

# Wet Waste Tonnage Allocations: Draft 2022 criteria and implementation plan

Molly Vogt, WPES

July 8, 2021

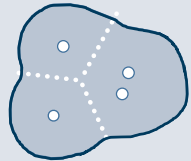


# Major developments in allocation work

## LEGACY ALLOCATIONS



Transfer System Configuration Policy



Wasteshed analysis (not implemented)



New allocation framework adopted by Council



Regional Waste Plan adoption

## GOALS-BASED ALLOCATIONS



Phase 1: Equal and proportionate shares



Phase 2: Goals-based tonnage allocated mid-year



Phase 3: Full goals-based approach



2016

2017

2018

2019

2020

2021

2022

2023

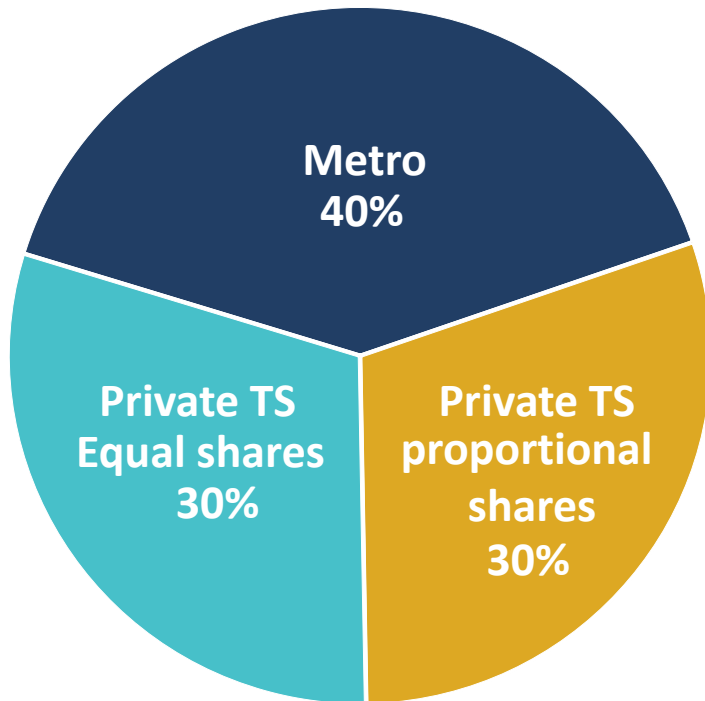
2024

2025

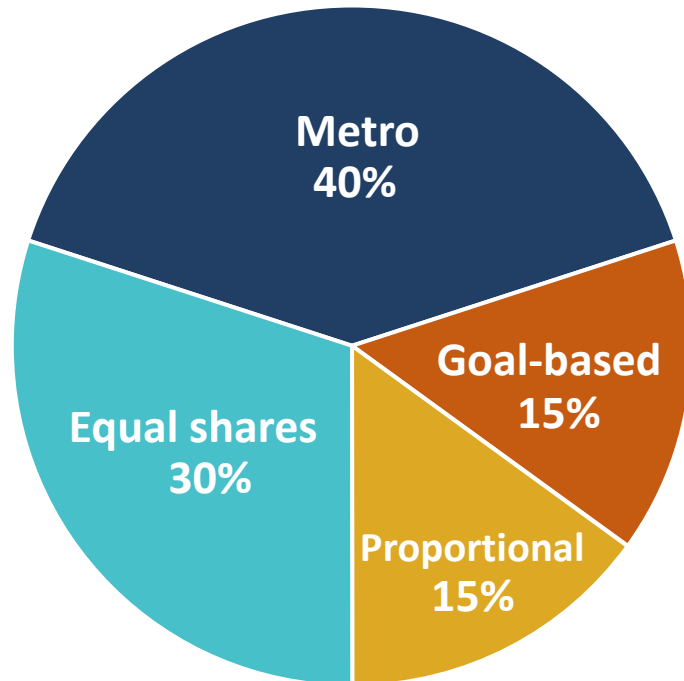
We are here

# Phased transition to goals-based allocations

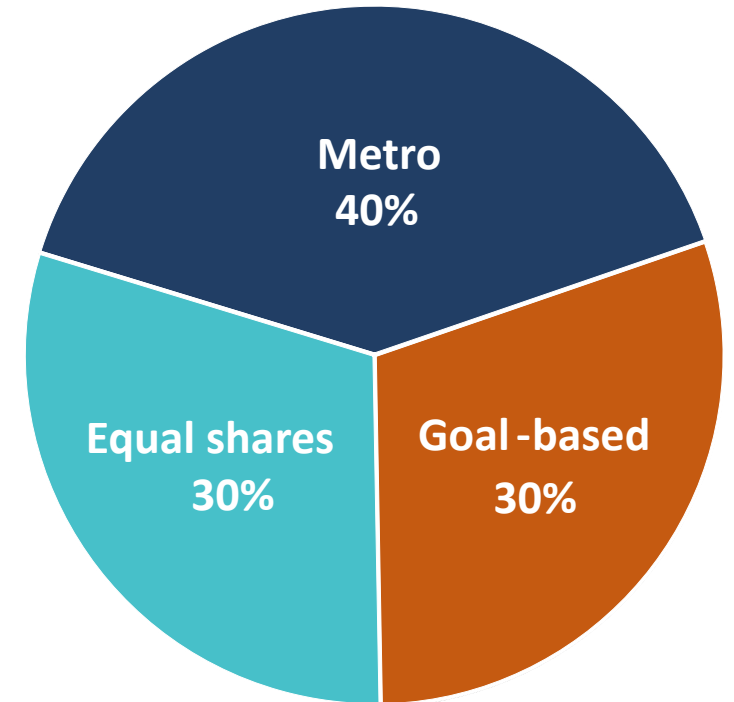
**Phase 1: 2020**



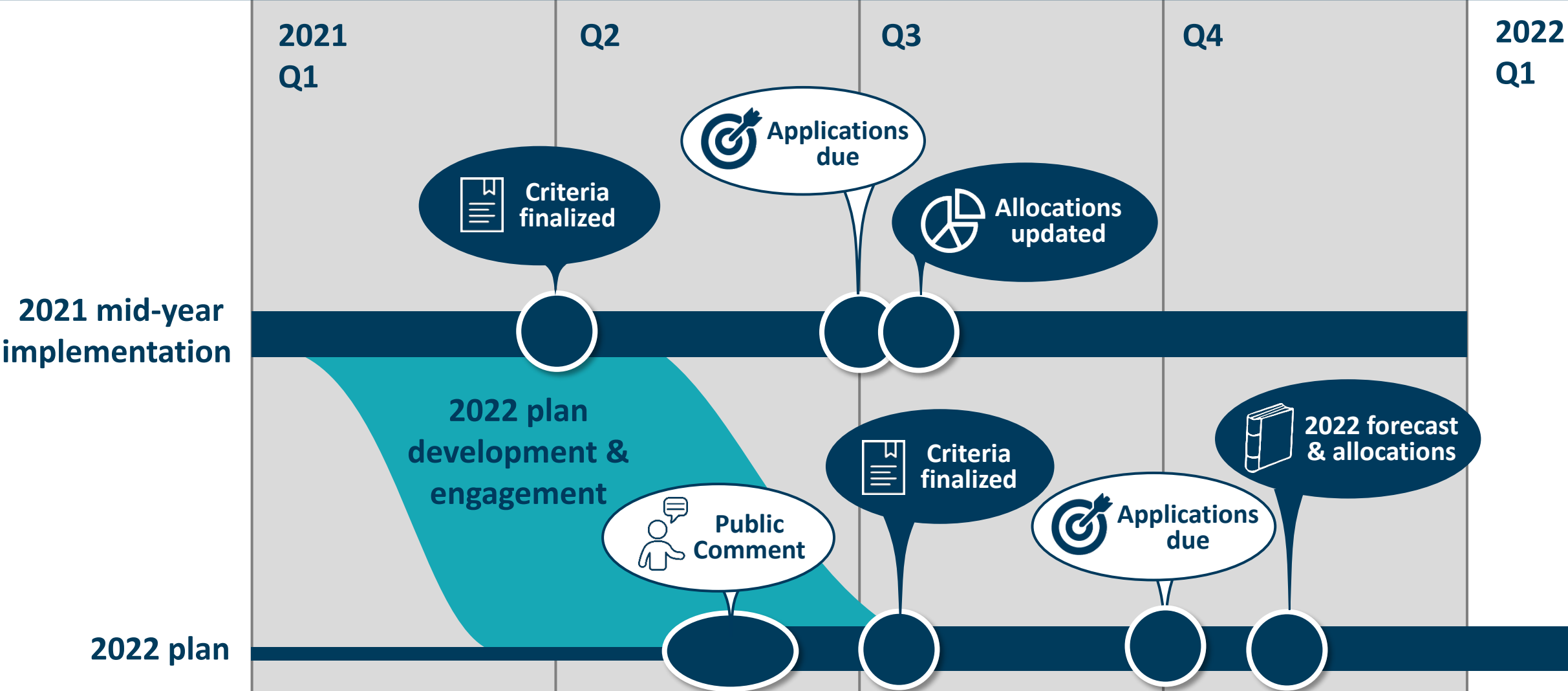
**Phase 2: 2021**



**Phase 3: 2022 and beyond**



# 2021-2022 engagement & implementation



# 2022 plan: Engagement

- April 15: Regional Waste Advisory Committee informational presentation
- May 12: Stakeholder engagement forum
- May 13 – June 11: Public comment period for administrative rules
- May 20: Regional Waste Advisory Committee advisory engagement
- June 9: Oral hearing for proposed 2022 administrative rules
- **July 8: Council Work Session project update**
- Mid-July: COO considers 2022 administrative rules for adoption

# Key themes and changes in 2022

- Same goals, more goals-based tonnage available
- Transfer stations receive goals-based tonnage for each goal met
- Consistency and continuation of most criteria
- Advancement of others:
  - Environment: Increase amount of equipment operating with emission reductions
  - Affordable rates: Must match Metro's rate

# Goals



Living wages and good benefits



Increase workforce diversity



Reduce environmental impacts



Invest in communities



Reasonable, responsive, consistent rates



System stability



Logistics

# Principles for goals-based criteria

- **Meaningful** – do they advance RWP Goals? Do they make a positive impact?
- **Achievable** – can they be achieved with reasonable time and investment?
- **Measurable** – can they be documented and verified?
- **Standardized** – to regional targets or to Metro benchmark in absence of a regional target



# 2022 goals and criteria



*Goal 3.0: Living wages and good benefits*

Wages for entry-level industry positions match or exceed Metro's in-house and contracted lowest wage for entry-level industry positions.



*Goal 4.0: Increase workforce diversity*

Provide workforce diversity data to Metro.

# 2022 goals and criteria



*Goal 12.0: Reduce environmental impacts*

Use low particulate and low greenhouse gas (GHG) emission fuel for at least 25% of the rolling stock at the transfer station

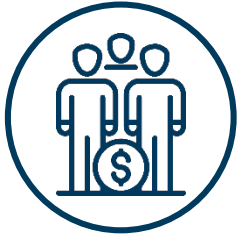
*OR*

Use R99 or qualifying renewable diesel for long-haul disposal transport

*OR*

Use at least 25% Tier 4 engine or Emission Control Device retrofitted non-road equipment.

# 2022 goals and criteria



*Goal 13: Invest in communities*

Collect supplemental \$0.50 per ton community investment fee for wet waste.

*OR*

Collect supplemental \$1.00 per ton community investment fee for waste not otherwise subject to community enhancement fee.



*Goal 14: Reasonable, responsive, consistent rates*

Total charge per ton (inclusive of all fees) is no more than Metro's Solid Waste fee.

# Regional Waste Advisory Committee Comments

- Support for current plan and additional work on rates goal and transparency work
- Continuous feedback from industry to develop support and resources
- Larger life cycle goals
- Impacts on private transfer stations

# Public Comments

- 2 private transfer stations
  - More time to respond when investments are needed
  - Total compensation instead of hourly wage
  - Allow 5% above Metro rate
- 3 local governments
  - Support for proposal, 2 request more rate transparency
- 1 local government
  - Impacts not well enough understood
  - Financial challenges for private transfer stations
  - Questions about Metro's intent - rates & diversity data

# Principles for goals-based criteria

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# Discussion question

- Does Council have any additional input on the draft goals-based criteria before the Administrative Rules go to the Chief Operating Officer for adoption?

Thank you

[oregonmetro.gov](http://oregonmetro.gov)





# Regional tonnage

2018-2021

**1.4 - 1.5 million tons annually**

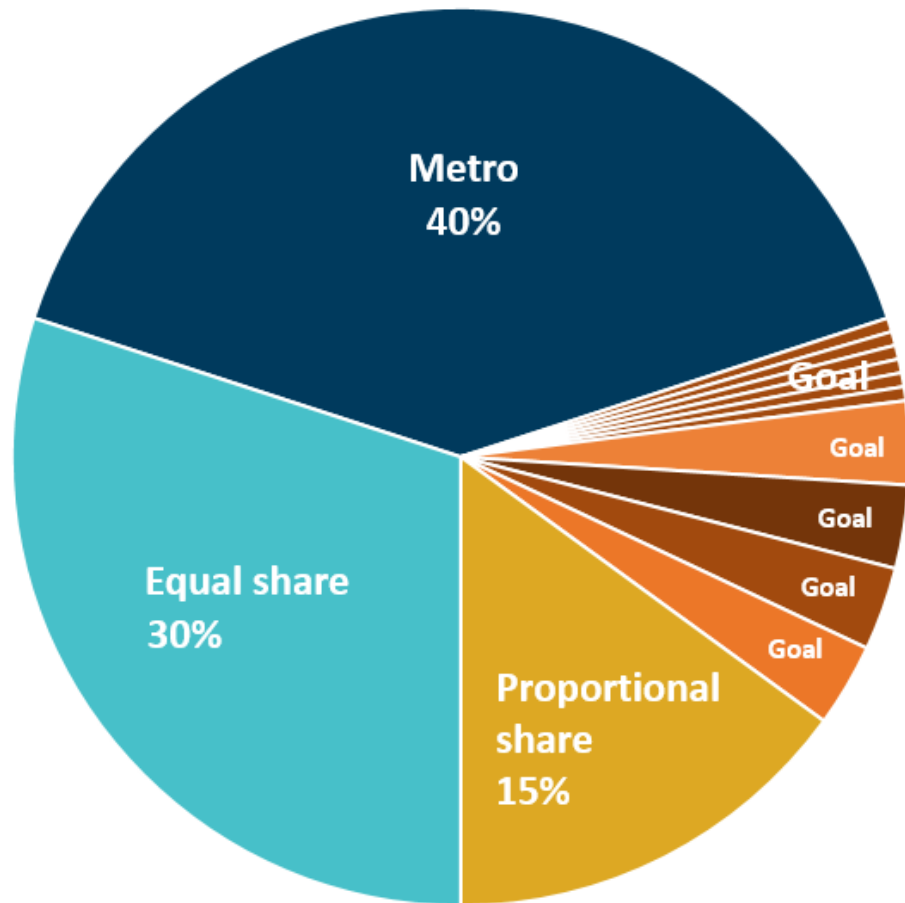


# Why do we allocate wet waste?

- Wet waste is part of the solid waste managed by Metro to serve the public good
- Transfer System Configuration Policy, 2016
  - Allocations framework to be adopted by Council, details implemented by COO
  - Metro should receive no less than 40% of the region's wet waste in the hybrid system
- Metro may allocate up to 60% of the region's forecasted wet waste to private facilities to ensure that Metro receives 40% per Metro Code
- In 2020, Council directed staff to develop criteria for allocations to support progress on Regional Waste Plan goals
  - Goals-based allocations to be implemented mid-year 2021, voluntary program

# Phase 2: 2021 Allocations

## Adjusted Regional Tonnage



Goals Based share = 15%

Allocations to be divided by the number of goals required for 2021 then divided by 6, the total number of in-region transfer stations.

If 5 goals are adopted, a transfer station may receive 0.5% per goal for which it meets criteria.

# Off-route travel GHG impacts

Estimated 2020 wet  
waste off-route travel

Vehicle Miles  
Traveled (VMT)

**2.95 Million**

Metric tons CO<sub>2</sub>

**5,900**

Equivalent annual  
carbon footprint of

**295 people**

Estimated maximum  
reduction through  
revised allocations

VMT

**770,700 (26%)**

Metric tons CO<sub>2</sub>

**1,541**

Equivalent annual  
carbon footprint of

**77 people**

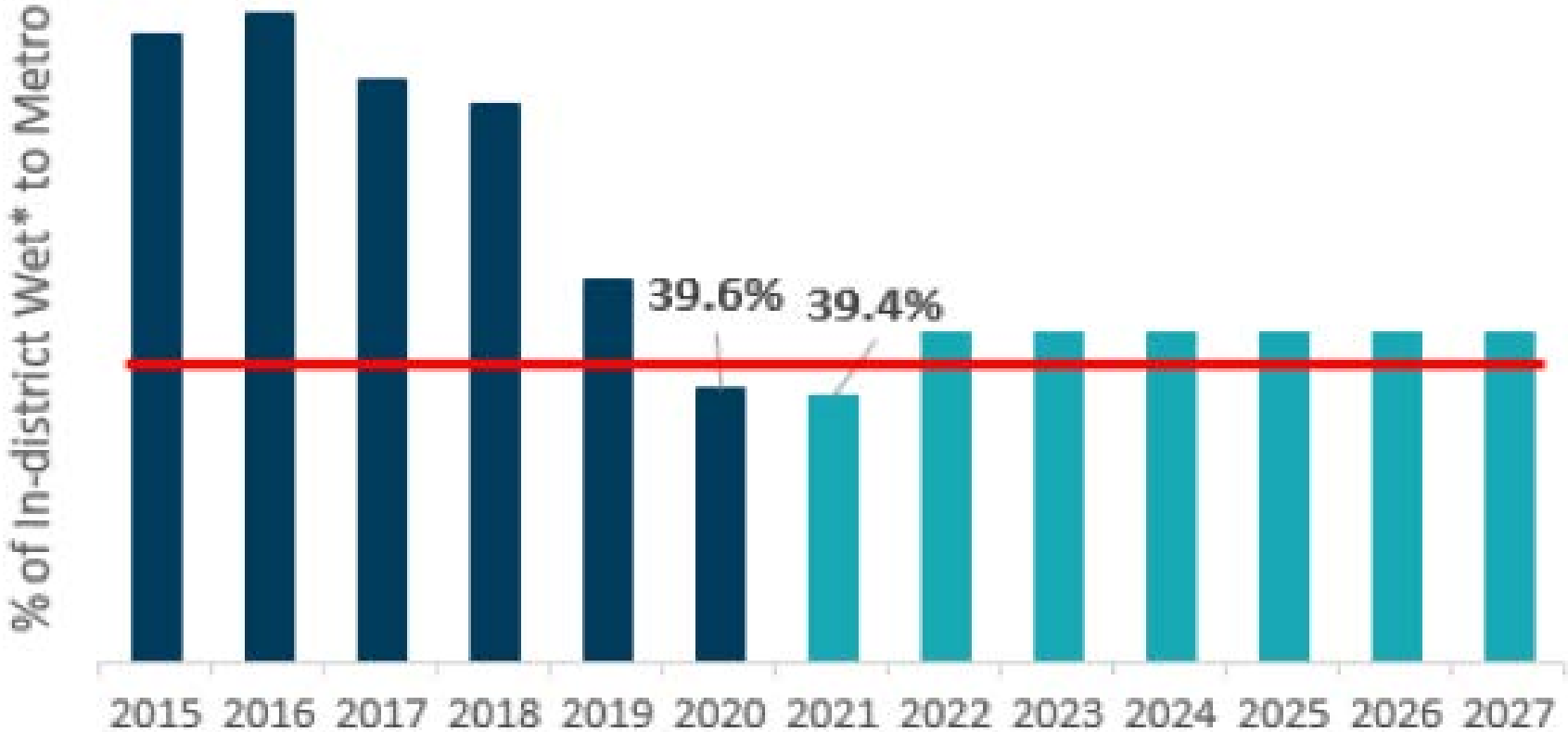
**Metro Region**

Reduction potential  
0.005% in CO<sub>2</sub> footprint of  
Metro region residents

Similar to saving one drop of water  
in two full pint glasses



# Metro tonnage over time



Calendar Year

\*Note: Excludes Covanta Marion tons

# Regional Transfer Stations

