

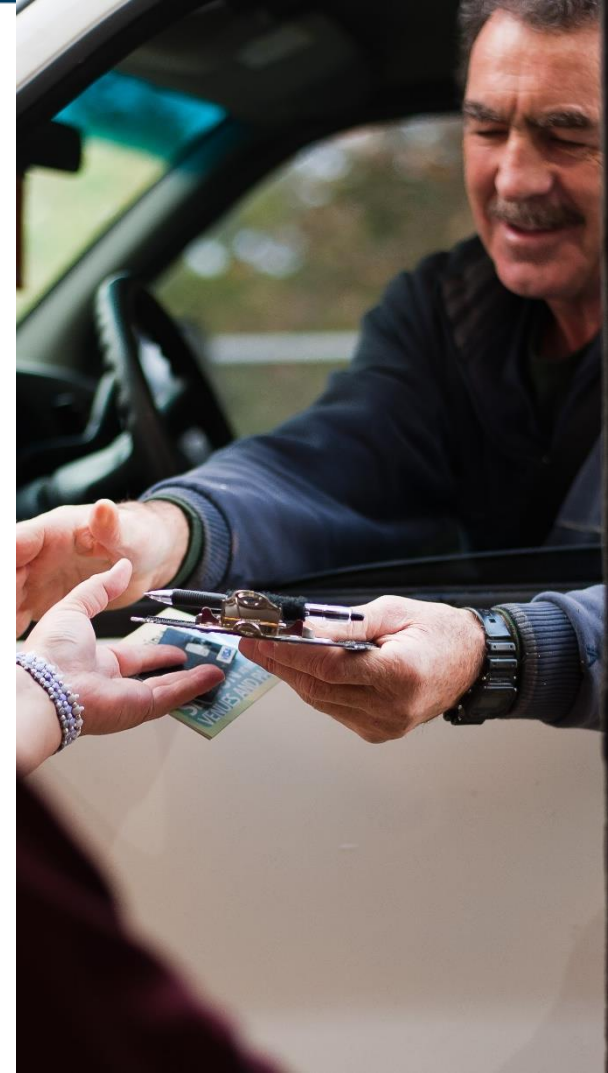
Proposed wet waste tonnage allocations

Council work session
July 31, 2018

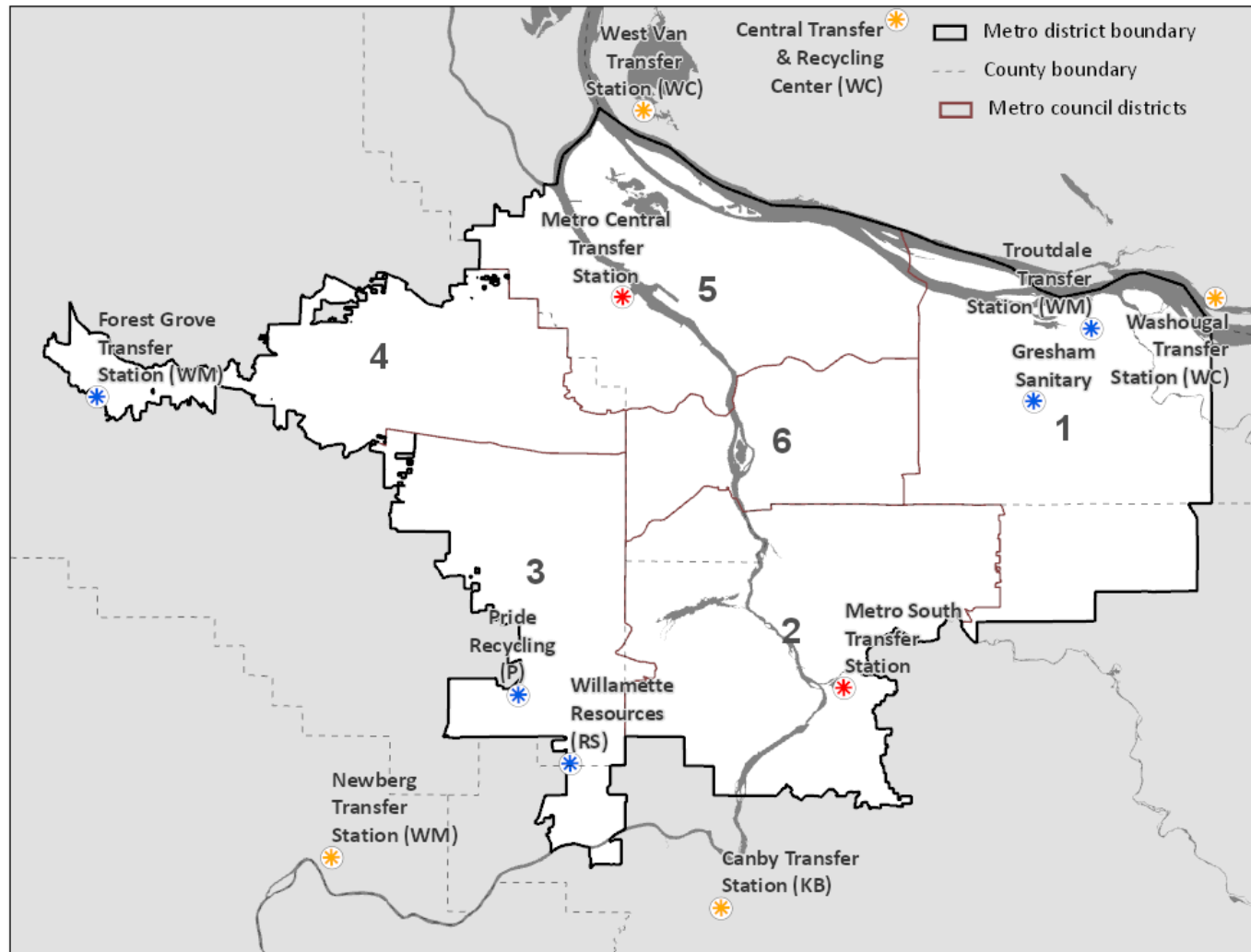


Public benefits

- Protect people's health
- Protect the environment
- Get good value for the public's money
- Keep commitment to highest and best use of materials
- Be adaptive and responsive in managing materials
- Ensure services are accessible to all types of customers



Metro's wet waste transfer system



The world changes in 2020

No flow guarantee

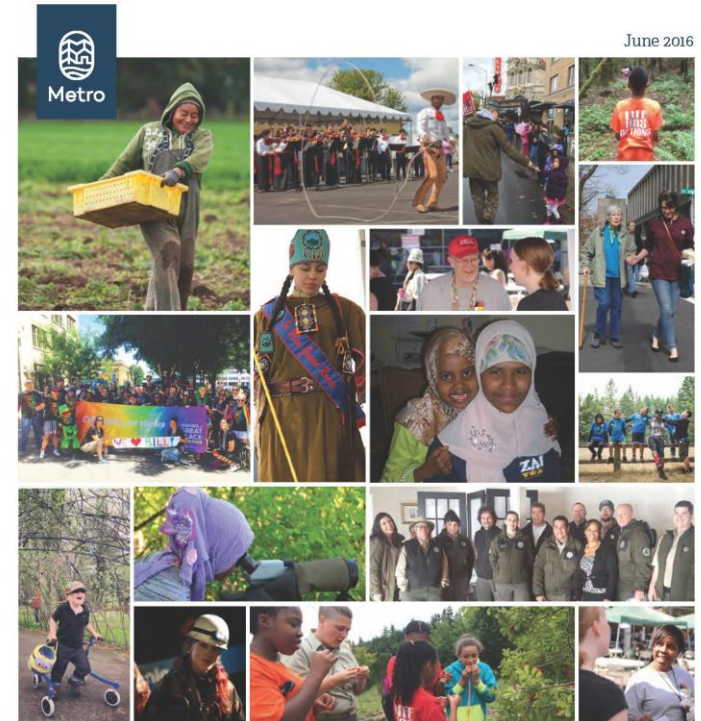
Economics of waste
likely to change

Could be more
challenging for
smaller companies
to play a role in the
system



Equity commitment

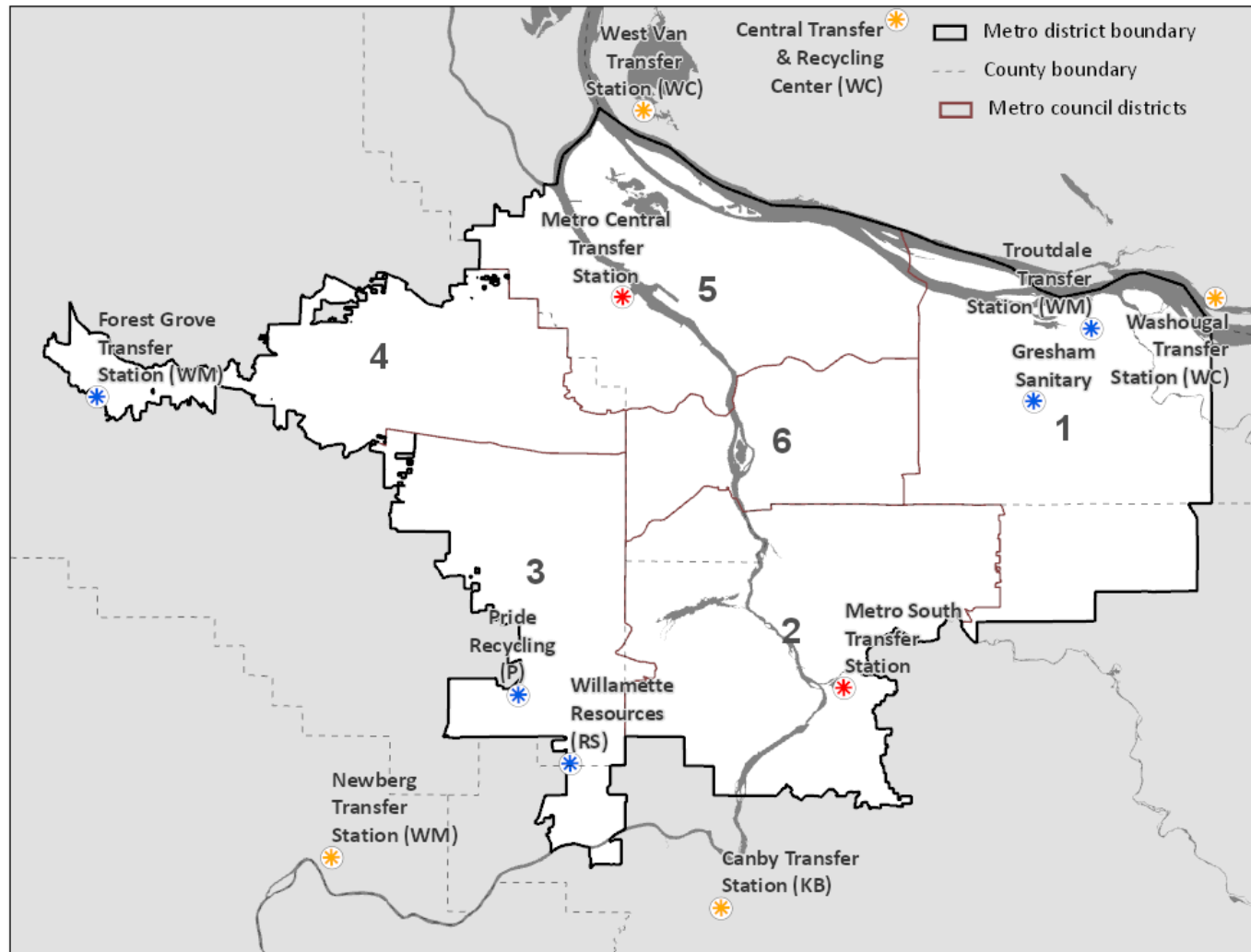
- Create economic opportunities
- Provide programs and services equitably
- Minimize negative impacts
- Generate community benefits



June 2016

Strategic plan to advance racial equity, diversity and inclusion

Metro's wet waste transfer system



There is no allocation system

- No systematic approach
- Private station waste allocations mostly based on:
 - Historical caps
 - Adjusted for forecast
 - Balancing requests against need for Metro's stations
- No system for allowing new entrants

Transfer system configuration

- Minimum of 40 percent of the region's wet waste will flow to public stations
- No more than 40 percent of the region's wet waste can be transferred by any single company
- Percentage based allocations are periodically re-run to:
 - Ensure that regional growth, economy, population, and waste generation changes reflected; and
 - Ensure that neighborhood-level changes in waste generation and population are reflected.

Transfer system configuration

1. Percentage tonnage allocations rise or fall with regional tonnage
2. Provide predictable and transparent framework for adjusting allocations
3. Accommodate future changes and technology

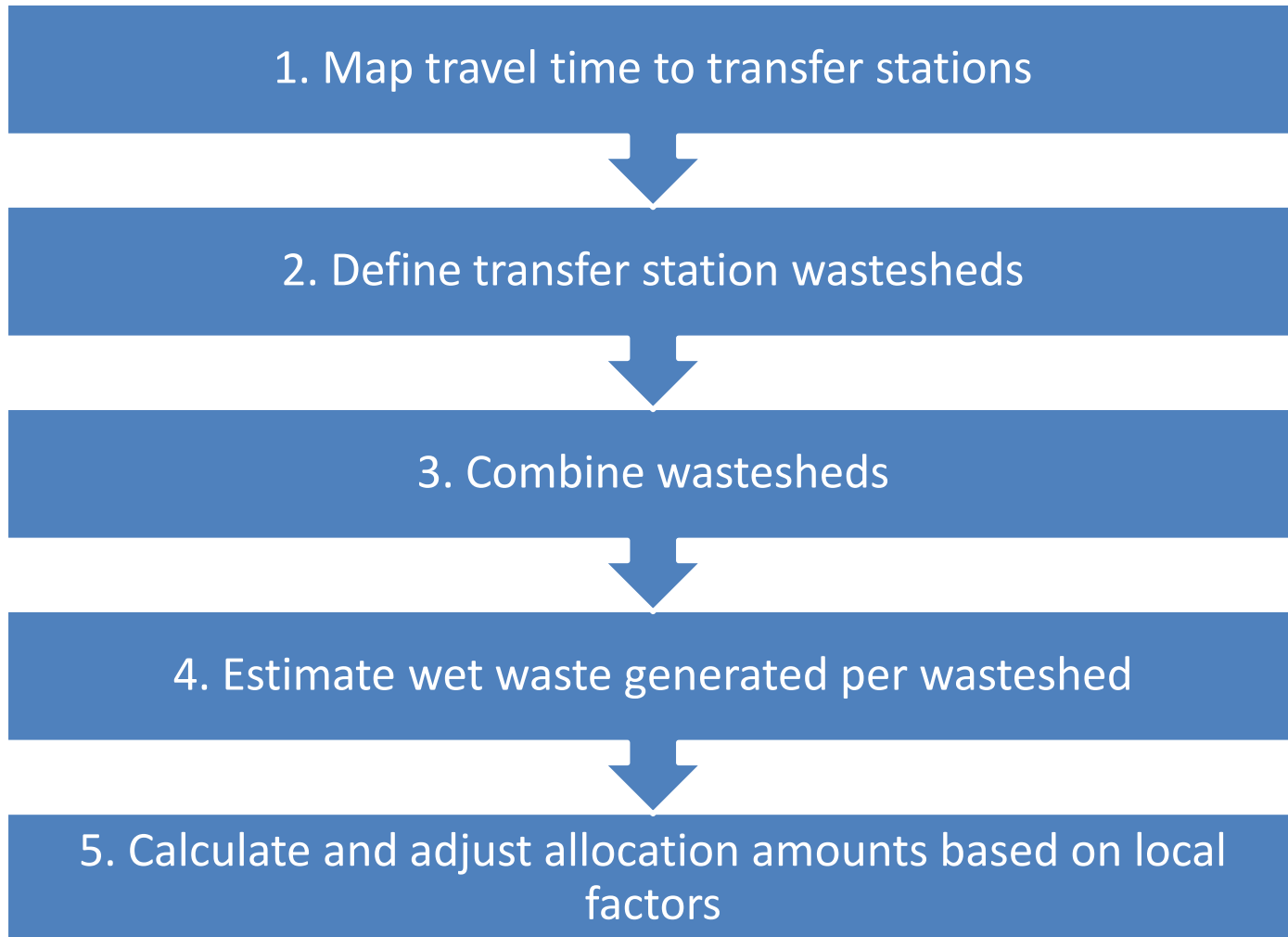


Transfer system configuration

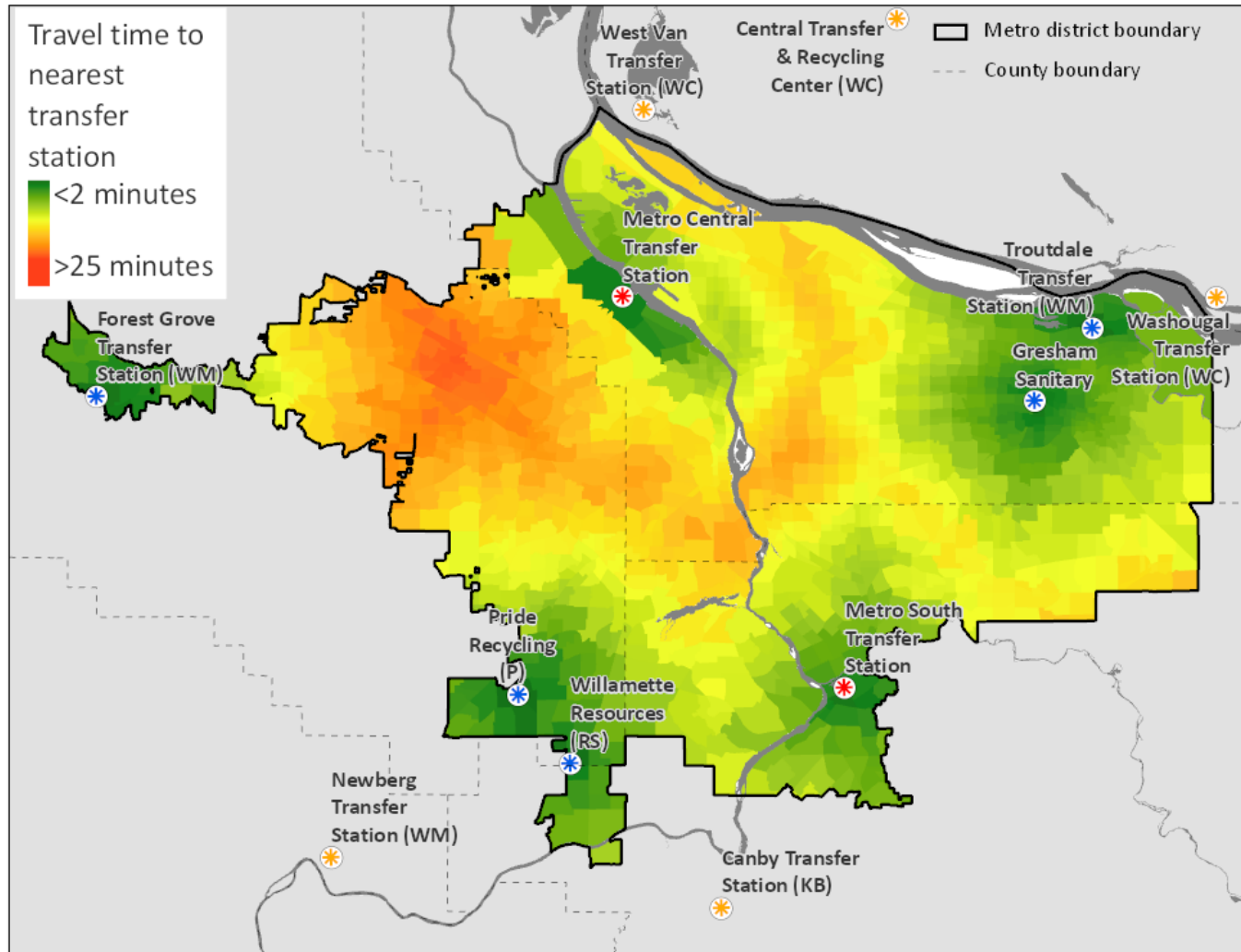
4. Support small businesses
5. Promote more efficient off-route travel
6. Utilize regional transfer system
7. Improve rate transparency



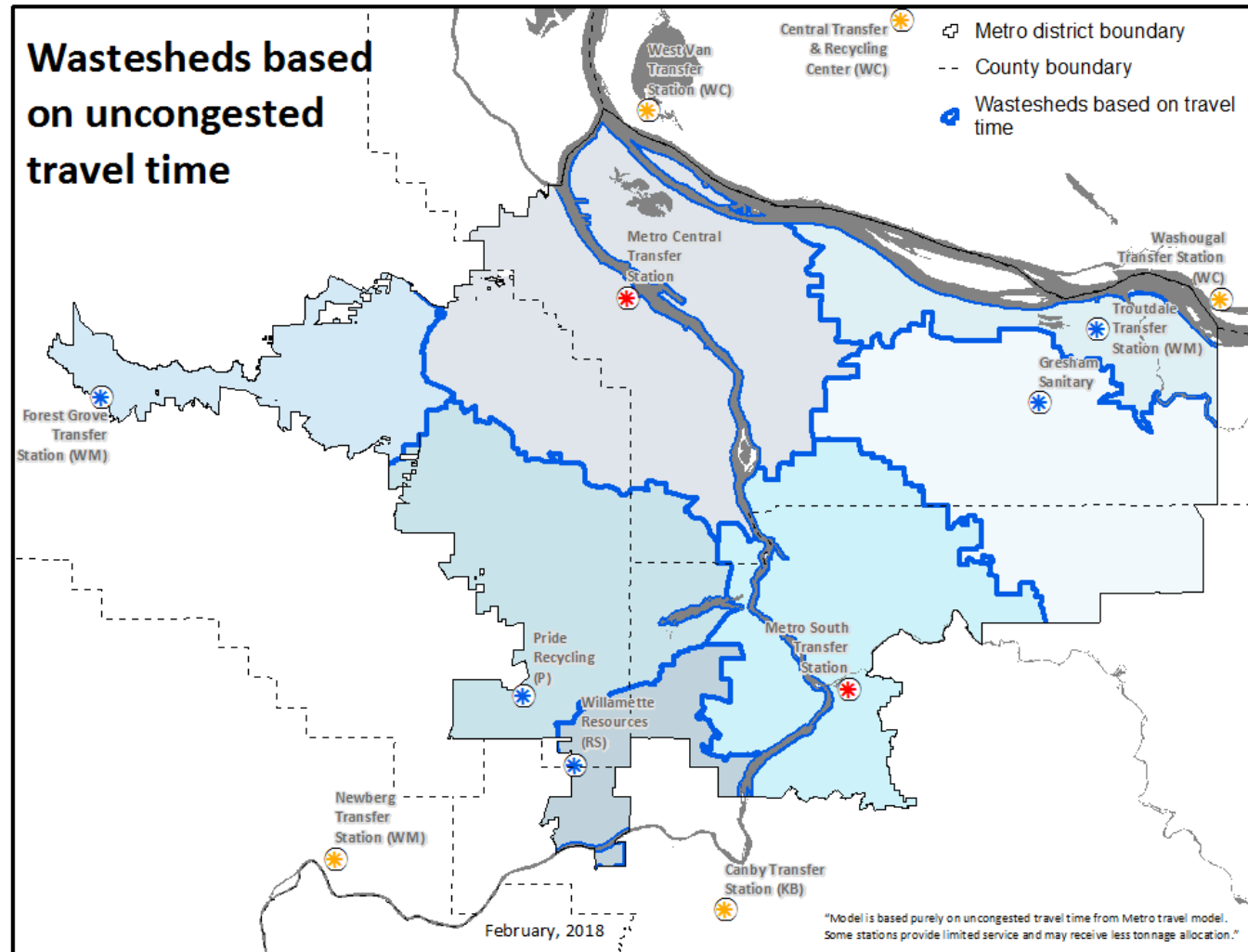
Allocation methodology



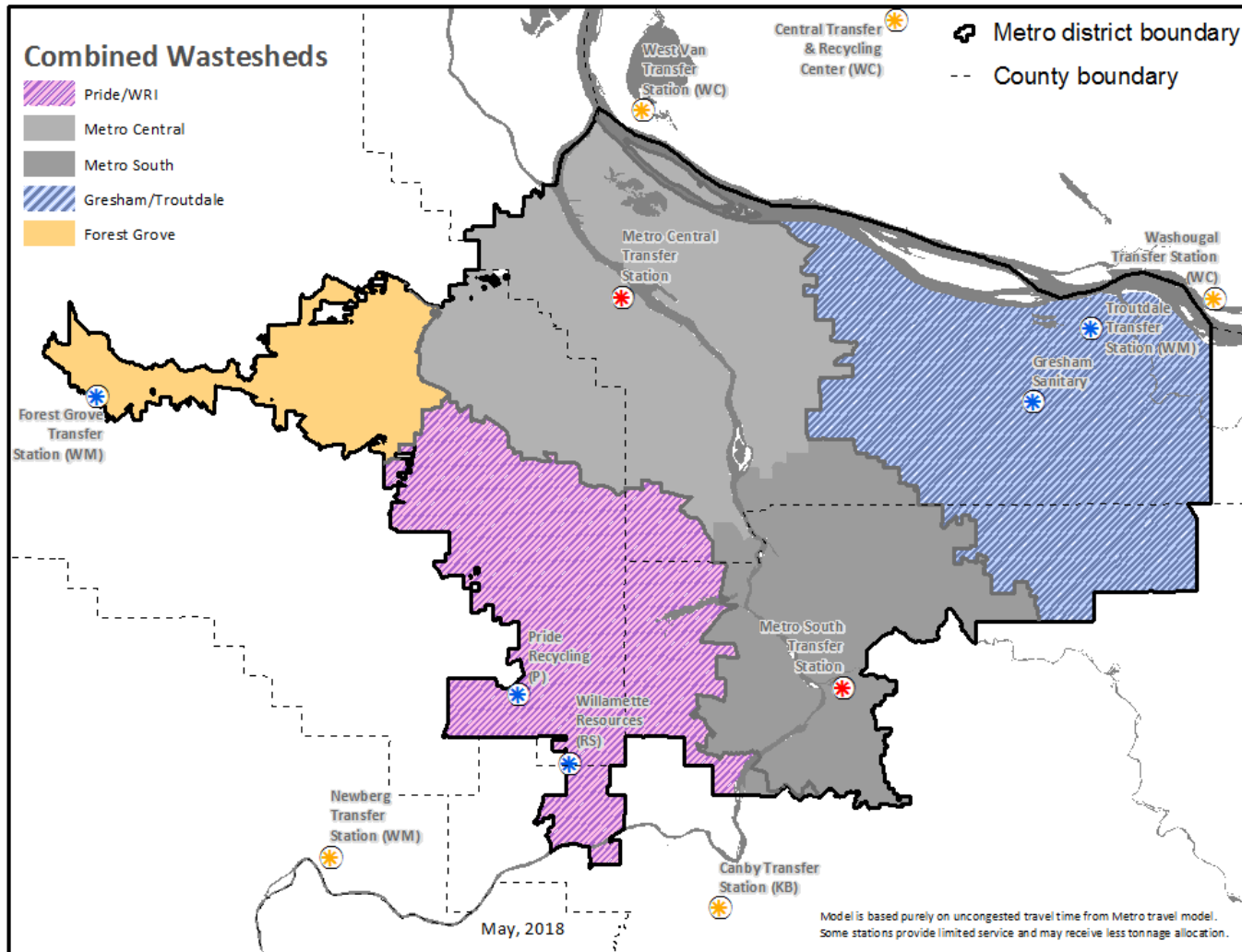
Map travel time



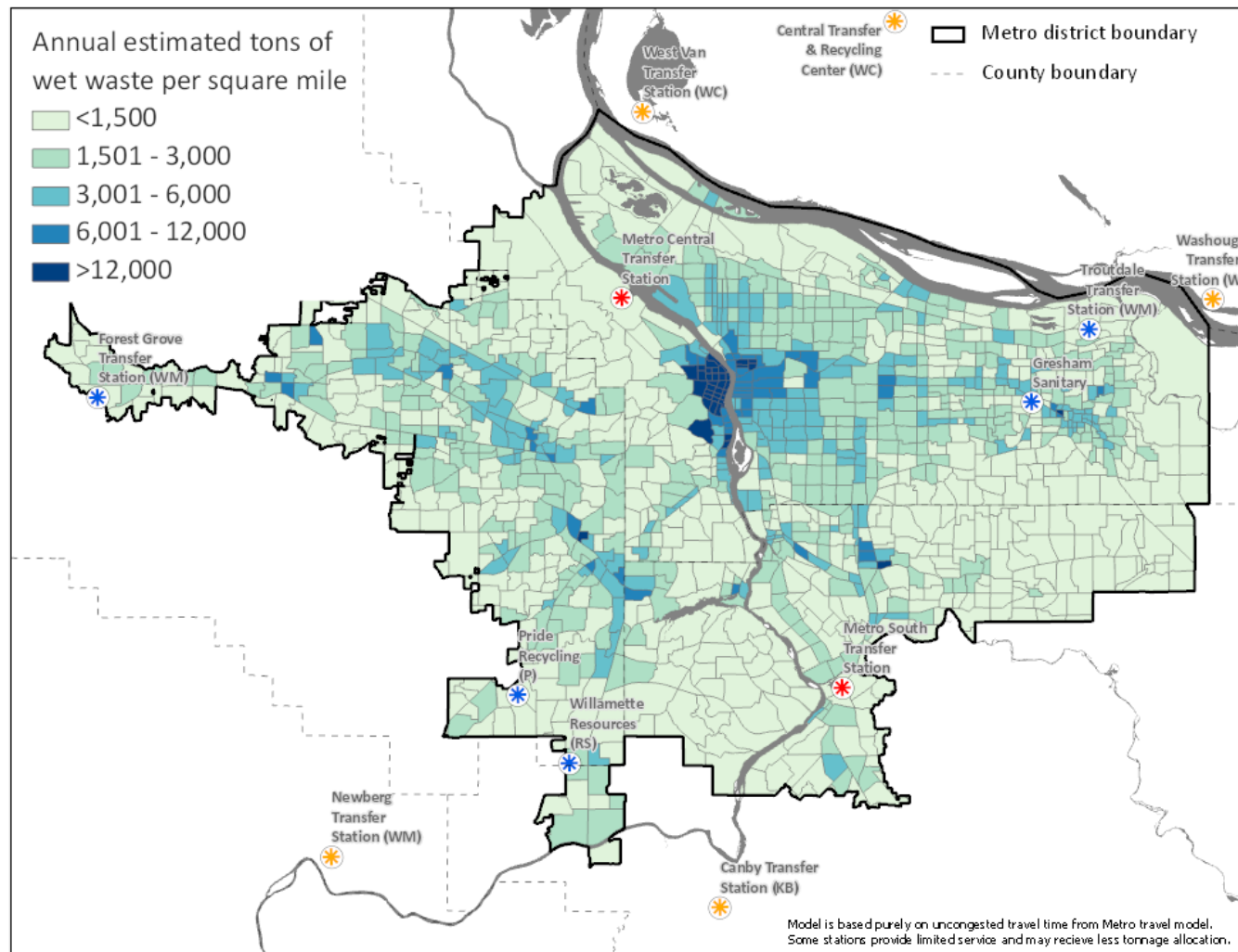
Define wastesheds



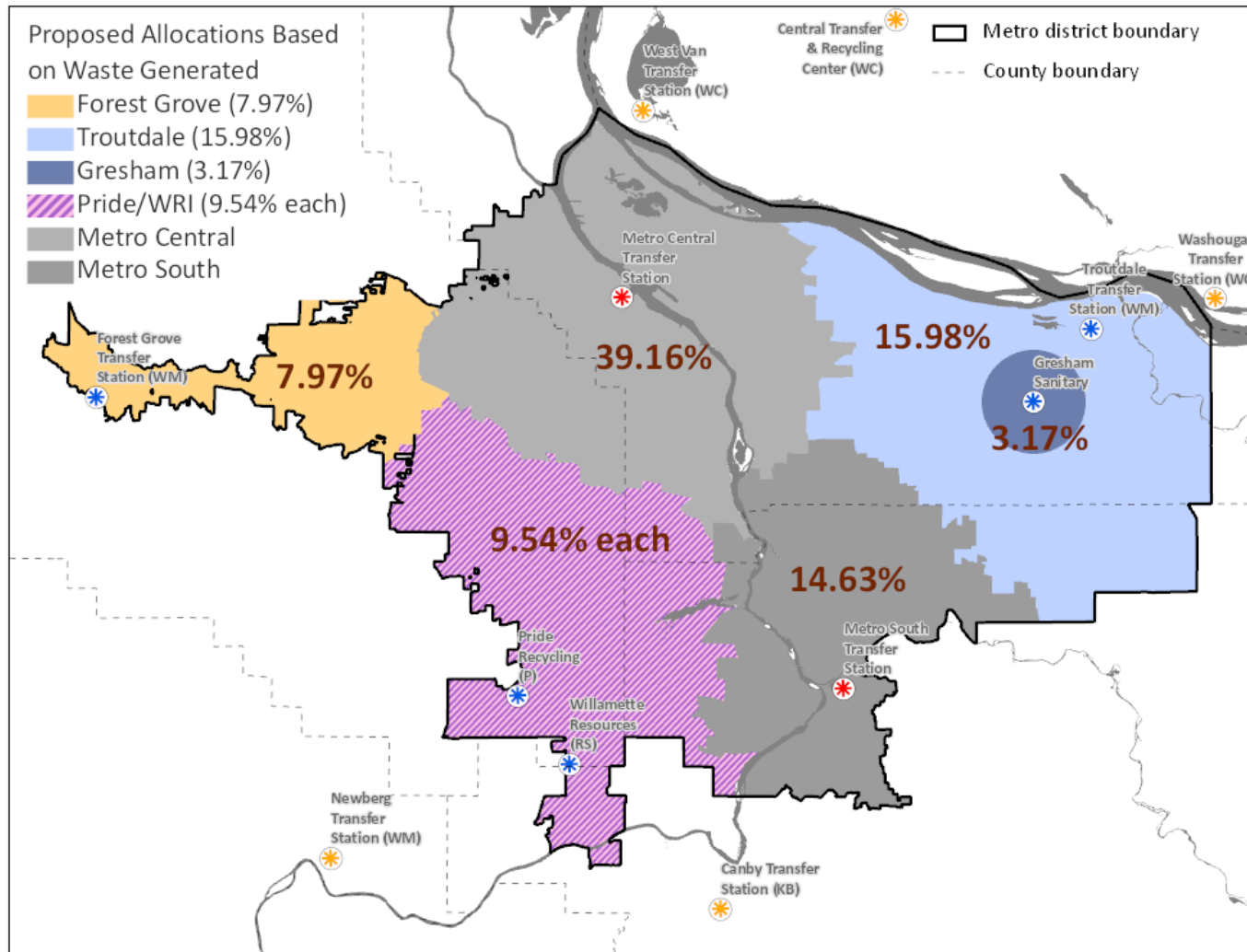
Merge wastesheds



Estimate wet waste generated for each wasteshed



Calculate and adjust allocations based on local factors



Comments about approach

- Timeliness and inclusivity
- Too generalized
- Out-of-region stations
- Parking barns
- Best way to measure proximity to transfer stations
- Not an economic model; does not account for tip fees, vertical integration



Enhancements to consider

1. Evaluate additional data for more detailed future model development
2. Allow limited allocations to out-of-region transfer stations
3. Metro may assign additional tonnage to private transfer stations
4. Variance rule for unanticipated disruptions

What comes next

Staff to consider
incorporating
enhancements into model

Staff to develop legislative
proposal

If Council approves, draft
Code and administrative
rules to be issued for
public comment



Guidance requested from Council

1. Do you agree with staff's recommended approach, including the proposed enhancements?
2. If you agree with staff's recommendation, do you have questions or suggestions about any elements of this new approach or how it would be implemented?
3. Should staff prepare legislation for your consideration that would implement the proposed approach to wet waste tonnage allocation starting in 2020?