



Solid Waste Roadmap

Food Scraps Transfer & Processing Capacity Development

Metro Solid Waste Alternatives Advisory Committee
July 8, 2015



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Project Question

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



Today's objectives

To get SWAAC members' input on options to address capacity.

Presentation Outline

1. Project overview
2. Review of work to date
3. Discussion of options

Key Barriers to Progress

- 1. Supply:** Any investment in processing infrastructure is reliant on confidence in supply of food scraps, which the region cannot currently provide.
- 2. Location:** The goal of “proximate capacity” may not be feasible in the region.

Supply

1. Enact required recovery
2. Use flow control authority
3. Provide financial incentives

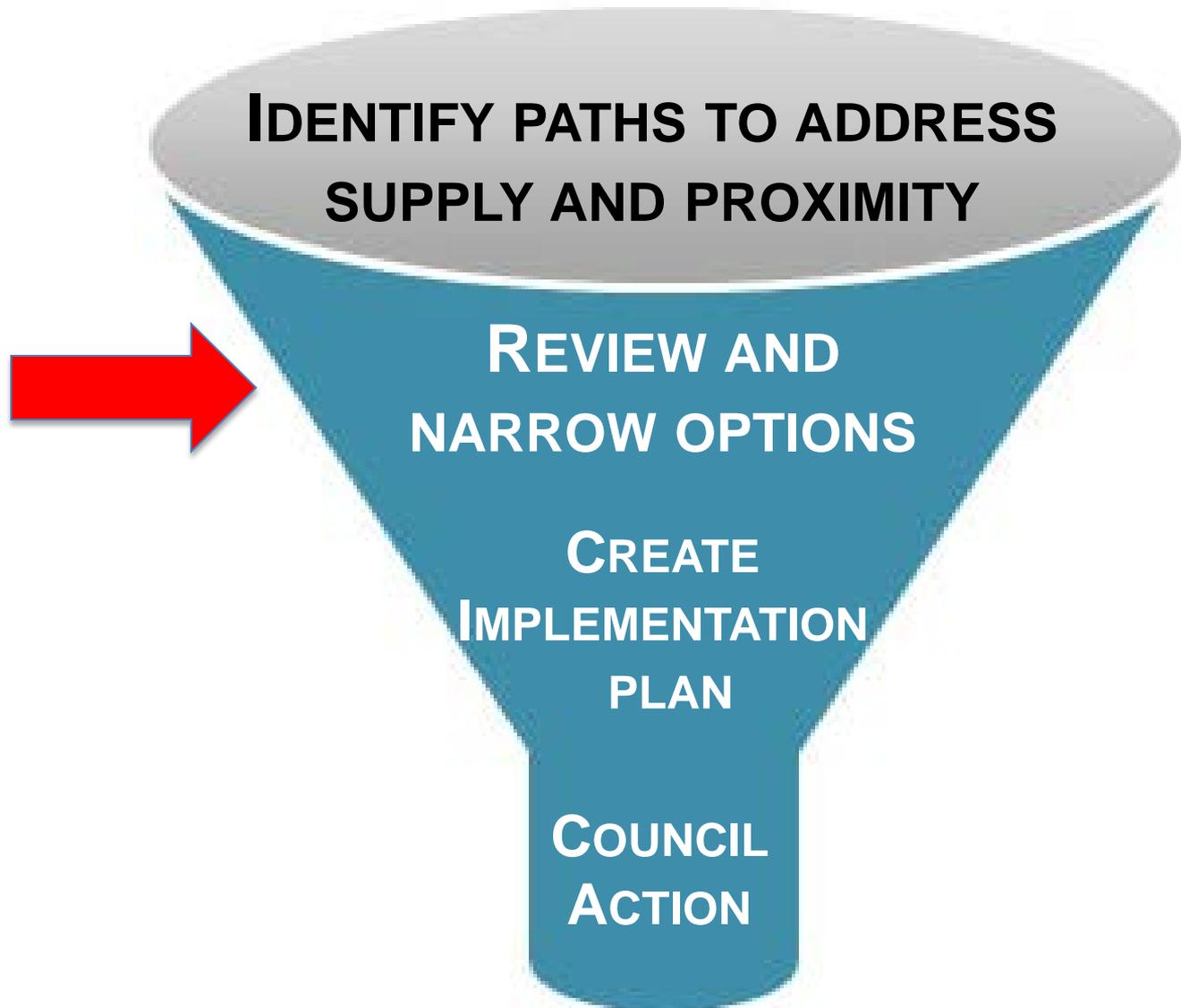


Proximity

Assess impact of sending to distant facilities



Project stages



Commercial vs. Residential Focus



Proximity Analysis

Relative emissions compared to a 10-mile transport distance.

Distance (miles, one way)	Smog/trip (NOx)	GHG/trip (CO2e)	Particulates /trip	Cost \$/mile (\$0.13)
50	4.3x	4.1x	3.4x	\$6.50
100	8.2x	7.9x	5.0x	\$13.00
140	Current distance to landfill (one way).			
300	24.7x	23.8x	15.0x	\$39.00

Questions?



Menu of Options

Generator

Financial Incentives

Required Recovery

Transfer

Status Quo: Each Station Decides

Require Private Stations to Accept Food

Direct Food to Metro Stations

Processing

Status Quo: Transfer Stations Decide

Metro Procures Processing for Region

Metro Offers Financial Assistance

Metro Builds or Partners to Build

Use Distant Processors

Generator Options

Financial Incentives

- Food scraps tip fees at Metro and/or private transfer stations are set substantially lower than solid waste, OR
- Local governments establish subsidized collection rates without tip fee adjustment.

Required Recovery

- Food-generating businesses are required to separate food scraps.
- Haulers must provide collection service to those businesses.

Generator Options: Impacts

Financial Incentives

- Little to no supply certainty.
- Unknown how much cost reductions will incent participation.

Required Recovery

- Supply certainty greater.
- Could be coupled with incentives.

Transfer Services Options

Status Quo: Each Station Decides

- Currently commercial food scraps are handled only by Metro Central and WRI.
- Other transfer stations may or may not choose to offer service.

Require Private Stations to Accept Food

- Metro requires that some or all provide service, depending on regional need.

Direct Food to Metro Stations

- Metro directs all food scraps to its stations.

Transfer Services Options: Impacts

Status Quo: Each Station Decides

- Lack of geographic equity of service.
- No certainty that transfer capacity will be provided.

Require Private Stations to Accept Food

- Provides greater geographic equity of service.
- Would require operational and, possibly, capital equipment changes.

Direct Food to Metro Stations

- Lack of geographic equity of service.
- Private facilities are not system participants.

Processing Options

Status Quo: Transfer Stations Decide

- Food scraps go to processors chosen by each station.

Metro Procures Processing for Region

- Metro selects processor(s) for all of region's food scraps.

Metro Offers Financial Assistance

- Metro provides direct financial assistance (grants and loans)

Metro Builds or Partners to Build

- Metro finances and builds a new facility alone or in partnership.

Use Distant Processors

- Metro procures no new processing and utilizes existing distant capacity.

Processing Options: Impacts

Status Quo: Transfer Stations Decide

- Market-based decisions.
- Dilutes supply of food scraps.
- No system coordination.

Metro Procures Processing for Region

- Creates more stability in supply to limited number of processors.
- May be more stability in tip fee.

Metro Offers Financial Assistance

- May spur private investment and participation.
- No system coordination.

Processing Options: Impacts

Metro Builds or Partners to Build

- Metro would direct food scraps to this facility.
- May be more stability in tip fee.
- Long-term commitment to a particular processing method.

Use Distant Processors

- Food scraps transported long distances, with higher transport emissions.
- Reduced chance of NIMBY
- In most cases, processors are close to their end-product markets.

Questions?



Missing Options?