

Meeting: Regional Waste Advisory Committee (RWAC) Meeting
Date: Thursday, January 20, 2022
Time: 8:30 a.m. to 10 a.m.
Place: Zoom meeting
Purpose: *The purpose of the Regional Waste Advisory Committee is to provide input on certain policies, programs, and projects that implement actions in the 2030 Regional Waste Plan, as well as to provide input on certain legislative and administrative actions that the Metro Council or Chief Operating Officer will consider related to implementation of the 2030 Regional Waste Plan.*

Members in Attendance:

Roy W. Brower, Metro
Peter Brandom, City of Hillsboro
Sharetta Butcher, North by Northeast Community Health Center (NxNE)
Alondra Flores Aviña, Student
Bunsereyrithy Kong, Oregon Cambodian Buddhist Society
Lindsay Marshall, City of Tualatin
Shannon Martin, City of Gresham
Christa McDermott, Community Environmental Services, PSU (PSU)
Audrey O'Brien, Oregon Department of Environmental Quality (DEQ)
Eben Polk, Clackamas County
Arianne Sperry, City of Portland
Thao Tu, Vietnamese Community of Oregon
Beth Vargas Duncan, Oregon Refuse and Recycling Association (ORRA)

1. CALL TO ORDER & MEETING OVERVIEW

Roy Brower (Metro) brought the virtual meeting to order at 8:34 am and previewed the agenda.

2. PUBLIC COMMENT PERIOD

There were no comments from the public.

3. METRO AUTHORITY

Shane Abma (Metro) works with the office of Metro Attorney and advises the garbage and recycling division. Metro was created in 1970 and was primarily created for solid waste and land use planning. Metro was created by the legislature to consolidate regional issues. At its creation Metro only had statutory authority.

In 1991, voters amended the Oregon constitution. Voters approved a constitutional amendment and gave Metro authority over matters of metropolitan concern as set forth in the charter of the district. In 1992 a vote with Multnomah, Washington and Clackamas counties resulted in a home rule charter for Metro.

The home rule charter has two provisions related to solid waste. One gives Metro general authority to dispose of solid waste and liquid waste. Second, the charter gives authority to acquire, develop, maintain, and operate facilities for solid waste disposal. Third, jurisdiction over any other matter of metropolitan concern. ORS Chapter 268 governs metropolitan service districts.

Subsection three states that any person or class of persons who generate solid or liquid waste must make use of the disposal, the transfer, or the resource recovery sites or facilities of the district. This

is a flow control statute. Subsection four is a similar statute. It gives Metro authority to tell those folks where to go with respect to disposal transfer or our resource recovery sites.

Subsection five states that Metro can regulate license, franchise and certify, disposal, transfer and resource recovery sites or facilities. It can establish, maintain and amend rates charged by disposal transfer and resource recovery sites for facilities. Note, that although Metro has this authority and has had it since 1977, Metro has never established rates for any of our private facilities.

Subsection five also allows Metro to establish and collect license and franchise fees, which Metro does, uses as part of the resources to regulate. Metro can also regulate the service or services provided by contract license or franchise. In 1992 the state legislator clarified some verbiage in the charter. It stated, "In addition to any authority expressly granted to a metropolitan and service district by the legislative and assembly, a district charter is an independent grant of authority by the affected electorate." In other words, Metro has statutory authority, as well as independent charter authority.

ORS chapters, 459 and 459(a), govern solid waste management and recycling generally, but they're not specific to Metro. They often involve counties, cities, et cetera. This is specific to solid waste management. This statute says, "No ordinance, order, regulation or contract. Metro has primacy over local governments, but only if DEQ has approved the plan.

Ariane Sperry (City of Portland) asked, what was the impetus for the home rule charter in 1992? What was the driving force behind Metro seeking that?

Mr. Adma replied, that because a home rule charter does provide this kind of independent authority and because Metro had grown to a point that it was addressing regional problems, there was a feeling that it should have a charter similar to cities and counties to have some more independent authority so that it could act without having to go to the legislature every time.

4. Metro Garbage and Recycling System Overview

Hila Ritter (Metro) works in Metro's policy and compliance group.

Ms. Ritter shared an infographic showing the flow of waste. It is collected by haulers and usually taken to an intermediary facility for consolidation or processing and then generally taken to final disposition or market depending on the material. This is generally true across the US. But in this region, it's especially complex because there are multiple private companies that are performing different functions in this system. There is also government as a service provider and the system is constantly changing.

Metro's role is unique because it is a regional government. Metro is a regulator of this system, a service provider in the system, and has contracted operators as part of facilities. Metro is an educator for the garbage and recycling system and waste reduction, as well as an investor in the system.

Ms. Ritter shared a map that included information about hauler boundaries, ownership and different authorization types. It has both Metro regulated and non-regulated facilities. Metro region is in blue and the transfer stations that are inside and then just adjacent to. This includes Metro Central, Metro South. Additional things that happen in Metro facilities are the household hazardous waste functions, acceptance of that waste, and accessible public hours. There is one other transfer station in Forest Grove that is open to the public.

Metro's system is also unique in that there are locally owned and operated facilities as well as facilities that are owned and operated by national waste companies. The locally owned companies are Pride Recycling in Sherwood, City of Roses, COR Transfer, in Northeast Portland and Gresham Sanitary Services. There are also a couple of transfer stations in Washington that are authorized under a different mechanism to accept Metro area waste.

Moving onto landfills, inside the region there is one landfill that is actively accepting waste. It is the ESCO Landfill. It is a mono-fill, it only accepts inert waste from its own company and is not open to the public. There are a few closed landfills in the region, which Metro has responsibility for the environmental monitoring of these facilities.

When garbage goes to disposal, it is going outside of the region. The Hillsboro landfill is the closest to the metro region, and is a dry waste landfill. It primarily accepts construction and demolition debris. Chemical Waste Management is located in Arlington Oregon and is a Waste Management landfill, and it is authorized to accept specific kinds of hazardous waste. Covanta Waste-to-Energy facility, is in the Salem area. Incineration facilities are much more common in Europe where there's limited land capacity. The rest of the landfills on the map are general purpose landfills, which is where garbage is able to go.

Aside from landfills there are recycling facilities, or material recovery facilities, also commonly known as MRFs. Generally speaking, there are two types of MRFs. There are the mixed dry waste recovery MRFs that take construction and demolition debris, and there's the source separated material recovery facilities that take commingled waste, which is papers, plastics or metals that have been commingled and then are taken to these facilities to be sorted out into commodities. In addition to the material recovery facilities, there are a couple of tire processing facilities and solid waste reload facilities that are authorized by Metro to accept and in some cases process and consolidate certain types of waste.

The next group of facilities manage yard debris to varying degrees. These facilities accept yard debris and do some processing and then waste is consolidated and transported to compost facilities.

Food waste composting and other kinds of composting is happening outside the region. Recology Organics also has a facility. Pacific Region Compost in Corvallis, and Dirt Hugger is in Washington. Divert is a food waste processing facility which accepts food waste from grocery stores, and processes it into a slurry that is taken to anaerobic digestion for energy recovery. And it is approved to accept Metro area waste.

Christa McDermott (PSU) asked for Ms. Ritter to clarify if there are different restrictions on how food from different sources is composted and if any of them are taking fibers or compostable like service wear. Ms. Ritter responded that Metro authorizes specific facilities to accept specific types of waste and the authorizations also prescribe how those wastes can be managed. There are also specific controls at different kinds of facilities when it comes to food waste. Food waste is handled first because of its potential to create odors and other kinds of nuisance conditions. So there are specific steps that facilities accepting food waste have to go through to make sure that they are processing it appropriately.

Audrey O'Brien (DEQ) explained that most compost operations don't like compostable food wear, especially if it's the bio bags, because it looks very similar to plastic. This is something that DEQ and Metro work with each facility. DEQ and Metro work really closely on compost operations, and tend to separate the types of feed stocks that come in into three different types. Type three is considered food waste.

Metro performed a study evaluate how regulatory agencies can work together to make sure the composting systems in place do a thorough job. The goal is to move away from the pile it and let it anaerobically compost, to a system that is managed, uses airflows, uses a regular turning, and uses the right moisture and oxygen content to make sure the composting is happening in a way that meets various performance standards.

Special note; Metro doesn't regulate its own public transfer stations, DEQ does. Metro Central and Metro South also have household hazardous waste facilities that will accept household hazardous waste from homeowners, and then small quantities of hazardous waste from commercial operators that are very small quantity generators.

5. City and County Role in the Garbage and Recycling System: Regulation and Collection.

Eben Polk (Clackamas County) presented an overview of who does what around solid waste systems. The state, and the federal government, set regulatory standards around solid waste and how it is handled all the way to landfills. Metro through its charter and through state statute, regulates primarily the disposal, end of the life cycle. Local governments, cities and counties, regulate and provide or ensure that collection is provided, and then garbage and recycling companies actually provide the service of collecting garbage and recycling material. This presentation focuses on collection.

City and county regulatory role can be summarized as follows; establish and enforce collection requirements. Those are requirements that local governments have developed on their own and are in many cases very common around the state of Oregon. And they also include regional service standards set by Metro and state regulations that apply to all.

Local governments oversee collection companies that operate mostly under franchises. Although the notable exception to that is that commercial sector solid waste collection in Portland is regulated via permit and not franchise system. And under those franchises, fees are set or the rates that collection companies may charge for garbage recycling and composting of yard debris materials.

Local governments play a significant role in implementing the opportunity to recycle act requirements, education and technical assistance programs that help to meet those requirements, as well as the vision of the regional waste plan

In general classes of customers that participate in the collection system are residential, commercial, and construction and demolition.

Beth Vargas Duncan (ORRA) explains franchises. It is a special contract authorized by Oregon law, that authorizes cities and counties to use this as a regulatory tool with the collection service and it provides consistent and transparent ways for collection to occur at the local level.

Public purposes for this local franchise system include the protection of public health, safety, and welfare. There are also uniform standards of service and the establishment of rates. This occurs under a public process. It also ensures the service is available to all customers. It also provides overall rate stability and long-term service stability. Rates are set at the city and county level through a public process and are reviewed.

The franchise system also provides the efficient and safe use of our streets and roads, which help in efficiency, keeps costs down, and obviously limits greenhouse gas emissions and noise.

The franchise system provides flexibility to meet new environmental safety and societal goals. In some jurisdictions there are clean fleet requirements.

The franchise system helps create living wage jobs, which is a part of Metro's regional waste plan. It also helps with the development of robust and cost-effective recycling opportunities. The haulers and cities and counties collectively are able to work together and collect greater amounts of material which helps stabilize the market, and in fact, that was part of the consideration, when the franchise system was adopted in Oregon by the Oregon legislature and then implemented through cities and counties.

Arienne Sperry (City of Portland) explained rates and services. One of the roles of cities and counties in regulating the collection is to set the rates that the collection companies can charge. In the region, the rates are based on a volume rate schedule. The larger your garbage container the higher the rate. Customers can choose the size of garbage container. The standard size is usually about 35 gallons. The rate is based on the size of the garbage container, and recycling and compost collection services is typically just included within the rate and the frequency of service. In general, the rates are set to cover the cost of providing the service as well as incorporating a franchise fee

that goes to the city or county, and allow the haulers to realize an operating margin as well. The City of Portland is unique in that we do not have a franchise for collection from businesses and multifamily properties. Businesses and multifamily property managers chooses a company that they want to work with, negotiate the cost and the services provided.

There is a growing focus on equitable service for customers. There have been conversations on the regional level and within different jurisdictions that focus on making sure that all customers, regardless of their situation, are receiving high quality service. It has been recognized that there has been a focus on the single family customers in our region, and multifamily customers aren't able to participate in the collection system as easily.

Workforce diversity is another focus. Portland recently conducted a survey of the workforce of the hauling companies that operate in Portland to set a baseline for what does the workforce look like from a demographic standpoint and then work toward creating more diversity throughout the entire workforce as a whole. It was found was that people of color are underrepresented in management positions, and so now the city wants to find ways to work with haulers to improve recruitment, retention, and promotion for getting diversity across the entire workforce.

Haulers have also participated in driving diversity. They have worked with Worksystems, Inc. and a few other partners to recruit folks from a variety of different backgrounds to help them gain their CDL, learn about the hauling system and get to know opportunities in the waste collection industry. There are a lot of different aspects that employers can work on, and they have started looking at that and taking a hard look internally.

Portland has started to look at who owns the companies that are providing the services and what are their demographics, and are there barriers for economic opportunities for women-owned and companies owned by people of color. What are those barriers and how can they be reduced? One of the main barriers is access to capital.

The City of Portland has a waste equity work plan that identifies a number of actions, one of the main actions is using the contracts that the City of Portland has to push values of diversity into the procurement process. Recently the city has focused the bidding on companies that are certified as minority-owned or women-owned companies certified by the state of Oregon.

Cities and counties are responsible for monitoring, compliance and enforcement. The City matches Metro's business recycling requirement for paper and containers. When the business food scrap program is launched that will be the responsibility of the City's to enforce that as well. Portland requires that the recycling containers are as conveniently located as garbage containers, and that they have clear signage.

6. 2030 Regional Waste Plan Measurement Framework and Progress Report.

Marta McGuire (Metro) shared progress on 2030 Regional Waste Plan. Historically, the region has primarily relied on the recovery rate that conveys the percentage of the total waste generated that is recovered in recycling, composting, and energy. Now Metro has a new framework and set of indicators that will measure progress over time, as well as set targets.

Luis Sandoval (Metro) explained the measurement framework which is included in the 2030 regional waste plan. This measurement framework is a tool for evaluating progress towards the plans, vision and goals. The framework consists of 30 regional key and goal indicators and a qualitative report on the implementation status of each action in the plan. The framework calls for establishing baselines for each indicator and then setting targets in consultation with local governments and community partners. The framework also directs Metro staff to produce progress reports, with annual reporting on the status of each action and to report on the indicators at least every three years.

The key and goal indicators, which are the main element of the measurement framework consists of six key indicators and 28 goal indicators, covering the wide variety of issues addressed by the regional waste plan. Most of the key indicators are also goal indicators, so in total the measurement framework has 30 indicators, not 28 plus six. Key indicators are linked to each of the six values in the plan, and they serve to highlight some of the most important body of work included in the regional waste plan. Ranging from protecting the environment to providing excellent and equitable garbage and recycling services.

In terms of goal indicators, there is at least one per goal, but some goals have more than one indicator. When the regional waste plan was approved many indicators had data sources available or at least identified, but the indicators still needed staff resources to develop. These indicators were labeled as in progress. The data sources for these indicators tend to be existing program data that is regularly collected by Metro cities and counties, or by state agencies such as the Department of Environmental Quality or the Oregon Health Authority. Many other indicators needed new investments to develop in terms of staff time, but most importantly to collect new data in the form of studies and surveys. In the plan, these indicators were given a status of investment needed. This is the case, for example, with the indicators related to workforce, diversity, and wages, which represent a new area of work for the waste prevention and environmental services department and require primary data collection from private companies and other public agencies. The indicators in the regional waste fund were developed with the goal of measuring the outcomes of programs and policies as much as possible, as opposed to measuring inputs such as money spent or hours of work. Given that input indicators are not that useful to understand whether goals are being met.

In reality, measuring outcomes is often difficult and expensive, and sometimes not even feasible at all. Therefore while most indicators in the regional waste fund do measure outcomes, some measure outputs, especially when racial equity matters for how program outputs are produced or delivered. This is the case with the waste prevention education programs in schools. The ultimate goal of these programs is to reduce environmental impacts, the environmental impact of products and waste. The outputs in this case are the number of youth reached through these education programs. The activities are the school presentations that staff give about climate change, recycling, et cetera. And the inputs are things like staff time and materials used to deliver the school presentations. To measure outcomes in this case would require, expensive studies that follow participants over time to see if they engage in more sustainable behaviors compared to a control group. Since outcomes are difficult and expensive to measure we focus on the number of youth reached as an output measure. That gives an indirect and imperfect way to evaluate impact. And for youth education it also matters who is reached through these programs, therefore the regional waste fund indicator for youth education tracks not only the total number of youth reached through these programs, but also their geographic distribution and their demographics to ensure that the programs are being delivered equitably.

2021 regional waste plan progress report.

The progress report has three main parts. The first part is an introduction. The second section presents baseline data and background information for the six key indicators in the regional waste plan. Apart from the six key indicators this progress report also presents baseline data for some goal indicators, this report does not include all indicators. The third major component of the progress report consists of five sections, one for each goal area of the regional waste plan. Each of these sections contains summaries of the work done to date under each action of the plan, and highlights key areas of work done by cities, counties, and Metro. The summaries of activities cover the period since the regional waste fund was adopted back in March of 2019 and until last year.

Next are six key indicator summaries included in the progress report. And as noted earlier, the key indicators in the plan are linked to each of the six values in the plan. For example, the value of fostering economic wellbeing, there's a key indicator in the measurement framework that measures the median wages in the garbage and recycling industry.

The key indicator linked to the value of protecting the environment and promoting health measures is the amount of greenhouse gas emissions associated with the products and services consumed in the Metro region. This indicator is a broad measure of environmental impacts, because it takes into account the greenhouse gas emissions produced throughout the whole life cycle of products. This indicator looks at the greenhouse gas emissions produced throughout the full life cycle of products from the moment that raw materials are extracted and manufactured into products, all the way to when those products are bought, used, and thrown away by people. The indicator also accounts for all the greenhouse gas emissions produced around the world that are due to the goods and services consumed inside the Metro region. For example, many of the food products people buy and eat here are grown or made in other countries. This indicator captures the emissions produced in those countries as well as emissions generated when the leftovers are sent to a composting facility or landfill here in Oregon. The baseline data for this indicator shows that in 2015, the Metro region's consumption of goods and services resulted in 41 million metric tons of greenhouse gas emissions, which was almost half of all the emissions linked to the entire state of Oregon's consumption. Only a third of those emissions were generated within the Metro region, the rest were produced in other parts of the United States or in other countries. Compared to the US as a whole, the Metro regions consumption-based emissions represent about 1% of the total, but this level of emissions is not insignificant. Entire countries like Ireland and Bulgaria, for example, had roughly the same level of consumption-based emissions as the Metro region in 2015, but have three or four times more people. This indicator is also important because it highlights that by far the largest climate change impacts of products happen before products are thrown away. In 2015, 99% of the Metro regions consumption-based emissions, greenhouse gas emissions, were generated at the point of production or during the used phase. Only about 1% were generated after the products were discarded for recycling or landfilling.

The key indicator associated with the natural resources conservation value is the annual number of tons of waste generated in the Metro region. This indicator measures not only the amount of garbage collected from homes and businesses, but also the materials collected for recycling, composting, or burning to produce energy. In general, when the region generates less waste, there is a reduction in negative environmental impacts, because it is an indirect measure that people are consuming fewer resources. This can happen, for example, when people prevent food waste by buying only the food that they will eat, or when people choose to buy used items instead of new ones.

At the same time, there are other factors such as population growth and economic activity that also affect this indicator, and therefore it is difficult to know precisely the true impact of the waste prevention programs that cities, counties and Metro implement. The baseline data for this indicator comes from the Oregon Department of Environmental Quality, and shows that in 2019 the Metro region generated 2.46 million tons of waste. Of the total waste generated in 2019, 54% was sent mostly to landfills with a small percentage, 0.2%, going to incineration facilities. The rest, or 46%, was collected for recycling composting or for energy recovery as the graph on this slide shows.

Youth education key indicator, which is linked to the regional waste plan value of advancing in environmental literacy. This indicator attracts the number, geographic location, and demographic characteristics of youth reached through education programs. Because of staff capacity, this year the focus of this indicator was on the youth education programs implemented by County, and Metro, where staff go out to schools to give presentations about climate change, recycling, composting, and alternatives to toxics. But in future years the plan is to incorporate data from school education programs implemented by other cities and counties in the region. For this indicator, the 2019 school year was the bay baseline. And in that year, staff from County and Metro reached an estimated 37,930 students. While staff do visit some private schools and give some presentations to youth at community events, 96% of all the youth reached were in public schools.

The next key indicator is linked to the regional waste plan's value of fostering economic wellbeing. This indicator tracks the hourly median wage of jobs in the garbage and recycling industry by race and ethnicity, gender and occupation type. In particular, the indicator focuses on the wages earned by women and people of color. This is because the Regional Waste Plan prioritizes these groups since people of color tend to have the lowest paying jobs and women are generally underrepresented in the garbage and recycling system. Now, the median wage is not the same as the concept of an average wage. The median wage is the wage in the middle, the one that separates a group of workers in two halves. That is, half of the workers earn less than the median wage and the other half earn more. In this year's progress report, the focus was to develop baseline data for workers employed by Metro or by Recology, which is the company that operates the two Metro transfer stations under a contract.

Only Recology employees that work at Metro transfer stations were included, not all of their employees. In future years, staff plan to incorporate wage data for workers in other sectors of the industry, including private garbage and recycling facilities and collection companies. The baseline data for this indicator shows that the median wage for all workers employed by Metro or by Metro's transfer station contractor during the first quarter of 2020 was \$24.60 per hour. For workers who identify as female, the median wage was \$27.10 per hour, which is more than \$3 higher than for those who identify as male.

The data also showed that in 2020, employees of color were earning a median wage of \$23.30, which is \$3 less than employees who identified as white alone. To put this in context, a difference of \$3 per hour is equal to \$6,240 per year for a full-time employee. In terms of broad occupation categories, the median wage for workers in frontline occupations, such as hazardous waste technicians, equipment operators, and materials sorters was less than half of the median wage for managers and employees in professional occupations, such as planners and engineers. The data also compares median wages to the cost of living in the greater Portland area.

This next key indicator is recycling contamination, which is linked to the value of ensuring the resilience, adaptability, and sustainability of garbage and recycling operations. This indicator measures the overall share of contaminants in the stream of recyclable materials collected door to door from homes and businesses in the Metro region. Contaminants are the items found in the recycling bins that are not recyclable at all, like diapers, or that may be recyclable if collected separately, such as batteries. Reducing contamination helps improve the quality of recycles collected in the Metro region, making them more valuable to companies that use them to make new products and, in turn, having stable buyers for those recyclables helps the recycling system to be more resilient and able to adapt to fluctuations in the markets for recycling commodities.

The baseline data for this indicator comes from studies of three of the main sectors that generate recyclable materials. The baseline data shows that the single family sector tends to have the lowest recycling contamination rate at 9%, followed by the commercial sector with 14% and lastly, the multifamily sector with 21%. Recycling contamination is driven by multiple factors, such as a lack of clear information about what goes in the recycling bin, as well as sometimes people hoping that if they put something in the recycling bin, it will actually get recycled or that it should be recycled. The studies behind this data tend to be costly and therefore are not frequently conducted, but Metro staff are currently working on defining a schedule for future studies to update this indicator.

The last key indicator is access to multifamily garbage and collection services, and is linked to the Regional Waste Plan value of providing excellent service and equitable system access. Multifamily service was raised to the level of a key indicator because cities, counties and Metro recognized that people living in multifamily homes have had higher barriers to accessing and understanding the garbage and recycling services available to them. The indicator tracks the percentage of multifamily communities in the Metro region that have adequate collection services, where adequate services is defined as having at least the minimum service levels of garbage, mixed recycling, and glass recycling shown here, which are measured as a number of gallons per apartment unit per week.

These are standards that were established in Metro code by Metro Council in 2021 under the regional service standard. It is important to note that this is the current definition of adequate services and in future years, this definition will be expanding to incorporate other standards for bin colors, bulky waste, and others as they become affected. The baseline data for this indicator was developed through a study of 308 randomly selected multifamily sites across the Metro region, and the primary field data was collected between October of 2020 and April of 2021. The results show that 32% of multifamily sites in the region had at least the minimum volume and frequency of services set in Metro code. The other 68% of sites have service levels that were below the minimum requirements for one or more streams. For example, a site may have had garbage and commingle recycling or mixed recycling services well above the minimum requirements, but fell short on glass. It is as useful to look at the results by waste stream. For garbage, the results show that 88% of sites had the minimum service level or more. For mixed recycling, that number was lower at 52% and for glass recycling, 64% of sites met the minimum service levels.

Ms. McGuire talks more on each of the different goal areas. There are five specific goal areas within the plan that are outlined. The goals and actions of the shared prosperity section represent the most significant change from the prior waste plan and this area of work really focuses on addressing barrier space by communities of color, and those who have been disproportionately impacted by the garbage and recycling system. The region has made good progress in this area, including some of the accomplishments listed here.

Metro cities and counties have both convened new committees and changed existing ones to increase representation of marginalized communities. In addition, there have been extended efforts to build youth capacity. The next goal area is focused on reducing the impacts of materials and products by changing the design and content of the products. Most of the actions are accomplished through state legislative initiatives. Significant progress was made with the passage of Senate Bill 582, that includes requirements on advancing producer responsibility for single use plastics, including food service and packaging.

The bill will result in standards for sorting and recycling plastics and requires producers to ensure responsible end use markets for materials that are recycled. Metro and local government partners were heavily involved in the crafting of this legislation over a period of two years, contributing significantly to improving the bill and bringing a much needed equity focus in the resulting law.

The goals in this next area focus on reducing the impacts of what is bought and used. The actions emphasize policy and education efforts to prevent waste and encourage better purchasing choices. There is continued progress in this area with the delivery of culturally responsive education programs. This is both something that Metro cities and counties actively work on. COVID-19 and safety restrictions very much limited in person education programming over the last couple of years, but education efforts were able to pivot and develop a wealth of online virtual resources for youth and families wanting to learn about reducing waste.

In addition, there are several actions that provide direct continued education and tools for waste prevention. And at the bottom of the slide, you'll see the progress in this area. The next area focuses on the end of life of materials and products, and this covers everything from services we provide to the public and the overall system design. This area includes the most actions and goals in the plan and we have made good progress with directing improvements to multifamily services and managing items such as bulky waste, as well as the adoption of the food scraps requirements.

Local governments have also continued to provide resources, including promotion of repair opportunities. Washington County Cooperative Recycling Program and City of Portland are very active in this work. The final goal area addresses Metro and local government's role managing the proposal of disaster debris in a manner that protects the public health and safety, as well as safeguarding the environment.

The last 3 years have highlighted the importance prepare for emergencies, system disruptions and building resilience into our garbage and recycling system. Much of this is new work. Recent

accomplishments include establishing a Regional Solid Waste Disaster Preparedness group, in addition to completing crisis communication plan, improving response and coordination to respond to system disruptions.

Thao Ti (Vietnamese Community) asked if Metro regulates abandoned or wrecking yard vehicles. I wonder if Metro take care of the vehicle recycling or the city and stack height regulations law about that? I hope that you will bring this, the issue to the next meeting. Thank you very much. Mr. Brower responded that it is largely a local city responsibility.

Peter Brandom (City of Hillsboro) responded that Hillsboro licenses operations that are in that chain, but not shredding operations. The shredder residue is extremely toxic, DEQ would probably have information on that part of it as well.

Okay. We have just a couple of items left and then I have to break pretty hard, because I've got to get over to a council meeting. I am sending you, sometime between now and 1:00, an invitation. Some of you have received this, some of you have not, but an invitation to a budget forum that [WPES 01:55:27] is putting on next Wednesday from 1:00-2:30. And this is to discuss our budget, talk a little more specifically with local governments as we put our budget together about what we should emphasize or de-emphasize and talk a little bit about the relation of the budget to the fees and rate setting.

Mr. Brower put forth November meeting minutes for approval.

Ms. McDermott responded with motion to approve and Mr. Brandom seconded. None opposed.

3. FINAL REMARKS: Mr. Brower gave a few final remarks to the committee.

MEETING AJOURNED at 10:30 a.m.