

Food Scraps Transfer Capacity Analysis Overview

SWAAC Update May 13, 2015



Overview

- Quick refresher on the Roadmap Food Scraps Capacity project
- Transfer Capacity Analysis Overview
 - Study objectives
 - Information gathering process
 - Findings
- Next Steps

Roadmap Food Scraps Project Refresher

What actions should Metro take to ensure there is adequate and proximate capacity to transfer and process food scraps collected from the region's businesses and residents?

Council Direction to Date

Research paths to address supply

- Required Recovery
- Flow Control
- Financial Incentives

Research paths to address Proximity

- Allow material to flow out of region
- Metro uses resources to get facilities in region

Understanding current and future food scraps transfer capacity is integral in addressing both supply and proximity.

Transfer Capacity Project Objectives

- To gain an understanding of the capacity available at public and private transfer stations in the region to accept and manage 50,000 to 75,000 tons per year of commercial food scraps delivered under a variety of scenarios.
- To gain an understanding of the capacity available at public and private transfer stations or reloads in the region to accept and manage up to 230,000 tons per year of residential food scraps/yard debris mix.
- To gain an understanding of the potential impacts that food scraps would have on existing transfer station operations.

What We Did

- Metro identified transfer facility owners/operators to participate in an analysis of current and potential food scraps transfer capacity.
- In March, CH2M met with 15 facility owners/operators to collect this information.

How was the information gathered?

- One-on-one interviews and select site tours were conducted with the region's transfer facility owners as well as a few selected reloads.

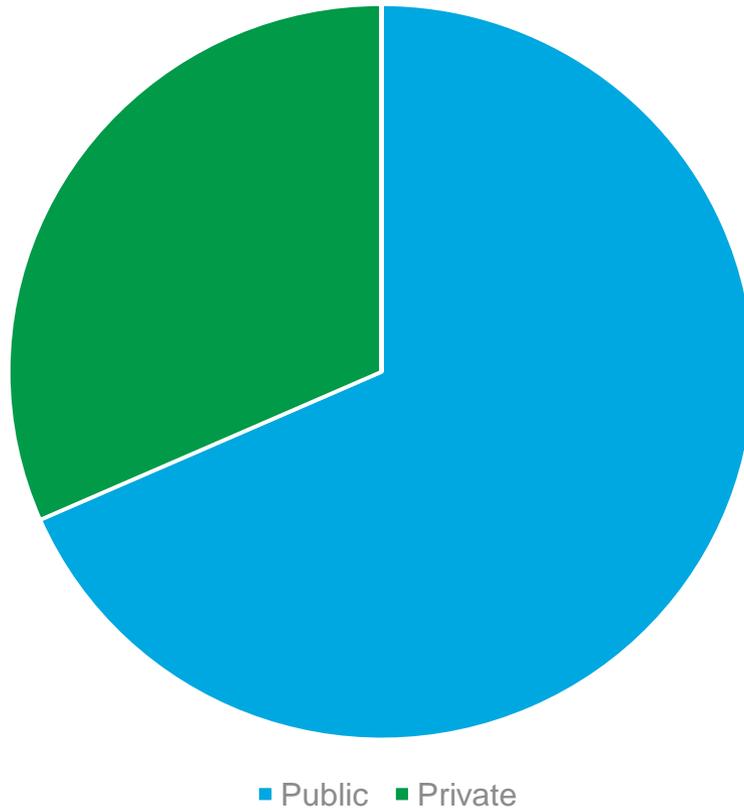
Facility	Address
West Van Materials Recovery Center	6601 NW Old River Road, Vancouver, WA
Forest Grove Transfer Station	1525 B Street, Forest Grove, OR 97116
Troutdale Transfer Station	869 NW Eastwind Dr., Troutdale, OR 97060
Gresham Sanitary Services (GSS)	2131 NW Birdsdale Ave., Gresham, OR 97030
Willamette Resources Inc. (WRI)	10295 SW Ridder Road, Wilsonville, OR 97070
Woodburn Transfer Station	2215 North Front St., Woodburn, OR
Pride Recycling Company	13910 SW Tualatin-Sherwood Road, Sherwood, OR 97140
K.B. Recycling, Inc. Clackamas Facility	9602 SE Clackamas Road, Clackamas, OR
K.B. Recycling, Inc. Canby Facility	1600 SE 4th Ave., Canby, OR
Suttle Road Recovery Facility	4044 N. Suttle Road, Portland OR 97217
Foster Road Recovery Facility	6400 SE 101st Ave., Portland, OR 97266
Metro Central Transfer Station	6161 NW 61st Ave., Portland, OR
Metro South Transfer Station	2001 Washington St., Oregon City, OR 97045
Hillsboro Garbage & Disposal	4945 Southwest Minter Bridge Road, Hillsboro, OR
S&H Recycling	1601 N Columbia Blvd. , Portland, OR

Goal vs. Transfer Capacity

	Goal (TPY)	Currently Manage (TPY)	Additional/ Unused Capacity (without capital upgrades) (TPY)	Additional Capacity (with capital upgrades) (TPY)	Total Potential Capacity With Capital Improvements (TPY)
Commercial Food Scraps	50,000 to 75,000	~30,000	~30,000 to 50,000	~13,000	~73,000 to 93,000
Residential Food/Yard Debris	230,000	~126,000	~119,000 to 129,000	~11,000	~256,000 to 266,000

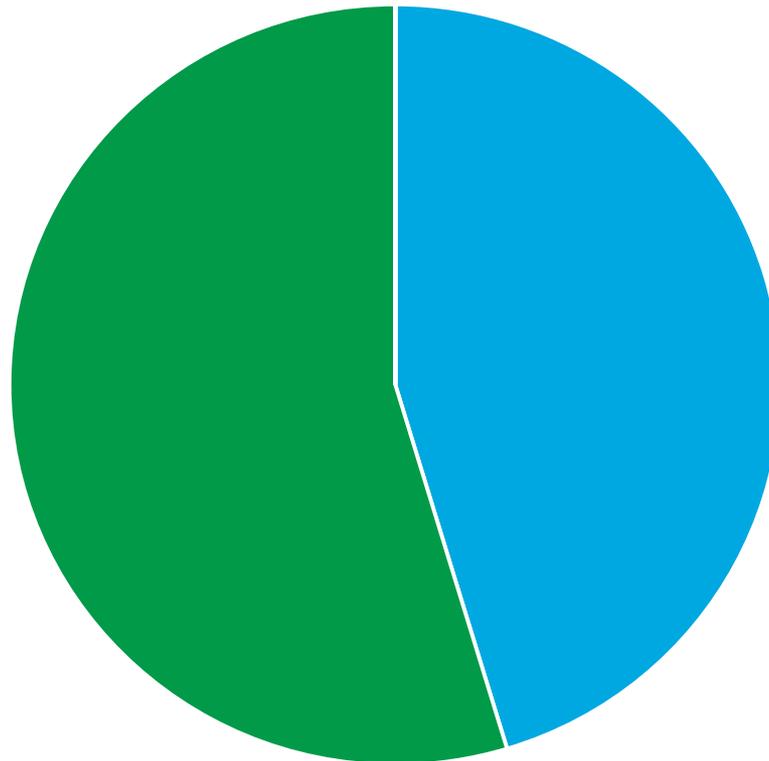
Public vs. Private Potential Total Transfer Capacity Commercial

Commercial Food Scrap Capacity



Public vs. Private Potential Total Transfer Capacity Residential

Residential Food/Yard Debris



■ Public ■ Private

Barriers to accepting food scraps

- Known/nearby processor
- Regulatory/permitting issues
- Contamination
- Truck types
- End markets
- System needs to be structured so all players can be competitive

Incentives that would encourage acceptance of food scraps

- Primary incentive is to make food scraps transfer system economically feasible:
 - Structured so all can be competitive/profitable
 - Grants, loans, technical assistance
- Having a guaranteed/known processor and/or guaranteed flow were also mentioned.

System Impacts

- Overall, the existing transfer system has potential available transfer capacity capable of managing the projected commercial food scraps and residential food/yard debris.
- The overall system capacity does not consider matching the needs of generators to capacity in various sub-geographies within the Metro region.
- Based on the results of this study, we know that unless capital improvements are made the western portion of the region does not have adequate transfer capacity.
- All private facilities provided capacity estimates for scenarios that did not involve displacement of other materials (some required new capital and other operational changes).

How will the information be used?

- To develop options and approaches for efficient and effective food scraps transfer scenarios to serve the region.
- To inform the Solid Waste Roadmap Food Scraps Capacity, Transfer System and Long-Term Discards projects as they go forward.

Next Steps

- A draft findings report has been drafted and is currently being reviewed to ensure accuracy.
- A final report will be complete by late May and shared with the Transfer System Task Force, SWAAC, and posted on the Solid Waste Roadmap web pages.

Thank You

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