



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, March 17, 2026

10:30 AM

Metro Regional Center, Council Chamber;
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
[https://www.youtube.com/watch?
v=LqU10DawfWg](https://www.youtube.com/watch?v=LqU10DawfWg)

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://zoom.us/j/615079992> (Webinar ID: 615 079 992),
<https://www.youtube.com/watch?v=LqU10DawfWg>

1. **Call to Order and Roll Call**

2. **Work Session Topics:**

2.1 Regional Tonnage Forecast, Operational Strategy, and System Funding Review [26-6489](#)

Presenter(s): Marta McGuire, WPES Director

Attachments: [Staff Report](#)

2.2 2026 State Legislative Recap [26-6458](#)

Presenter(s): Anneliese Koehler, she/her, Legislative Affairs Manager
Kyung Park, he/him, State Affairs Advisor

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

3. **Chief Operating Officer Communication**

4. **Councilor Communication**

5. **Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទៅក្រុមហ៊ុន Metro តាមទូរសព្ទ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរសព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យអ្នកបកប្រែសម្រួលសម្រាប់លោកអ្នក។

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Agenda #: 2.1

File #: 26-6489

Agenda Date: 3/17/2026

Regional Tonnage Forecast, Operational Strategy, and System Funding Review

Marta McGuire, WPES Director

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: REGIONAL TONNAGE FORECAST, OPERATIONAL STRATEGY, AND SYSTEM FUNDING REVIEW

Date: March 12, 2026
Department: Waste Prevention and Environmental Services
Meeting Date: March 17, 2026

Prepared by: Marta McGuire, Waste Prevention and Environmental Services Director
Presenter: Marta McGuire, Waste Prevention and Environmental Services Director
Length: 50 minutes

ISSUE STATEMENT

The regional waste system is experiencing a sustained shift in disposal patterns. Updated forecasts show continued declines in wet waste tonnage moving through the region. These trends appear to reflect broader structural factors rather than short-term fluctuations. This work session will provide Council with an overview of the solid waste forecast and the operational and financial implications of declining tonnage. Staff will also present operational and funding strategies being developed in response to these structural changes, including the potential transition to public operations at Metro South and a review of the regional system funding structure.

ACTION REQUESTED

Metro Council to provide feedback and guidance on the strategies staff are pursuing in response to structural tonnage decline, including the operational approach for Metro South and the proposed review of the regional system funding structure.

POLICY QUESTIONS

- Does Council have questions about the forecast and the implications for the regional solid waste system?
- Does Council support staff's recommendation to move towards public operations at Metro South?
- Does Council have feedback on initiating a broader review of the regional waste system funding structure?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro produces a regional solid waste forecast to inform financial planning, system operations, and long-term infrastructure investments. The most recent forecast indicates a sustained structural decline in regional waste tonnage through at least 2028. While reduced disposal is consistent with the region's long-term waste reduction goals, this shift has important financial and operational implications that requires Metro to evaluate how best to align system operations, funding mechanisms, and service levels with this new environment.

Financial Implications for the Solid Waste System

Metro transfer stations provide a regional service that is funded primarily through a per-ton solid waste fee. As tonnage declines, the system must recover fixed operating costs across fewer tons, which places upward pressure on the solid waste fees. Without adjustments, this dynamic could result in large-scale fee increases as waste tonnage declines. This creates a need to evaluate both operational models and funding structures to ensure the system remains financially sustainable

while continuing to deliver regional services.

Internal Alignment

As part of the FY27 budget development process, Waste Prevention and Environmental Services conducted a zero-based budgeting review to evaluate programs and expenditures across the department. This work helped identify opportunities to better align programs, services, and organizational structure with core regional waste system functions.

Operational Strategy

A key component of the operational strategy focuses on the Metro South transfer station. The current operations contract expires in December 2026, creating an opportunity to evaluate the future operating model for the facility.

Metro previously issued a request for proposals (RFP) to evaluate private sector operations for the facility, consistent with Council's interest in advancing public-private partnerships. The procurement process resulted in a single proposal, limiting Metro's ability to ensure a competitive outcome. Given this result and the changing conditions in the regional waste system, staff evaluated moving to a public operations model.

Public operations would provide Metro with greater flexibility to align staffing and operations with system needs, greater control to manage costs, and the ability to scale operating costs as activity levels change. It would also provide additional flexibility as Metro considers long-term redevelopment opportunities at the Metro South site.

System Funding and Fee Structure Review

Operational flexibility is one part of responding to structural changes in the waste system. A second strategy involves reviewing the system's funding structure and cost allocation model. Metro's solid waste system is funded through a combination of fees that are allocated in different ways. Transfer station operations are funded primarily through the Solid Waste Fee, which is based on the tons delivered to Metro facilities. Regional programs and services are funded through the Regional System Fee, which is applied to all garbage generated in the region at time of disposal.

As disposal tonnage declines at Metro transfer stations, the costs of operating the public facilities must be recovered across fewer tons, placing increasing pressure on the Solid Waste Fee. These changing conditions warrant a review of how system costs are allocated and whether the current fee structure continues to align with how the regional waste system operates today.

Staff recommend initiating a broader review of the system funding structure. This work would examine how regional system costs are currently allocated and evaluate whether the existing model remains sustainable as disposal patterns evolve. Staff anticipate engaging the Regional Waste Advisory Committee (RWAC), local governments, and industry partners as part of this process and returning to Council with potential policy options.

For work session:

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



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Agenda #: 2.2

File #: 26-6458

Agenda Date: 3/17/2026

2026 State Legislative Recap

Anneliese Koehler, she/her, Legislative Affairs Manager
Kyung Park, he/him, State Affairs Advisor

TASTAFF REPORT

STATE LEGISLATIVE RECAP

Date: 3/2/2026
Department: GAPD
Meeting Date: 3/17/2026

Presenters: Anneliese Koehler, Legislative Affairs Manager (she/her) and Kyung Park, State Affairs Advisor (he/him)

Prepared by: Anneliese Koehler,
Legislative Affairs Manager and Kyung
Park, State Affairs Advisor

Length: 45 minutes

ISSUE STATEMENT

This Council work session is for staff to provide a post session update on the Council's 2026 State Legislative Priorities and a look ahead to 2027 session.

ACTION REQUESTED

The Council may discuss outcomes of the 2026 Legislative Session. The Council may wish to discuss specific legislative concepts or principles or direct staff to develop policy or funding proposals for the 2027 legislative session.

IDENTIFIED POLICY OUTCOMES

Inform Metro Council of political landscape at the Oregon State Legislature and state agencies and its impact on Metro policy goals.

POLICY QUESTION(S)

This is primarily an update on the outcomes of the 2026 Legislative Session; in future work sessions, staff will bring forward concepts the Council may wish to consider for its 2027 legislative agenda.

Does the Council wish to provide early guidance for staff with respect to 2027 legislative priorities?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

See attached for an annotated version of Council's State Legislative Priorities and an end of session report.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

During the second half of 2025, we met with Metro Departmental leadership, community organizations, jurisdictional partners and legislators to discuss possible state legislative priorities. In addition, Metro Council had work sessions in October and December to discuss the initial drafts of the state legislative agenda and state legislative principles. The Council adopted priorities and principles in January 2026 in advance of the legislative session.

Over the last month, Metro Government Affairs and Policy Development staff have worked in partnership with Council, Metro staff and external partners to advance Metro Council's 2026 State Legislative Priorities during the 2026 legislative session. Staff is before you today to provide a summary of the legislative session and the outcomes on Metro Council's legislative priorities.

BACKGROUND

The Council adopted its State Legislative Agenda in January 2026. This update is to provide Council with session outcomes and impacts on its legislative priorities.

ATTACHMENTS [Identify and submit any attachments related to this legislation or presentation]

- End of session report
- 2026 State Legislative Priorities with Outcomes

[For work session:]

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Attachment 1: End of Session Report on 2026 Legislative Session Memo
 - Attachment 2: Legislative Priorities

Date: March 9, 2026

To: Metro Council

From: Anneliese Koehler, Legislative Affairs Manager and Kyung Park, State Affairs Advisor

Re: End of Session Report on 2026 Legislative Session

Background

This memo provides a summary of the 2026 legislative session, including the overall atmosphere at the Capitol, key outcomes, and how they align with the Metro Council's legislative priorities. It includes an annotated version of Exhibit A to Resolution 24-5453—adopted by the Council in January 2026—which outlines Metro's legislative priorities. The annotations describe the results of the session for each priority, along with updates on other legislative issues where Metro staff were actively engaged.

Session Atmosphere and Overview

The 2026 Legislature convened on February 2, 2026 and adjourned on March 6, 2026. The short session continued the theme of the long session – a return to normalcy. Following many years of unique sessions and special sessions, the 2026 legislative session was a typical session focused on rebalancing budgets and passing a few key policy priorities. The disruptions caused by walkouts and the focus brought by the pandemic that marked the last five years have primarily dissipated. In addition, while the Capitol is still under construction, much of it has finally reopened. There are more hearing rooms, a Capitol Café and added places to sit.

Many of the worst forecasted fears about short session did not come to pass. The budget was forecasted to be very tight; it wasn't as tight as anticipated. There were going to be huge budget cuts; there were some cuts. There were concerns about walkouts derailing session; that did not happen. Instead, it was a relatively smooth short session.

Partisanship is a part of every session and was a part of this session as well. Democrats entered session with super majorities in both chambers. There were typical flare ups around controversial bills like guns, transportation ballot measure referral date change, and revenue disconnect. House and Senate Republicans frequently granted rule suspensions, but there were moments when they refused to grant unanimous consent to dispense with the word-for-word reading of bills. Republicans also refused to grant floor quorum a few times, but they were all short lived.

The Legislature's primary focus was rebalancing the budget. Additionally, immigrants' rights and responding to federal enforcement, economic development, changes to transient lodging taxes, and Moda Center funding also dominated session.

Several legislators announced retirement or intentions to seek other offices for the upcoming election. Representatives Annessa Hartman, Ken Helm, Rick Lewis, John Lively, Boomer Wright, and Senator Jeff Golden will not be seeking re-election. Additionally, Senator Christine Drazen and Representative Ed Diehl have filed for the Governor's race and will not be eligible to run for their current offices.

Budget

The legislature started the short session facing an estimated \$650 million deficit in the general fund. However, partially disconnecting from the federal tax code and a favorable February revenue forecast helped soften the deficit and resulted in a total budget reduction of \$128 million for the state. Programmatic cuts were avoided through fund shifts, holding vacant positions open, and reduced spending by agencies. Legislative budget writers cautioned that this current budget is not sustainable but should allow for stability for the next 18 months. Looming reductions in federal funding for critical programs such as SNAP and Medicaid will impact the 2027-2029 biennium if no changes are made at the federal level.

The state approved additional debt capacity for a handful of investments such as affordable housing development, acquisition of Abiqua Falls, and Moda Center renovations.

Transportation

The transportation funding referral election date change also dominated conversations during session. Just prior to the start of session, some components of the transportation funding package were successfully referred to voters for the November 2026 election. In the leadup to short session, there were discussions amongst Democrats about possibly repealing the whole package but ultimately, they decided to move the election date from November 2026 to May 2026. SB 1599 passed on party line vote and caused a short walk out by Republicans. Supporters of the referral have filed a lawsuit alleging several constitutional challenges to SB 1599, asking the Marion County Court to declare the law unconstitutional and enjoin the Secretary of State from implementing it. A preliminary injunction hearing occurred on March 10. At the time of this report's submittal, a judge has not ruled on the restraining order.

In addition, the Legislature also addressed ODOT's budgetary needs. With the successful referral of the transportation funding package, the transportation tax increases will only go into effect if voters approve the measure. This has left ODOT with a \$288m budget hole for the current biennium. The Legislature rebalanced ODOT's budget through vacancy and other cost saving measures as well as swapping state funds for federal funds and temporarily redirecting funding from transportation programs such as Safe Routes to School, Connect Oregon, Community Paths and bridge seismic improvements. Vacancy and costs savings account for around \$70m and the rest came from redirecting funds.

Outcomes

Despite the challenges of a short session, our team (in collaboration with many partners) was able to achieve a few key priorities outlined in your agenda. These include:

- Battery extended producer responsibility
- General government fixes including serial communications and food and beverage
- Banning speculative ticketing

As mentioned above, attached is a more detailed version of the Council's specific legislative priorities and associated session outcomes. Naturally, your GAPD team will work with you later this year to develop a legislative agenda for the 2027 session. Some items we anticipate could be of interest to Council in 2027 include:

- Transportation package

- Land use reform
- Housing and homelessness funding

METRO COUNCIL LEGISLATIVE PRIORITIES 2026 Legislative Session



GENERAL GOVERNMENT

- **Serial communications:** Support changes to the public meetings law to clarify prohibited serial communications and serial meetings. Reduce confusion for elected officials regarding compliance while ensuring transparency in decision making by governing bodies.

HB 4177 passed. It adds exemptions to deliberation to allow elected officials to speak to constituents, media, or share factual information without triggering a serial communication violation.

- **Food and Beverage:** Support exceptions to requirements that food and beverage offerings be formally included as part of official compensation packages. The current requirements prohibit members of some advisory committees and commissions from accepting food and beverage during meetings that can occur during regular meal times. Support legislation that allows reasonable food and beverage offerings by the public body during these meetings and other official events.

HB 4161 passed. It provides an exception to the prohibited use of office and allows public bodies to provide food and beverages to public officials without adopted compensation policies.

- **Protecting Critical Services:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all their constituents, the state, Metro, and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, when dealing with financially constrained budgets, the Legislature should avoid cutting critical services.

HB 5204 passed. It balances the state budget through vacancy savings, fund swaps, program delays, and reductions in non-programmatic agency budgets. It preserves essential and critical state programs for this biennium.

HOUSING AND HOMELESSNESS

- **Housing and Homelessness Response Stability:** Support legislation that protects the stability of regional and local housing and homelessness systems. Support efforts that offer permanent, affordable housing for individuals and families experiencing or at risk of homelessness and provide supportive services and community-based support people need to keep their housing. Additionally, support ways to stabilize and preserve the affordable housing stock.

HB 5702 passed. It allocates an additional \$75 million for LIFT Affordable Rental Housing Development Program and \$25 million for Housing Opportunity Longevity and Durability Fund Preservation Program.

LAND USE

- **Urban Growth Management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and respects the authority of local governments, including Metro, to make specific decisions on local land use matters. Oppose efforts to legislatively determine specific land use designations in the region or to distort the process of assessing land need by mandating inaccurate analysis.

SB 1586 failed. As amended, it would have brought in 373 acres of land into Metro's urban growth boundary and changed the designation of approximately 1300 acres from rural reserve to urban reserve.

TRANSPORTATION

- **Transportation Package:** Support efforts that build on the 2025 Transportation Funding Bill, lay the groundwork for a 2027 transportation package, and advance the 2025 JPACT priorities: addressing short-term funding solutions, long-term sustainable funding, finishing what we started, safe urban arterials and streets, transit investments, and resiliency.

SB 1599 passed. It moves the election date for Referendum Petition 2026-302 from November to May. The Referendum Petition repeals portions of the special session transportation package related to increases in the employee payroll tax, gas tax, registration fees, and titling fees.

HB 5204 passed. It rebalances ODOT's budget through vacancy and other cost saving measures as well as swapping state funds for federal funds and temporarily redirecting funding from transportation programs such as Safe Routes to School, Connect Oregon, Community Paths and bridge seismic improvements.

HB 4008 failed. It created a transit funding task force to examine possible revenue streams to fund transit stateside. It passed out of the House Transportation Committee and died in Ways and Means.

WASTE MANAGEMENT AND WASTE REDUCTION

- **Battery Extended Producer Responsibility:** Support legislation that creates a battery extended producer responsibility program in Oregon.

HB 4144 passed. It directs DEQ to implement a battery extended producer responsibility program by 2029. Producer fees pay for the collection, transport, and education materials to inform the public on proper disposal of batteries.

VENUES

- **Speculative Ticketing:** Support legislation that bans speculative ticketing, protecting consumers and artists from deceptive ticketing practices.

HB 4024 passed. It prohibits a ticket reseller from selling a ticket unless the reseller has the ticket in their possession.

ADDITIONAL LEGISLATION

SB 1501/SB 5701 passed. Together, these two bills provide the necessary structures, sideboards and \$365m in funding for the Moda Center.

HB 5204/SB 5701 passed. Together, these two bills provide \$15m in funding for industrial site readiness.

HB 4134 passed. It raises state transient lodging tax 1.25% to fund wildlife conservation.

Materials following this page were distributed at the meeting.



Waste Prevention and Environmental Services

REGIONAL TONNAGE FORECAST, OPERATIONAL STRATEGY, AND SYSTEM FUNDING REVIEW

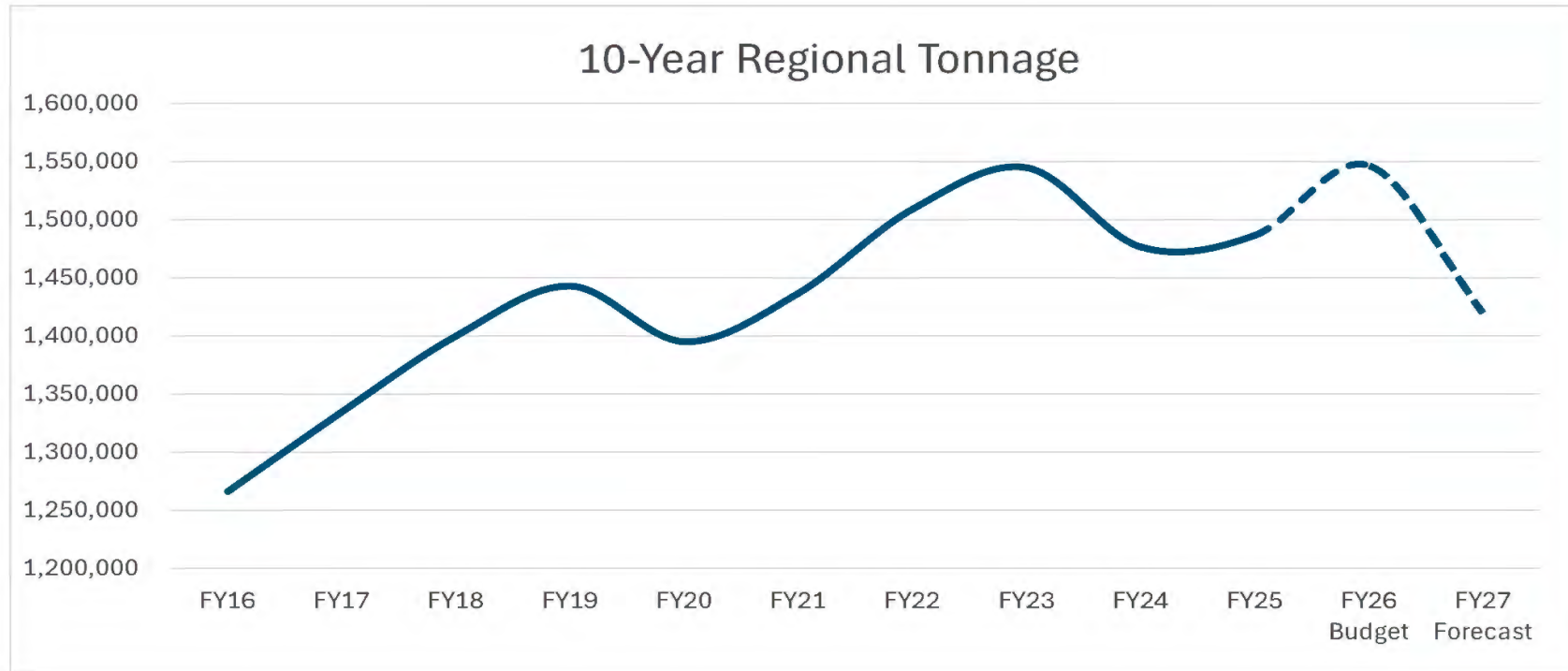
March 17, 2026

Today's discussion

- Provide an overview of the tonnage forecast
- Discuss implications for transfer station operations and solid waste fees
- Present operational and funding strategies



Regional Disposal Tonnage is Declining



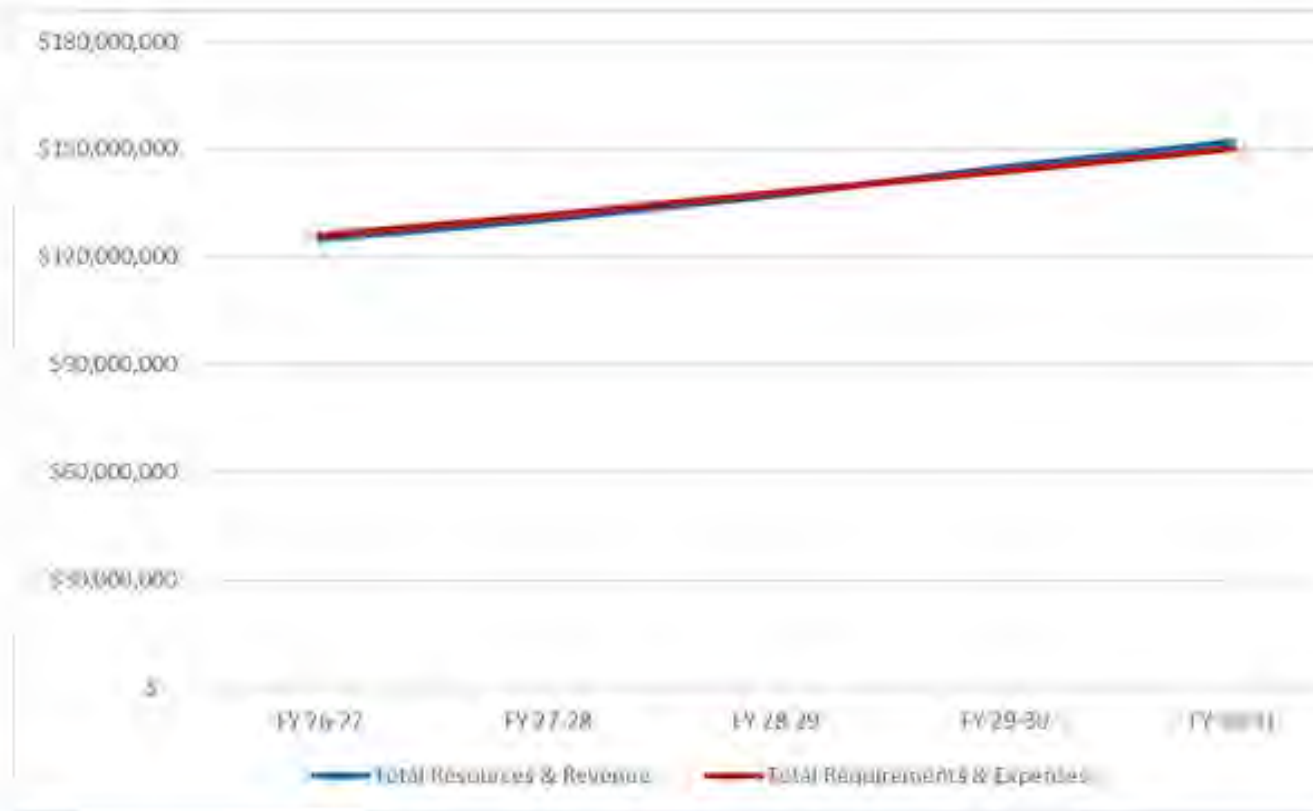
- Sustained tonnage decline projected through 2028
- Regional job growth has turned negative
- Construction employment has contracted by 4.6%
- Elevated material costs continue to suppress new development

Why tonnage matters for system financing

- Transfer stations require staffing, equipment, ongoing maintenance for facility operations regardless of tonnage levels
- These costs are recovered through per-ton fees
- When tonnage declines, fixed costs must be spread across fewer tons



Financial Consequences



- Lower tonnage reduces revenues
- Need to maintain 45-day operating requirement
- Rising personnel, CAP and contract costs
- Higher impact to solid waste fee than regional system fee

Zero Based Budgeting and Alignment

- **Strategic program alignment** to focus resources on core regional waste system services
- **Organizational adjustments** to better align staffing and functions to improve coordination and efficiency



Response Strategies Overview

Operational Strategy - Improve controls and flexibility for managing transfer station operating costs.

System Funding Review - Evaluate how the regional waste system is funded.



Operational Strategy: Metro South Operations

- Metro South serves a key geographic area of the region and plays an important role in providing transfer station access for households, businesses and haulers.
- Current operations contract expires December 2026, creating opportunity to adjust operating model to align with current system conditions.



Why are we evaluating public operations now

- Staff issued an RFP to test the market for private operators, consistent with Council's interest in public-private partnerships
- The RFP process resulted in only one response, limiting Metro's ability to ensure a competitive procurement outcome
- At the same time, declining tonnage increases the need for operational flexibility and cost control
- Evaluation of a public operations model is not new; staff conducted a detailed analysis in 2022 but did not move forward at that time given Council's focus on public-private partnerships and a competitive RFP response that resulted in multiple bids.

Public Operations Cost and Feasibility Analysis

Staffing

- Metro maintains oversight at the facility, enabling consolidated management and operational functions
- Contracted operations include staffing ~ 60 FTE
- A public operations model is estimated to require ~35–45 FTE, reflecting efficiencies from integrating existing Metro management and operational roles

Capital and Equipment Considerations

- Estimated equipment investment is \$6M to \$8M over next 5-7 years
- Ability to retain reimbursed assets already associated with facility operations
- Phased procurement reduces upfront capital needs

Financial Considerations

- Public operations operate on a cost-recovery basis without contractor overhead and profit margins
- Current operating contract: \$11.4M, with projected increases for FY27
- Estimated public operations costs: ~\$10.5M for FY27

Public Operations: Benefits and Considerations

Potential Benefits

- Greater control over transfer station operating costs
- Ability to scale staffing and operations as activity levels change
- Increased operational flexibility in a changing system
- Support future redevelopment opportunities at the Metro South site

Considerations

- Metro assumes direct responsibility for operations and staffing
- Requires transition planning and organizational capacity

Operational and Financial Considerations

Operational Considerations

Potential Benefits

- Ability to adjust staffing levels and reassign staff across facilities as needed
- Ability to implement process improvement more quickly
- More flexibility to pilot new operational approaches
- Ability to adapt to and explore recovery market developments and opportunities with fewer constraints
- Ability more quickly respond to operational issues or customer complaints

Considerations

- Hiring and onboarding new Metro employees
- Developing additional standard operating procedures
- Managing procurement and lifecycle of operational equipment

Financial and Procurement Considerations

- **Procurement practices** – Lack of multiple, competitive proposals reduces opportunity to lower costs through competition.
- **Ensuring long-term financial stability** – Public operations can provide greater cost control and flexibility to adjust operations as system conditions evolve.
- **Contract structure** – Current operating contracts have high fixed costs and limit Metro's ability to adapt service levels or costs as system needs change.
- **Risk transfer** – Risk allocation is becoming more complex. Metro has less ability to transfer risk and higher costs.

Staff recommendation

Advance Public Operations

- Proceed with planning for Metro-operated transfer station operations
- Provides greater control over operating costs and staffing levels
- Allows operations to scale with changing activity levels
- Supports long-term redevelopment opportunities at the site



Questions

Does Council support staff's recommendation to advance public operations at Metro South?

System Funding Review

Evaluate how the regional waste system is funded in a changing tonnage environment to ensure long-term stability.



Changing System Dynamics

Historical System Model

- Regional disposal tonnage was growing
- Metro facilities handled a larger share of system waste
- Per-ton fees provided a stable funding base for regional services

Current environment:

- Declining disposal tonnage
- A more distributed transfer station system
- Greater pressure on the per-ton fee model
- Shift toward producer responsibility for recycling system funding under the Recycling Modernization Act



Recommended Next Steps



Review how regional waste system costs are allocated across the system



Evaluate the long-term sustainability of the current model



Engage RWAC, local governments, community and industry partners



Identify potential policy options for Council consideration

Questions

Does Council have feedback on initiating a broader review of the regional waste system funding structure?



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2026 State Legislative Recap

Kyung Park, State Affairs Advisor

Anneliese Koehler, Legislative Affairs Manager

March 17, 2026



2026 Short Session

- Feb 2, 2026 – March 6, 2026
- Constitutionally restricted to 35 days
- Purpose: budgetary tweaks, technical adjustments, small policy adjustments and urgent fixes.



Key themes

Worst predictions did not come true

- No large-scale budget cuts (except for ODOT)
- No long-term walk outs

Response to federal government

- Rebalancing the budget and federal disconnect
- Immigrants' rights and federal enforcement

Other focuses

- Economic development
- Transportation
- Transient lodging tax changes



State Budget

- Total reduction \$128 million
 - Disconnect from federal tax code
 - Spending slow-down
 - Favorable forecasts
- Short term stability
- No programmatic cuts



Legislative Priorities

- Serial Communications
- Food and Beverage
- Protecting Critical Services
- Housing and Homelessness Response
Stability
- Urban Growth Management
- Transportation Package
- Battery Extended Producer
Responsibility
- Speculative Ticketing



Legislative Outcomes: Serial Communication

HB 4177 passed. It adds exemptions to deliberation to allow elected officials to speak to constituents, media, or share factual information without triggering a serial communication violation.



Legislative Outcomes: Food and Beverage

HB 4161 passed. It provides an exception to the prohibited use of office and allows public bodies to provide food and beverages to public officials without adopted compensation policies.



Legislative Outcomes: Protecting Critical Services

HB 5204 passed. It balances the state budget through vacancy savings, fund swaps, program delays, and reductions in non-programmatic agency budgets. It preserves essential and critical state programs for this biennium.



Legislative Outcomes: Housing and Homelessness Response Stability

HB 5702 passed. It allocates an additional \$75 million for LIFT Affordable Rental Housing Development Program and \$25 million for Housing Opportunity Longevity and Durability Fund Preservation Program.



Legislative Outcomes: Urban Growth Management

SB 1586 failed. As amended, it would have brought in 373 acres of land into Metro's urban growth boundary and changed the designation of approximately 1300 acres from rural reserve to urban reserve.



Legislative Outcomes: Transportation Package

SB 1599 passed. It moves the election date for Referendum Petition 2026-302 from November to May. The Referendum Petition repeals portions of the special session transportation package related to increases in the employee payroll tax, gas tax, registration fees, and titling fees.



Legislative Outcomes: Transportation Package

HB 5204 passed. It rebalances ODOT's budget through vacancy and other cost saving measures as well as swapping state funds for federal funds and temporarily redirecting funding from transportation programs such as Safe Routes to School, Connect Oregon, Community Paths and bridge seismic improvements.



Legislative Outcomes: Battery EPR

HB 4144 passed. It directs DEQ to implement a battery extended producer responsibility program by 2029. Producer fees pay for the collection, transport, and education materials to inform the public on proper disposal of batteries.



Legislative Outcomes: Speculative Ticketing

HB 4024 passed. It prohibits a ticket reseller from selling a ticket unless the reseller has the ticket in their possession.



Legislative Outcomes: Other bills

SB 1501/SB 5701 passed. Together, these two bills provide the necessary structures, sideboards and \$365m in funding for the Moda Center.

HB 5204/SB 5701 passed. Together, these two bills provide \$15m in funding for industrial site readiness.

HB 4134 passed. It raises state transient lodging tax 1.25% to fund wildlife conservation.



Thank you!

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