

Council work session agenda

Tuesday, September 19, 2023

10:30 AM

Metro Regional Center, Council Chamber,
[https://www.youtube.com/live/r74Ng4jVua](https://www.youtube.com/live/r74Ng4jVuaQ?si=e2PRla_WysvqKe9E)
[Q?si=e2PRla_WysvqKe9E,](https://www.youtube.com/live/r74Ng4jVuaQ?si=e2PRla_WysvqKe9E)
<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/live/r74Ng4jVuaQ?si=e2PRla_WysvqKe9E

Call to Order and Roll Call

Work Session Topics:

10:30 2024 Urban Growth Management Decision: Work [23-5910](#)
Program Status Updates

Presenter(s): Malu Wilkinson (she/her), Equitable Development and
Investments Program Director, Metro
Eryn Kehe (she/her), Urban Policy and Development
Manager, Metro
Ted Reid (he/him), Principle Regional Planner, Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

11:30 Garbage and Recycling System Facilities Plan [23-5919](#)

Presenter(s): Marta McGuire (she/her), WPES Director, Metro
Estee Segal, Principal Planner, Metro
Luis Sandoval, Principal Planner, Metro
Lyndsey Lopez, Waste Planning and Strategy Lead, Jacobs
Joey Velasquez, Environmental Engineering Associate,
Jacobs

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

12:10 Chief Operating Officer Communication

12:25 Councilor Communication

Adjourn

2024 Urban Growth Management Decision: Work Program Status Updates
Work Session Topics

Metro Council Work Session
Tuesday, September 19th, 2023

2024 URBAN GROWTH MANAGEMENT DECISION: WORK PROGRAM STATUS UPDATES

Date: August 30, 2023
Department: Planning, Development, and
Research
Meeting Date: September 19, 2023

Prepared by: Ted Reid, Principal Regional
Planner ted.reid@oregonmetro.gov
Presenter(s): Malu Wilkinson (she, her)
Eryn Kehe (she, her); Ted Reid (he, him)
Length: 60 minutes

ISSUE STATEMENT

Under state law, the Metro Council is required to – at least every six years – determine whether the urban growth boundary (UGB) has adequate land for expected housing and job growth. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates, particularly related to engagement activities.

ACTION REQUESTED

Update the Council on implementation of the work program for the 2024 urban growth management decision, including:

- The proposed engagement plan, including the stakeholder roundtable
- Initial ideas for possible UGB conditions of approval

IDENTIFIED POLICY OUTCOMES

State law and regional policies lay out an intention to make efficient use of land inside the UGB and to only expand the UGB if there is a demonstrable regional need to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning.

The Council will make a growth management decision by the end of 2024. As part of that decision, the Council will need to also decide on conditions of approval if it adds any land to the UGB.

POLICY QUESTION(S)

- Does the Council have any feedback on the proposed engagement plan?
- Does the Council have any initial direction on possible conditions of approval for any UGB expansions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Council may provide staff with direction on:

- The proposed engagement approach
- Possible UGB conditions of approval

STAFF RECOMMENDATIONS

- Staff recommends proceeding with the proposed engagement plan.
- Staff recommends that the Council describe its policy interests regarding any potential UGB expansion areas so that staff can propose some options for UGB conditions of approval.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

As the Council is aware, several stakeholder groups follow urban growth management decisions closely and staff expects this decision to be no different. While these stakeholders at times have differing opinions or interpretations, staff has found that a focus on city readiness and concentrating growth management discussions around actual expansion proposals makes practical sense to all. Consequently, that focus on city readiness is a consistent theme in the work program.

Metro strives for transparency in its growth management work, which can be challenging given its highly technical aspects. The 2024 decision will provide opportunities for stakeholders to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the Stakeholder Roundtable, the Land Use Technical Advisory Group, and the Youth Cohort.

BACKGROUND

At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. The Council also directed staff to periodically update the Council on work program implementation, particularly related to engagement activities.

ATTACHMENTS

- Is legislation required for Council action? ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today?
 - Proposed 2024 Urban Growth Management Decision Engagement Plan
 - Memo providing background on UGB conditions of approval

Draft Public Engagement Plan

2024 Urban Growth Management Decision

July 2023

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INTRODUCTION

Regional readiness for population, housing, and job growth

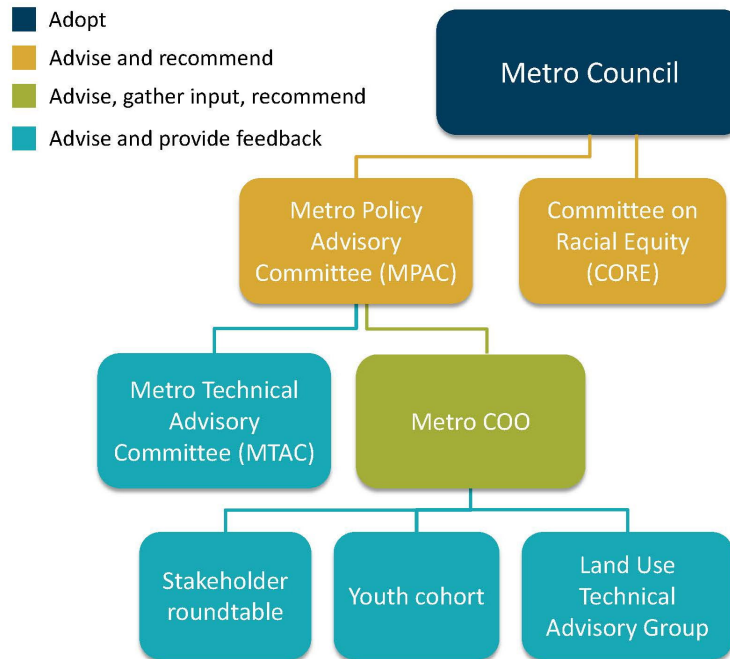
The Metro Council is required under state law to adopt – by the end of 2024 – an assessment of the region’s capacity to accommodate the next twenty years of housing and job growth inside the urban growth boundary (UGB). This engagement plan outlines the spectrum of activities that will inform the Council’s decision, from formal Metro Council and advisory committee meetings to presentations to outside organizations and outreach to local jurisdictions.

Metro seeks to improve its growth management practices every time it undertakes this cyclical process. As always, Metro will strive to improve the data analysis that informs decision makers. Likewise, Metro will continue its emphasis on land readiness to ensure that decisions emphasize the governance, market, and infrastructure conditions that must be present to produce housing and jobs. This process will differ from past decisions by applying a greater focus on the housing needs of all income groups, particularly households with lower incomes. This focus on affordability advances shared goals of increasing housing production for those that have the fewest choices.

The engagement approach during this project will encompass a variety of audiences with a priority to increase the transparency of the inputs and assumptions that make up the urban growth report. Traditionally, the general public has not shown much interest in this process. We don’t know whether the information has appeared too complex, or the proposed expansions do not seem personally relevant. Regardless, a goal for this project is to simplify the key messages to increase awareness and understanding of the decision-making process and highlight the relevant opportunities for input.

URBAN GROWTH MANAGEMENT DECISION-MAKING FRAMEWORK

Metro has a statutory responsibility to manage the UGB for the Metro region. Its existing decision-making framework is shown below.



The decision-making framework includes the Metro Council and three advisory committees (MPAC, MTAC, CORE) that will review, provide input and in some cases make recommendations on the development of the urban growth report. Integral to this decision-making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.

Metro’s Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion. CORE will provide input at key points in the urban growth management decision-making process. CORE’s input will be shared with Metro’s other advisory committees for consideration. The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues at the policy level, and the Metro Technical Advisory Committee (MTAC) provides input to MPAC at the technical level.

Metro staff, including the Chief Operating Officer, will receive feedback from the stakeholder roundtable, youth cohort, and land use technical advisory group and share this information with the Metro advisory groups with regularly scheduled update presentations. These groups will be described in the Engagement Activities section of the document.

PUBLIC ENGAGEMENT GOALS & OBJECTIVES

The plan is in alignment with Metro’s agency wide Strategic Plan to Advance Racial Equity, Diversity and Inclusion, and the Planning, Development and Research Departmental Strategy for Achieving Racial Equity. A youth cohort will be convened with diverse membership and representation across all three Metro counties. The stakeholder roundtable membership will reflect a range of voices, variety of experiences and perspectives, and regional representation.

The desired outcome of the engagement is to:

- Increase transparency of the assumptions and inputs of the analyses in the Urban Growth Report
- Expand outreach to a broader range of stakeholders and perspectives, including youth
- Simplify key messages for presentations and communication to a variety of audiences
- Capture feedback from across the region in advance of key milestones and share input with decisionmakers
- Increase communication and coordination with local jurisdictions to improve readiness of city proposals for expansion

The information gathered from engagement activities will be shared with decision-makers to ensure they have opportunity to contemplate and fully consider public input.

PUBLIC ENGAGEMENT APPROACH

Increase transparency of the decision-making process, assumptions, and analysis inputs

Advisory groups will serve as the primary engagement mechanisms for collaboration and consensus building for this UGM process. In addition to these groups, engagement with other interested individuals, communities and organizations will be an important element of the engagement strategy.

- Provide information to the public about urban growth management and its function in clear, engaging, and simplified ways
- Encourage public access to review city expansion proposals with opportunities to submit public comments
- Demystify the urban growth management decision-making process, correct common misunderstandings about the role of Metro and the UGB, and increase access to the background analysis and data that make up the Urban Growth Report
- Emphasize the Urban Growth Report (UGR) as a decision-support tool: The draft UGR that staff will release in the summer of 2024 will not be a conclusive determination of regional need for land. The draft UGR will provide high quality, peer-reviewed analysis that will serve as a decision support tool for policy makers
- Focus on readiness: Focus policy discussions on the readiness of cities to urbanize possible expansion areas (concept planned Urban Reserves)
- Deepen understanding of and access to Council decision-making process

- The Council’s decision will include a regional housing needs analysis. That analysis will inform a subsequent Regional Housing Coordination Strategy that Metro is required to complete by the end of 2025.
- Expand awareness of potential equity impacts

ENGAGEMENT ACTIVITIES

Summary

Group	Level of engagement (inform, consult, involve, collaborate, empower)	Discussion format and purpose
MPAC	Involve	Monthly or bimonthly updates; advice given to Council
MTAC	Consult	Monthly meetings; feedback given to MPAC
CORE	Involve	4-6 meetings over the course of the project; feedback given to staff and Council
Metro Council	Decision-maker	Bi-monthly work sessions; feedback given to staff; receive feedback from advisory committees; listening role on stakeholder roundtable; decision makers
Stakeholder roundtable	Involve	Monthly or bi-monthly meetings to provide input and feedback on urban growth report analyses; feedback given to staff
Youth cohort	Involve	8 meetings; feedback shared with staff, MPAC, and Council
Land use technical advisory group	Involve/Collaborate	Collaboration and technical advice given to staff
Metro cities and counties	Involve	Direct communication with Metro staff and Councilors

		through proposal process, surveys, interviews, and visits
General public	Inform and consult	Outreach via Metro website, social media, and open invites to public meetings

Metro advisory group meetings

MPAC

The Metro Policy Advisory Committee (MPAC) will be engaged in policy discussions like those that the Council engages in throughout the process. MPAC will be asked for its advice to the Metro Council in late summer 2024. MPAC's advice will focus on policy options for increasing the region's readiness for housing and employment growth and the merits of any city proposals for handling some of that growth through concept planned UGB expansions.

MTAC

The Metro Technical Advisory Committee (MTAC) will provide advice on technical aspects as needed. Local jurisdiction staff review of the buildable land inventory will be essential and Metro will reconvene the ad-hoc Land Use Technical Advisory Group, which has overlap with MTAC membership for this purpose. MTAC will also be asked to review of any city proposals for UGB expansions. Lastly, MPAC may request MTAC's technical advice on topics.

CORE

Metro's Committee on Racial Equity's (CORE) advice will be sought on the formation of a diverse youth cohort to both learn about and advise on Metro's growth management approach. After additional discussion with CORE, staff will identify the appropriate timing of further engagement with the committee over the course of this work program. CORE has, in particular, expressed an interest in reviewing city proposals for UGB expansions.

Metro Council meetings

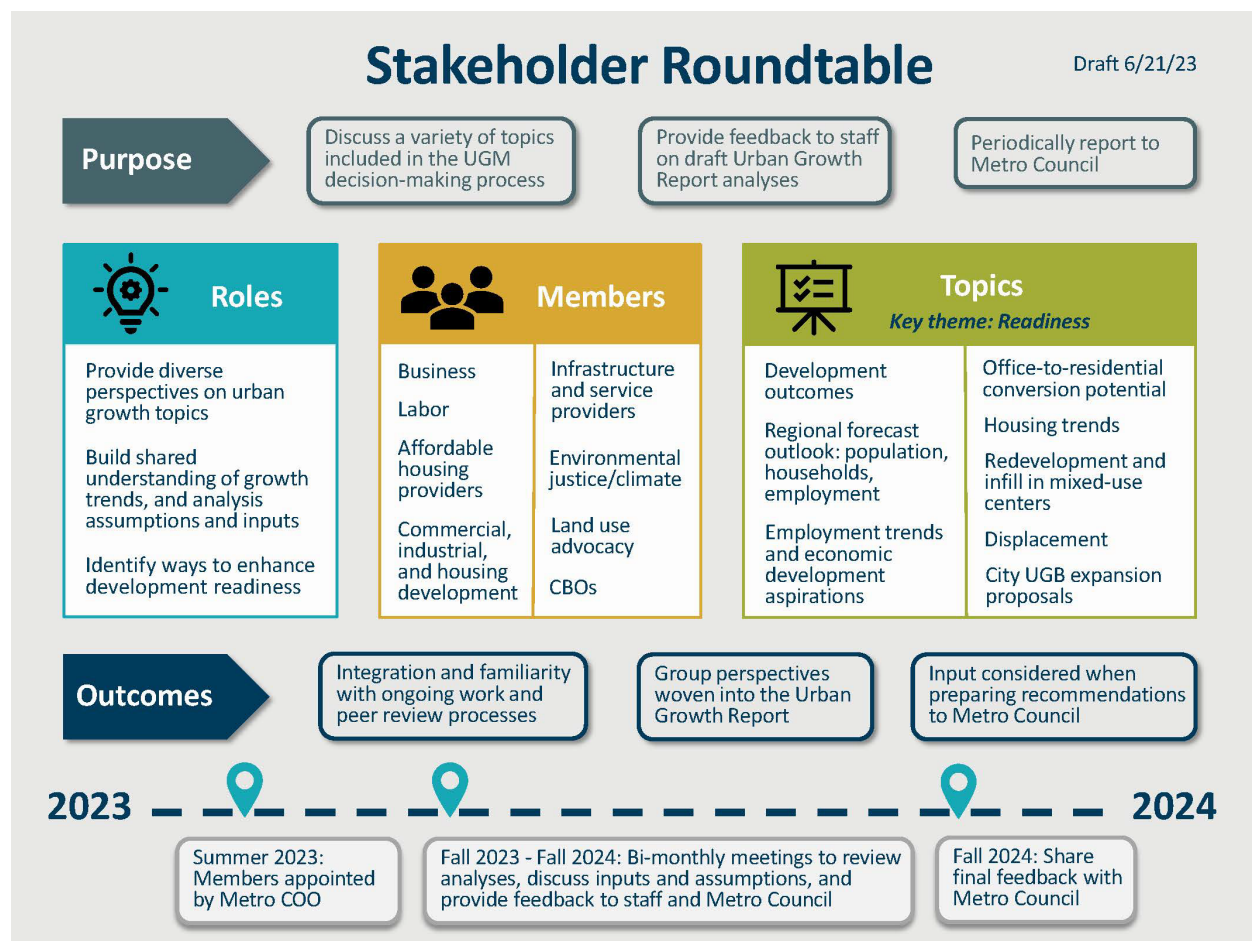
Leading up to the Council's decision in late 2024, policy makers will engage in discussions of a variety of growth and development trends as well as reviewing any UGB expansion proposals submitted by cities. Policy maker discussions will focus on development readiness, additional actions that may be needed to increase housing production and economic growth inside existing urban areas, and specific city proposals for addressing housing and employment needs in UGB expansion areas. Metro Councilors will engage directly with their local elected counterparts throughout this process. Metro Councilors will also be invited to observe stakeholder roundtable discussions.

Stakeholder roundtable

For the 2024 urban growth management decision, Metro staff will convene a stakeholder roundtable to inform the content of the 2024 UGR through contributing their perspectives on the content and analyses. To facilitate stakeholder roundtable discussions, staff will convene the group throughout this process, bringing forward summaries of ongoing work around growth trends and other relevant topics.

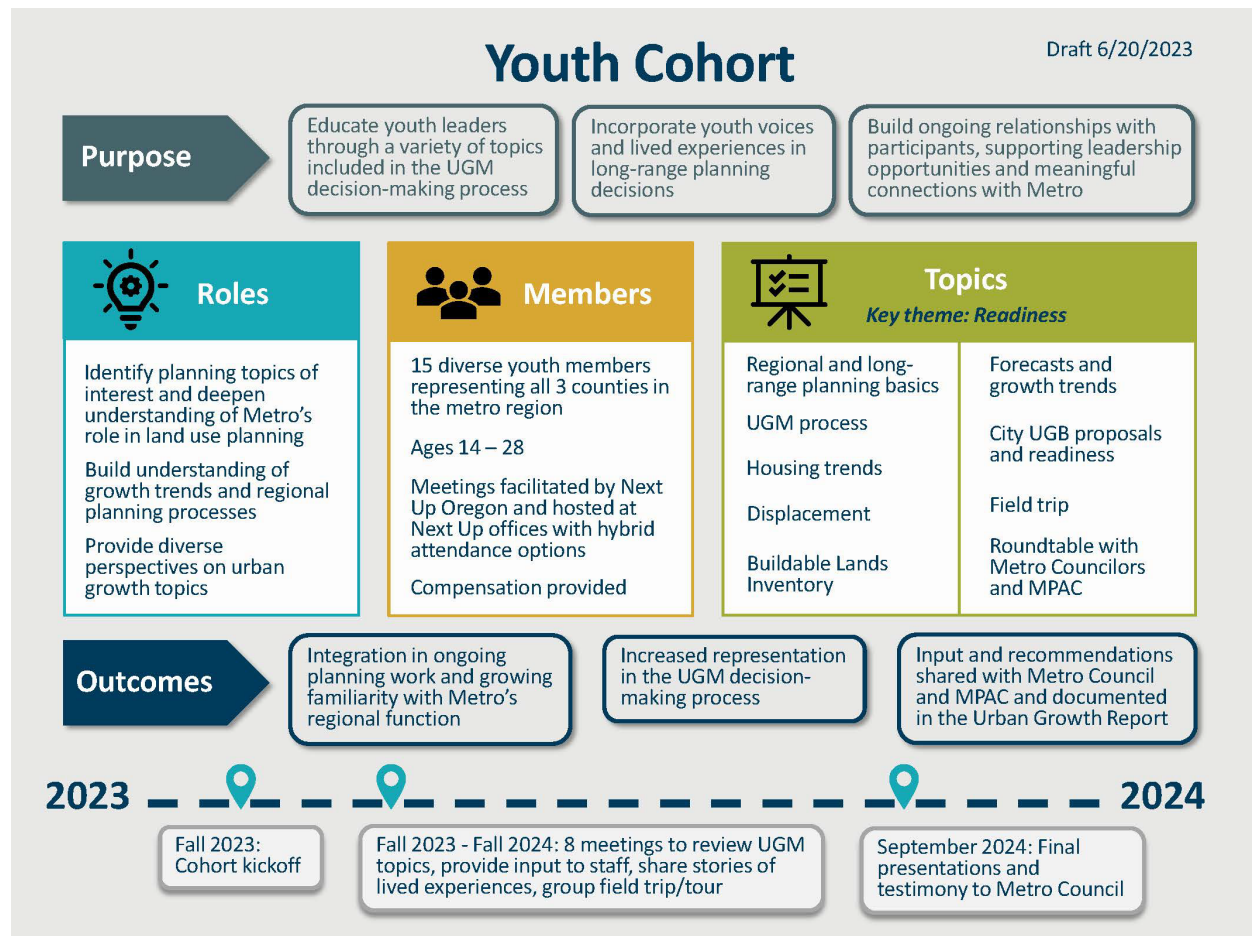
Stakeholder roundtable discussions and perspectives will be reflected in the 2024 UGR and the Metro COO will consider the group's feedback on a variety of topics when preparing recommendations for the Metro Council. To provide that feedback, the committee will have regular opportunities to familiarize itself with ongoing work and peer review processes. Committee representatives will be asked to summarize the group's discussions at Metro Policy Advisory Committee (MPAC) and Metro Council meetings.

Staff will consider the group's feedback when preparing a recommendation for the Metro Council UGB decision.



Youth cohort

In addition to the stakeholder roundtable, staff will convene a youth cohort with the intention of providing leadership opportunities and seeking a younger generation's perspective on long-range planning related topics. The youth cohort will support integration and growing familiarity with ongoing planning work and increase representation in the UGM decision-making process. Input and recommendations from the youth cohort will be shared with Metro Council, MPAC, and CORE.



Technical peer review groups

Several technical peer review groups will be engaged in the development of the 2024 UGR. Those will include:

Regional Forecast: a peer review group consisting of economists and demographers will review regional forecast methods and results.

Buildable land inventory: the Land Use Technical Advisory Group, consisting of local jurisdiction planning staff and other development specialists will review buildable land inventory and growth

capacity estimation methods and results. The draft inventory will also be made available for review by all local jurisdictions.

Additional interest group presentations

As different components of the project are completed, Metro staff will provide update presentations to various jurisdictions, professional associations, and other interest groups. Examples of these groups include County planning directors, Greater Portland Inc, Economic Development Local Practitioners, and the Commercial Association of Brokers.

These presentations will occur at various times leading up to the conclusion of the project. Metro staff will compile a final summary list of these presentations and audiences as part of the urban growth report engagement section.

Local jurisdiction engagement

As described in this engagement summary, this decision-making process is centered on city readiness. As such, there will be a heavy emphasis on the merits of city proposals for concept planned UGB expansions.

Metro staff, Councilors, and the Chief Operating Officer will conduct outreach to local elected officials and planning staff to understand plans for growth, challenges in their communities, and resource needs. These conversations will increase transparency and communication between Metro and local jurisdictions and help Metro to anticipate forthcoming expansion proposals. Additionally, this information will be used to update and improve the 2040 planning and development grants program to better meet the discussed needs.

Cities will be responsible for leading local engagement on concept planning Urban Reserve areas. Public engagement is a required component of developing and submitting a concept plan for a proposed expansion area. The concept plans for proposed expansion areas will be released as appendices to the Urban Growth Report and made available for region-wide public feedback.

Local jurisdiction staff will also have opportunities to provide peer review of the buildable land inventory.

Public communication

The public will have access to the progress of the urban growth report and accompanying analyses throughout the project as the Metro project page is periodically updated.

Metro website and news articles

The UGM project page could include a variety of elements to present the analyses and background information in a simplified, clear, engaging way. The purpose is to provide robust data and a comprehensive analysis of the region and its needs in a compelling format that invites greater understanding of the decision-making process and opportunities for feedback. Examples of potential web features include:

- Interactive map
- Urban Growth Boundary myth vs. reality “quiz”
- Quick learning guides about UGR components
- “What’s in a BLI?”
- Displacement analysis
- Our region in numbers
- Guide for submitting comments about the UGR

Social media

Metro’s social media channels, primarily Instagram, can be used to present key graphics to reach a broad audience and direct them to learn more about urban growth management and clarify common misconceptions or misunderstandings about this work. The goal of this outreach is to be eye-catching and accessible. Social media posts could include:

- UGB comic
- Youth cohort field trip footage
- Slideshow explainers of different analyses or interesting findings
- Time capsule series – look through UGB decisions of the past – “where are they now”

Public hearings

Most Metro advisory committee meetings during this process are open to the public. The most formal opportunity for testimony is the official public hearing in September 2024 to discuss the COO recommendations. However, beyond this opportunity, the public may participate in additional meetings through listening in to the presentations and are welcome to send comments and questions to the project team. The website will be kept current to provide information about relevant public meetings.

PROJECT TIMELINE



- Technical work and analysis**
 - Forecasts
 - Land inventories
 - Trends analysis
 - Modeling
- Stakeholder engagement**
 - Jurisdictional outreach
 - Stakeholder group
 - Youth cohort
- City expansion proposals**
 - Dec 2023: Letters of interest due
 - April 2024: Proposals due
 - 2040 Planning & Development Grants available*
- Metro Council decision**
 - Summer 2024: Draft UGR
 - Stakeholder group, COO recommendations
 - Fall 2024: MPAC, CORE recommendations
 - Council direction to staff
 - Public hearings
 - Dec 2024: Council decision

Detailed engagement timeline

Summer 2023: Convene stakeholder roundtable; Convene Land Use Technical Advisory Group to provide advice on methods for determining the buildable land inventory

Fall/winter 2023: Convene youth cohort; Local jurisdiction review of preliminary buildable land inventory results

December 1, 2023: Cities submit letters of interest for UGB expansions

Winter 2023/2024: Peer review of regional population, household, and employment forecast

April 5, 2024: City proposals for UGB expansions due

June 28, 2024: Release draft UGR and appendices

June 28, 2024: Public comment period open for the UGR and city expansion proposals

July 9, 2024: Council work session discussion of draft UGR

July 17, 2024: MTAC discussion of draft UGR

July (TBD), 2024: Stakeholder roundtable discussion of draft UGR

July 18, 2024: CORE discussion of draft UGR

July 24, 2024: MPAC discussion of draft UGR; request any MTAC advice

July 31, 2024: Public comment period for the UGR and city expansion proposals ends

August 23, 2024: Release COO recommendation

September 3, 2024: Council work session on COO recommendations

September 11, 2024: MPAC discusses recommendations to Council; request any final MTAC advice

September 18, 2024: MTAC advice to MPAC, if requested

September 19, 2024: CORE recommendation to Council

September 21, 2024: Council holds public hearing on COO recommendations

September 25, 2024: MPAC recommendation to Council

October 1, 2024: Council provides direction to staff at work session

Oct-Nov, 2024: Complete various required notice procedures

November 28, 2024: Council first reading of ordinance; public hearing

December 12, 2024: Council second reading of ordinance; decision

ENGAGEMENT ROLES AND RESPONSIBILITIES

<p>Policy partnerships: Council, MPAC, CORE</p> <ul style="list-style-type: none"> • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Incorporate input from partners, advisory groups, and the public 	<p>Community partnerships: Stakeholder roundtable, youth cohort, interest groups, public</p> <ul style="list-style-type: none"> • Provide community values, needs and priorities • Provide youth lived experience and perspective • Provide ideas and solutions • Provide input and feedback to Metro staff and decision-makers
<p>Technical partnerships: MTAC, land use technical advisory group</p> <ul style="list-style-type: none"> • Implement policy direction to update urban growth report • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers 	
<p>Technical support: Metro staff, EcoNorthwest, Johnson Economics</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and advisory groups 	

Urban growth management committees

Draft - 8/31/23

Adopt

Advise and recommend

Advise and provide feedback



Metro

Metro Council



Makes urban growth management decisions every six years based on information from staff and the community



Elected officials - Six Councilors and Metro Council President



A public hearing will be held before the urban growth management decision - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-council>

CORE



Advise Metro Council on strategies to advance racial equity across Metro's work areas



Members appointed by Metro Council



Standing committee with monthly meetings - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/committee-racial-equity>

MPAC



Advise the Metro Council on land use issues, including the urban growth boundary - established by the Metro Charter



21 voting members representing cities, counties, special districts and the public, and six non-voting members. Three Metro Councilors also participate as non-voting liaisons.



Meetings are the fourth Wednesday of each month - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/metro-policy-advisory-committee>

MTAC



Provide technical feedback to MPAC on regional land use issues including the urban growth boundary



35-member committee defined by the Metro Charter and made of planners, citizens, and business representatives



Meetings are monthly on the third Wednesday from Jan to Sept - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/metro-technical-advisory-committee>

LUTAG



Provide Metro staff with technical advice on the 2024 Urban Growth Report methods and results, with a particular focus on estimates of housing and job capacity based on local knowledge



Local land use planners from jurisdictions within the Metro boundary and other technical experts from interested organizations



Fall 2023 through spring 2024, meetings as needed

Youth cohort



Members learn about regional urban growth management in Oregon and how to participate in decision-making



15 young people from across the region, ages 14-25



Eight meetings, from fall 2023 - fall 2024

Urban growth report stakeholder roundtable



Members contribute perspectives to the content of the 2024 Urban Growth Report



Range of stakeholders representing a variety of industries and work or live in different parts of the region



Monthly meetings September 2023 to spring 2024 - *open to the public*

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 13, 2023
To: Metro Council President Peterson and Metro councilors
From: Ted Reid, Principal Regional Planner
Subject: 2024 urban growth management decision: preliminary discussion of possible conditions of approval

Purpose

The Metro Council will make its next cyclical urban growth management decision in December 2024. As described in the work program endorsed by the Council, the Council's decision will be supported by extensive analysis and engagement. If the Council determines that there is a regional need to expand the urban growth boundary (UGB), it may choose among designated urban reserve areas for expansion. Per the Urban Growth Management Functional Plan, the Council will also place conditions of approval on any expansion. This memo is intended to begin a Council discussion about its priorities for any such conditions of approval.

Concept planning requirements

Since 2010, the Metro Council has had a policy to only expand the UGB into urban reserves that have been concept planned by a local jurisdiction. To ensure that this requirement is not a barrier, Metro provides grant funding for concept planning. Title 11 (Planning for New Urban Areas) of Metro's Urban Growth Management Functional Plan describes what must be included in a concept plan. Those requirements cover topics like infrastructure locations, funding sources, ecological protection, transportation connectivity, parks, trails, affordability, housing choice, and a healthy economy. This concept planning requirement has proven crucial for ensuring that a city is ready to urbanize an expansion area.

However, notably absent from those provisions are specific requirements for housing or job densities, affordability, and housing mix. Title 11's flexibility recognizes that these local plans need to respond to local contexts as well as regional needs. The potential flipside of this flexibility is that there may be a lack of clarity about what makes for a compelling UGB expansion proposal.

Some of this ambiguity is resolved by newer state laws and administrative rules. For example, when completing concept plans, local jurisdictions are mindful of complying with state laws such as those that require allowing for a variety of middle housing types in neighborhoods that allow single-family housing.

UGB conditions of approval

Title 14 (Urban Growth Boundary) of Metro's Functional Plan (section 3.07.1455) directs the Metro Council to impose conditions of approval on UGB expansions to designate a 2040 Growth Concept design type for the expansion area, and to identify the number of dwelling units expected to be provided in the area. That code section goes on to provide that the Council may:

"(c) ... establish other conditions it deems necessary to ensure the addition of land complies with state planning laws and the Regional Framework Plan. If a city or county fails to satisfy a condition, the Council may enforce the condition after following the notice and hearing process set forth in section 3.07.850 of this chapter."

The above-quoted code provision provides the Metro Council with broad authority to impose conditions of approval on UGB expansions to satisfy the goals and policies in the Regional Framework Plan. It also expressly provides the Metro Council with authority to enforce those conditions under Title 8 of the Functional Plan.

Policy considerations for the Metro Council

Pending a Metro Council determination that there is a regional need to expand the UGB in 2024, to further clarify its policy interests the Metro Council may wish to consider the conditions of approval that it would place on any UGB expansions. Initiating that discussion now provides the Council with an opportunity to consider its options and provide additional clarity to any cities that may propose a UGB expansion in 2024¹. These conditions of approval also provide an opportunity for the Council to require development that it believes will advance its equity goals.

To facilitate the Council's initial discussion, staff has identified several topic areas that the Council could address in UGB conditions of approval. The following list is illustrative and includes examples of topics that have been addressed in past conditions as well as examples of topics that would be new for UGB conditions. The Council may wish to direct staff to develop options around these or other topic areas for further discussion by the Metro Policy Advisory Committee, the Metro Policy Advisory, and the Metro Council. Additional topics may emerge as the Council and advisory committees learn more about possible city proposals for UGB expansions.

- Minimum housing densities that exceed what would be expected with compliance with state laws for middle housing.
- A specific mix of housing types that must be allowed, for instance specifying a minimum share certain housing types.
- Requirements for planning for a mix of commercial and residential uses.
- Affordability provisions that could include, for instance, requirements for deed restrictions to ensure affordability for a specified time period.
- Industrial site protections that provide more specificity than current regional industrial land regulations. For example, there are no regional regulations that prohibit residential

¹ Per the work program endorsed by the Metro Council, letters of interest will be due December 1, 2023 and UGB expansion proposals will be due April 5, 2024.

uses in industrial areas or that specify which types of industrial uses are allowed (e.g., manufacturing, data centers, or fulfillment centers). Conditions of approval could provide additional clarity about intended uses.

- Site assembly requirements for large industrial sites.
- Public engagement expectations for city comprehensive planning after UGB expansion.
- Expected timelines for comprehensive planning.

Additional considerations for drafting conditions of approval

Over the last few growth management decisions, the conditions of approval adopted by the Council have become more specific, moving from asserting a minimum number of homes to plan for to requiring allowing for certain housing types. This specificity can be helpful for advancing Metro Council policy objectives and can provide clarity for cities as they proceed with comprehensive planning and zoning. However, this specificity can also present unforeseen challenges since local market, connectivity, or ecological factors are not always fully understood at the concept planning stage or at the time that conditions are adopted.

Staff suggests the following considerations when contemplating possible conditions of approval:

- Outside of adopting new regulations that apply regionally, the adoption of UGB conditions of approval is one of the Metro Council's few opportunities to advance its land use policy goals and to specify its expectations for any areas that it adds to the UGB. These conditions provide guidance to local jurisdictions and to Metro staff as we engage in subsequent local comprehensive planning efforts.
- Conditions of approval are developed without the benefit of the extensive analysis and engagement that a city undertakes when adopting comprehensive plan and zoning designations. Consequently, Metro should be mindful of how prescriptive its conditions of approval are so that cities can undertake more deliberate work to develop comprehensive plan and zoning designations. For instance, there may be legitimate questions about the market feasibility of certain housing types in certain locations.
- There is no need to reiterate or restate existing Metro regulations or state law requirements in conditions of approval. Doing so may create additional confusion. For instance, conditions of approval need not reiterate HB 2001 middle housing requirements. Conditions only need to address middle housing if they will establish requirements that exceed existing laws or regulations.
- Vague conditions can be hard to interpret by cities and difficult to enforce by Metro.
- Establishing deadlines for comprehensive planning can be useful for shortening the time between UGB expansion and development, but cities may also run into unexpected delays that are beyond their control. Consider a mechanism for Metro staff (COO) to grant extensions when necessary.

Garbage and Recycling System Facilities Plan
Work Session Topics

Metro Council Work Session
Tuesday, September 19th, 2023

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: THE GARBAGE AND RECYCLING SYSTEM FACILITIES PLAN

Date: September 8, 2023

Department: Waste Prevention and Environmental Services

Meeting Date: September 19, 2023

Prepared by: Estee Segal,
estee.segal@oregonmetro.gov

Presenters: Marta McGuire, Director;
Estee Segal, Principal Planner; Luis Sandoval, Principal Planner

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Length: 40 mins

ISSUE STATEMENT

This presentation is the third in a three-part Waste Prevention and Environmental Services series aimed at providing the Council with information on priority projects in FY24. This session will update Council on the Garbage and Recycling System Facilities Plan, review technical research recently completed to identify facility and infrastructure gaps in the region, and connect the research to the development of four scenarios that present different ways Metro could choose to invest in the future. These four scenarios will be shared and discussed with stakeholders at the Reuse, Recycling and Garbage System Symposium on September 27, 2023.

ACTION REQUESTED

No Council action is requested at this time. This is an informational session intended to provide background on technical research and provide information for the upcoming International Panel and Symposium.

IDENTIFIED POLICY OUTCOMES

- The Garbage and Recycling System Facilities Plan will provide an essential long-range infrastructure and investment plan needed to fulfill the Regional Waste Plan goals, including improving access to reuse, recycling and garbage services including 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.
- The Garbage and Recycling System Facilities Plan Values and Outcomes provided in Attachment A were endorsed by Metro Council in September 2022 and set the expected outcomes for the plan.

POLICY QUESTIONS

- Does Council have questions about the facility and infrastructure gaps identified through technical research which the four scenarios were developed to address?
- Does Council have questions prior to the Reuse, Recycling and Garbage System Symposium to be held on September 27, 2023?

STRATEGIC CONTEXT AND BACKGROUND

Metro's [2030 Regional Waste Plan](#) set a vision that centers racial equity to reduce waste, protect health and the environment and provide excellent services for everyone. Creating a [Garbage and Recycling System Facilities Plan](#) is helping implement that vision by identifying the places where people lack services and setting a strategy to invest in modernizing the region's reuse, recycling and garbage infrastructure.

The plan will focus on facilities such as transfer stations and reuse and recycling centers that play a key role in managing the things we all throw away. Future investments may include building new facilities, adding new services to existing facilities, and identifying other alternatives.

The plan is being developed across five phases from Spring 2022 to Spring 2024.



The development of the new plan is informed by engagement with multiple stakeholders including local government partners, garbage and recycling businesses, reuse and repair organizations and community members. Each of these groups brings a unique perspective to the question of how to invest in garbage and recycling infrastructure in greater Portland.

Staff are engaging communities of color, urban indigenous peoples, tribal nations and other groups who are often directly impacted by the decisions that affect the garbage and recycling system but have fewer opportunities to influence and shape that system. What staff learns from engagement will help to shape the plan and outline the challenges people experience using the garbage and recycling system.

Community Advisory Group

Metro convened community members who represent diverse viewpoints and experiences to advise on the system facilities plan. Members of the advisory group were chosen for their unique perspectives and connections to historically marginalized communities and for their interest and experiences in advancing environmental justice including holding waste education and collection events in their communities. The group will help to advance racial equity in the development of the plan, identify service gaps, and advise on benefits and impacts of future facilities and services.

Highlights of each of the phases of the plan's development are provided below.

<p>PHASE 1: POLICY DIRECTION AND VALUES Summer – Fall 2022</p>	<p>Phase one developed the plan’s values and outcomes. These were informed by the Regional Waste Plan and shaped through further engagement with the project’s Community Advisory Group, Metro Policy Advisory Committee, Regional Waste Advisory Committee, Committee on Racial Equity and Metro Council. Metro Council endorsed the values and outcomes in fall 2022.</p>
<p>PHASE 2: GAP ANALYSIS Winter-Spring 2023</p>	<p>Building on discussions held in the first phase, Metro conducted a series of engagements with key stakeholders, site and policy staff and Metro advisory committees to discuss gaps in services to inform how future facilities could fill these gaps. This included:</p> <ul style="list-style-type: none"> • Stakeholder Roundtables: The roundtables convened four groups including, community members, reuse and repair businesses, local government staff and elected officials, and garbage and recycling industry representatives to identify facility and infrastructure gaps in the regional reuse, recycling, composting and garbage system. Gaps and ideas for new facilities and services that were identified are the basis of the scenarios to be developed to improve the garbage and recycling system in phases three and four. • Site and Policy staff: Front line workers at Metro South and Metro Central transfer stations, household hazardous waste facilities, MetroPaint and RID see the benefits of and barriers that exist at facilities on a daily basis. During phase two of the facilities plan, these stakeholders were also engaged to identify system gaps and opportunities for investment. • Metro Advisory Committees: Staff also consulted with the Community Advisory Group, the Regional Waste Advisory Committee, and Metro’s Committee on Racial Equity to identify system gaps. <p>In January 2023, the project team presented to Metro Council the key themes gathered from stakeholder engagement, summarized in an Engagement Summary Report.</p>
<p>PHASE 3: SCENARIO DEVELOPMENT Summer-Winter 2023</p>	<p>Technical research to further identify facility and infrastructure gaps in the region in terms of cost, access and resiliency continued in phases two and three, and findings are summarized in a Technical Analysis Summary Report.</p> <p>Engagements continued into Phase three to gather input to shape the scenarios including:</p> <ul style="list-style-type: none"> • Interviews with Private Industry Facility Owners and Operators: Metro conducted one-on-one interviews with 12 private industry representatives that have a role in garbage and recycling in the region. The goals was to understand industry’s

	<p>needs and desired roles in developing future facilities to fill identified gaps.</p> <ul style="list-style-type: none"> • Reuse and Repair Workshop: Staff convened reuse and repair organizations to discuss solutions to fill the gaps in March 2023. • Local Government Discussion: Staff presented an update on the draft scenarios and potential connections to the Recycling Modernization Act implementation at a Solid Waste Director meeting in March 2023. Staff also convened one-on-one meetings with city and county solid waste staff to discuss the draft scenarios. • Metro Advisory Committees: The draft scenarios were presented to the Community Advisory Group, the Regional Waste Advisory Committee, Committee on Racial Equity. <p>This research and input from stakeholders have led to the development of four draft scenarios, or different sets of actions Metro could take to address facility and infrastructure needs to fill cost, access and resiliency gaps, as well as to recover more material for reuse, recycling and composting and reduce the amount of waste going to the landfill.</p>
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Evaluation Criteria

A set of evaluation criteria, based on the project's values and outcomes, were used to assess and rank each of the scenarios. Evaluation criteria are grouped into six categories:

Environment	<ul style="list-style-type: none"> • Expected quantity of greenhouse gas emissions reduced by quantity of materials diverted for reuse and repair under each scenario. • Expected quantity of greenhouse gas emissions reduced by quantity of materials recovered for recycling and composting under each scenario. • Potential of each scenario to reduce greenhouse gas emissions from travel to/from facilities.
Access	<ul style="list-style-type: none"> • Percentage of the population within 20 minutes of the nearest self-haul facility under each scenario. • Percentage of the region's area within 20 minutes of the nearest commercial hauler facility under each scenario.
Jobs	<ul style="list-style-type: none"> • Estimated number of new jobs created under each scenario. • Potential employment and workforce development opportunities for historically marginalized communities under each scenario.

Cost/Affordability	<ul style="list-style-type: none"> • Estimated increase from 2023 to 2040 to the regional system fee to construct and operate each scenario (with inflation). • Estimated increase from 2023 to 2040 to the average curbside rate for garbage and recycling collection service at single family homes to construct and operate each scenario (with inflation). • Estimated increase from 2023 to 2040 to tonnage charges at Metro facilities to construct and operate each scenario (with inflation). • Estimated percentage of monthly median income that is associated with an increase in curbside rate for single family homes.
Equity/Environmental Justice	<ul style="list-style-type: none"> • Potential facility burdens on communities of color and with low incomes under each scenario. • Potential facility benefits for communities of color and with low incomes under each scenario.
Resilience	<ul style="list-style-type: none"> • The extent to which Metro’s existing garbage and recycling facilities (sites) will be improved to be better equipped to sustain extreme weather events under each scenario. • The potential to provide redundant infrastructure, equipment and services to prepare for the volume and type of materials resulting from inclement weather events, social disruption, extreme weather events, under each scenario.

WORK SESSION DISCUSSION AND NEXT STEPS

Today’s discussion will review technical research to identify facility and infrastructure gaps in the region and connect the research to the development of four scenarios that present different ways Metro could choose to invest in the future.

The four draft scenarios and their assessment will be shared with project stakeholders for discussion and input at the upcoming “Reuse, Recycling and Garbage Symposium” on September 27, 2023.

Following the Symposium, staff will come to a Metro Council Work Session in December 2023 with a summary of the input gathered in September and present a recommendation for an approach that best addresses facility gaps in the region, meets the project’s values and outcomes and represents stakeholder input, to move forward. Ultimately, Metro Council will decide on a preferred approach to further develop a financing and implementation strategy in Phase 4.

ATTACHMENTS

1. Garbage and Recycling System Facilities Plan, Values and Outcomes
2. Garbage and Recycling System Facilities Plan Technical Analysis Summary Report

Is legislation required for Council action? " Yes ☒ No

Garbage and Recycling System Facilities Plan Development

Values and Outcomes

Overview

The Garbage and Recycling System Facilities Plan, to be adopted by Metro Council, will outline future infrastructure investments and services needed to fulfill the goals in the 2030 Regional Waste Plan. The planning process will assess the region's current public, private and non-profit garbage, recycling and reuse infrastructure, identify services gaps, and present potential approaches and a plan for future system investments. Specifically, the plan will include:

1. An overview of the facility-based garbage, recycling and reuse services necessary for achieving the goals of the 2030 Regional Waste Plan,
2. The current and anticipated gaps in those services,
3. Alternative scenarios for the public, private and non-profit sectors to fill the gaps or mitigate the need to fill them over the next 20 years, and
4. An implementation plan and financing options for Metro's role in advancing the plan and building new facilities.

Values and Outcomes Introduction

The Garbage and Recycling System Facilities Plan will be guided by the 2030 Regional Waste Plan values and racial equity principles, as well as one new value to reflect Metro's commitment to Tribal consultation. Within each of these values are desired outcomes for the plan, as shown below.

Together, these values and outcomes provide specific policy guidance from Metro Council to develop a plan that, among other things:

- Adopts a demand management approach to reducing garbage through waste reduction infrastructure;
- Improves the quality of and access to services; and
- Keeps services affordable and cost impacts to residents low.

The plan's values and outcomes were developed during phase 1 of the planning process (March-September 2022) with input from multiple groups, including three of Metro Council's formal advisory committees (Committee on Racial Equity, Metro Policy Advisory Committee and Regional Waste Advisory Committee) and the Community Advisory Group, convened to advise on key decision points throughout the development of this plan. A final draft of the plan's values and outcomes was presented to Metro Council at a work session on May 31, 2022. Based on Metro Council's input at that meeting, staff revised the draft values and outcomes and will share with Metro Councilors in briefings for their endorsement in September 2022.

Planning Assumptions

Key assumptions to clarify the context and expectations for the plan include:

- In alignment with the values, vision and goals of the Regional Waste Plan to protect the environment and human health and conserve natural resources, this plan will support efforts to decrease the total amount of waste generated in the region through waste prevention, reuse and repair strategies following the principles of sustainable materials management and circular economy. For the waste that cannot be prevented from entering the regional garbage and recycling system, the plan will support the development of infrastructure

needed to increase the amount recovered for recycling and composting and to manage the leftover garbage in a way that protects the environment and human health.

- The plan will take a holistic view of the garbage and recycling system (understood to encompass garbage, recycling, composting, reuse and repair activities) and will help clarify Metro’s future role in providing facility-based services, including facilities to be built or renovated by Metro, or by Metro in cooperation with public, private and non-profit partners (referred to as “facility projects identified in the plan” in the outcomes below).
- For other public, private and non-profit providers in the regional garbage and recycling system, the planning process may identify recommendations for them to meet some of the identified gaps in the system and project outcomes. Based on Metro Council direction, some recommendations may be further developed into policies and programs to regulate or offer incentives to these other providers. The new initiatives would be developed after completion of this plan, within the ongoing efforts to implement the 2030 Regional Waste Plan.
- The planning process is informed by the assumption that the region’s garbage and recycling system remains a hybrid system made up of a mix of public, private and non-profit providers.

Values and Outcomes

Regional Waste Plan Values

1. Protect and restore the environment and promote health for all

Ensure that current and future generations enjoy clean air, water and land. Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment.

	Proposed Outcomes	Related Policy Guidance	Outcome type
A	Operations impact on people: The plan identifies the design, technology and operational best practices that all facility projects identified in the plan must implement to minimize nuisances and negative human health and safety impacts on employees, customers and neighboring communities, and to repair past harm.	Regional Waste Plan Goal 12, Actions 12.1, 12.2, 12.3 Goal 16, Action 16.3	Planning and Implementation
B	Green building: New construction or major renovation projects identified in the plan adhere to Metro's proposed Sustainable Buildings and Sites policy update (expected to be reviewed by Metro Council in October 2022). The new policy includes requirements to meet the International Living Future Institute’s Core Green Building Certification standard that addresses ecological and climate change impact, access to transit, water and energy reduction, human health, responsible building materials, accessibility, equity and inclusion, biophilic design & education.	Regional Waste Plan Goal 12, Action 12.4 Goal 7, Action 7.1	Implementation
C	Operations impact on the environment: Existing facilities owned or leased by Metro meet the operations and maintenance standards in Metro’s proposed Sustainable Buildings and Sites Policy and reduce emissions of carbon dioxide, particulate matter, and other pollutants and toxins from on-and off-road vehicles, stationary equipment, and products and materials used onsite.	Regional Waste Plan Goal 12, Actions 12.3, 12.4	Implementation
D	Good neighbor agreements: All facility projects identified in the plan work toward developing good neighbor agreements with their host communities to lessen negative environmental and human health impacts from facility operations.	Regional Waste Plan Goal 13, Action 13.3	Implementation

2. Conserve natural resources

Reduce the amount of energy, water and raw materials needed to make products. Manage materials to their highest and best use (reduce, reuse, recycle).

	Proposed Outcomes	Related Policy Guidance	Outcome type
A	Priority materials: The plan identifies high-priority materials to target for reuse, repair, recycling or composting and the infrastructure investments needed to manage those materials efficiently, at a regional scale, following the principles of the sustainable materials management and circular economy frameworks.	Regional Waste Plan Goal 8	Planning
B	Reuse, repair and upcycling support: The planning process identifies opportunities for facility projects identified in the plan to provide workspace for business incubation, access to materials and other tools for supporting projects that reuse, repair and upcycle materials.	Regional Waste Plan Goal 8, Actions 8.2, 8.5, 8.6	Planning and Implementation
C	Expanded reuse and repair infrastructure: The region's reuse and repair infrastructure is expanded to provide neighborhood scale opportunities to buy and donate reusable and repairable items throughout the region, particularly where those services are not currently available.	Regional Waste Plan Goal 8, Actions 8.2, 8.4, 8.5, 8.6 Metro Racial Equity Strategy Goal D	Implementation
D	Colocation of reuse, repair and recycling infrastructure: The siting process for facility projects identified in the plan gives preference to areas where reuse, repair and recycling businesses already exist or could locate in the future for potential colocation benefits.	Regional Waste Plan Goal 8	Implementation

3. Advance environmental literacy

Facilitate life-long environmental learning for youth and adults. Increase knowledge of natural systems, and the human impacts on them, in order to foster civic responsibility and community empowerment.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Environmental education at new facilities: Facility projects identified in the plan provide opportunities for youth and adults to learn about the recycling and garbage system, environmental justice and the connections between products, human health and nature, through tours, displays, exhibits, viewing rooms and events.	Regional Waste Plan Goal 6, Actions 6.2, 6.3, 6.4 Goal 9, Actions 9.1, 9.3 Metro Racial Equity Strategy Goal D	Implementation
B	Community partnerships to develop education: Environmental education and programming offered at facility projects identified in the plan are developed in partnership with community-based organizations and non-profits focused on waste prevention, reuse, repair, recycling, composting, environmental justice, sustainable materials management, and toxics reduction.	Regional Waste Plan Goal 6, Actions 6.2, 6.3, 6.4 Goal 9, Actions 9.1, 9.3 Metro Racial Equity Strategy Goals B, D	Implementation

4. Foster economic well-being

Promote inclusive prosperity and living well for all residents of the region. Increase access to economic opportunities for all communities.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Good jobs: Facility projects identified in the plan offer jobs with living wages and benefits, as well as a safe work environment with on-site amenities for employees.	Regional Waste Plan Goal 3, Action 3.2 Goal 12, Action 12.1 Metro Racial Equity Strategy Goal C	Implementation
B	Public operation of facilities: Facility projects identified in the plan are publicly operated to support implementation of Metro's workforce diversity and wages goals.	Regional Waste Plan Goal 3, Action 3.5	Implementation
C	Construction Career Pathways: Metro implements all applicable strategies in the Construction Career Pathways policy framework to the construction, renovation and operation of facility projects identified in the plan in order to recruit, train and retain individuals who are underrepresented in the garbage and recycling industry, particularly women and people of color.	Regional Waste Plan Goal 4, Actions 4.1, 4.2 Metro Racial Equity Strategy Goal C	Implementation
D	Opportunities for people with employment barriers: In partnership with workforce and community-based organizations, facility projects identified in the plan provide workforce development opportunities within the garbage, recycling, reuse and repair sectors for people with barriers to employment.	Regional Waste Plan Goal 4, Action 4.5 Metro Racial Equity Strategy Goal C	Implementation

5. Ensure operational resilience, adaptability and sustainability

Maintain a regional system that is safe and responsive to changing conditions to ensure long-term viability. Prepare for recovery after natural disasters.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Links to transportation and land use planning: The planning process evaluates and incorporates key elements of interrelated regional transportation and land use planning projects, such as the 2023 Regional Transportation Plan.		Planning
B	Funding options for facilities: The planning process identifies scenarios and funding options for the plan's final list of facility investments that balance all aspects of Metro Council's solid waste rate and fee setting criteria, including affordability and cost impacts to residents, fiscal responsibility, waste reduction, consistency and predictability.	Regional Waste Plan Goal 14, Actions 14.2, 14.3, 14.6	Planning
C	Design for efficient and flexible operations: Facility projects identified in the plan are designed for highly efficient and flexible operations, such as having flat tipping floors for better screening of materials for reuse/recycling, easier cleaning and faster unloading for customers.		Planning and Implementation
D	Natural hazard resilience: The plan identifies the earthquake, flood, and natural hazard performance standards to implement at facility projects identified in the plan.	Regional Waste Plan Goal 18, Actions 18.4 18.5	Planning and Implementation

E	Redundant infrastructure and disaster resilience: The plan identifies the investments needed to build redundant and resilient infrastructure, equipment and services into the garbage and recycling system for enhancing disaster resilience.	Regional Waste Plan Goal 18, Actions 18.1, 18.4	Planning and Implementation
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6. Provide excellent service and equitable system access

Ensure that high-quality and good-value programs, services and facilities are equitably accessible to all.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Direction for current Metro facilities: The plan establishes direction for improvements to existing Metro owned or leased facilities, including such facilities as the Regional Illegal Dumping Deployment Center, MetroPaint, Metro South and Metro Central Transfer Stations, Metro West site.	Regional Waste Plan Goal 16, Actions 16.6	Planning
B	Retail-like facilities for improving access: The plan considers retail-like facilities (such as stores and malls) that can serve both as collection points for certain recyclable and reusable materials and places where people can shop upcycled, used or repaired items and sustainable products.	Regional Waste Plan Goal 16 Metro Racial Equity Strategy Goal D	Planning
C	Preferred scenario for maximizing access and reducing impacts: The plan outlines a preferred scenario for a future network of regional facilities to be built over the next 20 years consisting of a mix of smaller-scale facilities and large transfer stations, in order to maximize access to service, geographic equity and reductions in environmental and human health impacts.	Regional Waste Plan Goal 8, Action 8.5 Goal 16, Actions 16.1, 16.2	Planning and Implementation
D	Improving facility access for people who use transit or cars: When siting facilities designed to serve the general public, preference will be given to sites that are close to a major road or highway and public transit to increase accessibility for customers with or without cars.	Regional Waste Plan Goal 16, Actions 16.1, 16.2 Metro Racial Equity Strategy Goal D	Implementation
E	Affordability for low-income customers: Facility-based services that are identified in the plan are kept affordable for low-income customers through methods such as income-based sliding scale pricing or discounts.	Regional Waste Plan Goal 14 Metro Racial Equity Strategy Goal D	Implementation
F	Language accessibility and cultural competence: Facility projects identified in the plan employ multilingual and culturally competent staff, provide information in multiple languages and use communication tools (flyers, signage, and wayfinding) that are simple and easy to understand by all.	Regional Waste Plan Goal 11, Action 11.1 Metro Racial Equity Strategy Goal D	Implementation
G	Accessibility for people with disabilities: Facility projects identified in the plan are accessible and inclusive to people with disabilities.	Metro Racial Equity Strategy Goal D	Implementation

Regional Waste Plan Principles

7. Community restoration

Take action to repair past harms and disproportionate impacts caused by the regional solid waste system.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Facility benefits and burdens evaluation: The planning process evaluates the benefits and burdens of potential facility investments on historically marginalized communities, using a climate justice lens.	Metro Racial Equity Strategy Goal A	Planning
B	Incorporating needs and input from historically marginalized communities: The planning process incorporates the viewpoints and needs of historically marginalized communities as they relate to garbage and recycling facilities and services.	Regional Waste Plan Goal 1 Metro Racial Equity Strategy Goal B	Planning

8. Community partnerships

Develop authentic partnerships and community trust to advance the plan's vision.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Community Advisory Group: The planning process is guided by a new Community Advisory Group, made up of members representing historically marginalized communities from throughout the region, who works alongside staff to review draft findings and develop plan elements, and creates leadership opportunities for members.	Regional Waste Plan Goal 1, Action 1.1 Metro Racial Equity Strategy Goal B	Planning
B	Involving community based organizations: Metro actively involves local community based organizations in the siting, review, design and construction of facility projects identified in the plan.	Metro Racial Equity Strategy Goal B	Planning and Implementation
C	Reuse and repair partnerships with historically marginalized communities: If facility projects identified in the plan provide business incubator or space for the reuse, repair and upcycle of materials, Metro seeks to partner with and support projects led by people, organizations and businesses from communities of color, immigrant communities and other historically marginalized groups.	Metro Racial Equity Strategy Goal E	Planning and Implementation

9. Community investment

Emphasize resource allocation to communities of color and historically marginalized communities.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Community benefits agreements: Facility projects identified in the plan work towards developing Community Benefits Agreements with their host community to ensure benefits and investments, such as Community Enhancement Grant funds, are equitably shared and help address the host community's needs.	Regional Waste Plan Goal 13, Action 13.4 Metro Racial Equity Strategy Goal E	Implementation

B	Community gathering spaces: Facility projects identified in the plan that are intended for residential customers provide community gathering opportunities through, for example, parks, meeting spaces and event venues.	Regional Waste Plan Goal 13 Metro Racial Equity Strategy Goal D	Implementation
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New Plan Value

10. Tribal consultation

Develop authentic relationships with sovereign Nations so that Tribal interests can be considered in Metro's Waste Prevention and Environmental Services (WPES) projects and programs.

	Proposed outcomes	Related Policy Guidance	Outcome type
A	Tribal consultation: Tribes are sovereign nations who have interests that could be affected by development of this plan. Metro's WPES Department seeks consultation and engagement with Tribal governments on how the plan can help advance shared priorities such as cultural and historic resource protection, environmental protection, addressing climate change and using resources sustainably.		Planning and Implementation
B	Building relationships, partnerships and trust with Tribes: Through government-to -government engagement on this plan, Metro's WPES Department seeks to establish new relationships, partnerships and build trust with Tribes.		Planning and Implementation



GARBAGE AND RECYCLING SYSTEM FACILITIES PLAN

Facility gaps assessment summary report

Introduction

Driven by the need to modernize Metro's aging garbage and recycling facilities, and to meet regional goals to improve access to services and reduce the human health and environmental impacts of products, Metro is developing a Garbage and Recycling System Facilities Plan. The planning process is taking a broad look at the network of private, non-profit and public facilities that are part of the region's reuse, recycling and garbage system to identify potential gaps in services and infrastructure. The goal is to identify the facility investments needed to improve access to services across the region and to reduce the negative health and environmental impacts of products by reusing and recycling more materials and sending less garbage to landfills.

Approach to identifying facility gaps

Between September 2022 and June 2023, Metro used a combination of engagement activities and technical research to identify facility gaps in the regional reuse, recycling and garbage system.

Engagement

The engagement work focused on outreach to diverse audiences, including community members and local government officials from across the three counties in the region, as well as representatives from the garbage and recycling industry and the reuse and repair sector. The project team also engaged Metro Council and different Metro Council advisory groups to review the feedback received and solicit their input. A summary report of the engagement work and the gaps found can be found on the project's website.¹

Technical analysis

To complement and expand on the engagement work, Metro assessed facility gaps in the region by analyzing 14 groups of facilities, organized by material stream accepted and the type of customers served. The material streams analyzed include mattresses, electronics, building materials, paint, mixed recycling, food waste, yard debris, household hazardous waste and garbage. This report focuses on the technical analysis of facility gaps.

¹ Metro (2023). *Metro Garbage and Recycling System Facilities Plan: Phase 2 Engagement Summary Report* (January 2023). Available online at: <https://www.oregonmetro.gov/sites/default/files/2023/01/24/Garbage-and-recycling-system-facilities-plan-phase-2-engagement-summary-report.pdf>

Technical analysis of facility gaps

The technical analysis summarized in this report focuses on facilities in what is commonly known as the transfer sector: facilities that accept materials from the public or from garbage and recycling companies that collect materials from people's homes and from businesses under authorization by a city or county. Transfer facilities typically serve as places where materials are collected and consolidated into larger loads for transporting to facilities that process those materials for reuse, recycling, composting, landfilling or energy recovery.

The technical analysis did not thoroughly assess gaps in processing facilities. Metro has historically been more active in the transfer sector as a facility operator and the region has relied more on the private and non-profit sectors for processing materials for reuse, recycling, composting and landfilling.² However, through engagement and research, the project team is collecting information on potential gaps in processing facilities for materials such as food waste, yard debris and special waste.

The analysis focused on a limited subset of material streams due to limited time and staffing resources. The 12 material streams included in the analysis were prioritized due to one or more of the following reasons:

- **High negative impacts on the environment and human health** – products that are associated with higher levels of emissions of greenhouse gases and other pollutants throughout their lifecycle, from manufacturing to disposal. Examples: electronics, food.
- **Prioritized through engagement** – material streams that have been repeatedly discussed by different audiences as not having enough facilities that accept them at affordable prices through this and previous Metro projects. Examples: household hazardous waste, mixed garbage from the public.
- **Low number of facilities** – materials that were known to be accepted by fewer than 10 facilities. Examples: mixed garbage and dry waste from the public, business food waste (commercial organics) from haulers.
- **Subject to established and new extended producer responsibility programs** – material streams that are subject to extended producer/product stewardship programs, or that will soon be subject to such programs due to recently approved laws by the state legislature. Examples: electronics, paint, mattresses.

Each group of facilities included in the analysis was assessed in terms of three main areas: access, cost differences and disaster resilience. The analysis reflects the conditions that existed

² The main exception is MetroPaint, which is a Metro owned and operated facility that has processed used latex paint into a recycled paint product sold at paint stores and other establishments since 1991.

between January and May 2023 in terms of the number of facilities, the materials they accept, how much they charge for accepting different types of materials and other factors. It is likely that one or more of these factors has changed since then, given that the region's reuse, recycling and garbage system is constantly evolving.

Access

Access to facilities was mainly evaluated by looking at the estimated driving times to the nearest facility from different parts of the greater Portland region using geospatial analysis, as well as how close each facility is to public transit stops and walking and biking infrastructure. Longer driving times and longer distances to public transit and walking and biking infrastructure were considered indicators that a group of facilities faces gaps in access.

Cost differences

The cost faced by customers for dropping off various types of materials was assessed as the difference between the lowest and highest fees charged by any private or public facility within each group for each material analyzed. The analysis was based on the fees posted by facilities at their locations or online between January and May 2023. Facility groups with large differences between the lowest and highest fees were considered to have cost gaps, as this reflects inconsistent costs across the region.

Disaster resilience

Resilience to disasters was evaluated by identifying the number of facilities within each group that were outside areas with the highest risk of flooding and earthquake damage. Groups that had zero or more facilities in only one of the three counties in the region outside these high-risk areas were considered to have disaster resilience gaps. On the other hand, groups that had at least one facility in each county outside of high-risk areas were considered to have a low resilience gap.

The technical facility gap analysis focused on access, cost differences and disaster resilience for customers that live within the Metro jurisdictional boundary, which covers 24 cities and urban unincorporated areas in Clackamas, Multnomah and Washington counties. Most of the facilities in the analysis are physically located within the Metro boundary, but in some cases, there are facilities located just outside the Metro boundary – including in Clark County, Washington – that are used by customers in the region. Appendix A lists all facilities in each group analyzed.

Scoring methodology overview

Each of the 14 facility groups analyzed was given a score of low, medium or high under each of the three areas described above. Facilities that scored medium or high in one or more areas were considered to have important gaps that could be addressed by the Garbage and Recycling System Facilities Plan. The scoring rubric used to assess each facility group is described in the table below.

Gap level scoring rubric

Score	LOW	MEDIUM	HIGH
ACCESS	<ul style="list-style-type: none"> • Less than 5% of the population/region is over 20 minutes away by car from the nearest facility open to the public/commercial haulers. 	<ul style="list-style-type: none"> • 5 - 25% of the population/region is over 20 minutes away by car from the nearest facility open to the public/commercial haulers. 	<ul style="list-style-type: none"> • More than 25% of the population/region is over 20 minutes away by car from the nearest facility open to the public/commercial haulers.
COST DIFFERENCES	<ul style="list-style-type: none"> • Less than 5% difference between lowest and highest fees. 	<ul style="list-style-type: none"> • 5 - 15% difference between lowest and highest fees. 	<ul style="list-style-type: none"> • More than 15% difference between lowest and highest fees.
DISASTER RESILIENCE	<ul style="list-style-type: none"> • At least 1 facility in each of the 3 counties are: <ul style="list-style-type: none"> ○ More than 500 feet away from a very high landslide hazard zone and more than 500 feet away from a high liquefaction zone (<i>earthquake hazard</i>); AND ○ Less than 50% within a floodplain (<i>flood hazard</i>). 	<ul style="list-style-type: none"> • At least 1 facility in each of 2 counties are: <ul style="list-style-type: none"> ○ More than 500 feet away from a very high landslide hazard zone and more than 500 feet away from a high liquefaction zone (<i>earthquake hazard</i>); AND ○ Less than 50% within a floodplain (<i>flood hazard</i>). 	<ul style="list-style-type: none"> • Zero or more facilities in only 1 county are: <ul style="list-style-type: none"> ○ More than 500 feet away from a very high landslide hazard zone and more than 500 feet away from a high liquefaction zone (<i>earthquake hazard</i>); AND ○ Less than 50% within a floodplain (<i>flood hazard</i>).

Summary of facility gaps















The table below summarizes the gaps identified through both the engagement and technical analysis work done during phase 2 of the Garbage and Recycling Facilities Plan project. The list includes all six primary gap areas identified through engagement and 14 facility groups from the technical analysis. In total, the list includes 17 facility gaps because of some overlap between the gaps identified through engagement and those that resulted from the technical analysis. A summary report of the engagement work and the gaps found can be found on the project's website, which has more information on all the gaps and observations noted by different audiences.³







In the summary table, only the facility groups assessed through the technical work have gap level ratings in terms of the access, cost differences and disaster resilience criteria described in previous sections. The table is followed by individual summaries of each of the 14 facility groups included in the technical analysis. These summaries explain in more detail the rationale behind the gap level ratings.













Summary of facility gaps in the regional reuse, recycling and garbage system










Material stream	Customer type	Gaps identified through engagement	Gaps from technical analysis	Gap level		
				Access	Cost	Resilience
Reuse processing	Reuse organizations & businesses	Need for centralized locations with adequate warehouse space for sorting and storing reuse and repair items.	Group not assessed through the technical analysis. No warehousing facilities that are used by multiple reuse organizations or businesses for processing materials were found in the region.			
Large household items for reuse	General public	Need for centralized locations with adequate space to drop-off large household items (furniture, appliances) and other items for reuse and repair.	Not assessed as a group. Mattresses for reuse were assessed separately and the facilities included in that group accept furniture and other large household items for reuse. The facilities included in the building materials reuse group also accept large household items for reuse, including appliances and furniture.			

³ Metro (2023). *Metro Garbage and Recycling System Facilities Plan: Phase 2 Engagement Summary Report* (January 2023). Available online at: <https://www.oregonmetro.gov/sites/default/files/2023/01/24/Garbage-and-recycling-system-facilities-plan-phase-2-engagement-summary-report.pdf>

Material stream	Customer type	Gaps identified through engagement	Gaps from technical analysis	Gap level		
				Access	Cost	Resilience
Mattresses for reuse	General public		Medium access gap with approximately 31% of people in the region more than 20 minutes by car from the nearest facility, particularly in western Washington County and some areas of urban Clackamas County. High disaster resilience gap with only 2 facilities in Multnomah County outside high flood and earthquake hazard zones.	 MEDIUM	 LOW	 HIGH
Electronics reuse & recycling	General public		Low gap levels found in terms of access, cost and disaster resilience.	 LOW	 LOW	 LOW
Building materials reuse	General public		Medium access gap with approximately 6.5% of people in the region more than 20 minutes away by car from the nearest facility, particularly in parts of Clackamas County around Lake Oswego, West Linn and east of Wilsonville and in areas of Washington County around Sherwood and Tualatin. Medium disaster resilience gap with facilities in Clackamas and Multnomah counties outside high flood and earthquake hazard zones, but none in Washington County.	 MEDIUM	 LOW	 MEDIUM
Paint recycling	General public		Low level of gaps found in terms of access, cost and disaster resilience.	 LOW	 LOW	 LOW
Mixed recycling	Commercial haulers		Medium access gap with approximately 24% of the region facing driving times of more than 20 minutes to the nearest facility. Medium disaster resilience gap: Clackamas and Multnomah counties each have at least one facility outside high flood and earthquake hazard zones, but Washington County has none.	 MEDIUM	N/A	 MEDIUM

Material stream	Customer type	Gaps identified through engagement	Gaps from technical analysis	Gap level		
				Access	Cost	Resilience
Separated recycling	General public		Medium access gap: approximately 14.5% of the region's population with driving times of more than 20 minutes to the nearest facility, particularly in east Multnomah County (Fairview, Gresham, Troutdale, Wood Village) and portions of east, north, southwest and northwest Portland. Medium disaster resilience gap: Clackamas and Washington counties each have at least one facility outside high flood and earthquake hazard zones, but Multnomah County has none.	 MEDIUM	 LOW	 MEDIUM
Hard-to-recycle materials	General public	Need for more places throughout the Metro region to take hard-to-recycle items, such as old clothes, medicines, sharps, construction waste.	Not assessed as a group, but many hard-to-recycle materials are included in other groups. For example, medicines and sharps are included in the group of facilities that accept household hazardous waste from the public. Construction materials are included in the group of facilities that accept dry waste from the public. Many of the facilities in the group that accept separated recycling materials from the public also accept certain hard-to-recycle materials, such as Styrofoam, plastic clamshell containers and car batteries.			
Food waste	Commercial haulers		High access gap: an estimated 61% of the region has driving times of more than 20 minutes to the nearest facility, particularly in most of Clackamas and Multnomah counties east of the Willamette River and most of western Washington County. High cost gap with a difference of more than 38% between the lowest and highest fees charged. High disaster resilience gap: only Washington County has one facility outside high flood and earthquake hazard zones; Clackamas and Multnomah counties have none.	 HIGH	 HIGH	 HIGH

Material stream	Customer type	Gaps identified through engagement	Gaps from technical analysis	Gap level		
				Access	Cost	Resilience
Mixed food waste & yard debris	Commercial haulers		Medium access gap with approximately 6.5% of the region more than a 20-minute drive from the nearest facility. Areas with the longest driving times are around Beaverton and Aloha in Washington County and parts of southwest and southeast Portland. High cost gap with a difference between the lowest and highest fee of 98%. High disaster resilience gap: Only Washington County has one facility that is outside high flood and earthquake hazard zones.	 MEDIUM	 HIGH	 HIGH
Yard debris	Commercial haulers		High cost gap: difference between lowest and highest fees is 296% for facilities that charge weight-based fees (per cubic yard) and 92.3% for those that charge weight-based fees (per ton).	 LOW	 HIGH	 LOW
Household hazardous waste	General public	Need for more places throughout the Metro region that collect household hazardous waste.	High access gap: around 60.4% of the region's population is more than 20 minutes away by car from the nearest facility. Areas with longest driving times include large portions of Washington County, large portions of east Multnomah County, and parts of Clackamas County between east Happy Valley and Boring. High disaster resilience gap: none of the three counties in the region have a household hazardous waste facility that is outside high flood and earthquake hazard zones.	 HIGH	 LOW	 HIGH
Mixed dry waste for recycling, energy recovery or landfilling	Commercial haulers		High cost gap: difference between lowest and highest fees charged is 52%.	 LOW	 HIGH	 LOW

Material stream	Customer type	Gaps identified through engagement	Gaps from technical analysis	Gap level		
				Access	Cost	Resilience
Dry waste for recycling, energy recovery or landfilling	General public	Need for more places throughout the Metro region for self-haul household waste.	Medium access gap: driving time to the nearest facility is more than 20 minutes for approximately 16% of the region, including areas between Sherwood, King City and Tigard in Washington County and southwest Portland, and unincorporated areas around Boring in Clackamas County and Orient in Multnomah County. High cost gap: difference between lowest and highest fees charged is 287%. Medium disaster resilience gap: Multnomah and Washington counties have at least one facility outside high flood and earthquake zones; Clackamas County has none.	 MEDIUM	 HIGH	 MEDIUM
Mixed garbage	General public	Need for more places throughout the Metro region for self-haul household waste.	High access gap: approximately 53.3% of the region's population is more than 20 minutes away by car from the nearest facility. Areas most affected by long driving times include large portions of Multnomah and Washington counties and part of Clackamas County between east Happy Valley and Boring. High cost gap, with difference between the lowest minimum fee for mixed garbage loads (\$35) and highest (\$70 or more) is at least 100%. High disaster None of the three counties in the region has a facility that accept mixed garbage from the public and is outside of high flood and earthquake hazard areas.	 HIGH	 HIGH	 HIGH
Mixed garbage	Commercial haulers		Medium access gap, as 13.4% of the region with driving times of more than 20 minutes from the nearest facility, particularly in some parts of Washington County between Hillsboro and Beaverton. High cost gap: 32.4% difference between the lowest and highest fees charged. Medium disaster resilience gap: only Multnomah and Washington counties have at least one facility outside high flood and earthquake zones.	 MEDIUM	 HIGH	 MEDIUM


Infrastructure gap analysis	
Material stream	Mattresses for reuse
Customer type	General public

OVERVIEW

There are currently three facilities that accept mattresses from the general public for reuse. These are Community Warehouse’s Gresham, Portland and Tualatin locations (see [Appendix Table A1](#)). Community Warehouse is a furniture bank that operates as a non-profit organization. The organization accepts donated used items from the public and runs used furniture stores at its three locations. In addition to mattresses, Community Warehouse accepts other furniture items like sofas, desks and dining tables, as well as kitchenware, small appliances, linens and furnishing items.

In 2022, the Oregon legislature passed a law establishing a statewide mattress recycling program (Senate Bill 1576) that requires mattress manufacturers to share responsibility for developing and implementing a statewide system for collecting and managing discarded mattresses. This collection program will likely begin in 2024. Mattresses collected will be processed for renovation, reuse or recycling, as appropriate. The law also creates requirements for reducing illegal dumping of unwanted mattresses and establishing recycling goals.

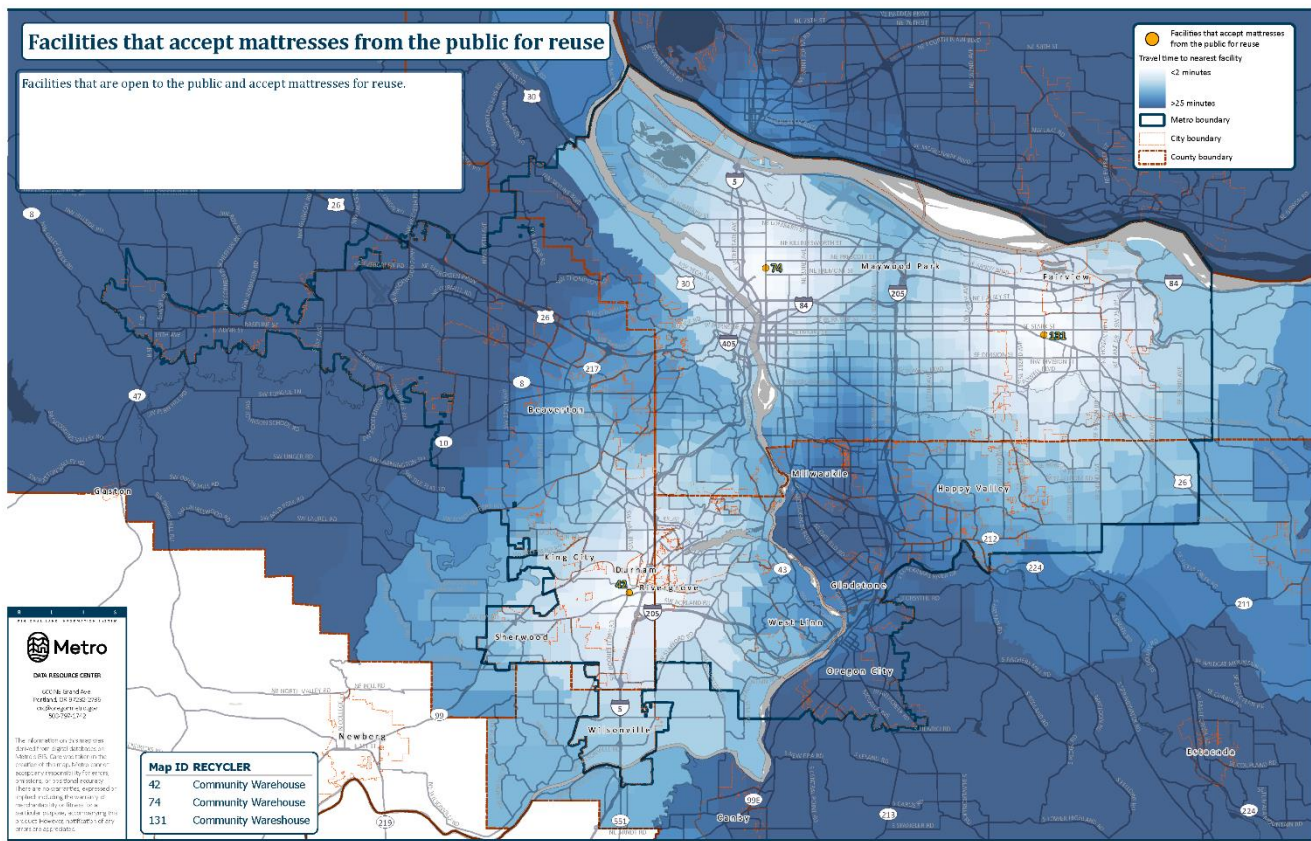
The mattress stewardship program will be funded by a small assessment collected from customers when they buy mattresses. The amount will be based on the cost to run the program, including environmentally sound management and disposal.⁴

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times Average driving time to the nearest facility that accepts mattresses from the public for reuse is 16 minutes. About 31% of the population in the greater Portland region is more than a 20-minute car trip from the nearest facility. Map 1 (below) shows the areas with longer driving times in dark blue, which include:</p> <ul style="list-style-type: none"> • Most of western Washington County – from Forest Grove to parts of Beaverton, • Areas of Clackamas County, including Milwaukie, Gladstone and Oregon City and unincorporated areas around those cities, and • Some portions of southeast Portland. <p>Highway and public transit access Two Community Warehouse locations are within one mile of an interstate or other major highway and the third one is within 1.5 miles. All three locations are less than 1,000 feet away from the nearest public transit stop.</p> <p>Walking and biking access All Community Warehouse locations are connected to surrounding neighborhoods via sidewalks, multiuse trails and biking infrastructure,</p>	 MEDIUM

⁴ For additional information, see the Oregon Department of Environmental Quality’s (DEQ) *Mattress Recycling Program* website [last accessed on 8/4/2023]: <https://www.oregon.gov/deq/recycling/pages/mattress-recycling.aspx>

Criteria	Assessment summary	Gap level
	although Martin Luther King Jr. Blvd. has a “bike with caution” designation due to higher traffic, higher speeds, narrow lanes and/or sharp curves.	
COST DIFFERENCES	All Community Warehouse locations accept mattresses free of charge. Community Warehouse offers the option of scheduled pickups for an \$80 fee for standard pickups.	LOW
DISASTER RESILIENCE	<p>Flood hazard Of the three facilities in this group, only the Community Warehouse location in Tualatin (Washington County) is 100% within a FEMA 100-year flood plain.</p> <p>Earthquake hazard All three facilities in this group are more than 500 feet from areas that have experienced landslides in the past and are therefore have a very high landslide hazard. The Community Warehouse Tualatin facility is in a high liquefaction zone.</p> <p>Overall assessment The region has two facilities that accept mattresses for reuse and that are in low flood and earthquake hazard zones. Both facilities are located in the same county (Multnomah County). Therefore, this facility group is considered to have a high disaster resilience gap.</p>	HIGH

MAP 1





Infrastructure gap analysis	
Material stream	Electronics reuse and recycling
Customer type	General public


Oregon E-Cycles
 A statewide product stewardship program, partially funded by manufacturers, that provides recycling opportunities for televisions, computers, monitor, printers, keyboards and mice.

OVERVIEW

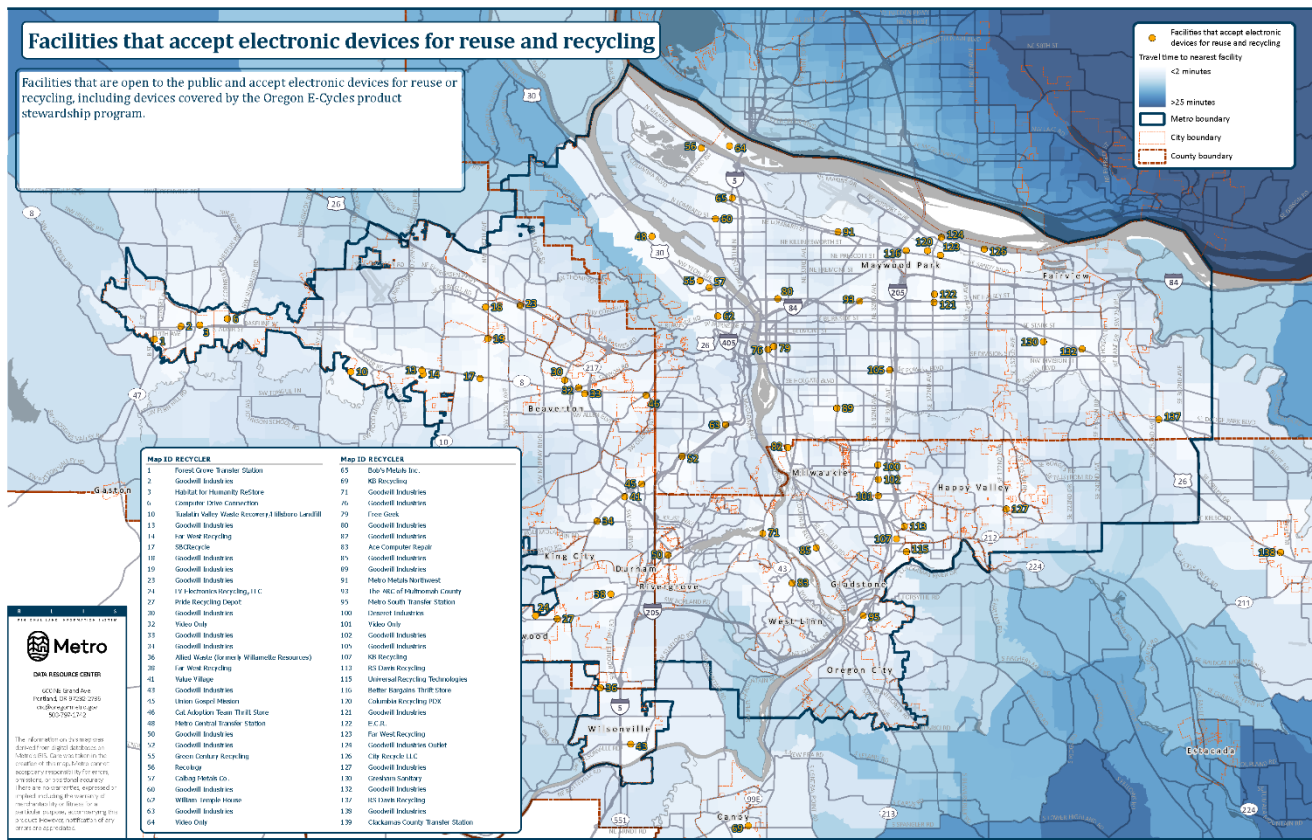
There are 65 facilities in the greater Portland area where people can drop off electronic devices for reuse or recycling. Of these facilities, 45 locations also accept electronic devices covered by the Oregon E-Cycles program for recycling (see [Appendix Table A2](#)). The materials covered by Oregon E-Cycles for recycling include desktop and laptop computers, printers, TVs and monitors, keyboards and mice. Facilities that participate in Oregon E-Cycles, including Metro’s two transfer stations, receive compensation from product manufacturers for collecting covered electronic devices from the public.

Most of the facilities in this group (36 facilities) resell some of the used devices they collect if they are in good condition or after refurbishing them, and they process the rest of the devices collected for recycling. The other facilities in the group (29 facilities) only process the devices they receive from the public for recycling. This group is also dominated by non-profit organizations, including 26 Goodwill thrift stores and donation centers. Only 3 facilities are owned by a government agency: Metro’s two transfer stations and the Clackamas County Transfer Station in Sandy.

Criteria	Assessment summary	Gap level
ACCESS	Driving times Average driving time to the nearest Oregon E-Cycles facility in the region that accepts electronics for recycling is approximately 5 minutes, and for reuse is 5.6 minutes. No community in the greater Portland region is more than 20 minutes away by car to the nearest facility that accepts electronic devices for recycling or reuse (see Map 2).	 LOW
	Highway and public transit access Almost 80% of all facilities in this group are less than one mile away from an interstate or major highway. More than 80% are within 1/4 mile (1,320 feet) of a public transit stop, and about a third are less than 1/2 mile from a light or commuter rail station.	
	Walking and biking access Many facilities in this group are located near commercial areas or in shopping centers that tend to be connected to walking and biking infrastructure.	
COST DIFFERENCES	All facilities included in this assessment accept up to seven electronic devices covered by the Oregon E-Cycles program per person free of charge. Certain locations may accept other electronic items for recycling or reuse, such as DVD players, VCRs, video game consoles, scanners, fax machines, and cell phones, but may charge a fee.	 LOW

Criteria	Assessment summary	Gap level
DISASTER RESILIENCE	Flood hazard Of the 66 facilities in this group, 60 are more than 50% outside of FEMA 100-year flood plains: 15 in Clackamas County, 27 in Multnomah County and 18 in Washington County.	 LOW
	Earthquake hazard A total of 34 facilities in this group are outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 10 in Clackamas County, 18 in Multnomah County and 6 in Washington County.	
	Overall assessment The region has multiple facilities that accept electronic devices for reuse or recycling in each county that are outside high flood and earthquake hazard zones. This facility group was assigned a low disaster resilience gap level.	

MAP 2



Infrastructure gap analysis



Material stream	Building materials for reuse
Customer type	General public

OVERVIEW

There are seven facilities in or near the greater Portland region that accept a broad range of reusable building materials from the public (see [Appendix Table A3](#)). All the facilities in this group are used building materials stores operated by two non-profit organizations.

These facilities are open to the public and accept a broad range of building materials for reuse, such as brick, ceramic tile, cabinets, doors, lumber and other types of wood. Apart from building materials, these facilities also accept and resell other used items such as appliances, furniture and home goods.

The assessment of this group of facilities includes facilities outside the Metro boundary that are accessible to some residents in the region. This group does not include facilities that specialize in certain types of materials such as antique furniture, bathtubs and hardware.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times The average driving time to the nearest facility that accepts building materials from the public for reuse is 10.6 minutes. An estimated 6.5% of the population in the region is more than 20 minutes away by car from the nearest facility. As Map 3 shows, areas with longer than a 20-minute drive include:</p> <ul style="list-style-type: none"> • Portions of Lake Oswego, West Linn and unincorporated areas of Clackamas County east of Wilsonville, • Parts of Sherwood and Tualatin in Washington County. <p>Highway and public transit access All facilities in this group are within one mile of a major or interstate highway. Except for the Habitat for Humanity Restore in Canby, all facilities in this group are within 1/4 mile (1,320 feet) of the nearest transit stop. The Canby Restore is 1/2 mile away from the nearest bus stop and there is no light or commuter rail service in that area.</p> <p>Walking and biking access All facilities in this group within the Metro boundary are connected to surrounding communities via sidewalks, multi-use trails and bike lanes, with varying degrees of connectivity. The two facilities outside the Metro boundary (the Habitat Restores in Canby, Oregon and Vancouver, Washington) are more isolated and have limited walking and biking connectivity to surrounding areas.</p>	 MEDIUM
COST DIFFERENCES	<p>All building material reuse stores in this facility group are run by non-profit organizations and accept items as donations from the public at no charge. Habitat for Humanity requests a \$15 donation for material pickups to cover fuel costs. The ReBuilding Center has a similar policy and charges \$20 per pickup.</p>	 LOW


Infrastructure gap analysis	
Material stream	Paint recycling
Customer type	General public

OVERVIEW



There are 44 locations in the greater Portland region that accept paint from the public for recycling as part of Oregon’s paint stewardship program (see [Appendix Table A4](#)). Under the program, paint retailers collect a fee from consumers for each container of paint sold in Oregon. These fees pay for the program and are managed by PaintCare, an organization set up by paint manufacturers to meet the requirements of the program in state law. PaintCare manages the collection of paint and provides outreach and education to consumers.

Almost all the facilities that accept paint for recycling are paint retailers or hardware stores (36 facilities). The rest include the five Habitat for Humanity ReStore locations in the tri-county area, as well as three Metro facilities: two household hazardous waste facilities and the MetroPaint recycling facility in north Portland.

Of all the paint received from residents at these facilities, most of it is taken to processing facilities for recycling, including MetroPaint, while some is reused: either sold or given away by reuse organizations in the original containers. The rest is sent to landfills for final disposal or to waste-to-energy facilities or cement kilns to burn for energy recovery. According to PaintCare, the program collected 632,286 gallons of latex and oil-based paint in Oregon in 2022, of which 5% was processed for reuse, 58% for recycling and 37% for landfilling or incineration.⁵

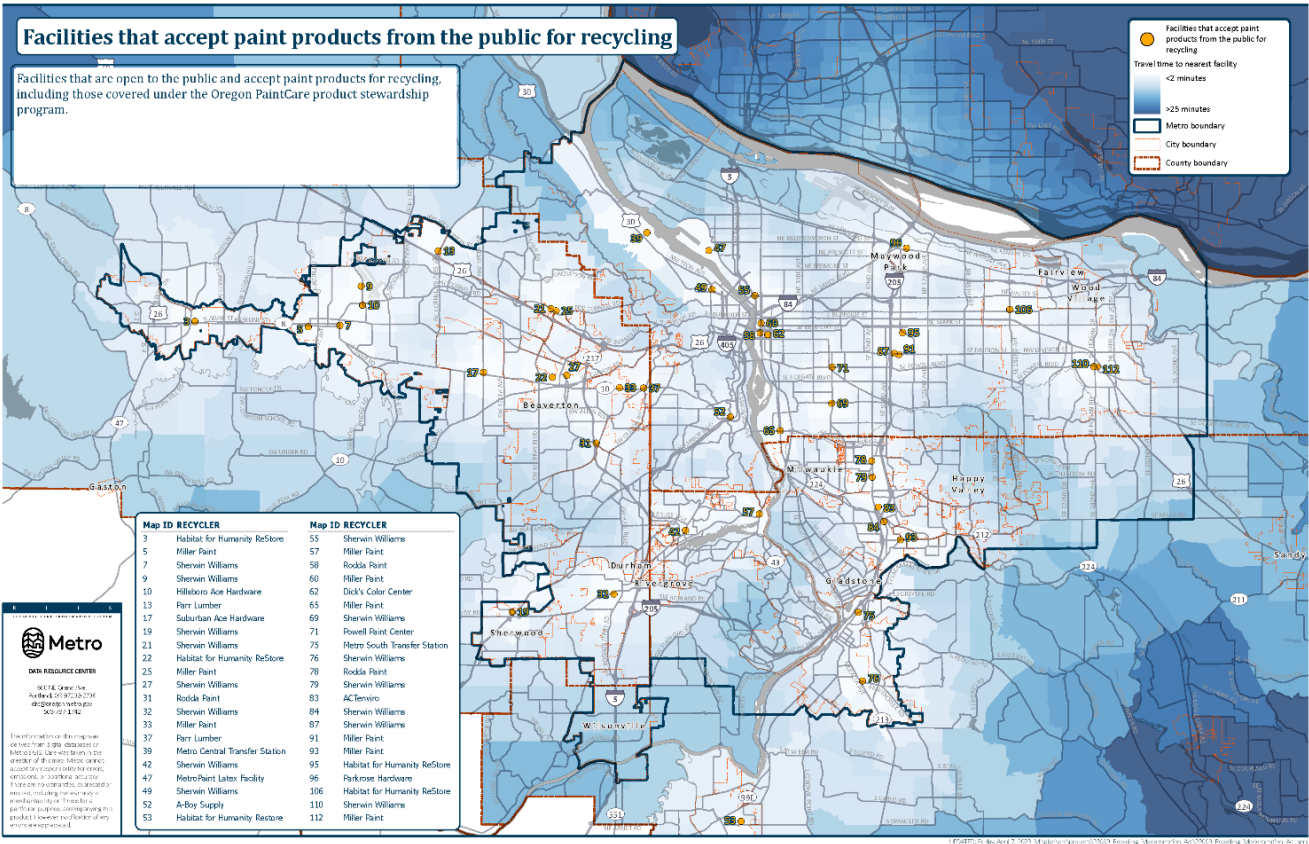
Criteria	Assessment summary	Gap level
ACCESS	Driving times The average driving time to the nearest facility that accepts paint from residents within the greater Portland region for recycling is 5.3 minutes. There are no areas of the region where residents have to drive more than 20 minutes to reach the nearest paint drop-off location (see Map 4).	 LOW
	Highway and public transit access More than 90% of all facilities in this group (40 facilities) are within one mile of an interstate or major highway and within 1/4 mile (1,320 feet) from the nearest public transit stop. Almost half of the locations that accept paint from the public (20 facilities) are located less than 1/2 mile away from a MAX light rail or WES commuter rail station.	
	Walking and biking access Paint drop-off locations are typically located in commercially zoned areas surrounded by residential and mixed use residential/commercial areas. Walking and biking infrastructure to these facilities varies and is representative	

⁵ PaintCare (2023). *Oregon Paint Stewardship Program: 2022 Annual Report* (April 17, 2023). Available online at: <https://www.paintcare.org/wp-content/uploads/docs/or-annual-report-2022.pdf>

Criteria	Assessment summary	Gap level
	of the existing infrastructure in each of the areas across the greater Portland region where they are located.	
COST DIFFERENCES	<p>When residents buy latex or oil paint in Oregon, retailers add fees to the total price they charge based on the size of the paint containers customers bought. As of May 1, 2023, the fees charged by all paint retailers are:</p> <ul style="list-style-type: none"> \$0.00 for half pint containers or smaller \$0.45 per container larger than half pint but less than 1 gallon \$0.95 per containers between 1 and 2 gallons \$1.95 per container larger than 2 gallons and up to 5 gallons <p>According to PaintCare, retailers are not required to show these fees on receipts, but most stores do show them to explain the price increase to their customers. PaintCare also encourages retailers to show the fee to increase awareness of the program.⁶ Because the fees charged by the facilities in this group for accepting paint from the public are the same, this group is considered to have a low gap in terms of cost differences.</p>	 LOW
DISASTER RESILIENCE	<p>Flood hazard</p> <p>Of the 44 facilities in this group, 42 are more than 50% outside of FEMA 100-year flood plains: 8 in Clackamas County, 21 in Multnomah County and 13 in Washington County.</p> <p>Earthquake hazard</p> <p>Of all the facilities in this group, 20 are outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 3 in Clackamas County, 12 in Multnomah County and 5 in Washington County.</p> <p>Overall assessment</p> <p>The region has multiple facilities that accept paint for recycling in each of the three counties and that are outside high flood and earthquake hazard zones. Based on these results, this group is considered to have a low disaster resilience gap level.</p>	 LOW

⁶ PaintCare. Oregon Paint Stewardship Program: How Does the Oregon Paint Stewardship Program Affect Paint Retailers (January 2023). Available online at: <https://www.paintcare.org/wp-content/uploads/docs/or-factsheet-retailer-info.pdf>.

MAP 4



Infrastructure gap analysis	
Material stream	Mixed recycling
Customer type	Commercial haulers

Mixed recycling
Refers to the recyclable materials that are mixed together or commingled in the recycling carts that are picked up by collection companies from homes and businesses.


OVERVIEW


There are six material recovery facilities that accept and process mixed recycling within the greater Portland region (see [Appendix Table A5](#)). All six facilities are privately owned and operated and serve commercial haulers that are franchised or licensed by a city or county to provide curbside/on-route recycling collection services to residential and commercial customers. All six facilities also accept source separated recyclable materials like cardboard and metal from commercial haulers, and in some cases, from contractors, businesses and the public. The source separated materials accepted are not consistent across all six facilities.

Haulers typically take the mixed recycling they collect directly to a material recovery facility, but in some cases, they take the materials to a transfer station, where the mixed recycling materials are consolidated into larger loads that are then “reloaded” or transported to a material recovery facility. The six private transfer stations located within the Metro boundary are authorized by Metro to accept mixed recyclable materials for transporting to a material recovery facility, but only some do. Transfer stations acting as “reload” facilities for mixed recycling were not included in this gap assessment.

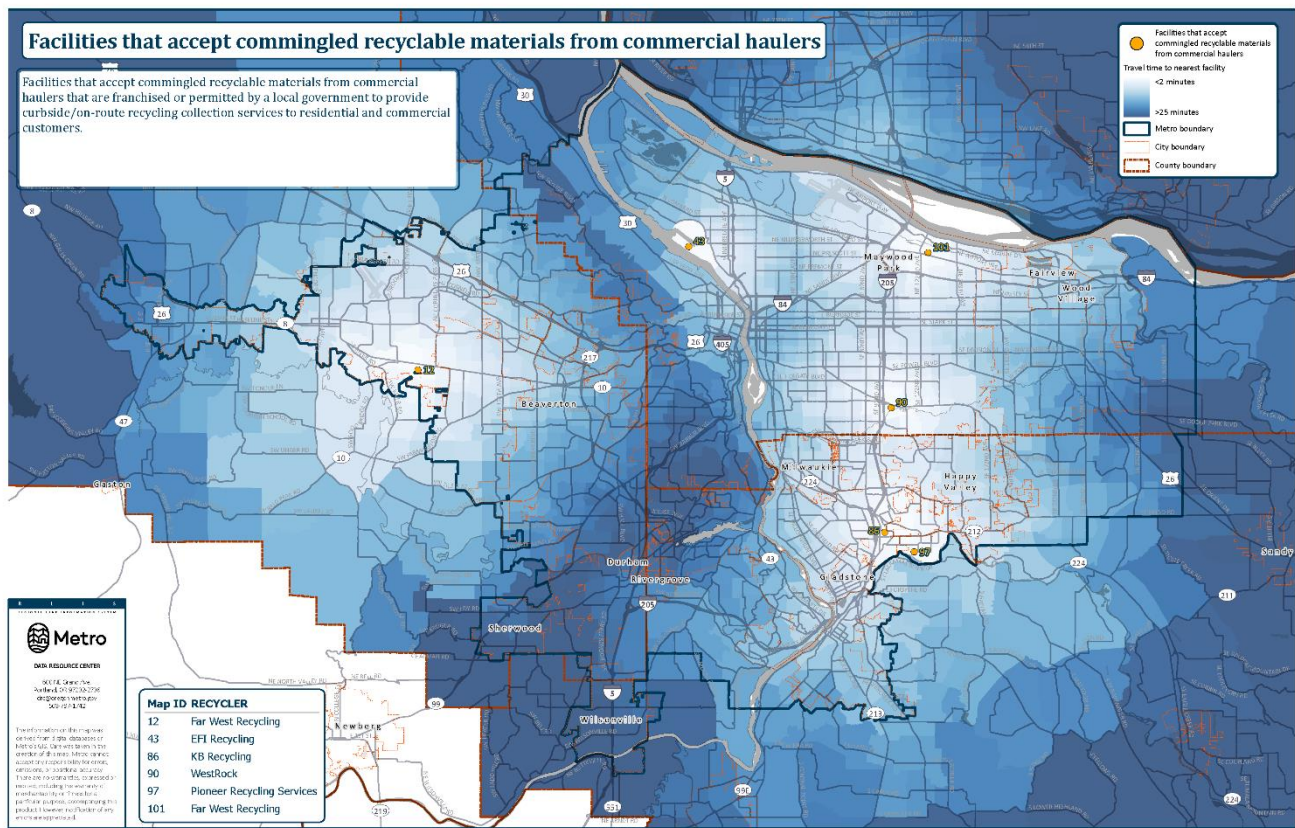
The materials received by material recovery facilities are sorted and separated using a combination of manual labor and machinery into different categories such as cardboard, paper, metal and plastic. The separated materials are then baled and sold to companies that turn those materials into new products or to material brokers that sell those bales to other companies in the United States and across the world.

With passage of the Plastic Pollution and Recycling Modernization Act by the Oregon legislature in 2021, the region’s mixed recycling facilities are expected to receive funding from producers of packaged items to upgrade their sorting equipment and ensure workers are paid living wages and benefits. The new law also aims to reduce the fees charged by material recovery facilities to commercial haulers, which should lead to lower garbage and recycling collection bills for residents and businesses.

Criteria	Assessment summary	Gap level
<p>ACCESS</p>	<p>Driving times</p> <p>The average driving time to the nearest mixed recycling facility is 14.4 minutes. An estimated 24% of the area within the greater Portland region is more than 20 minutes away from the nearest facility (see Map 5). The areas with the longest driving times to the nearest facility include:</p> <ul style="list-style-type: none"> • Washington County around Sherwood, King City, Tualatin and Tigard • Significant portions of Lake Oswego and southwest Portland. • Areas in the eastern part of the region, from Troutdale in Multnomah County south to Damascus in Clackamas County. <p>Highway and public transit access</p> <p>Four of the six facilities in this group are less than one mile from an interstate or major highway. The other two (EFI Recycling and Far West Northeast Portland) are less than 2 miles from an interstate highway. Half of the six mixed recycling facilities are less than 1/4 from a public transit stop and all of them are more than 1/2 mile from a light or commuter rail station.</p> <p>Walking and biking access</p> <p>All facilities in this group are in industrial areas that tend to be relatively isolated from residential neighborhoods. Four of the six facilities are connected to walking infrastructure via sidewalks, while five are on or near streets with some dedicated bike lanes but close to barriers like rivers and interstate highways.</p>	 <p>MEDIUM</p>
<p>COST DIFFERENCES</p>	<p>Mixed recycling facilities were not individually assessed in terms of cost. These facilities do not typically make their pricing information available online or elsewhere. The Plastic Pollution and Recycling Modernization Act sets a future target of \$0 per ton for the fees charged by material recovery facilities to commercial haulers. This will likely lead to haulers facing not only significantly lower charges for mixed recycling loads, but also fees that are the same or similar across all facilities in the region.</p>	<p>N/A</p>

Criteria	Assessment summary	Gap level
DISASTER RESILIENCE	<p>Flood hazard</p> <p>Five of the six facilities in this group are more than 50% outside FEMA 100-year flood plains: 2 in Clackamas County, 2 in Multnomah County and 1 in Washington County.</p> <p>Earthquake hazard</p> <p>Of the 6 facilities in this group, 4 are outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 2 in Clackamas County and 2 in Multnomah County.</p> <p>Overall assessment</p> <p>Clackamas and Multnomah counties each have more than one facility that accept mixed recycling from haulers and that are outside high flood and earthquake hazard zones. None of the facilities in Washington County are outside these high hazard areas. Based on the scoring rubric used in this assessment, this group was assigned a medium disaster resilience gap rating.</p>	 MEDIUM

MAP 5





Infrastructure gap analysis


Material stream	Separated recycling
Customer type	General public

OVERVIEW

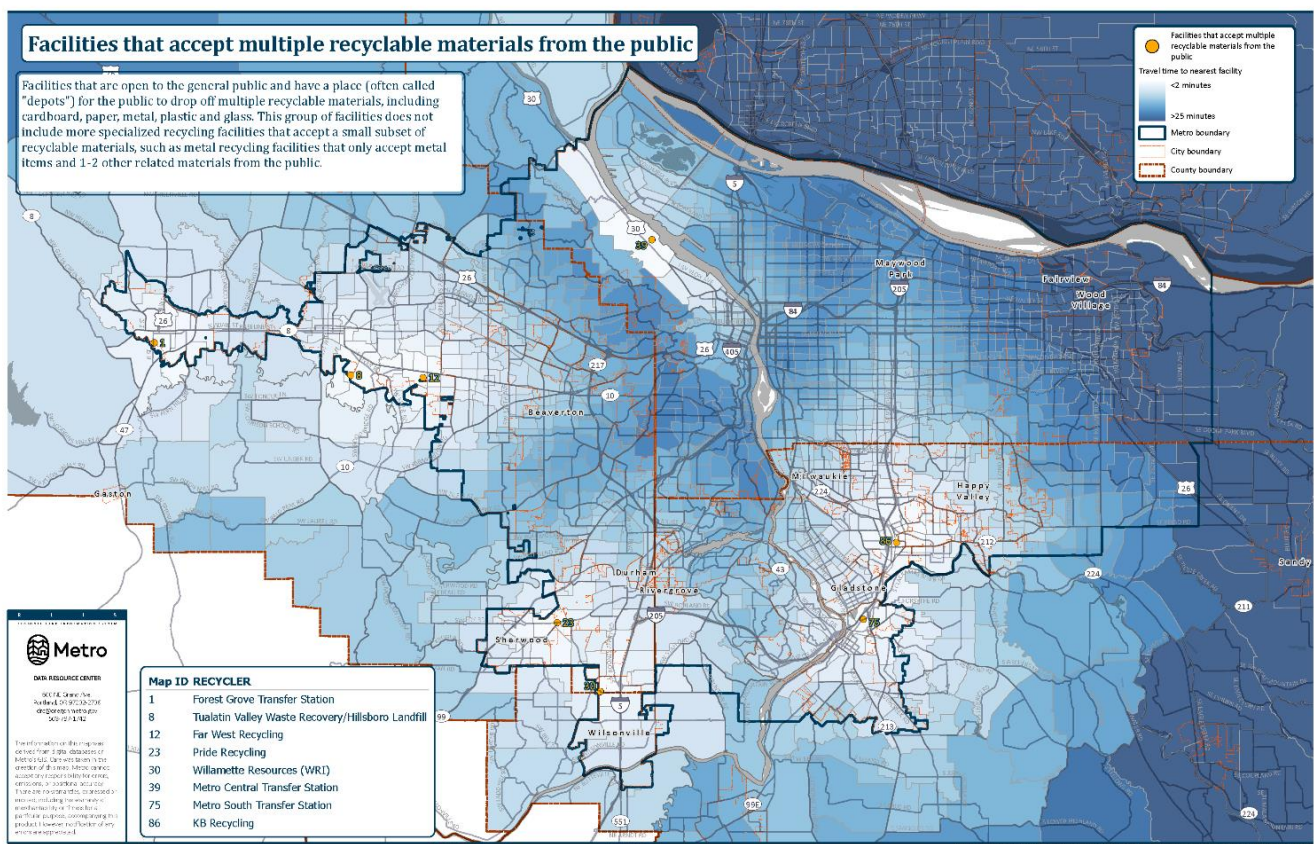
There are eight facilities in the region that accept a wide range of recyclable materials from the public (see [Appendix Table A6](#)). These facilities are often called "recycling depots" and have separate bins for people place materials for recycling. Recycling depots tend to be located inside or adjacent to garbage and recycling facilities such as transfer stations and material recovery facilities, both private and public.

Although there are many facilities in the region that accept recyclable materials from residents, only a few provide one-stop locations where people can take multiple types of materials. Based on feedback received by Metro during phase 2 of this project and past projects, people in the region value the convenience of having single places that accept multiple items for recycling. For this reason, this assessment focuses on the eight facilities in the region that have a place for the public to take all of the following most common types of household recycling materials: cardboard, paper, metal, glass, and some types of plastic items. These depots generally accept these recyclable materials for free, but may charge for others, including hard-to-recycle and hazardous items like batteries, sharps, fluorescent light tubes and expanded polystyrene plastic (also known by its trademarked name, Styrofoam).

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times Average driving time to the nearest recycling depot is 13.4 minutes. Approximately 14.5% of the region's residents are more than 20 minutes away from the nearest recycling depot by car. The areas with the longest driving times to the nearest depot (over 25 minutes) are Fairview, Troutdale, Wood Village and parts of Gresham in east Multnomah County (see Map 6, below). Other areas with longer driving times (more than 20 minutes but less than 25 minutes) include some portions of east, north, southwest and northwest Portland.</p> <p>Highway and public transit access All eight facilities in this group are within one mile of an interstate or major highway. Two facilities are less than 1/4 mile (1,320 feet) of the nearest public transit stop and the rest within 1/2 mile, with the exception of Tualatin Valley Waste Recovery, which is over one mile away from the nearest transit stop. All eight recycling depots are more than 1/2 mile away from a light or commuter rail station.</p> <p>Walking and biking access More than half of the facilities in this group are connected to walking and biking infrastructure, although in many cases, bike lanes are designated as 'bike with caution' and most of the facilities are in industrial areas that are relatively isolated from residential neighborhoods.</p>	 MEDIUM
COST DIFFERENCES	The materials accepted at no charge are relatively consistent across all eight recycling depots in the region, but not the same. All facilities accept cardboard,	

Criteria	Assessment summary	Gap level
	<p>paper, metal, container glass, and plastic bottles and tubs at no cost. Most facilities also accept items like electronics and motor oil at no charge.</p> <p>The items and materials accepted for a fee are similar, but not the same and the fees vary across facilities.</p>	LOW
DISASTER RESILIENCE	<p>Flood hazard Of the 8 facilities in this group, 7 are more than 50% outside FEMA 100-year flood plains: 1 in Clackamas County, 1 in Multnomah County and 5 in Washington County.</p> <p>Earthquake hazard There are 3 out of 8 facilities in this group outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 1 in Clackamas County; 2 in Washington County.</p> <p>Overall assessment There is at least one facility per county in Clackamas and Washington counties that accept separated recyclables from the public and that are outside high flood and earthquake hazard zones, but none in Multnomah County. Based on these results, this group was assigned a medium disaster resilience gap rating.</p>	 MEDIUM

MAP 6



Infrastructure gap analysis	
Material stream	Food waste (commercial organics)
Customer type	Commercial haulers

OVERVIEW

Three facilities in the greater Portland region currently accept business food waste from commercial haulers: Pride Recycling Company, Metro Central Transfer Station, and Willamette Resources (WRI) (see [Appendix Table A7](#)). These facilities accept food waste collected by commercial haulers that are franchised or permitted by a local government to provide collection services to food-generating business and institutions like restaurants, grocery stores, hospitals and schools. The food waste received at these facilities is sent on to other locations for composting (currently Recology Organics in Aumsville, Oregon, Republic’s Pacific Region Compost in Corvallis, Oregon, and Dirt Huggers, Dallesport, WA).

A portion of the food waste generated by businesses in the region (mainly grocery stores) is sent directly to processing facilities. Approximately 80% of the region’s grocery stores send food waste to Divert’s processing facility in Albany, Oregon. Divert then sends the processed material to Stahlbush Island Farms’ anaerobic digestion facility in Corvallis, Oregon, which converts the food waste into fertilizers and biogas used to generate renewable electricity. Organix Recycling and other companies collect food waste and deliver it to local farms or processing facilities for livestock feed. In December 2022, Metro authorized COR Transfer Station to take food waste from the MODA Center directly to the Annen Brothers compost facility in Mt. Angel, Oregon.

To expand processing capabilities and improve system resiliency, Metro has partnered with the City of Portland Bureau of Environmental Services to evaluate options to pre-process food waste into a slurry that can be used in the anaerobic digesters at Portland’s Columbia Boulevard Wastewater Treatment Plant. Gresham’s Wastewater Plant has studied potential options for accepting business food waste. Divert is planning to expand capacity in the Pacific Northwest and build and operate an anaerobic digestion facility in Longview, Washington.

In July 2018, Metro Council adopted the Business Food Waste Policy requiring certain businesses to separate food scraps from garbage. Originally set to begin in March 2020, the mandatory program was delayed due to the impacts of COVID-19 on the region’s residents and businesses. Implementation of the requirement began in March 2022 and all businesses generating more than one 60-gallon roll cart of food scraps per week will need to be in compliance by September 2024. Metro estimates that the policy will increase recovery of food waste for composting by 52,000 tons per year. Approximately 21,000 tons per year are currently being collected and sent to either direct processing or a composting facility.



The stability of the mandatory food scraps program relies on access to multiple composting, anaerobic digestion and other end markets that can process the material into valuable products. These products are used on lawns, gardens, and agricultural fields and the process of anaerobic digestion creates renewable energy as a secondary benefit. When inorganic material such as plastic packaging contaminates the finished product, it impacts the product’s value and poses risks to environmental and human health.


Commercial organics

An industry term for the food scraps collected by haulers from businesses.

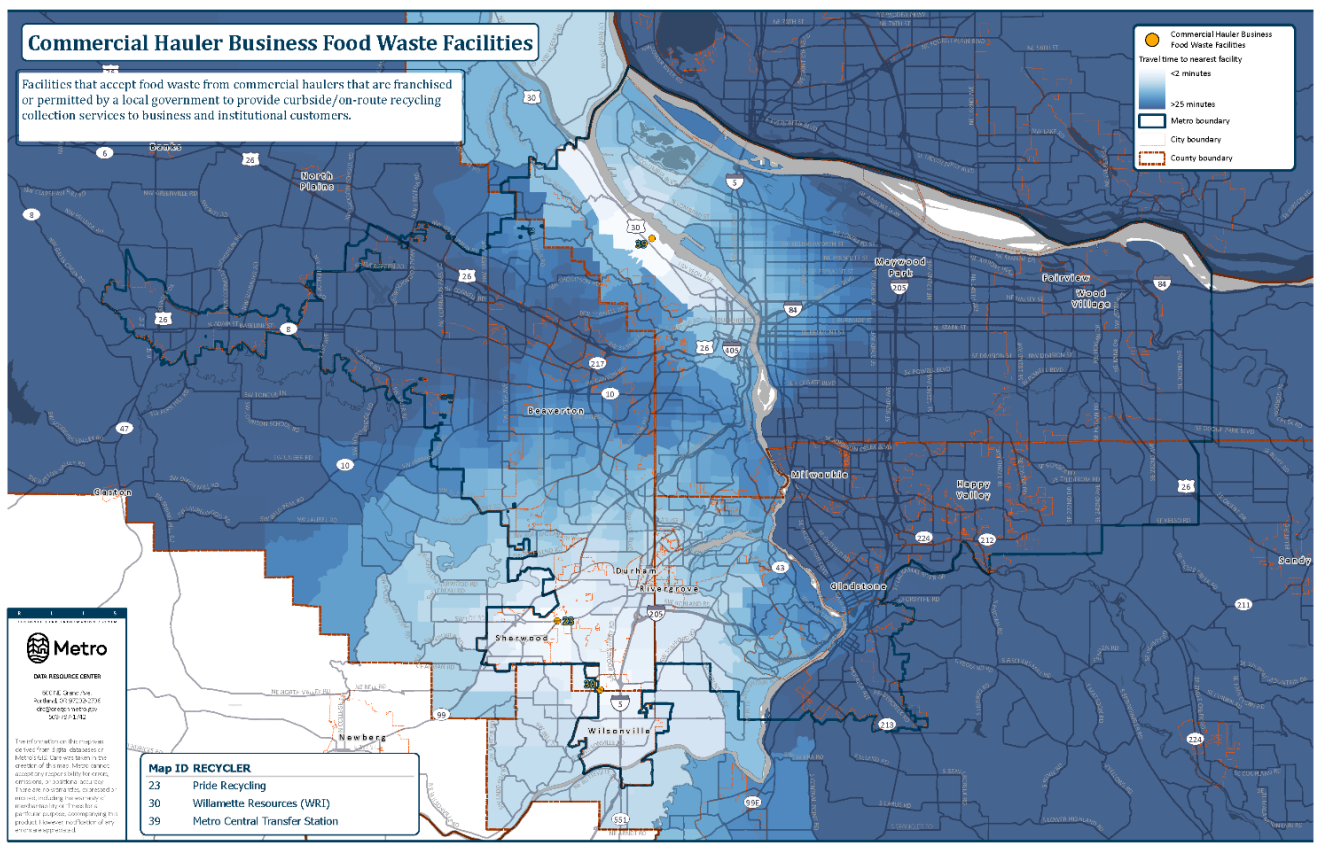
Following a policy adopted by Metro Council, certain businesses are being required to separate their food scraps by September 2024 and keep them out of the landfill.

Most facilities processing food scraps in the region cannot effectively remove contaminants. Despite Metro’s food-only collection standard, a recent food scraps composition study indicates an 11% contamination rate. This contamination impacts the ability of end markets to utilize the material and poses a risk to the stability of the region’s food waste recovery system. This risk can be mitigated by installing pre-processing equipment that can effectively remove contaminants at transfer stations that accept commercial food scraps. The ability to create clean food scraps supports access to multiple end markets and helps ensure program stability.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times The average driving time to the nearest facility that accepts business food waste from commercial haulers is 25.5 minutes. Approximately 61% of the region is more than 20 minutes away by car from the nearest business food waste facility. As Map 7 shows, the areas where commercial haulers face the longest driving times include most of the areas within the Metro boundary east of the Willamette River in Clackamas and Multnomah counties, as well as most of western Washington County, from Forest Grove to Beaverton.</p> <p>Highway and public transit access All three facilities in this group are within one mile of an interstate or major highway. One facility (Pride Recycling) is within 1/8 mile (660 feet) of the nearest public transit stop, while the other two are within 1/3 mile (1,800 feet). All three facilities are more than 1.5 miles away from either a MAX light rail or WES commuter rail station.</p> <p>Walking and biking access All facilities in this group are in industrial areas and relatively isolated from residential neighborhoods. Pride Recycling and Willamette Resources (WRI) are connected to walking and bikeway infrastructure. Metro Central is accessible by roads with fewer sidewalks and no dedicated bike lanes.</p>	 HIGH
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the total charge for 6 tons of business food waste brought by commercial haulers that use Metro Central’s automated scales was \$71.51 per ton (\$73.80 for haulers that do not use the automated scales).</p> <p>As of March 2023, the total charge for 6 tons of business food waste brought by commercial haulers to Willamette Resources (WRI) was \$102.05, based on the facility’s posted fees.</p> <p>Pride Recycling is authorized and open to receiving business food waste from commercial haulers. However, as of March 2023, the facility has not reported receiving any business food waste.</p> <p>The difference between the lowest and the highest fees charged by facilities in this group to commercial haulers for a 6-ton load of business food waste was 38.3%. Since this difference is more than 15%, this group was assigned a high cost difference gap level rating.</p>	 HIGH

Criteria	Assessment summary	Gap level
DISASTER RESILIENCE	<p>Flood hazard</p> <p>All 3 facilities in this group are more than 50% outside of any FEMA 100-year flood plain: 1 in Multnomah County and 2 in Washington County. Clackamas County does not have any facilities that accept business food waste from commercial haulers.</p> <p>Earthquake hazard</p> <p>Of the 3 facilities in this group, 1 facility in Washington County is outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones). Clackamas County does not have any facilities that accept commercial organics from commercial haulers.</p> <p>Overall assessment</p> <p>Only Washington County has one facility that accepts business food waste from commercial haulers and that is outside of high flood and earthquake hazard zones. Based on these results, this group is determined to have a high disaster resilience gap level.</p>	 HIGH

MAP 7



Infrastructure gap analysis

Material stream	Mixed food waste and yard debris (residential organics)
Customer type	Commercial haulers


Residential organics



An industry term for the material collected by haulers in cities and counties that offer people in single family homes the option of placing food waste in their yard debris collection bins.

OVERVIEW

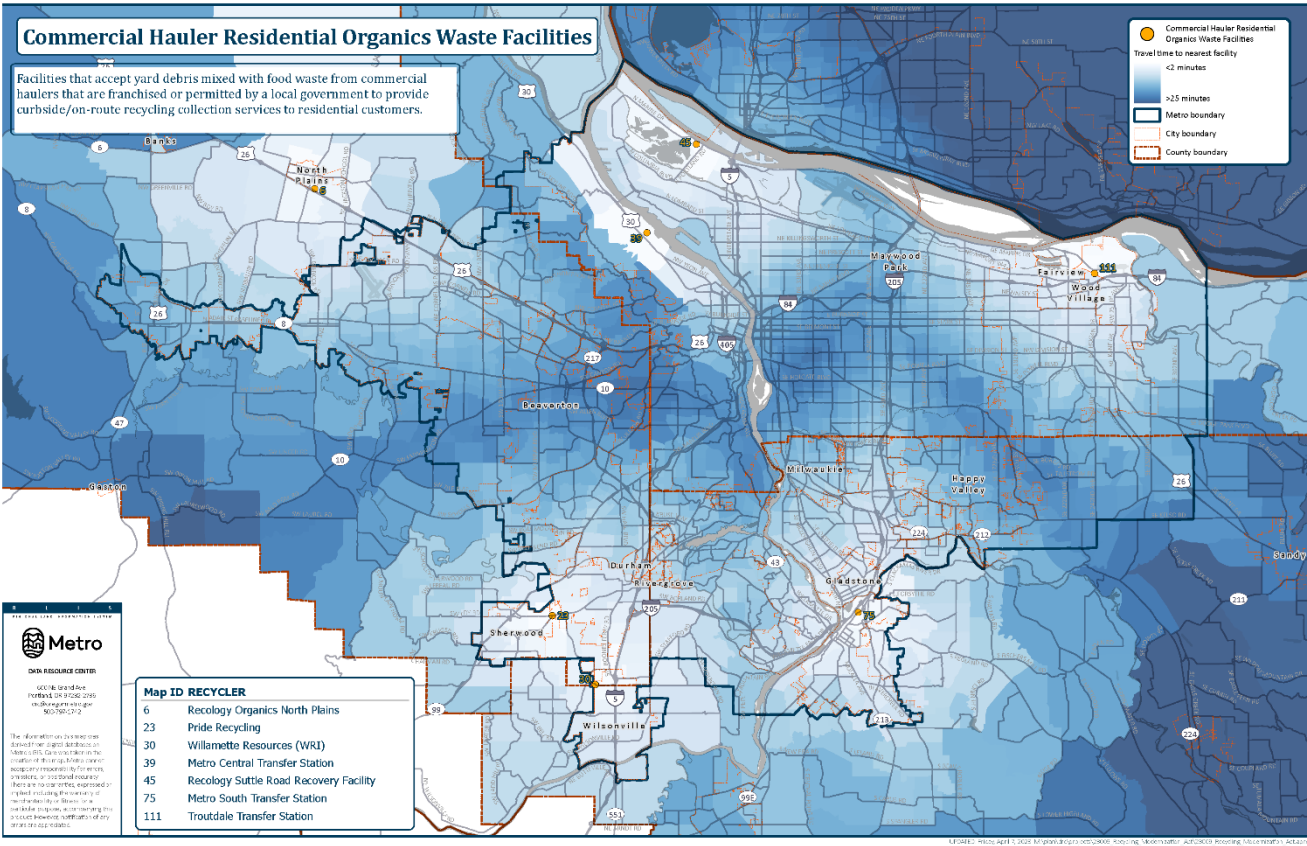
There are seven facilities in the greater Portland region that currently accept mixed food waste and yard debris – also referred to as ‘residential organics’ – collected by commercial haulers that are franchised or permitted to provide curbside collection services to homes (see [Appendix Table A8](#)). At present, 12 out of 24 cities within the Metro jurisdictional boundary have residential organics programs for single family residents as part of their regular garbage and recycling curbside collection service. These programs allow single family residents to place food waste in their yard debris containers. As of April 1, 2023, the jurisdictions with residential organics programs include the cities of Beaverton, Cornelius, Durham, Forest Grove, Hillsboro, King City, Lake Oswego, Milwaukie, Portland, Sherwood, Tigard and Wilsonville.

Five of the facilities that accept mixed food waste and yard debris from commercial haulers are privately owned and operated. The other two facilities (Metro Central and Metro South) are owned by Metro and operated by a contractor. Most facilities in this group are transfer stations and one is a material recovery facility, where the mixed food waste and yard debris brought in by commercial haulers is aggregated and then transferred to a composting or anaerobic digestion facility. One facility (Recology Organics North Plains) is a composting facility and is located outside the Metro boundary in the city of North Plains in Washington County.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times</p> <p>The average driving time to the nearest facility that accepts mixed food waste and yard debris in the greater Portland region is approximately 13.5 minutes. An estimated 6.5% of the greater Portland region is more than a 20-minute drive from the nearest facility. The areas most affected by longer driving times are around Beaverton and Aloha in Washington County, and southwest and southeast Portland (see Map 8).</p> <p>Highway and public transit access</p> <p>Most facilities in this group are within a mile of an interstate or major highway. The exception is Suttle Road Recovery Facility, which is 1.5 miles west of I-5 in an industrial area of north Portland near Hayden Island. Three of the seven facilities are less than 1/4 from a public transit stop and all are more than 1/2 mile from the nearest light or commuter rail station.</p> <p>Walking and biking access</p> <p>All facilities in this group are in industrial or rural areas and relatively isolated from residential neighborhoods. Most facilities are connected to walking and bikeway infrastructure, but with barriers nearby such as highways and rivers.</p>	 MEDIUM

Criteria	Assessment summary	Gap level
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the total charge for 6 tons of residential food waste mixed with yard debris brought by commercial haulers that use automated scales at Metro transfer stations is \$84.09 per ton (\$86.36 per ton for haulers that do not use the automated scales).</p> <p>Between January and May 2023, the total fees charged at private facilities for 6 tons of residential organic waste brought in by commercial haulers ranged between \$51 and \$101 per ton (a 98% difference), based on posted pricing information. Given that this difference is more than 15%, this group was assigned a high cost difference gap level rating.</p>	 HIGH
DISASTER RESILIENCE	<p>Flood hazard</p> <p>Of the 7 residential organic waste facilities in the region, 4 are more than 50% outside any FEMA 100-Year flood plain: 2 in Multnomah County and 2 in Washington County.</p> <p>Earthquake hazard</p> <p>Only 1 of the facilities in this group in Washington County is outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones).</p> <p>Overall assessment</p> <p>Only Washington County has one facility that is outside high flood and earthquake hazard zones. Based on these results, this group was assigned a high disaster resilience gap level rating.</p>	 HIGH

MAP 8



Infrastructure gap analysis

Material stream	Yard debris
Customer type	Commercial haulers


Yard debris



Includes all non-food material that grows in backyards and other landscaped areas such as leaves, weeds, grass clippings, and small branches.

OVERVIEW

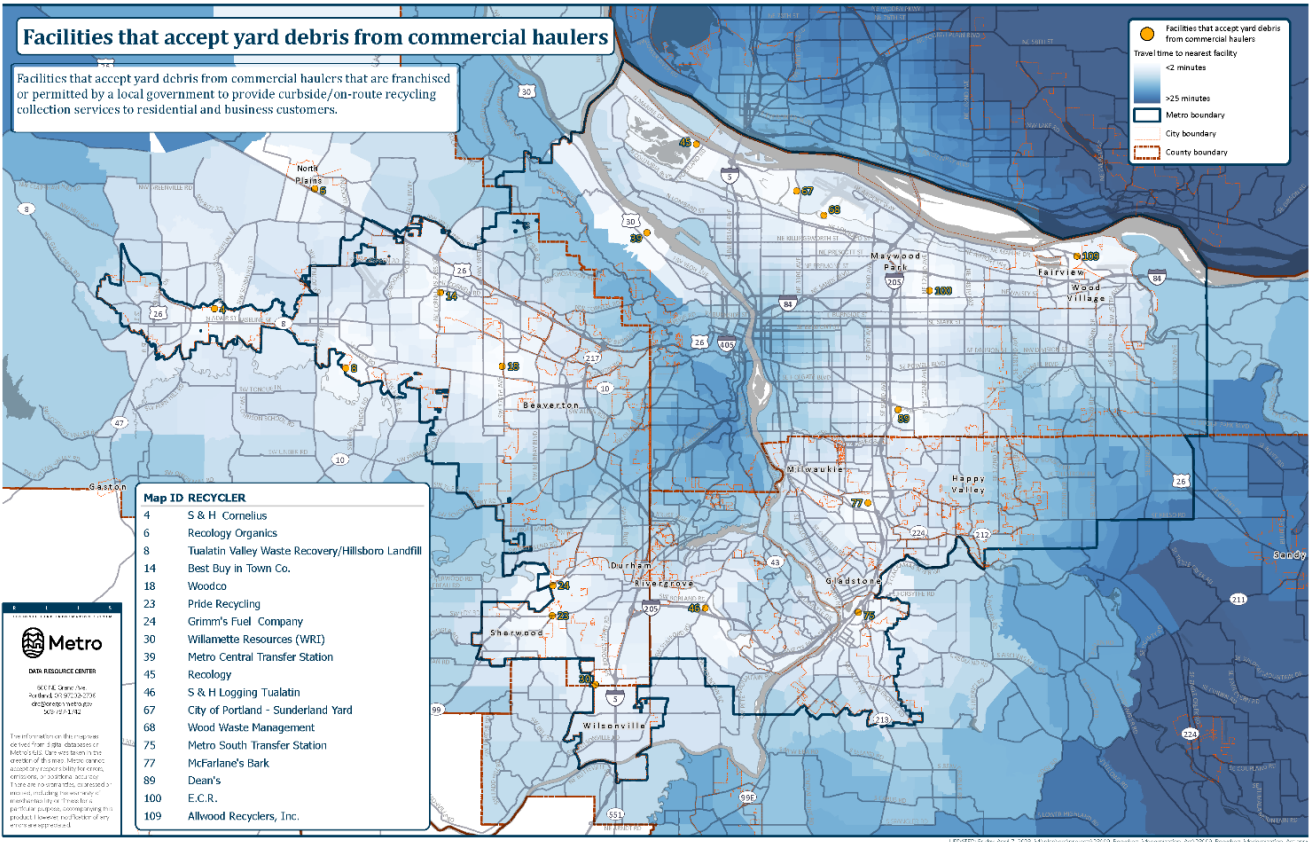
There are 18 facilities in the greater Portland region that accept yard debris from commercial haulers that are franchised or permitted by a city or county to provide curbside collection services to residential and business customers (see [Appendix Table A9](#)). All private transfer stations and most material recovery facilities regulated by Metro are authorized (by Metro) to accept yard debris from anyone, including haulers, for processing or reload, but not all facilities choose to accept yard debris.

Most of the facilities are transfer stations, material recovery facilities or reload facilities where yard debris is accepted from commercial haulers and then consolidated into larger loads that are then taken to composting facilities in the greater Portland region or to composting facilities outside the region such as Recology Organics in Aumsville, Oregon, southeast of Salem. Three of the yard debris facilities in this group are publicly owned, including the Metro's two transfer stations (Metro Central and Metro South) and the City of Portland's Sunderland Recycling Facility near the Portland International Airport. The Sunderland Recycling Facility only accepts leaves collected under the City of Portland's Leaf Day collection program and is not open to all commercial haulers.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times Average driving time to the nearest facility that accepts mixed food waste and yard debris in the greater Portland region is approximately 8.5 minutes. An estimated 0.3% of the region is more than a 20-minute drive from the nearest facility, in unincorporated areas of Clackamas County around Boring (see Map 9).</p> <p>Highway and public transit access All but three of the facilities in this group are within one mile of an interstate or major highway. The exceptions are Allwood Recyclers in Fairview (1.5 miles north of I-84), Best Buy in Town in Hillsboro (1.2 miles south of highway 26) and Suttle Road Recovery Facility in north Portland (1.4 miles west of I-5). Seven of the 18 yard debris facilities are less than 1/4 mile from a public transit stop, and none are within 1/2 mile of a light or commuter rail station.</p> <p>Walking and biking access Only three of the 18 facilities in this group are within 1/4 mile of a multiuse trail, and about two thirds are on or near streets with dedicated bike lanes.</p>	 LOW

Criteria	Assessment summary	Gap level
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the total charge for 6 tons of yard debris brought by commercial haulers that use automated scales at Metro transfer stations is \$56.71 per ton (\$59 per ton for haulers that do not use the automated scales).</p> <p>Most facilities in this group do not have scales to weigh customer vehicles and therefore charge in terms of volume, in dollars per cubic yard of yard debris. Only 6 of these facilities charge weight-based fees, in dollars per ton of material brought in.</p> <p>Among facilities with weight-based fees, the difference between the lowest fee (\$51 per ton for a 6-ton load) and the highest (\$202 per ton for a 6-ton load) was 296% between January and May 2023, based on pricing information posted by these facilities at their gates and/or online. During the same period, among facilities that charge volume-based fees, the difference between the lowest fee (\$13 per cubic yard) and the highest (\$38 per cubic yard) was 92.3%, based on pricing information posted at the facilities' gates or online. Given these differences, this group was assigned a high cost difference gap level rating.</p>	 HIGH
DISASTER RESILIENCE	<p>Flood hazard Of the 18 facilities in this group, 12 are more than 50% outside any FEMA 100-year flood plain: 1 in Clackamas County, 4 in Multnomah County and 7 in Washington County.</p> <p>Earthquake hazard Of the 18 facilities in this group, 8 are outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 2 in Clackamas County, 2 in Multnomah County and 4 in Washington County.</p> <p>Overall assessment Each of the three counties in the region has at least one facility that accepts yard debris from commercial haulers and outside of high flood and earthquake hazard zones. Based on this results, this group was assigned a low disaster resilience gap level rating.</p>	 LOW

MAP 9



Infrastructure gap analysis	
Material stream	Household hazardous waste
Customer type	General public


Household hazardous waste
Unwanted chemical materials or products that are or may be hazardous or toxic to the people or the environment and are commonly used at home, such as solvents, pesticides, cleaners and paints.

OVERVIEW



There are two household hazardous waste facilities in the greater Portland region co-located with Metro Central Transfer Station in north Portland and Metro South Transfer Station in Oregon City (see [Appendix Table A10](#)). Both facilities are owned and operated by Metro.

Metro provides additional collection of household hazardous waste through free, neighborhood collection events across the region during spring and fall. Collection events are usually well attended and highly rated by customers. Feedback from residents has also pointed out that collection events are not frequent enough, locations vary, hours are limited, tend to have long wait times, and overall, do not provide the same level of access as permanent facilities.

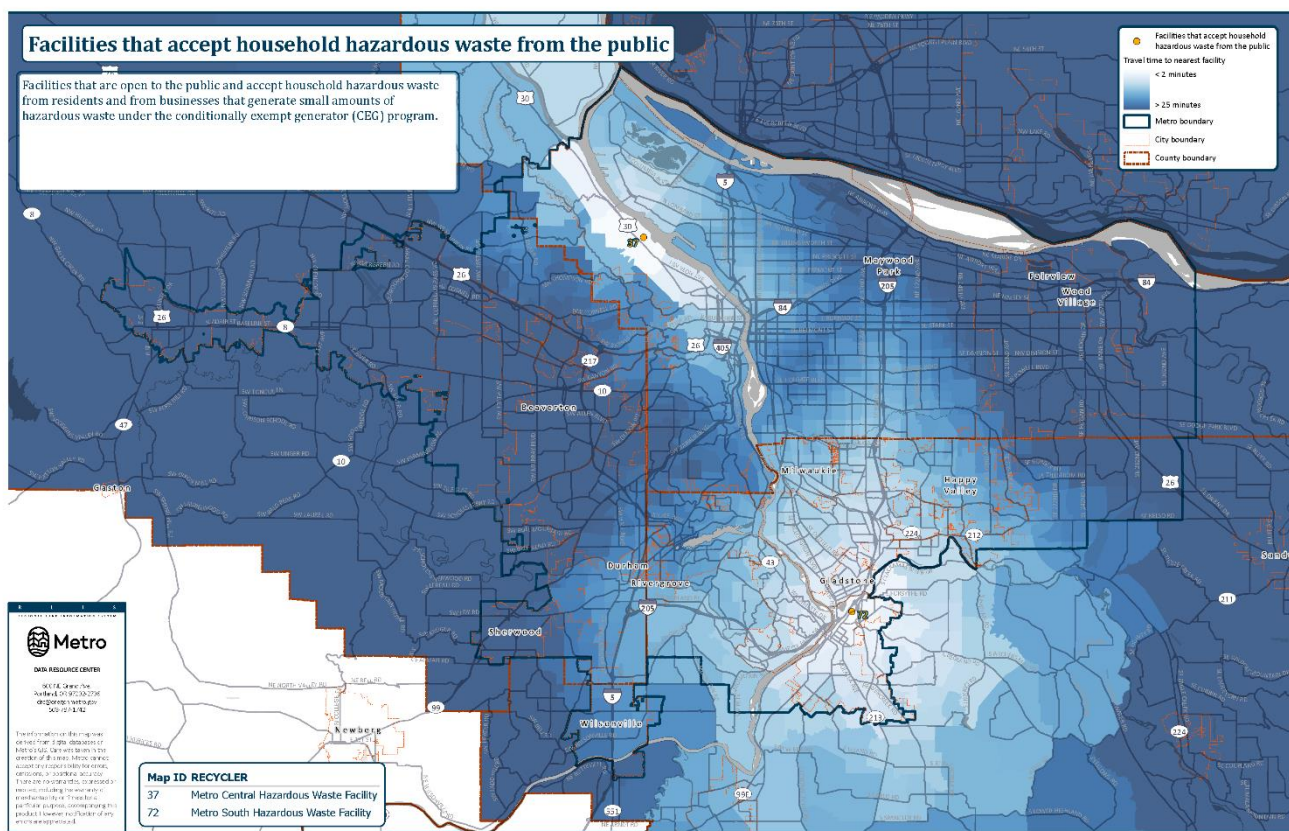
Metro is required by state law to establish permanent facilities to receive household hazardous waste across the region that are located and conveniently designed to serve the general public. State law also requires Metro to have a promotion program to encourage people to use those facilities.⁷

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times</p> <p>The average driving time to the nearest household hazardous waste facility is 22.2 minutes. Around 60.4% of the population in the region is more than 20 minutes away by car from the nearest facility (see Map 10). Areas with the longest driving times include:</p> <ul style="list-style-type: none"> • Large portions of Washington County from Forest Grove to Beaverton and Tigard, • East Multnomah County including parts of east Portland, Gresham, Fairview, Troutdale and Wood Village, • Parts of Clackamas County in east Happy Valley and the Damascus-Boring area, • Some parts of southwest Portland. <p>Highway and public transit access</p> <p>Metro Central is in a heavy industrial zone within one mile of highway 30, while Metro South is off I-205 at the junction with highway 30. Metro Central is approximately 1/3 mile from a public transit stop and more than 3.5 miles from the nearest MAX light rail station. Metro South is less than 1/10 mile of a public transit stop and more than 4.5 miles away from a MAX light rail station.</p>	 HIGH

⁷ Oregon Revised Statutes (ORS) (2021 Edition) 459.413. Available online at: https://www.oregonlegislature.gov/bills_laws/ors/ors459.html

Criteria	Assessment summary	Gap level
	<p>Walking and biking access</p> <p>Metro Central is not immediately connected to streets with sidewalks or dedicated bike lanes. Its location in an isolated industrial area and barriers like highway 30 decrease access to the facility. Metro South is connected to streets with sidewalks and bike lanes, but there are barriers like the I-205 freeway, major highways and the Willamette River that make walking and biking to the facility harder.</p>	
COST DIFFERENCES	Household hazardous waste disposal is free for residents at the two Metro facilities, while small quantity generating businesses can apply for reduced disposal fees.	 LOW
DISASTER RESILIENCE	<p>Flood hazard</p> <p>Of the two facilities in this group, only Metro South in Clackamas County is more than 50% within a FEMA 100-year flood plain and has experienced flood damage before (in 1996).</p> <p>Earthquake hazard</p> <p>Both Metro Central (Multnomah County) and Metro South (Clackamas County) are within high earthquake hazard zones (defined as being within 500 feet of high landslide and liquefaction hazard zones).</p> <p>Overall assessment</p> <p>None of the three counties in the region have a household hazardous waste facility that is outside high flood and earthquake hazard zones. Based on this result, this group is considered to have a high disaster resilience gap level.</p>	 HIGH

MAP 10



Infrastructure gap analysis

Material stream	Mixed dry waste for recycling, energy recovery or landfilling
Customer type	Commercial haulers


Mixed dry waste



An industry term for mixed loads of waste that typically contain mixed paper, metals, plastics, yard debris, wood, concrete, dry asphalt, construction and demolition wastes, land clearing debris, and/or gypsum wallboard (also called drywall).

OVERVIEW

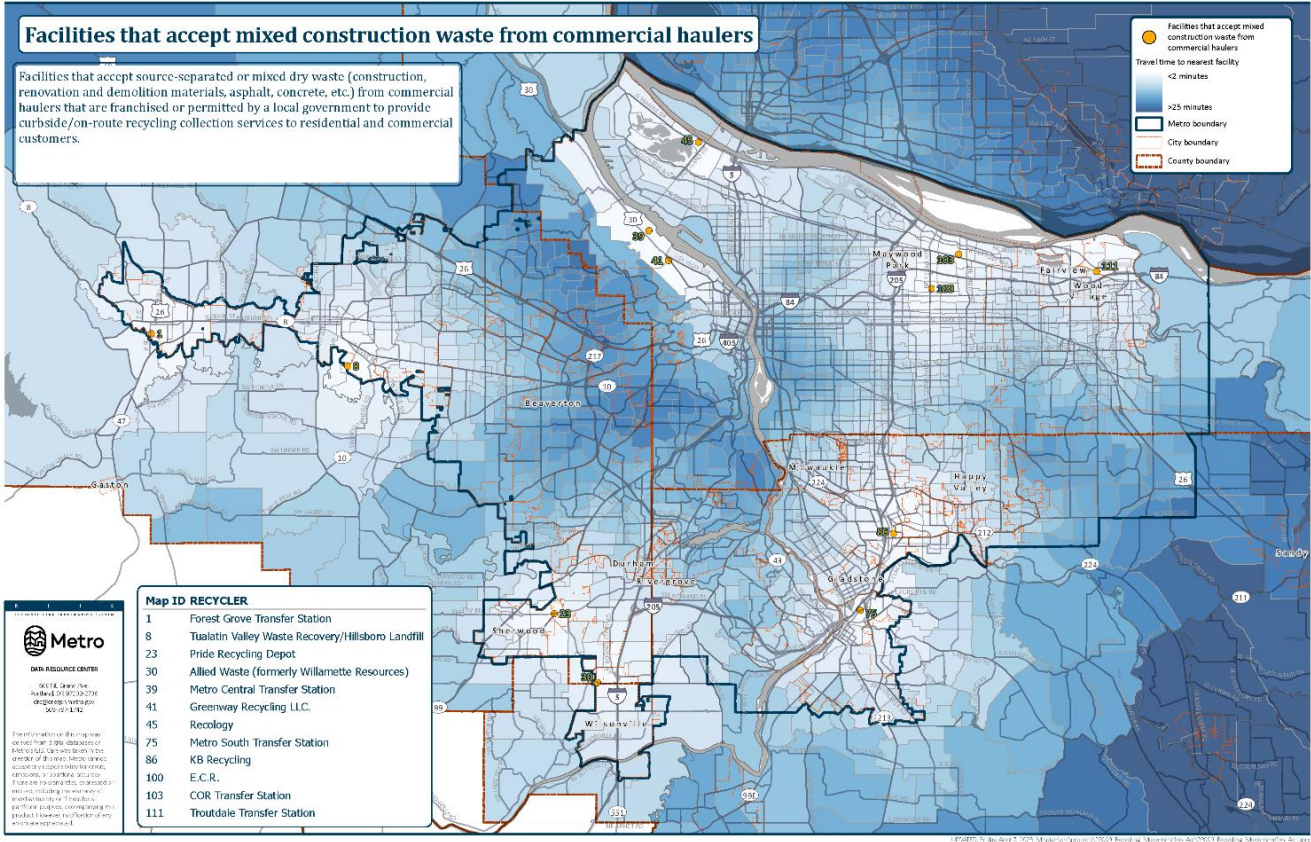
The greater Portland region has a total of 12 facilities that accept and process mixed dry waste from commercial haulers that are franchised or licensed by cities and counties to collect such waste from homes and businesses (see [Appendix Table A11](#)). This list includes public and privately owned facilities.

As required under Metro's Enhanced Dry Waste Recovery Program (EDWRP), all mixed dry waste – which includes construction and demolition waste – generated within the region must be transported to an authorized material recovery facility before it can be taken to a landfill for final disposal. Because of this requirement, commercial haulers take mixed construction waste directly to an authorized facility or to a transfer station, where the waste is consolidated and then taken to one of the authorized facilities. At the authorized material recovery facilities, workers and machinery go through the waste and separate some materials for recycling like metals, plastics and paper. In the case of wood, the material that is separated from the mixed dry waste is typically turned into hog fuel, which is a mix of coarse chips of wood that is burned as fuel in industrial boilers to generate heat and electricity.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times</p> <p>The average driving time to the nearest facility that accepts mixed construction waste from commercial haulers in the greater Portland region is 10.4 minutes. Approximately 2.5% of the region faces driving times of more than 20 minutes to the nearest facility (see Map 11). Longer driving times are found particularly in:</p> <ul style="list-style-type: none"> • Some areas east of Beaverton (Raleigh Hills), • Between Cedar Mill in unincorporated Washington County and Forest Park in northwest Portland, • Areas around Damascus and Boring in Clackamas County. <p>Highway and public transit access</p> <p>All 12 mixed dry waste facilities in this group are within one mile of an interstate or major highway. Five facilities are less than 1/4 mile from a public transit stop and all are more than 1/2 mile away from the nearest light or commuter rail station.</p> <p>Walking and biking access</p> <p>Most facilities in this group are connected to sidewalks and trails and are adjacent to or near streets with bike lanes. However, all facilities are in industrial areas that are relatively isolated from residential neighborhoods and</p>	 LOW

Criteria	Assessment summary	Gap level
	where walking and biking access is made more difficult by barriers such as interstate and/or state highways and rivers.	
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the total charge for 6 tons of mixed dry waste brought by commercial haulers that use automated scales at Metro transfer stations was \$124.16 per ton (\$126.45 per ton for haulers that do not use the automated scales).</p> <p>Between January and May 2023 and based on pricing information posted at facility gates or online for 10 out of 12 of the facilities in this group, the fees charged to commercial haulers for 6 tons of mixed dry waste ranged from \$120.70 to \$184.03 per ton – a difference of 52%. Given that this difference is more than 15%, this group is considered to have a high cost difference gap level.</p>	 HIGH
DISASTER RESILIENCE	<p>Flood hazard Of the 12 facilities in this group, 10 are outside any FEMA 100-year flood plain: 1 in Clackamas County, 5 in Multnomah County and 4 in Washington County.</p> <p>Earthquake hazard Of the 12 facilities in this group, 4 are outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 1 in Clackamas County, 1 in Multnomah County and 2 in Washington County.</p> <p>Overall assessment The region has at least one facility in each of the three counties that accept mixed dry waste from commercial haulers and that are located outside high flood and earthquake hazard zones. Based on this result, this group was assigned a low disaster resilience gap level.</p>	 LOW

MAP 11



Infrastructure gap analysis

Material stream	Dry waste for recycling, energy recovery or landfilling
Customer type	General public

Dry waste


An industry term for waste that typically contains paper, metals, plastics, yard debris, wood, concrete, dry asphalt, construction and demolition wastes, land clearing debris, and/or gypsum wallboard (also called drywall).



OVERVIEW

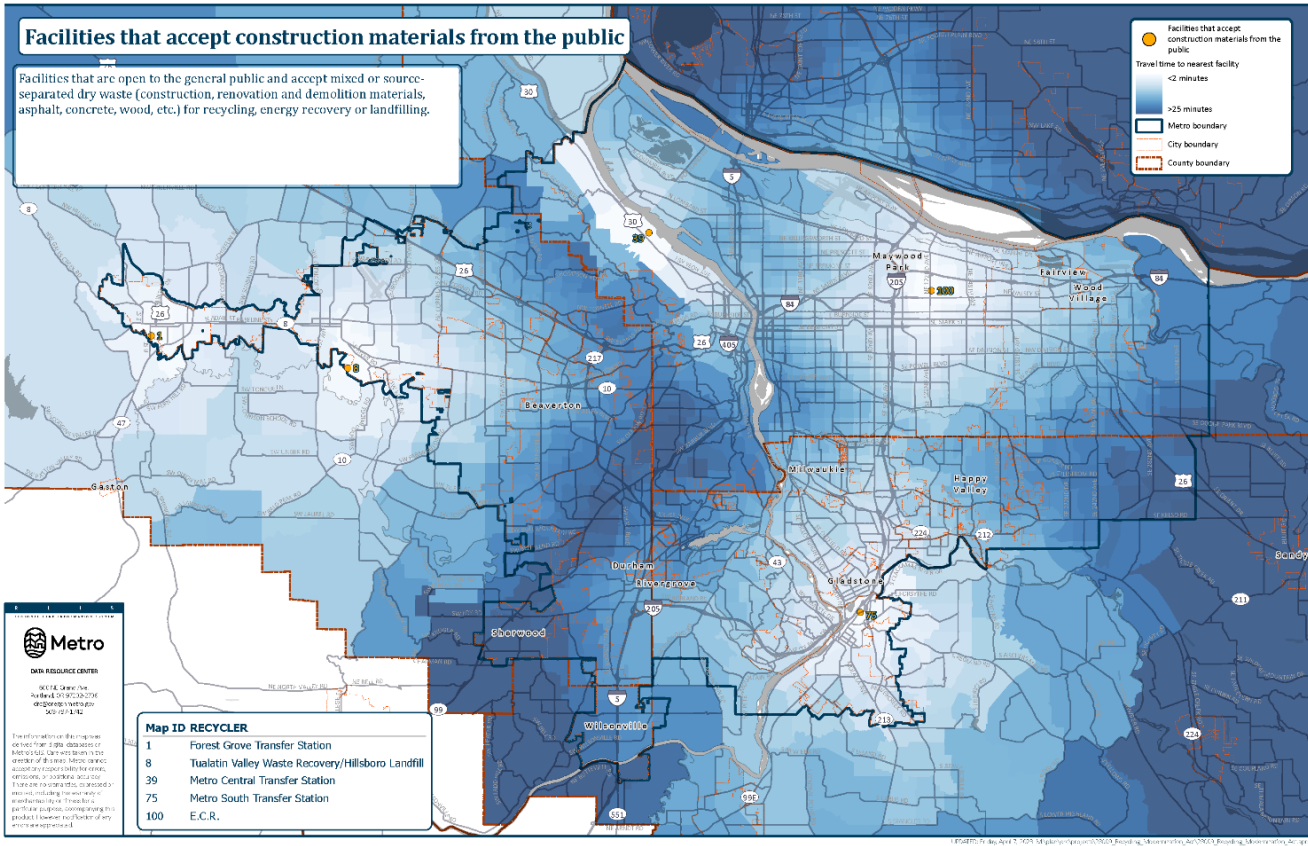
There are five facilities in the greater Portland region that accept mixed or separated dry waste from the public: Environmentally Conscious Recycling, Metro Central Transfer Station, Metro South Transfer Station, Tualatin Valley Waste Recovery, and Forest Grove Transfer Station (see [Appendix Table A12](#)). These facilities accept dry waste materials from individuals, businesses or institutions, such as:

- Mixed waste from home repair projects brought in by homeowners in pickup trucks
- Asphalt shingles from roofing jobs hauled by contractors in dump trucks
- Separated wood, metal, concrete and drywall from construction projects brought in by contractors in trailers pulled by pickup trucks

The dry waste materials accepted from the public by these facilities are either separated for recycling, to burn for energy recovery in the case of most clean wood, or transported to a landfill.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times</p> <p>Average driving time to the nearest facility that accepts dry waste from the public for recycling, energy recovery or landfilling is 13.7 minutes. Approximately 16% of the population in the region is more than 20 minutes away by car from the nearest facility. The areas most affected by longer driving times include:</p> <ul style="list-style-type: none"> • The corridor between Sherwood, King City and Tigard in Washington County and southwest Portland • Unincorporated areas around Boring in Clackamas County and Orient in Multnomah County. <p>Highway and public transit access</p> <p>All facilities in this group are within one mile of an interstate or major highway. Two of the five facilities are less than 1/4 mile (1,320 feet) away from the nearest public transit stop, while the rest are 1/3 mile (1,760 feet) or more away. All facilities are more than 1/2 mile away from the nearest light or commuter rail station.</p> <p>Walking and biking access</p> <p>Most facilities in this group are connected to sidewalks and trails and are adjacent to or near streets with bike lanes. However, all facilities are in</p>	 MEDIUM

Criteria	Assessment summary	Gap level
	industrial areas where walking and biking access is made more difficult by barriers such as interstate and/or state highways and rivers.	
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the minimum charge for loads of up to 300 pounds brought by the public to a Metro transfer station was \$35.</p> <p>Between January and May 2023 and based on pricing information posted at facility gates or online, the minimum fees charged to public customers for one load of mixed dry waste at all private and public facilities in this group ranged from \$33 to \$128 per load – a difference of 287%. Given that this difference is more than 15%, this group is considered to have a high gap level in terms of cost differences.</p>	 HIGH
DISASTER RESILIENCE	<p>Flood hazard Of the 5 facilities in this group, only Metro South in Clackamas County is more than 50% within a FEMA 100-year flood plain and has experienced flood damage before (in 1996).</p> <p>Earthquake hazard Of the 5 facilities in this group, 2 are in high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 1 in Multnomah County and 1 in Washington County.</p> <p>Overall assessment Given that only Multnomah and Washington counties each have at least one facility that accepts dry waste from the public and is outside high flood and earthquake hazard zones, this group was assigned a medium disaster resilience gap level rating.</p>	 MEDIUM

MAP 12

Infrastructure gap analysis


Material stream	Mixed garbage
Customer type	General public



Mixed garbage

Also called *putrescible* or *wet waste*. Refers to garbage that contains organic material that can give rise to offensive odors and attract rodents and flies.

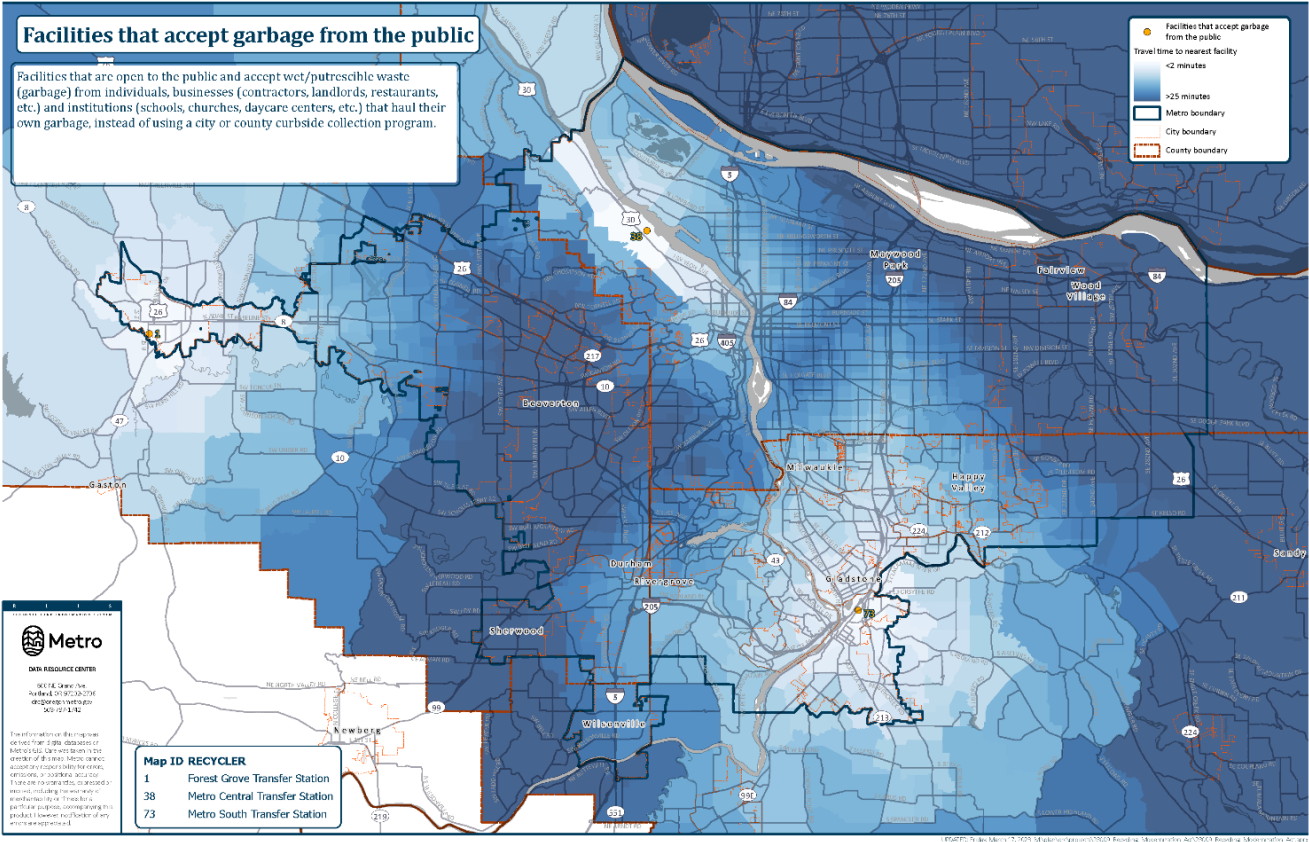
OVERVIEW

There are three facilities in the region that currently accept mixed garbage from individuals, businesses and institutions: Forest Grove Transfer Station owned by Waste Management, Metro Central Transfer Station in north Portland and Metro South Transfer Station in Oregon City (see [Appendix Table A13](#)). These facilities are often called self-haul transfer stations because they serve customers who haul their own waste and consolidate such waste in large trucks before transferring to landfills.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times</p> <p>The average driving time to the nearest facility that accepts mixed garbage from the public is 20 minutes. Approximately 53.3% of the region's population must drive more than 20 minutes to the nearest mixed garbage facility. As Map 13 shows, areas with the longest driving times include:</p> <ul style="list-style-type: none"> • Large portions of Washington County between Hillsboro and Sherwood, • East Multnomah County from Maywood Park and parts of east and southeast Portland, to areas around Fairview, Gresham, Troutdale and Wood Village, • Parts of Clackamas County in east Happy Valley and unincorporated areas around Boring and Damascus. 	 HIGH
	<p>Highway and public transit access</p> <p>The Metro Central facility is in a heavy industrial zone within one mile of highway 30, Metro South is off I-205 at the junction with highway 30, and Forest Grove Transfer Station is 3/4 mile north of highway 47. Metro Central is approximately 1/3 mile from a public transit stop and more than 3.5 miles from the nearest MAX light rail station. Metro South is less than 1/10 mile of a public transit stop and more than 4.5 miles away from a MAX light rail station. Forest Grove Transfer Station is 1/3 mile from a public transit stop and more than 6 miles from the nearest light or commuter rail station.</p>	
	<p>Walking and biking access</p> <p>Metro Central is not immediately connected to streets with sidewalks or dedicated bike lanes. Its location in an isolated industrial area and barriers like highway 30 decrease access to the facility. Metro South is connected to streets with sidewalks and bike lanes, but there are barriers like the I-205 freeway, major highways and the Willamette River that make walking and biking to the facility harder. Forest Grove Transfer Station is in a heavy industrial area, but connected to walking and biking infrastructure like sidewalks and a multi-use</p>	

Criteria	Assessment summary	Gap level
	trail (B Street Trail). The facility is less than 1.5 miles from a residential neighborhood.	
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the minimum charge for up to 300 pounds of mixed garbage brought by the public to a Metro transfer station was \$35.</p> <p>Between January and May 2023, Forest Grove Transfer Station charged flat fees for mixed garbage loads that ranged from \$70 for cars, small trucks or SUVs, to \$335 for vehicles pulling a three-axle trailer. The difference between the minimum fee at Metro transfer stations (\$35) and the lowest flat fee at Forest Grove Transfer Station (\$70) is 100%. Given that this difference is more than 15%, this group is considered to have a high gap level in terms of cost differences.</p>	 HIGH
DISASTER RESILIENCE	<p>Flood hazard Of the 3 facilities in this group, only Metro South in Clackamas County is more than 50% within a FEMA 100-year flood plain and has experienced flood damage before (in 1996).</p> <p>Earthquake hazard All three facilities in this group are in high earthquake hazard zones (defined as being 500 feet or less away from high landslide and liquefaction hazard zones).</p> <p>Overall assessment None of the three counties in the region has a facility that accept mixed garbage from the public and is outside of high flood and earthquake hazard areas. Based on this result, this group is considered to have a high disaster resilience gap level.</p>	 HIGH

MAP 13



Infrastructure gap analysis



Material stream	Mixed garbage
Customer type	Commercial haulers

Mixed garbage


Also called *putrescible* or *wet waste*. Refers to garbage that contains organic material that can cause give rise to offensive odors and can attract rodents and flies.

OVERVIEW

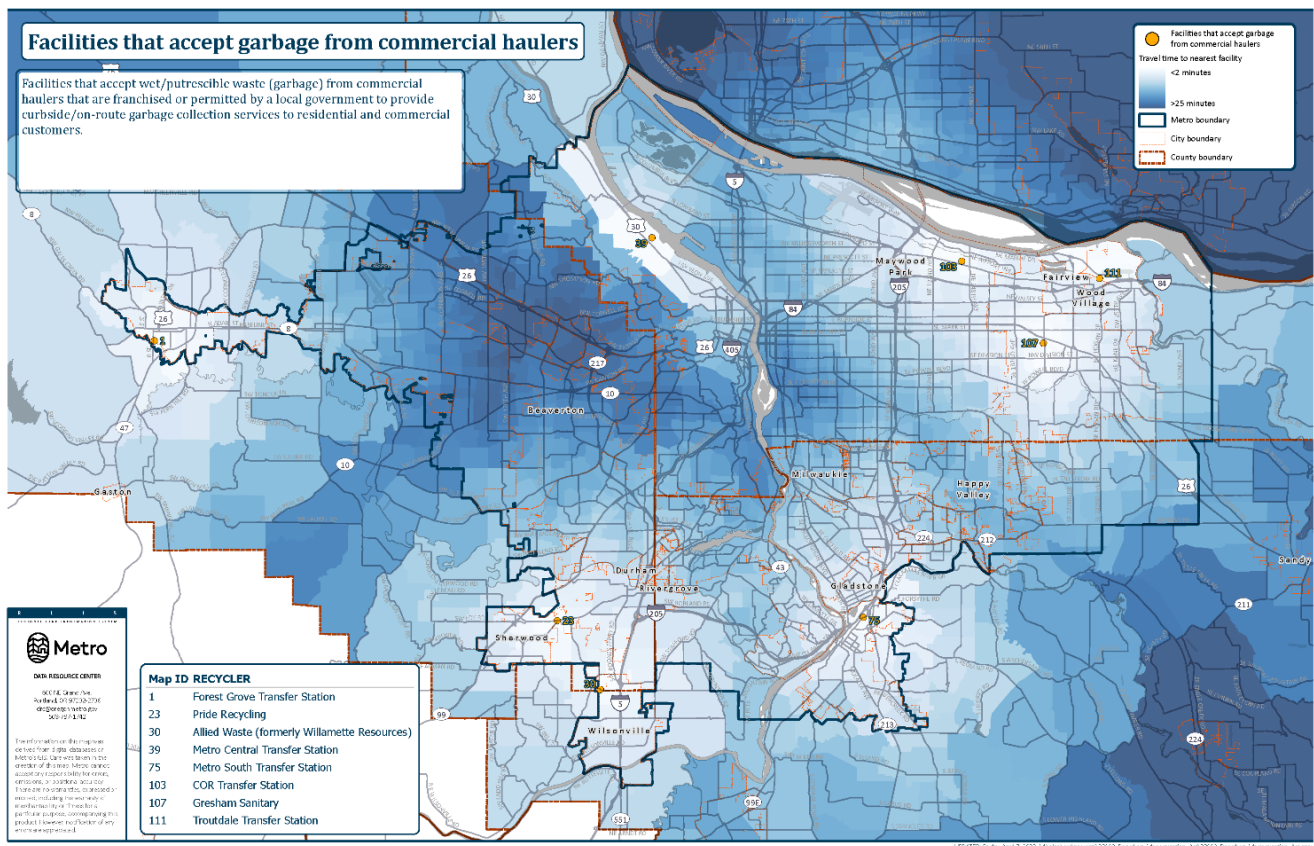
There are currently eight transfer stations in the greater Portland region that accept mixed garbage from commercial haulers that are franchised or permitted by cities and counties to provide curbside collection services to homes and businesses (see [Appendix Table A14](#)). Six of these facilities are privately owned and operated.⁸ The other two transfer stations (Metro Central and Metro South) are owned by Metro and operated by a contractor.

Criteria	Assessment summary	Gap level
ACCESS	<p>Driving times The average driving time to the nearest mixed garbage transfer station for commercial haulers in the region is 12.6 minutes. Approximately 13.4% of the region faces driving times of more than 20 minutes to the nearest facility, particularly in some parts of Washington County between Hillsboro and Beaverton (around Bethany, Cedar Mill and Aloha) (see Map 14).</p> <p>Highway and public transit access All transfer stations that accept mixed garbage from commercial haulers are within 1 mile from an interstate or major highway. Two of the eight facilities are within a 1/4 mile of a public transit stop, while the rest are more than 1/3 mile away. Seven of the eight facilities are more than 1/2 mile from the nearest light or commuter rail station.</p> <p>Walking and biking access Most facilities in this group are connected to sidewalks and/or trails and are adjacent to or near streets with bike lanes. However, all facilities are in industrial areas that are relatively isolated from residential neighborhoods and where walking and biking access is made more difficult by barriers such as interstate and/or state highways and rivers.</p>	 MEDIUM
COST DIFFERENCES	<p>Between July 1, 2022 and June 30, 2023, the total charge for 6 tons of mixed dry waste brought by commercial haulers that use automated scales at Metro transfer stations was \$124.16 per ton (\$126.45 per ton for haulers that do not use the automated scales).</p> <p>Between January and May 2023 and based on pricing information posted at facility gates or online, the difference between the lowest fee charged to commercial haulers for 6 tons of mixed garbage (\$123.80) and the highest fee</p>	 HIGH

⁸ Canby Transfer & Recycling is also a transfer station that accepts mixed garbage from the region. However, this facility is authorized by Metro to accept only mixed garbage collected within franchised collection areas located within the Metro jurisdictional boundary served by waste collection companies affiliated with Kahut Waste Services, Inc. (acquired by Waste Connections in 2021). For this reason, Canby Transfer & Recycling was excluded from the gap assessment.

Criteria	Assessment summary	Gap level
	(\$163.85) was 32.4%. Given this difference is more than 15%, this group is considered to have a high gap level in terms of cost differences.	
DISASTER RESILIENCE	<p>Flood hazard</p> <p>Of the 8 facilities in this group, only Metro South in Clackamas County is more than 50% within a FEMA 100-year flood plain and has experienced flood damage before (in 1996).</p> <p>Earthquake hazard</p> <p>Of the 8 facilities in this group, 2 are outside high earthquake hazard zones (defined as being more than 500 feet away from high landslide and liquefaction hazard zones): 1 in Multnomah County and 1 in Washington County.</p> <p>Overall assessment</p> <p>Given that only Multnomah and Washington counties have at least one facility that accepts mixed garbage from commercial haulers and is outside of high flood and earthquake areas, this group is considered to have a medium disaster resilience gap level.</p>	 MEDIUM

MAP 14



Appendix A: Facilities by material stream and customer type

Appendix A contains the full list of facilities in the 14 groups assessed for facility gaps in the technical analysis described in this report. The lists were developed by the Garbage and Recycling System Facilities Plan project's team of consultants (Jacobs, Start Consulting) and Metro staff with the best available information at the time (January-May 2023) from a variety of sources, including:

- The list of solid waste facilities regulated by Metro;
- Facilities that accept materials from the public in Metro's Find-a-Recycler database;
- Metro's Solid Waste Information System (SWIS); and
- The Re-TRAC database maintained by local governments in the tri-county area for haulers to submit tonnage data.

Some facilities may be missing because they were not included in the primary sources listed above or because they began operations or accepting materials on or after June 1, 2023. It is also possible that some facilities stopped accepting certain materials after this report was finalized.

TABLE A1

Facilities that accept mattresses from the public for reuse

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Community Warehouse-Gresham	Furniture bank	Community Warehouse	Non-profit	Yes	819 SE 202nd Ave.	Gresham	OR	97233
Community Warehouse-Portland	Furniture bank	Community Warehouse	Non-profit	Yes	3969 NE Martin Luther King Jr. Blvd.	Portland	OR	97212
Community Warehouse-Tualatin	Furniture bank	Community Warehouse	Non-profit	Yes	8380 SW Nyberg St.	Tualatin	OR	97062

[Link to main report section](#)

TABLE A2

Facilities that accept Oregon E-Cycles and other electronic devices from the public for recycling or reuse

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Does Reuse?	Address	City	State	ZIP
Better Bargains Thrift Store	Thrift store	Non-profit	Yes	Yes	10209 NE Sandy Blvd.	Portland	OR	97220
Bob's Metals Inc.	Recycling facility	Private	Yes	No	9000 N Denver Ave.	Portland	OR	97217
Calbag Metals Co.	Recycling facility	Private	Yes	No	2495 NW Nicolai St.	Portland	OR	97210
Canby Transfer Station	Transfer Station	Private	Yes	No	1600 SE 4th Ave.	Canby	OR	97013

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Does Reuse?	Address	City	State	ZIP
CAT Thrift Store	Thrift store	Non-profit	Yes	Yes	4838 SW Scholls Ferry Rd.	Portland	OR	97225
City Recycle	Recycling facility	Private	No	No	15933 NE Cameron Blvd.	Portland	OR	97230
Clackamas County Transfer Station	Transfer Station	Public	No	No	19600 Canyon Valley Rd.	Sandy	OR	97055
Computer Drive Connection	Recycling facility	Private	Yes	Yes	909 N Freemont Ln.	Cornelius	OR	97113
Deseret Industries	Thrift store	Non-profit	Yes	Yes	10330 SE 82nd Ave.	Happy Valley	OR	97266
Environmentally Conscious Recycling	Material Recovery Facility	Private	Yes	No	12409 NE San Rafael St.	Portland	OR	97294
Far West Recycling - Hillsboro	Material Recovery Facility	Private	Yes	No	6440 SE Alexander St.	Hillsboro	OR	97123
Far West Recycling - Northeast Portland	Material Recovery Facility	Private	Yes	No	12820 NE Marx St.	Portland	OR	97230
Far West Recycling - Tualatin	Material Recovery Facility	Private	Yes	No	9665 SW Tualatin-Sherwood Rd.	Tualatin	OR	97062
Forest Grove Transfer Station	Transfer Station	Private	Yes	No	1525 B St.	Forest Grove	OR	97116
Free Geek	Electronics reuse organization	Non-profit	Yes	Yes	1731 SE 10th Ave.	Portland	OR	97214
Goodwill - Airport Way	Thrift store	Non-profit	Yes	Yes	5950 NE 122nd Ave.	Portland	OR	97230
Goodwill - Barbur Blvd Donation Express	Thrift store	Non-profit	Yes	Yes	7635 SW Barbur Blvd.	Portland	OR	97219
Goodwill - Baseline Store	Thrift store	Non-profit	Yes	Yes	775 SW 185th Ave.	Hillsboro	OR	97006
Goodwill - Beaverton	Thrift store	Non-profit	Yes	Yes	4700 SW Griffith Dr.	Beaverton	OR	97005
Goodwill - Broadway East Store	Thrift store	Non-profit	Yes	Yes	1231 NE Broadway St.	Portland	OR	97232
Goodwill - Bronson Creek Donation Express	Thrift store	Non-profit	Yes	Yes	18638 NE Eider Ct.	Hillsboro	OR	97006
Goodwill - Capital Corner Donation Express	Thrift store	Non-profit	Yes	Yes	10075 SW Barbur Blvd.	Portland	OR	97219
Goodwill - Cedar Hills	Thrift store	Non-profit	Yes	Yes	12975 SW Westgate Dr.	Beaverton	OR	97005
Goodwill - Clackamas Store	Thrift store	Non-profit	Yes	Yes	9999 SE 82nd Ave.	Clackamas	OR	97086
Goodwill - Cornell Rd	Thrift store	Non-profit	Yes	Yes	16157 NW Cornell Rd.	Beaverton	OR	97006
Goodwill - Forest Grove	Thrift store	Non-profit	Yes	Yes	2903 Pacific Ave.	Forest Grove	OR	97116

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Does Reuse?	Address	City	State	ZIP
Goodwill - Gresham	Thrift store	Non-profit	Yes	Yes	413 NE Burnside Rd.	Gresham	OR	97030
Goodwill - Happy Valley	Thrift store	Non-profit	Yes	Yes	17366 SE Sunnyside Rd.	Happy Valley	OR	97089
Goodwill - Lake Oswego Donation Express	Thrift store	Non-profit	Yes	Yes	401 S State St.	Lake Oswego	OR	97034
Goodwill - Lombard Store	Thrift store	Non-profit	Yes	Yes	3134 N Lombard St.	Portland	OR	97217
Goodwill - Lower Boones Ferry	Thrift store	Non-profit	Yes	Yes	17150 Lower Boones Ferry Rd.	Lake Oswego	OR	97035
Goodwill - NE Halsey	Thrift store	Non-profit	Yes	Yes	12250 NE Halsey St.	Portland	OR	97230
Goodwill - Oak Grove	Thrift store	Non-profit	Yes	Yes	16255 SE McLoughlin Blvd.	Milwaukie	OR	97267
Goodwill - Portland Outlet	Thrift store	Non-profit	Yes	Yes	1740 SE Ochoco St.	Portland	OR	97222
Goodwill - Portland Store	Thrift store	Non-profit	Yes	Yes	1943 SE 6th Ave.	Portland	OR	97214
Goodwill - Powell Store	Thrift store	Non-profit	Yes	Yes	9015 SE Powell Blvd.	Portland	OR	97266
Goodwill - Sandy Store	Thrift store	Non-profit	Yes	Yes	37201 Hwy 26	Sandy	OR	97055
Goodwill - Tigard	Thrift store	Non-profit	Yes	Yes	13920 SW Pacific Hwy.	Tigard	OR	97223
Goodwill - Westside Outlet Hillsboro	Thrift store	Non-profit	Yes	Yes	2920 SE Century Blvd.	Hillsboro	OR	97123
Goodwill - Wilsonville	Thrift store	Non-profit	Yes	Yes	8275 SW Wilsonville Rd.	Wilsonville	OR	97070
Goodwill - Woodstock	Thrift store	Non-profit	Yes	Yes	6152 SE 52nd Ave.	Portland	OR	97206
Green Century Electronics Recycling	Recycling facility	Private	Yes	Yes	2950 NW 29th Ave.	Portland	OR	97210
GSS Transfer LLC	Transfer Station	Private	Yes	No	2131 NW Birdsedale Ave.	Gresham	OR	97030
Habitat for Humanity ReStore-Forest Grove	Used building materials store	Non-profit	Yes	No	3731 Pacific Ave.	Forest Grove	OR	97116
KB Recycling - Clackamas	Material Recovery Facility	Private	Yes	No	9602 SE Clackamas Rd.	Clackamas	OR	97015
LV Electronics Recycling, LLC	Recycling facility	Private	Yes	Yes	20746 SW Olds Pl.	Sherwood	OR	97140
Metro Central Transfer Station	Transfer Station	Public	Yes	No	6161 NW 61st Ave.	Portland	OR	97210
Metro Metals Northwest	Recycling facility	Private	Yes	No	5611 NE Columbia Blvd.	Portland	OR	97218
Metro South Transfer Station	Transfer Station	Public	Yes	No	2001 Washington St.	Oregon City	OR	97045
Pride Recycling Company	Transfer Station	Private	Yes	No	13910 SW Tualatin-Sherwood Rd.	Sherwood	OR	97140

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Does Reuse?	Address	City	State	ZIP
RS Davis Recycling - Clackamas	Recycling facility	Private	No	No	10105 SE Mather Rd.	Clackamas	OR	97015
RS Davis Recycling - Gresham	Recycling facility	Private	Yes	No	28425 SE Orient Dr.	Gresham	OR	97081
SBCRecycle	Recycling facility	Private	Yes	No	19040 SW Shaw St.	Beaverton	OR	97078
Suttle Road Recovery Facility	Material Recovery Facility	Private	Yes	No	4044 N Suttle Rd.	Portland	OR	97217
Technology Conservation Group	Recycling facility	Private	Yes	No	11749 NE Marx St.	Portland	OR	97220
The Arc Thrift Store	Thrift store	Non-profit	Yes	Yes	6929 NE Halsey St.	Portland	OR	97213
Tualatin Valley Waste Recovery/Hillsboro Landfill	Material Recovery Facility/Landfill	Private	No	No	3205 SE Minter Bridge Rd.	Hillsboro	OR	97123
Union Gospel Mission	Thrift store	Non-profit	Yes	Yes	11611 SW Pacific Hwy.	Tigard	OR	97223
Universal Recycling Technologies	Recycling facility	Private	Yes	No	10151 SE Jennifer St.	Clackamas	OR	97015
Value Village - Tigard	Thrift store	Private	Yes	No	12060 SW Main St.	Tigard	OR	97223
Video Only - Beaverton	Electronics store	Private	No	No	12000 SW Canyon Rd.	Beaverton	OR	97005
Video Only - Clackamas	Electronics store	Private	No	No	8200 SE Sunnyside Rd.	Clackamas	OR	97015
Video Only - Portland	Electronics store	Private	No	No	12365 N Starlight Ave.	Portland	OR	97217
Willamette Resources (WRI)	Transfer Station	Private	Yes	No	10295 SW Ridder Rd.	Wilsonville	OR	97070
William Temple House	Thrift store	Non-profit	Yes	Yes	2230 NW Glisan St.	Portland	OR	97210

[Link to main report section](#)

TABLE A3

Facilities that accept building materials from the public for reuse

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Habitat for Humanity Restore-Canby	Used building materials store	Habitat for Humanity	Non-profit	No	411 S Redwood St.	Canby	OR	97013
Habitat for Humanity ReStore-Clark County	Used building materials store	Habitat for Humanity	Non-profit	No	10811 SE 2nd St.	Vancouver	WA	98664
Habitat for Humanity ReStore-Forest Grove	Used building materials store	Habitat for Humanity	Non-profit	Yes	3731 Pacific Ave.	Forest Grove	OR	97116
Habitat for Humanity ReStore-Gresham	Used building materials store	Habitat for Humanity	Non-profit	Yes	610 NE 181st Ave.	Gresham	OR	97230
Habitat for Humanity ReStore-Portland	Used building materials store	Habitat for Humanity	Non-profit	Yes	10445 SE Cherry Blossom Dr.	Portland	OR	97216
Habitat for Humanity ReStore-Washington County	Used building materials store	Habitat for Humanity	Non-profit	Yes	13475 SW Millikan Way	Beaverton	OR	97005
The ReBuilding Center	Used building materials store	The ReBuilding Center	Non-profit	Yes	3625 N Mississippi Ave.	Portland	OR	97227

[Link to section in main report](#)**TABLE A4**

Facilities that accept paint from the public for recycling

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
A-Boy Supply	Hardware store	Private	Yes	7365 SW Barbur Blvd.	Portland	OR	97219
ACTenviro	Hazardous waste management company	Private	Yes	13600 SE Ambler Rd.	Clackamas	OR	97015
Dick's Color Center	Paint retail store	Private	Yes	909 SE Salmon St.	Portland	OR	97214
Habitat for Humanity ReStore-Portland	Used building materials store	Non-profit	Yes	10445 SE Cherry Blossom Dr.	Portland	OR	97216
Habitat for Humanity ReStore-Forest Grove	Used building materials store	Non-profit	Yes	3731 Pacific Ave.	Forest Grove	OR	97116
Habitat for Humanity ReStore-Washington County	Used building materials store	Non-profit	Yes	13475 SW Millikan Way	Beaverton	OR	97005
Habitat for Humanity Restore-Canby	Used building materials store	Non-profit	No	411 S Redwood St.	Canby	OR	97013
Habitat for Humanity ReStore-Gresham	Used building materials store	Non-profit	Yes	610 NE 181st Ave.	Gresham	OR	97230

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Hillsboro Ace Hardware	Hardware store	Private	Yes	881 NE 25th Ave.	Hillsboro	OR	97124
Metro Central Transfer Station	Transfer station	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210
Metro South Transfer Station	Transfer station	Public	Yes	2001 Washington St.	Oregon City	OR	97045
MetroPaint Latex Facility	Recycling facility	Public	Yes	4825 N Basin Ave.	Portland	OR	97217
Miller Paint-Lake Oswego	Paint retail store	Private	Yes	544 N State St.	Lake Oswego	OR	97034
Miller Paint-Clackamas	Paint retail store	Private	Yes	10210 Hwy. 212	Clackamas	OR	97015
Miller Paint-Beaverton-Hillsdale Hwy	Paint retail store	Private	Yes	8703 SW Beaverton-Hillsdale Hwy.	Portland	OR	97229
Miller Paint-Murray	Paint retail store	Private	Yes	1040 NW Murray Rd.	Portland	OR	97229
Miller Paint-Division	Paint retail store	Private	Yes	10114 SE Division St.	Portland	OR	97266
Miller Paint-Grand Avenue	Paint retail store	Private	Yes	317 SE Grand Ave.	Portland	OR	97214
Miller Paint-Sellwood	Paint retail store	Private	Yes	8073 SE 17th Ave.	Portland	OR	97202
Miller Paint-Hillsboro	Paint retail store	Private	Yes	646 SW Oak St.	Hillsboro	OR	97123
Miller Paint-Gresham	Paint retail store	Private	Yes	1831 E Powell Blvd.	Gresham	OR	97080
Parkrose Hardware	Hardware store	Private	Yes	10625 NE Sandy Blvd.	Portland	OR	97220
Parr Lumber-Hillsboro	Lumber yard	Private	Yes	21700 NW Wagon Way	Hillsboro	OR	97124
Parr Lumber-Beaverton	Lumber yard	Private	Yes	4605 SW Scholls Ferry Rd.	Portland	OR	97225
Powell Paint Center	Paint retail store	Private	Yes	5205 SE Powell Blvd.	Portland	OR	97206
Rodda Paint-Hall Blvd	Paint retail store	Private	Yes	8614 SW Hall Blvd.	Beaverton	OR	97008
Rodda Paint-SE Taylor	Paint retail store	Private	Yes	321 SE Taylor St.	Portland	OR	97214
Rodda Paint-Happy Valley	Paint retail store	Private	Yes	10309 SE 82nd Ave.	Happy Valley	OR	97086
Sherwin Williams-Tualatin	Paint retail store	Private	Yes	19390 SW 90th Ct.	Tualatin	OR	97062
Sherwin Williams-NW Portland	Paint retail store	Private	Yes	2246 NW Roosevelt St.	Portland	OR	97210
Sherwin Williams-Lake Oswego	Paint retail store	Private	Yes	15659 Boones Ferry Rd.	Lake Oswego	OR	97035
Sherwin Williams- Oregon City	Paint retail store	Private	Yes	1617 S Beaver Creek Rd.	Oregon City	OR	97045
Sherwin Williams-Gresham	Paint retail store	Private	Yes	1740 E Powell Blvd.	Gresham	OR	97030
Sherwin Williams-SE 82nd Ave	Paint retail store	Private	Yes	11475 SE 82nd Ave.	Portland	OR	97086
Sherwin Williams-Division	Paint retail store	Private	Yes	9745 SE Division St.	Portland	OR	97266
Sherwin Williams-Woodstock	Paint retail store	Private	Yes	5128 SE Woodstock Blvd.	Portland	OR	97206

Facility Name	Facility Type	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Sherwin Williams-Center St	Paint retail store	Private	Yes	12480 SW Center St.	Beaverton	OR	97005
Sherwin Williams-Hillsboro-10th Ave	Paint retail store	Private	Yes	348 SE 10Th Ave.	Hillsboro	OR	97123
Sherwin Williams-Cornell Rd	Paint retail store	Private	Yes	13555 NW Cornell Rd.	Beaverton	OR	97229
Sherwin Williams-Sherwood	Paint retail store	Private	Yes	20673 SW Roy Rogers Rd.	Sherwood	OR	97140
Sherwin Williams-NE Broadway	Paint retail store	Private	Yes	30 NE Broadway St.	Portland	OR	97232
Sherwin Williams-Hillsboro-Griffin Oaks St	Paint retail store	Private	Yes	2460 NE Griffin Oaks St.	Hillsboro	OR	97124
Sherwin Williams-Clackamas	Paint retail store	Private	Yes	14652 SE 82nd Ave.	Clackamas	OR	97015
Suburban Ace Hardware-Aloha	Hardware store	Private	Yes	3470 SW 185th Ave.	Aloha	OR	97003

[Link to section in main report](#)

TABLE A5

Mixed recycling facilities for commercial haulers

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
EFI Recycling	Material Recovery Facility	Environmental Fibers International	Private	Yes	4325 N Commerce St.	Portland	OR	97217
Far West Recycling-Hillsboro	Material Recovery Facility	Far West Recycling	Private	Yes	6440 SE Alexander St.	Hillsboro	OR	97123
Far West Recycling-Northeast Portland	Material Recovery Facility	Far West Recycling	Private	Yes	12820 NE Marx St.	Portland	OR	97230
Pioneer Recycling Clackamas	Material Recovery Facility	Pioneer Recycling Services Inc	Private	Yes	16810 SE 120th Ave.	Clackamas	OR	97015
WestRock Portland Recycle	Material Recovery Facility	WestRock CP LLC	Private	Yes	6328 SE 100th Ave.	Portland	OR	97266
KB Recycling	Material Recovery Facility	Waste Connections	Private	Yes	9602 SE Clackamas Rd.	Clackamas	OR	97015

[Link to section in main report](#)

TABLE A6

Recycling depots open to the public

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
KB Recycling	Material Recovery Facility	Waste Connections	Private	Yes	9602 SE Clackamas Rd.	Clackamas	OR	97015
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210
Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
Pride Recycling Company	Transfer Station	Pride Recycling Company	Private	Yes	13910 SW Tualatin-Sherwood Rd.	Sherwood	OR	97140
Tualatin Valley Waste Recovery/Hillsboro Landfill	Material Recovery Facility/Landfill	Waste Management	Private	No	3205 SE Minter Bridge Rd.	Hillsboro	OR	97123
Willamette Resources (WRI)	Transfer Station	Willamette Resources Inc	Private	Yes	10295 SW Ridder Rd.	Wilsonville	OR	97070
Forest Grove Transfer Station	Transfer Station	Waste Management	Private	Yes	1525 B St.	Forest Grove	OR	97116
Far West Recycling-Hillsboro	Material Recovery Facility	Far West Recycling	Private	Yes	6440 SE Alexander St.	Hillsboro	OR	97123

[Link to section in main report](#)**TABLE A7**

Facilities that accept food waste from commercial haulers

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Willamette Resources (WRI)	Transfer Station	Willamette Resources Inc	Private	Yes	10295 SW Ridder Rd.	Wilsonville	OR	97070
Pride Recycling Company	Transfer Station	Pride Recycling Company	Private	Yes	13910 SW Tualatin-Sherwood Rd.	Sherwood	OR	97140
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210

[Link to section in main report](#)

TABLE A8

Facilities that accept mixed food waste and yard debris from commercial haulers

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Recology Organics North Plains	Composting facility	Recology	Private	No	9570 NW 307th Ave.	North Plains	OR	97133
Suttle Road Recovery Facility	Material Recovery Facility	Recology	Private	Yes	4044 N Suttle Rd.	Portland	OR	97217
Troutdale Transfer Station	Transfer Station	Waste Management	Private	Yes	869 NW Eastwind Dr.	Troutdale	OR	97060
Willamette Resources (WRI)	Transfer Station	Willamette Resources Inc	Private	Yes	10295 SW Ridder Rd.	Wilsonville	OR	97070
Pride Recycling Company	Transfer Station	Pride Recycling Company	Private	Yes	13910 SW Tualatin-Sherwood Rd.	Sherwood	OR	97140
Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210

[Link to section in main report](#)**TABLE A9**

Facilities that accept yard debris from commercial haulers

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Allwood Recyclers	Composting facility	Allwood Recyclers Inc	Private	Yes	23001 NE Marine Dr.	Fairview	OR	97024
Best Buy In Town	Reload facility	Best Buy In Town Inc	Private	Yes	2200 NE Cornelius Pass Rd.	Hillsboro	OR	97124
Dean Innovations	Reload facility	Dean Innovations	Private	Yes	6400 SE 101st Ave.	Portland	OR	97266
Environmentally Conscious Recycling	Material Recovery Facility	Environmentally Conscious Recycling	Private	Yes	12409 NE San Rafael St.	Portland	OR	97294
Grimm's Fuel	Composting facility	Grimm's Fuel Company Inc	Private	Yes	18850 SW Cipole Rd.	Tualatin	OR	97062
McFarlane's Bark	Composting facility	McFarlane's Bark Inc	Private	Yes	13345 SE Johnson Rd.	Milwaukie	OR	97222
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210
Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045

Pride Recycling Company	Transfer Station	Pride Recycling Company	Private	Yes	13910 SW Tualatin-Sherwood Rd.	Sherwood	OR	97140
Recology Organics North Plains	Composting facility	Recology	Private	No	9570 NW 307th Ave.	North Plains	OR	97133
S & H Cornelius	Composting facility	S&H Logging Co Inc	Private	Yes	1045 N 4th Ave.	Cornelius	OR	97113
S & H Logging Tualatin	Reload facility	S&H Logging Inc	Private	Yes	20200 SW Stafford Rd.	Tualatin	OR	97062
Sunderland Recycling Facility	Composting facility	City of Portland	Public	Yes	9325 NE Sunderland Ave.	Portland	OR	97211
Suttle Road Recovery Facility	Material Recovery Facility	Recology	Private	Yes	4044 N Suttle Rd.	Portland	OR	97217
Tualatin Valley Waste Recovery/Hillsboro Landfill	Material Recovery Facility/Landfill	Waste Management	Private	No	3205 SE Minter Bridge Rd.	Hillsboro	OR	97123
Willamette Resources (WRI)	Transfer Station	Willamette Resources Inc	Private	Yes	10295 SW Ridder Rd.	Wilsonville	OR	97070
Wood Waste Management	Reload facility	Wood Waste Management LLC	Private	Yes	7315 NE 47th Ave.	Portland	OR	97218
Woodco	Reload facility	Woodco	Private	Yes	3011 SW 170th Ave.	Aloha	OR	97006

[Link to section in main report](#)

TABLE A10

Household hazardous waste facilities open to the public

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Metro South Hazardous Waste Facility	Hazardous Waste Facility	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
Metro Central Hazardous Waste Facility	Hazardous Waste Facility	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210

TABLE A11

Facilities that accept mixed dry waste from commercial haulers for recycling, energy recovery or landfilling

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
COR Transfer Station	Transfer Station	City of Roses Disposal & Recycling Inc	Private	Yes	4530 NE 138th Ave.	Portland	OR	97230
Environmentally Conscious Recycling	Material Recovery Facility	Environmentally Conscious Recycling	Private	Yes	12409 NE San Rafael St.	Portland	OR	97294
GreenWay Recycling	Material Recovery Facility	Greenway Recycling LLC	Private	Yes	4135 NW St Helens Rd.	Portland	OR	97210
KB Recycling	Material Recovery Facility	Waste Connections	Private	Yes	9602 SE Clackamas Rd.	Clackamas	OR	97015
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210
Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
Pride Recycling Company	Transfer Station	Pride Recycling Company	Private	Yes	13910 SW Tualatin-Sherwood Rd.	Sherwood	OR	97140
Suttle Road Recovery Facility	Material Recovery Facility	Recology	Private	Yes	4044 N Suttle Rd.	Portland	OR	97217
Tualatin Valley Waste Recovery/Hillsboro Landfill	Material Recovery Facility/Landfill	Waste Management	Private	No	3205 SE Minter Bridge Rd.	Hillsboro	OR	97123
Willamette Resources (WRI)	Transfer Station	Republic Services	Private	Yes	10295 SW Ridder Rd.	Wilsonville	OR	97070
Forest Grove Transfer Station	Transfer Station	Waste Management	Private	Yes	1525 B St.	Forest Grove	OR	97116
Troutdale Transfer Station	Transfer Station	Waste Management	Private	Yes	869 NW Eastwind Dr.	Troutdale	OR	97060

TABLE A12

Facilities that accept dry waste from the public for recycling, energy recovery or landfilling

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Environmentally Conscious Recycling	Material Recovery Facility	Environmentally Conscious Recycling	Private	Yes	12409 NE San Rafael St.	Portland	OR	97294
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210
Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
Tualatin Valley Waste Recovery/Hillsboro Landfill	Material Recovery Facility/Landfill	Waste Management	Private	No	3205 SE Minter Bridge Rd.	Hillsboro	OR	97123
Forest Grove Transfer Station	Transfer Station	Waste Management	Private	Yes	1525 B St.	Forest Grove	OR	97116

TABLE A13

Mixed garbage (putrescible waste) facilities open to the public

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Forest Grove Transfer Station	Transfer Station	Waste Management	Private	Yes	1525 B St.	Forest Grove	OR	97116
Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210

TABLE A14

Facilities that accept mixed garbage from commercial haulers

Facility Name	Facility Type	Owner	Ownership Type	In Metro Boundary?	Address	City	State	ZIP
Canby Transfer & Recycling ¹	Transfer Station	Waste Connections	Private	No	1600 SE 4th Ave.	Canby	OR	97013
COR Transfer Station	Transfer Station	City of Roses Disposal & Recycling Inc	Private	Yes	4530 NE 138th Ave.	Portland	OR	97230
Forest Grove Transfer Station	Transfer Station	Waste Management	Private	Yes	1525 B St.	Forest Grove	OR	97116
Metro Central Transfer Station	Transfer Station	Metro	Public	Yes	6161 NW 61st Ave.	Portland	OR	97210

Metro South Transfer Station	Transfer Station	Metro	Public	Yes	2001 Washington St.	Oregon City	OR	97045
GSS Transfer LLC	Transfer Station	GSS Transfer LLC	Private	Yes	2131 NW Birdsda Ave.	Gresham	OR	97030
Pride Recycling Company	Transfer Station	Pride Recycling Company	Private	Yes	13910 SW Tualatin- Sherwood Rd.	Sherwood	OR	97140
Troutdale Transfer Station	Transfer Station	Waste Management Republic	Private	Yes	869 NW Eastwind Dr.	Troutdale	OR	97060
Willamette Resources (WRI)	Transfer Station	Services	Private	Yes	10295 SW Ridder Rd.	Wilsonville	OR	97070

¹ Canby Transfer & Recycling is authorized by Metro to receive limited amounts of mixed garbage (“wet waste”) from commercial haulers that serve specific areas within the Metro boundary. For these reasons, the facility was excluded from the gap assessment, but is show in Table A6 for completeness.

Materials following this page were distributed at the meeting.

Urban growth management update

Metro Council Work Session
September 19, 2023

Overview

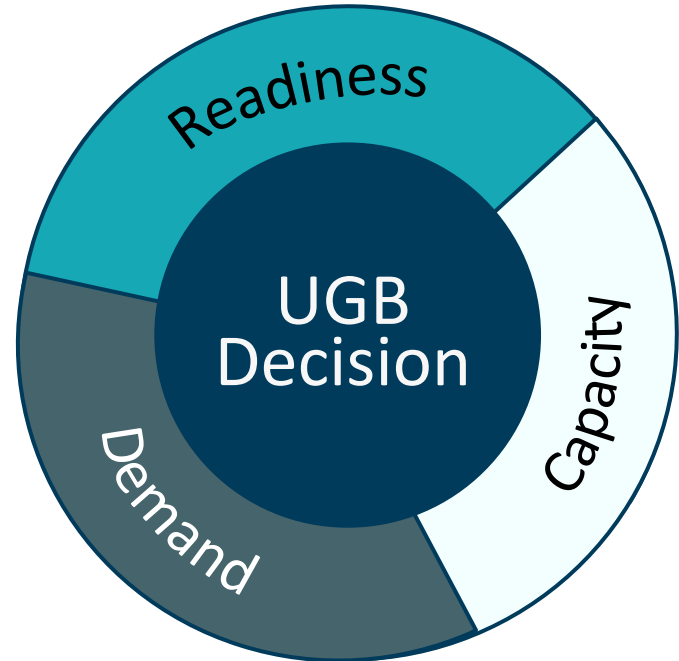
- Last visit in March
- UGB workplan
 - Importance of land readiness
 - The urban growth report will be your decision support tool

The Urban Growth Report

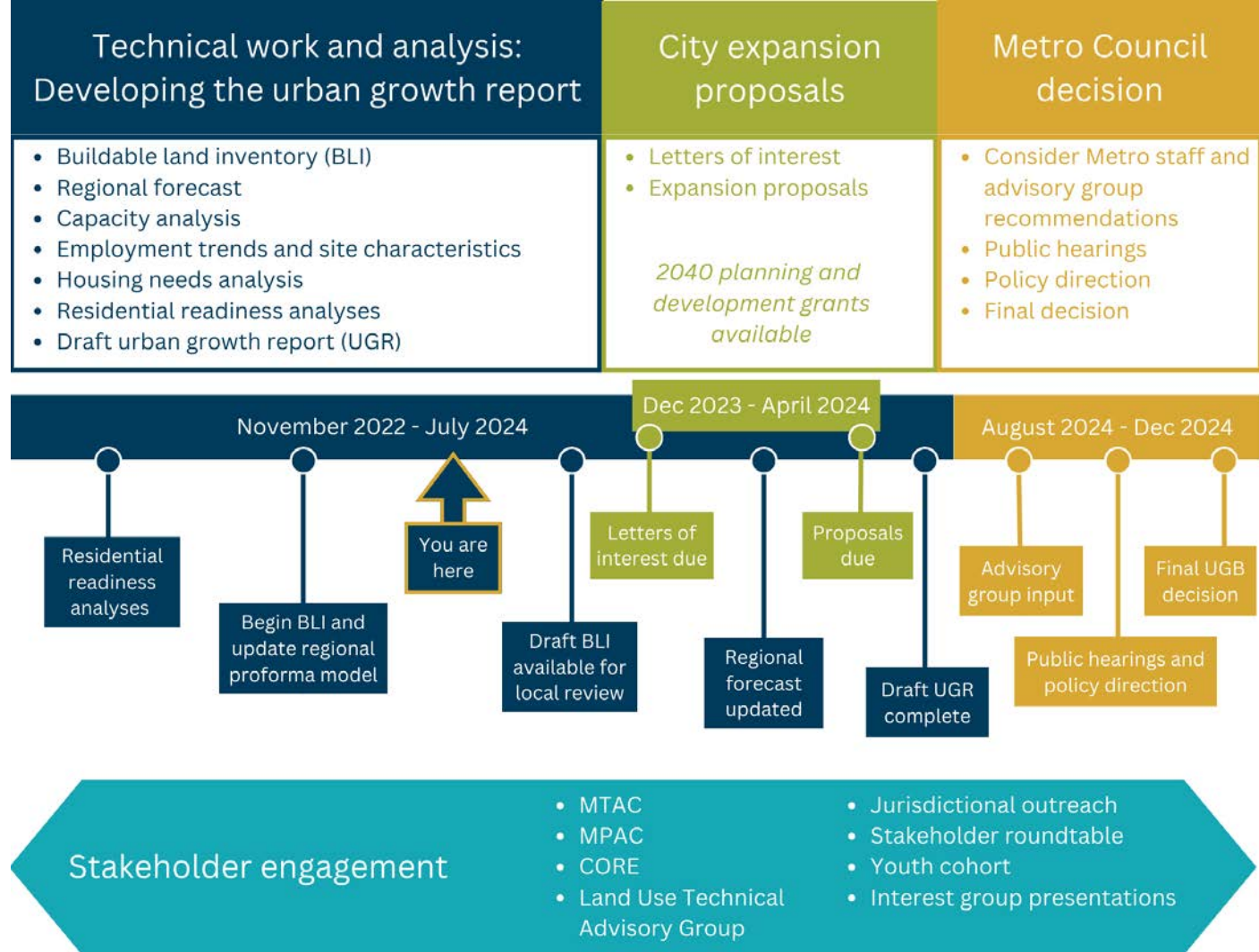
A decision support tool

Information about demand,
capacity and readiness in
our urban reserves

UGB decision in Dec. 2024



2024 UGM decision



Background

- Last visit in March
- Engagement plan overview
- Possible “conditions of approval” for Council to consider



Engagement plan overview

- Stakeholder roundtable
- Jurisdictional outreach
- Youth cohort
- Public communication
- DEI and CORE
- MTAC and MPAC

Stakeholder roundtable purpose

1. Transparency
2. New perspectives on the 2024 UGR
3. Discover topics related to growth that are important to stakeholders (regional vision)
4. Staff will consider the group's feedback when preparing a recommendation for the Metro Council UGB decision

Stakeholder roundtable

- 23 members appointed by Metro COO
- First meeting September 29, 2023
- First meeting topics: introductions, work program, development outcomes
- Second meeting topic: how we measure capacity inside UGB

Jurisdictional outreach

- Outreach with City Managers
- Visits with planning staff underway



Interest group presentations

- Beaverton Chamber
- Washington County Chamber
- Commercial Assoc of Brokers
- WEA
- WCCC
- GPI small cities consortium



Youth cohort with Next Up

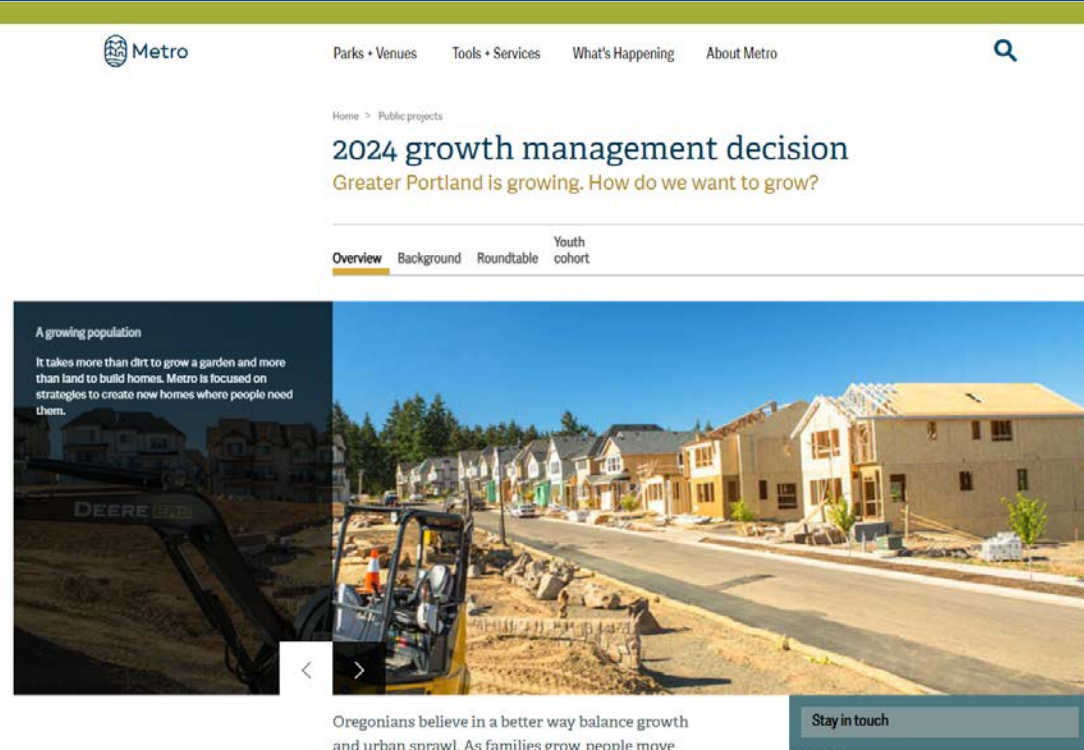
- Sept 2023 – Dec 2024
- 8 cohort meetings
- Field trip
- Council engagement



**YOUNG PEOPLE
BUILDING
POWER IN
OREGON**

Additional engagement

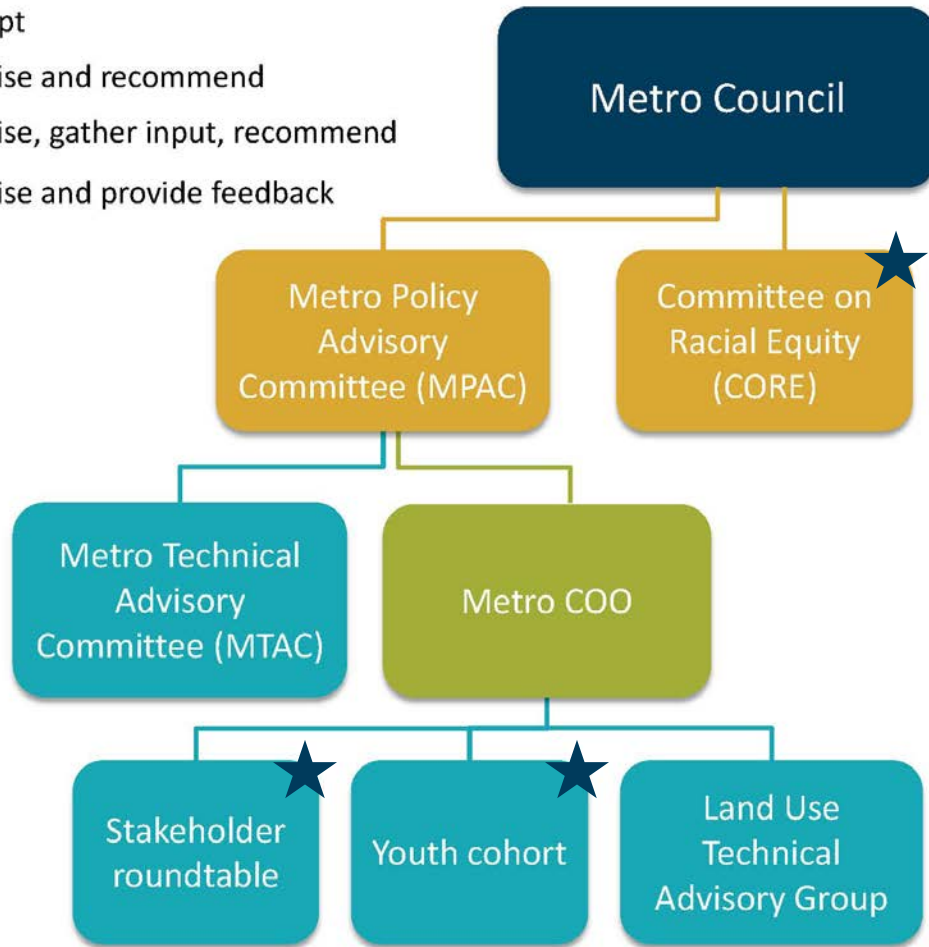
Project web page
Public comment
period to review
city expansion
proposals (2024)



DEI and CORE

- CORE interest in UGB process involvement
- CORE provided youth cohort advice
- Planning and DEI staff working together

- Adopt
- Advise and recommend
- Advise, gather input, recommend
- Advise and provide feedback



★ New in UGB 2024

Decision-making framework

oregonmetro.gov



UGR roundtable membership

Housing developers

Industrial brokers

Real estate

Farming

Affordable housing

Local mayors

Business organizations

Land advocacy

Labor

Ideals: Regional balance, gender and racial balance

Metro Council conditions of approval

- Part of growth management ordinance
- Provide clarity for cities proposing UGB expansions
- Supplement regional regulations or state law if needed
- Advance Metro Council priorities

Housing density, mix & affordability

Supplement
existing
requirements

Require
affordability



Mix of uses

Keep destinations
close by

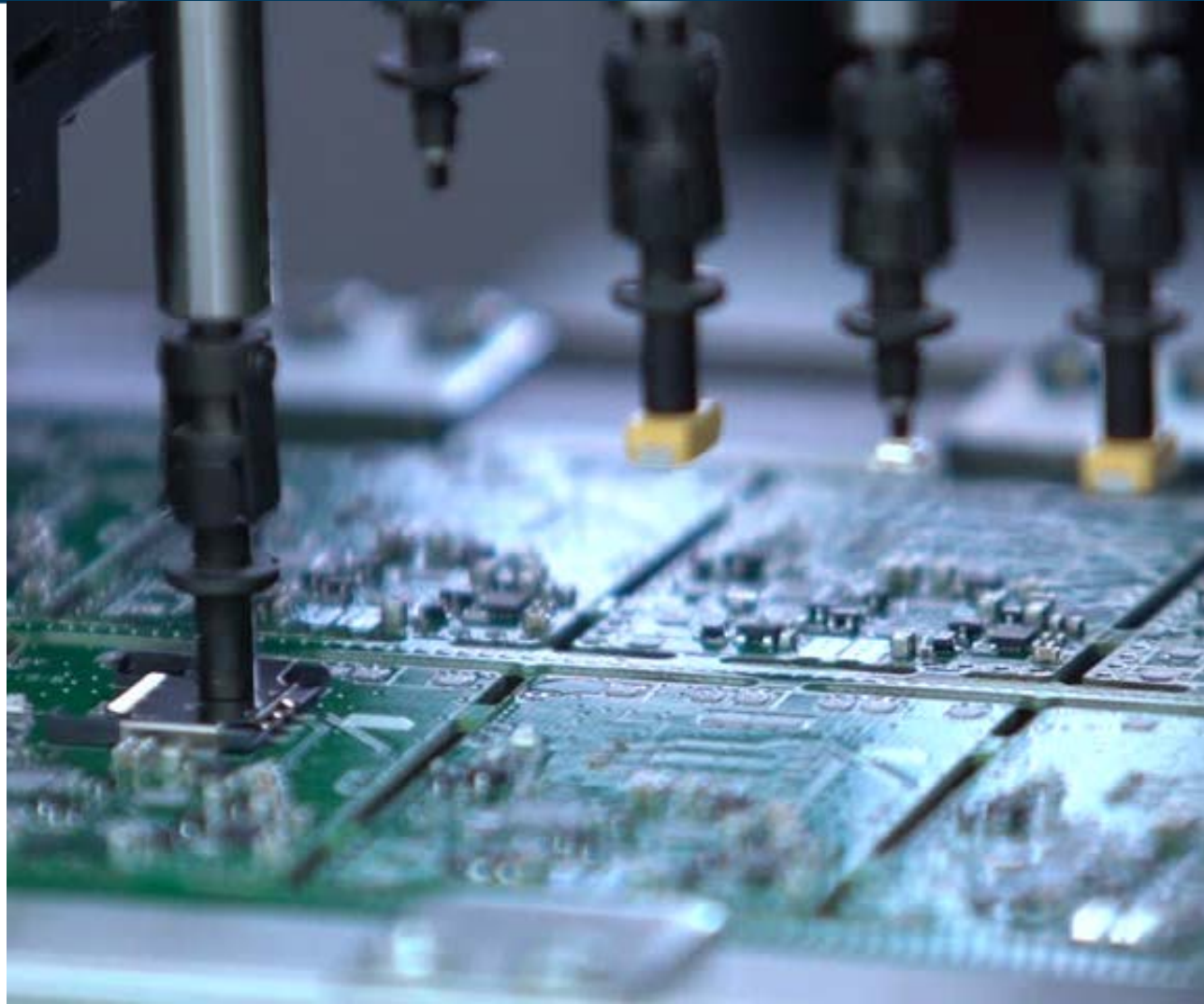
Create small
business
opportunities



Industrial lands

Aggregate large sites

Protect from conflicting uses



Public engagement expectations

City comprehensive
planning



Deadlines

City comprehensive
planning





Waste Prevention and Environmental Services

Equity, health and the environment

Metro Council – September 19, 2023

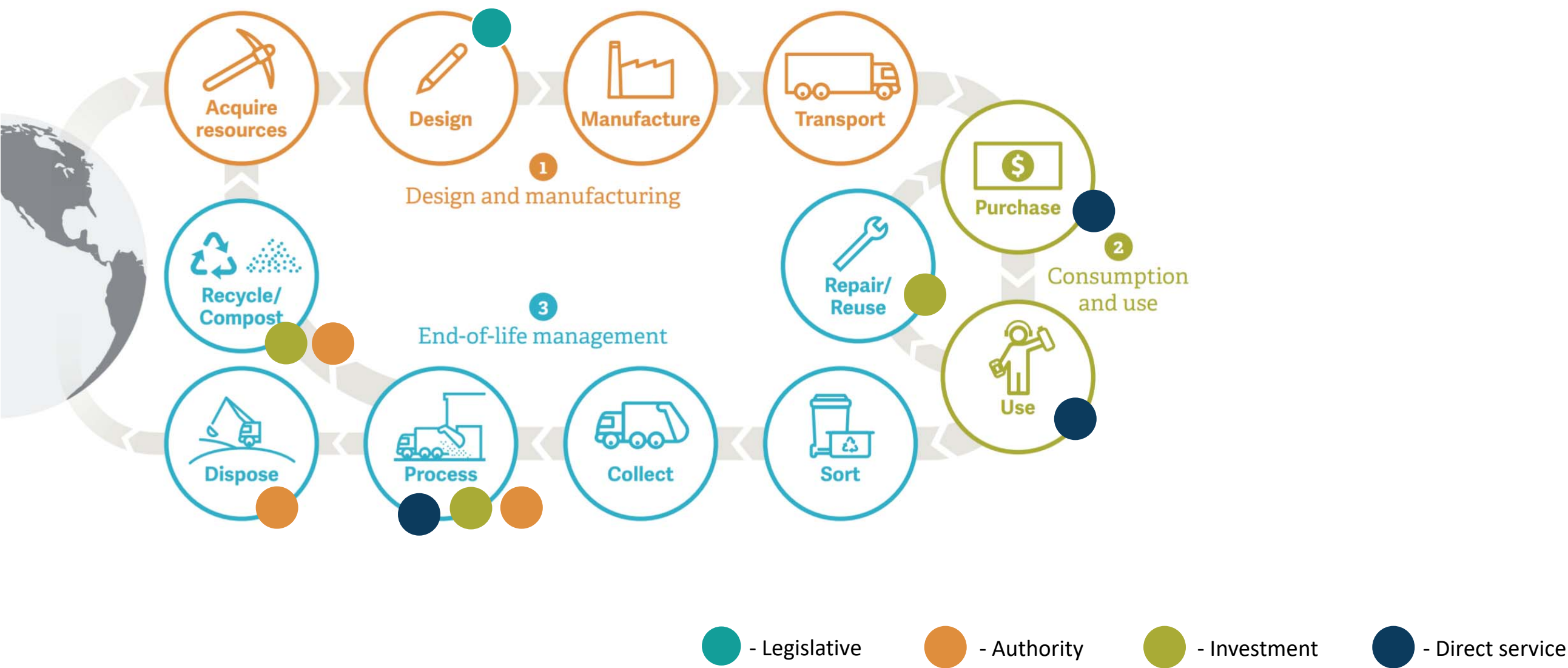
Regional Waste Plan Outcomes



2030 Regional Waste Plan

**Equity, health and
the environment**

Addressing the full life of products



Today's discussion

Garbage & Recycling System Facilities Plan

- Values, outcomes, engagement
- Gap analysis overview, scenarios
- Symposium, stakeholder workshop and tours



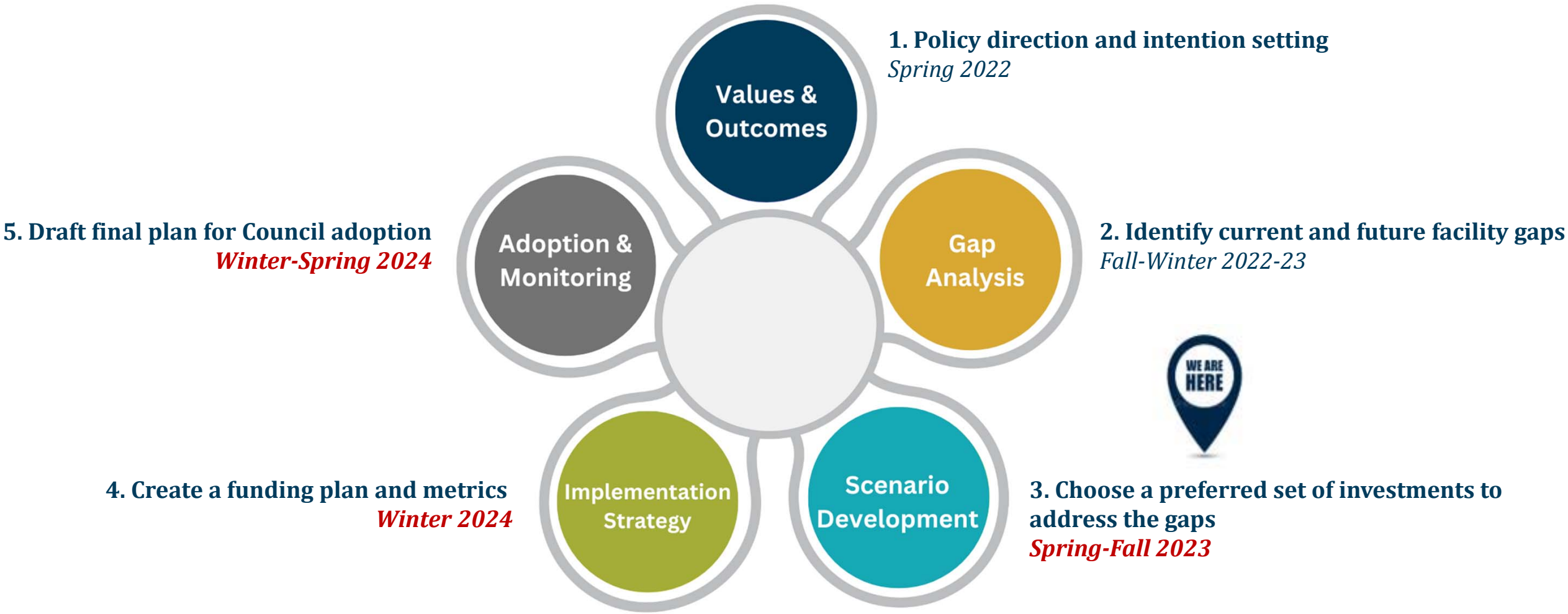
Project need

Metro needs to determine the right set of capital investments to achieve the goals of the 2030 Regional Waste Plan, with a focus on:

- Reducing waste to landfill
- Improving access to facilities
- Keeping services affordable
- Improving system resilience



Project timeline



Values and outcomes



Healthy people and environment



Resource conservation



Environmental literacy



Economic well-being



Excellent service; equitable system access



Operational resilience



Community restoration



Community partnerships



Community investment



Tribal consultation



Phase 2: Engagement

Stakeholder roundtables:



Advisory Committee engagement:

- Community Advisory Group
- Committee on Racial Equity
- Metro Policy Advisory Committee
- Regional Waste Advisory Committee

Most common facility gaps identified:

1. More places to take residential self-haul waste
2. More locations to drop-off large household items or bulky waste
3. More places to take hard-to-recycle items such as old clothes, medicines, sharps, construction waste.
4. Improved services and amenities at new and existing transfer station facilities
5. More household hazardous waste facilities
6. Flexible warehouse spaces for reuse and repair

Phase 3: Engagement

Targeted outreach

- Local government administrator meetings
- Reuse and repair businesses workshop
- Industry interviews
- Community Advisory Group
- Regional Waste Advisory Committee
- Committee on Racial Equity



Metro

Garbage and Recycling System Facilities Plan

Gap analysis overview

The gap analysis identified facility gaps using a combination of:

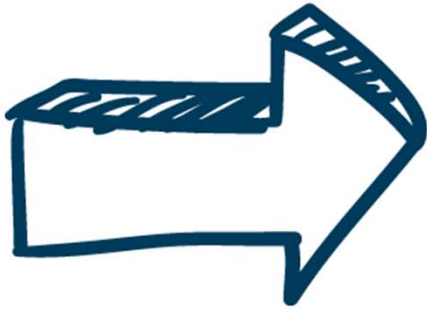
- Engagement activities and
- Technical research

Regional Waste Plan
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.

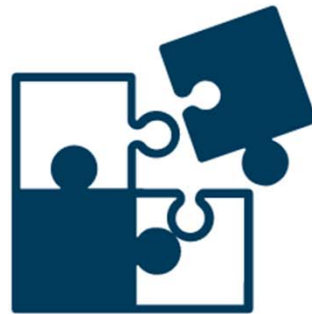


Steps to Develop Scenarios

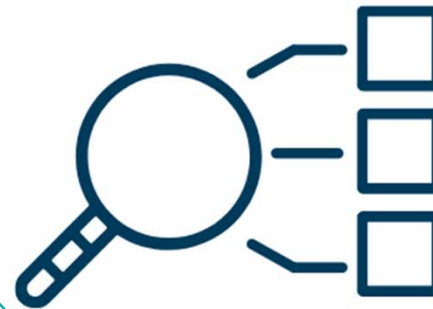
1. Identify Values & Outcomes



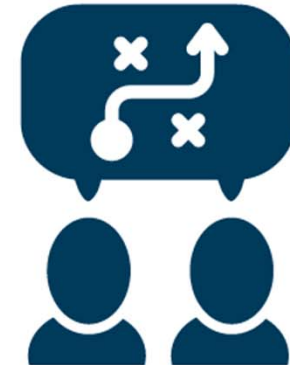
2. Identify System Gaps







3. Develop Plausible Scenarios



4. Assess and Discuss Implications & Paths



Preview of Scenarios

Baseline	Full-Service	Distributed	No-Build
			
Metro does not build new facilities or address facility gaps, but maintains current facilities	Metro builds four large transfer stations and two new reuse facilities	Metro builds three medium-sized transfer stations and four reuse facilities	Metro increases requirements, invests in private facilities and renovates existing facilities



Scenario criteria



Environment

Estimated greenhouse gas emissions reduced by:

- More reuse, recycling and composting
- Fewer miles traveled to facilities



Access

Access within 20 minutes of the nearest:

- Self-haul facility
- Commercial hauler facility



Affordability

Estimated increases to:

- Regional System Fee
- Average curbside rate for garbage and recycling collection service at single family homes
- Tonnage charges at Metro facilities



Equity

Potential for historically marginalized communities to:

- Avoid disproportionate facility burdens
- Share facility benefits equitably



Jobs

Estimated:

- Number of new jobs created
- Potential for employment and workforce development opportunities for historically marginalized communities



Resilience

During hazard events, potential of proposed facilities to:

- Improve material management and staff/customer safety
- Provide redundant infrastructure, equipment and services

Technical Analysis

Focused on transfer sector rather than processing sector or end-markets.

Assessed facility gaps in the region by analyzing 14 groups of facilities, organized by material stream accepted and the type of customers served (general public and commercial haulers).

The material streams included were prioritized due to:

- High negative impacts on the environmental and human health
- Prioritized through engagement
- Low number of facilities
- Covered under extended producer responsibility programs



Technical Analysis Methodology

Each group of facilities/materials assessed 3 main areas:

- Access
- Cost Differences
- Disaster Resilience




































Gap level scoring rubric			
Score	LOW	MEDIUM	HIGH
ACCESS	<ul style="list-style-type: none"> • Less than 5% of the population/region is over 20 minutes away by car from the nearest facility open to the public/commercial haulers. 	<ul style="list-style-type: none"> • 5 - 25% of the population/region is over 20 minutes away by car from the nearest facility open to the public/commercial haulers. 	<ul style="list-style-type: none"> • More than 25% of the population/region is over 20 minutes away by car from the nearest facility open to the public/commercial haulers.
COST DIFFERENCES	<ul style="list-style-type: none"> • Less than 5% difference between lowest and highest fees. 	<ul style="list-style-type: none"> • 5 - 15% difference between lowest and highest fees. 	<ul style="list-style-type: none"> • More than 15% difference between lowest and highest fees.
DISASTER RESILIENCE	<ul style="list-style-type: none"> • At least 1 facility in each of the 3 counties are: <ul style="list-style-type: none"> ○ More than 500 feet away from a very high landslide hazard zone and more than 500 feet away from a high liquefaction zone (<i>earthquake hazard</i>); AND ○ Less than 50% within a floodplain (<i>flood hazard</i>). 	<ul style="list-style-type: none"> • At least 1 facility in each of 2 counties are: <ul style="list-style-type: none"> ○ More than 500 feet away from a very high landslide hazard zone and more than 500 feet away from a high liquefaction zone (<i>earthquake hazard</i>); AND ○ Less than 50% within a floodplain (<i>flood hazard</i>). 	<ul style="list-style-type: none"> • Zero or more facilities in only 1 county are: <ul style="list-style-type: none"> ○ More than 500 feet away from a very high landslide hazard zone and more than 500 feet away from a high liquefaction zone (<i>earthquake hazard</i>); AND ○ Less than 50% within a floodplain (<i>flood hazard</i>).



Results overview

Of the 14 sectors assessed:

- **High gap:** 9 sectors
 - **Medium gap:** 3 sectors
 - **Low gap:** 2 sectors
- including general public electric reuse and recycling and paint recycling

Material stream	Customer type	Gap level		
		Access	Cost	Resilience
Mattresses for reuse	General public	 MEDIUM	 LOW	 HIGH
Building materials reuse	General public	 MEDIUM	 LOW	 MEDIUM
Separated recycling	General public	 MEDIUM	 LOW	 MEDIUM
Household hazardous waste	General public	 HIGH	 LOW	 HIGH
Dry waste for recycling, energy recovery or landfilling	General public	 MEDIUM	 HIGH	 MEDIUM
Mixed garbage	General public	 HIGH	 HIGH	 HIGH
Mixed recycling	Commercial haulers	 MEDIUM	N/A	 MEDIUM
Food waste	Commercial haulers	 HIGH	 HIGH	 HIGH
Mixed food waste & yard debris	Commercial haulers	 MEDIUM	 HIGH	 HIGH
Yard debris	Commercial haulers	 LOW	 HIGH	 LOW
Mixed dry waste for recycling, energy recovery or landfilling	Commercial haulers	 LOW	 HIGH	 LOW
Mixed garbage	Commercial haulers	 MEDIUM	 HIGH	 MEDIUM

Identified Gaps in North & West Washington County for General Public

Cities of Forest Grove, Beaverton, Aloha, Hillsboro, Cornelius

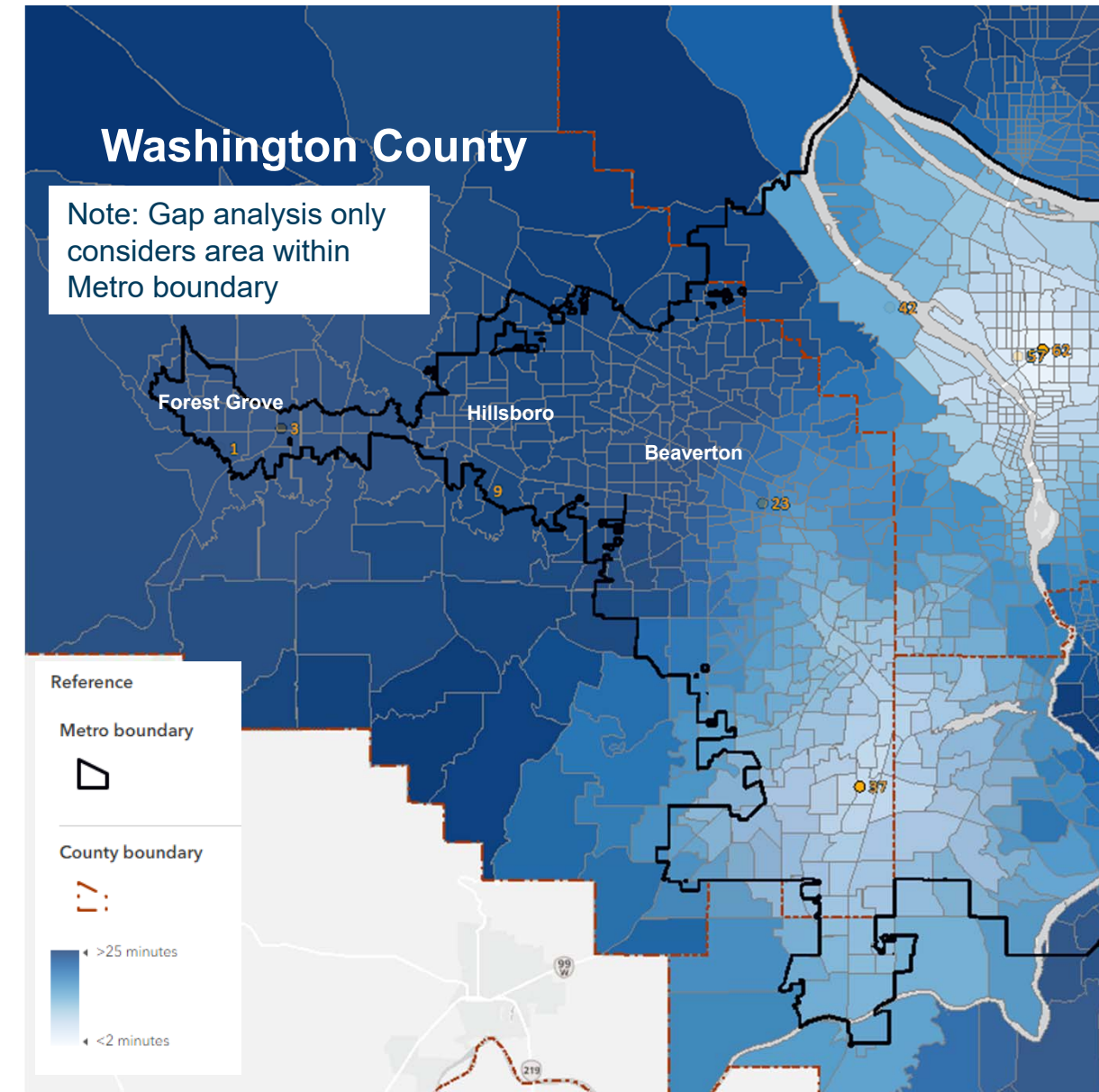
Mattresses for reuse

Building materials for reuse

Household hazardous waste

Mixed dry waste

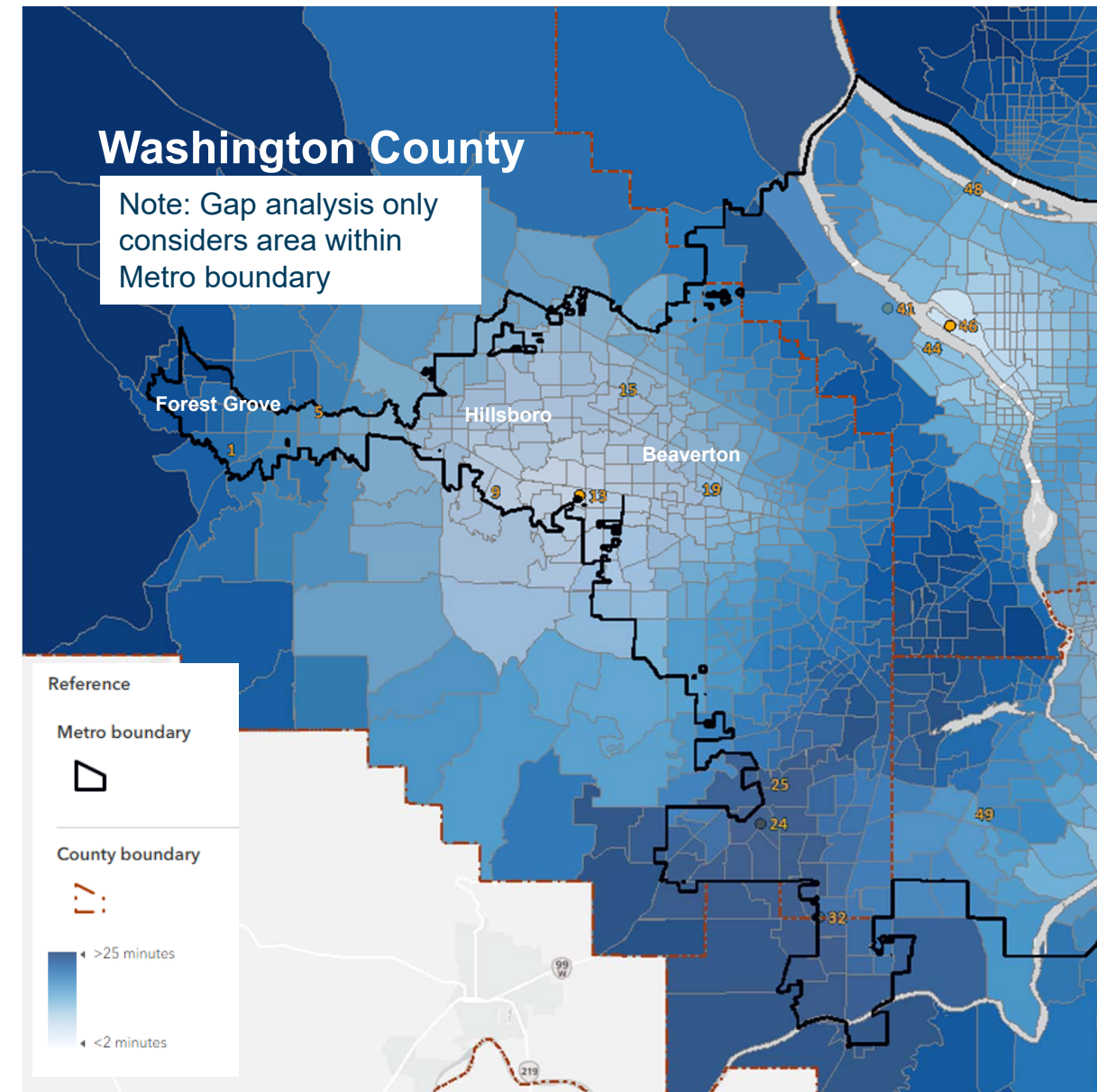
Mixed garbage



Identified Gaps in North & West Washington County for Commercial Haulers

Cities Forest Grove, Beaverton, Aloha, Hillsboro, Cornelius

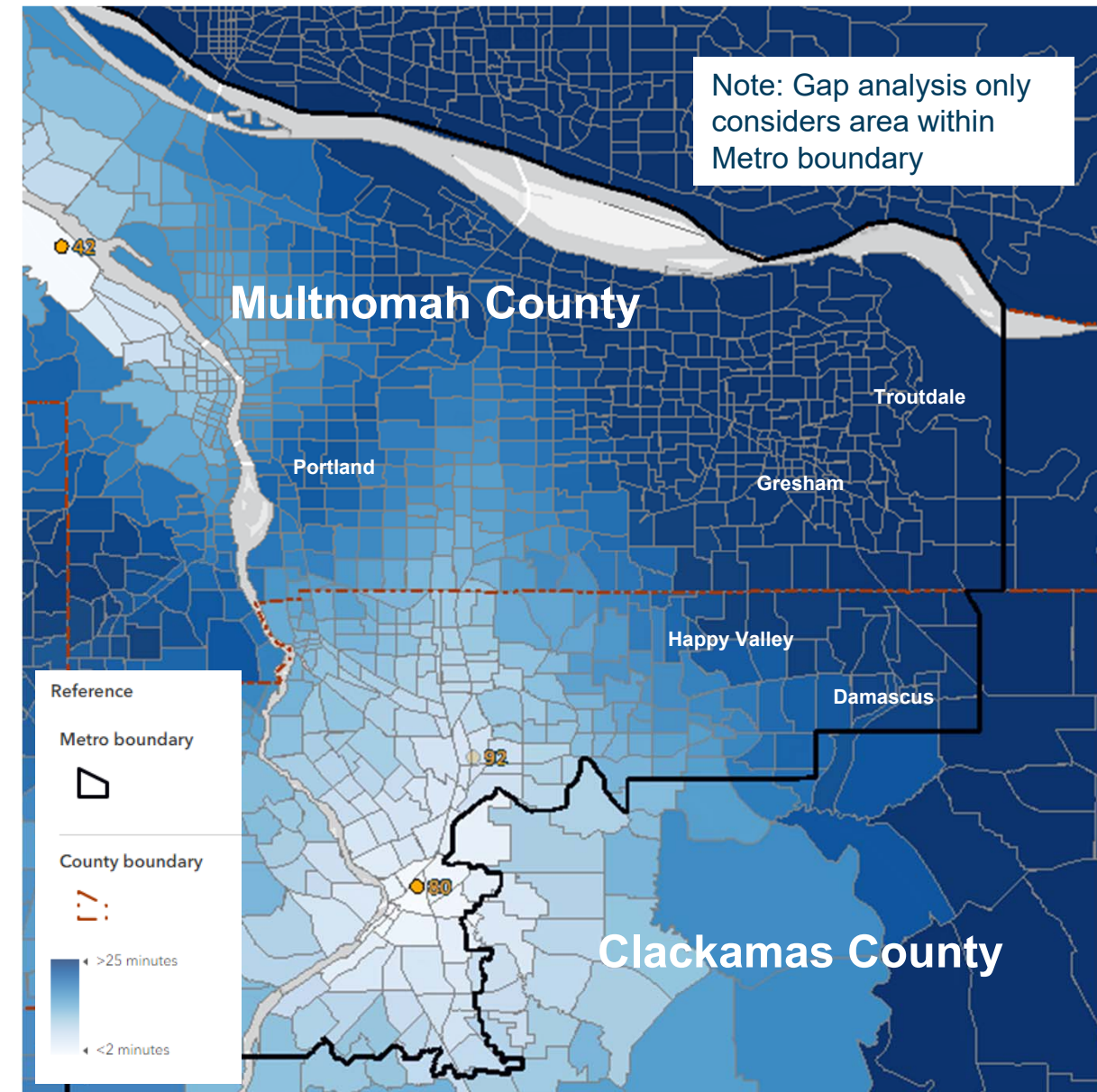
- Mixed Recycling
- Food Waste
- Mixed Food Waste and Yard Debris
- Yard Debris
- Mixed Dry Waste
- Mixed Garbage



Identified Gaps in East Multnomah County and Portions of Clackamas County for General Public

Cities of Troutdale, Gresham, Damascus, Happy Valley

- Mixed Garbage
- Construction/Dry waste
- Household Hazardous Waste
- Recyclables



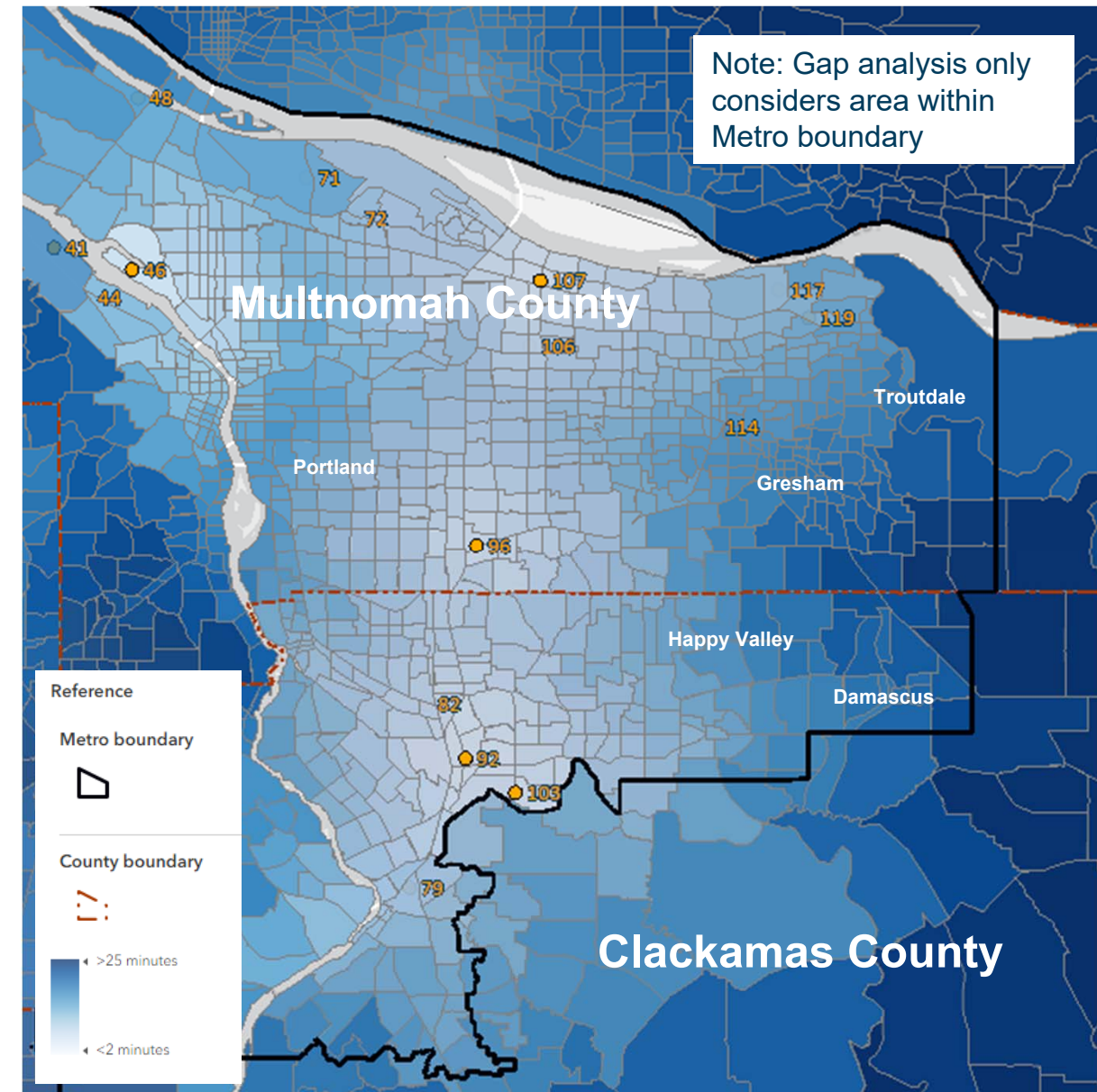
Metro

Garbage and Recycling System Facilities Plan

Identified Gaps in East Multnomah County and Portions of Clackamas County for Commercial Haulers

Cities of Troutdale, Gresham, Damascus, Happy Valley

- Mixed Garbage
- Construction and Dry Waste
- Yard Debris
- Residential Organics
- Food Waste
- Commingled Recyclables



A Closer Look: Mixed Garbage, General Public

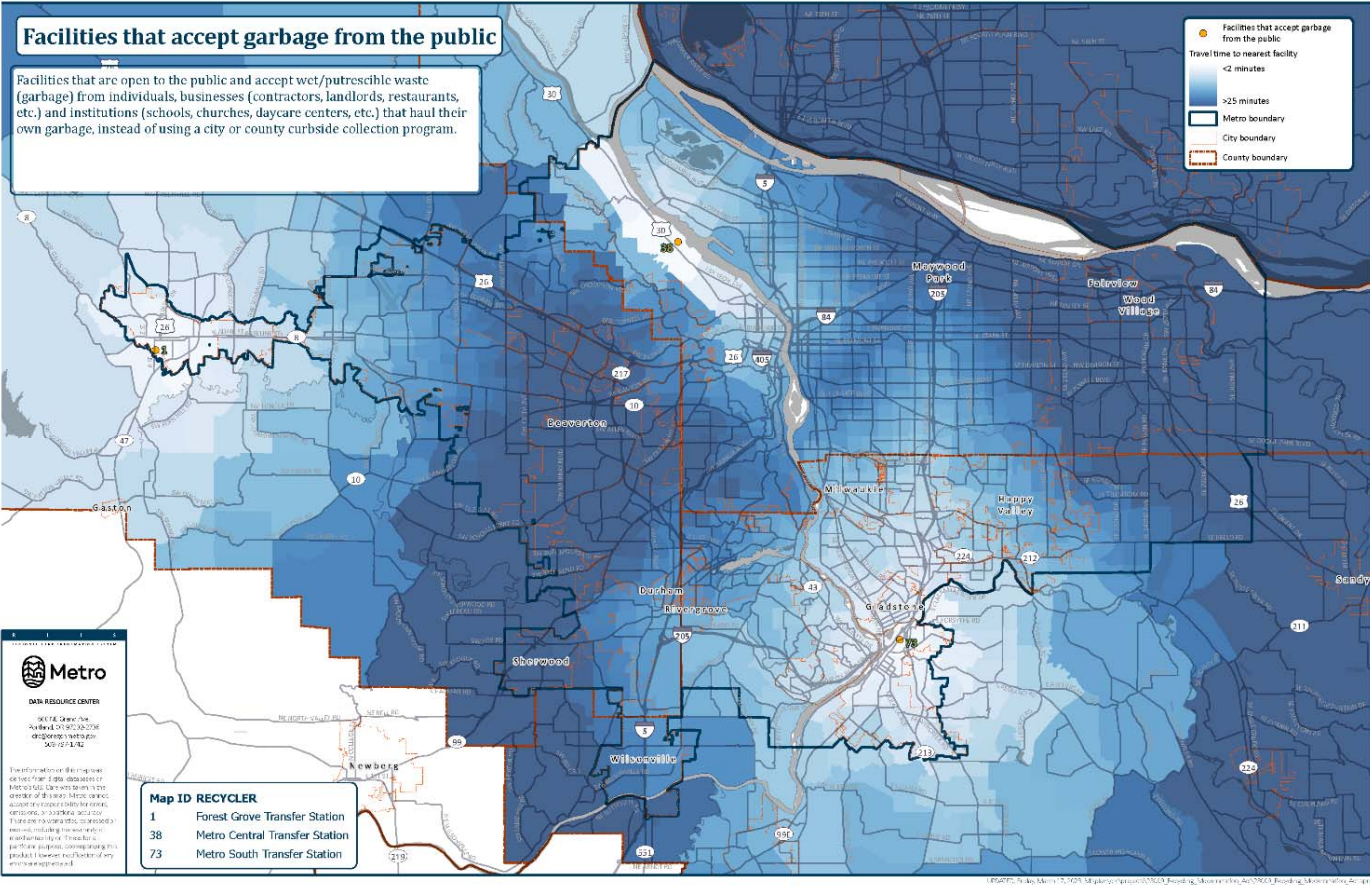
Material stream	Customer type	Gap level		
		Access	Cost	Resilience
Mixed garbage	General public	HIGH	HIGH	HIGH



High access gap: approximately 53.3% of the region’s population is more than 20 minutes away by car from the nearest facility. Areas most affected by long driving times include large portions of Multnomah and Washington counties and part of Clackamas County between east Happy Valley and Boring.

High cost difference gap: a difference between the lowest minimum fee for mixed garbage loads (\$35) and highest (\$70 or more) is at least 100%.

High disaster resilience gap: None of the three counties in the region have a facility that accept mixed garbage from the public and is outside of high flood and earthquake hazard areas.



Scenarios & Mixed Garbage, General Public



Full-Service	Distributed	No-Build
Four new full-service transfer stations take self-haul/household garbage from the public, both mixed garbage (wet waste) and dry waste (such as construction waste and large household items that are not reusable or repairable).	<p>Three new, mid-sized transfer stations (designed primarily for commercial haulers) accept household garbage from self-haul customers, to better manage traffic flow, to reduce construction and operation costs and to limit the number of self-haul customers on site.</p> <p>Additionally, up to five (including RID site) new reuse and recycling centers accept small amounts of household garbage from the public.</p>	<p>Metro provides funding for capital improvements at private facilities in parts of the region with access gaps.</p> <p>Policies that reduce the demand for facilities that accept mixed garbage from the public: expansion of curbside programs and mandatory curbside service subscription.</p>



A Closer Look: Business Food Waste, Commercial Haulers

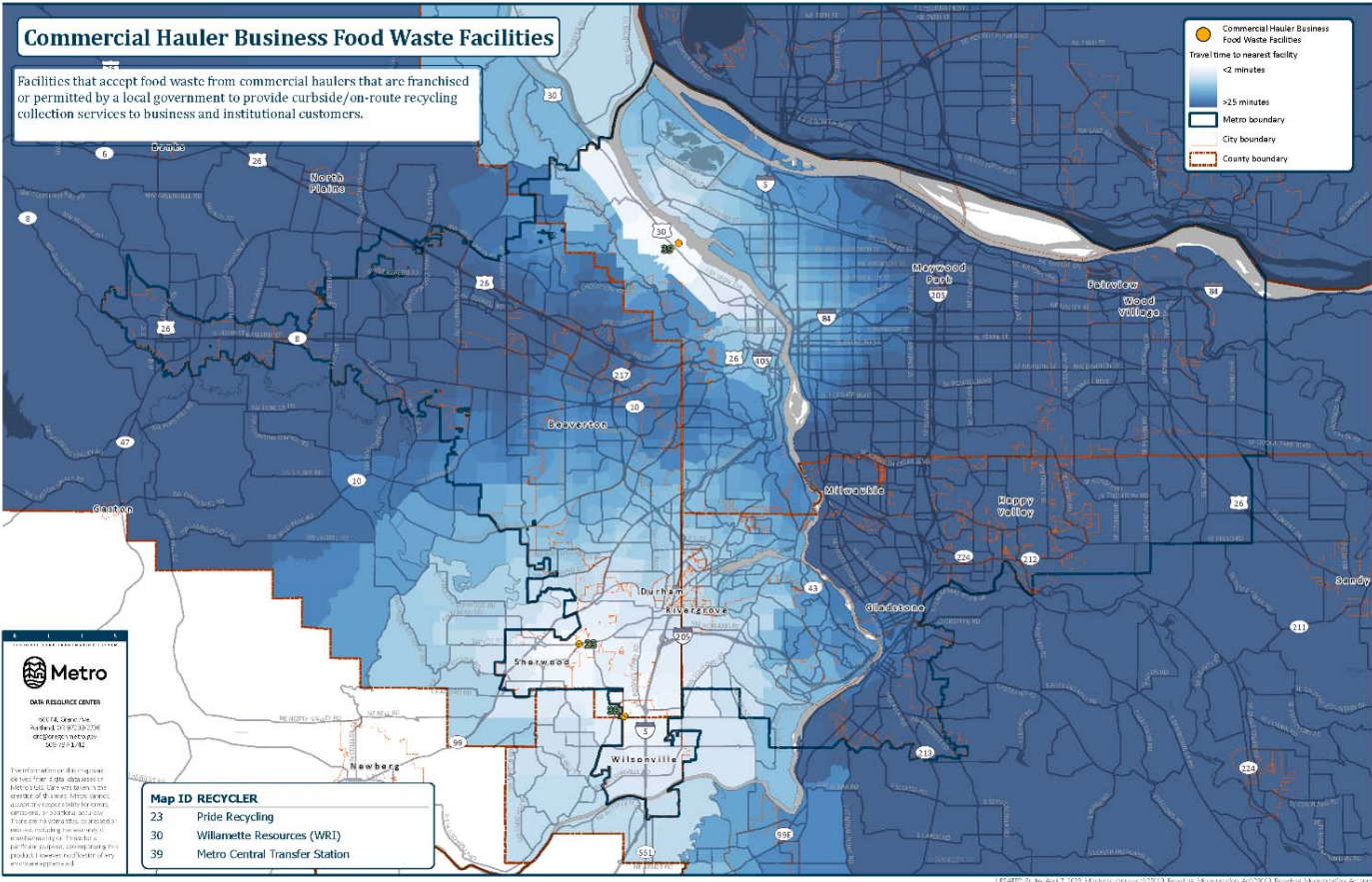
Material stream	Customer type	Gap level		
		Access	Cost	Resilience
Food waste	Commercial haulers	HIGH	HIGH	HIGH



High access gap: an estimated 61% of the region has driving times of more than 20 minutes to the nearest facility, particularly in most of Clackamas and Multnomah counties east of the Willamette River and most of western Washington County.

High cost difference gap: a difference of more than 38% between the lowest and highest fees charged.

High disaster resilience gap: only Washington County has one facility outside high flood and earthquake hazard zones; Clackamas and Multnomah counties have none.



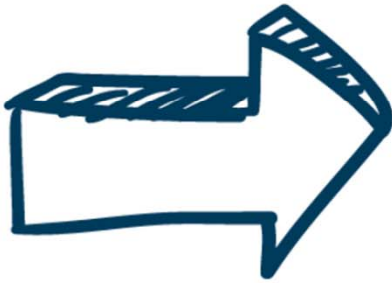
Scenarios & Business Food Waste, Commercial Haulers

Full-Service	Distributed	No-Build
<p>Four new full-service transfer stations take organics for de-packaging, reload or processing)</p> <p>Metro Central is renovated to be a commercial organics hub for franchised/licensed haulers</p>	<p>Three new, mid-sized transfer stations (designed primarily for commercial haulers) accept food waste from commercial haulers</p> <p>Metro Central is renovated to be a commercial organics hub for franchised/licensed haulers</p>	<p>Metro provides funding for capital improvements at private facilities in parts of the region with access gaps.</p> <p>Metro Central is renovated to be a commercial organics hub for franchised/licensed haulers</p>

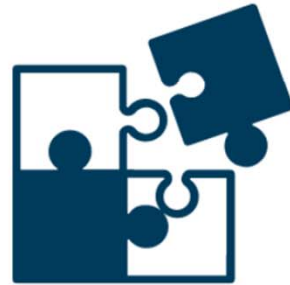


Scenario Development

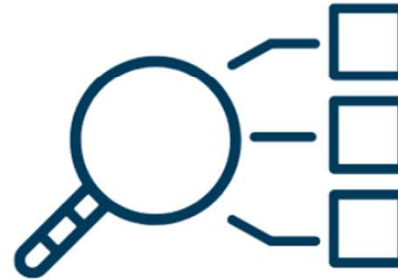
1. Identify Values & Outcomes



2. Identify System Gaps



3. Develop Plausible Scenarios



4. Discuss Implications & Paths



Discuss implications and paths

Metro Council Work Session – Tues., Sept 26

- International panel and discussion at Council Work Session

Reuse, Recycling and Garbage System Symposium – Wed., Sept 27

- International panel for project stakeholders - 10am-noon, OCC
- Stakeholder engagement workshop - 1pm-3pm, OCC

Panelist tours

- Panelist tour, Tues., Sept 26, 3-6pm
- Panelist tour, Thurs., Sept 28, 8:30-10:30am



Discussion Questions:

- Does Council have questions about the work to date?
- Does Council have questions on the gap overview and how it has informed scenarios?
- Does Council have any questions about the upcoming Reuse, Recycling and Garbage System Symposium?





Thank you.

