

## **The Oregonian**

### **Portland Mayor Ted Wheeler Loses Top Aide to TriMet**

*By Gordon Friedman*

*June 6, 2018*

Maurice Henderson, chief of staff to Portland Mayor Ted Wheeler, will leave the mayor's office to take a job as the chief operating officer of TriMet, Henderson said Wednesday.

Henderson said his last day with the mayor's office will likely be in early July and that Wheeler has not yet selected his replacement. Likely candidates include the mayor's deputy chiefs of staff, Michael Cox and Kristin Dennis.

Wheeler said in a statement that he is "extremely happy for Maurice" and called him "a trusted friend" and effective chief of staff. Henderson said serving on the mayor's team of advisers has been "one of my greatest professional and personal honors."

While working in City Hall, Henderson oversaw the recruitment of a diverse team of mayoral aides and headed negotiations to hire Police Bureau Chief Danielle Outlaw -- the city's first African American woman police chief. He also helped the mayor gain City Council approval to issue the first installment in what Wheeler hopes will eventually be \$600 million in bonds to fix streets, sidewalks and parks.

Before working for Wheeler, Henderson was assistant director of the Portland Bureau of Transportation and worked for several Washington, D.C. mayors and former Virginia Gov. Tim Kaine.

### **Free Biketown Month ‘Smashed’ Previous Ridership Records**

*By Andrew Theen*

*June 6, 2018*

If it felt like you saw more orange bicycles were plodding around Portland last month, your eyes did not deceive you.

Portland crushed its ridership records for its Biketown rental program in May, transportation officials said Wednesday.

Blue skies and a heavily marketed promotion offering free rides on the 52-pound bikes likely played a significant role in the May success.

Portland gave free 90-minute rides to new and existing riders during its first of its kind monthly promotion. Biketown's annual members received a \$12 discount, giving them a free month of meandering on the 52-pound bikes.

May rules were also different than other Biketown regulations. Riders could park for free at any public bike rack in Biketown's service area.

"We were thinking it would be popular," Dylan Rivera, Portland's Transportation Bureau spokesman said in an email of the promo, "and we thought it might be an effective way to get more Portlanders to try Biketown. But frankly we've been blown away by how popular it was!"

Rivera said the primary goal of the monthly promo was to encourage more Portlanders -- not tourists -- to take a spin.

Here are a few takeaways:

- Riders traveled 162,252 miles on city streets during the month and logged 79,399 rides, more than double the number of rides during the same period last year. In May 2017, riders tallied 76,372 miles.
- Portland broke its record for all-time number of trips taken on a given day nine times.
- On May 27, riders logged 4,792 trips on the system. "This smashed the previous record by over 1,000 trips," Rivera said.
- The promotion drew more than 11,000 Portlanders to try the system for the first time.
- 61 percent of riders were locals (more than 14,000 Portlanders rode)
- 414 people signed up to become new annual members.

Rivera said it's too soon to know how much the city lost in forgone rental revenue.

When asked if the city was using the promo as a trial balloon to see if the service could be permanently free, Rivera didn't directly answer the quest. "We have said all along that our goal in creating BIKETOWN is to get more people to ride bicycles, to reduce congestion and to reduce carbon emissions," he said.

We asked if Portland was considering making the program dockless or expanding on its recent changes which make it easier for annual members to park at any public rack. Rivera said, "Portland is known worldwide for transportation innovation, and the dynamic growth of Biketown is a continuation of that tradition."

He added, "We'll continue to innovate. Nothing more to share at this time."

Since it began in July 2016, riders have logged more than 1.2 million miles and taken 621,000 trips.

Last week, Biketown officials announced a new payment scheme, a reduced annual membership and an expanded service area, among other changes.

Biketown is a partnership between the city, bike rental company Motivate and Nike.

## **The Portland Tribune**

### **Council Approves Controversial Urban Growth Plan**

*By Jim Redden  
June 7, 2018*

#### **Three-to-one vote clears the way for taller buildings along the Willamette River, in Old Town/Chinatown, and in other parts of the Central City.**

The City Council set the stage for much taller buildings in parts of the downtown area with the passage of the Central City Plan update on Wednesday.

The most controversial changes from the current plan would allow apartment buildings up to 325 feet tall in the RiverPlace area along the west bank of the Willamette River and towers up to 400 feet tall in the Old Town/Cinatown neighborhood.

Central City 2035 will guide development in the urban core over the next 20 years. Voting yes were Mayor Ted Wheeler and commissioners Nick Fish and Chloe Eudaly. Voting no was Commissioner Amanda Fritz. Commissioner Dan Saltzman, who is not running for reelection, was absent.

Supporters say the height increases are necessary to help accommodate the tens of thousands of additional people expected to be living in Portland by 2035. The changes are expected to encourage 2,000 new housing units, including some affordable to households earning less than the area median family income.

A new coalition of existing downtown residents and business owners opposed the RiverPlace height increases, however, while the State Historic Preservation Office warned the council the Old Town/Chinatown changes could threaten its historic status.

"We are defining the future for the next 20 years," Wheeler said. "Every part of this decision is controversial."

Fritz opposed the two controversial height increases and also said the approval made it appear the council was favoring certain property owners over others.

The council had previously approved height increases in the Broadway Corridor area that includes the former US Post Office distribution center that has been purchased by the city. A master plan for its redevelopment is being prepared by Prosper Portland, formerly known as the Portland Development Commission.

Some critics say the taller buildings in Old Town/Chinatown could block sunlight on the Chinese Garden, killing plants there. The council required a shade study before any of those buildings can be approved.

Wheeler said he was especially sad over something his wife said about that decision.

"She said, 'We're probably not welcome there anymore,'" Wheeler recounted at the meeting. "That makes me sad because of all the places in the city, that's where I asked her to marry me."

To read a previous Portland Tribune story about the RiverPlace controversy, go [tinyurl.com/y9423rfr](http://tinyurl.com/y9423rfr).

To read a previous Business Tribune story about the Old Town/Chinatown controversy, go to [tinyurl.com/y9q3dp9u](http://tinyurl.com/y9q3dp9u).

## **Council Carves out South Portland Quadrant**

*By Jim Redden*

*June 7, 2018*

**Address changes intended to fix longtime problems for 911 dispatchers, emergency responders, and mail and package deliveries.**

The City Council approved a sixth quadrant of the city known as South Portland on Wednesday. It includes the South Waterfront neighborhood and some adjacent areas.

About 8 percent of Southwest Portland addresses are in the new quadrant. Many of their addresses begin with a zero, creating confusion for 911 dispatchers, emergency responders, and mail and package deliveries.

It will take about five years to implement the change, beginning in 2020. About 10,000 Southwest Portland addresses will be changed to South Portland.

Residents in the South Waterfront neighborhood and the Portland fire marshal pushed for the change.

"For whatever reason, a lot of people don't see a zero when it's the first, leading number in an address," Commissioner Dan Saltzman said during the first hearing on the change last week. "When seconds matter, it's important for our first responders, our 911 call dispatchers and call takers to know exactly which address they're responding to."

The original and remaining five quadrants are North, Northeast, Northwest, Southeast and Southwest.

## Sources Say: Salem Water Crisis Raises Bull Run Questions

*By Jim Redden  
June 7, 2018*

**Plus, the sources of most of Max Wall's support may never be known and gang violence continues running ahead of last year's levels as summer approaches.**

The water quality crisis that hit Salem and surrounding communities last week raises questions about the filtration plant being planned by the Portland Water Bureau.

Both Salem and Portland get their water from a lake behind a reservoir, Detroit Lake for Salem and the Bull Run Lake for Portland, which also has an emergency backup water supply. Down south, Oregon Gov. Kate Brown declared a health emergency after algae-related toxins were found in the water. The European-style sand and gravel filtration plant that treats Salem's water there can have trouble with such contaminants.

Portland officials now are planning a filtration plant for Bull Run water after the cryptosporidium parasite was repeatedly found in it. Water bureau officials say the final design has not been decided, but one of the performance criteria for any future system is how the filtration technology handles algae.

### **Funding may never be known**

We may never know who contributed the vast majority of the campaign support to Max Wall, the unsuccessful reform-minded candidate for Washington County district attorney.

The most recent campaign filings show Wall received a total of \$825,597 in cash and in-kind contributions. Of that, \$707,008 came from three out-of-state committees that apparently do not have to file contribution and spending reports.

# Mayor's Chief of Staff Takes Job as TriMet COO

*By Pamplin Media Group  
June 6, 2018*

**As chief of staff and director of strategic initiatives for Mayor Ted Wheeler, Henderson was responsible for a number of economic growth and transit initiatives.**

Maurice Henderson II, chief of staff to Portland Mayor Ted Wheeler, was named Wednesday TriMet's new chief operating officer.

Henderson begins his new job for TriMet Monday, July 16, with a starting salary of \$200,000 a year.

Henderson served as both chief of staff and director of strategic initiatives for Wheeler. Prior to joining Wheeler's office, Henderson was assistant director of the Portland Bureau of Transportation, where he worked with TriMet to boost mass transit in the city.

Henderson also served in a variety of top roles in the administrations of three Washington, D.C., mayors and worked as a top press aide to former Virginia Gov. Tim Kaine.

"Maurice has been a strong partner with TriMet and advocate for transit through his roles in the Mayor's office and the Bureau of Transportation," said TriMet General Manager Doug Kelsey. "His innovative approaches, strategic thinking and demonstrated leadership will be vital at a time of expansive growth, change and technological advancement for TriMet."

"I am equally as excited and honored to be joining the tremendous team at TriMet under new GM Doug Kelsey's leadership," Henderson said. "This new role as chief operating officer will provide me with an opportunity to directly support TriMet's vision of a customer-focused, full mobility service for the region that aligns directly with my values and work throughout my career."

Wheeler said Wednesday, June 6, that he was "extremely happy" for Henderson. "Maurice is a trusted friend and has served my administration as an excellent chief of staff and director of strategic initiatives," Wheeler said. "My staff and I will miss him as he leaves but are even more excited for him as he enters this next endeavor as chief operating officer at TriMet."

As COO, Henderson will lead the agency's Transportation, Maintenance and Information Technology divisions.

Henderson holds a master's degree in public administration from Sojourner-Douglass College in Baltimore, and a bachelor's degree in leadership studies from the University of Richmond.

## Willamette Week

# Recycling Is Religion in Portland. But It's in Crisis Because You're Doing It Wrong.

*By Nigel Jaquiss*

*June 6, 2018*

**We recycle enthusiastically. We just don't know what we're doing—so we keep throwing garbage in the blue bins.**

Portlanders love to recycle. We enjoy it so much we throw all kinds of stuff into our blue recycling bins that doesn't belong there.

Plastic bags, batteries, Styrofoam—and diapers. Lots of dirty diapers.

"Diapers aren't the heaviest things people put in recycling bins that don't belong there," says Vinod Singh of Far West Recycling. "But they are the grossest."

The average Portland household put 614 pounds of recycling in its blue bin last year, an amount that has nearly tripled over the past 25 years. That recycling total is a point of civic pride—only a handful of major U.S. cities recycle more.

Just one problem. A large percentage of what Portlanders throw in their bins is actually garbage.

In the decade since the implementation of commingled recycling in rolling blue carts, the recycling stream has gotten more contaminated. At least 9 percent—and often more than twice that amount—of what goes in the blue bins is pure garbage. (For the six most common mistakes, scroll to the end of this story.)

"We started seeing diapers when Portland went to every-other-week trash pickup," Singh says.

"We pulled out about 14,000 diapers in February, 12,000 in March and 11,000 in April. It's disgusting."

Now, in large part because of that contamination, Oregon's pioneering recycling industry faces a crisis. One result? Portlanders were hit in May with a record price hike in their monthly bills for waste removal.

It's also resulted in towns and cities all over Oregon, for the first time since recycling became law, asking the state for permission to dump material that used to go into recycling bins straight into the trash. The state said yes.

The root problem: The chief buyer for Oregon's recycling says what's in our blue bins is just too filthy to accept.

In 2016, China bought 60 percent of the world's materials collected for recycling. That country's mills had an insatiable appetite for scrap paper, metals and plastic—and they'd accept whatever we sent them. But last year, China announced a policy called "National Sword" aimed at reducing the amount of contaminated recyclables the country was importing.

Beginning last fall, mountains of wastepaper and plastic grew rapidly as every recycling processor in Oregon frantically searched for buyers to replace the Chinese. On May 3, China suspended all imports of paper and most plastic from the U.S. for a month, after multiple container loads of U.S. material failed the country's new contamination standard.

The shutdown of the Chinese market has thrown the recycling industry into chaos. And among major West Coast cities, nowhere are the effects felt more strongly than in Portland.

"I've been at this 40-plus years," says Jeff Murray of EFI, a recycling company on Swan Island. "We've never seen anything like this, ever."

China's abrupt change in policy has revealed an inconvenient truth: Oregon's recycling ethos has generated a passionate following, but in reality, Portlanders are incompetent earth lovers. We recycle enthusiastically. We just don't know what we're doing.

"We became over-reliant on China," says Bruce Walker, the city of Portland's solid waste manager. "Now, because the Chinese have shut their door, there's a vast oversupply."

The scene at Far West Recycling is medieval.

A patchwork of conveyor belts, magnetized metal separators, blowers and alarms creates a ceaseless din as trucks arrive with the regularity of airplanes landing at PDX.

Each one arrives with 8,000 pounds of curbside recycling.

The trucks disgorge their loads on a concrete apron the size of a soccer field. Beeping front-end loaders pile up the debris so it can enter a series of conveyor belts that will produce giant bales of mixed paper, plastic and metals.

On a recent day at this Hillsboro facility, a dry fog of dust and the sweet-sour stench of unrinsed food containers filled the air.

The castoffs are evidence of a consumer society. There are old magazines, copies of WW and The Oregonian, Nancy's yogurt tubs, Amazon packaging, Nike shoeboxes, junk mail ("Vote for Kate!") and lots of trash that should never make it into blue recycling bins: coils of insulated wire, a rickety stroller, rubber hoses, plastic bags and diapers.

A small army of pickers and sorters stand over fast-moving conveyor belts that angle through the cavernous facility. They've picked guns, money, dead animals (never a human body) and just about anything you can imagine from the belts.

"We get a lot of TV remotes because people accidentally wrap them up in their newspapers," Singh says.

At 47, Singh is a lifer in the recycling industry. He's a big Damian Lillard fan who wears a Trail Blazers logo on his hardhat.

Growing up in Washington County, he participated in paper drives as a Boy Scout and started work sorting materials at Far West in 1990 while he was still in college.

He's picked contaminants from fast-moving conveyor belts, driven forklifts and operated other machinery before moving into management of the company, which has five locations around the metro area.

But Singh and all the pickers can't get the stream clean enough to meet the contamination standard China is now enforcing: 0.5 percent.

"It's just impossible," Singh says. "If we get to 2 or 3 percent, we're doing really well."

Oregon's pride in its recycling ethic is the stuff of legend.

"We all grew up recycling in this state," Singh says. "It's in our blood. It's in our DNA."

Over the past four decades, Oregon pioneered new approaches to recycling bottles, cans, paper, plastic, wood and food waste that once ended up in landfills. For many Oregonians, their blue bins became almost religious icons.

It began 1971, when lawmakers passed the nation's first Bottle Bill. They wanted to clean up Oregon's beaches and roadsides where people threw their empties. But the motivation soon became more than that.

"People have an emotional attachment to recycling," says Dylan de Thomas of the Recycling Partnership, a national advocacy group. "When you have something in your hand, you can throw it away, which is considered bad, or you can recycle, which is good."

In 1983, lawmakers passed additional laws requiring that every town larger than 4,000 people offer a curbside recycling program.

Recycling grew steadily in the ensuing decades. The most significant leap forward came in 2008, when Portland transformed its system from separate, open tubs for glass, paper, plastics and metals to 60-gallon blue rolling bins, where all recyclables except glass came together.

The ease of being able to toss everything except glass in the same bin increased the recycling rate, and helped Portland advance toward the state's goal of recycling 55 percent of its waste stream by 2025.

Although it's taken on almost cult status in Oregon, recycling is at its core a commodity business driven by supply and demand.

Historically, material recovery facilities such as Far West paid hauling companies a fee per ton for recyclable material delivered. It was then up to the facilities, called material recovery facilities, or "MRFs" in industry parlance, to separate the material and find a buyer for each commodity: mixed paper, plastics, cardboard and metals.

But the market for recycled materials differs from traditional commodities in a couple of important ways.

First, the "producers" don't care about price. When the value of a typical commodity such as wheat declines, farmers may plant other crops or put their harvest in storage. Households and businesses act differently: No matter how low the prices of wastepaper or plastics, they still fill their recycling bins.

That means the supply of recyclables never stops, even when demand dries up and prices drop. So when the Chinese stopped buying, MRFs saw prices plummet and had to comb the world for new buyers.

"It's the worst time the processors have ever had," says Pam Peck, Metro's resource conservation and recycling manager. "It's just overwhelming."

Another big difference between recycling and traditional commodities: quality.

As far back as 2013, the Chinese government established maximum contamination levels for recycling, but only in the past six months did the Chinese actually enforce their rule. Contamination—everything from staples to the residue on your yogurt tubs to diapers—must be no more than 0.5 percent.

The stuff that comes out of Portlanders' blue bins is often more than 20 times that level.

The problem in Portland is that in the decade since commingling went into effect, consumers learned bad habits.



"When you move to a big roll cart from a small bin, people put things in they didn't put in a bin because it was too small," says the Oregon Department of Environmental Quality's longtime recycling guru, Peter Spendelow. "It also opened up 'wishful' recycling where people say, 'It ought to be OK to recycle this big chunk of Styrofoam,' so they put it in."

In 2011, Portland gave residents another bin for wet compost to add to the recycling stream. At the same time, the city shifted to collecting garbage only every other week—which led some people to throw garbage in their blue bins.

"To an extent," Spendelow says, "there are people whose garbage service was too small."

The signs of an impending crisis slowly made their way to the general public.

Last October, for instance, grocery stores in Portland such as New Seasons stopped collecting plastic bags and the plastic clamshell packaging that don't go into blue bins. They blamed "international market restrictions."

And in January, U.S. Sens. Ron Wyden (D-Ore.) and Diane Feinstein (D-Calif.) wrote the Chinese ambassador to the U.S., Cui Tiankai, pleading for help. "Instead of immediately halting these imports," they wrote, "we urge China to work with the United States...so this mutually beneficial flow of materials does not come to a complete end."

The Chinese were unmoved.

"A lot of people thought they were bluffing," says Laura Leebrick of Rogue Waste Systems in Medford. "They weren't."

Although President Donald Trump has escalated trade tensions with China, recycling industry experts say the new National Sword policy is primarily aimed at addressing China's environmental degradation—part of it caused by serving as the world's dumping ground.

"This has nothing to do with a trade war with China," says Jerry Powell, who co-wrote some of Oregon's original recycling legislation and is the founder and editor of Resource Recycling, an industry publication. "It's China cleaning up its own act."

In 2016, China absorbed 60 percent of the world's exports of recyclable materials and at least that much of Oregon's. Powell says a lot of that material was garbage that ended up tossed in rivers, dumps and on the ground. But now the Chinese government is determined to end the country's reputation for lax regulation.

"They just created a super-EPA, and it's got real power," Powell says. "They've got some of the most sophisticated recycling facilities in the world and some of the crudest and dirtiest. They want to get rid of the latter."

When China shut the door, Oregon was particularly vulnerable. That's partly because we recycle more than most places. It's also because we have fewer places nearby to send our recycling.

Oregon used to have strong local buyers for waste products, especially mixed paper, which can be fed right back into mills.

But in February 2011, the century-old Blue Heron paper mill, located on the Willamette River in downtown Oregon City, closed. The mill had been re-engineered to run almost entirely on the wastepaper Oregonians tossed in their recycling bins. WestRock closed a paper mill in Newberg in 2016, and Georgia-Pacific shuttered one in Camas, Wash., this year.

By the time Chinese mills stopped buying, the local markets for paper were already gone.

Prior to National Sword, processors such as Far West paid haulers for the recyclable material they brought. Now, it's the other way around: The haulers have to pay the processors to take the materials.

The shift led to major policy changes.

On May 1, the city of Portland hit residential solid waste customers with a steep rate increase in their monthly bills, which show one price for removing garbage, recycling and compost.

Customers saw their bills go up \$2.55 a month, of which \$2.18 was attributable to the higher cost of recycling—i.e., having to pay processors to take the stuff.

It may not sound like much money. But last year, Portlanders paid just 27 cents a month to get their recycling hauled away. The price increase from 2017 to 2018: 715 percent.

Outside the metro area, there are hardly any MRFs to process recycled materials. When commodity prices dropped, the cost of trucking materials from, say, Roseburg to Portland or California for sorting proved too expensive.

### **Losing Steam**

Oregon has long been a recycling pioneer, but the state's recovery rate—the percentage of waste reused or recycled—has plateaued and is now declining (although we're still above the national rate of 34.6 percent). Blame mill closures and the economy: When it's booming, people consume and throw away more and recycle less.

### **The Dirty Truth**

A big part of the problem is that what goes into our blue bins is too dirty.

After years of lax enforcement, China is now demanding a contamination limit of 0.5 percent. Metro tested single-family bins in 2015 and multifamily bins in 2017, and contamination levels were 18 to 42 times China's limit.

Last September, cities all over the state began asking DEQ a question previously unthinkable: Could they shorten the list of materials collected in recycling bins—and instead throw the material that no longer had value in landfills?

DEQ reluctantly said yes, first to Central Cost Disposal in Florence and since then to 21 more cities, including Pendleton, Roseburg and Medford. The state has now allowed the diversion of more than 10,000 tons of recyclables to landfills.

Leebrick's company, Rogue Waste, was one of those that sought permission to landfill materials that had been recycled for years.

"It felt frustrating and slightly nauseating," Leebrick says. "It's a hard thing. I was attracted to this industry because I'm a recycling advocate."

It may get worse before it gets better. Last week, Douglas County announced it would no longer recycle even newspaper and cardboard.

In the long term, Chinese mills will probably need U.S. wastepaper. But nobody is counting on the country resuming purchases at prior levels. The Chinese government never even responded to Wyden and Feinstein's January letter.

"China's decision to close its market to recyclables, without even allowing global supply chains time to adjust, has created an impossible situation for Oregonians committed to reducing waste," Wyden told WW in a statement.

There are variety of ways to mitigate the challenges Oregon's recycling system now faces.

One is to return to where recycling began. Through the Oregon Beverage Recycling Cooperative, bottlers are mandated to take back the waste glass, metal and plastic they produce. That means the producers, rather than a market buyer who might disappear, are responsible.

Former Multnomah County Commissioner Jules Bailey, now the chief stewardship officer for OBRC, says the co-op recycles all its own plastic bottles in Columbia County and doesn't depend on Chinese buyers.

Companies, particularly manufacturers and big online retailers that produce vast quantities of difficult-to-handle packaging, could be required to accept more responsibility for their waste, taking it back as bottlers do.

"We can do more with regulation," says Walker, Portland's solid waste manager. "We also need to ask: What should manufacturers and companies like Amazon do?"

A second answer is reducing contamination in the bins.

Some haulers in Clackamas and Marion counties, for instance, are using mounted cameras to monitor what goes into trucks. If there's too much garbage, workers place "oops tags" on the offending bins, with the warning that repeat offenses might result in a refusal to accept material.

Changing consumer behavior is hard. Metro and the city of Portland send out regular communications aimed at explaining what's supposed to go in the blue bins.

Our MRFs also tend to be old and inefficient. Experts say, for instance, that leading recycling cities, such as San Francisco and Seattle and even red-state cities such as Las Vegas and Cincinnati, have invested much more in sorting and processing.

Resource Recycling's Powell says he recently visited a state-of-the-art MRF in San Francisco that produces a stream with half the contamination of what's coming out of Portland-area facilities—although California and Washington still face the same challenge as Oregon.

"We are woefully behind in terms of technology and infrastructure compared to other cities," adds de Thomas of the Recycling Partnership. "There's new, more sophisticated machinery built to sort things better. We simply don't have it here."

In the meantime, Oregon processors and brokers are combing the globe for new buyers.

Local MRFs are sending batches of materials to plastic recyclers in Canada and mixed paper to mills around the region. But so much manufacturing has moved offshore, it's hard to find North American buyers. Overseas, India and countries such as Vietnam have upped their purchases of wastepaper, but they cannot replace the lost Chinese demand. And on May 21, a key Vietnamese port announced it was restricting paper imports and suspending plastics imports for four months.

Ultimately, Oregonians will have to decide whether we are truly committed to recycling or it was just a feel-good exercise that stopped working when we had to put some thought into what we put in blue bins.

The ORBC's Bailey says when he tells friends who were raised here about the crisis the recycling industry faces, they can't quite believe it.

"It's a big deal," Bailey says. "They are saying, 'Have I been misled this whole time?' It's like I'm telling them there is no Santa Claus."

Santa never existed, of course—the fantasy was just the idea that recycling required no more effort than throwing stuff away.

That has to change.

"For years, we've said, 'Recycle more,'" says Singh. "Now what we're saying is, 'Recycle right.'"

A decade after Portland shifted to commingled recycling, many people remain confused about what should not go in the blue bins.

The bewilderment has become such a cliché that it was featured in a Portlandia sketch (way back in season two). Yet for recycling advocates, it's no laughing matter.

"We feel like we've educated on plastic bags and plastic film for a long time," says Kristan Mitchell, executive director of the Oregon Refuse & Recycling Association. "But no matter what we say, people still throw them in their blue bins. It's a disaster. Workers have to stop the processing machines and cut the plastic out with knives."

Some things should be obvious—garbage, dog poo—and some may not be so obvious, like lithium ion batteries (think singing birthday cards), which cause fires.

[Here, based on studies that Metro and haulers have done, are the dirty half-dozen items that should never go blue.](#)

## **Mayor Ted Wheeler's Chief of Staff is Leaving for TriMet**

*By Rachel Monahan*

*June 6, 2018*

Maurice Henderson will become the chief operating officer of the transit agency.

Mayor Ted Wheeler's chief of staff, Maurice Henderson, is leaving to become the chief operating officer of TriMet.

Henderson had been chief of staff since the mayor took office a year and a half ago.

An email Wheeler sent to City Hall staff did not say who will replace Henderson.

"Maurice has been a trusted friend and advisor on behalf of my administration," Wheeler writes in the email. "The city is fortunate to have had him serve with us for the past 3.5 years."

Prior to Wheeler's taking office, Henderson served as an assistant director of the Portland Bureau of Transportation beginning in 2015. He came to Portland from Washington, D.C. where he served in three mayoral administrations and also as spokesman for U.S. Sen. Tim Kaine (D-Va.) when Kaine was governor of Virginia.

## **The Portland Mercury**

### **Mayor Wheeler's Chief of Staff Takes Job at TriMet**

*By Alex Zielinski*

*June 6, 2018*

**Mayor Ted Wheeler's on the search for a new chief of staff.**

This afternoon, the mayor's office announced that Wheeler's current Chief of Staff Maurice Henderson will be leaving city hall to join TriMet as the agency's new Chief Operating Officer.

"I am extremely happy for Maurice as he accepts this position," said Wheeler in a press statement this afternoon. "Maurice is a trusted friend and has served my administration as an excellent Chief of Staff and Director of Strategic Initiatives."

Henderson has led the mayor's office since Wheeler was elected last year. He previously served as the assistant director for the Portland Bureau of Transportation, held leadership positions working under the past three mayors of Washington, DC, and was the deputy press secretary for former Virginia Governor (and one-time VP candidate) Tim Kaine.

According to Sophia June, spokesperson for the mayor's office, Henderson's last day will likely be July 6. He starts his job at TriMet on July 16, where his starting salary will be \$200,000. (When Wheeler hired Henderson, he was offered \$148,000—it's unknown what Henderson's current salary is or what his severance pay will be.)

There's no one immediately poised to fill Henderson's shoes. June says Wheeler will meet with his staff over the next few weeks to determine what the hiring process will look like—and she's unsure if the city will be looking for external candidates.

Henderson's announcement follows a recent wave of resignations of city bureau directors.

"Serving Mayor Wheeler's administration and the City of Portland has been one of my greatest professional and personal honors," says Henderson.

## **The Portland Business Journal**

### **After Much Introspection, City of Portland Extends Deal with Wells Fargo**

*By Matthew Kish  
June 7, 2018*

Portland commissioners last week begrudgingly voted 3-1 to extend the city's banking deal with Wells Fargo.

The five-year deal, the city's primary contract for banking services, is for \$675,000.

The city has banked with Wells Fargo for more than 20 years.

Last year, Mayor Ted Wheeler said the city would solicit bids after Wells Fargo became ensnared in a scandal related to bank accounts.

Five banks responded to the city's September request for proposals: Wells Fargo, JP Morgan Chase, U.S. Bank, KeyBank and MUFG, parent of Union Bank.

No credit unions or community banks responded.

"The volume of services that we require from our financial institution might not be the ones that a credit union or a smaller bank are in the position to deliver," said Jennifer Cooperman, the city's chief financial officer, in testimony last week.

City commissioners and Wheeler, while complimenting local Wells Fargo employees for civic engagement, seemed frustrated by extending the contract.

"I strongly prefer that we don't do business with Wells Fargo," said Commissioner Chloe Eudaly.

Commissioner Nick Fish said there was “symbolism of continuing a relationship with a company that sometimes has been in the headlines for the wrong reasons.”

The five bids were scored on several factors, including services, pricing and corporate responsibility.

“Wells Fargo continues to do well by the city,” Cooperman said.

Mayor Wheeler and commissioners Eudaly and Fish ultimately voted in favor of extending Wells Fargo's contract. Commissioner Dan Saltzman voted no.

“I’m really torn on this,” Saltzman said.

Saltzman, who said he’s personally banked at Wells Fargo for more than 30 years, said, “I think we are at a point where punishment may be in order.”

In the last decade, the number of banks headquartered in Oregon has been more than cut in half. The state has 19 banks today, down from 40 before the 2008 financial crash.

“We need to find a way to encourage local capacity in banking operations,” Wheeler said.

Wells Fargo did not immediately return a message.

## **OPB**

### **South Portland Becomes City's Newest Address Area**

*By Amelia Templeton*

*June 6, 2018*

The sixth sextant.

It calls to mind a Decembrists album title, or the artifact Indiana Jones seeks on the far side of a pit of snakes.

On a more prosaic note, it’s Portland’s newest address designation.

The City Council voted Wednesday to add a sixth member, South, to the city’s existing quintet of address areas: North, Northeast, Northwest, Southeast and Southwest.

The new South Portland occupies a strip of land shaped like a pointer finger along the west bank of the Willamette river.

The area includes roughly 10,000 addresses and properties in the South Waterfront, Collins View and Riverdale neighborhoods, including parts of the Oregon Health and Sciences University campus and Lewis and Clark College.

The river is the eastern boundary of the South District, while Southwest Naito Parkway and the Tryon Creek State Natural area are the western boundary.

Residents in the South Waterfront neighborhood and the Portland fire marshal have pushed for the change, citing a wonky — yet serious — problem.

Many addresses in the area begin with a leading zero, confusing first responders, delivery people and mapping apps.

“For whatever reason, a lot of people don’t see a zero when it’s the first, leading number in an address,” said commissioner Dan Saltzman at a hearing last week on the proposed change.

“When seconds matter, it’s important for our first responders, our 911 call dispatchers and call takers to know exactly which address they’re responding to,” he said.

The reason for the confusing zero: Portland’s famous address grid that is based on streets running in straight lines.

Addresses numbers are supposed to decline toward zero as they approach the city’s East-West dividing line, the Willamette River.

But in the South Waterfront neighborhood, the river swings just a bit to the East, meaning the address numbers hit zero before they reached the river — which is why the leading zero was tacked on there. (Hat tip to this blogger for the explanation).

The new addressing system will eliminate the leading zero for addresses that have them. For example, 0715 SW Bancroft Street will become 715 South Bancroft Street.

Other streets and properties will only see a minimal change, the removal of a W from the directional portion of their address.

Starting in May 2020, the city will begin a five-year transition to the new addressing system, posting street signs with the South designation. Street signs marked Southwest will be removed in 2025.

The U.S. postal service will continue to deliver envelopes and packages addressed using either the old or new directional system.

## **Portland Mayor's Chief Of Staff Takes Leadership Post At TriMet**

*By Amelia Templeton  
June 6, 2018*

Portland Mayor Ted Wheeler’s chief of staff is taking a new job.

Maurice Henderson will be the new chief operating officer at TriMet, the mass transit agency for the metro area.

In a press release, the mayor praised Henderson as “a trusted friend and an excellent chief of staff.”

“We look forward to his leadership and partnership as the city and TriMet work on shared priorities for the region, ensuring the equitable expansion of the transit system, including the prevention of displacement and shared prosperity in our urban growth,” Wheeler said.

Henderson will remain in the mayor’s office through early July. He begins work for TriMet on July 16.

Spokeswoman Sophia June said Wheeler will be working to identify a new chief of staff in the coming weeks.

Henderson previously served as assistant director for the Portland Bureau of Transportation.

He also worked in Washington, D.C., city government and served as deputy press secretary for former Virginia Gov. Tim Kaine.