

# Wet Waste Tonnage Allocations Goals and Criteria

Council Work Session

September 24, 2020

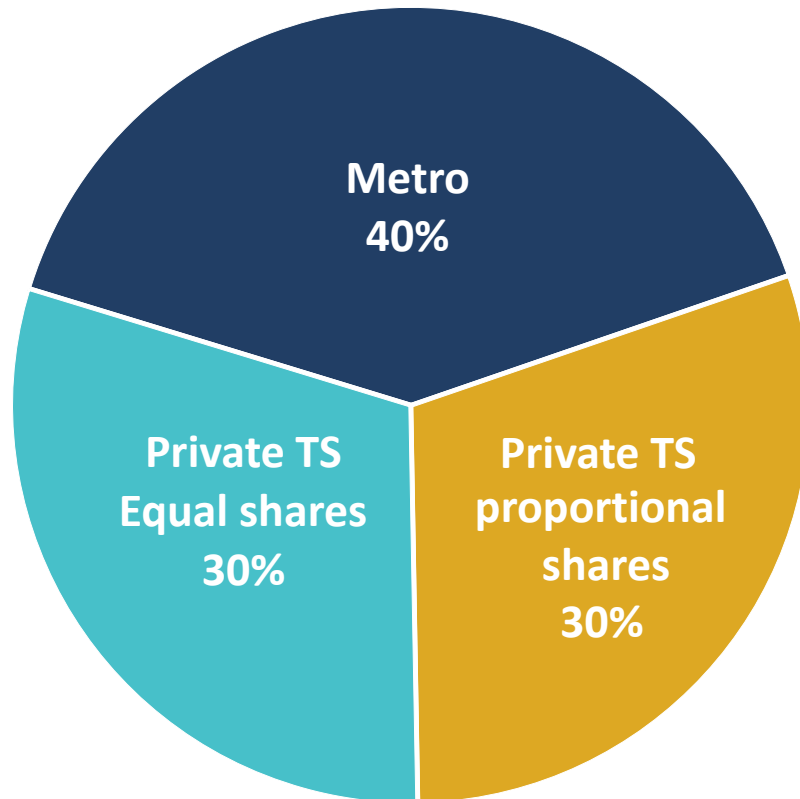


# Why do we need an allocation method?

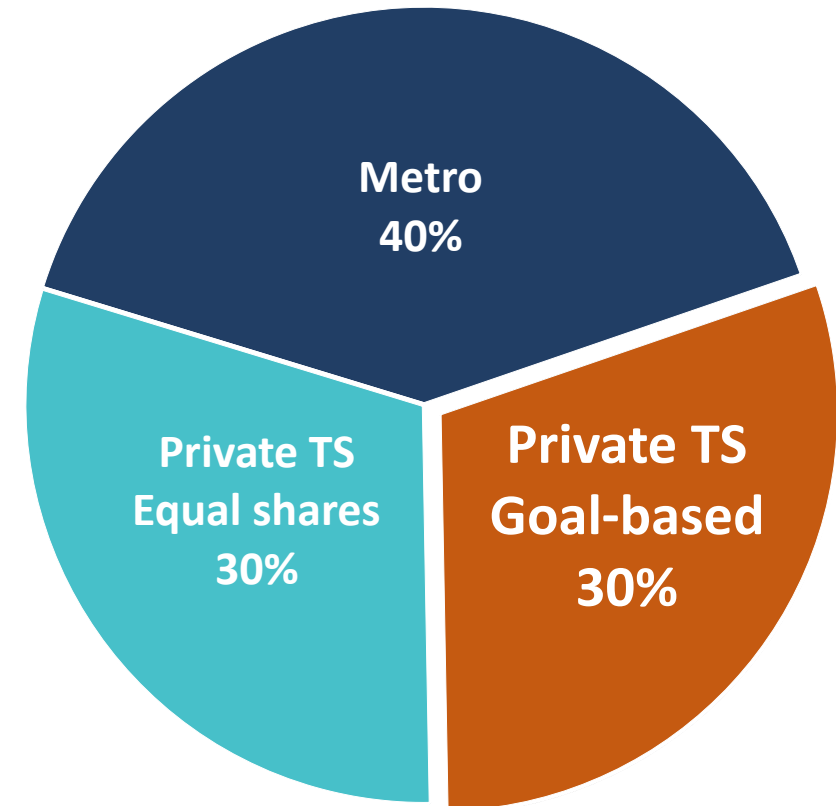
- Garbage is a limited public resource, managed by Metro to serve the public good, so we want to be strategic with benefits.
- Metro oversees this system and sets facility requirements.
- To ensure that Metro receives that 40% per code, Metro allocates up to 60% of the region's forecasted waste to private facilities.
- In 2016 Council directed staff to design a system for allocating wet waste to private transfer stations and in early 2020 endorsed a goals-based approach.

# Original phased plan

**Phase 1: 2020**



**Phase 2: 2021 and beyond**



# 2020 Engagement

- March: Council meeting, 2 stakeholder listening forums
- July: Review of January-July data, updated forecast
- Sept 3 & 9: Stakeholder meetings
- September 17: Regional Waste Advisory Committee
- September 24: Council work session
- Early October: Stakeholder meetings (being scheduled)

# Policy questions

- Does Council agree with the proposed goals-based criteria for allocating wet waste tonnage to private transfer stations in 2021?
- Does Council support doing additional analytical work and stakeholder engagement in 2021 to refine the criteria for 2022 and beyond?

# 7 proposed goals to explore



Provide living  
wages and  
good benefits



Increase  
diversity in  
workforce



Minimize  
environmental  
impacts



Invest in  
communities



Affordable  
and consistent  
rates



System  
stability



Logistics

# Proposed Criteria

## Goal 3.0: Living Wages and Good Benefits

Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

- **Wages must be no less than the lowest wage paid at Metro transfer stations for entry level positions like spotter and traffic control (with load inspection)**

# Proposed Criteria

## Goal 4.0: Increase Diversity in Workforce

Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

- **Established contract or partnership with organization that specializes in increasing workforce diversity**

**AND**

- **Provide workforce data to Metro**



# Proposed Criteria

## Goal 12.0: Minimize Environmental Impacts

Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.

- **Rolling stock (on-site equipment) uses low particulate and low GHG emission fuel**

**OR**

- **Long-haul disposal transport uses R99 renewable diesel**

# Proposed Criteria

## Goal 13: Invest in Communities

Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.

- **Collect Enhancement fee for other materials besides wet waste**

**OR**

- **Collect additional Enhancement fee for wet waste**

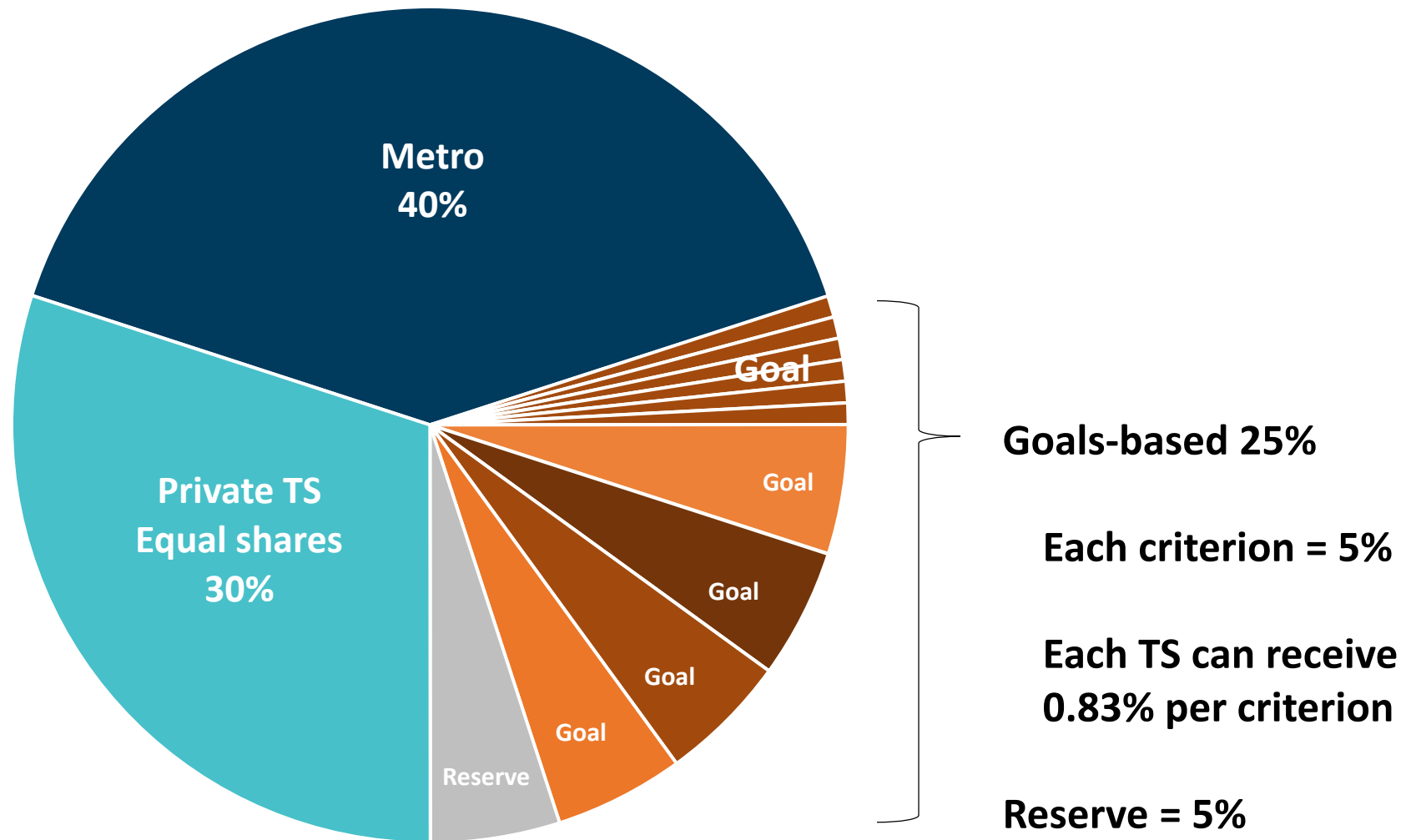
# Proposed Criteria

## Goal 14: Affordable and Consistent Rates

Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

- **Total charge per ton (inclusive of fees) must not exceed Metro's Solid Waste fee for covered loads**

# Allocations



# Feedback received: Industry & Local governments

## CRITERIA

- Wages & Benefits: Use total compensation instead. Temporary agencies may increase the cost burden of achieving this criterion.
- Diversity: Language should specify agency expertise (*now amended*).
- Environment: On-site equipment is a major expense, requires more time.
- Communities: One transfer station receives only wet waste and cannot meet the criterion (*now amended*).
- Rates: Economic/financial review needed of the feasibility for private transfer stations to meet Metro's rates. Knowledge of allocation amount is needed to set rates.

# Feedback received: Industry & Local governments

## GOALS-BASED APPROACH & ENGAGEMENT

- Goals-based approach adds costs and is less efficient.
- May result in more GHG and higher costs to rate payers.
- Not enough time to engage in process or take action to meet criteria.
- Include more local governments.

# Feedback received: Regional Waste Advisory Committee

## Questions posed

- What are your thoughts on the proposed tonnage allocations criteria to support progress toward the Regional Waste Plan goals in 2021? How does this proposal advance racial equity? How does it hinder racial equity?

## Feedback

- Consider other RWP goals and actions such as reducing waste, resiliency, equity in community enhancement grants program
- Consider feasibility of criteria for small vs large transfer stations
- Are Metro rates appropriate as a goal for TS that provider fewer services?
- Can Metro offer support in meeting criteria?
- Costs will increase. What are the costs? Will the benefits be equitable?

# Next steps for goals-based approach

- Mid-to-late October: Adoption of a methodology by COO
- Late October-November: Review applications, finalize allocation percentages
- Early November: Publish forecast, announce allocations



# Policy questions

- Does Council agree with the proposed goals-based criteria for allocating wet waste tonnage to private transfer stations in 2021?
- Does Council support doing additional analytical work and stakeholder engagement in 2021 to refine the criteria for 2022 and beyond?

Thank you

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

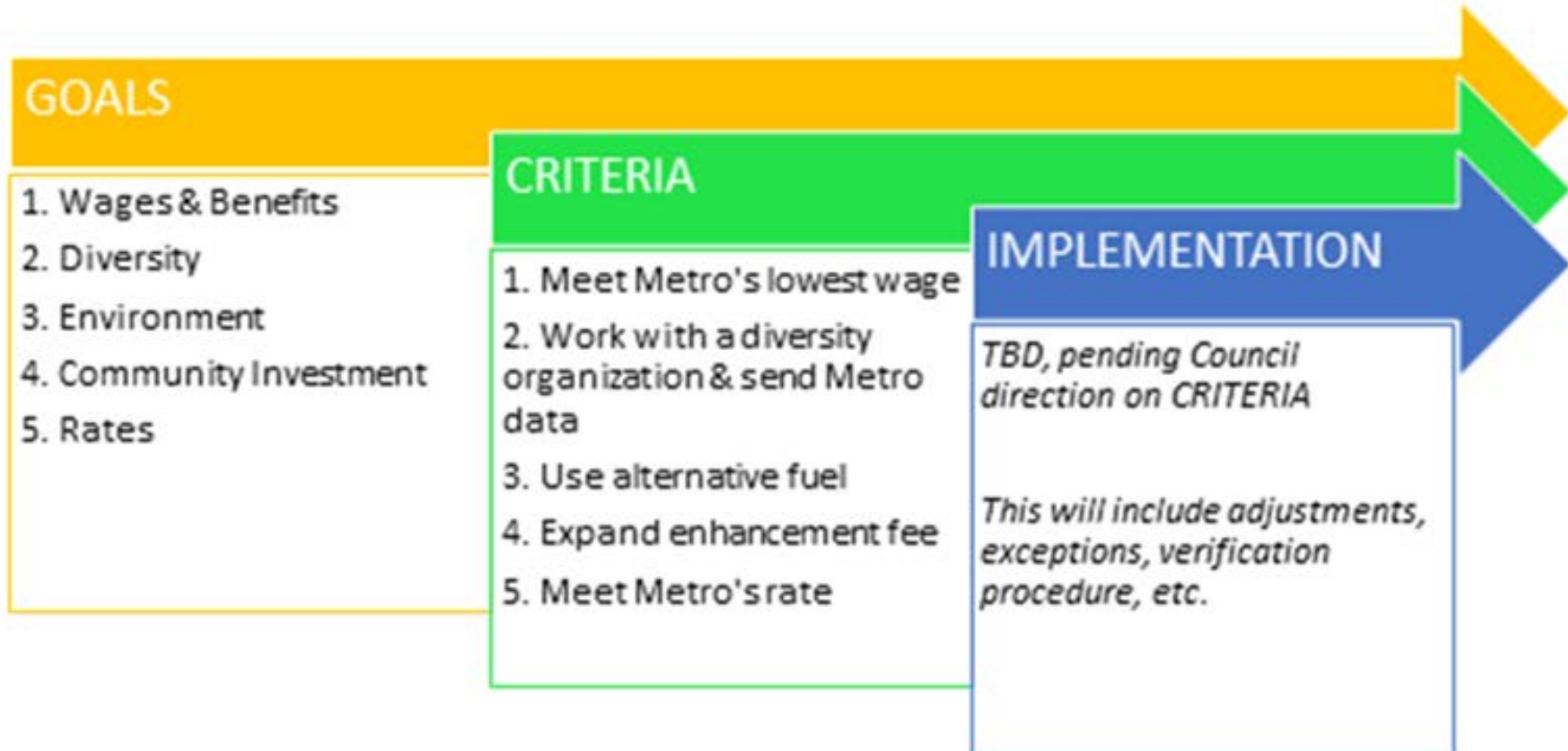


# Additional materials

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



# Approach



# Guiding principles

- Criteria that are measurable and will ensure progress toward regional waste plan goals with equitable outcomes.
- Incentive and feasibility for each transfer station to meet these criteria (to produce desired change).
- Final allocations that are aligned with the geographic distribution of waste generation and facilities in the regional public-private hybrid system.

# Other considerations for 2021 methodology

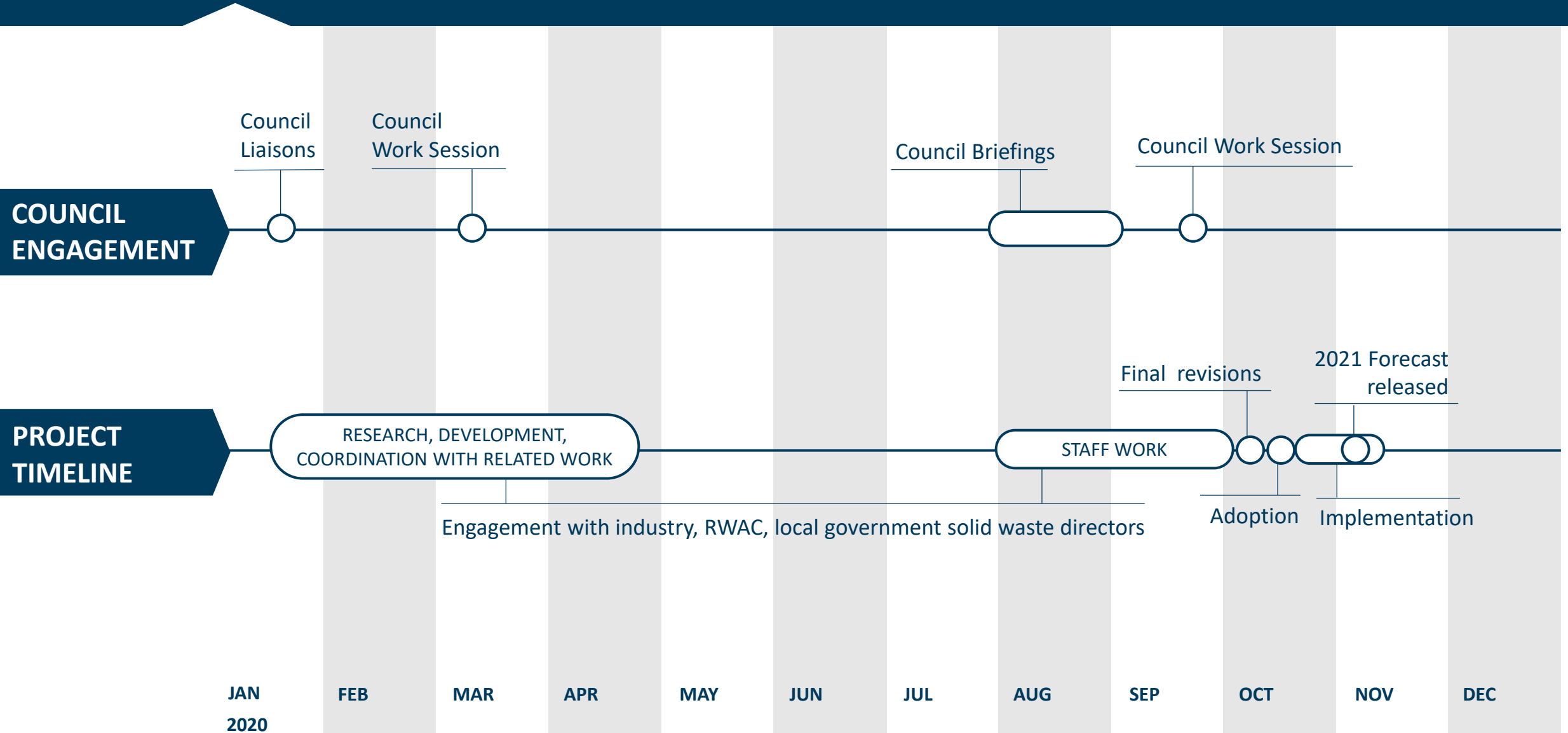
- Facility operators must submit application with evidence for each criterion
- Amount of tonnage to be awarded per criterion: 5%
- If a transfer station does not meet the criterion, the tonnage is not allocated
- Tonnage to hold in reserve: 5%
- Mid-year tonnage trends may trigger allocation increases or decreases

# Major developments in allocation work

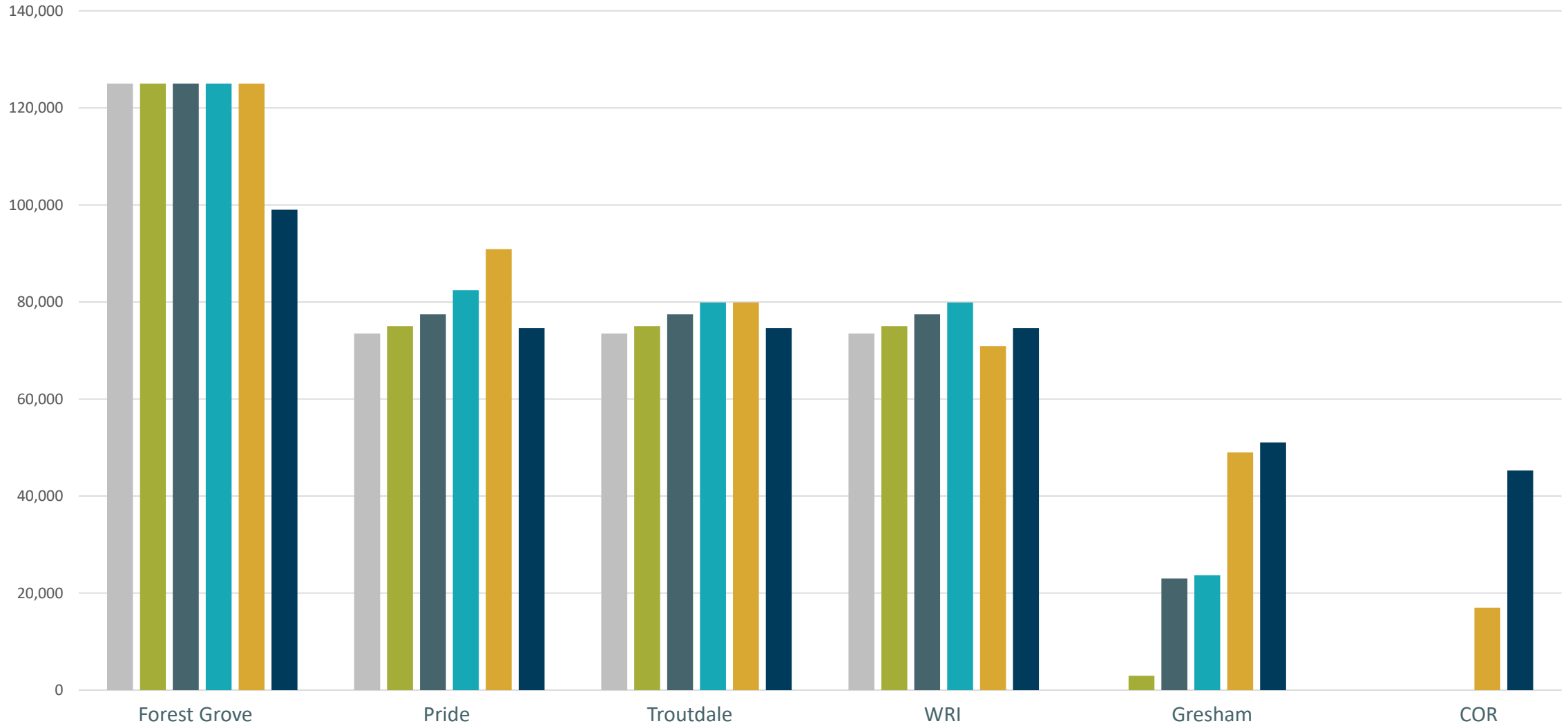
- 2016: Council directed staff to design a system for allocating wet waste to private transfer stations (Resolution 16-4716)
  - Predictable and transparent
- 2018: Staff drafted proposal based on minimizing truck travel to transfer stations
- 2019: Regional Waste Plan adopted by Council
- 2020: Council directed staff to explore 7 goals as potential criteria for allocations



# Timeline: 2021 temporary administrative rule



## Regional West Waste Tonnage Allocations by Year



Notes: Gresham allocation started in 2016  
COR allocation started in 2019

2015 2016 2017 2018 2019 2020

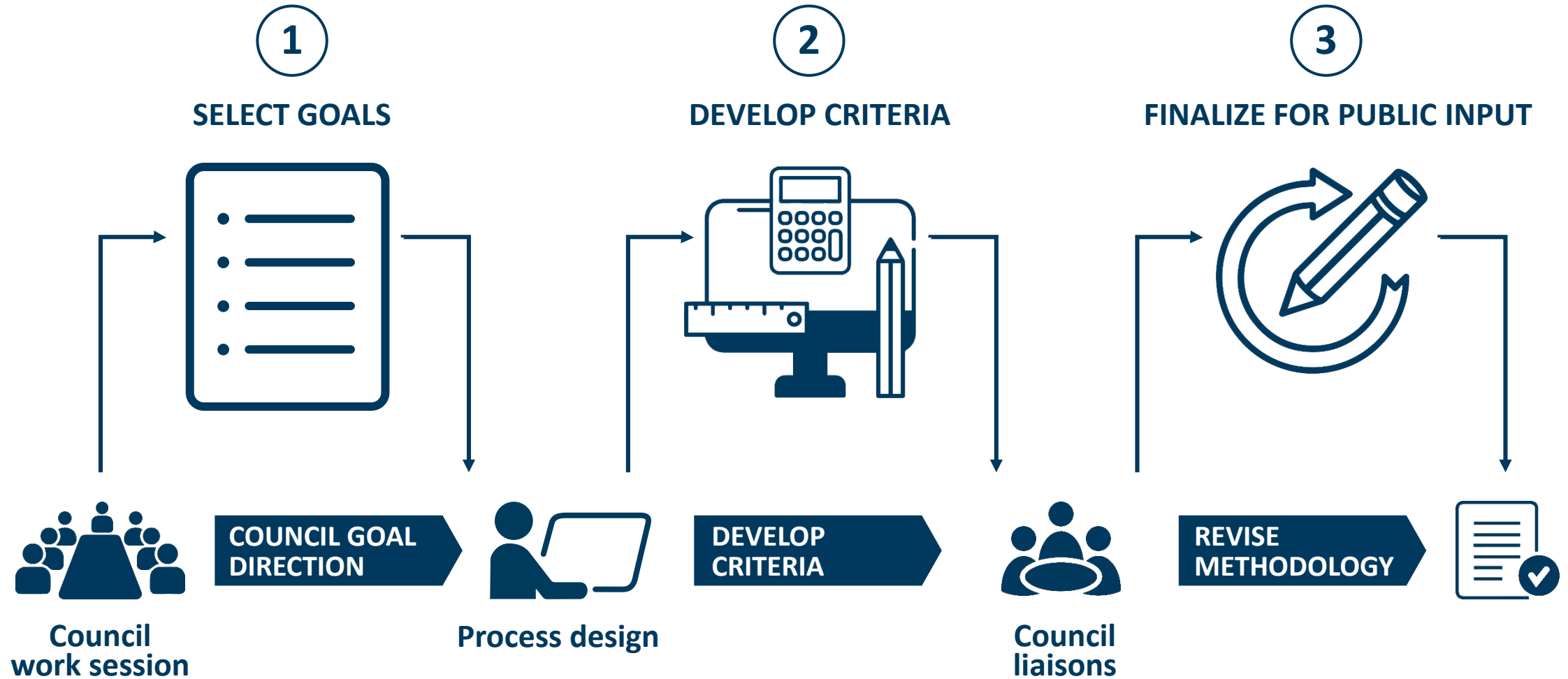
# 2020 Allocations

• City of Roses	45,264
• Forest Grove Transfer Station	99,020
• Gresham Transfer Station	51,048
• Pride Recycling	74,606
• Troutdale Transfer Station	74,606
• WRI Transfer Station	74,606

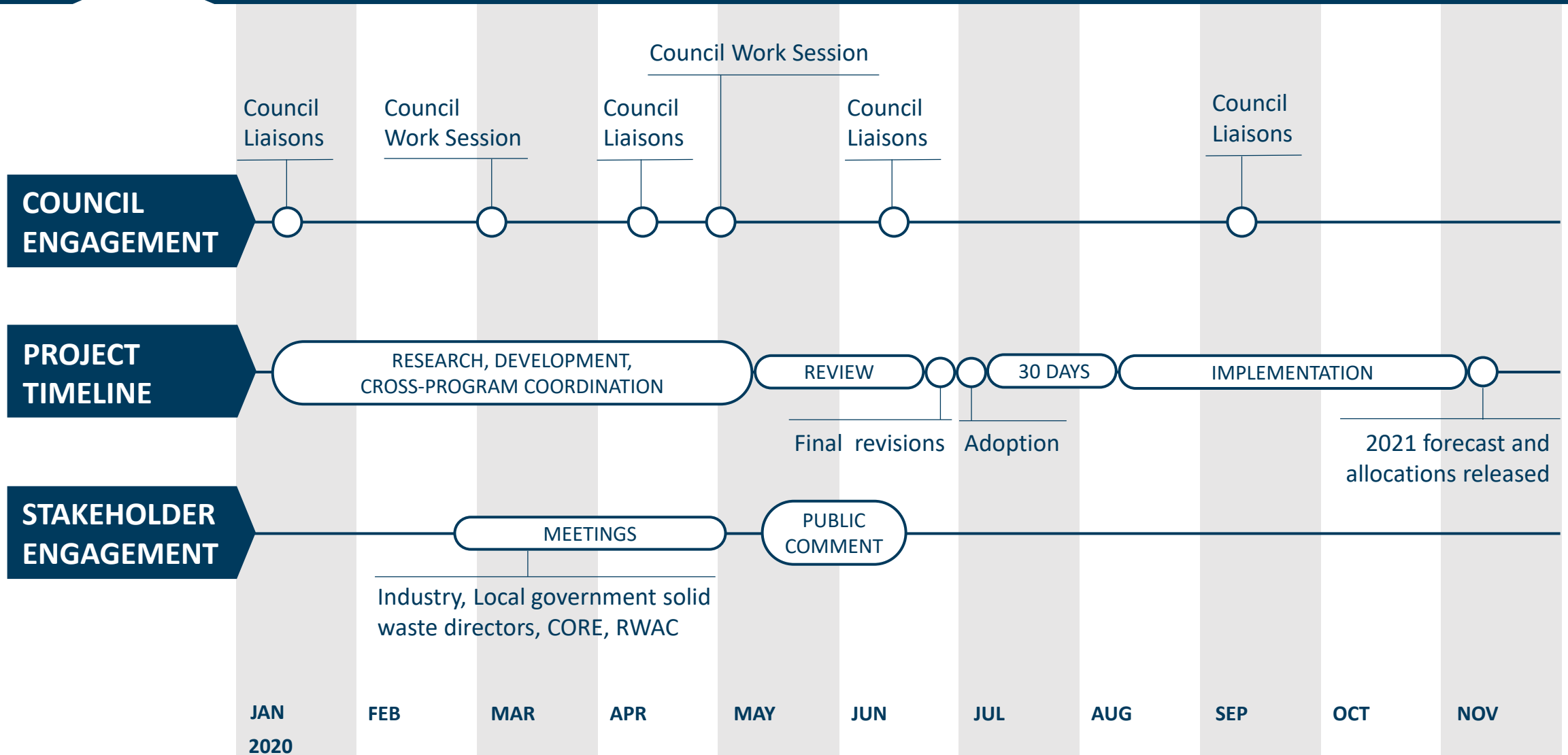
# Why do we allocate wet waste?

- Garbage is a limited public resource, managed by Metro to serve the public good, so we want to be strategic with benefits
- Historically: construction bond repayment for transfer station construction, contract compliance
- 2016 transfer system configuration task force: Metro should receive no less than 40% of the region's wet waste
- Metro Council adopted 40% into Code
- To ensure that Metro receives that 40%, Metro allocates up to 60% of the region's forecasted waste to private facilities.

# Developing the goals-based approach



# Original timeline



# Timeline: Temporary administrative rule

