



Agenda

Meeting: Regional Waste Advisory Committee
 Date: Thursday, December 21, 2023
 Time: 8:30 a.m. to 10:30 a.m.
 Place: Zoom virtual 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 the implementation of the 2030 Regional Waste Plan.*

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|------------|---|--------------------------------------|
| 8:30 a.m. | Welcome and Introductions | Marta McGuire
Metro |
| 8:40 a.m. | Meeting Agreement Follow-up
<i><u>Purpose:</u> Consult</i>
<i>Approve proposed updates for meeting agreements.</i> | Marta McGuire
Metro |
| 8:50 a.m. | Regional Waste Plan Progress Report
<i><u>Purpose:</u> Consult</i>
<i>Waste Prevention and Environmental Services staff will share highlights from the Regional Waste Plan progress report for 2022 and consider how to use the report to share progress on implementing the plan.</i> | Rachel Chu
Marta McGuire
Metro |
| 9:30 a.m. | Metro Budget Development Continued
<i><u>Purpose:</u> Consult</i>
<i>Provide input on new, increased or curtailed investments for FY24-25 Waste Prevention and Environmental Services department budget.</i> | Marta McGuire
Metro |
| 10:15 a.m. | Consideration of meeting minutes | |
| 10:20 a.m. | Public Comment | |
| 10:30 a.m. | Adjourn | |

Upcoming RWAC Meeting: Thursday, January 18, from 8:30 a.m. to 10:30 a.m.

For agenda and schedule information:

Carly Tabert: carly.tabert@oregonmetro.gov

To check on closure or cancellations during inclement weather please call 503-797-1700.

Metro's nondiscrimination notice

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Regional Waste Advisory Committee Schedule of Topics

Schedule of Topics | July 2023 to March 2024

Date	Topic	Regional Waste Plan	Decision Type
December 2023	<ul style="list-style-type: none">• Committee Working Agreements• Regional Waste Plan Progress Report• Budget Development Continued	Goals 1-19 Goals 1-19	Consult Consult
January 2024	<ul style="list-style-type: none">• Regional System Fee Program Overview• Investment and Innovation Grants	Goals 15, 16 Goals 15, 16	Consult Consult
February 2024	<ul style="list-style-type: none">• Budget Priorities• Food Scraps Requirement Implementation• Garbage and Recycling System Facilities Plan	Goals 1-19 Goals 7, 12, 15 Goal 16	Consult Consult Informational
March 2024	<ul style="list-style-type: none">• Proposed Budget• Community Enhancement Grant Program	Goals 1-19 Goal 2	Consult Consult

The schedule is subject to change.

Regional Waste Advisory Committee

Attachment A: WORKING AGREEMENT

The Metro Regional Waste Advisory Committee will:

1. Provide input on certain legislative and administrative actions that the Metro Council or Chief Operating Officer will consider related to the implementation of the 2030 Regional Waste Plan
2. Provide input on certain policies, programs, and projects that implement actions in the 2030 Regional Waste Plan
3. Review and provide input on the status of implementation of the 2030 Regional Waste Plan.

Committee participation

1. Be on time for committee meetings and commit time to attend the full meeting.
2. Review materials before the meeting to be prepared to participate.
3. Participate and be present; resist the urge to use cell phones during the meeting except for meeting purposes.
4. Recognize when you are and are not talking; ensure everyone participates in group discussions.
5. Listen and ask questions to understand, not just to respond.
6. Commit to building an understanding of the 2030 Regional Waste Plan and the equity guiding principles.
7. Share your own perspective on the topic at hand.
8. We will value each person's perspective, experiences and skills.

9. Virtual meeting considerations:

- o Keep cameras on during the meeting so committee members and the audience know you are in attendance. Cameras can be turned off during presentations.

- o Use the meeting chat understanding that the audience cannot see that chat.

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Expectations for Metro staff

1. When providing context for committee discussions, do include:
 - a. A description of the garbage and recycling system structure (who, what, where, why);
 - b. The roles of all of the players (don't assume committee members know this context);
 - c. Break down complex concepts, avoid jargon and expand acronyms;
 - d. Support the committee's application of a racial equity lens as adopted by Metro

Regional Waste Advisory Committee

Council¹ during committee discussions and decision-making;

- e. How communities are impacted or benefit from the topic being discussed;
 - f. Historical context, particularly on the front end of these committee meetings rather than later in the process;
 - g. Where relevant, a map of the affected system/facilities with affected communities noted; and
 - h. Identify decision-makers responsible for changes being pursued and options for how the committee can influence decision-making.
2. When building agendas for committee meetings:
 - a. Build small group work into meeting agendas to facilitate dialog;
 - b. Be clear about what Metro seeks from the committee on each agenda item;
 - c. Include the purpose of each discussion item and whether a decision is requested;
 - d. Build adequate discussion time into agendas;
 - e. Create agendas that balance flexibility for discussion and active facilitation so that items at the end of meeting aren't cut short; and
 - f. Work with the committee to develop an annual committee meeting calendar with topics and upcoming Council decisions noted.
 3. Tie topics being discussed to the goals of the 2030 Regional Waste Plan and other Metro plans to advance racial equity.
 4. Prioritize actions and make sure committee understands priorities.
 5. Provide materials one week in advance of committee meetings.
 - ~~5.6.~~ *If feasible, provide PowerPoint presentations one week in advance of committee meetings.*
 - ~~6.7.~~ Provide reminders for upcoming meetings to committee members.
 8. Provide a minimum of two weeks' notice for meeting date or time changes.
 - ~~7.9.~~ *Provide a yearly opportunity for all committee members to reflect and share their experience serving on the committee with Metro staff.*

Decision-making

1. This committee may use one of the following decision-making processes and will

¹ To address the barriers experienced by people of color, the Metro Council adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion in June 2016. This plan concentrates on eliminating the disparities that people of color experience, especially in areas related to Metro's policies, programs, services and destinations. This strategic direction allows Metro the opportunity to make a difference in the lives of disadvantaged communities while also improving the region's quality of life. See Attachment B for details on this policy.

Regional Waste Advisory Committee

depend on the decision on the table. Options include:

- a. Consensus – The committee will strive for consensus on a topic.
 - b. Vote – The committee will call for a vote of all members for or against a topic.
 - c. Consultative – Metro will consult the committee for input (consensus or vote) and Metro makes a decision using that input.
 - d. Delegated – Metro delegates a certain decision to the committee.
2. *Use the red-yellow-green color cards whereby all committee members have an opportunity to express themselves during discussions. Use this method to check for agreement among committee members, then facilitate discussion as needed to reach consensus or before voting.*
- a. *Green – I agree with the statement/proposal/decision*
 - b. *Red – I do not agree with the statement/proposal/decision*
 - c. *Yellow – I need more information or have more questions*
3. Sub-committees can be utilized as an option for complex or highly technical content. Committee may
- a. Decide to form a sub-committee to liaise with Metro staff and experts.
 - b. Information will be brought back to the main committee for consideration.
4. Committee decisions will be transparent by doing the following:
- a. Metro will notate expectations of the committee on the monthly agendas with:
 - i. Inform/informational
 - ii. Input requested
 - iii. Vote/consensus
 - b. Metro will preserve any committee vote in the meeting minutes which exists as a permanent record once committee has approved meeting minutes. Approved minutes will also be accessible on the Metro website.
 - i. Any dissenting opinions or opposition votes should be recorded in the minutes. Committee members should still speak up regardless of status in the majority or minority opinion.
 - c. Committee may opt to create a report or written memo of its opinions. This may also include an option of a minority report for any opinions or votes in the minority.

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Regional Waste Advisory Committee

Attachment B: Metro adopted policy guidance on advancing racial equity

From the 2030 Regional Waste Plan, page 30: Metro policy guidance on advancing equity

To address the barriers experienced by people of color, the Metro Council adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion in June 2016. This plan sets five goals for advancing regional equity:

- A. Convene and support regional partners to advance racial equity
- B. Meaningfully engage communities of color
- C. Hire, train and promote a racially diverse workforce
- D. Create safe and welcoming services, programs and destinations
- E. Prioritize resource allocation that advances racial equity

To accomplish these goals, this plan concentrates on eliminating the disparities that people of color experience, especially in areas related to Metro's policies, programs, services and destinations. This strategic direction allows Metro the opportunity to make a difference in the lives of disadvantaged communities while also improving the region's quality of life.

From 2030 Regional Waste Plan, page 45: Equity guiding principles

This plan provides Metro and local governments a powerful opportunity to advance racial equity, diversity and inclusion. The following principles were developed by the Equity Work Group in collaboration with Metro staff. Their purpose is to help address historical and disproportionate impacts of the waste system on marginalized communities and to define how the plan may advance racial equity.

Community restoration: Take action to repair past harms and disproportionate impacts caused by the regional solid waste system. In practice, this means:

- Acknowledging historical impacts passed from generation to generation within communities.
- Actively including communities that have been historically marginalized from decision-making processes.
- Equitably distributing costs and benefits, taking into account historical and system impacts.
- Valuing indigenous and cultural knowledge about using resources sustainably.
- Committing to building a greater awareness of equity among providers of garbage and recycling services.

Community partnerships: Develop authentic partnerships and community trust to advance the plan's vision. In practice, this means:

- Prioritizing historically marginalized communities within the delivery of programs and services.
- Expanding voice and decision-making opportunities for communities of color.
- Supporting resilient community relationships by creating ongoing opportunities for leadership development.

Community investment: Emphasize resource allocation to communities of color and historically marginalized communities. In practice, this means:

- Making investment decisions in partnership with communities.
- Investing in impacted communities and youth through education and financial resources.
- Eliminating barriers to services and employment.

REGIONAL WASTE ADVISORY COMMITTEE

Meeting Worksheet

PRESENTATION DATE: 12/21/2023 **LENGTH:** 40 minutes

PRESENTATION TITLE: Regional Waste Plan annual progress report

DECISION TYPE: Informational

RELATED REGIONAL WASTE PLAN GOALS: All goals

PRESENTER(S): Marta McGuire, Rachel Chu

PURPOSE OF PRESENTATION

Waste Prevention and Environmental Services staff will share highlights from the Regional Waste Plan progress report for 2022 and consider how to use the report to share progress on plan implementation.

ACTION REQUESTED

This presentation is informational. Staff seek feedback on how to make the results in the report accessible and easy to share with different audiences.

BACKGROUND

This report is the third in a series of annual reports that measure progress on implementation of the 2030 Regional Waste Plan. The report covers the year 2022. It presents overall progress on central priorities of the plan: waste prevention, improving the garbage and recycling system, and shared prosperity. For each section of the plan, the report highlights partner achievements and stories of impact and shares progress on actions and numeric indicators.

The first progress report was presented to RWAC in January 2022 and covered progress made between 2019, when the plan was adopted, and 2020. The 2021 progress report was presented to RWAC in January 2023.

Based on feedback heard from RWAC on the 2021 progress report, staff have updated the materials accompanying the report to include a flyer for general audiences with Spanish translation and stories on the Metro website that illustrate regional achievements in 2022.

QUESTIONS FOR CONSIDERATION

- What results resonated with you the most? What results do you want to share with others?
- Do you have any feedback on the materials accompanying the 2022 progress report? What other formats would be helpful?

NEXT STEPS

- Staff are scheduled to present the report to Council in January 2024.
- The report, an accompanying flyer and news stories will be published on Metro's website and staff will launch an email roll-out of these materials to partners and the public in January/February 2024.

ATTACHMENTS

- 2022 Regional Waste Plan progress report

- Progress report flyer



2022 Regional Waste Plan progress report

Making progress despite challenges

We are working towards a future where we throw away less, recycle more, and use fewer new resources. In doing so, we strive to advance racial equity, repairing the harms of the garbage and recycling system.

Four years into implementing the 10-year plan, the region has made progress on goals to prevent waste and advance racial equity.

WHAT IS THE 2030 REGIONAL WASTE PLAN?

The 2030 Regional Waste Plan is a blueprint for how the greater Portland region reduces the impact of products we consume for the next decade plus.

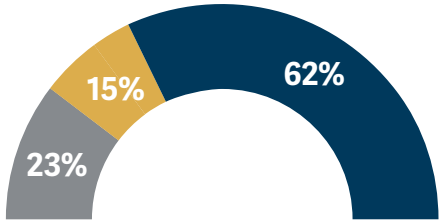
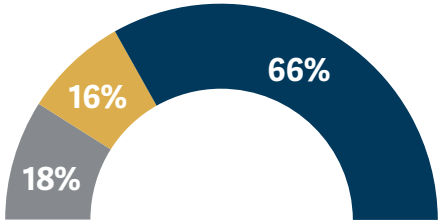
Metro created the plan in partnership with cities, counties, businesses and community leaders in greater Portland.

Metro also collaborated with members of culturally specific community-based organizations who historically have had the least influence in the decision making process to shape the garbage and recycling system.

Regional Waste Plan progress so far

Waste prevention, reuse and recovery actions

Actions advancing racial equity



■ Not started ■ In process but facing obstacles ■ On track or Completed

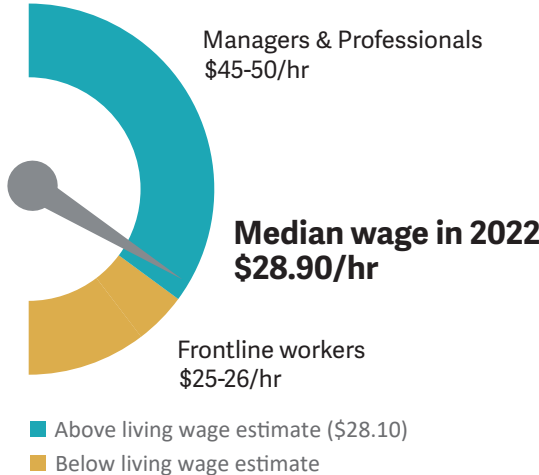
Regional waste generation



Recovery rate



Metro solid waste worker median wage



Source: Oregon DEQ, Metro, MIT Living Wage Calculator

2022 Regional Waste Plan accomplishments

Preventing waste



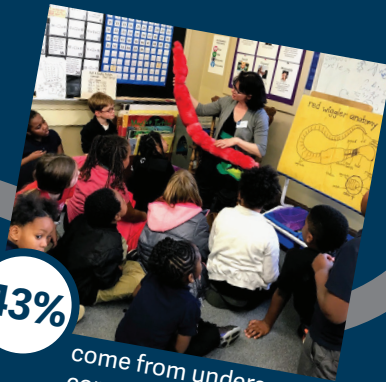
2 new state laws to reduce plastic waste



6,700 youth reached through environmental education

43%

come from underserved communities



36,000 people helped by Metro waste prevention experts



\$2 million awarded to waste reduction projects



Improving the system



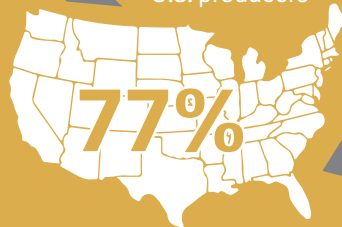
\$524,000 saved to address disaster debris



800+

comments received on Metro's System Facility Plan

77% of collected recyclables are sold to U.S. producers



1,160 tons of garbage removed by Metro's RID Patrol



73 community led cleanups funded by the Regional Refresh Fund

Sharing prosperity

10%

rise in wages for Metro solid waste employees of color in manager and frontline positions



7 people trained for garbage and recycling careers through the RID Patrol partnership crews



45 Portlanders got their commercial drivers license through the Driving Diversity program



62

people became environmental promoters or master recyclers



Metro

Waste Prevention & Environmental Services

Regional Waste Plan Progress Report

DRAFT • December 2023

Public service

We are here to serve the public with the highest level of integrity

Excellence

We aspire to achieve exceptional results

Teamwork

We engage others in ways that foster respect and trust

Respect

We encourage and appreciate diversity in people and ideas

Innovation

We take pride in coming up with innovative solutions

Sustainability

We are leaders in demonstrating resource use and protection

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

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Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

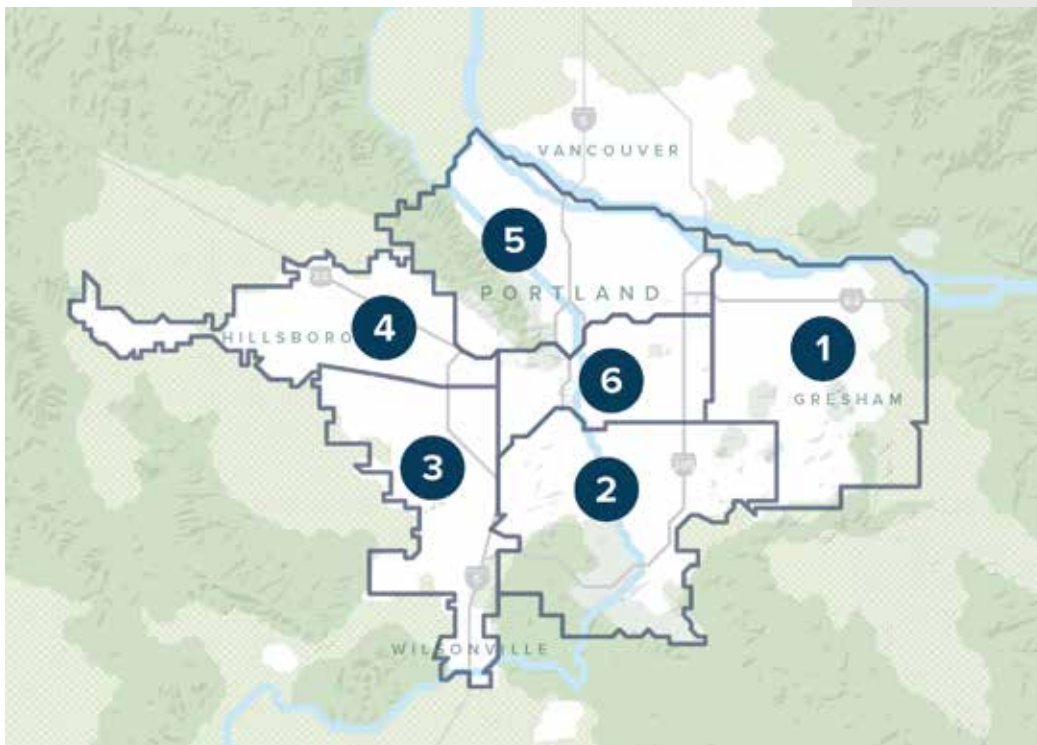
Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans



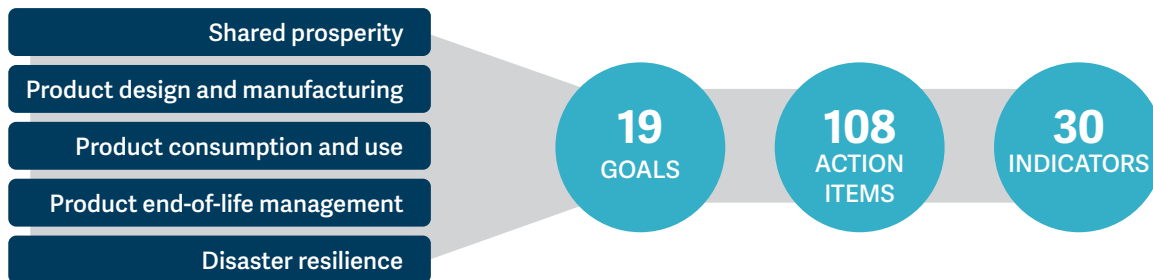
Introduction

The [2030 Regional Waste Plan](#) is both a vision for greater Portland’s garbage and recycling system and a blueprint for achieving that vision. It was created in partnership with cities, counties, local businesses and community leaders to set direction for how we manage and improve the system between 2019 and 2030. Metro also collaborated with members of culturally specific community-based organizations who historically have had the least influence in the decision-making process to shape the garbage and recycling system. This helps ensure that as we implement the plan, we move toward a system that delivers benefits shared by all. The work to implement the plan continues to rely on partnerships and collaboration among local governments, businesses and communities.

Navigating the plan and progress report

The Regional Waste Plan sets out goals in five areas of work addressing the impacts of materials – from production to disposal – and community needs within the garbage and recycling system. Action items within each goal represent concrete steps being taken to help reach the goal.

Regional Waste Plan goal areas



This report is the third in a series of annual progress reports and covers the year 2022. This report evaluates progress toward each goal in the plan by monitoring the status of action items and by measuring indicators over time. Indicators at the goal level measure on-the-ground outcomes of programs, policies or investments linked to each goal. Key indicators are broad, long-term metrics that demonstrate progress overall. A full list of indicators can be found in the appendix.

Table of contents	Pages
Introduction	I1
Executive summary	ES1 - ES5
Progress by goal area	AS1 - AS22
Plan indicators	IN1 - IN14
Appendix	

Executive Summary

Overall progress

The goals in the Regional Waste Plan and the progress towards those goals can be distilled into three central priorities and outcomes that Metro and partners are working to advance:



The work to advance these priorities is woven into 55 actions relating to waste prevention, reuse and recovery and 39 actions focused directly on advancing equity. Four years into implementing the 10-year Regional Waste Plan, more than half of actions are in process and on track to reaching their goals.



The following pages summarize this work and the progress made toward the plan's goals within the three priorities.



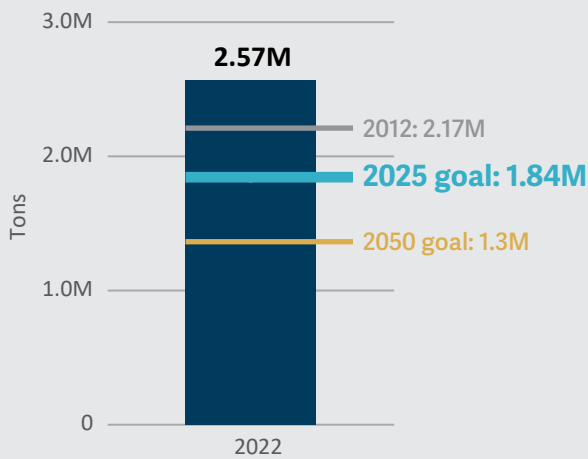
Spotlight: Progress on regional waste generation and recovery rate goals

While our region has made strides on many goals and actions, reaching our waste reduction and recovery goals is a work in progress and we have more work to do. Continued investment is needed to make improvements operational and achieve the visionary goals of the plan.

The **waste generation goal** focuses on reducing the amount of materials that enter the waste stream in the first place, through waste prevention and reuse practices. For the amount of materials that cannot be prevented from entering the waste stream, the **recovery rate goal** focuses on "recovering" as much material for recycling, composting or burning to produce energy, instead of those materials being disposed at landfills or incinerators.

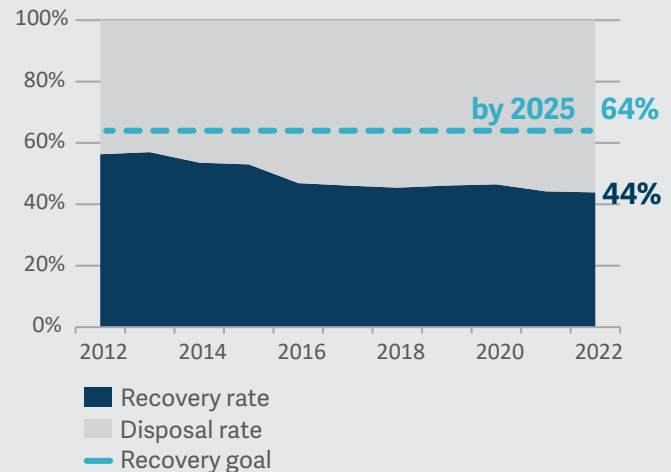
Waste generation goal

By 2025, Oregon has a statewide goal of cutting total waste generation to 15% below 2012 levels. This means generating less than 1.84 million tons of waste per year. By 2050 the goal is 40% below 2012 levels.



Recovery rate goal

The Metro wasteshed has a goal to recover 64% of the total waste generated by 2025. The recovery rate has been declining over the last decade, from a peak of 57% in 2013, to the current 44%.



Sources: Oregon Department of Environmental Quality, Metro estimates (2022)

Waste prevention and healthy environment

This Regional Waste Plan priority covers two sets of goals:

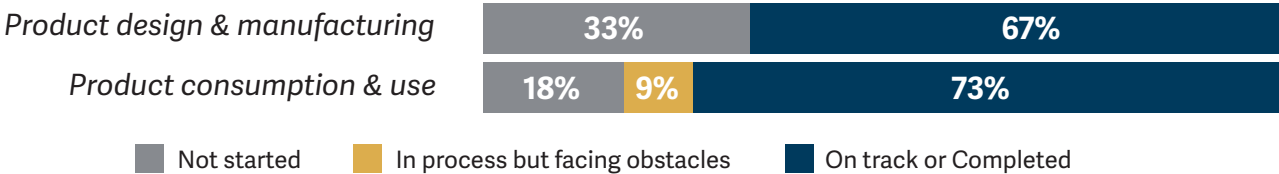
- *Product design & manufacturing (Goal 5)*
- *Product consumption & use (Goals 6-7)*

We are working towards a future where we use fewer new materials, throw away less and recover more. The actions in this priority focus on public policy changes that make manufacturers more responsible for the impacts of their products on health and the environment. Education and policy measures to support better purchasing and consumption choices are also a critical component of this work. Maintaining education programming for students across the region and increasing the amount of products that are managed at the end of their life by producers are some of the signals of progress toward our goals. Ultimately, our goal is to reduce generation of waste and the environmental impact of products, and increase recovery of the most impactful products. Successes in 2022 set the stage for major progress toward these goals in the future.

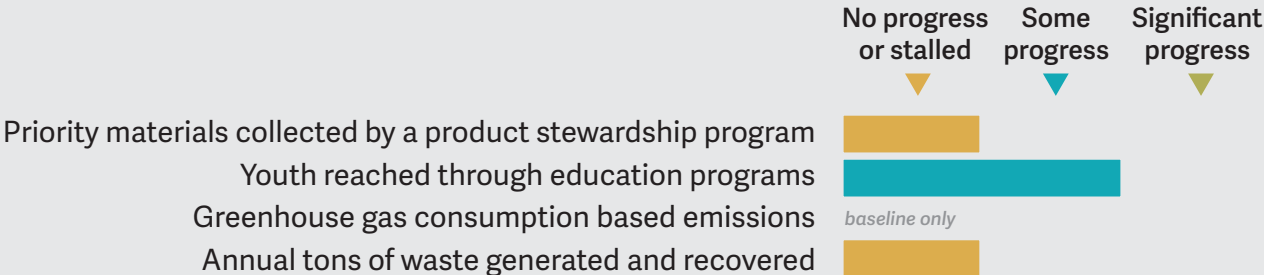
Highlights of 2022 work:

- New plastics legislation banned polystyrene, phasing out some of the most wasteful single-use plastic products, and allows restaurants to provide reusable container options
- Cities, counties and Metro participated on rule-making committees and workgroups for implementing Oregon’s Recycling Modernization Act and mattress stewardship program and preparing the system to start collecting materials
- Advocacy for legislation expanding Oregon’s e-cycles extended producer responsibility programs
- School-based programming and technical assistance on waste reduction through presentations and classroom learning kits
- Food waste reduction outreach and technical assistance to communities and businesses
- Development of culturally inclusive community reuse and repair opportunities

Status of actions



Snapshot of indicator progress



Sources for individual indicators can be found in the indicator section of this report

Excellent, accessible and resilient garbage and recycling system

This Regional Waste Plan priority covers two sets of goals:

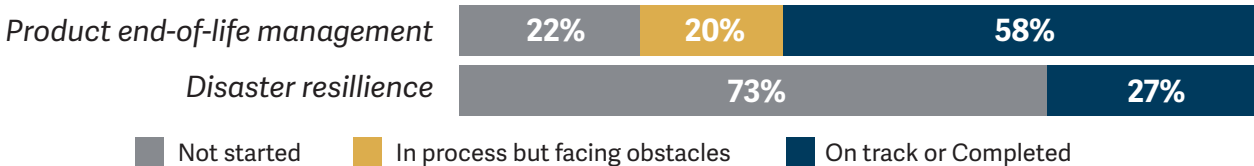
- *Product end-of-life management (Goals 8-16)*
- *Disaster resilience (Goals 17-19)*

We are striving to make garbage and recycling services fit the needs of our region and the environment. The Regional Waste Plan guides us to improve service quality and access, while keeping services affordable. It also calls for a more resilient system, ready for disasters and changing conditions. Progress towards the goals include more opportunities for reuse and repair, an important way to reduce the waste goes to the landfill and the need to manufacture new things. Progress means improved access to garbage and recycling collection services, regionally consistent and affordable rates, and more materials sent to responsible recycling end markets. In addition, progress looks like coordination for disaster debris management and planning for recovery from system disruptions, such that the region is as prepared as it can be for disaster events.

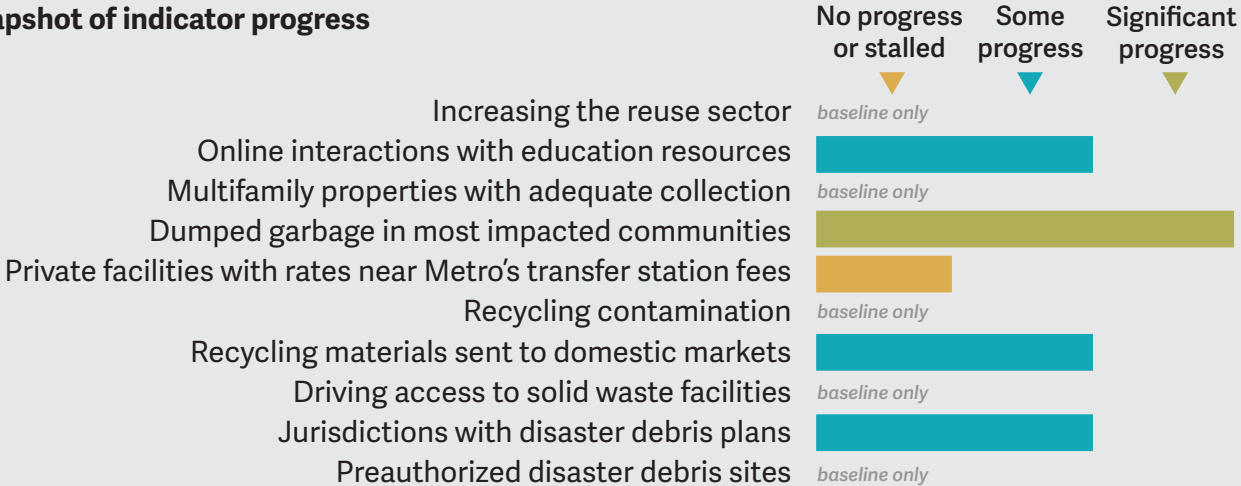
Highlights of 2022 work:

- Planning and engagement on a new regional Garbage and Recycling System Facilities Plan that aims to increase recycling and reuse opportunities to future reduce waste
- Community repair and reuse events and funding for a shared warehouse for reuse organizations
- Bulky waste collection events and regional bulky waste policy planning
- Cleanup initiatives by cities, counties and partners focused on underserved communities
- Expansion of ratepayer assistance programs
- Establishment of Disaster Debris Management Reserve and Grant program to assist with managing disaster debris
- Memorandum of Understanding between Metro and Washington County to address roles and responsibilities for managing debris

Status of actions



Snapshot of indicator progress



Sources for individual indicators can be found in the indicator section of this report

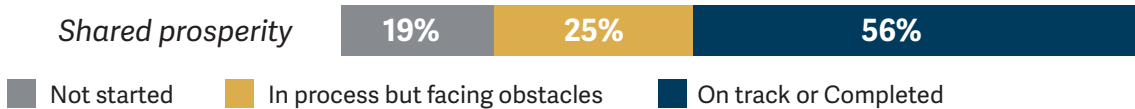
Shared prosperity

Goals and actions aim to create a future where all people have equitable access to the benefits of the garbage, recycling, reuse and repair economies. This means making solid waste careers at all levels available to all and raising wages for the lowest paid workers. Part of sharing prosperity is also sharing decision-making, centering community voices in the shaping of our regional approach to waste prevention and increased recovery. It also includes empowering marginalized communities through funding for waste prevention and recovery initiatives.

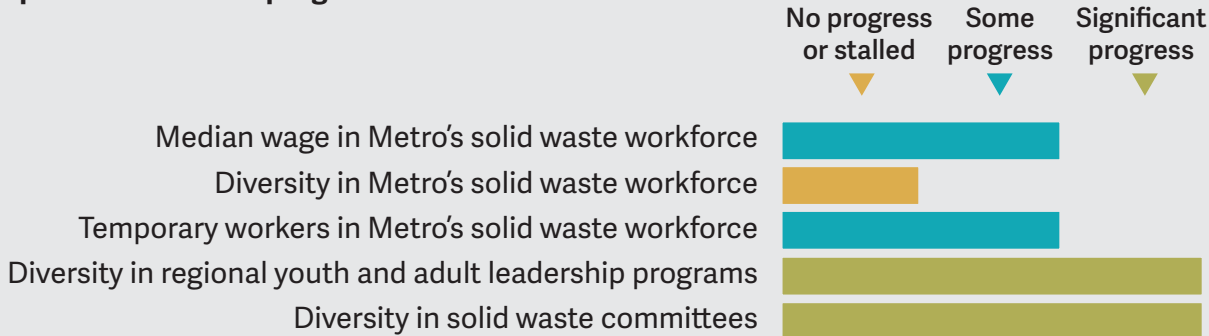
Highlights of 2022 work:

- Greater representation of underserved communities on solid waste advisory committees
- Expansion of recycling and waste reduction leadership programs to new communities
- Waste prevention and cleanup funding awarded to BIPOC organizations and communities
- Expansion of workforce development and training programs for garbage and recycling careers

Status of actions



Snapshot of indicator progress



Sources for individual indicators can be found in the indicator section of this report

Shared Prosperity

Goal Area Progress

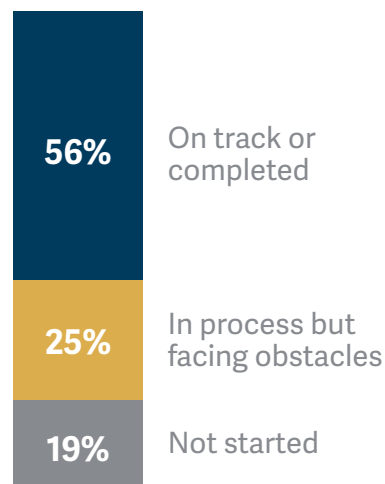
Summary

This area of work is addressing barriers faced by communities of color and those who have been disproportionately impacted by inequities in the garbage and recycling system. Through the goals and actions in this section, Metro and local governments are making progress toward a future where all people have equitable access to the benefits of the garbage, recycling, reuse and repair economies.

2022 highlights include:

- Clackamas County hosted their first Master Recycler community design course with the Red Lodge Transition Center, a Native American-led nonprofit, which provides cultural programming to people in jails and prisons as well as reentry assistance to people upon release back to community.
- The Environmental Promoters program provides training for community members to provide sustainability education to their own communities. In early 2022, 24 promoters, including nine youth, completed the program through Trash for Peace. These nine youth reached over 750 people with information about recycling, waste reduction and healthy homes.
- Metro's Investment & Innovation grants awarded \$2 million, distributed to 22 organizations, during the 2022 grant cycle. As one example, a grant to Feed'em Freedom Foundation, a Black-led organization, will support a food recovery program that links unsold farmer's market produce from BIPOC and small Portland-area producers to local area hospitals and social service organizations. Funding will also support a program to train BIPOC youth affected by the justice system in agriculture and waste reduction practices.
- Regional Refresh Fund sponsored 73 projects supporting cleanup needs in underserved communities, with 94% taking place in an equity focus area. In one project, the Forest Grove Foundation coordinated with people experiencing houselessness to collect over 9 tons of unneeded material from their encampment and dramatically improve campsite cleanliness.
- The Driving Diversity program trains and places low-income Portlanders into recycling and waste hauling careers in the City of Portland, with priority given to women and people of color. Five classes with a total of 45 participants have graduated since the program began. This program has recently expanded to Washington County.

4 Goals | 16 Actions



Regional Waste Advisory Committee community leaders focus on equity

When Metro looked at improving the garbage and recycling system for everyone through the 2030 Regional Waste Plan, equity became the foundational value of the plan. Many of the plan's actions are directed at addressing harms and sharing benefits with communities of color and other marginalized groups.

The Regional Waste Advisory Committee helps guide the plan implementation, and the work of the five community leaders on the committee are one of the ways Metro stays true to their intention to advance racial equity. These leaders serve as a voice for their communities, bringing perspectives from diverse groups who have been left out of decision-making by those in power.

“ I am not there representing Sharetta, but the community that I live and serve in. It is important that there is a diverse group of people around the table giving every possible insight to make sure all parties are represented, and their voice being heard. ”

Sharetta Butcher
Member of the Regional Waste Advisory Committee



Washington County committee elevates community voices

The Garbage and Recycling Advisory Committee for Washington County was once focused on the technical aspects of the solid waste system. In the past few years, the committee has been retooled to elevate the voices of community members who use and are impacted by the system and want to make positive changes.

Acting as a bridge between residents and local policymakers, the committee has engaged deeply with waste management practices, policies and infrastructure needs. Committee Chair Ashvin Nagaraja came to Oregon eight years ago with a PhD in Materials Science and Engineering. His interest to innovate within the recycling industry and desire to learn about the regional waste system led him to join the advisory committee.

Ashvin brings this same enthusiasm to the advisory committee, encouraging members to tour recycling and garbage infrastructure and bring in industry experts to educate the public on topics of interest.

“ I'd say for me I seek to understand. In order for the public to have meaningful influence in this area they need to understand the details of how decisions could affect all the relevant stakeholders. ”

Ashvin Nagaraja
Chair of the Garbage and Recycling Advisory Committee for Washington County

Goal 1

Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

Action	2021 Status	2022 Status
1.1 Increase representation of historically marginalized community members, including youth, on advisory committees, such as Metro and local government solid waste advisory committees	On track	On track
1.2 Evaluate and refine a public sector paid internship program to increase engagement of youth and adults in garbage and recycling careers and decision-making, with an emphasis on communities of color and other marginalized communities.	On track	In process but facing obstacles
1.3 Partner with organizations to engage youth in leadership opportunities for social, economic and environmental issues related to garbage and recycling.	On track	On track

Not started
 In process but facing obstacles
 On track
 Completed

Environmental Promoter program provides education and leadership opportunities

The Environmental Promoter program brings communities together to design sustainability projects meeting their own goals and aspirations. In 2022, Centro Cultural, in collaboration with Metro and Washington County, graduated 17 environmental promoters, called Promotores Ambientales, who are volunteers focused on sustainability, climate protection, reducing toxics, composting and recycling.

The Promotores Ambientales engaged people at health and wellness fairs, and through virtual recycling workshops and hazardous waste collection events. The group supported the Rose Grove Mobile Home community with a collection event that captured more than 1 ton of bulky waste.

Program Manager Sergio Garcia-Cruz said the program reaches people who want to learn about environmental sustainability and become leaders. He said the program gives back to the Latinx community by promoting ancestral ways to care for the environment.

“
The Latinx community has to go back to its roots, remember that our grandparents and parents already had a certain idea of recycling and conserving the environment. Respect for nature. It is up to young people to continue and increase learning about the environment and its care.
”

Sergio Garcia-Cruz
 Program Manager, Centro Cultural

Goal 2

Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other historically marginalized groups.

Action		2021 Status	2022 Status
2.1	Develop Metro and local government procurement policies to increase the amount of spending on solid waste-related services that goes to locally owned companies, with an emphasis on minority-owned and woman-owned businesses.	In process but facing obstacles	Completed
2.2	Implement strategies in consultation with community organizations that can be adopted by local governments to ensure greater racial equity in the ownership and management of collection service providers.	On track	On track
2.3	Utilize grant programs to invest in businesses and non-profit organizations to strengthen regional efforts around reducing waste, making better use of the waste that is produced and helping foster economic opportunities for communities of color and others who have historically been left out of the garbage and recycling system.	On track	On track

Goal 3

Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

Action		2021 Status	2022 Status
3.1	Establish a living wage and benefits standard for the lowest-paid positions in the solid waste industry and update the standard on a regular basis.	Not started	Not started
3.2	Incorporate “good jobs” provisions regarding wages, benefits, workforce diversity and career pathways into public sector solid waste investments, operations contracts, franchises, licenses and other procurement and regulatory instruments.	On track	On track
3.3	Conduct baseline and regular follow-up studies of wages and benefits in the greater Portland area’s solid waste sector to inform “good jobs” provisions.	On track	In process but facing obstacles
3.4	Reduce the use of temporary and contract workers in the region’s solid waste industry	In process but facing obstacles	In process but facing obstacles
3.5	Evaluate the use of Metro employees to fully operate Metro-owned transfer stations	On track	In process but facing obstacles

Not started
 In process but facing obstacles
 On track
 Completed

Goal 4

Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

Action		2021 Status	2022 Status
4.1	Implement a workforce development and readiness program for garbage and recycling industry jobs.	In process but facing obstacles	On track
4.2	Develop a career pathways strategy that aims to increase the diversity of workers in all solid waste occupations.	Not started	Not started
4.3	Conduct baseline and regular follow-up studies of workforce diversity in the regional garbage and recycling industry, including an assessment of barriers to hiring and retaining people of color, women and other historically marginalized groups.	On track	In process but facing obstacles
4.4	Work with private garbage and recycling service providers and community-based organizations to design and implement programs that address safety, bullying and harassment in the workplace throughout the solid waste industry.	Not started	Not started
4.5	In partnership with community-based organizations, create workforce development programs within the reuse sector that focus on people with barriers to employment.	On track	On track

Not started
 In process but facing obstacles
 On track
 Completed

RID partnerships provide opportunities to under-invested communities

Since 2017, Metro’s RID Patrol has partnered with local organizations to provide workforce opportunities to people who face systemic employment barriers. My Brother’s Keeper helps people navigate life after incarceration. Central City Concern helps people impacted by houselessness, addiction and incarceration find jobs and supportive housing.

Crew members help keep the region clean by removing dumped trash on public lands while developing skills for future garbage and recycling industry careers. Employable skills include asbestos identification, hazardous waste disposal and practices to safely handle, transport and dispose of dumped wastes. The program envisions developing a strong workforce that empowers under-invested communities with the tools to face regional environmental challenges.

“ I have been in partnership with RID as a crew lead for almost a year and really enjoy the teamwork and support with the RID team... It is a very positive work environment but also demanding. I like the outdoors and hard work, RID provides both. I am grateful for all current and future opportunities here with RID. ”

Coby Hogan
Lead on RID Central City Concern partnership crew



Product Design and Manufacturing

Goal Area Progress

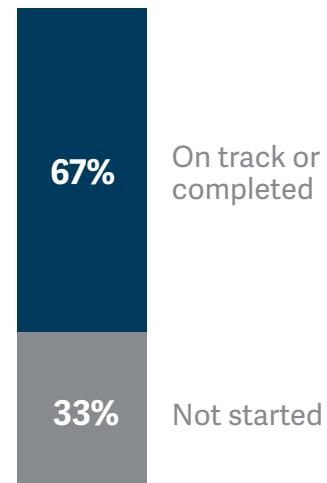
Summary

Through this goal area, we are working to influence the design and manufacturing of products and packaging by advocating for changes in public policy. The goal is for manufacturers to become more responsible for the impacts of their products. The actions focus not only on reducing the amount of waste, but also shifting what's in it.

2022 highlights include:

- Metro served as a member of the mattress stewardship rulemaking advisory committee, supporting the Oregon Department of Environmental Quality adoption of strong administrative rules to guide implementation of the Mattress Stewardship Program. The statewide program will make it easier to dispose of unwanted mattresses and is set to launch in 2024.
- Metro, cities and counties actively engaged in Recycling Modernization Act rulemaking and worked to support the passage of new legislation to modernize Oregon's e-cycles program and reduce plastic waste.

1 Goal | 6 Actions



New and improved state laws reduce plastic and increase e-cycling options

House Bill 3220 (2023) updated the hugely successful Oregon E-Cycles program to include more household electronics such as VCRs, DVD players and video game consoles. New convenience standards ensure that 95% of Oregon households live within 15 minutes of a collection site. Additionally, the law allows for multiple producer responsibility organizations and provides pathways for reuse. Most changes take effect January 1, 2026.

Metro was part of a coalition led by the nonprofit Environment Oregon which advocated for the passage of two bills to reduce plastic waste. Senate Bill 543 takes the Portland area polystyrene ban statewide, phasing out some of the most wasteful single-use products such as to-go containers, packing peanuts and coolers. Senate Bill 545 will update the state's health code to allow restaurants to provide reusable container options.

“ Nothing we use for just a few minutes should pollute the environment for hundreds of years. The two bills passed by the Oregon legislature and signed by the Governor to address plastic pollution this year will help Oregon eliminate toxic and wasteful products, begin to shift away from our throwaway culture and build a future where we produce less waste. ”

Celeste Meiffren-Swango
State Director of Environment Oregon

Goal 5

Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

Action	2021 Status	2022 Status
5.1 Advocate for legislation that minimizes chemicals of concern in products and packaging and requires the disclosure of product chemical data to consumers.		
5.2 Assist the Oregon Health Authority in implementing the 2015 Oregon Toxic-Free Kids Act, which requires manufacturers of children’s products sold in Oregon to report products containing high-priority chemicals of concern.		
5.3 Partner with the State of Oregon to provide incentives to manufacturers for developing sustainable manufacturing techniques, including green chemistry, for products and packaging sold in Oregon.		
5.4 Advocate for product stewardship legislation and other policy approaches that can achieve the greatest reduction in environmental and human health impacts from products and packaging made, used or disposed in the region.		
5.5 Advocate for legislation that would require building products sold and used in Oregon to be free of highly toxic materials.		
5.6 Advocate for standards for high-impact products, including phase-outs or bans.		

Not started
 In process but facing obstacles
 On track
 Completed

Working to make a better recycling system for all Oregonians

Metro, cities and counties brought the values and goals from the 2030 Regional Waste Plan into rulemaking and engagement for the Plastic Pollution and Recycling Modernization Act, also known as the RMA. The state-wide update to the recycling system is intended to make recycling easier, expand services, upgrade facilities and reduce plastic pollution.

Metro collaborated with local government partners and advisory groups like the Regional Waste Advisory Committee to gather feedback and submit comments to DEQ that reflect the diversity of the region.

Metro also served on DEQ’s first rulemaking technical workgroup and advisory committee. Staff on the rulemaking advisory committee helped create the first statewide uniform recycling list, ensuring that people in Baker County can recycle the same materials as people in Multnomah County – and increasing recycling options for people throughout Oregon.

Through these efforts, Metro advocated for a larger collection list, more accountability from producers, and responsible end markets for recyclable materials.

“ We could do so much better, we need to conserve resources, the alternative is not ending recycling and waste prevention but making a really excellent system to use our resources wisely.

”

Christa McDermott
 Director of Community Environmental Services at Portland State University and
 member of the Regional Waste Advisory Committee

Product Consumption and Use

Goal Area Progress

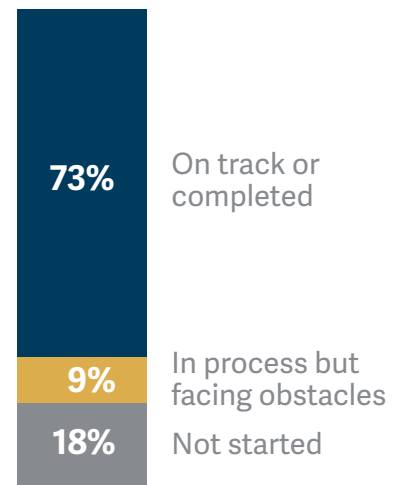
Summary

Goals in this area focus on reducing environmental and health impacts of what we buy. Actions emphasize education and policy efforts to reduce impacts and support better purchasing choices. Education prioritizes culturally responsive efforts, with programs and services implemented in partnership with community organizations to reach historically marginalized groups. Policy actions in this area provide safer, lower-risk products and reduce the use of single-use items.

2022 highlights include:

- Clackamas County provided technical assistance to 53 schools and delivered 36 presentations at 19 schools on food waste reduction.
- Metro's school-based education programs focused on how to extend the life of natural resources and how our system of stuff promotes overconsumption. 2022 post-program surveys of teachers indicate that lessons helped students make the connection between people, products and the planet.
- City of Portland provided outreach materials at events like Good in The Hood, City of Portland Immigrant & Refugee Program Welcoming Week, Division Midway Alliance Festival of Nations and East Portland Sunday Parkways.
- The City of Gresham partnered with Portland General Electric and Energy Trust of Oregon to help small BIPOC-owned businesses reduce their environmental impact. Through this partnership, business owners were made aware of sustainable products and services such as energy efficiency incentives. The city also connected with businesses on recycling, food waste and the Gresham Green Business Program.
- Clackamas and Washington Counties conducted in-depth consultations, trainings, and technical assistance to food generating businesses on topics related to food waste reduction. The counties reached 173 and 169 food generating businesses respectively.
- Metro and local governments produced videos on food waste prevention with translations in five languages, facilitated four campaigns for the "Food Waste Stops with Me" initiative, and collaborated with the Oregon Restaurant and Lodging Association to educate businesses on the Business Food Scraps Requirement. Metro also developed media toolkits for sharing waste prevention information to local communities and used television, news and social media to share tips on reuse and reducing food scraps and holiday waste.

2 Goals | 11 Actions



Culturally inclusive resource sharing and sustainability education

The Green Lents Community Tool Library is a community hub in Southeast Portland where neighbors combine resources by sharing tools. The impact of the “communal garage” goes beyond the space, fostering connections between neighbors and growing new initiatives such as a seed library and monthly garden swaps. By living the ethos of sharing instead of buying, the tool library reduces waste and promotes sustainability.

With the help of a Metro Investment and Innovation grant, the Green Lents tool library has expanded outreach to people in Lents who speak a language other than English at home. The organization is presently piloting an inclusive community education initiative that engages multilingual participants to lead workshops in Spanish and Ukrainian, and developing a hands-on, illustrated community knowledge space with minimal text. The program aims to accommodate the diverse array of languages spoken by Lents neighbors.

“*By actively involving participants from diverse cultural backgrounds as co-leaders, presenters, and contributors to shared education and resources, we've observed a significant transformation within our member and participant communities. This positive shift is particularly evident at the tool library, where we've been experiencing more inclusive and diverse outcomes.*”

”

Dasha Foerster
Community Director at Green Lents



Goal 6

Reduce product environmental impacts and waste through educational and behavioral practices related to the prevention and better purchasing choices.

Action		2021 Status	2022 Status
6.1	Provide culturally responsive and developmentally appropriate school-based education programs about the connections between consumer products, people and nature.	On track	On track
6.2	Provide culturally responsive community education and assistance about the connections between consumer products, people and nature.	On track	On track
6.3	Provide and increase accessibility to education and tools to help residents and businesses reduce their use of the single-use products with the greatest negative environmental impacts.	On track	On track
6.4	Partner with communities of color and others to increase awareness about high-risk chemical products, reduce their use and decrease people's exposure to them.	In process but facing obstacles	In process but facing obstacles
6.5	Assist households and businesses in the adoption of practices that prevent the wasting of food and other high-impact materials.	On track	On track
6.6	Support implementation of Oregon State University's (OSU) SolvePestProblems.org as a primary tool for education and resources on integrated pest management.	On track	On track
6.7	Implement recognition programs for business efforts to prevent waste and minimize environmental impacts of the products they purchase.	On track	On track

Note: Progress on action 6.4 includes ongoing activities through Metro programs. The status noted in this report reflects Metro's continued effort and investment in this Regional Waste Plan action.

Goal 7

Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.

Action		2021 Status	2022 Status
7.1	Implement procurement policies for Metro and local governments that prioritize the purchase of products and services with low environmental and human health impacts.	In process but facing obstacles	On track
7.2	Implement policies that will reduce the use of single-use products such as single-use plastic bags.	In process but facing obstacles	On track
7.3	Advocate for the reclassification of high-risk nonagricultural pesticides to restricted use status in Oregon.	Not started	Not started
7.4	Implement policies and programs that lead to construction of buildings that use fewer resources, including improvements to Oregon Reach Code and baseline building codes to address material selection preferences and restrictions, incentives for space-efficient homes and removal of barriers to adopting lower impact materials.	Not started	Not started

Not started

In process but facing obstacles

On track

Completed

Product End-of-Life Management

Goal Area Progress

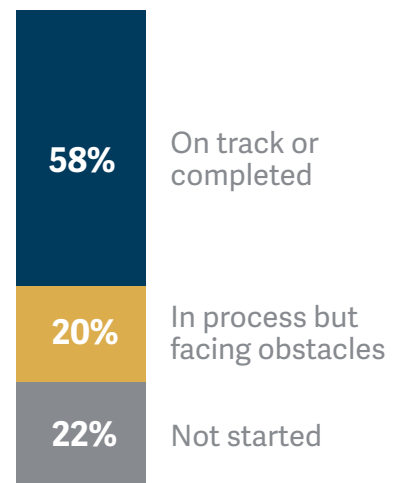
Summary

While the ultimate goal is to prevent waste to begin with, the Portland region still needs a system that safely and conveniently manages products at the end of their useful life. The goal is to ensure that the programs and services not only protect human health and the environment, but that they do so in a way that meets the needs of all residents and all communities today and into the future.

2022 highlights include:

- Local governments hosted several repair fairs across the region, including in Beaverton and six cities in Clackamas County.
- Washington County added a bilingual English/Spanish repair page to their website and launched an English/Spanish repair e-newsletter. The County Cooperative Program coordinated four repair fairs.
- Metro’s Investment & Innovation grants awarded \$2 million, distributed to 22 organizations during the 2022 grant cycle. To showcase one example, Community Warehouse was awarded a grant to establish a third warehouse, located in Gresham. In addition to accepting and redistributing household goods and mattresses, it is piloting a “reuse hub” model that will provide a shared space with other reuse organizations, including ReClaim It, Repair PDX, Community Cycling Center and others.
- The City of Fairview hosted their annual spring cleanup event which included an opportunity for apartment residents to place one item next to their property’s garbage and recycling enclosure for collection. Gresham hosted five bulky waste collection events at apartments within the city.
- Supported by one-time funding by the State of Oregon, the City of Gresham and Clackamas County partnered with hauling companies and apartment owners to provide residents a temporary period of free bulky waste removal service.
- Several local governments launched programs for recycling batteries and other hard-to-recycle items.
- Washington County adopted a reduced rate program in unincorporated Washington County, eligible to community members living at or below 185% of the federal poverty level who subscribe to garbage and recycling service from one of the county’s nine franchised companies.

9 Goals | 60 Actions



- Beaverton, in a partnership with Community Action of Washington County, implemented a reduced rate program which provides financial assistance to eligible community members facing shutoff of their garbage and recycling services due unpaid fees.
- The cities of Fairview and Troutdale partnered with Portland State University's Community Environmental Services to provide technical assistance with recycling to businesses and apartment properties.

Goal 8

Increase the reuse, repair and donation of materials and consumer products.

Action		2021 Status	2022 Status
8.1	Support efforts to ensure that surplus edible food desired by agencies serving communities experiencing hunger in the region is made available to them.	In process but facing obstacles	In process but facing obstacles
8.2	Implement strategies to increase the salvage of building materials for reuse, without increasing exposure to toxics.	On track	On track
8.3	Advocate for research-informed changes to building codes and other regulations to increase use of reused and deconstructed materials.	Not started	Not started
8.4	Expand the collection of reusable items at public and private transfer stations, in partnership with reuse and repair organizations.	Completed	In process but facing obstacles
8.5	Invest in neighborhood-scale reuse and repair services and infrastructure.	On track	On track
8.6	Support implementation of Oregon DEQ's Reuse, Repair and Extended Product Lifespan Strategic Plan.	On track	On track

Note: Progress on actions 8.4 reflects Metro's continued effort and investment in this Regional Waste Plan action.

Not started
 In process but facing obstacles
 On track
 Completed

System facility planning efforts bring in voices from the reuse and repair community

Metro has been looking at the efforts of the reuse and repair community as an important way to reduce the waste that goes to the landfill. Repairing, upcycling and reusing still-useful items reduces the need to manufacture new things and gets more use out of already spent resources.

Metro hosted a reuse and repair roundtable in October 2022 to ask what infrastructure would support reuse and repair work. The engagement effort was part of the Garbage and Recycling System Facilities Plan, which will chart the course for Metro's future capital investments. Input from the reuse and repair community has helped shape the investment scenarios Metro Council will decide on during winter of 2024.

“ *If we invest in reuse and repair, we are actually investing more in programs, policies, and actions that will make the most headway in reaching our climate change goals and in reducing greenhouse gas emissions, as the majority of those emissions come from creating new products.* ”

Laura Kutner Tokarski
 Executive Director of Trash for Peace

Goal 9

Increase knowledge among community members about garbage, recycling and reuse services.

Action		2021 Status	2022 Status
9.1	Provide culturally responsive education and assistance for garbage, recycling and reuse services to residents and businesses.		
9.2	Utilize Metro's Recycling Information Center to serve all residents and businesses in the region as a clearinghouse for prevention, reuse, recycling and disposal information.		
9.3	Ensure that community education and volunteer development courses, such as Master Recycler, are relevant, accessible and culturally responsive to all communities.		

Goal 10

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

Action		2021 Status	2022 Status
10.1	Provide comprehensive collection services and supporting education and assistance for source-separated recyclables, source-separated food scraps and garbage, in compliance with state, regional and local requirements, including the Regional Service Standard, Business Recycling Requirement and Business Food Waste Requirement in Metro Code.		
10.2	Implement minimum service levels or performance standards for all collected materials for multifamily and commercial tenants.		
10.3	Implement regional standards for collection container colors, signage and other related informational materials for single-family, multifamily and commercial services.		
10.4	Provide convenient, accessible and equitable collection of hazardous waste from households and Conditionally Exempt Generators, prioritizing communities with greatest need.		
10.5	Provide regularly occurring bulky waste collection service, with particular emphasis on multifamily communities and lower-income households.		
10.6	Establish standards for collection areas for existing and newly constructed multifamily properties to ensure residents have adequate access to garbage, recyclables and food scraps collection containers.		
10.7	Partner with community health organizations to expand options for collection of hypodermic needles and other types of medical waste, prioritizing individuals with the greatest barriers to service.		
10.8	Advocate for statewide legislation or implement regional policies to increase the types of products and packaging for which manufacturers and retailers provide environmentally sound, convenient and accessible take-back programs.		

Note: Progress on actions 9.2 and 10.4 includes ongoing activities through Metro programs. The status noted in this report reflects Metro's continued effort and investment in this Regional Waste Plan action.

Not started
 In process but facing obstacles
 On track
 Completed

Regional Refresh Fund brings large household item collection events to apartments

Communities that share garbage and recycling facilities, such as apartments, condominiums and retirement communities, often struggle with having adequate services for residents. One big issue is disposing of large household items like furniture. Many tenants can't afford disposal services which leads to dumping or holding on to things that are difficult to get rid of.

ROSE Community Development Corporation used Metro's Regional Refresh Fund to bring large item waste collection events to 10 affordable housing communities. During the events, tenants filled dumpsters with items they no longer wanted. ROSE CDC estimates they removed 28 tons of waste.

“*The collection events were useful to bring to the apartment communities that often struggle with hauling fees and the removal of the items from their apartments. By utilizing volunteers, we were able to help residents remove old furniture and other waste from their apartments and clear space.*”

Representative from ROSE CDC





Regional work to improve bulky waste collection and reuse opportunities

Metro, cities and counties are working to reduce the improper disposal of large household items that do not fit in garbage or recycling bins, like mattresses, couches, appliances and TVs. Known in the garbage and recycling industry as “bulky waste,” our region lacks a consistent, affordable and convenient approach to managing its disposal, especially for people living in apartments.

Drawing on a first-of-its-kind assessment of garbage and recycling service and needs of residents of multifamily homes, the Regional Waste Plan includes actions to improve multifamily service. The Bulky Waste Policy Project is a collaborative effort between Metro and the cities of Beaverton, Gresham and Portland, and Clackamas and Washington Counties to implement the Regional Waste Plan guidance. The project focuses on providing regularly occurring bulky waste service with an emphasis on multifamily residents by July 1, 2025.

In 2022, the project completed a landscape mapping of the bulky waste collection services currently available to people living in the region. The project prioritized hearing from multifamily residents, in addition to collection companies, local governments and others and compared the Metro region’s current collection system with systems in other parts of the U.S. At the same time, cities and counties were prepared to use one-time state funding for immediate cleanup needs to pilot bulky waste collection and help apartment residents dispose of large items.

A new collection study and pilot will help Metro better understand the cost of providing regularly occurring bulky waste collection service to people living at multifamily properties and how often collection is needed. The study will also survey property managers and residents about their experience with the pilot. The pilot is being conducted in partnership with the City of Gresham and two of its franchised collection companies in fall 2023 and winter 2024. Information learned through the study and pilot will guide the planning of future residential services.

In 2022, Metro conducted a study of the nonprofit reuse sector of greater Portland. The study identified gaps and barriers to the reuse of large household items and provided recommendations from leading reuse organizations for improving capacity and service equity in the reuse and repair economy. The Metro and Gresham pilot study of bulky waste will explore opportunities to reuse and repair the items collected through the pilot that still have potential use.

Goal 11

Address and resolve community concerns and service issues.

Action		2021 Status	2022 Status
11.1	Provide cultural competence training to customer service representatives at Metro, local governments and collection service providers.		
11.2	Improve feedback loops between haulers, local governments and Metro to address collection service issues for households and businesses.		
11.3	Provide inclement weather notifications to customers in multiple languages and through a variety of media.		
11.4	Provide services to clean up illegal dumps on public property, prioritizing communities with greatest need.		
11.5	Research the root causes that contribute to illegal dumping and how they can be addressed.		
11.6	Implement garbage and recycling collection services for people experiencing homelessness.		
11.7	Evaluate the need to expand and improve access to public collection containers to reduce litter and illegal dumping		

Not started
 In process but facing obstacles
 On track
 Completed

Cleaner parks, roadsides and waterways due to one-time cleanup funding

In April 2022, House Bill 5202 was signed into law, investing \$10 million in greater Portland for cleanup of public spaces. The cities of Beaverton, Gresham, Hillsboro, Portland, Troutdale, and Tualatin, as well as Washington and Clackamas Counties utilized this one-time funding, distributed through Metro, to provide cleanup services to their communities. Many of their efforts prioritized services and collection opportunities to residents living at multifamily properties. SOLVE, Trash for Peace, Clean Camps PDX, Adopt One Block, and Cultivate Initiatives also received funding for cleanup efforts.

Funding supported projects focused on these downstream cleanup efforts to clean dumped trash, dispose of abandoned vehicles and remove graffiti as well as upstream efforts to help communities get rid of hard-to-dispose-of materials, such as bulky waste and medical sharps. Projects also provided low-barrier work opportunities and connections to peer support and housing.

In 2022, this funding supported:

- 1,419 cleanups
- 379 tons of waste removed
- 1,160 miles of litter removal and patrol
- 9 RVs disposed
- 46 boats removed from public spaces, including the two largest derelict vessels in the region
- Temporary collection service and voucher programs for bulky waste at multifamily properties



Goal 12

Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.

Action		2021 Status	2022 Status
12.1	Minimize the health and safety impacts of solid waste operations on employees, customers and neighboring communities, with particular focus on low-income communities and communities of color, and identify methods for repairing past harm.		
12.2	Implement consistent and enforceable nuisance and safety standards for all solid waste facilities within the system.		
12.3	Implement environmental and safety standards for all on-road and off-road solid waste fleet vehicles.		
12.4	Implement sustainability practices in the operation of public and private solid waste facilities to reduce energy use, utilize renewable energy, reduce equipment emissions, maximize the use of safe alternatives to toxic materials and achieve other environmental objectives.		
12.5	Regulate collection of solid waste materials by collectors not otherwise regulated by local governments and illegal dumping.		
12.6	Regulate facilities accepting garbage, recycling, food scraps, yard debris and other solid waste generated from the region to advance progress toward achieving this plan's goals.		
12.7	Require post-collection material recovery for marketable materials that will advance progress toward achieving this plan's goals and targets.		
12.8	Evaluate on a continuing basis, the need to regulate different types of solid waste facilities not covered under current Metro regulation based on their actual and potential impacts on human health, the environment and neighboring communities. These facilities include, but are not limited to, dismantlers, wood waste grinding operations, landscapers, sludge processors, and specific or single material recyclers.		

Goal 13

Invest in communities that receive garbage and recyclables from Metro region so that those communities regard solid waste facilities as an asset.

Action		2021 Status	2022 Status
13.1	Expand the host community enhancement program to: <ul style="list-style-type: none"> include all solid-waste-handling facilities that impact neighboring communities; increase funding; prioritize diversity, equity and inclusion elements in grant funding criteria. 		
13.2	Implement annual volunteer projects and collection/recycling events in neighborhoods affected by solid waste facilities.		
13.3	Require each solid waste facility to work toward a good neighbor agreement with its host		
13.4	Evaluate Community Benefit Agreements as a potential tool for garbage and recycling facilities to invest in host communities.		

Not started
 In process but facing obstacles
 On track
 Completed

Goal 14

Adopt fees for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

Action		2021 Status	2022 Status
14.1	Implement transparent and consistent annual rate-setting processes for all collection service providers.		
14.2	Implement transparent and consistent annual rate-setting processes for all facilities.		
14.3	Establish fees across the region that are consistent for like services.		
14.4	Implement a low-income rate assistance program for residential collection services.		
14.5	Evaluate alternative models for collection, processing and transfer services to identify which would deliver the best environmental, financial, efficiency and equity outcomes		
14.6	Implement strong financial performance reporting standards to provide greater certainty on the financial viability of facilities serving the Metro region.		
14.7	Require that local governments annually provide information to residents about the components of their garbage and recycling collection rate.		

Goal 15

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

Action		2021 Status	2022 Status
15.1	Implement regionally consistent contamination reduction efforts to improve material quality, including education, sorting instructions, collection equipment changes, and customer feedback methods		
15.2	Regularly assess the list of recyclable materials collected in the residential and business programs in the region relative to end-markets, life cycle environmental benefits, community needs and forecasting of future materials in the waste stream.		
15.3	Develop public-private partnerships to expand local markets for priority recyclable materials, with an emphasis on minority- owned and other business owners from historically marginalized groups.		
15.4	Fund investments to improve the performance of material recovery facilities through collection fees and/or other mechanisms.		
15.5	Facilitate the permitting of composting facilities to process mixed residential yard debris and food scraps, while ensuring minimal impacts on neighboring communities.		
15.6	Implement stronger linkages between recycling collection programs and material recovery facilities through processing performance standards, supply agreements, regulatory oversight or other means.		
15.7	Identify and implement changes to recycling collection programs and material recovery facility operations to meet the specifications of a broad range of markets.		
15.8	Advocate for statewide policies or implement regional policies that create a preference, incentive or requirement for use of recycling end-markets in Oregon and the Northwest.		
15.9	Advocate to expand the statewide bottle bill program to include additional containers		
15.10	Evaluate whether a policy to increase garbage tip fees would further incentivize waste prevention and recovery without harming ratepayers or providing revenue windfalls to transfer station operators.		

Not started
 In process but facing obstacles
 On track
 Completed

Goal 16

Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

Action	2021 Status	2022 Status
16.1	In process but facing obstacles	In process but facing obstacles
16.2	In process but facing obstacles	In process but facing obstacles
16.3	On track	On track
16.4	On track	On track
16.5	Completed	Completed
16.6	In process but facing obstacles	In process but facing obstacles
16.7	On track	On track

Not started
 In process but facing obstacles
 On track
 Completed



Disaster Resilience

Goal Area Progress

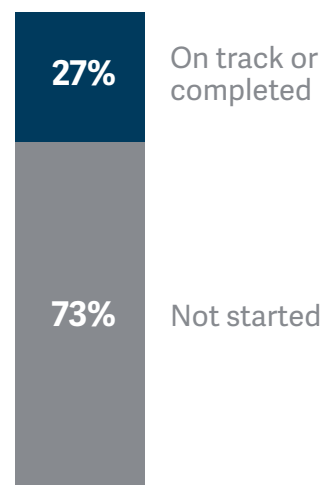
Summary

The region’s garbage and recycling system must be resilient and prepared to recover quickly after a disaster, and the recovery process should minimize harmful impacts to local communities. The goals and actions ensure the region will be ready to implement the debris operations before a disaster happens.

2022 highlights include:

- The Metro Council adopted Ordinance 22-148, establishing the Disaster Debris Management Reserve and Grant program to assist local governments in the region with the financial impacts of managing debris generated by disasters.
- Metro signed a Memorandum of Understanding (MOU) with Washington County, addressing roles and responsibilities in managing disaster debris.
- The Solid Waste Disaster Preparedness Workgroup, tasked with implementing RWP goals 17-19, was designated as a workgroup under the Regional Disaster Preparedness Organization (RDPO), a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in greater Portland collaborating to increase disaster resilience.

3 Goals | 15 Actions



Goal 17

Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.

Action	2021 Status	2022 Status
17.1 Develop a regional solid waste emergency management response and recovery framework in partnership with local governments and community organizations that prioritizes those most vulnerable in a disaster.	On track	On track
17.2 Conduct periodic exercises to test and practice the implementation of disaster debris plans.	On track	Not started
17.3 Develop a coordinated preparedness and response messaging program that is accessible and culturally responsive.	On track	Not started
17.4 Develop a database of existing public and private solid waste infrastructure capabilities that can be integrated with other public databases.	Not started	On track

Note: The status of actions 17.2 and 17.3 in 2021 reflected initial planning work; the 2022 status reflects that no other work was started on these actions in 2022.

Not started
 In process but facing obstacles
 On track
 Completed

Goal 18

Ensure routine garbage and recycling collection, processing, transport and disposal operations can be restored quickly following a system disruption.

Action		2021 Status	2022 Status
18.1	Implement strategies to maximize access to critical solid waste infrastructure during disruptions.	In process but facing obstacles	Not started
18.2	Implement requirements for solid waste system service providers to prepare and maintain emergency operations and continuity of operations plans.	In process but facing obstacles	Not started
18.3	Prioritize the use of the current solid waste infrastructure for the processing of normal garbage and recycling, rather than for disaster debris, following a debris-generating incident.	Not started	Not started
18.4	Develop disaster resiliency standards for the design and construction of new facilities or when existing facilities are renovated.	In process but facing obstacles	Not started
18.5	Develop engineering and financing strategies to facilitate the seismic retrofit of existing public and private solid waste infrastructure.	Not started	Not started
18.6	Conduct periodic assessments of solid waste system facilities for vulnerabilities to different hazards.	Not started	Not started

Note: The status of actions 18.1, 18.2 and 18.4 in 2021 reflected initial planning work; the 2022 status reflects that no other work was started on these actions in 2022.

Not started
 In process but facing obstacles
 On track
 Completed

Greater Portland increases disaster resilience

Wildfires, windstorms, floods, and extreme winter weather events can generate tons of debris – and they’re happening more frequently. Following the 2021 ice storm, local governments asked if Metro could help fund disaster debris costs.

In 2022, Metro launched the disaster debris management reserve and grant program. This new reserve sets aside funding for grants. The grant program creates criteria for qualifying disasters and debris management work as well as procedures for administration and approval. The program includes a prioritization process when there is not enough funding. This process allows for local governments to continue investments in equity by prioritizing underserved communities in distributing funds.

Metro Council approved the program by establishing it in Metro Code in July 2022. Metro and partners also developed a draft process for identifying, selecting and authorizing temporary debris management sites, which will continue to be refined in 2023.

“ I appreciate Metro identifying a worthy use of these funds, which is a creative contribution to the problem of cleanup costs after a storm or flood leaves debris behind. This can help cities and counties defray some of the costs they face in cleaning up, particularly some of the costs that the federal government may not reimburse us for in the event of a declared disaster.

”

Eben Polk
 Solid Waste and Recycling Manager at the City of Portland

Goal 19

Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.

Action	2021 Status	2022 Status
19.1 Identify and pre-authorize debris management sites throughout the region.	Not started	Not started
19.2 Develop incentives for debris management contractors to prioritize purchasing services and materials from locally owned companies, with an emphasis on minority-owned and woman-owned businesses.	Not started	Not started
19.3 Develop agreements and contracts with service providers and partner jurisdictions to ensure rapid mobilization of regional and out-of-region resources during emergency response operations.	On track	On track
19.4 Develop strategies for the safe reuse, recycling and disposal of materials following a debris-generating incident.	Not started	Not started
19.5 Create incentives or requirements for debris management contractors to collect and separate debris materials for reuse and recycling.	Not started	Not started

Not started

In process but facing obstacles

On track

Completed



Indicators

The 2030 Regional Waste Plan includes a robust measurement framework to evaluate progress towards the plan’s vision and goals. The framework allows Metro and local governments to demonstrate the positive impacts of the plan’s activities, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes.

Key indicators are linked to the values in the plan and goal indicators help measure progress towards each of the plan’s goals. This report covers 20 indicators in total, including four indicators that are reported on for the first time.

In this report, progress on the indicators is measured by tracking the results over time since the year of baseline measurement and, where available, comparing the results to a benchmark or target. The table below summarizes the level of progress achieved in 2022. Progress is defined as a change over time in the direction of the Regional Waste Plan goal or results that meet or exceed the benchmark or target. More information on each indicator can be found on the following pages.

Indicator Progress Summary		No progress or stalled	Some progress	Significant progress
		▼	▼	▼
Key Indicators	Annual tons of waste generated and recovered	■		
	Youth reached through education programs		■	
	Median wage in Metro’s solid waste workforce		■	
	Greenhouse gas consumption based emissions			baseline only
	Multifamily properties with adequate collection			baseline only
	Recycling contamination			baseline only
Goal Indicators	Diversity in regional youth and adult leadership programs			■
	Diversity in solid waste committees			■
	Temporary workers in Metro’s solid waste workforce		■	
	Diversity in Metro’s solid waste workforce	■		
	Priority materials collected by a product stewardship program	■		
	Increasing the reuse sector			baseline only
	Online interactions with education resources		■	
	Dumped garbage in most impacted communities			■
	Private facilities with rates near Metro’s transfer station fees	■		
	Recycling materials sent to domestic markets		■	
	Driving access to public self-haul facilities			baseline only
	Driving access to commercial facilities			baseline only
	Jurisdictions with disaster debris plans		■	
	Preauthorized disaster debris sites			baseline only

Sources for individual indicators can be found in each indicator summary.

Key Indicators

Annual tons of waste generated

Plan value: Conserve natural resources

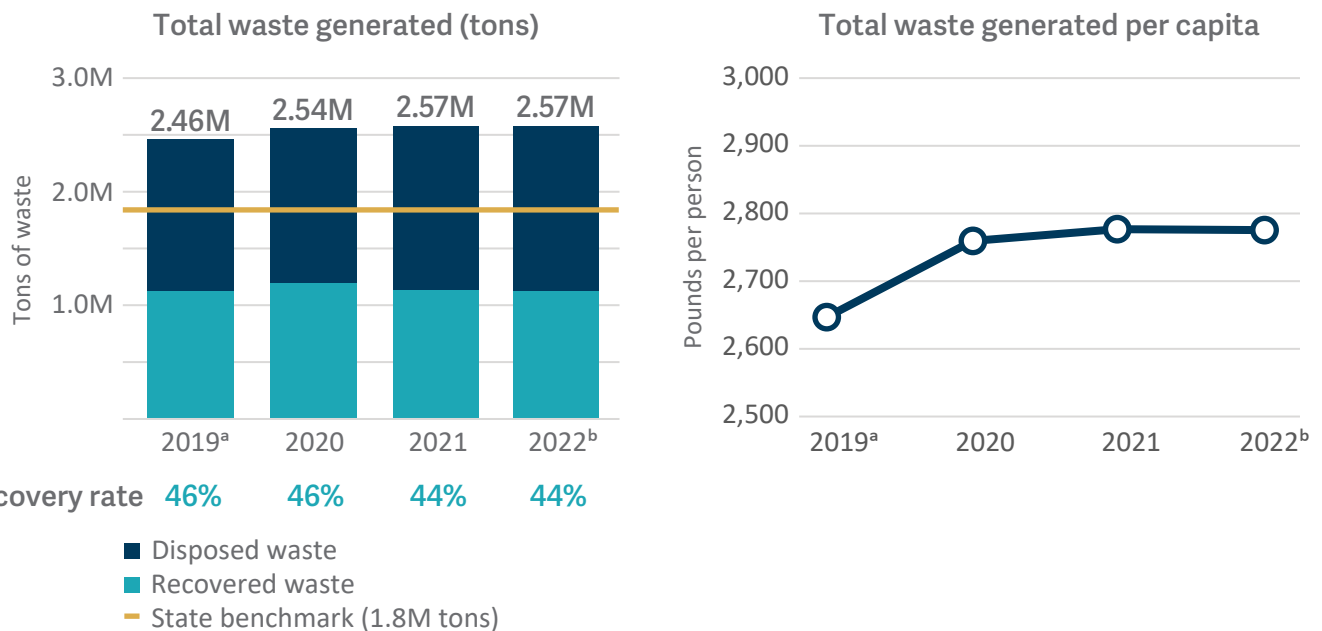
This indicator measures the total amount of waste materials generated and thrown away by people and businesses each year in all of Clackamas, Multnomah and Washington counties.

In 2022, the region generated an estimated 2.6 million tons of waste materials. This represents an increase of almost 5 percent compared to the baseline year (2019). Of all the waste generated in 2022, 56% was disposed mostly in landfills, with a small percentage going to incinerators. The rest (44%) was recovered for recycling, composting or producing energy. Between 2019 and 2022, tons disposed increased at an average of 3% per year, while on average tons recycled remained at 2019 levels.

Oregon has a statewide goal of cutting waste generation to 15% below what it was in 2012. For the tri-county region, this means generating less than 1.8 million tons of waste per year, or about 30% less than was generated in 2022. The Metro wasteshed has a goal for the recovery rate of 64%.

Pounds of waste generated per person (or per capita) is an indicator of whether waste is increasing or decreasing due to factors other than population growth. Compared to the 2019 baseline, waste per capita in 2022 increased by 5%.

The following charts shows both the total tons of waste generated (indicating recovered and disposed waste) and the total waste generated per capita (in pounds per person).



^a Due to revisions by the Oregon Department of Environmental Quality, the baseline data in this report has been updated and differs from previous reports.

^b Estimates by Metro staff based on data reported by private solid waste facilities to Metro and forecasting models that use data from prior years.

Sources: Oregon Department of Environmental Quality, Metro (2022 estimates), Portland State University Population Research Center.

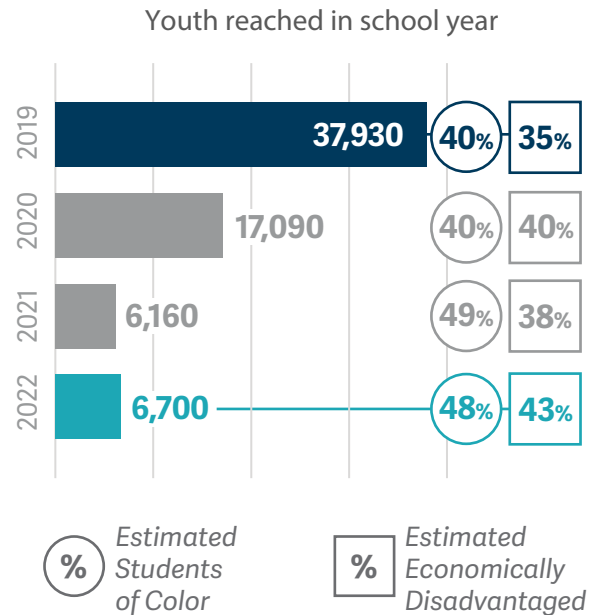
Youth reached through education programs

Plan value: Advance environmental literacy

During the 2021-2022 school year waste reduction programming mainly took place in a virtual format through remote presentations, videos, and kits for teachers and communities.

Though fewer than pre-pandemic years, 2021-2022 school-based programming by Clackamas County and Metro served many students in the region. Moreover, these programs maintained, if not grew, their reach to underserved communities. Program staff worked during this period to provide all worksheets, scripts, and take-home resources in both English and Spanish.

Sources: Metro, Clackamas County



Median wage in Metro’s solid waste workforce

Plan value: Foster economic well-being

Between 2021 and 2022 the median wage in Metro’s solid waste workforce rose by \$1.30, from \$27.60 to \$28.90. This represents a 5% increase, similar to the increase in cost of living between 2021 and 2022 (4%).* The median wage among people of color increased by more than that – 10% for frontline workers and 13% for managers and professionals compared to 2021.

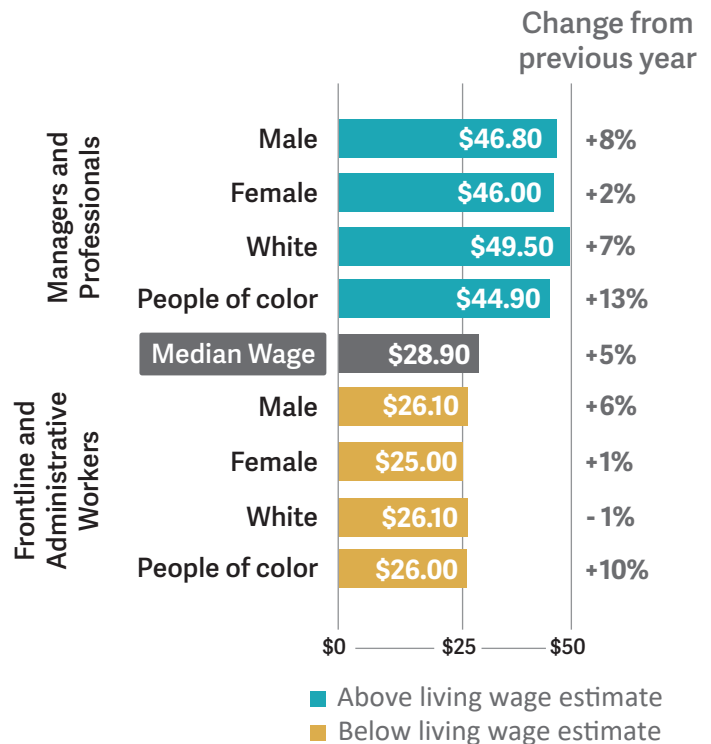
Still, nearly half (49%) of workers continue to earn less than one living wage estimate* for a household that has two working adults and two children (\$28.10 in 2022), the same share as in 2021. A majority of frontline workers (71%) and over half of people of color (55%) earned below this standard.

The goal is for all jobs in the garbage and recycling industry to be at or above a standard living wage for the Metro region.

Sources: Metro, Recology

* Glasmeier, Amy, Massachusetts Institute of Technology (2023). Living Wage Calculator, available at livingwage.mit.edu.

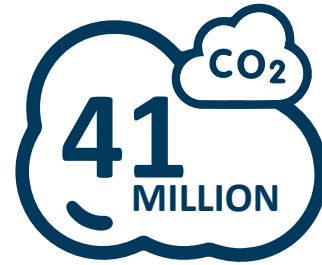
Median wages among solid waste workers employed by Metro or Metro’s transfer station contractor



Greenhouse gas consumption based emissions

Plan value: Protect and restore the environment and promote health for all

This indicator was not updated this year and is showing the baseline data from 2015. It tracks the estimated emissions generated locally, nationally and internationally as a result of the goods and services consumed by people in the Metro region. Most of these emissions (71%) are not generated in the region. The majority (99%) of emissions are generated when we make, consume and use materials and products; managing products at the end of their useful lives accounts for a very small fraction of emissions.



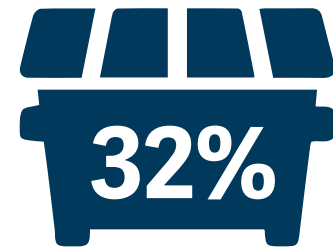
Metric tons of carbon dioxide equivalent (MT CO₂e) in 2015

Source: Consumption - Based Greenhouse Gas Emissions Inventory for the Metro Region. Oregon Department of Environmental Quality (2018)

Multifamily properties with adequate collection services

Plan value: Provide excellent service and equitable system access

This indicator is showing the baseline data from 2021. It tracks the share of apartment and condominium homes in the greater Portland area with adequate garbage and recycling collection services. Adequate service is defined as meeting the Multifamily Regional Service Standard (RSS), which was updated in 2020 for the first time since it was established almost 30 years ago. Providing adequate garbage and recycling services at multifamily homes is important because it allows for more equitable access to services for all residents of the region.



Properties with adequate services in 2021

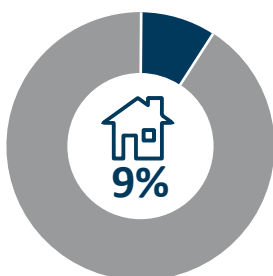
Source: Metro, Multifamily Garbage and Recycling Services Study (2021)

For this indicator meeting the RSS is defined as providing 20 gallons per apartment unit per week for both garbage and recycling and 1 gallon per apartment per week for glass collection.

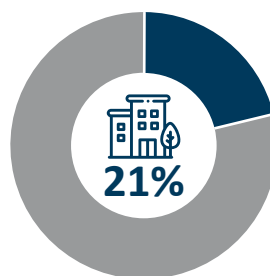
Recycling contamination

Plan value: Ensure operational resilience, adaptability and sustainability

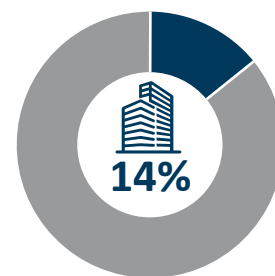
This indicator is showing the baseline data and tracks recycling contamination by sector. These sectors are: single family homes; multifamily apartment and condominium homes; and the commercial sector (which includes businesses and institutions such as hospitals and schools). The contamination rate ranges from 9-21% with the multifamily sector having the highest contamination rate.



Single Family (2015)



Multifamily (2017)



Commercial (2019)

Source: Metro, Regional Waste Characterization Studies

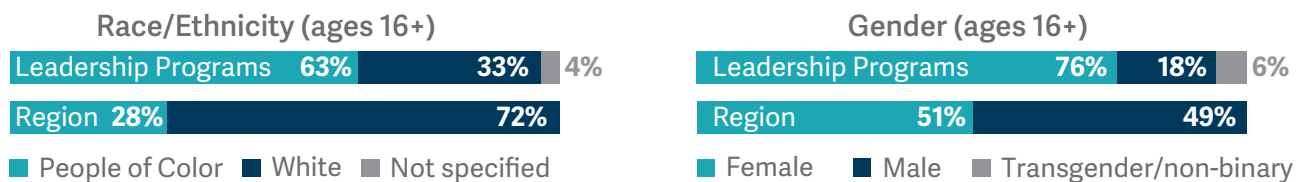
Goal Indicators

Diversity in regional youth and adult leadership programs

Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

In 2022, this indicator covers four programs: Metro’s garbage and recycling Youth Internship, Trash for Peace Environmental Promoters, Centro Cultural Environmental Promoters, and Master Recycler. These programs focus on engaging youth and adult voices, building leaders in underrepresented communities, and learning about the environment, waste prevention and healthy homes.

This report updates the baseline data from 2021, which only included the Metro internship program. In 2022, the majority of participants in all 4 leadership programs identify as people of color and female. In comparison to regional race/ethnicity and gender data the youth and adult programs have higher representation of BIPOC (+35%) and female (+25%) participants.



Sources: Metro, Centro Cultural, Trash for Peace, Master Recycler Program, American Community Survey (2021)

Diversity in solid waste committees

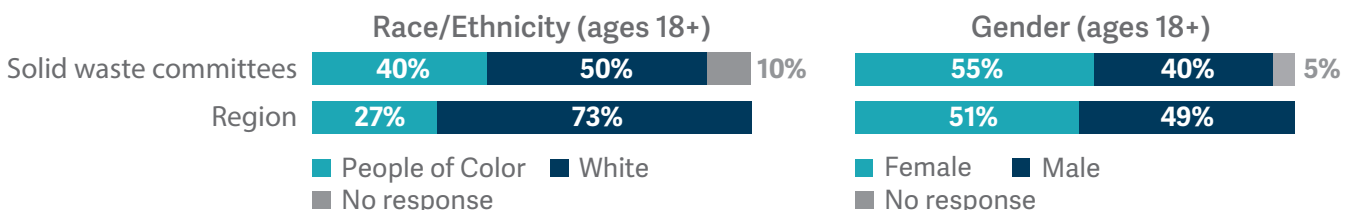
Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

In 2022, this indicator covers two solid waste advisory committees in the Metro region:

- The Regional Waste Advisory Committee, comprised of community, government and industry representatives, advises the Metro Council on implementation of the Regional Waste Plan.
- Washington County’s Garbage and Recycling Advisory Committee assists the Board of Commissions in ensuring safe, equitable, economical and efficient collection, storage, transportation and disposal of garbage and recycling. The committee consists mainly of representatives of the public.

People of color represent 40% of membership on the two committees, and women represent about 55%. These ratios are higher than the Metro region population (ages 18+), where people of color represent 27% and women 51%.

Increasing the share of people of color and women on solid waste advisory boards means greater representation of historically marginalized voices in decision-making on the regional garbage and recycling system.

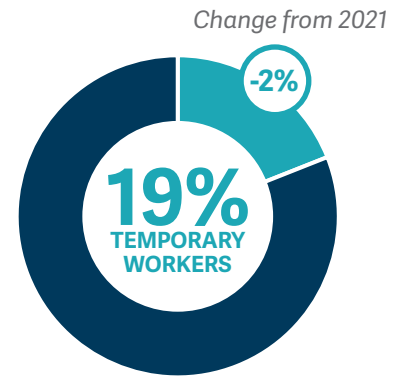


Sources: Metro, Washington County, American Community Survey (2021)

Temporary workers in Metro’s solid waste workforce

Goal 3: Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

In 2022, about 1 in 5 solid waste workers at Metro (or Metro’s contractor at its transfer stations) were temporary or variable hour employees (meaning, they don’t have a set schedule and are eligible for fewer benefits than regular workers, who are hired for a budgeted position). The share of temporary workers decreased slightly in 2022 (19%) compared to the baseline data from 2021 (21%).



Sources: Metro, Recology; Data as of June 2022

The baseline data indicated that temporary workers are more likely to identify as people of color (40%) and female (48%) than Metro employees overall (33% identify as people of color and 36% as female).

Among temporary workers at Metro, 94% earned less per hour than a living wage estimate for a household that has two working adults and two children (\$28.10 in 2022*).

The goal for this indicator is to limit the share of temporary workers in the solid waste workforce and to ensure temporary positions with good wages and benefits are available for people who want them, along with the opportunity to become regular employees.

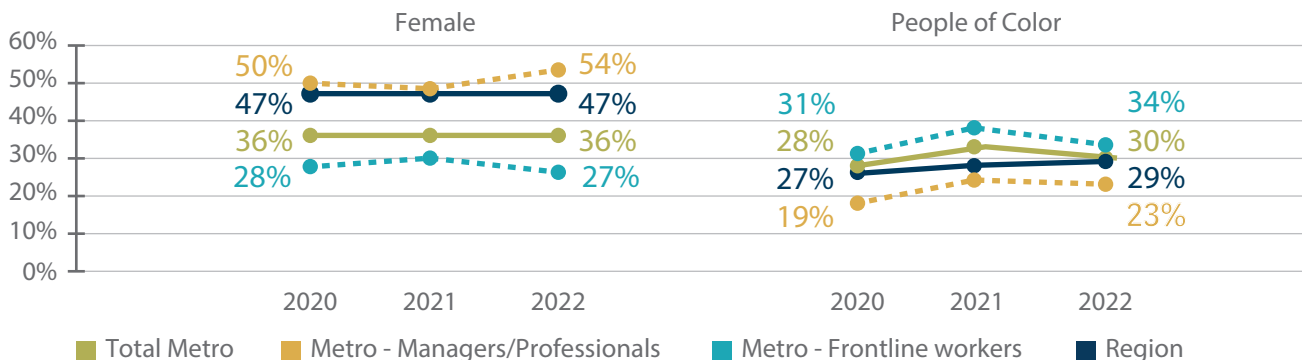
* Glasmeier, Amy, Massachusetts Institute of Technology (2023). Living Wage Calculator, available at livingwage.mit.edu.

Diversity in Metro’s solid waste workforce

Goal 4: Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

In 2022, women remain underrepresented compared to the regional workforce. The share of people of color in Metro’s solid waste workforce (30%) was similar to the regional workforce overall (29%). The Metro workforce is slightly less diverse in 2022 compared to 2021 (when 33% identified as people of color). This decrease is due to a 3% increase in the number of employees (mainly frontline workers) who identify as white in 2022 compared to 2021, while the number of employees of color (frontline workers, professionals and managers) remained about the same.

People of color continue to be overrepresented in frontline positions (34%) compared to managerial and professional positions (23%).



Source: Metro, Recology, American Community Survey (2021)

Priority materials collected by a product stewardship program

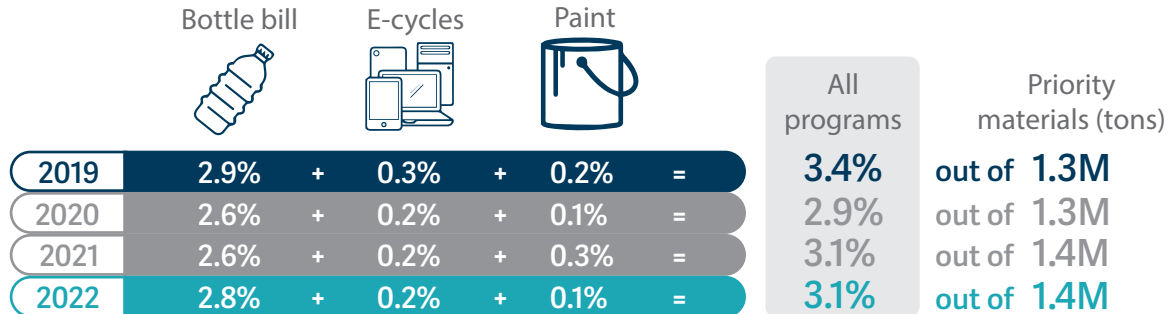
Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

Product stewardship programs seek to ensure that those who design, manufacture, sell and use products take responsibility for reducing the negative environmental and health impacts of those products and their packaging. This indicator measures how much of the waste generated in the Metro tri-county area is currently managed through product stewardship programs.

For many years, Oregon has had product stewardship programs for three types of products. In 2022, Oregon’s Bottle Bill, E-Cycles program and paint program in total accounted for around 3% of all waste generated in the Metro tri-county area (in terms of weight) that can be considered priority materials for product stewardship programs. This share has remained about the same since the baseline year (2019).

Since 2019, several new product stewardship programs have been created by the Oregon legislature. The Recycling Modernization Act will create a program where producers of packaging, paper products and food serviceware will cover the cost of improving the state’s recycling infrastructure for those materials (expected to be operational in 2025). The other new product stewardship programs are for mattresses (expected to launch in 2024) and prescription and over-the-counter medicines which launched in 2022. In addition, state legislation in 2023 expands the E-Cycles program to include more household electronics. As these programs are implemented, data on materials processed through the programs will be added to this indicator.

Share of priority materials collected by a product stewardship program



Priority materials are those in the garbage and recycling streams that are being or could be managed under a product stewardship program. Excludes food scraps, yard debris, wood waste, medical waste and construction debris like rocks, dirt, concrete and bricks.

Note: Due to revisions by the Oregon Department of Environmental Quality, 2019-2021 data in this report has been updated and differs from previous reports.

Sources: Oregon Beverage Recycling Cooperative, Manufacturers Recycling Management, National Center for Electronics Recycling, PaintCare, Oregon Department of Environmental Quality, Metro. Estimates of priority materials generated in the Metro wasteshed for 2022 produced by Metro.

One important limitation of this indicator is that it is based on the weight of materials, which does not capture the environmental impact of the materials covered. Safely managing hazardous products like paint, electronic devices and medicines through product stewardship programs can help protect the environment and human health and lead to more and safer recycling.

Increasing the reuse sector

Goal 8: Increase the reuse, repair and donation of materials and consumer products.

Hundreds of businesses and organizations in the Portland region help residents, businesses, schools and others extend the life of products, such as clothes, appliances and building materials by making them available for reuse or repairing them, instead of throwing them away. Lengthening the lives of these products through reuse and repair reduces the need to buy new products. It prevents greenhouse gas emissions and other environmental impacts from manufacturing these products from virgin materials and from sending them to landfills after their useful life.

This indicator measures the size of the reuse and repair sectors in the region, through the number of employees who work in the sector, as a signal of how much material is being recovered for reuse or repaired to extend its useful life. It can also be used to estimate the size of the environmental impact the sector has in terms of reducing greenhouse gas emissions and diverting waste from the landfill.

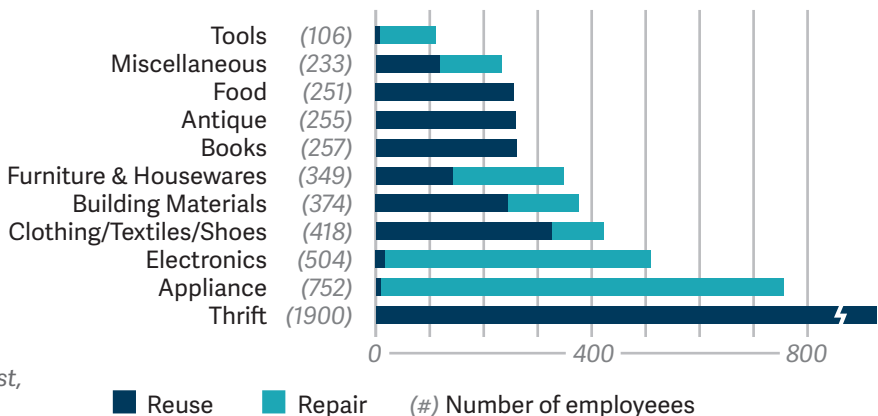
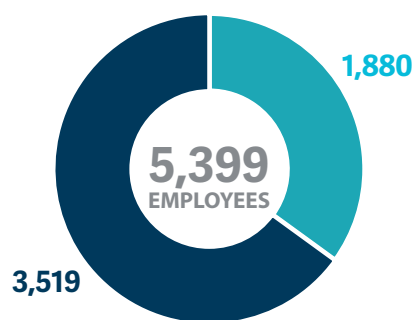
The scope of the data included in this indicator covers the Metro jurisdictional boundary and nearby areas that residents might visit to buy or acquire items they need. This includes all of Clackamas, Multnomah and Washington counties and southern Clark County including Vancouver, Camas and Washougal. The data excludes organizations that do not primarily focus on reuse or repair or for which the amount of reused goods versus new goods in the business is unknown. The intent of the data included is to focus on organizations most likely to be supported by Metro and local governments through grants and other programs due to their potential for environmental impact.

In 2022, an estimated 5,400 employees worked in the reuse and repair sector in the greater Portland region, working at nearly 800 businesses and non-profit organizations. This employee estimate does not include volunteers who are not on formal payroll for an organization.

Drawing on Metro’s large item reuse study (2022), for every 1 employee in a reuse business or organization, an estimated average of 70 tons of materials are collected for reuse, depending on the type of materials handled by each category of business or organization. Based on this estimate, in 2022, 153,377 tons of materials were collected for reuse (excluding repair). Recovering tons for reuse helps keep the region’s total generation of waste from being higher and helps keep waste out of the landfill. In 2022, if all the tons recovered for reuse would have instead entered the waste stream, waste generated per capita would have increased from 2,784 pounds to 2,950 pounds.

The goal for this indicator is to increase the amount of reuse and repair activity in the region. As part of the 2030 Regional Waste Plan actions, Metro and local governments are working to increase investment in reuse and repair services and infrastructure, and advocating to formalize what are now informal and voluntary practices.

Number of employees in repair/reuse sector by material type



Source: Metro, ESRI ArcGIS Business Analyst, Start Consulting Group (2022)

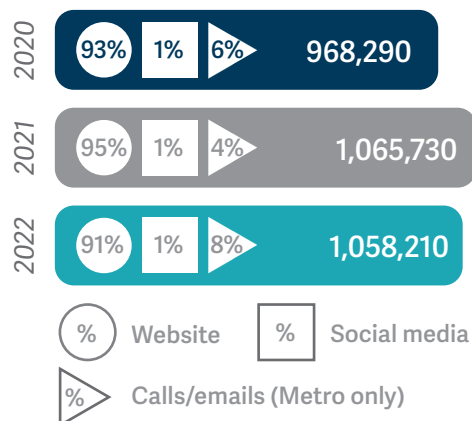
Garbage, recycling and reuse education

Goal 9: Increase knowledge among community members about garbage, recycling and reuse services.

Cities, counties and Metro share information with people and businesses about the garbage, recycling and reuse services available throughout the region. The education is provided in a variety of ways, including social media, websites, email, phone, outreach events and visits. For this indicator, use of these education resources is measured in terms of regional web traffic, social media interaction and hotline use.

In 2022, Metro, Washington County and the regionally developed Recycle or Not identified over 1,058,000 interactions that the public had with garbage, recycling and reuse information sources, including online or by phone.

Source: Metro, Washington County, Recycle or Not



Dumped garbage in most impacted communities

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

Metro’s Regional Illegal Dumping (RID) program cleans up dumped garbage reported on public property. Data on the dumped garbage collected by RID crews are indicative of the scale of dumped garbage in the Metro region overall and on communities disproportionately impacted by it.

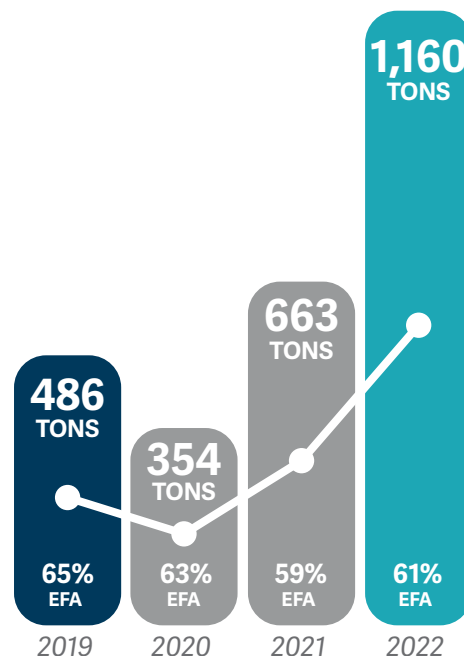
This indicator tracks the total tons of dumped garbage within RID crew service areas. It also monitors the percentage of sites cleaned up by RID that occur in equity focus areas (EFA), as one measure of impacted communities. EFAs represent communities with a higher than average density of people of color, people with limited English proficiency or people with incomes equal to or less than 200% of the federal poverty level.

The data show that in 2022, the tons of dumped garbage cleaned up by RID crews increased by 75% compared to 2021. In 2022, the number of RID crews increased from 3.5 to 6 crews and those crews cleaned up a record 1,160 tons of dumped garbage from 6,537 sites. Over the past four years, the majority of sites that RID crews cleaned up were located in EFAs.

Cleaning up dumped garbage is a priority of Metro and local jurisdictions, with resources dedicated to expanding cleanup efforts in recent years. Over the long term, however, the goal of this indicator is to see a decrease in the amount of dumped garbage collected in the region as a reflection of adequate garbage, recycling and reuse services.

Source: Metro 2022

Annual tons disposed by RID crews and % of sites occurring in EFAs



Solid waste facility rates

Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

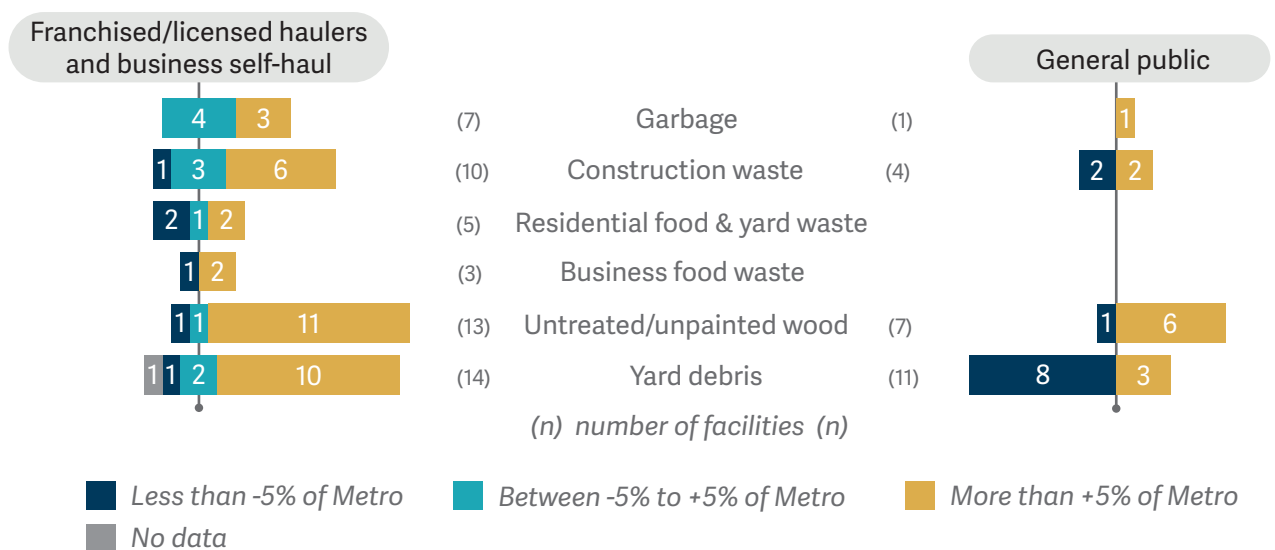
This indicator tracks the rates charged to collection companies and the general public who bring garbage and other waste to a solid waste facility. Collection companies include franchised/licensed haulers who collect materials from people’s homes and businesses as part of the curbside collection programs managed by cities and counties in the region as well as business self-haul customers like junk removal services and property managers.

The indicator compares rates charged at private facilities that receive waste from the Metro region, including transfer stations, material recovery facilities and compost facilities, to the region’s two publicly owned facilities (Metro Central and Metro South). It identifies the share of facilities with rates that are within 5% of Metro’s transfer station fees for up to six major material types.

This indicator is based on data reported by private solid waste facilities to Metro. Rates of private facilities are measured using the transactions reported by each facility over the course of the year. The charges for each facility are compared to what a Metro transfer station would charge for the same transaction. For facilities that do not report charges to Metro, their posted rate for each material type was compared to Metro’s. In this report, transactions were limited to facilities within the Metro boundary and some transactions were updated to include missing fees and reclassified by customer type, following a facility mapping conducted by Metro staff in 2023.

As of 2022, rates charged by facilities are not consistent across the region. Of the facilities accepting garbage from haulers, four charge within 5% of Metro and three have higher charges than that amount. For other types of waste collected curbside or from work sites, most facilities charge beyond 5% of Metro’s transfer stations. For the few facilities that accept waste from the general public (with the exception of wood and yard debris), people in the region face a wide range of charges, both above and below Metro’s fees.

Number of private facilities charging less than, within and above 5% of Metro facilities by material and customer type, FY2022-23



Source: Metro 2022




Recycling materials sent to Oregon and other domestic markets




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

In 2022, an estimated 77% of the main recyclable materials collected from homes and businesses in the region was sold to markets in the United States. This is 9 percentage points higher than in the 2019 baseline year.

There are wide variations in destination markets depending on the materials. All glass and most metal and cardboard went to domestic markets in 2022. In contrast, most plastic and half of the paper collected are exported. Compared to 2019, the share of plastic exports increased in 2022 (from 59% to 62%). Almost half of those plastic exports went to Canada, while the rest was shipped abroad, mostly to Asian countries. Paper exports have fluctuated between 48% and 58% since 2019; almost all paper exports in 2022 (95%) went to Asian countries.

Share of recycling materials sent to domestic and international markets

	 Cardboard			 Paper			 Plastic		
	2019	2022	Trend	2019	2022	Trend	2019	2022	Trend
All U.S. Markets	82%	84%	▲	42%	52%	▲	41%	38%	▼
Oregon	30%	27%	▼	9%	1%	▼	4%	4%	—
Exports	18%	16%	▲	58%	48%	▲	59%	62%	▲

	 Metal			 Glass			 All materials		
	2019	2022	Trend	2019	2022	Trend	2019	2022	Trend
All U.S. Markets	96%	99%	▲	97%	100%	▲	68%	77%	▲
Oregon	91%	52%	▼	76%	63%	▼	32%	25%	▼
Exports	4%	1%	▲	3%	0%	▲	32%	23%	▲

Source: Metro 2022

Driving access to public self-haul facilities

Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

This indicator tracks driving access to facilities that accept different types of materials from the general public for reuse, recycling or disposal. The goal for the indicator is to have 95% of the region’s population be within a 20-minute drive to the nearest facility for each material tracked.

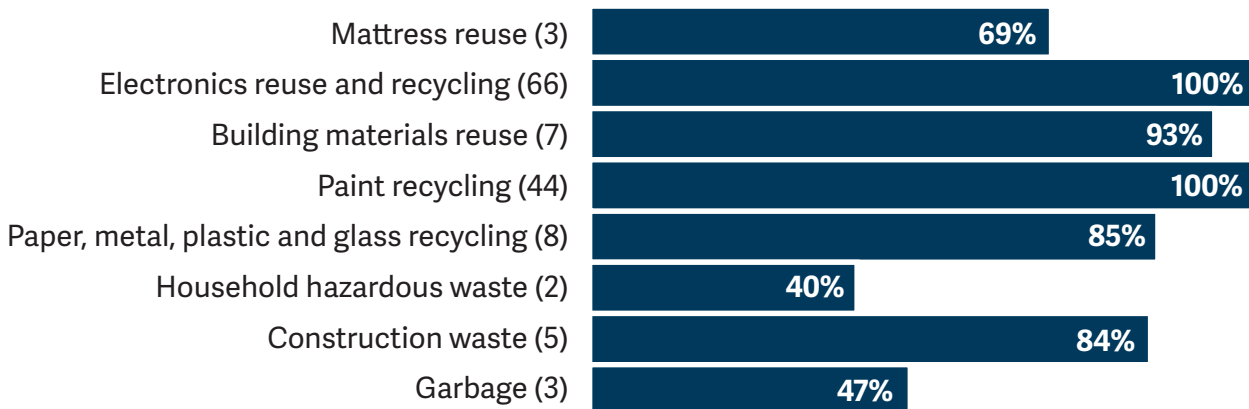
Only facilities that accept materials directly from the public were considered and included transfer stations, material recovery facilities, composting facilities, retail stores, thrift stores and non-profit organization facilities. In some cases, the same facilities that serve the public also serve franchised/licensed haulers and business self-haul customers (like junk removal companies and property managers).

Driving times were estimated using Metro’s travel demand model for peak times on weekday mornings. The driving times were calculated from each transportation analysis zone, or small areas used for planning, within the Metro boundary area to the nearest facility for each material. The population of all transportation analysis zones with driving times equal to or less than 20 minutes from the nearest facility was divided by the total population within the Metro boundary.

The baseline results for this indicator show that nearly a third of people within the Metro region have to drive more than 20 minutes to drop off mattresses they are no longer using. More than half of people have to drive that distance to get rid of household hazardous waste and garbage that can’t be collected in their regular service. For recycling of basic materials like paper, metal, plastic, and glass as well as for materials covered by operational product stewardship programs (electronics and paint), access is high, with at least 84% of the population within a 20-minute drive of facilities.

Driving time to the nearest facility is an important measure of access and convenience when assessing facility-based services, especially because driving is the most common transportation method for bringing materials to a facility, and in the case of large or bulky items, transporting materials using a vehicle might be the only feasible option. It is important to note, however, that access and convenience depends on multiple factors, including hours of operation and types of materials accepted, and drive time is not a good measure of access for customers who do not drive.

Percent of population within a 20-minute drive to public self-haul facility by material type



(n) = number of facilities accepting that material

Sources: Metro. Based on average driving times from Transportation Analysis Zone (TAZ) centroids, weighted by TAZ population. Covers areas within the Metro jurisdictional boundary. Estimates as of April 2023.

Driving access to commercial facilities

Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.

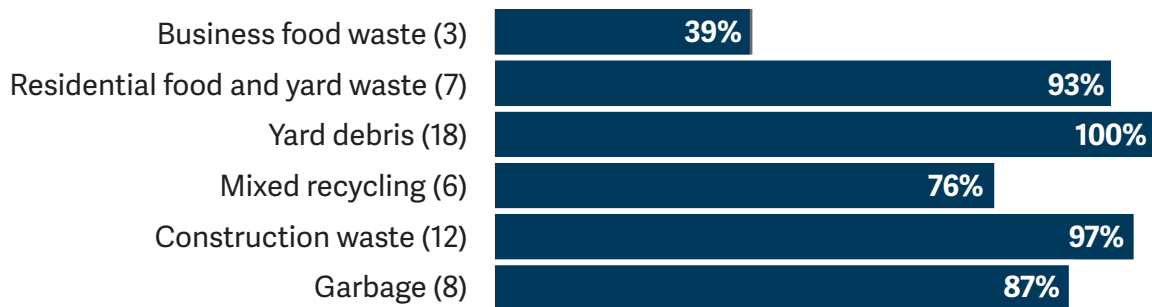
This indicator measures driving access to facilities that accept different types of materials from franchised/licensed haulers who collect materials from people’s homes and businesses as part of the curbside collection programs managed by cities and counties in the region. In some cases, those same facilities also accept materials from business self-haul customers (like junk removal companies and property managers).

The goal for the indicator is to have 95% of the region’s area be within a 20-minute drive to the nearest facility for each material tracked.

Driving times were estimated using Metro’s travel demand model for peak times on weekday mornings. The driving times were calculated from each transportation analysis zone, or small areas used for planning, within the Metro boundary area to the nearest facility for each material. The geographic area of all transportation analysis zones with driving times equal to or less than 20 minutes from the nearest facility were divided by the total area of the Metro boundary.

The baseline results for this indicator show that access to facilities accepting food waste from businesses in the region is low, with nearly two-thirds of the geographic area of the Metro region further than a 20-minute drive to the 3 facilities that accept this material. For other major material types, the large majority of the region has good access to facilities accepting waste from haulers, with some opportunity to improve access to those accepting recycling collected from homes and businesses.

Percent of region’s area within a 20-minute drive to commercial facilities by material type



(n) = number of facilities accepting that material

Sources: Metro. Based on average driving times from Transportation Analysis Zone (TAZ) centroids, weighted by TAZ area (acres). Covers areas within the Metro jurisdictional boundary. Estimates as of April 2023.

Disaster resilience planning

Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.

This indicator counts the number of local governments in Clackamas, Multnomah and Washington counties that have adopted a disaster debris management plan. The 15 cities and counties that have disaster debris management plans accounted for about three quarters of the population in Clackamas, Multnomah and Washington counties.



In 2022, Washington County and Metro signed a Memorandum of Understanding to address coordination of public partners that is not covered in disaster debris management plans. The MOU clarifies Metro and local governments' roles in pre-disaster planning, regional funding and expectations for debris management and operations of existing debris management sites. The MOU forms part of the regional efforts to advance a regional emergency management response and recovery framework and a coordinated messaging program called for in Goal 17.



Source: Metro, Washington County

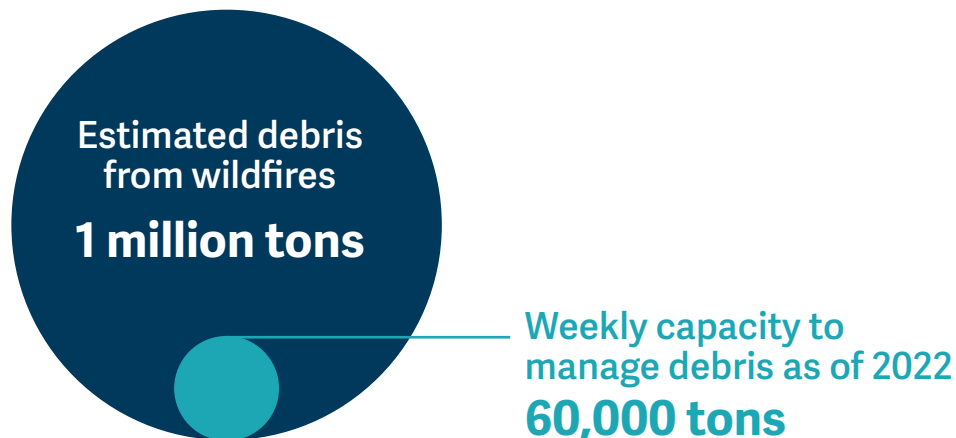
Pre-authorized debris management sites

Goal 19: Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.

This indicator measures the capacity of pre-authorized debris management sites in the region to process and store debris resulting from natural disasters in the region. In 2022, the weekly capacity for processing solid waste at existing solid waste facilities servicing the region was approximately 60,000 tons per week. This amount includes capacity for processing routine garbage and recycling services.

Disaster events in the region are forecasted to generate anywhere from 1 million tons (for a wildfire) to 90 million tons (for an earthquake). Debris generated from even one of these events is likely to overwhelm existing solid waste management capacity.

Regional partners are working to develop a process for identifying, selecting and authorizing sites that could temporarily manage debris in the event of a disaster. The goal of this indicator is to increase debris management capacity in the coming years, including through the addition of temporary sites.



Source: Metro 2022







APPENDIX

Plan indicators

The plan includes a robust measurement framework to evaluate progress toward its vision and goals. This will allow Metro and local governments to demonstrate the positive impacts the plan's activities are having on the region, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes.

Key indicators

Key indicators communicate the overall trajectory of progress to a broad audience. They draw from the plan's values and demonstrate overall performance. A number of the key indicators are new measures that would require investment to implement.

VALUE	KEY INDICATOR	LEAD AGENCY	STATUS
	Greenhouse gas emissions associated with the products and services consumed in the Metro region (Environment and Health value)	Metro	In progress
	Annual tons of waste generated (Resource Conservation value)	Metro	In progress
	Number, geographic location and demographics of youth reached through education programs (Environmental Literacy value)	Metro	In progress
	Share of multifamily communities with adequate collection services (Service Excellence and Equity value)	Metro Cities Counties	Investment needed
	Recycling contamination by sector (Operational Resilience value)	Metro	Investment needed
	Median wage in the waste management industry by race, ethnicity and gender (Economic Well-Being value)	Metro Cities Counties	Investment needed

Goal indicators

Indicators at the goal level are designed to measure the progress of specific programs, policies or investments that are linked to attaining the 2030 Regional Waste Plan's goals. A number of the goal indicators will also inform the key indicators.

GOAL	INDICATOR	LEAD AGENCY	STATUS
Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.	Number and demographics of youth and adults participating in solid waste internship or leadership programs	Metro	Investment needed
	Demographics of committee members serving on Metro and local government solid waste advisory boards	Metro Cities Counties	Investment needed
Goal 2: Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other historically marginalized groups.	Share of solid waste spending that goes to locally owned, minority-owned and woman-owned businesses and to community organizations.	Metro Cities Counties	Investment needed
Goal 3: Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.	Median wage in waste management industry by race/ethnicity, gender and occupation type	Metro Cities Counties	Investment needed
	Share of solid waste workforce that is temporary workers	Metro Cities Counties	Investment needed
Goal 4: Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.	Share of solid waste work force that is people of color and women	Metro	Investment needed
Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.	The number of children's products with chemicals of concern that are sold in the region	Oregon Heath Authority	Investment needed
	Share of priority products covered in Oregon by a product stewardship framework	Metro	Investment needed

GOAL	INDICATOR	LEAD AGENCY	STATUS
Goal 6: Reduce product environmental impacts and waste through educational and behavioral practices related to prevention and better purchasing choices.	Number, geographic location and demographics of youth reached through school-based education programs (Key Indicator 3)	Metro	In progress
	Annual tons of waste generated (Key Indicator 2)	Metro Oregon DEQ	In progress
Goal 7: Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.	Environmental impacts associated with high-impact products and product categories purchased by Metro and local governments	Metro Cities Counties	Investment needed
Goal 8: Increase the reuse, repair and donation of materials and consumer products.	Growth in sales and/or employment in the reuse sector	Metro	Investment needed
Goal 9: Increase knowledge among community members about garbage, recycling and reuse services.	Metro and local government calls, web hits and community survey responses	Metro Cities Counties	Investment needed
Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.	Tons of illegally dumped waste overall and in the most impacted communities	Metro Cities Counties	In progress
	The environmental impacts associated with the recovery rate for the Metro wasteshed	Metro Oregon DEQ	Investment needed
Goal 11: Address and resolve community concerns and service issues.	Share of Metro, local government and solid waste service providers that have gone through cultural competency training	Metro Cities Counties	Investment needed
Goal 12: Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.	Tons of key pollutants, including particulates and CO2 emissions, from on-road and off-road solid waste fleet vehicles	Metro Cities Counties	In progress
	Number of worker injuries that occur at solid waste facilities	Metro	In progress
Goal 13: Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.	Share of community enhancement grant dollars awarded to projects that benefit marginalized communities	Metro	Investment needed

GOAL	INDICATOR	LEAD AGENCY	STATUS
Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.	Share of solid waste facilities with rates that fall within 5% of the tip fee charged at publicly owned facilities for each material type (garbage, mixed dry waste, etc.)	Metro	In progress
	Share of jurisdictions that offer a low-income rate assistance program for residential collection services	Metro Cities Counties	In progress
Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.	Share of the region's recoverable materials, by material type, that is sent to markets in Oregon and the U.S.	Metro	Investment needed
	Contamination rates for in-bound and out-bound recyclables at source-separated Material Recovery Facilities located in the region	Metro	Investment needed
Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of, and access to, services.	Geographic proximity: Of cities/ county urbanized areas to facilities that accept garbage, recyclables, food scraps and other curbside materials; Of the population, by geographic area, to services for household hazardous waste and other prioritized, non-curbside materials	Metro Cities Counties	In progress
Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.	Establishment of Metro, County and City plans that delineate jurisdictional roles in managing disaster debris	Metro	Investment needed
Goal 18: Ensure routine garbage and recycling collection, processing, transport and disposal operations can be restored quickly following a system disruption.	Capacity and geographic distribution of solid waste facilities that meet seismic standards	Metro	Investment needed
Goal 19: Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.	Capacity and geographic distribution of pre-authorized debris management sites	Metro	Investment needed