

Detailed Scenarios Comparison

The following tables are intended to complement the information provided in the Discussion Guide for the Garbage and Recycling System Facilities plan workshop held on September 27, 2023. The tables compare the alternative scenarios developed to address facility gaps in the region’s reuse, recycling and garbage system in terms of:

- Policies and programs
- Gaps identified in engagement
- Scenario benefits
- Private and non-profit facility investments
- Gaps identified in technical analysis
- Scenario challenges
- Metro facility investments

Policies and programs

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.
<ul style="list-style-type: none"> Metro continues its current regulatory role overseeing the region's garbage and recycling system. Metro continues its policy to allocate up to 60% of the forecasted wet waste tons to private transfer stations based on criteria that advance a number of Regional Waste Plan goals. Cities and counties continue to implement existing curbside collection programs for recycling, yard debris, garbage, and in some jurisdictions, food waste mixed with yard debris. These programs include those that cities and counties are required to implement under the Regional Service Standard in Metro Code, including the mandatory food scraps separation policy for businesses, mandatory business recycling, minimum multifamily service levels and residential recycling and yard debris requirements. Cities, counties and Metro also continue working on implementing new programs like providing regularly occurring curbside collection service for large items. Metro accepts materials for new Extended Producer Responsibility programs at existing depots and add materials as able. 	<ul style="list-style-type: none"> Metro continues its current regulatory role overseeing the region's garbage and recycling system. Metro continues its policy to allocate up to 60% of the forecasted wet waste tons to private transfer stations based on criteria that advance a number of Regional Waste Plan goals. Cities and counties continue to implement existing curbside collection programs for recycling, yard debris, garbage, and in some jurisdictions, food waste mixed with yard debris. These programs include those that cities and counties are required to implement under the Regional Service Standard in Metro Code, including the mandatory food scraps separation policy for businesses, mandatory business recycling, minimum multifamily service levels and residential recycling and yard debris requirements. Cities, counties and Metro also continue working on implementing new programs like providing regularly occurring curbside collection service for large items. Metro accepts materials for new Extended Producer Responsibility programs at existing depots and add materials as able. 	<ul style="list-style-type: none"> Metro continues its current regulatory role overseeing the region's garbage and recycling system. Metro continues its policy to allocate up to 60% of the forecasted wet waste tons to private transfer stations based on criteria that advance a number of Regional Waste Plan goals. Cities and counties continue to implement existing curbside collection programs for recycling, yard debris, garbage, and in some jurisdictions, food waste mixed with yard debris. These programs include those that cities and counties are required to implement under the Regional Service Standard in Metro Code, including the mandatory food scraps separation policy for businesses, mandatory business recycling, minimum multifamily service levels and residential recycling and yard debris requirements. Cities, counties and Metro also continue working on implementing new programs like providing regularly occurring curbside collection service for large items. Metro accepts materials for new Extended Producer Responsibility programs at existing depots and add materials as able. 	To address gaps in cost differences at facilities and to reduce the need for people to drive to a facility, Metro could explore various regulatory options. The policies included in this scenario are examples of such options, but it is not an exhaustive list. This scenario envisions: <ul style="list-style-type: none"> Metro begins to regulate the rates that private facilities charge to commercial haulers for accepting mixed garbage (putrescible wet waste) and mixed dry waste. One way Metro could implement this policy is to create a rate review committee composed of Metro Councilors, other elected officials, community members, hauler representatives, and other priority stakeholders, to review facility revenue and cost data and to set the maximum rates that any facility under Metro’s authority can charge for accepting wet and dry waste generated within the Metro boundary. Metro discontinues its policy to allocate up to 60% of the forecasted wet waste tons to private transfer stations. Because of rate regulation, the tonnage allocations policy is not likely needed as a policy tool to keep costs down. However, it may be beneficial for Metro to continue to allocate wet waste to private transfer stations as a way to guarantee, to a certain extent, tonnage flows to different facilities in the system. In addition to the programs already required in Metro Code under the Regional Service Standard, Metro would also require cities and counties to: <ul style="list-style-type: none"> Collect new materials such as batteries, sharps and textiles; Set a requirement for all homeowners and landlords/property managers within their jurisdiction to subscribe to curbside garbage service. Metro accepts materials for new Extended Producer Responsibility programs at existing depots and adds materials as able.

Private and non-profit facility investments

<p>Baseline Metro does not build new facilities or address facility gaps but maintains current facilities.</p>	<p>Full-Service Metro builds four large transfer stations and two new reuse facilities.</p>	<p>Distributed Metro builds three medium-sized transfer stations and four reuse facilities.</p>	<p>No-Build Metro increases requirements, invests in private facilities and renovates existing facilities.</p>
<ul style="list-style-type: none"> Metro does not add any new programs to invest in private or non-profit facilities in this scenario. 	<ul style="list-style-type: none"> Metro does not add any new programs to invest in private or non-profit facilities in this scenario. 	<ul style="list-style-type: none"> Metro does not add any new programs to invest in private or non-profit facilities in this scenario. 	<ul style="list-style-type: none"> Funding to build or expand facilities for recycling, composting and garbage – Metro creates a program to award grants or low-interest loans to private and non-profit facilities to expand or build new facilities. The program would target investments to fill gaps in specific parts of the region that need more facilities that accept materials like recyclables, food waste, yard debris, clean wood and garbage from the public and/or commercial customers. For example, to fill the gap in facilities that accept garbage from the public in a given part of the region, Metro could issue a request for proposals from interested parties to build or renovate an existing private facility in that part of the region to provide the service. Metro would establish a committee to evaluate applications and award a grant or loan to the project that best meets pre-established criteria. Funding to expand reuse and repair capacity: Metro establishes a new fee dedicated to support the recovery of specific materials for reuse and repair. The fee could be similar to how the Regional System Fee is structured, as a fee that is collected on every ton of garbage generated within the Metro boundary region and disposed of at public and private facilities. There are multiple ways in which Metro could use the revenues collected from this fee to increase the recovery of waste for reuse and repair, such as: <ul style="list-style-type: none"> Metro could provide funding to reuse and repair organizations in the form of direct payments, in exchange for data on the amounts of material recovered for reuse. The payments could vary by the levels of materials recovered, so that organizations with the highest recovery levels would be eligible for a certain maximum dollar amount of funding from Metro per quarter or per year. Metro could award grants for filling specific facility gaps across the region. Interested organizations would apply for funding to build a new facility or invest in existing facilities to accept more materials like mattresses and other large household items for reuse in areas of the region where these services are lacking. Metro would establish a committee to evaluate applications and award grants to the organizations that best meet pre-established criteria, similar to how Investment and innovation grants are awarded.

Metro facility investments

Baseline	Full-Service	Distributed	No-Build
<p>Metro does not build new facilities or address facility gaps but maintains current facilities.</p>	<p>Metro builds four large transfer stations and two new reuse facilities.</p>	<p>Metro builds three medium-sized transfer stations and four reuse facilities.</p>	<p>Metro increases requirements, invests in private facilities and renovates existing facilities.</p>
<ul style="list-style-type: none"> Metro does not build any new facilities in this scenario. Metro makes capital improvements as needed to continue providing the same level of service at its existing sites. Metro South and Metro Central continue operating as they do today, contracting with private operators. Metro sells the vacant Cornelius Site it currently owns. MetroPaint continues leasing the current building. Metro purchases the site for the RID program’s office, equipment and vehicle needs. Metro continues to maintain the St. Johns Landfill site according to its DEQ-approved closure permit. Metro replaces bridge to maintain access to landfill for necessary monitoring. 	<ul style="list-style-type: none"> Metro builds four new, full-service transfer stations by redeveloping the Metro Central and Metro South sites; builds a new one on the Cornelius Site; and acquires site and builds new east Multnomah County facility. All four facilities would: <ul style="list-style-type: none"> Accept a broad range of materials from both commercial haulers and the public for reuse, recycling and landfilling; Accept food waste from haulers for pre-processing and transferring to final processing facilities such as wastewater treatment plants, anaerobic digesters or composting facilities. Have household hazardous waste facilities that would accept the same wide range of materials from the public, as well as from businesses that meet the requirements of the very small quantity generator (VSQG) program. Metro builds or master-leases a reuse mall in a central and accessible part of the region. At this facility, Metro would be able to offer a wide variety of reuse organizations and businesses rent-free or low-cost space for them to sell used, upcycled, refurbished and/or sustainably-sourced products, such as clothing, textiles, electronics, appliances and building materials, all in once convenient shopping location for the public. Metro could also offer MetroPaint products at this location. The reuse mall could provide meeting space for community gatherings, Master Recycler courses and sustainability conferences. This facility could also offer space for food vendors focused on sustainably-sourced ingredients and low-carbon food options. With this facility, Metro could also expand programs that provide job training and create pathways for people with high employment barriers for careers in the retail management sector. Metro builds or master-leases one large reuse warehouse hub in a central and accessible part of the region. This facility would provide free or low-cost space to multiple reuse and repair businesses and organizations. Warehouse tenants would be able to use the space for sorting, storing and repairing used items they collect from people and businesses for re-selling or distributing later. The facility could also accept donated materials from people and businesses and could include a small recycling drop-off area, if enough space and the location helps address gaps in the region. With this facility, Metro could also expand programs that provide job training and create pathways for people with high employment barriers for careers in the warehouse logistics sector. Metro redevelops the RID facility site for RID office, equipment and vehicle needs, and to co-locate a modern MetroPaint processing facility and a small reuse and recycling center. Metro continues to maintain the St. Johns Landfill site according to its DEQ-approved closure permit. Metro replaces bridge to maintain access to landfill for necessary monitoring. 	<ul style="list-style-type: none"> Metro builds four public facilities (reuse and recycling centers) with warehouse hubs by redeveloping Metro South; siting/building new ones in southwest Washington County and east Multnomah County in accessible areas, and one co-located with a commercial facility on the Cornelius Site. Each of these public facilities would; <ul style="list-style-type: none"> Accept materials for reuse, recycling and yard debris for composting; Accept a limited number of household hazardous waste items such as those accepted at Metro mobile collection events; Accept mixed garbage and other materials for landfilling that cannot be recovered for reuse or recycling; Offer retail space for one or more reuse organizations and businesses to sell used, refurbished or upcycled products; Offer one or more reuse organizations and businesses warehousing space to process, repair and store items collected from people and businesses. Metro builds three commercial-only mid-sized transfer stations by renovating Metro Central; siting/building a new one in Clackamas County in an industrial-zoned area; and co-locating another one with a public facility on the Cornelius Site. Each of these facilities would also have a full household hazardous waste facility that would accept all items currently accepted at Metro facilities and would also serve to consolidate materials collected at public facilities. Public facilities would also accept garbage from public customers with large loads that cannot be accepted at public facilities and Metro may explore requiring these customers to have an account so that they can use automated scales to keep facility operation costs down and to limit the number of public customers. Metro redevelops the RID facility site for RID office, equipment and vehicle needs, and to co-locate a small reuse and recycling center that would accept materials for reuse or recycling and a limited number of household hazardous waste items (this facility would not have space for retail or warehousing of used items). Metro continues to maintain the St. Johns Landfill site according to its DEQ-approved closure permit. Metro replaces bridge to maintain access to landfill for necessary monitoring. 	<p>Metro does not build any new facilities in this scenario. To address current challenges at existing facilities and to help fill facility gaps in the region, Metro would make the following investments:</p> <ul style="list-style-type: none"> Metro Central is renovated and continues as a full-service transfer station, accepting materials from both the public and commercial customers. Upgrades to this facility include adding equipment to de-package and process commercial and residential food waste, making improvements to the public recycling drop-off area, and covering scale houses and other areas to protect customers and employees. Metro South is redeveloped as a full-service transfer station that accepts materials from both the public and commercial customers. Upgrades to this facility include adding a public recycling drop-off depot separate, raising the portion of site that is within a floodplain to reduce the risk of flood damage, covering scale houses and other areas to protect customers and employees. Metro sells the vacant Cornelius Site it currently owns. MetroPaint continues leasing the current building. Metro redevelops the RID facility site for RID office, equipment and vehicle needs. Metro continues to maintain the St. Johns Landfill site according to its DEQ-approved closure permit. Metro replaces bridge to maintain access to landfill for necessary monitoring.

Gaps identified in engagement

The table below describes how each of the major gaps identified through engagement with different audiences would be addressed under each scenario. More details on the engagement done as part of phase 2 of the Garbage and Recycling System Facilities Plan project are [available online](#), including a [summary report](#) with the input the project received about gaps in the region’s reuse, recycling and garbage system.

Gaps identified in engagement	Baseline Metro does not build new facilities or address facility gaps but maintains current facilities.	Full-Service Metro builds four large transfer stations and two new reuse facilities.	Distributed Metro builds three medium-sized transfer stations and four reuse facilities.	No-Build Metro increases requirements, invests in private facilities and renovates existing facilities.
1. Affordable places to take self-haul/ household garbage (wet waste)	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations take self-haul/household garbage (wet and dry waste) from the public. 	<ul style="list-style-type: none"> Four new reuse and recycling centers at public facilities accept household garbage from the public without requiring them to have accounts. Customers with large amounts would be required to use one of three new, mid-sized transfer stations designed primarily for commercial haulers. These customers could be required to have accounts to use the facilities’ automated scales in order to better manage traffic flow, to reduce construction and operation costs and to limit the number of self-haul customers on site. 	<ul style="list-style-type: none"> To reduce the need for self-haul customers to take mixed garbage to a facility, Metro requires local governments to establish requirements for all homeowners and landlords/property managers to subscribe to curbside garbage service.
2. Centralized locations for drop-off of (bulky waste) large household items for reuse and repair	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations are designed to take and process large household items from the public for reuse and repair, or for recycling or landfilling when items are too damaged to be reused. A reuse mall is sited where residents can drop-off and purchase reuse items. 	<ul style="list-style-type: none"> Four reuse and recycling centers are sited in accessible areas that accept large household items for reuse and repair. In cases when items are not suitable for reuse or repair, customers at reuse and recycling centers can still drop them off at these facilities (customers would be required to pay to dispose of these items). 	<ul style="list-style-type: none"> To mitigate the need for new self-haul facilities, Metro could incentivize local governments to pick up large household items for reuse and repair when they implement the regional standards to provide regularly occurring bulky waste pick up. Metro develops a program or financing mechanism to assist reuse organizations and businesses in leasing or buying warehouses to sort, store, repair and redistribute materials. Develop a program to compensate reuse organizations and private solid waste facilities for accepting bulky waste from the public and businesses for reuse (direct payments and/or payments to cover disposal fees; metrics on reusable materials) Metro funds capital improvements at private and non-profit facilities to expand their capacity to collect large household items from the public for reuse at no cost, and for recycling or landfilling at the same cost as Metro transfer stations.

Gaps identified in engagement	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.
3. es to take hard to recycle items (clothes, RMA depot materials)	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations are designed to take hard-to-recycle items (with flexibility for changing recycling markets or customer demand). 	<ul style="list-style-type: none"> Five reuse and recycling centers are sited in accessible areas that accept hard-to-recycle items that have end-markets or that are covered by an EPR program. 	<ul style="list-style-type: none"> Require and/or fund cities and counties to collect priority hard-to-recycle materials as part of curbside pick up. Rely on existing EPR laws and pursue or enact new EPR legislation to require producers to provide places for people to take hard-to-recycle materials. Rely on producers to site and run depots for RMA non-curbside materials, in addition to the existing depots at Metro transfer stations and some private facilities. Fund non-profit organizations and businesses to collect hard-to-recycle items at their own facilities, through collection events or other collection methods allowed under city and county solid waste regulations.
4. Places to take household hazardous waste	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations are designed and built with household hazardous waste collection and processing buildings. 	<ul style="list-style-type: none"> Four reuse and recycling centers are sited in accessible areas that accept the most common household hazardous waste (batteries, cleaners, paint, sharps, aerosols, fluorescent lightbulbs) Three new mid-sized transfer stations provide full household hazardous waste services and processing. 	<ul style="list-style-type: none"> Require cities and counties to provide regularly occurring curbside collection of certain household hazardous waste materials like sharps and other medical waste. Metro funds capital improvements at private facilities to expand their capacity to collect some household hazardous waste from the public at the same cost as Metro transfer stations, such as batteries and motor oil.
5. Centralized warehouse spaces for sorting and storing reuse and repair items	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> A reuse hub warehouse is sited in a central location for sorting, processing, repairing, and storing materials that are collected by reuse and repair organizations and businesses (tenants). Reuse hub includes safe space for parking trucks that do collection/transfer. 	<ul style="list-style-type: none"> Four reuse warehouse hubs are co-located with reuse and recycling centers at public facilities across the region. Hubs have space and equipment for tenants to sort, repair and store items. 	<ul style="list-style-type: none"> Metro develops a program or financing mechanism to assist reuse organizations and businesses in leasing or buying warehouses to sort, store, repair and redistribute materials. Provide grants or low-interest loans to reuse organizations and businesses for purchasing electric trucks so that they are able to pick up items from people and businesses.
6. Amenities and improvements for staff and customers at Metro's existing garbage and recycling facilities	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations are designed for efficiency and include amenities for staff and customer safety. Four new facilities include spaces to meet and to provide educational opportunities for students, community and the general public on reuse, recycling, repair, waste reduction, environment. 	<ul style="list-style-type: none"> Metro South is turned into a reuse and recycling center with attached warehouse that includes amenities for staff, customers and community in its renovated design. Metro Central is turned into a mid-sized, primarily commercial transfer station (takes minimal self-haul) so fewer amenities are needed there. Explore siting commercial truck wash at renovated Metro Central, New Cornelius and New Clackamas. 	<ul style="list-style-type: none"> Metro makes upgrades to Metro South, including regrading to raise parts of the site at risk of flooding, covering scale houses and other areas, stormwater management system improvements, some re-arrangement of traffic patterns to increase safety, and building a new recycling drop-off area. Metro makes upgrades to Metro Central, including covering scale houses and other areas and building a new recycling drop-off area.

Gaps identified in technical analysis

The table below describes how each of the major gaps identified through a technical gap analysis would be addressed under each scenario. More details on the overall gap analysis, including a summary report, are available on the Garbage and Recycling System Facilities Plan [project website](#).

Gaps identified in technical analysis	Baseline Metro does not build new facilities or address facility gaps but maintains current facilities.	Full-Service Metro builds four large transfer stations and two new reuse facilities.	Distributed Metro builds three medium-sized transfer stations and four reuse facilities.	No-Build Metro increases requirements, invests in private facilities and renovates existing facilities.
1. Accessible and resilient places for the general public to take mattresses for reuse	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations take mattresses from the public at no charge and coordinate them for transfer to organizations or businesses that process mattresses for reuse. (Potential for costs to be offset through implementation of mattress EPR bill.) 	<ul style="list-style-type: none"> Four reuse and recycling centers are sited in accessible areas that take mattresses from the public at no charge and coordinate them for transfer to organizations or businesses that process mattresses for reuse. (Potential for costs to be offset through implementation of mattress EPR bill.) 	<ul style="list-style-type: none"> Same as engagement gap #2, plus rely on implementation of state’s recently approved mattress recycling program (which includes reuse).
2. Accessible and resilient places for the general public to take separated recycling and hard-to-recycle materials	<ul style="list-style-type: none"> Gap not addressed. 	Same as engagement gap #3	Same as engagement gap #3	Same as engagement gap #3
3. Accessible places with consistent pricing for commercial haulers to take food waste (including mixed food waste & yard debris)	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations take residential and commercial organics for de-packaging, reload or processing. 	<ul style="list-style-type: none"> Three new, mid-sized commercial transfer stations take residential and commercial organics for de-packaging, reload or processing. 	<ul style="list-style-type: none"> Metro provides funding for capital improvements at private facilities in parts of the region where gaps exist. Metro Central is renovated to be a commercial organics hub for franchised/licensed haulers with investments in de-packaging and processing equipment.
4. Accessible and resilient places for the general public to take household hazardous waste	<ul style="list-style-type: none"> Gap not addressed. 	Same as engagement gap #4	Same as engagement gap #4	Same as engagement gap #4
5. Accessible places with consistent pricing for commercial haulers to take mixed garbage and mixed dry waste for recovery or landfill	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations accept mixed garbage (wet/putrescible waste) and dry waste for reload to material recovery facilities. 	<ul style="list-style-type: none"> Three new, mid-sized commercial transfer stations (mixed garbage and dry waste for reload to material recovery facilities. 	<ul style="list-style-type: none"> Metro begins to regulate the rates that private facilities charge to commercial haulers for accepting mixed garbage (putrescible wet waste) and mixed dry waste. One way Metro could implement this policy is to create a rate review committee composed of Metro Councilors, other elected officials, community members, hauler representatives, and other priority stakeholders, to review facility revenue and cost data and to set the maximum rates that any facility under Metro’s authority can charge for accepting wet and dry waste generated within the Metro boundary. Metro discontinues its policy to allocate up to 60% of the forecasted wet waste tons to private transfer stations. Because of rate regulation, the tonnage allocations policy is not likely needed as a policy tool to keep costs down. However, it may be beneficial for Metro to continue to allocate wet waste to private transfer stations as a way to guarantee, to a certain extent, tonnage flows to different facilities in the system.

Gaps identified in technical analysis	Baseline Metro does not build new facilities or address facility gaps but maintains current facilities.	Full-Service Metro builds four large transfer stations and two new reuse facilities.	Distributed Metro builds three medium-sized transfer stations and four reuse facilities.	No-Build Metro increases requirements, invests in private facilities and renovates existing facilities.
6. Accessible and resilient places with consistent pricing for the general public to take mixed garbage and dry waste	<ul style="list-style-type: none"> Gap not addressed. 	<ul style="list-style-type: none"> Four new full-service transfer stations take garbage from the public, including household kitchen and bathroom garbage (wet/putrescible waste) and waste from home construction projects, garage cleanouts and large household items not suitable for reuse, repair or recycling (dry waste). 	<ul style="list-style-type: none"> Four new reuse and recycling centers at public facilities take garbage from the public, including household kitchen and bathroom garbage (wet/putrescible waste) and waste from home construction projects, garage cleanouts and large household items not suitable for reuse, repair or recycling (dry waste). Customers with large amounts would be required to use one of three new, mid-sized transfer stations designed primarily for commercial haulers. These customers could be required to have accounts to use the facilities' automated scales in order to better manage traffic flow, reduce construction and operation costs and to limit the number of self-haul customers on site. 	<ul style="list-style-type: none"> Metro provides funding for capital improvements at private facilities in parts of the region where gaps exist. Metro implements policies that reduce the demand for facilities that accept mixed garbage from the public such as mandatory curbside service subscription (same as engagement gap #1).

Scenario benefits

<p>Baseline Metro does not build new facilities or address facility gaps but maintains current facilities.</p>	<p>Full-Service Metro builds four large transfer stations and two new reuse facilities.</p>	<p>Distributed Metro builds three medium-sized transfer stations and four reuse facilities.</p>	<p>No-Build Metro increases requirements, invests in private facilities and renovates existing facilities.</p>
<ul style="list-style-type: none"> • Easy to implement as no significant policy changes or property purchases are required. • Less costly option. 	<ul style="list-style-type: none"> • Metro has direct authority and control over building reuse, recycling, and garbage facilities, making this scenario somewhat easier to implement compared to the regulatory and private facility investment approaches in the No Build scenario. • Metro can plan and design new, full-service transfer stations for their intended use and customers from the start to efficiently separate items for reuse, recycling, and repair from garbage going to landfill. • Metro building, owning and operating facilities ensures that those facilities are subject to Metro’s green building and construction career pathways policies and labor agreements that set wages and benefits at levels that are often higher than in comparable jobs in the private and non-profit sectors. • Metro’s Sustainable Sites Policy applies to new facilities, which would address building materials, efficiencies, and disaster resiliency principles. • The reuse mall and reuse and recycling centers have the potential to become community gathering spaces as they offer reuse, repair recycling and disposal services and meeting space. • A reuse hub and mall may help Metro develop partnerships with reuse organizations and businesses and respond to their needs, increasing the region’s efforts towards circular economy principles. • A reuse hub and mall could help Metro expand programs that provide job training and create pathways for people with high employment barriers for careers in the warehouse logistics and retail management sectors. • Locating RID and MetroPaint together would be beneficial for employment and job-training opportunities and combining them with a reuse and recycling center could further increase waste reduction efforts. 	<ul style="list-style-type: none"> • Metro has direct authority and control over building reuse, recycling, and garbage facilities, making this scenario easier to implement compared to the regulatory and private facility investment approaches in the No Build scenario. • It may be easier to build new reuse and recycling centers than full-service transfer stations, as siting them takes less land and may face less opposition from residents and jurisdictions. • Reuse and recycling centers offer people a place to drop off items, but also a place to shop for used and refurbished goods, access repair services, and have space for meetings. • Facilities could be designed for more flexibility to accommodate changing material markets, as well as to increase safety for workers and customers. • Metro building, owning and operating facilities ensures that those facilities are subject to Metro’s green building and construction career pathways policies and labor agreements that set wages and benefits at levels that are often higher than in comparable jobs in the private and non-profit sectors. • Metro’s Sustainable Sites Policy applies to new facilities, which would address building materials, efficiencies, and disaster resiliency principles. • The public facilities in this scenario have the potential to become community gathering spaces as they offer reuse, repair recycling and disposal services and meeting space. • The public facilities in this scenario may help Metro develop partnerships with reuse organizations and businesses and respond to their retail and warehouse space needs, increasing the region’s efforts towards circular economy principles. • The reuse retail and warehouse functions of public facilities in this scenario could help Metro expand programs that provide job training and create pathways for people with high employment barriers for careers in the warehouse logistics and retail management sectors. 	<ul style="list-style-type: none"> • Metro leverages funding and resources (such as staff and equipment) from businesses and non-profit organizations in the reuse, recycling and garbage sectors. • For Metro, this scenario transfers risks and challenges of operating facilities to businesses and non-profit organizations. • An expanded curbside collection system and the requirement for homeowners and landlords/property managers to subscribe to garbage curbside collection service may reduce (but probably will not eliminate) the need to build facilities that accept materials from the public. • This scenario does not require Metro to search for and acquire new properties or go through the process of siting and building new facilities.

Scenario challenges

Baseline Metro does not build new facilities or address facility gaps but maintains current facilities.	Full-Service Metro builds four large transfer stations and two new reuse facilities.	Distributed Metro builds three medium-sized transfer stations and four reuse facilities.	No-Build Metro increases requirements, invests in private facilities and renovates existing facilities.
<ul style="list-style-type: none"> • The gaps identified in this project, including lack of access and resiliency, are unlikely to be addressed. • The risks and challenges with the high volume of traffic at Metro transfer stations, particularly at Metro South, remain unaddressed. • Metro facilities focus on transferring materials to landfills, and to a lesser extent to recycling and composting facilities, rather than having a strong focus on recovering materials for reuse, recycling and composting. • Flooding, earthquake and other disaster-related risks faced by Metro facilities remain unaddressed. • Metro continues to operate existing equipment and buildings that are aging and increasingly costlier to maintain. 	<ul style="list-style-type: none"> • Identifying sites that are large enough (12 acres or more) and in industrial zoned areas will be challenging and costs could be high. • Planning, designing, building and permitting 4 full-service transfer stations is complex and could take 4-6 years from start to finish for each one. • Siting new garbage and recycling facilities typically faces opposition from the public and from city and county public officials, especially for transfer stations. • More public facilities may increase competition and negatively affect private transfer stations. • Metro South will need to be fully regraded to address its location in a flood plain. • Redeveloping Metro South into a full-service transfer station that continues to accept large amounts of garbage and other materials from haulers may not be compatible with surrounding land uses and Oregon City’s vision for the area. • Redeveloping Metro Central as a facility that continues to provide recycling, household hazardous waste and garbage services to the public does not significantly help address gaps in access due to the facility’s location in an isolated industrial area. • No improvement in access for people who cannot take materials to a facility, such as people with limited mobility and people who don’t own a car or drive. 	<ul style="list-style-type: none"> • It will be difficult to locate and purchase industrial zoned sites for 3 new facilities (2 public facilities; 1 mid-sized commercial transfer station). • Planning, designing, building and permitting 6 new facilities could be challenging and take 3-5 years from start to finish for each one. • Siting new facilities typically faces some opposition from the public and from city and county public officials, especially for transfer stations. • There will be an increased need to transport materials from public facilities to processing and transfer facilities. • No improvement in access for people who cannot take materials to a facility, such as people with limited mobility and people who don’t own a car or drive. 	<ul style="list-style-type: none"> • Metro does not have direct control over curbside collection programs; expanding or making changes to those programs requires Metro to exercise its regulatory authority over cities and counties, which is sometimes faced with opposition. • Implementing new programs and policies creates additional challenges for cities, counties and the private garbage and recycling industry. • Requirements on local governments, private facilities and the general public tend to be hard for Metro to implement, monitor and enforce. • Funding programs like grants and loans are difficult for public agencies like Metro to implement and monitor; desired outcomes are more difficult to achieve; and include the risk of losing services and investment if grant or loan recipients shut down. • If there are gaps that the private sector cannot address, it may be difficult to renovate Metro’s transfer stations in a way that will successfully fill those needs.