

Council work session agenda

Tuesday, January 9, 2024

10:30 AM

Metro Regional Center, Council Chamber, https://www.youtube.com/watch? v=XzCHY_Epwac, https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: https://www.youtube.com/watch?v=XzCHY Epwac

10:30 Call to Order and Roll Call

10:35 Work Session Topics:

10:35 Federal Legislative Affairs Update

23-5989

Presenter(s): Betsy Emery (she/her), Federal Affairs Advisor, Metro

Attachments: Staff Report

Attachment 1
Attachment 2

11:05 Oregon Zoo Bond Renewal: Investment Framework

23-5990

Presenter(s): Heidi Rahn (she/her), Zoo Director, Metro

Brian Kennedy (he/him), Chief Financial Officer

Andy Shaw (he/him), Director of Government Affairs &

Policy Development

Attachments: Staff Report

12:00 WPES: Regional Waste Plan Progress Report

23-5991

Presenter(s): Marta McGuire (she/her), WPES Director

Luis Sandoval (he/him), Principal Planner, Metro

Rachel Chu (she/her), Senior Solid Waste Planner, Metro

Attachments: Staff Report

Attachment 1

12:50 Chief Operating Officer Communication

- 12:55 Councilor Communication
- 1:00 Adjourn

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សេចក្តីជូនដំណីងអំពីការមិនរើសអើងរបស់ Metro

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www.oregonmetro.gov/civilrights។
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January 2021

Federal Legislative Affairs Update Work Session Topics

Metro Council Work Session Tuesday, January 9, 2024

FEDERAL LEGISLATIVE AFFAIRS UPDATE

Date: December 19, 2023

Department: GAPD

Meeting Date: January 9, 2024

Prepared by: Betsy Emery, Federal Affairs

Advisor

Presenter(s) (if applicable): Betsy Emery,

Federal Affairs Advisor Length: 30 minutes

ISSUE STATEMENT

This work session is an opportunity to discuss Metro Council's objectives for the 118th federal Congress, ending December 2024. The current political climate and proposed legislative priorities will be discussed.

ACTION REQUESTED

The Council may wish to (1) provide feedback on proposed policy principles and priorities; or (2) direct staff to develop or investigate additional legislative concepts; or (3) request an additional work session before considering adopting the legislative agenda via resolution (currently scheduled for January 25^{th}).

IDENTIFIED POLICY OUTCOMES

Support Metro's policy goals and funding priorities through engagement with the Oregon Congressional delegation.

POLICY QUESTION(S)

- Does the Council wish to change any policy direction under which staff is currently operating with respect to issues that are likely to surface in the 118th Congress?
- Are there additional topics which the Council would like to adopt legislative positions?
- Are there particular legislative positions or advocacy actions that the Council would like staff to prioritize in 2024?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

See attachment: "Federal Legislative Agenda for 118th Congress"

STAFF RECOMMENDATIONS

Provide feedback on the proposed federal legislative agenda.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 118th Congress (January 2023 - December 2024) has divided leadership. The Republican Party holds majority power in the House of Representatives while Democrats control the Senate. Very narrow majorities in each chamber, coupled with leadership

challenges and significant policy differences within and between parties have made it difficult for Congress to enact any meaningful legislation this session.

Despite Congress' challenges in passing legislation this session, Metro engages with the federal government through a variety of ways. This includes working closely with federal agencies to advance housing, transportation, and conservation projects, including the U.S. Department of Housing, Department of Transportation, Federal Transit Administration, U.S. Fish and Wildlife Service, as well as members of the Oregon delegation and their staff.

For example:

- Leading multiple federal grants, including:
 - \$2.4 million Safe Streets for All Action Plan grant (FY23) to develop a comprehensive pedestrian safety action plan and advance equity outcomes as part of Vision Zero 2035.
 - \$2 million in congressionally directed spending in the FY23 federal budget to support California condor habitat improvements at the Jonsson Center.
 - \$1 million carbon reduction planning grant from the EPA to prepare a
 Climate Action Plan that identifies strategies to meaningfully reduce
 greenhouse gas emissions across the 7 county Metropolitan Statistical Area.
- Securing support from the delegation for our \$35.5 million funding request to support equitable development coalition work on 82nd Avenue, TV Highway, and SW Corridor.
- Participating in the Interstate Bridge Replacement coalition and advocating for federal funding, including the successful \$600M MEGA grant.
- Amplifying the need for Low Income Housing Tax Credit reforms and inclusion of the Affordable Housing Tax Credit Improvement Act of 2023 in a forthcoming tax bill
- Supporting federal legislation to establish a federal Truth and Healing Commission on Indian Board School Policies.

Next Steps

This is the first time that this item will be before Council. Staff is looking for Council feedback on the proposed federal legislative agenda during this work session. Staff will incorporate Council feedback into the proposed draft prior to considering formal adoption. The resolution is currently on the draft agenda for the January 25, 2024 regular meeting, but this date can be changed depending on Council's feedback.

BACKGROUND

Council approved Metro's first comprehensive federal legislative agenda in February of 2021, largely to guide federal advocacy for relief and support during the COVID-19 pandemic. The draft version before you has been updated to reflect the Agency's current priorities and the legislative landscape of the 118th Congress. Staff intends to bring an updated federal agenda to Council every two years to align with the Congressional

calendar. The next federal legislative agenda will be prepared in Spring 2025 after the new Congress is seated.

ATTACHMENTS

Draft 118th Congress Federal Legislative Agenda

[For work session:]

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 24-5376
FEDERAL LEGISLATIVE AGENDA FOR 118 TH CONGRESS) Introduced by Council President Peterson
	,
WHEREAS, Metro has an interest in the bi	lls, policies, and discussions before the 118 th
WHEREAS, the Metro Council and Metro engagement, and legislative discussions during the	staff will represent Metro's interests through meetings, current Congress; and
	establish a united position on important legislative to represent the will of the agency at the federal level;
WHEREAS, the attached Exhibit A states t potential legislation in order to provide guidance to	the Metro Council's principles regarding categories of staff in representing Metro; now therefore
BE IT RESOLVED that the Metro Council	directs the Metro Chief Operating Officer, the Metro
Attorney, and Metro staff to communicate the agen	cy's position on a variety of legislative proposals to
the 118th Congress consistent with Exhibit "A" atta	ched hereto.
ADOPTED by the Metro Council this day	of January, 2024.
	Lynn Peterson, Council President
	Lynn Feterson, Council Fresident
Approved as to Form:	
Approved as to Form.	
Carrie MacLaren, Metro Attorney	



Last updated: 12/21/2023 8:56 AM

METRO COUNCIL FEDERAL LEGISLATIVE AGENDA FOR THE 118TH CONGRESS

The Metro Council Federal Legislative Agenda lays out the Agency's values, principles, and priorities for federal advocacy during the 118th Congress (January 2023 – December 2024).

Unlike the 117th Congress, which was able to enact historic infrastructure and climate legislation, including the *American Rescue Plan Act (2021)*, *Infrastructure Investment and Jobs Act (2021)*, *Inflation Reduction Act (2022)*, and the *CHIPS and Science Act (2022)*, the 118th Congress has divided leadership in the House and Senate. While this has made it difficult to for Congress to pass legislation or enact reforms, the Biden Administration has used regulatory mechanisms and executive authority to promote action on items of interest to Metro, including transportation safety, affordable housing, greenhouse gas emissions, and waste reduction.

METRO COUNCIL'S LEGISLATIVE VALUES

The Metro Council's legislative values are broad, overarching principles that guide Metro's engagement on any federal policy or regulatory issue. They are listed below in no particular order.

ADVANCE RACIAL EQUITY

Metro envisions a region and state where a person's race, place of birth, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports policies that address past discrimination, eliminate current disparities, and promote inclusion and accessibility in public programs, services, facilities and policies. Metro supports removing barriers to the full participation of Black, Indigenous, and immigrant communities as well as all communities of color in economic and social opportunities. Metro also recognizes the need for disaggregated data to help decision-makers better understand, center, and address the needs and challenges faced by Black, Indigenous and People of Color.

DEFEND LGBTQ+ RIGHTS

Metro recognizes the historic and ongoing persecution of the LGBTQ+ community, both in the greater Portland region and across the country and acknowledges the urgent need to enshrine in federal law protections to their civil rights. To this end, Metro commits to defending the right of LGBTQ+ people to equitably access medical care, including gender affirming care; housing and supportive services; and safe, unfettered access to public spaces, programs, services, and facilities. To ensure that these efforts fully address the needs of the LGBTQ+ community, Metro will work to

support LGBTQ+ people's substantive participation in decision-making processes related to these issues. In particular, Metro will seek to work with trans and other LGBTQ+ people of color as the most vulnerable and least represented of an already vulnerable community.

SUPPORT GOVERNMENT-TO-GOVERNMENT TRIBAL RELATIONS

Metro seeks to support tribal sovereignty through government-to-government coordination with Tribes, exploring opportunities to incorporate tribal interests and priorities into Metro's work and ensuring agency compliance with pertinent cultural, historic and natural resource protection laws. Metro will support tribal legislative efforts to strengthen requirements for government-to-government tribal consultation, promote substantive inclusion of Tribes and Indigenous people in decision-making, and works to dismantle ongoing systems of oppression and/or rectify past harm.

PROTECT AND INCREASE FEDERAL FUNDING FOR OUR REGION

To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of our residents, Metro and our partners must have sustainable financial resources to provide quality public services and advance the principles identified above. This includes protecting Metro's existing sources of federal funding and soliciting additional funding for the Agency's programs and regional priority projects. After decades of disinvestment in transportation, housing, and climate at the federal level, it is critical to capitalize on the once-ina-generation funding authorized in the historic *Infrastructure Investment and Jobs Act (2021)* and *Inflation Reduction Act (2022)*.

TACKLE CLIMATE CHANGE AND RESTORE CLIMATE STABILITY

Metro supports efforts, policies, and bold investments to combat and adapt to climate change and reduce greenhouse gas emissions at the local, regional, state, national, and international levels. Metro seeks to advance policies, programs, and projects that incentivize or require greenhouse gas emissions reduction, advance planning efforts to reduce greenhouse gas emissions and support climate adaptation and facilitate data collection to improve greenhouse gas and climate pollution monitoring. Metro also supports policies that use possible revenue from any congestion pricing to support transportation investments that reduce greenhouse gas emissions and mitigate climate pollution impacts.

FACILITATE REGIONAL COORDINATION, PLANNING, AND GOVERNANCE

Many of our region's challenges are big and complex. While cities and counties play a key role in enacting policy change and improving the lives of their constituents, many of the region's persistent challenges require coordination among local jurisdictions, Tribes, community partners, and other entities. As the region's Metropolitan Planning Organization, Metro supports policies that allow for increased coordination, cooperation, and alignment among cities and counties in planning and identifying solutions for regional issues.

BUILD SUCCESSFUL COMMUNITIES

Metro supports legislation that aligns with the region's Six Desired Outcomes for Successful Communities¹:

- Current and future generations enjoy clean air, clean water, and healthy ecosystems.
- The region is a leader in minimizing contributions to climate change.
- Current and future residents benefit from sustained competitiveness and prosperity.
- The benefits and burdens of growth and change are distributed equally.
- People have safe and reliable transportation choices that enhance their quality of life.
- People live, work, and play in vibrant communities where their everyday needs are easily accessible.

METRO COUNCIL'S LEGISLATIVE PRINCIPLES AND PRIORITIES FOR THE 118th CONGRESS

The Metro Council <u>legislative principles</u> reflect the Agency's active federal policy interests and areas of work. Legislative principles are followed by more concrete <u>legislative priorities</u> that reflect the Agency's specific advocacy goals. Legislative priorities will comprise a bulk of Metro's federal engagement and are items with coalition support and Congressional activity. The legislative principles and priorities outlined below are not listed in particular order.

AFFORDABLE HOUSING AND HOMELESSNESS

Federal Context: Despite a national affordable housing and homelessness crisis, divided leadership in the U.S. House and Senate has made it exceedingly difficult to advance legislation related to addressing this crisis and moving people into safe and stable housing. Many of the federal pandemic-era housing relief programs established through the Coronavirus Aid, Relief, and Economic Security Act (2020) and American Rescue Plan Act (2021) are set to expire, which will likely lead to higher eviction rates and increased homelessness among low-income renters. Although current Congressional politics aren't conducive to securing large-scale housing legislation, the Oregon Congressional delegation is very interested in advancing housing policy. The Biden Administration has been very active in using executive action to expand access to affordable housing

¹ Metro. (December 2023). *2023 Regional Transportation Plan.*

through their Housing Supply Action Plan, Blueprint for a Renters Bill of Rights², and a Federal Strategic Plan to Prevent and End Homelessness³.

Legislative Principles:

- **Increase Affordable Housing Production:** Metro supports increasing federal funding to develop and preserve affordable housing; provide pathways to homeownership; and maintain and repair public housing.
- Increase Federal Resources for Wrap Around Services: Metro supports resources and policies that embed high-quality wrap around services into permanent supportive housing to increase access to direct service providers; help manage serious, chronic challenges; and promote housing stability.
- **Promote Equitable Access to Housing:** Metro supports bold, innovative policies and investments to ensure the most marginalized people have access to safe, stable, affordable housing. Policies that expand affordable housing production must be paired with antiracist reforms to break down barriers that prevent access to critical resources and deepen disparities in equity.
- **Expand Rental Subsidies:** Metro supports expanding rental subsidies, including rental assistance, voucher programs, and other eviction prevention measures, to reduce rent burden and make housing more affordable.
- Improve Alignment Between Federal Agencies and Housing Services: Metro supports the U.S. Interagency Council on Homelessness' efforts to implement an all-of-government approach to build and implement effective, lasting, interagency systems to end homelessness. It's important that any federal housing policy maintains flexibility for local innovation and streamlined deployment of funds.

<u>Legislative Priorities:</u>

- **Reform the Low-Income Housing Tax Credit** to increase Oregon's state-wide private activity bond (PAB) allocation and reduce federal bond financing thresholds for PABs so more affordable housing projects can access these tax credits (e.g., the *Affordable Housing Credit Improvement Act*).
- Integrate housing and behavioral health services into Medicaid and Medicare programs as a means of improving health outcomes.
- Enact policies aligned with the Housing First model and other evidencebased approaches that enables access to permanent housing without prerequisites for enrolling in other supportive services.

² Domestic Policy Council and National Economic Council. (January 2023). *The White House Blueprint for a Renter's Bill of Rights.* Washington, D.C.

³ U.S. Interagency Council on Homelessness. (December 2022). *Federal Strategic Plan to Prevent and End Homelessness*. Washington, DC

ECONOMIC PROSPERITY

Federal Context: During the COVID-19 pandemic, the 117th Congress passed multiple large-scale economic stimulus packages – the Coronavirus Aid, Relief, and Economic Security Act (2020) and American Rescue Plan Act (2021). Many of the funds obligated through those bills expire in 2025 and there is considerable Congressional reluctance to appropriate additional pandemic recovery funds. However, Congress is interested in building resilient domestic supply chains, enhancing workforce development and career pathways, and supporting economic opportunity.

<u>Legislative Principles:</u>

- Support Equitable Economic Recovery Across the Region: Metro supports federal legislative priorities for economic recovery that align with the bi-state Regional Economic Recovery Strategy⁴, including:
 - o Helping small businesses recover and grow; and
 - Advancing economic mobility and workforce training opportunities for individuals; and
 - Supporting families and children through better childcare and workforce policies; and
 - Building opportunities for long-term wealth creation for Black, Indigenous, and People of Color.
- **Invest in an Equitable Workforce**: Metro encourages the federal government to support investments in regional training programs and change federal contractual regulations to make it easier for local agencies to use public investments to ensure that People of Color can find employment and advance their careers.

Legislative Priorities:

- Sustain and enhance Metro's public arts, education, and cultural venues, including the Oregon Convention Center, Expo Center, Portland'5 Centers for the Arts, and the Oregon Zoo.
- Advance site readiness through infrastructure, brownfield cleanup, and other means, to make land within urban growth boundaries available for industrial development and job creation.

⁴ Greater Portland Economic Development District. (January 2021). *Greater Portland Economic Recovery Plan*.

ADVANCE EQUITY

Legislative Priorities:

- Enact the Truth and Healing Commission on Indian Board School Policies Act and create a federal Commission to investigate the impacts and ongoing effects of Indian Board School Policies.
- **Enact the Equality Act** to provide explicit protections for LGBTQ+ people across key areas of life, including employment, housing, credit, education, public spaces and services, federally funded programs, and jury service.

SAFE AND RELIABLE TRANSPORTATION

<u>Federal Context:</u> After decades of disinvestment, Congress passed the Infrastructure Investment and Jobs Act (IIJA) in November 2021. The IIJA authorized \$1.2 trillion in formula and competitive funding to support a wide range of transportation and infrastructure projects. The bill also established a national per-mile road usage fee pilot, expanded access to Transportation Infrastructure Finance and Innovation Act (TIFIA) financing to include transitoriented development, and made significant investment in the transition to electric vehicles and charging infrastructure.

<u>Legislative Principles:</u>

- Establish Innovative and Stable Transportation Funding: Metro supports establishing long-term, stable transportation pricing mechanisms that support capital construction, operation, and maintenance; reduce traffic congestion; and increase access to safe, affordable, and convenient transportation.
- **Secure Federal Funding for Regional Priority Projects:** Metro supports efforts to secure federal funding for projects identified in the 2023 Regional Transportation Plan, Metro Council Corridor Investment Package⁵, or recommended by the Joint Policy Advisory Committee on Transportation.
- **Support Regional Transportation Planning:** Metro supports equitable, comprehensive, and coordinated regional transportation planning that maintains flexibility for local solutions.
- **Reduce Regional Greenhouse Gas Emissions:** Metro supports efforts to reduce reliance on diesel fuel and internal combustion vehicles, particularly for garbage and recycling collection, construction, and public transit vehicles.
- **Expand Transportation Equity:** Metro supports funding and policies that eliminate transportation disparities in access, safety, affordability, and health outcomes that are often experienced by Black, Indigenous, and People of

⁵ Metro. (July 2020). *Metro Council Corridor Investment Package*.

Color as well as people with low incomes, limited English proficiency, and mobility challenges.

<u>Legislative Priorities:</u>

- Explore innovative transportation funding mechanisms for capital construction, operation, and maintenance to bolster declining revenues from the federal gas tax.
- Improve reliability and efficiency of the transportation network through congestion pricing programs that center equity, improve mobility, reduce climate pollution, and increase use of sustainable modes of travel.
- Increase targeted investments in multi-modal and active transportation systems that support everyone's ability to move around the region safely, affordably, and easily.
- **Protect, advance, and revitalize transit systems** through targeted funding and policies that encourage linkages between transit, housing, and economic development.
- Establish federal funding sources for jurisdictional transfer of State highway rights-of-way to a local jurisdiction when those highways serve as important local arterials in order to meet current and future transportation, land use, and development needs.
- Provide large Metropolitan Planning Organizations the option to become direct recipients of federal funding in order to streamline decision-making, provide regional flexibility, reduce bureaucratic delays, and enhance accountability for transportation investments.

CLEAN WATER AND HEALTHY ECOSYSTEMS

Federal Context: The Biden Administration has been very clear that fighting climate change and enhancing environmental justice are two of their top priorities. In addition to securing the largest federal investment in climate resilience and renewable energy with the Inflation Reduction Act (2022), the Biden Administration has updated many Agency rules and regulations related to clean air, clean water, and healthy ecosystems. This includes setting national clean power production goals, establishing and updating emissions standards for vehicles and industrial facilities, designating additional public lands, and creating an Office of Environmental Justice based in the White House.

Legislative Principles:

- Protect and Restore Natural Areas and Degraded Ecosystems: Metro supports policies and funding for local conservation efforts, including purchasing and restoring natural areas, wetlands, vulnerable ecosystems, and significant landscapes.
- **Conserve and Recover At-Risk Species:** Metro supports policies and funding for local, national, and international species conservation and recovery efforts, especially for threatened and endangered species.

- Remediate Environmental Contamination at Brownfields and Superfund Sites: Metro supports policies and funding for environmental contamination assessments and remediation efforts, particularly in areas where pollution disproportionately impacts communities of color.
- Improve Ecosystem Resilience to Climate Change: Metro supports actions and funding for communities and ecosystems to become more resilient and reduce vulnerability to natural hazards, especially floods, earthquakes, and catastrophic wildfire.

Legislative Priorities:

- Increase federal funding for trails and outdoor recreation, especially
 programs that support planning, design, construction, and maintenance of
 non-motorized trails and trail systems that serve recreation and active
 transportation purposes.
- Reintroduce sea otters off the Oregon Coast, which would restore a
 keystone species able to maintain the productivity of kelp forests a
 critically important marine habitat.
- **Enact the** *Recovering America's Wildlife Act* to provide stable, dedicated funding for species conservation actions that prevent further population declines and additional listings under the Endangered Species Act.
- **Remediate environmental contaminants at Willamette Cove** and provide safe public access to the Willamette River in partnership with Tribes.
- Support the Multnomah County Drainage District in maintaining, repairing, and rebuilding portions of the Columbia River levee system to ensure proper drainage and reduce flood risk.

WASTE MANAGEMENT AND WASTE REDUCTION

<u>Federal Context:</u> There is increasing federal interest in reducing and more effectively managing waste, especially e-waste and plastics. There have been legislative efforts to increase access to recycling and composting and the Biden Administration is interested in reducing methane emissions, especially from landfills. The White House released a Methane Emissions Reduction Plan⁶ in 2021 and joined the European Union in pledging to reduce global methane emissions 30% from 2020 levels by 2030.

Legislative Principles:

• **Modernize the Recycling System:** Metro supports modernizing the recycling system to be more convenient, accessible, and equitable.

 Preserve Flexibility for Local Waste Prevention Measures: Metro supports aligning federal policy with best practices in waste prevention,

⁶ White House Office of Domestic Climate Policy. (November 2021). *U.S. Methane Emissions Reduction Action Plan: Critical and Common-Sense Steps to Cut Pollution and Consumer Costs, While Boosting Good-Paying Jobs and American Competitiveness.*

- recycling, and composting, but any efforts to create standard guidance, whether administrative or legislative, must support the role of states and localities to innovate and go beyond what is federally required.
- **Prevent Food Waste and Promote Composting:** Metro supports providing local jurisdictions with resources to develop strategies that reduce food waste, either via infrastructure, education, or other strategies.
- Extend Producer Responsibility: Metro supports efforts to ensure that the original producer of any product bears responsibility for minimizing any health, safety, environmental, economic, or social impacts throughout the product's life cycle, including resource extraction, design, manufacturing, consumption, recycling, and disposal, especially if the product involves toxic substances.
- Promote Equitable and Socially Responsible End Markets: Metro supports enhancing accountability measures for responsible end markets that recycle, recover, or dispose of materials to minimize environmental, public health, and worker safety risks.

<u>Legislative Priorities:</u>

- **Expand access to recycling services and facilities**, via legislation such as the *Recycling Infrastructure and Accessibility Act of 2023.*
- **Increase funding to construct composting facilities** capable of processing mixed residential yard debris and food scraps, while ensuring minimal impacts on neighboring communities, via legislation such as the *COMPOST Act, Zero Food Waste Act, and Recycling and Composting Accountability Act.*
- **Expand consumer's the right to repair,** increase the number of products that can be repaired and maintained, and create pathways for reuse.
- Enact the *Break Free from Plastic Pollution Act* which would establish aggressive plastic reduction targets, create a national extended producer responsibility policy, ban toxic substances in beverage containers, and prevent plastic waste from being shipped to countries that cannot manage it.

GENERAL GOVERNMENT

Legislative Principles:

- **Regulate Firearms in Public Facilities:** Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on properties and public venues.
- Enhance Employee Benefits: Metro supports policies that advance paid family leave; living wage jobs (including a \$15/hour federal minimum wage); paid sick leave; and equitable hiring, training, and compensation practices.

Oregon Zoo Bond Renewal Measure Discussion *Work Session Topics*

Metro Council Work Session Tuesday, January 9, 2024

OREGON ZOO BOND RENEWAL: INVESTMENT FRAMEWORK

Date: Dec. 21, 2023

Department: Zoo, Finance, Government

Affairs & Policy Development Work Session Date: Jan. 9, 2024

Prepared by: Craig Beebe, (971) 710-3029,

craig.beebe@oregonmetro.gov

Presenters: Heidi Rahn (she/her), Oregon Zoo Director; Brian Kennedy (he/him), Chief Financial Officer; Andy Shaw (he/him, Director of Government Affairs & Policy Development

Length: 45 min.

ISSUE STATEMENT

The Metro Council has directed staff to recommend an investment framework and referral process for a potential bond renewal measure supporting a new phase of Oregon Zoo capital improvements without raising current tax rates.

ACTION REQUESTED

Provide direction to proceed with final preparation of bond renewal measure referral materials for the May 2024 Primary Election, including ballot language and a bond investment framework for Council consideration.

IDENTIFIED POLICY OUTCOMES

- Advance the Oregon Zoo's mission of connecting our community to the wonder of wildlife to create a better future for all
- Support animal well-being, conservation education, visitor accessibility, energy and water conservation, and climate resilience at the zoo
- Implement Metro's Sustainable Buildings and Sites Policy, the Strategic Plan to Advance Equity, Diversity and Inclusion, and construction workforce diversity and construction clean air policies

POLICY QUESTION(S)

 How well does the recommended investment framework and bond renewal package fulfill prior Council direction, reflect community and stakeholder input, and serve the needs of the zoo's animals, visitors and facilities?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Staff will present a recommended bond renewal investment framework outline and referral process for Council direction.

STAFF RECOMMENDATIONS

Following more than a year of engagement and preparation, staff recommend that Council advance the proposed bond renewal investment framework and referral language for Council's adoption consideration.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Oregon Zoo is a source of pride for the greater Portland region, advancing conservation education and species recovery locally as well as around the globe. The zoo is committed to continually improving animal well-being, guest and staff experiences, equity, accessibility, climate resilience and conservation across its 64-acre campus in Washington Park.

In 2008, the region's voters approved Measure 26-96, authorizing Metro to issue general obligation bonds to dramatically improve animal habitats, visitor facilities and sustainability at the zoo. The zoo successfully completed implementation of the 2008 bond in 2021, having transformed around 40% of the campus, including the elephant, polar bear and primate habitats, as well as a new veterinary medical center, California condor exhibit and conservation education center.

In fall 2022, staff from the Oregon Zoo and Capital Asset Management began work on a new Campus Plan to replace the zoo's 2011 Master Plan that guided implementation of the bond. The new plan focuses on areas of the campus that were not targeted for substantial investment from the 2008 bond. Included are some of the zoo's oldest existing habitats and buildings, as well as outdated educational exhibits and not fully accessible pathways and facilities.

A 2024 bond renewal measure would follow on the successes of the 2008 bond to begin a new phase of capital improvements at the zoo. This phase would implement a substantial portion of the campus plan, advancing the Metro Council's goals for climate, equity, accessibility, conservation education and economic vitality in one of the region's most beloved community institutions.

Community engagement

Development of the Campus Plan included in-person engagement sessions with historically marginalized communities, including but not limited to representatives of the following organizations:

- Adelante Mujeres
- Autism Empowerment
- Boys & Girls Club of the Portland Metro Area
- Center for African Immigrants and Refugees
- Centro Cultural
- People of Color Outdoors
- Rosewood Initiative
- Self-Enhancement Inc.
- Youth Empowerment Project PNW

Staff also engaged with youth participating in the Zoo Apprenticeship Program; the zoo's Community Advocacy Council, composed of young professionals of color; zoo volunteers and members; staff and board of the Oregon Zoo Foundation; and zoo staff.

Zoo staff heard broad community support for the goals of the draft plan, particularly goals to improve accessibility, wayfinding and other visitor facilities at the zoo, and to update or replace outdated animal habitats, particularly in the popular Coastal Shores, Africa and Great Northwest areas. Zoo staff were also supportive of proposed improvements to behind-the-scenes care-staff facilities, guest amenities, storage areas and service access.

Through fall 2023, staff and partners at the Oregon Zoo Foundation have continued to engage a broad range of stakeholders, neighbors and community leaders to share the mission of the Oregon Zoo and how it is expressed through the new Campus Plan.

Legal antecedents

When complete and approved by the Metro Council following City of Portland permitting, the final Campus Plan will update the 2011 Comprehensive Capital Master Plan, approved by the Metro Council through Resolution No 11-4304. The 2011 Master Plan guided the implementation of Measure 26-96, the Oregon Zoo bond measure approved by the region's voters in November 2008, as well as other non-bond-funded improvements.

The new Campus Plan's finalization and implementation will also advance several other Metro Council policies, including but not limited to:

- Strategic Plan to Advance Racial Equity, Diversity and Inclusion
- Sustainable Buildings & Sites Policy

- Clean Air Construction policy
- Construction Careers Pathways policy
- Contracting Equity Policy

Anticipated Effects

Pending Council direction at this work session, staff will prepare a final investment framework and bond renewal language for Council consideration via resolution on Feb. 1, 2024. Council adoption of that resolution would refer an Oregon Zoo bond renewal measure to Metro voters in the May 21, 2024 Primary Election.

Work to prepare for Campus Plan and bond implementation would continue after Council referral of a measure. If voters approve the measure in May, staff would develop a detailed Bond Renewal Implementation Plan for Council consideration no later than fall 2024.

Financial Implications

The Metro Council's adopted budget for FY24 includes funding for zoo campus planning as part of the agency's capital improvement plan. Funding for the exploration of funding options is supported through Government Affairs and Policy Development's general fund budget.

Referral of the bond renewal measure to voters would create additional financial implications including election expenses, potential legal costs and the preparation and mailing of an informational postcard to registered voter households. These costs are budgeted through the Office of Metro Attorney and general fund.

BACKGROUND

Council discussed the draft Campus Plan at work sessions on May 16 and September 5, 2023; the latter included a tour of many of the plan's proposed focus areas and improvements. On Oct. 26, 2023, the Metro Council adopted Resolution No. 23-5357, accepting the draft Campus Plan's concepts, with emphases on animal care and well-being, sustainability and conservation, and visitor education and accessibility. The resolution directed staff to begin the work of permitting review with the City of Portland to renew the zoo's Comprehensive Use Master Plan, and to continue refining the Campus Plan for final adoption in 2024.

Additionally, Council's adoption of Resolution No. 23-5357 directed staff to prepare capital financing and business planning options for Council's consideration. The Council advanced the zoo's proposed capital project prioritization and financing approach, including the potential of bond renewal, at a work session on Nov. 21, 2023.

ATTACHMENTS

- none

Is legislation required for Council action? **YES**

Pending direction at this work session, Council is expected to consider a resolution to refer a bond renewal measure to voters and adopt the investment framework at its Feb. 1, 2024 meeting, currently scheduled to occur at the zoo.

WPES: Regional Waste Plan Progress Report *Work Session Topics*

Metro Council Work Session Tuesday, January 9, 2024

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: REGIONAL WASTE PLAN PROGRESS REPORT

Date: December 20, 2023 Prepared by: Rachel Chu,

<u>rachel.chu@oregonmetro.gov</u>
Department: Waste Prevention and

Environmental Services Presenters: Marta McGuire (she/her),

Director; Luis Sandoval (he/him),

Meeting Date: January 9, 2024 Principal Planner; Rachel Chu (she/her),

Senior Planner

Length: 45 minutes

ISSUE STATEMENT AND STRATEGIC CONTEXT

During the creation of the FY23-24 budget, Council directed the Waste Prevention and Environmental Services department to provide ongoing information on regional waste priorities to inform future Council direction on the annual WPES budget and regional waste fees. This work session will provide an update on progress towards the Regional Waste Plan's goals and regional waste priorities covered in the 2022 Regional Waste Plan progress report to help inform upcoming discussions and decisions. The progress report will be published on Metro's website and shared with partners in January 2024.

ACTION REQUESTED

This presentation is informational. No formal action is requested.

BACKGROUND

The 2030 Regional Waste Plan, adopted by Metro Council in 2019, calls for regular reporting on plan progress over time. Metro is responsible for developing and administering the Regional Waste Plan and shares responsibility with cities and counties for implementing the plan's actions. Waste Prevention and Environmental staff produce an annual progress report based on local government reporting, WPES staff reports and regional qualitative and quantitative data compiled by staff.

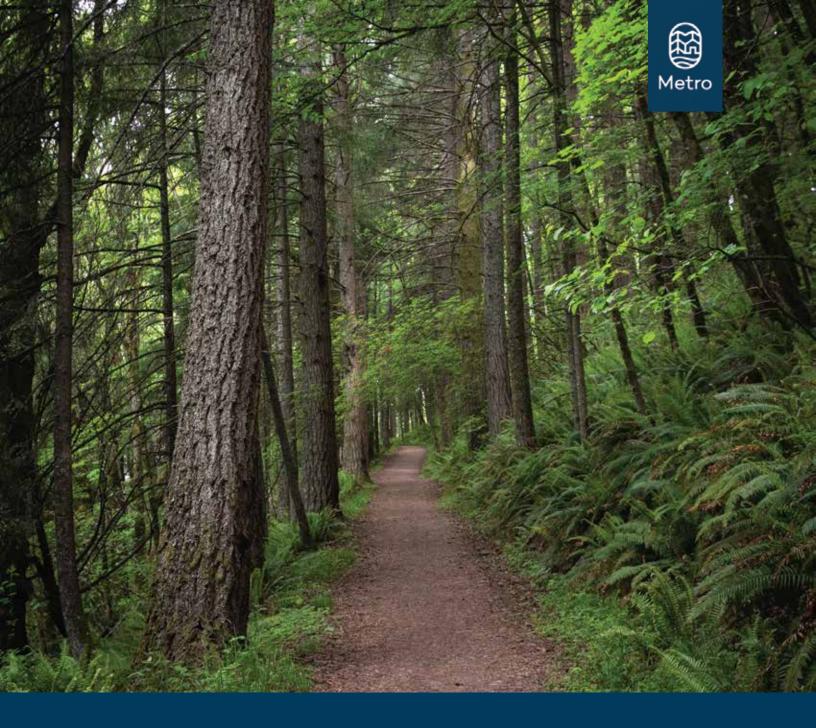
This report is the third in a series of annual reports that measure progress on implementation of the 2030 Regional Waste Plan. The report covers the year 2022. It presents overall progress on central priorities of the plan: waste prevention, improving the garbage and recycling system, and shared prosperity.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

Highlights from the first progress report, which covered progress made between 2019 and part of 2021, were presented to Council in March 2022. A written update on the second progress report, covering the full year 2021, was shared with Council in January 2023.

A number of Regional Waste Plan goals and indicators, such as those on reducing waste generation and greenhouse gas emissions and increasing wages and diversity in the garbage and recycling workforce, overlap with Metro's Strategic Targets of "Meeting our Climate and Resilience Goals" and "A Resilient Economy for All" and the key regional metrics for these targets.

ATTACHMENTS

2022 Regional Waste Plan progress report



Waste Prevention & Environmental Services

Regional Waste Plan Progress Report

December 2023

Public service

We are here to serve the pulic 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. oregonmetro.gov

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Metro Council President

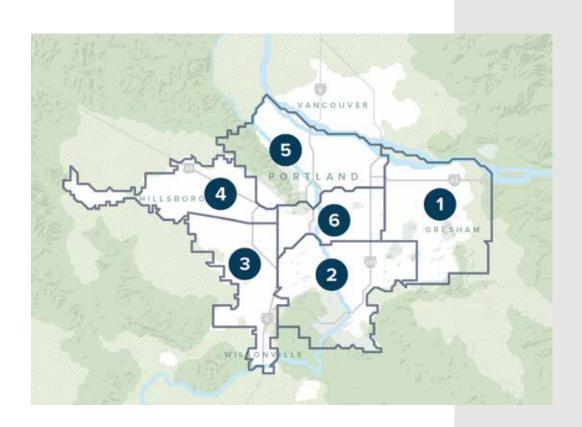
Lynn Peterson

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.

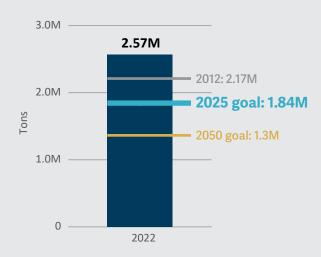
The waste generation goal focuses on reducing the amount of materials that enter the waste stream in the first place, through waste prevention and reuse practices. For the amount of materials that cannot be prevented from entering the waste stream, the recovery rate goal focuses on "recovering" as much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

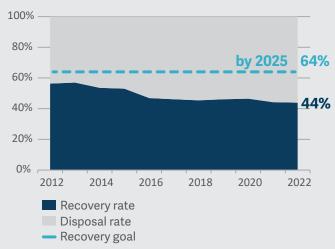
Waste generation goal

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:

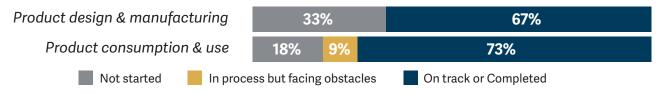
- Product design & manufacturing (Goal 5)
- Product consumption & use (Goals 6-7)

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.

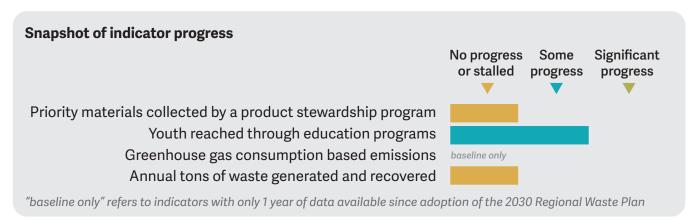
Highlights of 2022 work:

- 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



More information about the actions and indicators within the priority can be found on pp. AS6-AS10 and IN1-IN14



Excellent, accessible and resilient garbage and recycling system

This Regional Waste Plan priority covers two sets of goals:

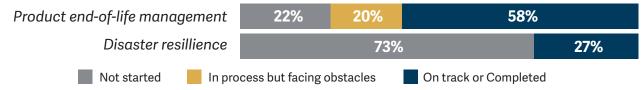
- Product end-of-life management (Goals 8-16)
- Disaster resilience (Goals 17-19)

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.

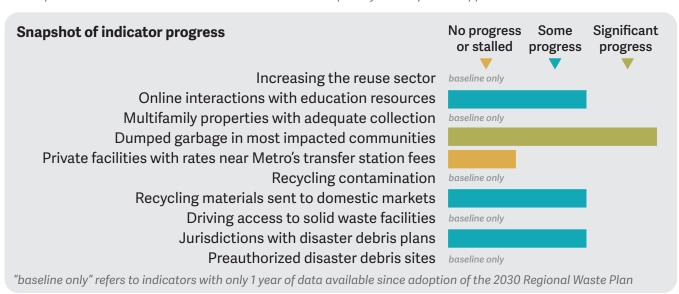
Highlights of 2022 work:

- 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
- Memorandum of Understanding between Metro and Washington County to address roles and responsibilities for managing debris

Status of actions



More information about the actions and indicators within the priority can be found on pp. AS11-AS22 and IN1-IN14



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.

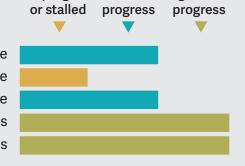
Highlights of 2022 work:

- 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 organizations advancing racial equity
- Expansion of workforce development and training programs for garbage and recycling careers

Status of actions



Median wage in Metro's solid waste workforce
Diversity in Metro's solid waste workforce
Temporary workers in Metro's solid waste workforce
Diversity in regional youth and adult leadership programs
Diversity in solid waste committees



Shared Prosperity

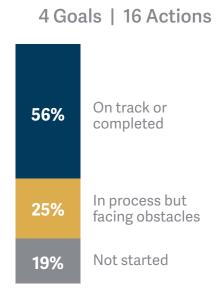
Goal Area Progress

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 programing 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 producers to local area hospitals and social service organizations. Funding will also support a program to train 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.



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.

66 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

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

Actio	on	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		
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.		
1.3	Partner with organizations to engage youth in leadership opportunities for social, economic and environmental issues related to garbage and recycling.		
	Not started In process but facing obstacles On track	Con	npleted

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 promotors, 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.

66

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

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.

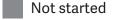
Acti	Action		2022 Status
2.1	Develop Metro and local government procurement policies to increase the amount of spending on solid waste-related services that goes to locally owned companies, with an emphasis on minority-owned and woman-owned businesses.		
2.2	Implement strategies in consultation with community organizations that can be adopted by local governments to ensure greater racial equity in the ownership and management of collection service providers.		
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.		

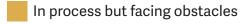
Goal 3 Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

Actio	Action		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.		
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.		
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.		
3.4	Reduce the use of temporary and contract workers in the region's solid waste industry		
3.5	Evaluate the use of Metro employees to fully operate Metro-owned transfer stations		
	lot started In process but facing obstacles On track	Com	npleted

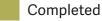
Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

Action		2021 Status	2022 Status
4.1	Implement a workforce development and readiness program for garbage and recycling industry jobs.		
4.2	Develop a career pathways strategy that aims to increase the diversity of workers in all solid waste occupations.		
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.		
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.		
4.5	In partnership with community-based organizations, create workforce development programs within the reuse sector that focus on people with barriers to employment.		









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

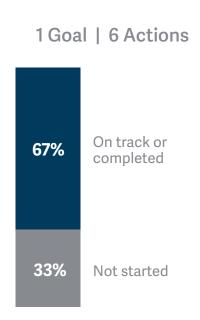
Goal Area Progress

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.



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.

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







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

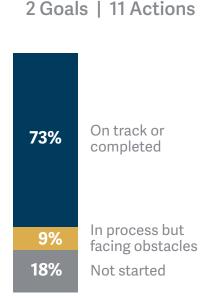
Goal Area Progress

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 minority-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.



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



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

Acti	Action		2022 Status
6.1	Provide culturally responsive and developmentally appropriate school-based education programs about the connections between consumer products, people and nature.		
6.2	Provide culturally responsive community education and assistance about the connections between consumer products, people and nature.		
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.		
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.		
6.5	Assist households and businesses in the adoption of practices that prevent the wasting of food and other high-impact materials.		
6.6	Support implementation of Oregon State University's (OSU) SolvePestProblems.org as a primary tool for education and resources on integrated pest management.		
6.7	Implement recognition programs for business efforts to prevent waste and minimize environmental impacts of the products they purchase.		

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.

Acti	Action		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.		
7.2	Implement policies that will reduce the use of single-use products such as single-use plastic bags.		
7.3	Advocate for the reclassification of high-risk nonagricultural pesticides to restricted use status in Oregon.		
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-e cient homes and removal of barriers to adopting lower impact materials.		
N	lot started In process but facing obstacles On track	Con	npleted

Product End-of-Life Management

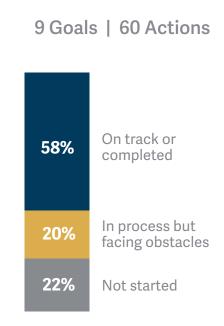
Goal Area Progress

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.

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

Acti	Action		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.		
8.2	Implement strategies to increase the salvage of building materials for reuse, without increasing exposure to toxics.		
8.3	Advocate for research-informed changes to building codes and other regulations to increase use of reused and deconstructed materials.		
8.4	Expand the collection of reusable items at public and private transfer stations, in partnership with reuse and repair organizations.		
8.5	Invest in neighborhood-scale reuse and repair services and infrastructure.		
8.6	Support implementation of Oregon DEQ's Reuse, Repair and Extended Product Lifespan Strategic Plan.		

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

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

Acti	ion	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 fof all users.

Actio	on	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 environmeltally 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.

66 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.

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		
N	lot started In process but facing obstacles On track	Com	npleted

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



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

Acti	Action		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.

Actio	on	2021 Status	2022 Status
13.1	Expand the host community enhancement program to: • 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.		

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

Acti	Action						
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.						

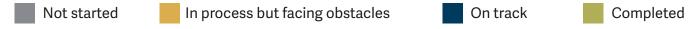
Goal 15

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

Acti	Action					
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.					

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					
16.1	Locate garbage transfer stations and allocate material tonnage to them in a way that benefits the public, emphasizing geographic equity, access to service and a reduction in environmental and human health impacts.				
16.2	Locate recycling and food scraps transfer and recovery facilities to best benefit the public relative to geographic equity and access to service, and to reduce environmental and human health impacts.				
16.3	Improve interagency and community collaboration on siting and authorizing proposed solid waste facilities to reduce potential impacts on neighboring communities.				
16.4	Maintain public ownership of facilities to ensure that a range of services are accessible to residents at equitable and affordable fees.				
16.5	Evaluate the feasibility of establishing a publicly owned facility in Washington County to accept and transfer garbage, recycling, food scraps, household hazardous waste and other materials.				
16.6	Expand and improve access to services provided at Metro South Transfer Station.				
16.7	Implement the Metro Transfer System Configuration policy.				





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.

Goal 17

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

Actio	Action					
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.					
17.2	Conduct periodic exercises to test and practice the implementation of disaster debris plans.					
17.3	Develop a coordinated preparedness and response messaging program that is accessible and culturally responsive.					
17.4	Develop a database of existing public and private solid waste infrastructure capabilities that can be integrated with other public databases.					

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



3 Goals | 15 Actions

On track or

completed

Not started

27%

73%

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

Actio	Action							
18.1	18.1 Implement strategies to maximize access to critical solid waste infrastructure during disruptions.							
18.2	Implement requirements for solid waste system service providers to prepare and maintain emergency operations and continuity of operations plans.							
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.							
18.4	Develop disaster resiliency standards for the design and construction of new facilities or when existing facilities are renovated.							
18.5	Develop engineering and financing strategies to facilitate the seismic retrofit of existing public and private solid waste infrastructure.							
18.6	Conduct periodic assessments of solid waste system facilities for vulnerabilities to different							

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.

Completed Not started In process but facing obstacles On track

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.

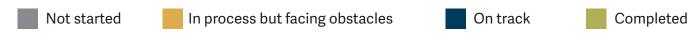
66 I appreciate Metro identifying a worthy use of these funds, which is a creative contribution to the problem of cleanup costs after a storm or flood leaves debris behind. This can help cities and counties defray some of the costs they face in cleaning up, particularly some of the costs that the federal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

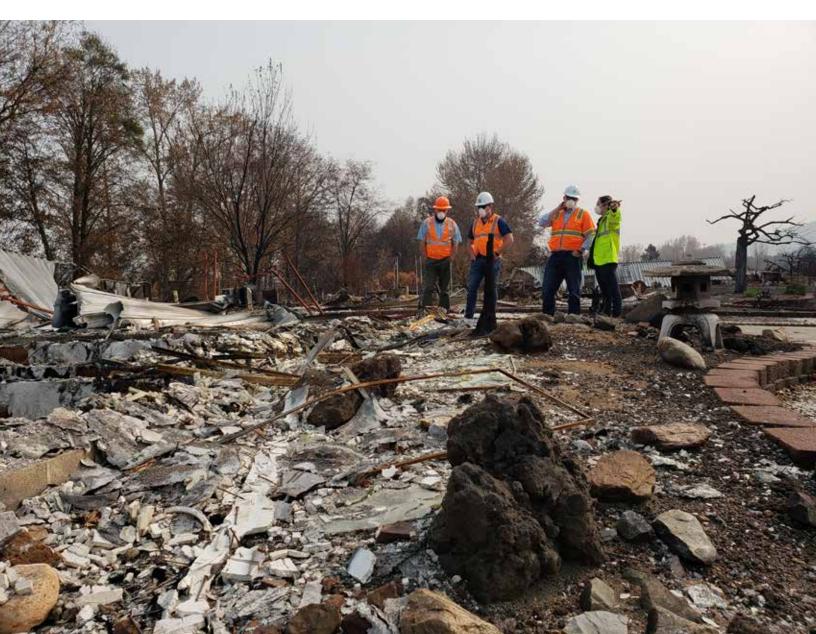
Eben Polk

Solid Waste and Recycling Manager at the City of Portland

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.

Actio	Action						
19.1	9.1 Identify and pre-authorize debris management sites throughout the region.						
19.2	Devlop 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.						
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.						
19.4	Develop strategies for the safe reuse, recycling and disposal of materials following a debris-generating incident.						
19.5	Create incentives or requirements for debris management contractors to collect and separate debris materials for reuse and recycling.						





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 first year the indicator was measured (the baseline year), and where available, comparing the results to a benchmark or target. The table below summarizes 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.

		No progress or stalled		Significant
Indi	cator Progress Summary	VI Stalled	progress	progress
	Annual tons of waste generated and recovered			
Key Indicators	Youth reached through education programs			
lica'	Median wage in Metro's solid waste workforce			
l l	Greenhouse gas consumption based emissions	baseline only		
Ke	Multifamily properties with adequate collection	baseline only		
	Recycling contamination	baseline only		
	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			
<u>s</u>	Priority materials collected by a product stewardship program			
catc	Increasing the reuse sector	baseline only		
l gi	Online interactions with education resources			
Goal Indicators	Dumped garbage in most impacted communities			
၂ၓ	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		

baseline only" refers to indicators with only 1 year of data available since adoption of the 2030 Regional Waste Plan,

Key Indicators

Annual tons of waste generated

Plan value: Conserve natural resources

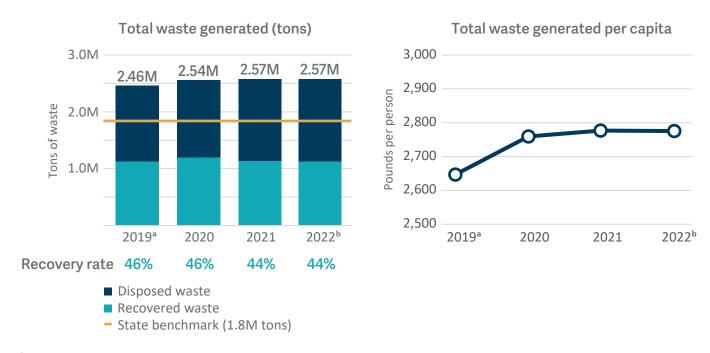
This indicator measures the total amount of waste materials generated and thrown away by people and businesses each year in all of Clackamas, Multnomah and Washington counties.

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.

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

^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.

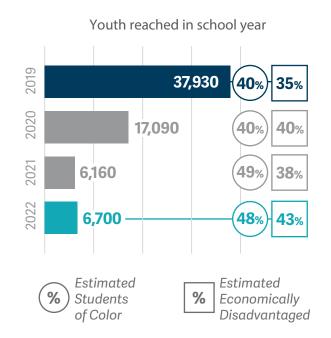
Youth reached through education programs

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

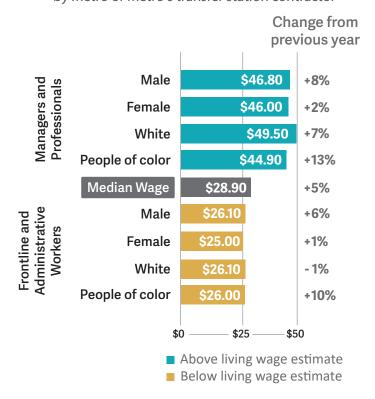
Between 2021 and 2022 the median wage in Metro's solid waste workforce rose by \$1.30, from \$27.60 to \$28.90. This represents a 5% increase, similar to the increase in cost of living between 2021 and 2022 (4%).* The median wage among people of color increased by more than that – 10% for frontline workers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

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

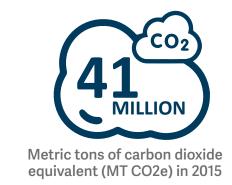


^{*} Glasmeier, Amy, Massachusetts Institute of Technology (2023). Living Wage Calculator, available at livingwage.mit.edu.

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.



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.

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.



Properties with adequate services in 2021

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

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 people of color and female participants.



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

Diversity in solid waste committees

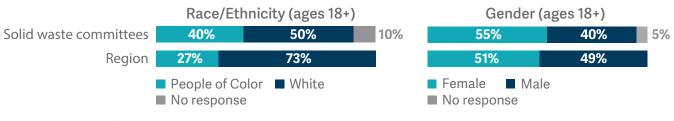
Goal 1: Increase engagement of youth and adults historically marginalized from garbage and recycling decision-making by enhancing civic engagement and leadership opportunities.

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.



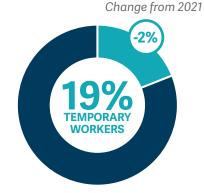
Sources: Metro, Washington County, American Community Survey (2021)

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%).

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).



Sources: Metro, Recology; Data as of June 2022

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.

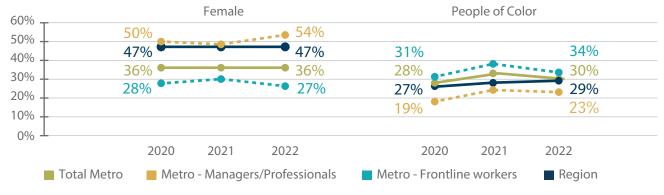
* Glasmeier, Amy, Massachusetts Institute of Technology (2023). Living Wage Calculator, available at livingwage.mit.edu.

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

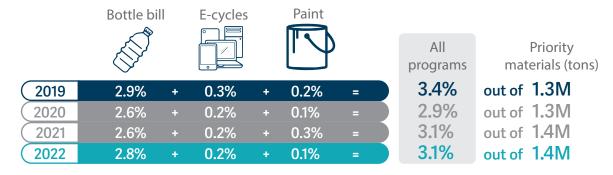
Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

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.

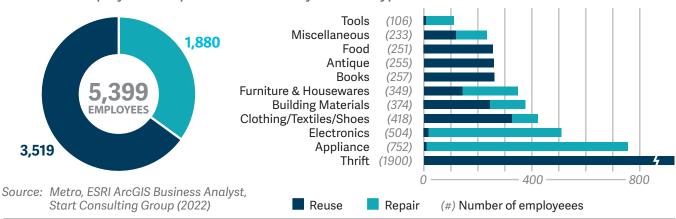
The scope of the data included in this indicator covers the Metro jurisdictional boundary and nearby areas that residents might visit to buy or acquire items they need. This includes all of Clackamas, Multnomah and Washington counties and southern Clark County including Vancouver, Camas and Washougal. 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.

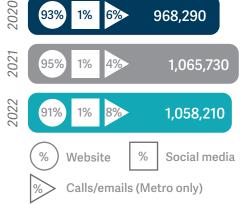




Garbage, recycling and reuse education

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

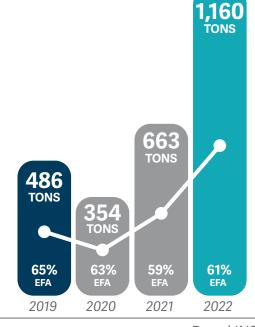
impacted communities. EFAs represent communities with a higher than average density of people of color, people with limited English proficiency or people with incomes equal to or less than 200% of the federal poverty level.

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

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 er, 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

cleanup efforts in recent years. Over the long term, howevservices.



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



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



All U.S. Markets

Oregon

Exports

ı	Cardboard			Paper			Plastic		
	2019	2022	Trend	2019	2022	Trend	2019	2022	Trend
	82%	84%	^	42%	52%	^	41%	38%	>
	30%	27%	~	9%	1%	~	4%	4%	_
	18%	16%	~	58%	48%	~	59%	62%	^







All U.S. Markets
Oregon

Exports

	Metal			Glass		A	II materia	als
2019	2022	Trend	2019	2022	Trend	2019	2022	Trend
96%	99%	^	97%	100%	^	68%	77%	^
91%	52%	~	76%	63%	~	32%	25%	~
4%	1%	~	3%	0%	~	32%	23%	~

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.

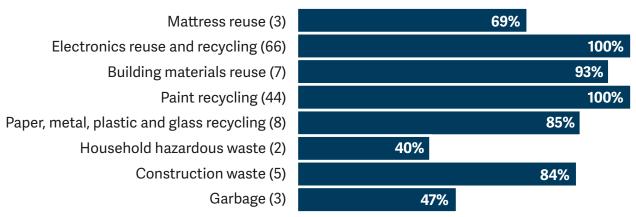
Only facilities that accept materials directly from the public were considered and included transfer stations, material recovery facilities, composting facilities, retail stores, thrift stores and non-profit organization facilities. In some cases, the same facilities that serve the public also serve 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.





(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.

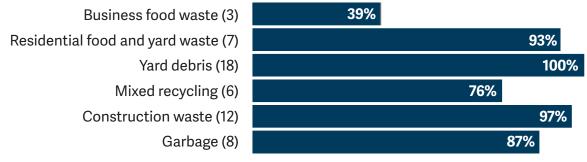
This indicator measures driving access to facilities that accept different types of materials from franchised/licensed haulers who collect materials from people's homes and businesses as part of the curbside collection programs managed by cities and counties in the region. In some cases, those same facilities 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 (MOU) 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

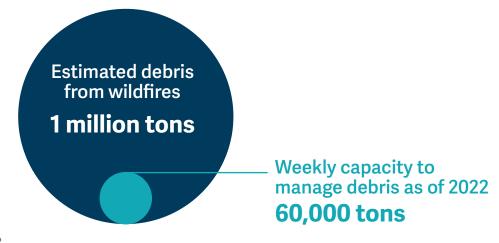
Pre-authorized debris management sites

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.





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	KEYINDICATOR	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

Materials following this page were distributed at the meeting.



Federal Legislative Agenda for 118th Congress

Betsy Emery | Federal Affairs Advisor

Metro Council Meeting January 9, 2024

2023 Highlights

- Secured \$2M Senate earmark for habitat improvements at Condor facility
- Provided support for federal legislation to establish Truth and Healing Commission
- Leading \$1M EPA grant to prepare regional Climate Action Plan
- Co-convened JPACT lobbying trip to D.C.
- Advocated for Low Income Housing Tax Credit reform



Congressional Dynamics

- Divided leadership in House and Senate
 - Major policy divides within and between parties
 - Difficult to pass legislation



What to Expect in 2024

- Annual appropriations
- Foreign aid
- Border security
- Reauthorizations
 - Federal Aviation Administration
 - National Flood Insurance Program
 - Farm Bill



Metro Council Federal Agenda Process

- 2021 Council-adopted agenda updated using input from department staff and coalition partners
- Updated drafts circulated with Council offices and department Directors
- Council work session TODAY!
- Consider adoption at 1/25 Council meeting



Legislative Agenda - Priority Areas

- Advance Equity
- Affordable Housing and Homelessness
- Clean Water and Healthy Ecosystems
- Economic Prosperity
- Safe and Reliable Transportation
- Waste Management and Reduction



Advance Equity and Support Tribal Interests

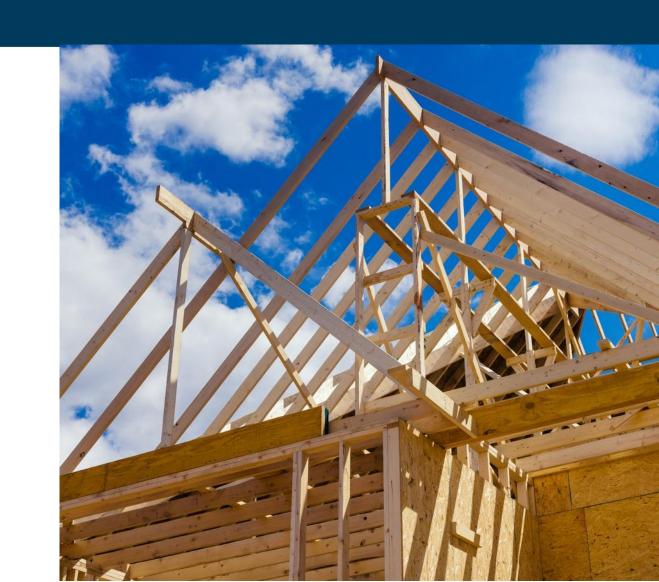
• Enact the federal Equality Act.

 Establish a federal Truth and Healing Commission on Indian Boarding School Policies.



Affordable Housing and Homelessness

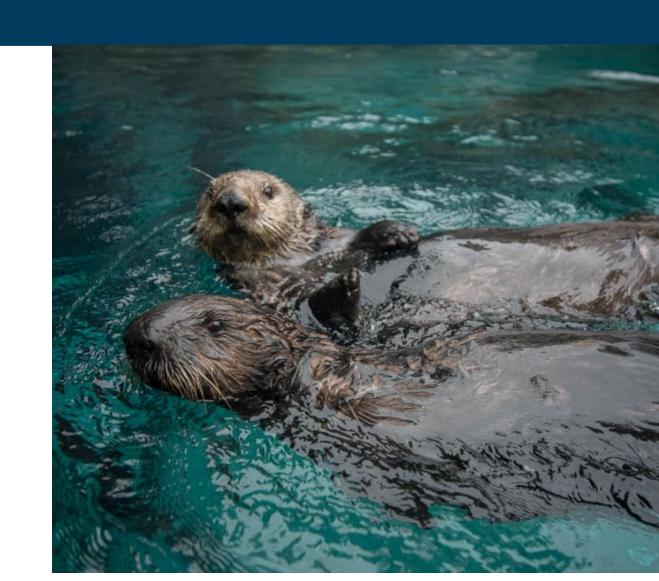
- Low-Income Housing Tax Credit reform to increase Private Activity Bond allocations
- Integrate housing and behavioral health services into Medicare/Medicaid programs



Clean Water and Healthy Ecosystems

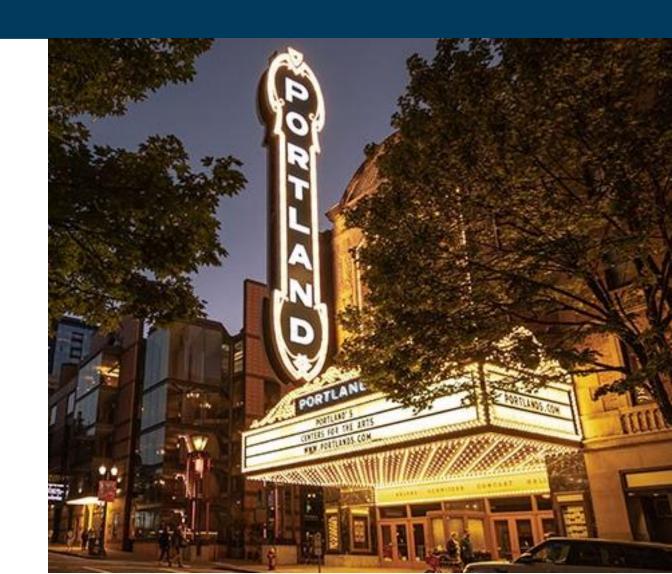
 Reintroduce sea otters off the Oregon coast

 Remediate environmental contaminants at Willamette Cove



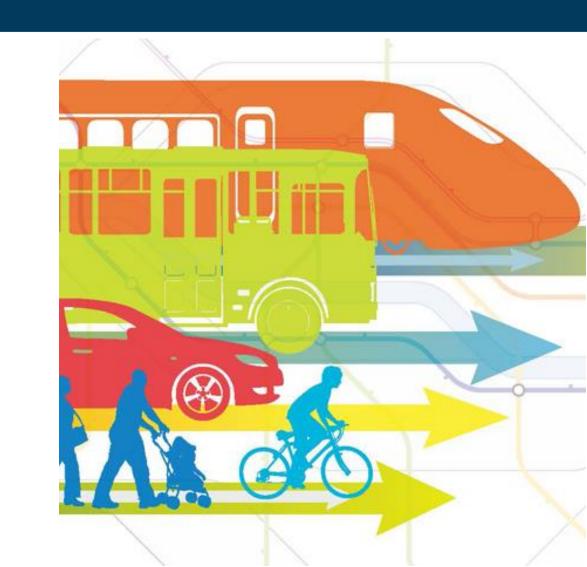
Economic Prosperity

- Sustain and enhance Metro's public arts and culture venues
- Expand career pathway and workforce development programs



Safe and Reliable Transportation

- Promote innovative transportation funding mechanisms
- Secure federal funding for transportation projects, transit corridors, and active transportation



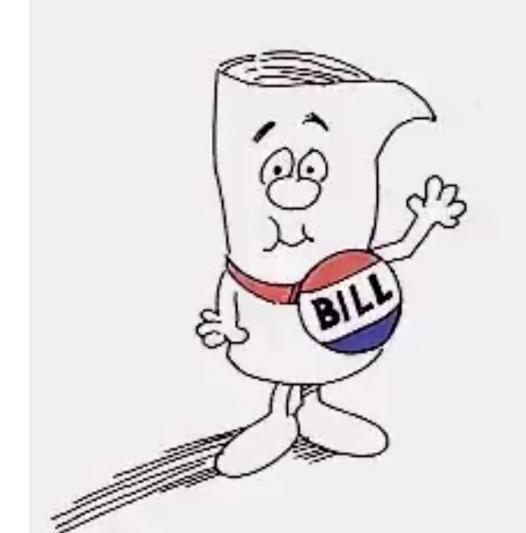
Waste Management and Reduction

- Expand access to recycling and composting services and facilities.
- Expand consumer's right to repair.



Discussion Questions for Metro Council

- Are there additional legislative topics which the Council would like staff to explore?
- Are there particular legislative positions that the Council would like staff to prioritize in 2024?



oregonmetro.gov





Metro Council Work Session | January 9, 2024

Oregon Zoo Bond Renewal Framework

Mission

The Oregon Zoo connects our community to the wonder of wildlife to create a better future for all.



Sharing good news

Critically endangered baby rhino born at the Oregon Zoo



Oregon Zoo welcomes new opossum 'Homer' from Alaska



Oregon Zoo welcomes two new tigers



Crowds turn out for Zoo Lights

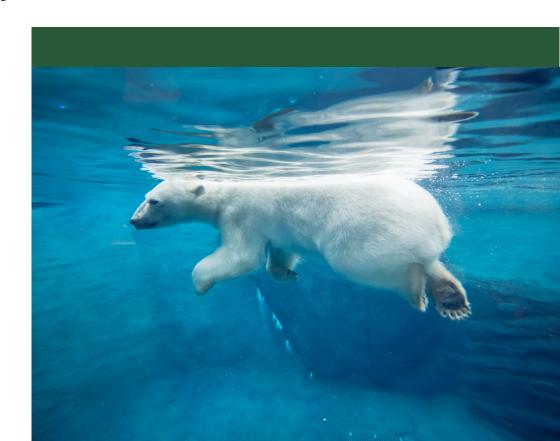






Community support: 2008 Bond

- Nearly 40% of zoo updated
- Focus on animal well-being, sustainability
- All projects completed on time and on budget



Building on our successes





Campus Plan/Bond Renewal timeline

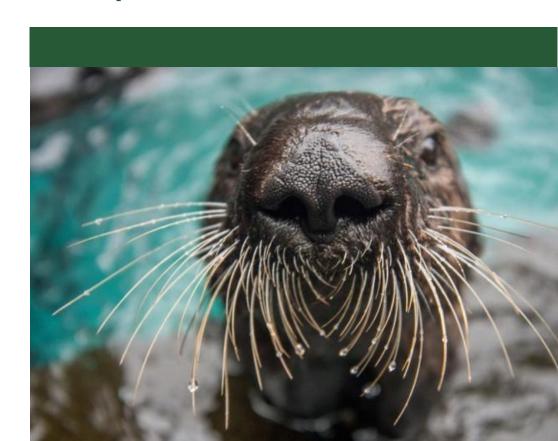


Phase II: Investment prioritization

Throughline of key values

Consulting our experienced staff

Confidence in project delivery and impact



Proposed bond renewal priorities

- Protecting animal health and well-being
- Providing conservation education
- Conserving water and energy
- Ensuring a welcoming zoo for all
- Advancing species conservation/recovery

Investment timeline: 10-15 years





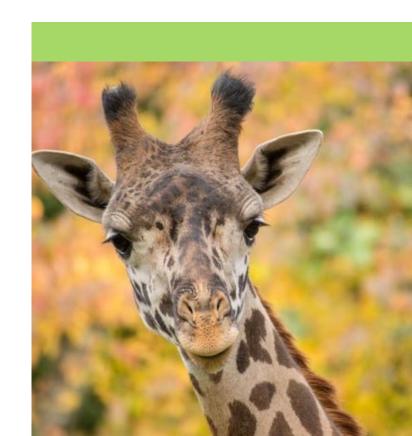
Investment Framework: Outline

Background: Campus Plan, 2008 Bond impact

Investment priorities

Implementation commitments

Further implementation planning timeline



Recommended May 2024 Zoo Bond Renewal Measure

Authorize up to \$380 million in general obligation bonds for animal health, conservation education, sustainability

Estimated rate: 8.5 cents/\$1,000 assessed value Approx. \$1.95/month for home with \$275K assessed value *No increase in tax rates if measure passes*



Proposed next steps

Council

Referral Consideration: Feb. 1, 2024 | Oregon Zoo

Resolution: Refer Bond Renewal Measure to May 2024 ballot

Exhibits: Ballot title, Bond renewal investment framework

Staff

Finalize referral materials

Pre-referral outreach and communications

Develop post-referral informational communications (website, postcard)



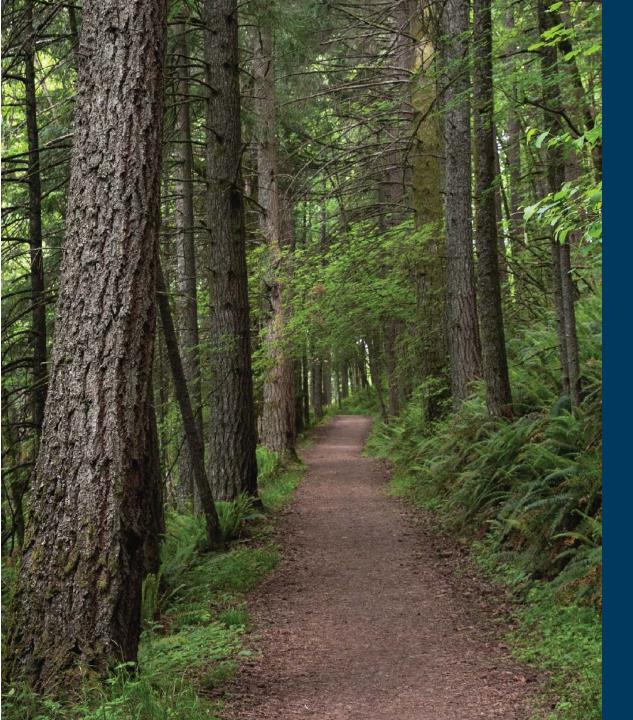
Discussion

Does Council have feedback as we finalize materials for a referral decision?











Regional Waste Plan 2022 Progress Report

January 2024

Today's presentation

Waste Prevention and Environmental Services

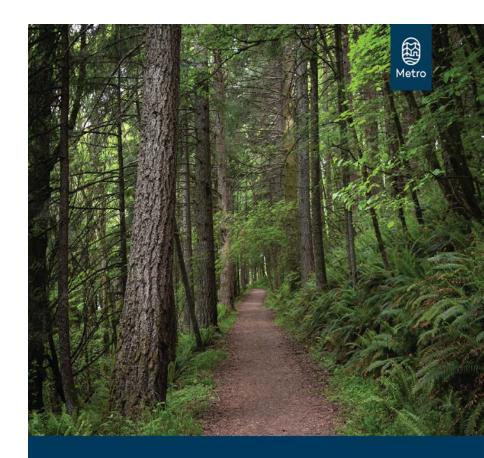
Upcoming engagements and key decisions

Regional Waste Plan Progress Report

Framework for measuring progress

Waste reduction and environmental impact outcomes

2022 results



Waste Prevention & Environmental Services

Regional Waste Plan Progress Report

Waste Prevention and Environmental Services

Our primary responsibility is to conserve resources through waste reduction and manage garbage, recycling and hazardous waste safely for people and the environment.



Services and to protect community investment



Planning and partnerships



Regional Waste Plan Outcomes

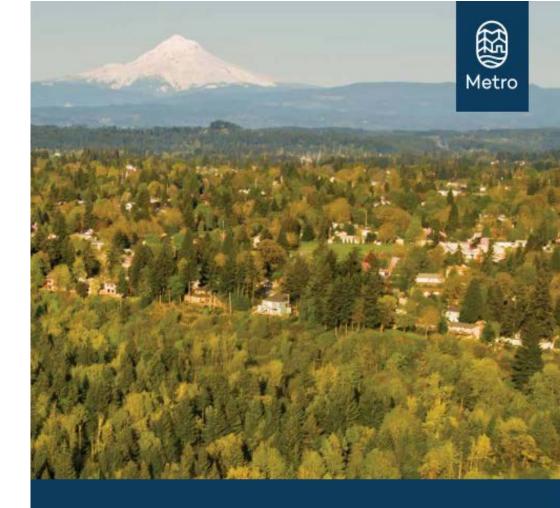


Recovery goal: 64 percent by 2025

Waste generation goal: 15 percent below 2012 waste

generation levels by 2025, and 40 percent below 2012 levels

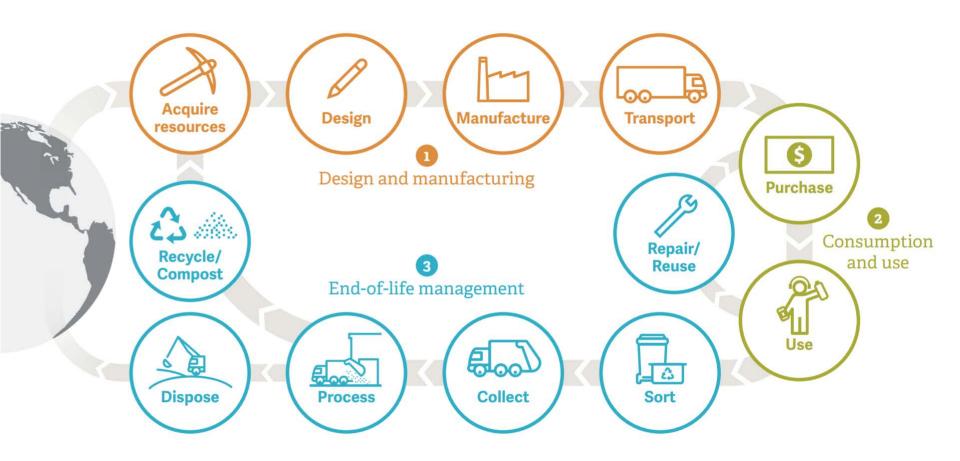
by 2050



2030 Regional Waste Plan

Equity, health and the environment

Addressing the full life of products



Reduction of harmful impacts by intervening earlier.

Looking ahead: Key Decisions



System Facilities Plan

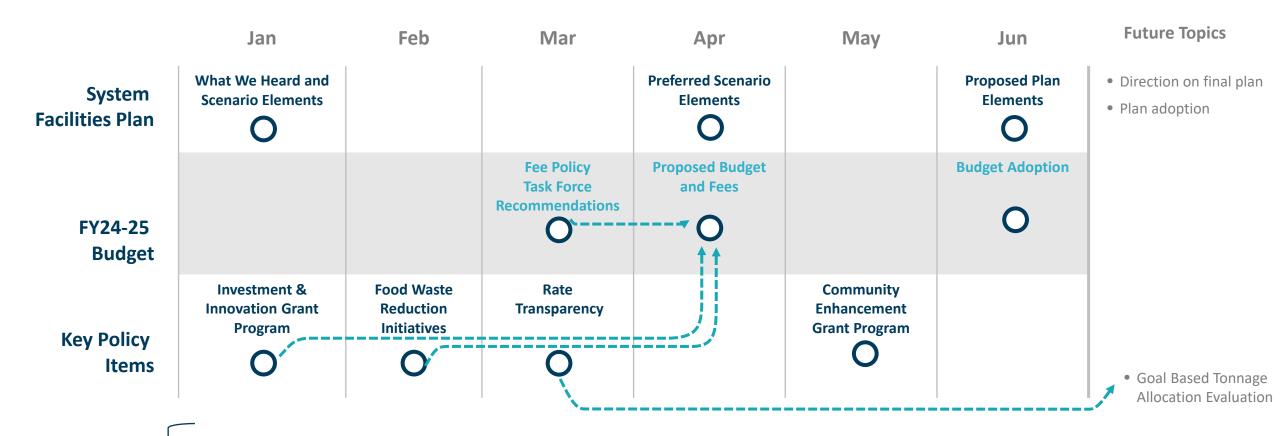


FY24-25 Budget



Key Policy Items

Decision Roadmap



Informational Topics

Regional Waste Plan Progress Report Regional System Fee Investments Solid Waste System Financing Capital Improvement Plan Recycling Modernization Act Implementation

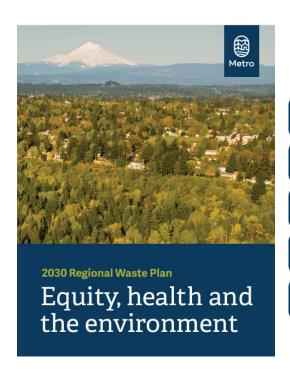
Today's Discussion





Regional Waste Plan measurement framework

Regional Waste Plan overview



Regional Waste Plan goal areas

Shared prosperity

Product design and manufacturing

Product consumption and use

Product end-of-life management

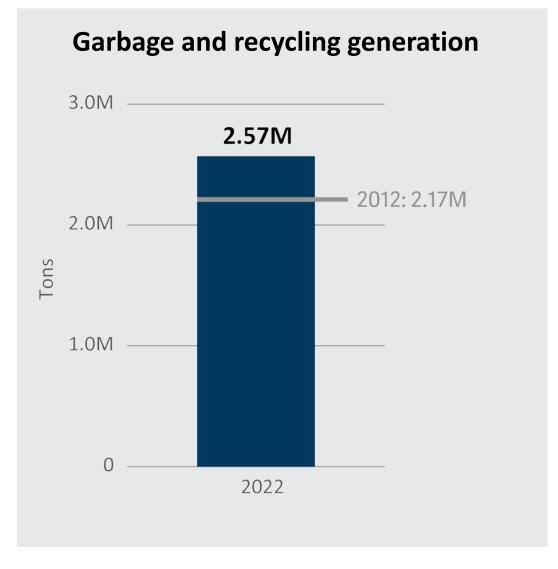
Disaster resilience



Regional Waste Plan priorities and outcomes



Generation and recovery outcomes



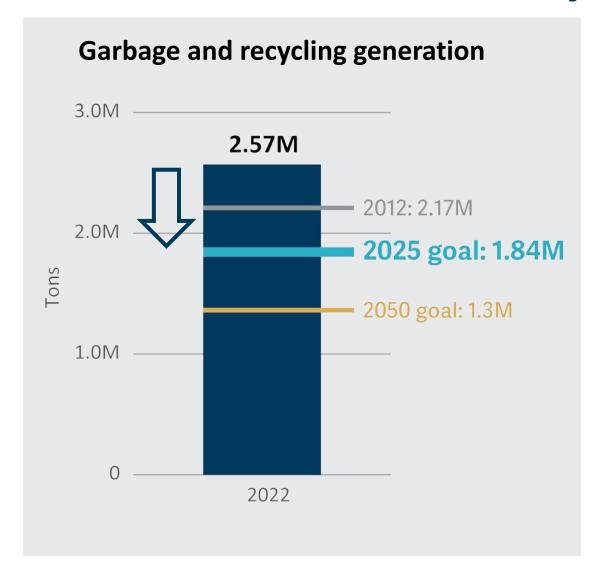
Includes:

- Waste sent to landfills
- Materials recovered for recycling, composting and energy

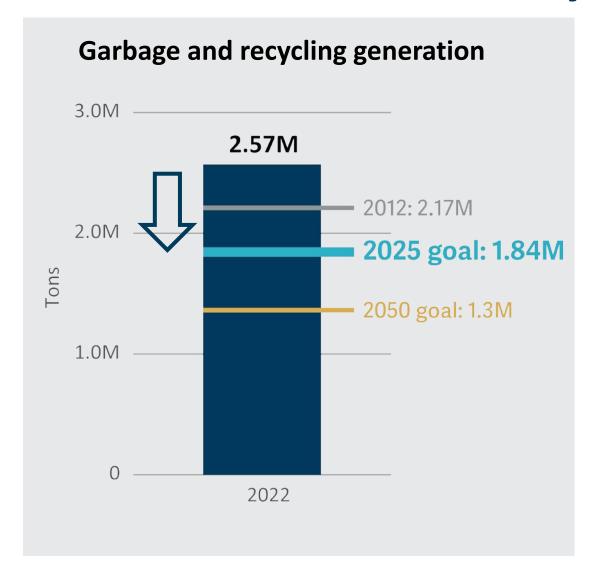
Does not include:

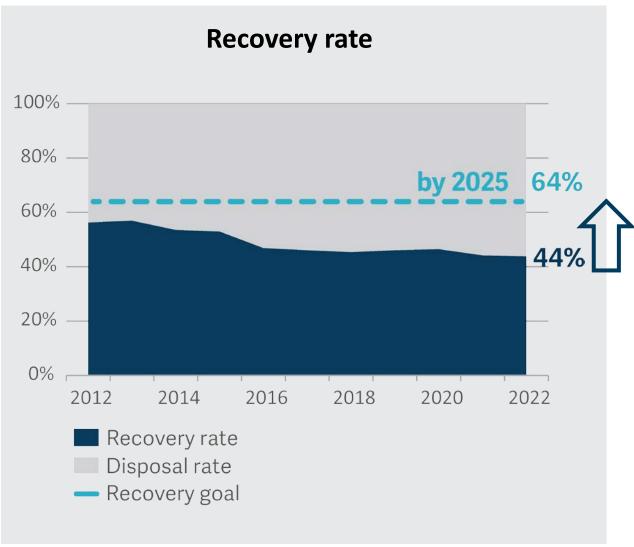
Reuse

Generation and recovery outcomes



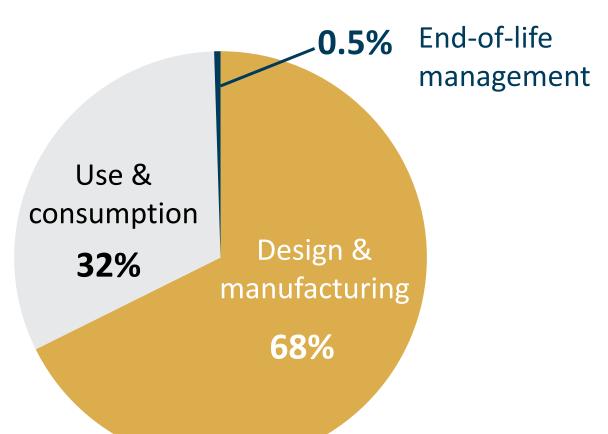
Generation and recovery outcomes





Measuring environmental impact

Greenhouse gas emissions from products and services consumed in the region in 2015



- Total emissions = 41 million MTCO2e
- Includes stuff (clothes, electronics, furniture), food, our homes, buildings, cars and services we use

Not all materials are created equal

Greenhouse gas emissions associated with producing 1 ton of material

Cardboard



5.6 MTCO2e

Portable electronics



29.8 MTCO2e

Construction lumber



2.1 MTCO2e

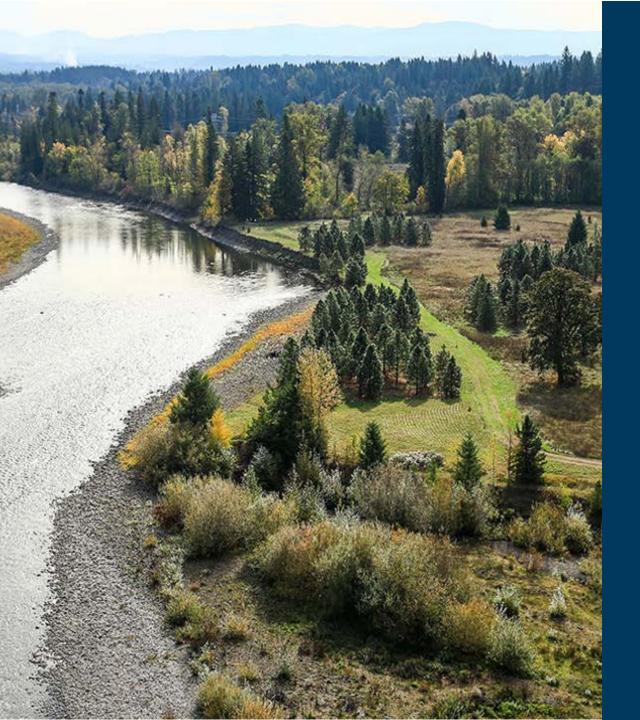
Glass



0.5 MTCO2e

Lighter

Heavier



Progress on implementation in 2022

Waste prevention & healthy environment



2022 highlights

- State legislative advocacy
- Waste prevention education
- Grants to support waste reduction and reuse
- Extended Producer
 Responsibility programs



State legislation phases out single use products





66

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.

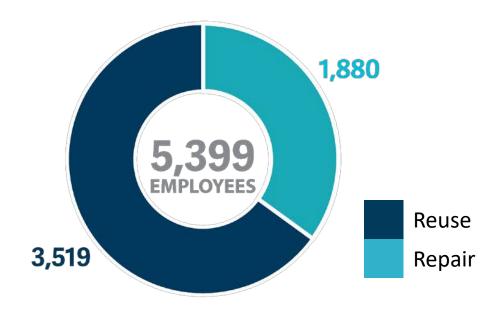


- Celeste Meiffren-Swango State Director of Environment Oregon

Capacity and impact of the reuse sector



Number of employees in reuse and repair businesses and organizations



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

- Represents thrift, household goods, electronics, textiles, building materials, food, etc.
- The reuse sector prevented an additional **153,400 tons** of waste in 2022.
- Goal: increase capacity and impact

Excellent, accessible & resilient system



2022 highlights

Planning and service improvements

- Garbage & Recycling System Facilities Plan
- Multifamily service standards, bulky waste collection
- Low-income rate assistance programs
- Implementation of Recycling Modernization Act

Community cleanup

- RID Patrol crews
- Regional Refresh partner projects
- State funded cleanups

Disaster planning

 Disaster Debris Reserve & Grant program

Regional Refresh Fund



66 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 of ROSE Community
 Development Corporation



Garbage and recycling facility rates



Number of private facilities charging above, near or below Metro facilities

Example: Garbage	Commercial & small business haulers	General public self-haul
Above Metro 5% above Metro or higher	3	1
Near Metro Within 5% of Metro (above or below)	4	0
Below Metro 5% below Metro or lower	0	O
Total facilities	7	1

- Compares reported transactions with estimated Metro charge for the same transactions
- Goal: Consistent rates across the region

Shared prosperity



2022 highlights

- Increasing representation on advisory committees
- Expanding leadership programs
- Funding awarded to organizations advancing racial equity
- Workforce development programs
- Raising wages for lowest paid workers







Advisory committees elevate community voices



66 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.

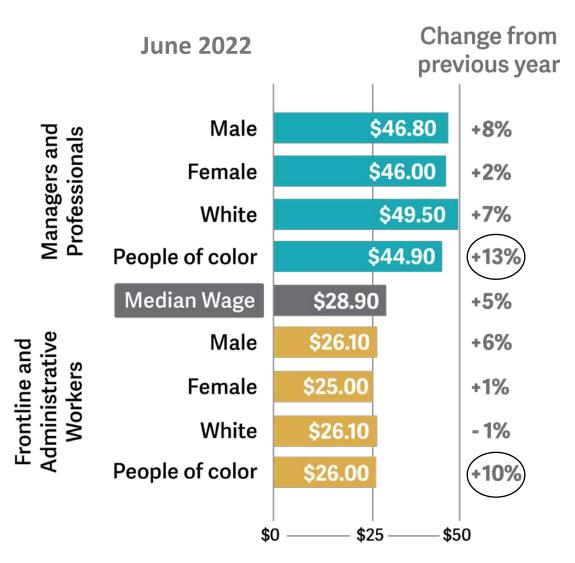
> Sharetta Butcher Regional Waste Advisory Committee

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 Garbage and Recycling Advisory Committee, Washington County



Median hourly wage of Metro solid waste workers



 MIT Living Wage estimate for a household of 2 adults & 2 dependents in greater Portland:
 \$28.10

Other household sizes

- 1 adult, no dependent: \$21.80
- 1 adult, 3 dependents: \$69.60

- Above living wage estimate
- Below living wage estimate

Next steps

- Report and accompanying flyer will be published on Metro's website
- Email roll-out to partners and the public in January/February 2024

Progress report flyer (English & Spanish)



Discussion

1) What results resonated with you the most? What results do you want to share with others?

2) Do you have any other feedback for us?