the weekly number of roll carts noted above. Businesses that create less than 250 pounds of food scraps per week will not be required to separate their food scraps from their garbage, but they may do so voluntarily. Local waste reduction specialists can provide free on-site assistance to establish a food scraps collection program, as well as support for donation and upstream food waste prevention practices.

What will it cost?

Costs will vary by business and by community. Some businesses may see increases, some may find savings by using smaller garbage containers or starting waste prevention strategies. In some communities food scraps collection services, like recycling, may be included in one combined overall garbage rate. Contact a specialist in your area to learn about rates.

How does the requirement apply to businesses that are part of a chain with multiple locations?

The requirement is based on the amount of food scraps generated per location, rather than the entire chain. For example, if one location generates 1,000 pounds of food scraps per week or more, that location is part of Group 1. If another location produces less than 1,000 pounds of food scraps per week, that location is subject to the requirement at a later date.

How does the requirement apply to facilities with multiple buildings with common ownership such as a college or corporate campus?

The requirement is based on the total amount generated by all food-related operations such as cafeterias and catering for the entire campus. If the campus as a whole generates 1,000 pounds of

food scraps per week or more, then the campus is included in Group 1, even if no single building on the campus disposes of more than 1,000 pounds of food scraps per week.

How does the requirement apply to businesses in a shopping mall or multi-tenant building with shared garbage collection service? The requirement is based on the amount of food scraps generated at each individual business located in the mall or building, rather than the total amount generated by all the food-related businesses located in the mall or building. For example, if one business generates 1,000 pounds of food scraps per week, that business is subject to the requirement in Group 1.

Who can I call for more information?

Connect with a local waste reduction specialist who can answer questions, provide technical assistance and help you comply with this policy. If your business isn't covered by one of these jurisdictions below contact Metro at 503-234-3000. In addition, you can find resources and learn from local businesses on how to donate food and other food waste prevention practices at foodwastestopswithme.org.

- [City of Beaverton](#): 503-526-2665
- [Clackamas County](#) (including all cities) 503-742-4458
- [City of Gresham](#) (including Wood Village) 503-618-2206
- [City of Portland](#) 503-823-7202
- [City of Troutdale](#) 503-674-3311
- [Washington County](#) (including all cities, except Beaverton) 503-846-3605

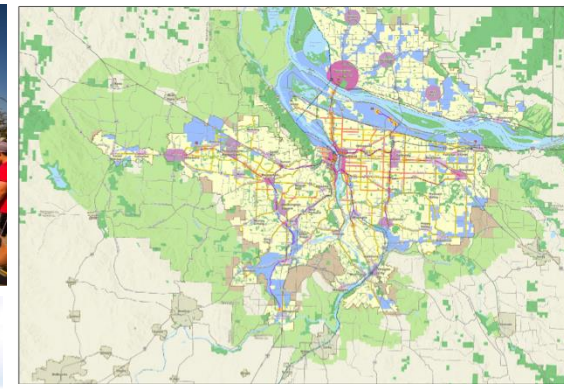
Materials following this page were distributed at the meeting.

2023 Regional Transportation Plan update

MPAC

February 23, 2022

Kim Ellis, Project Manager



Today's purpose

Brief overview of the scoping phase

Share feedback to date

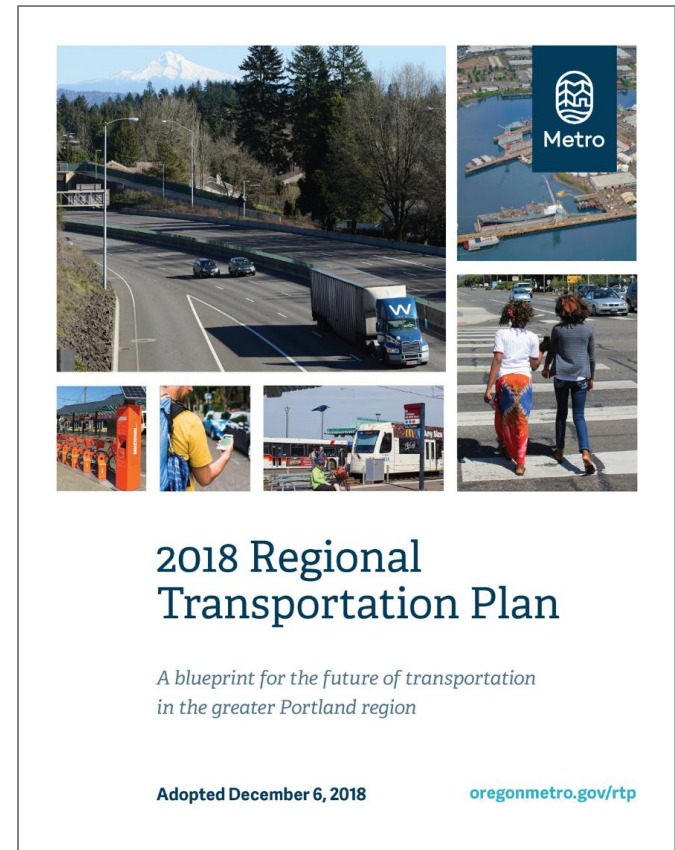
Discussion of draft Values, Outcomes and Actions for the 2023 Regional Transportation Plan



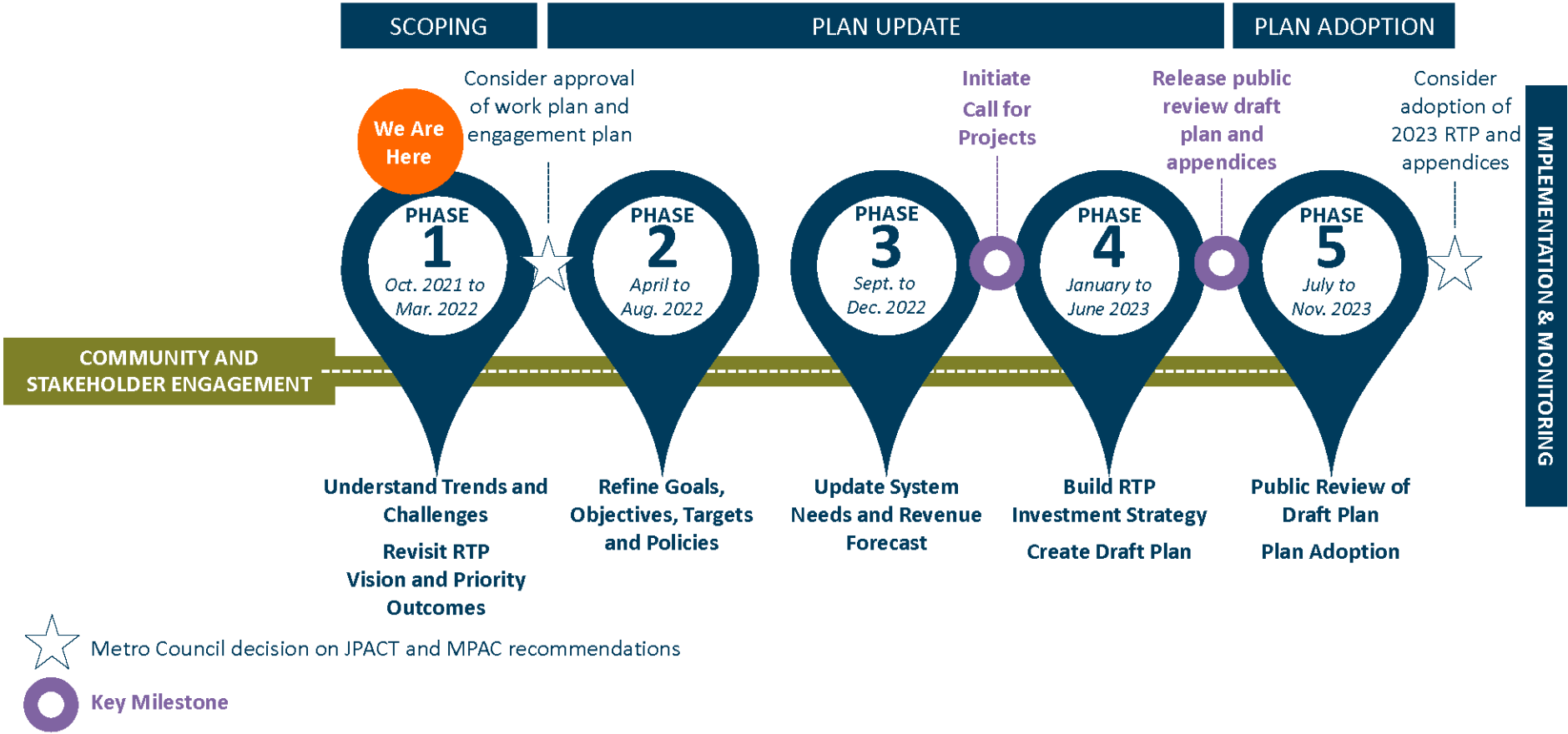
What is the Regional Transportation Plan? (RTP)?

20+ year transportation plan

- Sets the stage for what communities will look like in the future
- Guides investments in the region's transportation system
- Includes policies and projects
- Coordinates local, regional, and state investments
- Establishes priorities for federal and state funding

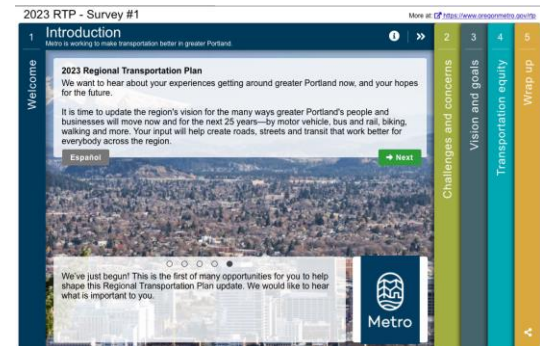


Updated timeline for 2023 RTP Update



Engaging partners and the public since October

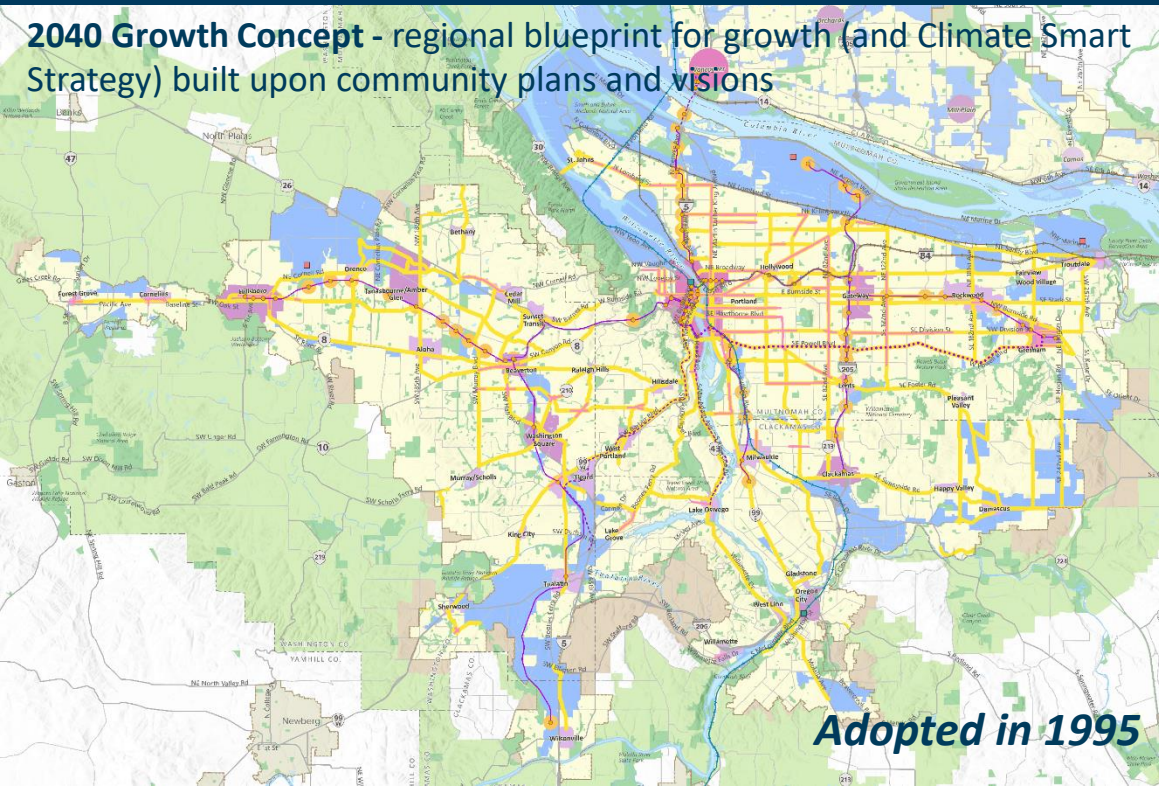
- Briefings and presentations
- Language-specific focus groups
- Community Leaders Forum
- Tribal Summit on Climate Leadership
- Stakeholder interviews
- On-line survey (*live Feb 16*)
- Consultation meetings (*Feb 23/Mar 1*)



2018 Regional Transportation Plan Vision Statement and Priorities

"In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options."

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions



Source: 2018 RTP (Chapter 2)

2018 Regional Transportation Plan Goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

Equitable transportation

HOW WE GET THERE

Fiscal stewardship

Transparency and accountability

What we heard from Council

- **Focus on people and values**
- **Advance** Metro's commitment to **racial justice, climate leadership and resilient communities**
- **Improve understanding** of regional transportation **needs and disparities and transportation funding**
- Use **storytelling and inclusive engagement** strategies **combined with quantitative data**
- **Update process for updating and prioritizing the project list**

Lead with racial equity.

Prioritize equity, climate, safety and mobility outcomes while advancing other goals and outcomes.

Better address safety and equity issues on region's urban arterials.

Accelerate implementation of the Climate Smart Strategy.

Bring to life the experiences and needs of people living and working in the region.

Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

What we heard from committees (JPACT, MPAC, MTAC and TPAC)

- Provide space for **robust policy discussions** on funding, climate, congestion pricing, urban arterials and transit
- **Think differently about how to fund transportation** to support equity and climate outcomes
- **Prioritize safety and transit, biking and walking/rolling connections**, especially in underserved areas
- Recognize **different areas** in the region **have different needs and priorities**
- Leverage and **build on equity work already happening** in communities
- Ensure investment **priorities are informed by community** members

Center this RTP on equity and climate. This is the last RTP to meaningfully address climate issue.

Would like to see the region make walking, biking and transit our top priority in this RTP.

RTP analysis should highlight the benefits and tradeoffs of policies and investments in different communities.

Policies, funding and investment priorities need to be connected with our values.

It is important for this process to include lots of community engagement and engagement with elected leaders to create a shared vision for equity and climate.

What we heard from interviews (electeds, business, community leaders)

- **Safety, equity, climate and congestion are still important;** these priorities intersect in many ways
- **Addressing equity** means addressing the other priorities in equitable ways
- **Elevate accessibility in the RTP,** especially affordability and connections to transit
- **Transit is seen as an essential service** that can help achieve priorities - however, its future is uncertain
- **People feel unsafe using the transportation system**
- Be more explicit about **providing access and support for jobs, freight, and commerce**
- Most people drive as part of their daily commute. **Many communities have been dependent on cars** and feel that they have no practical alternatives

We need a system that is safe and equitable. I hope the trend towards social justice stays with us.

People need a transportation system with options and alternatives that provide equitable, safe choices that work for them and get them where they need to go in an equitable, climate-friendly way that is safe and responsive to their needs.

What we have heard and continue to hear from community members

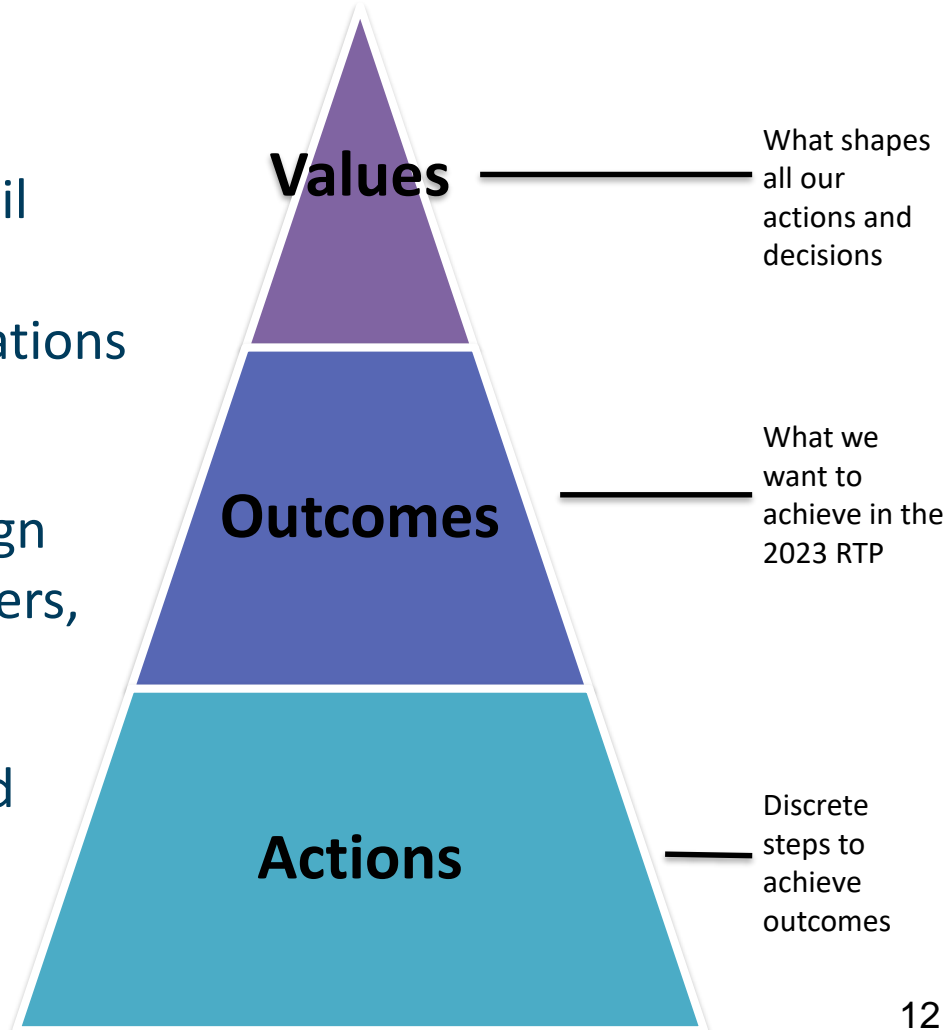
- **Focus on people to** address racial, social and economic disparities, disinvestment and past decisions that have harmed communities
- **Prioritize investment in communities** underserved by the current transportation system while **addressing systemic inequities and risk of displacement**
- **Address the impacts of transportation on climate change, clean air and the environment**
- **Improve safety, security and health outcomes and access for communities**



Values, Outcomes and Actions for the 2023 Regional Transportation Plan

What is a VOA?

- Provides a means for Metro Council and JPACT to discuss and agree on higher-level outcomes and expectations for the 2023 RTP
- Guides Metro staff on how to design the process and engage policymakers, partners and the community
- Informs the larger outcomes-based policy framework in the 2023 RTP

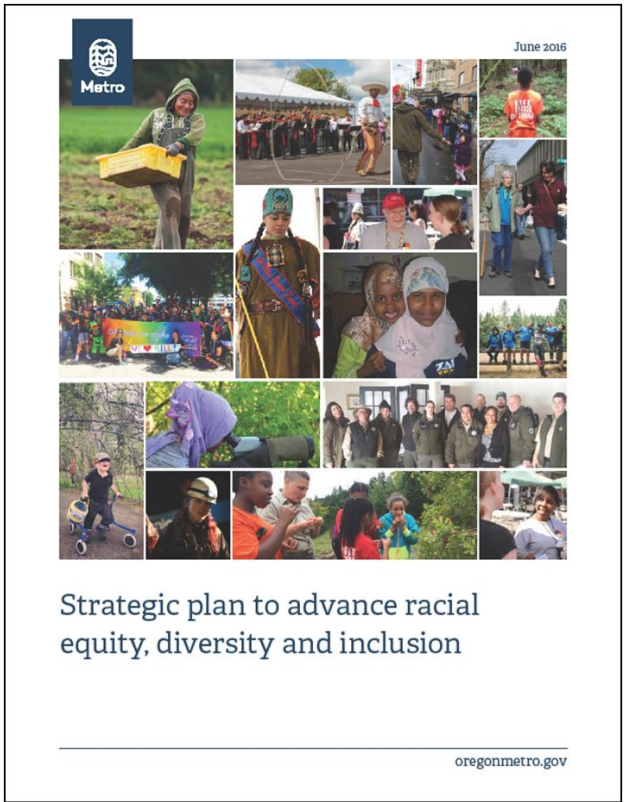


VALUE: RACIAL EQUITY

Discussion draft

OUTCOMES

- **Recognize and reverse patterns of historic, systemic racism and inequities** related to transportation in the region.
- **Strive to eliminate transportation system inequities and advance equity** rather than just mitigating or doing no harm.
- **Prioritize and center the voices of people and organizations representing Black, Indigenous and people of color (BIPOC) communities and other marginalized and underserved communities to achieve equity for all.**
- **Build an equitable transportation system that connects all people to their destinations.**



VALUE: CLIMATE LEADERSHIP AND RESILIENCE

Discussion draft

OUTCOMES

- **Ensure continued reduction in greenhouse gases** by meeting or exceeding the statewide targets for the region.
- **Support future development and affordable housing in transit corridors and centers** designated in the 2040 Growth Concept, where services are located and more travel options are available.
- **Lead the transition to a low-carbon transportation system** by planning for and invest in low-carbon travel options, supporting infrastructure and services.
- **Use pricing tools as a means to reduce greenhouse gas emissions**, including the tools identified in Metro's *Regional Congestion Pricing Study (RCPS)* Report.
- **Incorporate low-carbon technology into policies, plans and projects**, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- **Increase resilience of the transportation system** to the effects of climate disruption and other disasters.

VALUE: SAFE AND HEALTHY STREETS

Discussion draft

OUTCOMES

- **Aim to eliminate fatal and serious injury crashes by 2035** by identifying priorities for improving safety and comfort for people traveling on the region's urban arterials.
- **Prioritize investments in universal design and high-quality, connected, and safe pedestrian, bicycle, and transit networks**, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- **Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions**, when and where appropriate, using the best practices and findings of Metro's *Jurisdictional Transfer Assessment (JTA)* Study.



VALUE: MOBILITY

Discussion draft

OUTCOMES

- **Maintain the transportation system** that already exists in a state of good repair.
- **BIPOC and other marginalized and underserved communities have equitable access** to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- **Provide accessible, safe, affordable, and equitable transportation options** to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- **Congestion is managed on the throughway system by implementing a comprehensive urban mobility strategy** that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- **Connect affordable transportation options to affordable housing** to increase access to low-income persons.
- **Identify opportunities to increase affordable transportation access to low-income and middle-income jobs**, especially in the service industry.

VALUE: ACCOUNTABILITY AND TRANSPARENCY

Discussion draft

OUTCOMES

- Engage the community and a diverse range of stakeholders through a **transparent and inclusive decision-making process** within meaningful opportunities for input.
- **Communicate the RTP's emphasis on equity, and** particularly on the **projects that can help eliminate transportation disparities**, to partners early and throughout the process.
- **Support community partners in shaping the 2023 RTP**, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- **Develop and use data, tools, and best practices** that can support future local and regional planning and investment decisions.
- **Communicate the interrelationships between the three priority outcomes of climate, safety and equity** – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.
- **Prioritize transformational change** (decision-making processes throughout the RTP update) **over** merely relying on **transactional change** (the final decision).

Finalizing the work plan and engagement plan

February and March Metro Council and regional advisory committees consider stakeholder input and discuss values, outcomes and actions (VOA) for 2023 RTP; on-line public survey; consultation with resource agencies and other federal and state agencies

March 4 and 16 TPAC and MTAC recommendations on RTP VOA, work plan and engagement plan

March 17 JPACT considers approval of RTP VOA, work plan and engagement plan

March 23 MPAC recommendation to Metro Council on RTP VOA, work plan and engagement plan

March 31 Metro Council considers approval of RTP VOA, work plan and engagement plan

Discussion and feedback

1. What outcomes would you like to see for the regional transportation system in the next 25 years?
2. Any values, outcomes or actions missing in the VOA that are important to explicitly highlight?
3. Other feedback?

Learn more about the **Regional Transportation Plan** at:



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oregonmetro.gov/rtp



Metro

Emerging transportation trends: initial results

Metro Policy Advisory
Committee

February 23, 2022

Study purpose

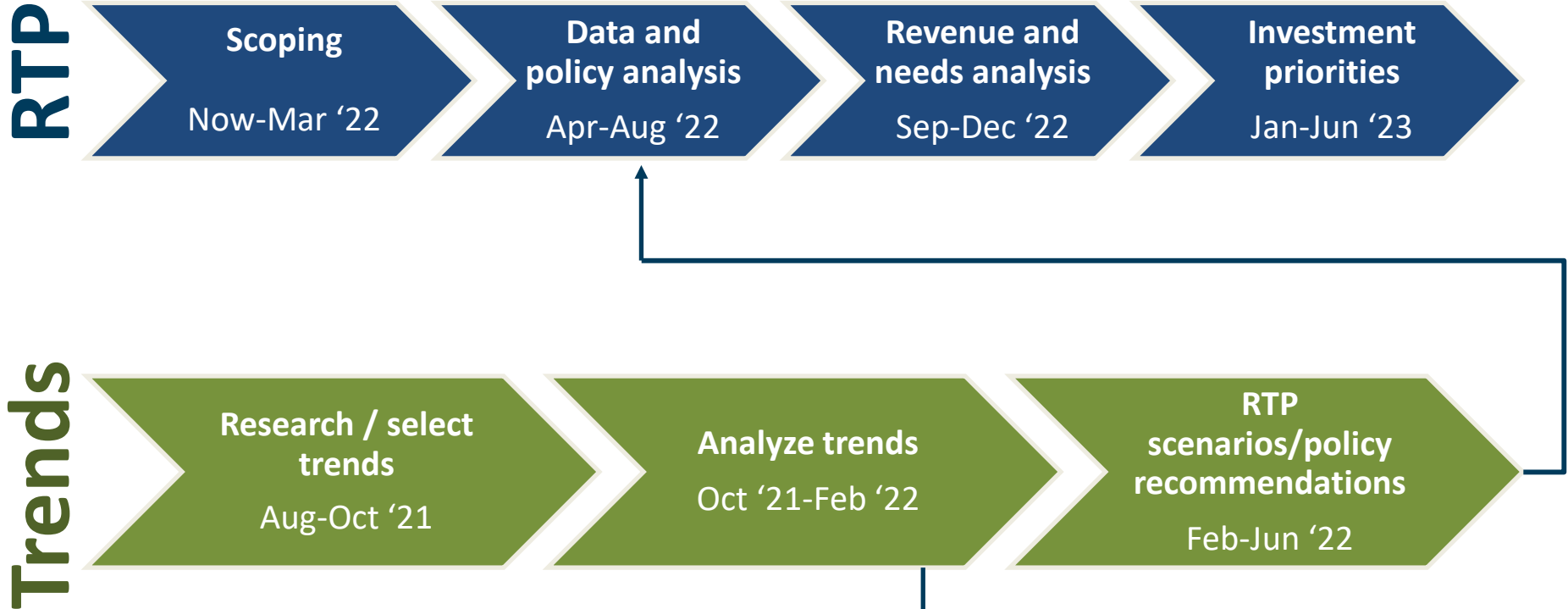
Scope: Major transportation trends due to the pandemic and other recent disruptions

Time frame: now-June '22

Goals:

- Develop common understanding of recent changes
- Understand potential risks of “business as usual”
- Recommend policy changes and analyses to consider during the 2023 RTP update
- Will be followed by other Emerging Trends work

Timeline



We are here: Sharing results from the initial analysis of trends

Emerging trends and equity

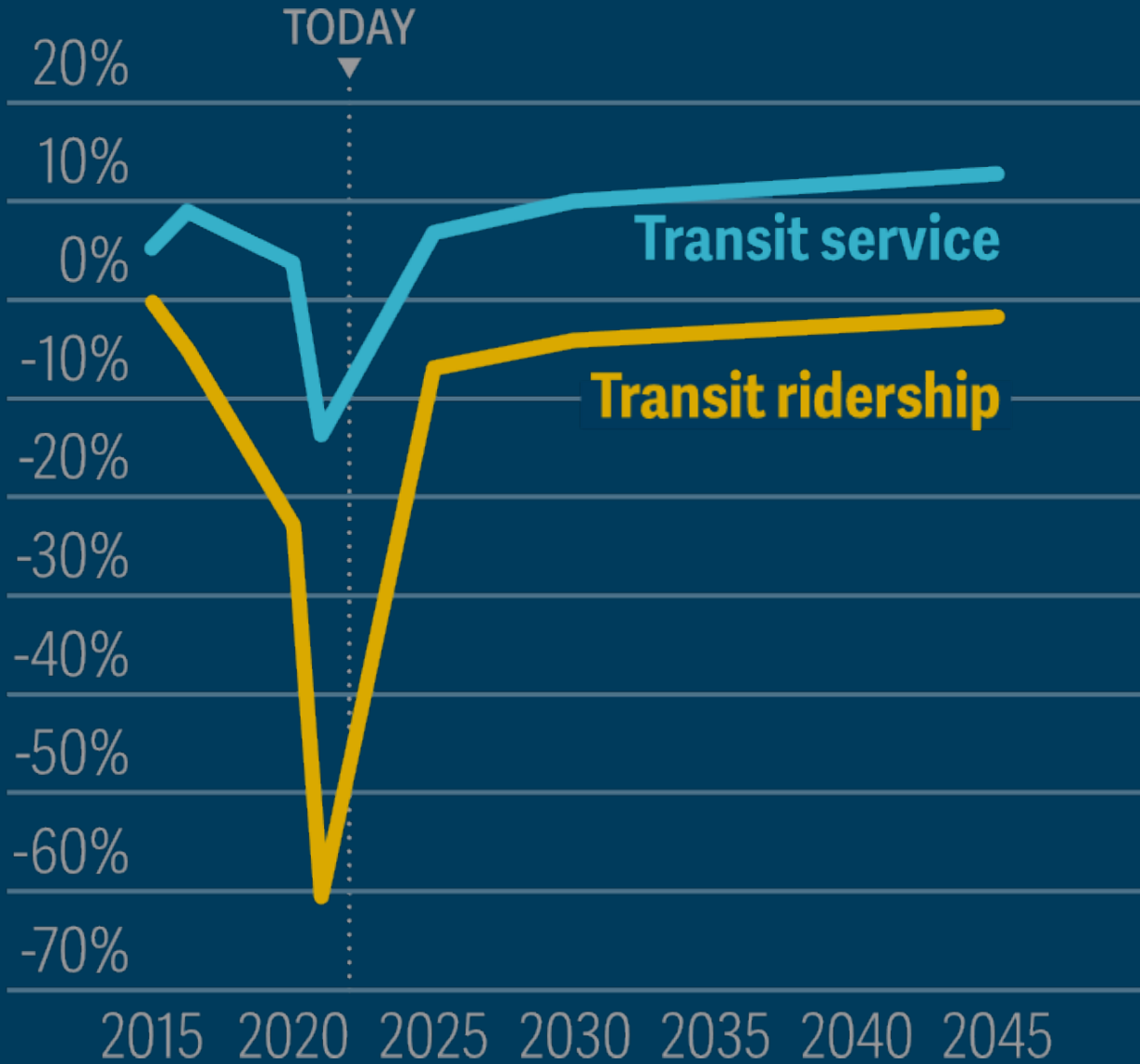
The pandemic widened gaps in health, employment, and education for BIPOC and low-income people.

Affluent people have more time and resources to adapt to the pandemic and other disruptions.

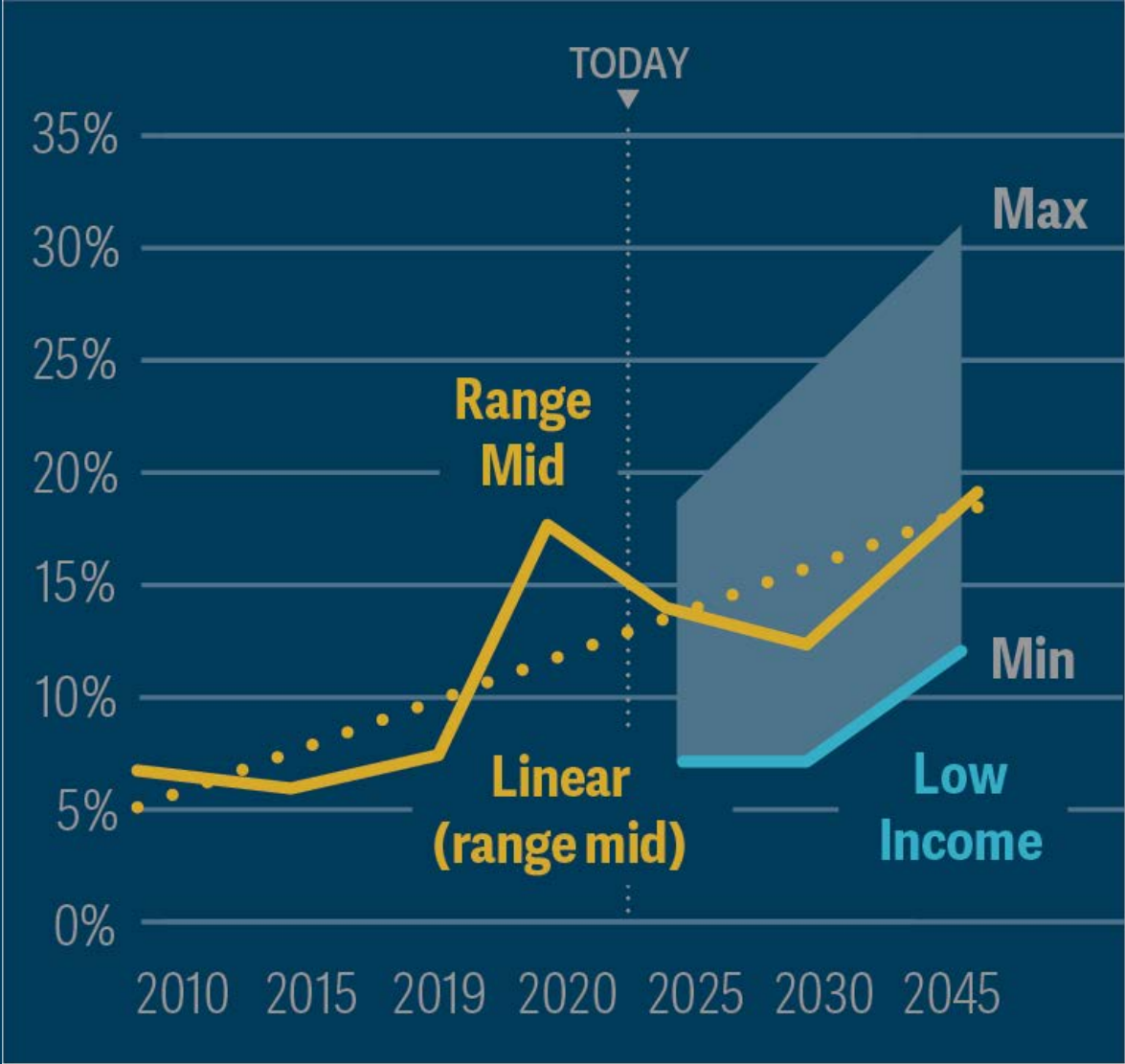
Transit agencies have prioritized equity when adapting to the pandemic, but it has been a challenging time for public transportation.

In order to meet our equity goals, taking transit needs to be as convenient, safe, and affordable as driving.

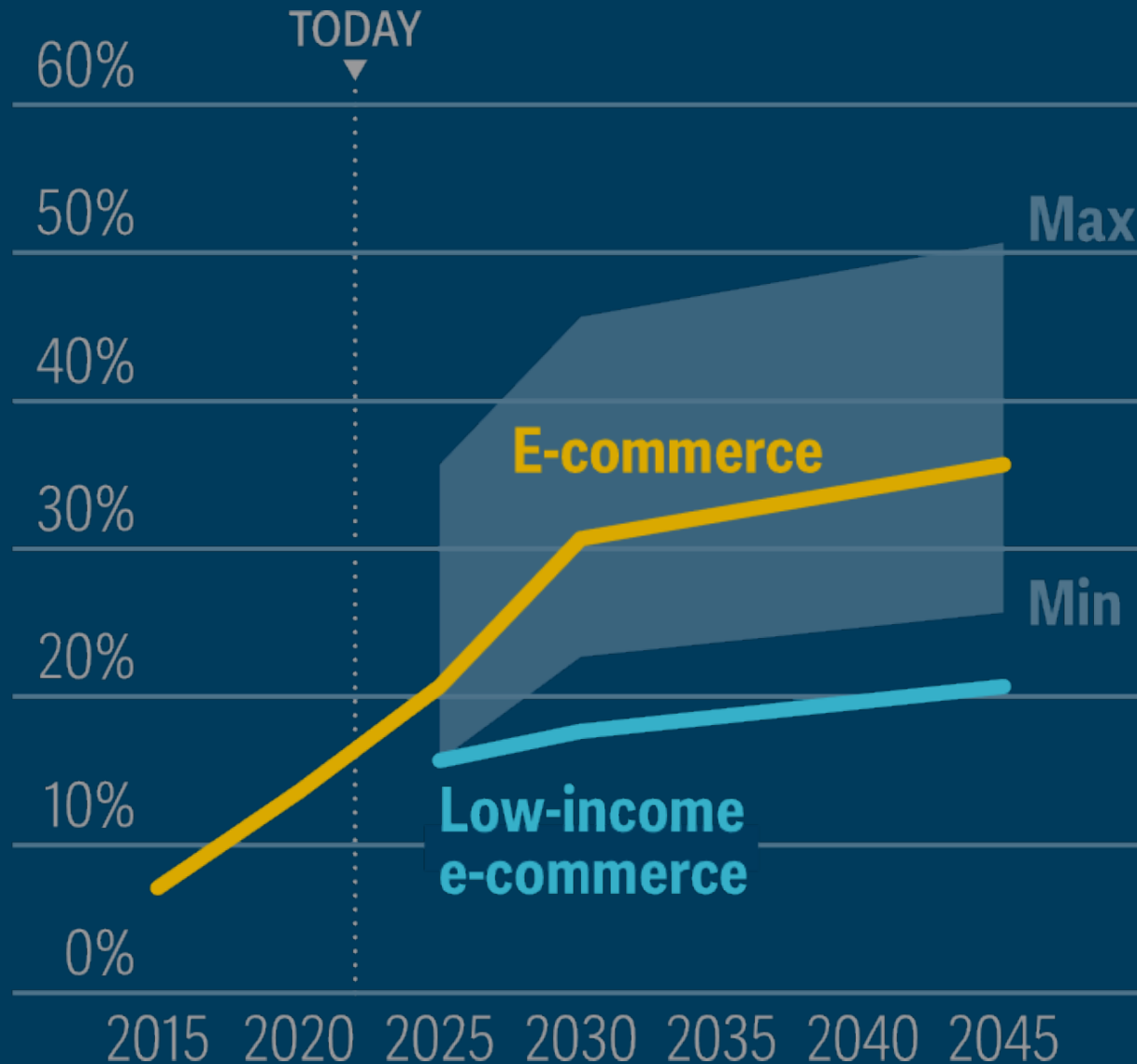
Transit service and ridership, 2015-45



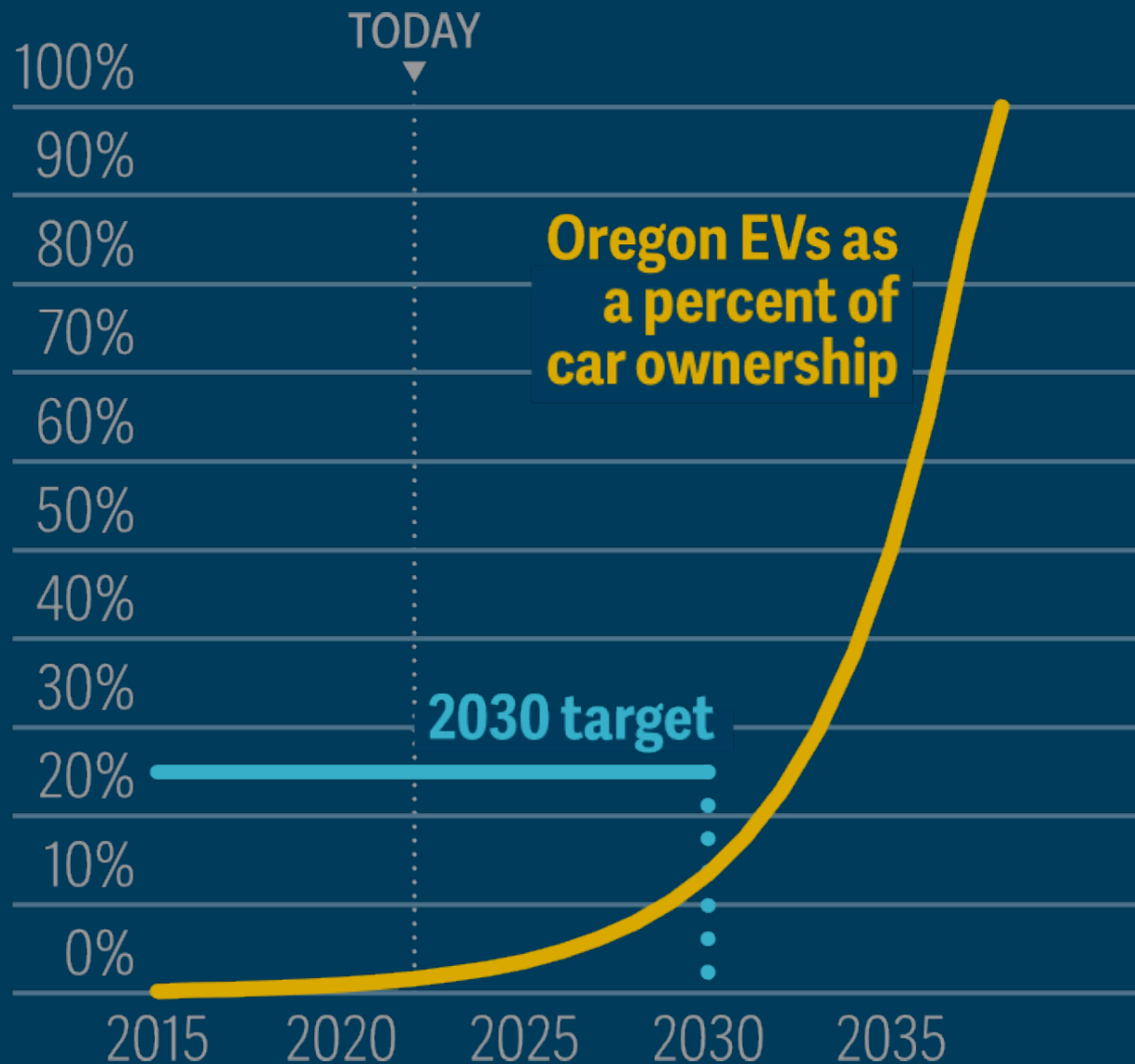
Telework rates in Oregon, 2010-45



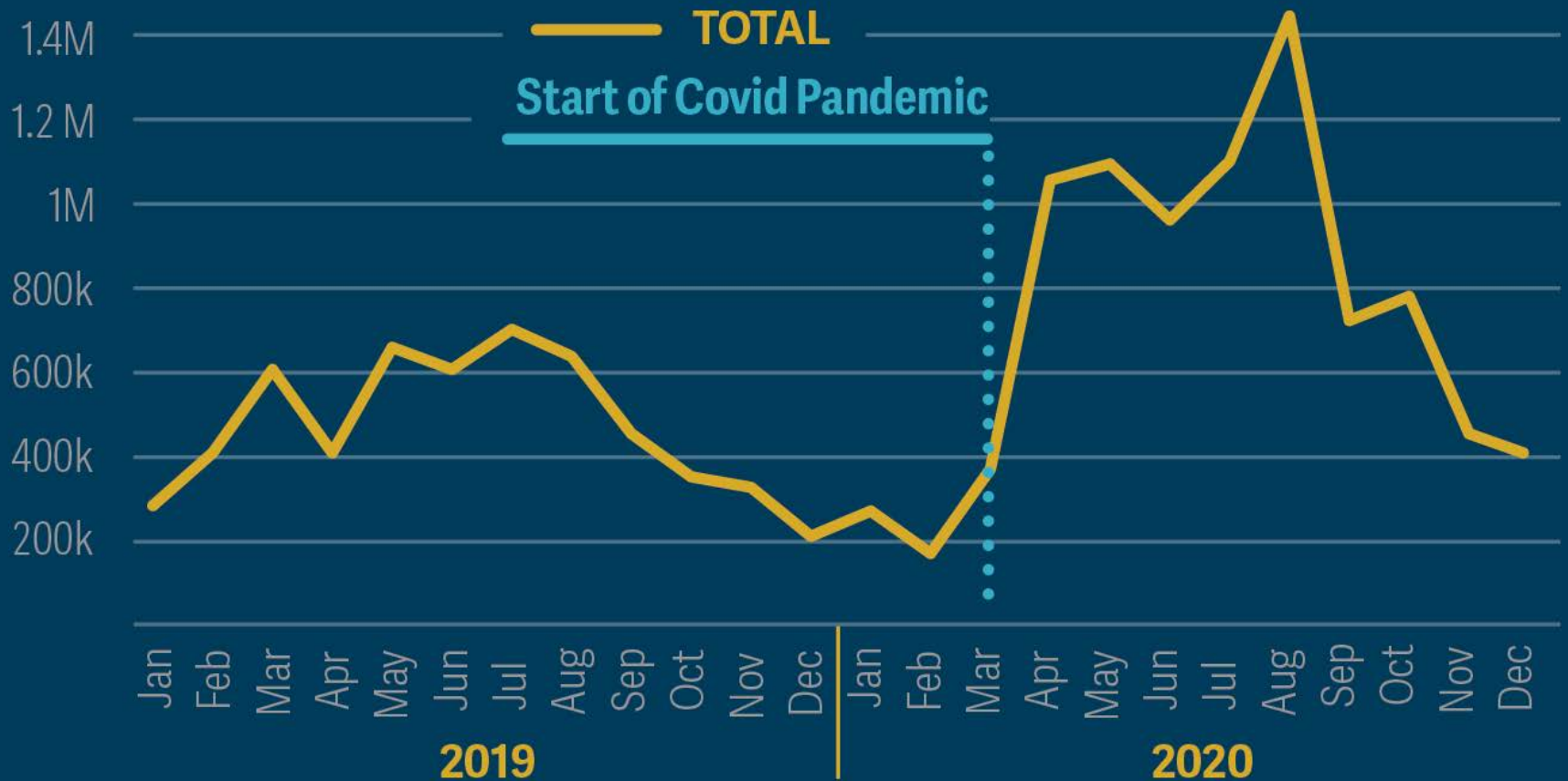
US retail sales conducted online, 2015-45



% of OR vehicles that are EVs, 2015-45



2019-20 Strava bike trips



We analyzed some trends qualitatively

Unsafe streets: Fatal crash rates have gone up alarmingly during the pandemic, but may level off as people resume traveling.

Personal safety: People – especially BIPOC people – are more concerned about personal safety and health when traveling in public than they were before.

Agency funding: Most budgets are recovering to pre-pandemic levels, but transit funding will continue to be less than is needed to meet regional goals.

Impacts on our regional goals

Trend	VMT	Transit use	Safety	Equity
Declining transit service and ridership	+0-2%	-10-30%	↓	↔
Increasing telework	-0-6%	-0-5%	-	↔
Increasing online shopping	-2-+2%	-0-3%	-	↔
More affordable and efficient electric vehicles	↑	↓	-	↑
Increasing concerns about personal safety	↑	↓		↓
Increasingly unsafe streets	-	-	↓	↓
Increasing recreational cycling	-	-	-	-
Lagging transportation funds	-	-	-	↔

Legend: Positive impact – No impact / not quantified – Negative impact
 Potential ongoing disparity

Key findings

Several trends pose challenges to meeting the region's climate, equity and safety goals.

Many people – especially BIPOC and low-income people – were not able to adapt their work, shopping and travel habits to these trends.

Restoring transit service and ridership is critical to keeping our region on the right track.

Looking ahead

Looking forward to the RTP, addressing these trends may require a shift in our policies and practices:

- From commute trips to other trips
- From personal shopping trips to delivery trips
- From physical access to digital access
- To understanding “new normal” levels of congestion

Next steps

Identifying key issues and changes for decision-makers to consider as the RTP policies are updated.

Creating scenarios that reflect the combined impact of these trends on the future of our region, potentially including:

- Changes in how, why, when, and how much people travel
- Changes in transportation service and investment
- Progress toward meeting goals and outcomes

Discussion and feedback

- Do you have any questions or feedback about the results that we are presenting today?
- What issues and questions are you interested in exploring as we develop scenarios and policy recommendations for the 2023 Regional Transportation Plan update based on these trends?

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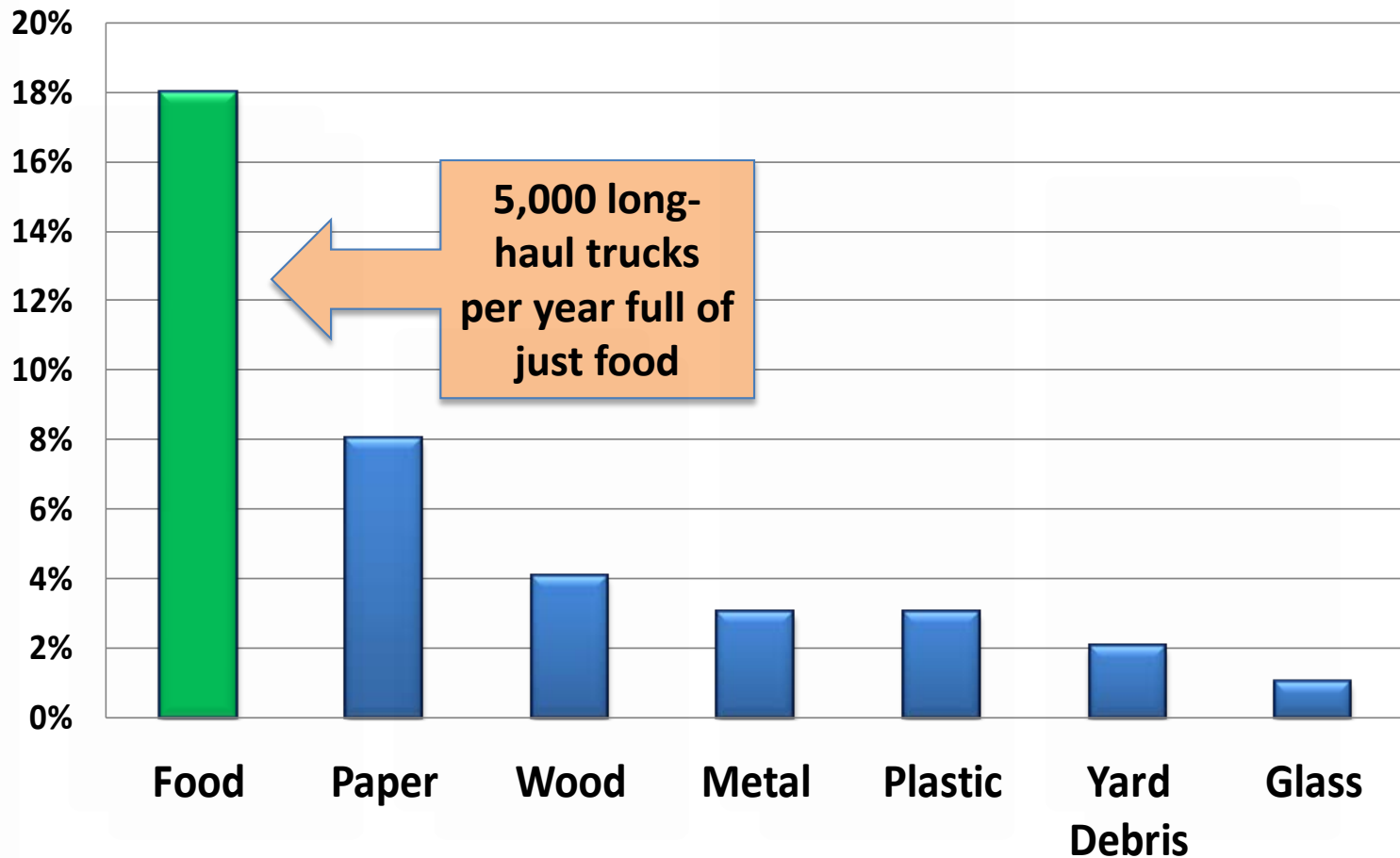
Metro

Regional Food Scraps Policy Update

February 2022

Why food?

Metro Region Disposed Recoverables



This work isn't new

- 1993: Metro workshop to develop strategies for Organic Waste
- 1994: Metro conference follow up to 1993 workshop
- 1995: RFP for Phase I Food Waste Collection & Processing
- 1996: RFP for Phase 2 Food Waste Collection & Processing
- 1999: AOR Organics Forum: Portland discusses mandatory
- 2000: Metro & Portland convene processing roundtable, Metro RFP
- 2001: City of Portland issues RFP
- 2002: Metro matching grant program & site search
- 2003: Metro Organic Waste Infrastructure Development Grant
- 2004: RFP for combined transportation & processing services
- 2004-present: Metro provides funding to support local program development
- **2005: Food scraps collection program begins in Portland**
- 2010: SWAC engagements specific to Food System
- 2009: PRC begins accepting food scraps
- 2010: Recology takes over contract for processing
- 2010: Nature's Needs begins accepting food scraps
- **2011: SWAC recommends move to required separation program**
- 2012: Roadmap Food Scraps Project begins
- 2013: Nature's Needs closes to commercial food scraps
- 2013: JC Biomethane begins processing the region's food scraps

Using garbage as a resource



Total garbage ⁱ
1.3 MILLION TONS



Separate food ⁱ
UP TO **18%**



REMAINING WASTE TO
Transfer stations

Metro South Station ⁱ

Other Transfer Stations ⁱ



Recycle more ⁱ
UP TO **5%**



Convert to energy ⁱ
UP TO **16%**



REMAINING WASTE TO ⁱ
Landfills



Stable and Sustainable System



- Business separation requirement
- Efficient collection and transfer system
- Local and stable processing capacity

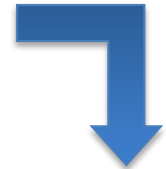
Business focus



These food scraps



Not these



Food Waste Collection Requirement

- Ordinance 18-1418: requires local governments in the region to adopt mandatory commercial food scrap program by July 2019.

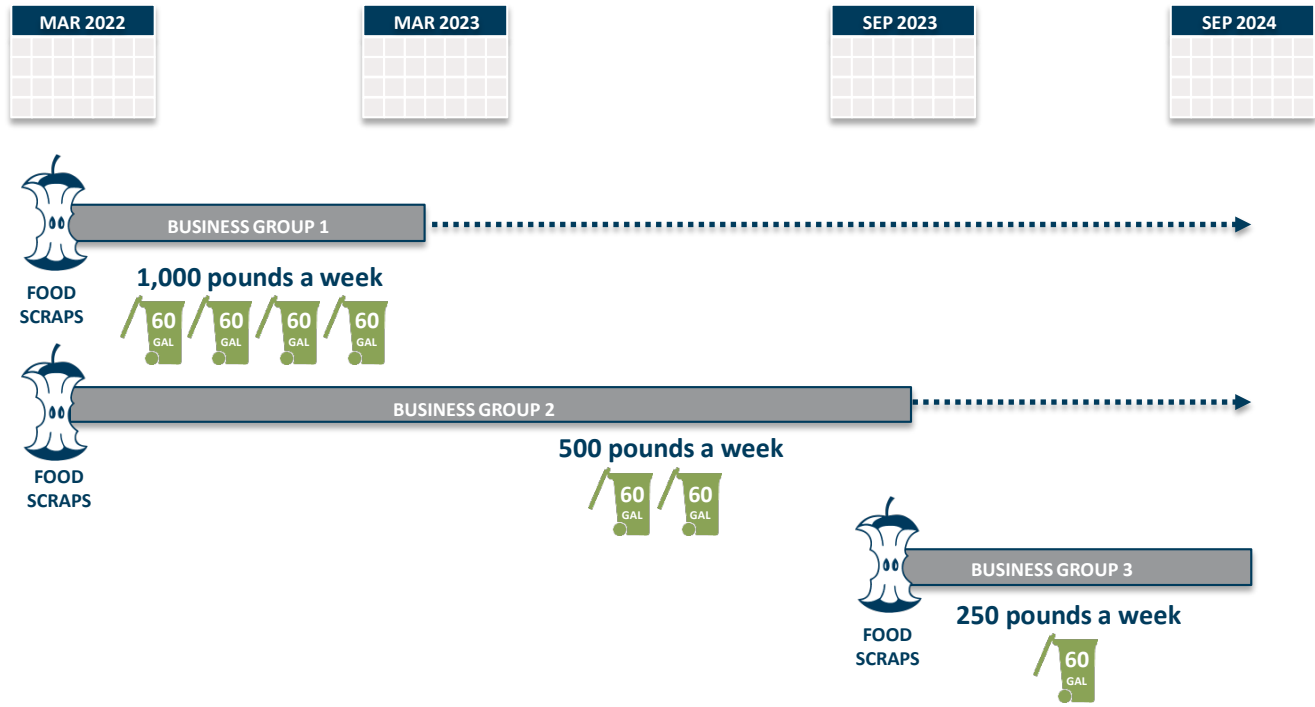


Key policy elements

- “Back-of-house” food scraps.
- Consistent regional standards.
- Temporary waivers for businesses.
- Implementation flexibility.
- Local governments adopt by July 2019.



Implementation Timeline





FOOD WASTE STOPS WITH ME

FoodWasteStopsWithMe.org



FRED

Food Waste Requirement Evaluation Dashboard

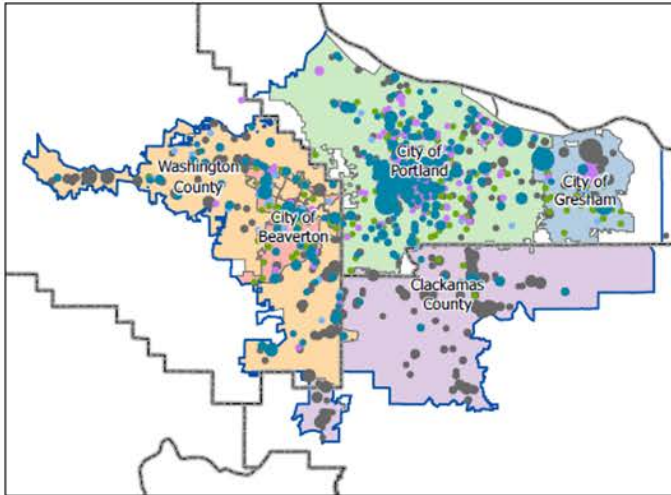
Quarterly report for Metro jurisdiction
7/29/2021

Businesses in compliance

- Group 1 (366)
- Group 2 (223)
- Group 3 (238)
- Group 4 (113)

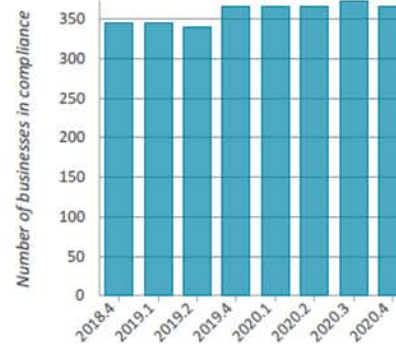
Businesses under requirement not in compliance (494)

- County boundary
- Metro boundary jurisdictions
- City of Beaverton
- City of Gresham
- City of Portland
- Clackamas County
- Washington County

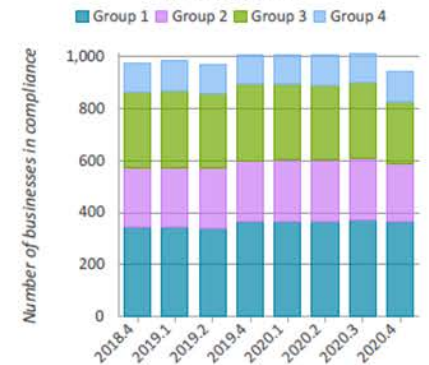


Compliance over time

Businesses under regulation



All businesses



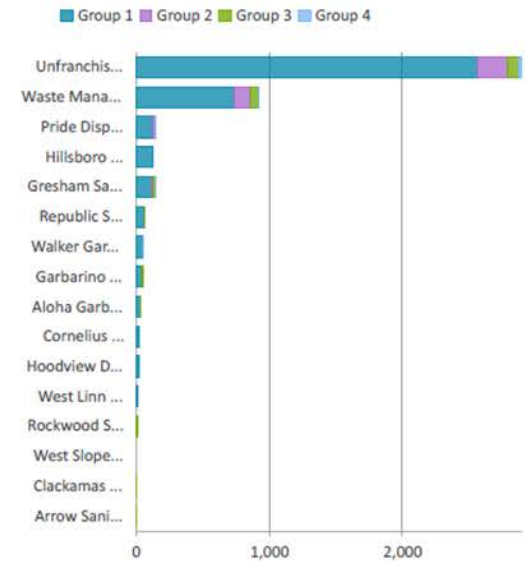
Number of new businesses this quarter: 30

Number of newly closed businesses: 304

Number of current waivers: 0

Number of expired waivers: 0

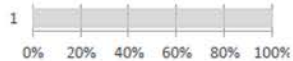
Tons captured by hauler



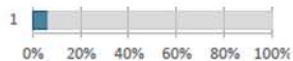
Diversion measures

Share of businesses under requirement this quarter that:

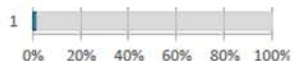
Have prevention measures



Have food donation program

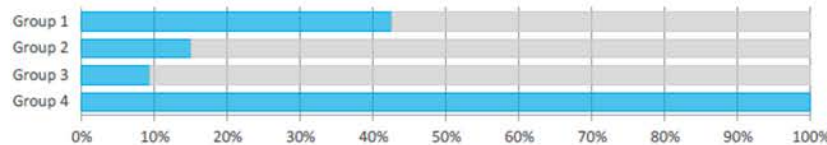


Have ag donation program

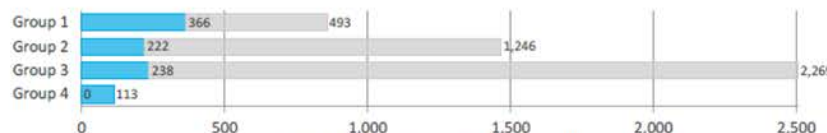


Businesses in compliance this quarter

Share of businesses



Number of businesses



Questions