

Metro | Agenda

Meeting: Transfer System Task Force – Meeting 5
Date: Friday May 22, 2015
Time: 9 to 11:30 a.m.
Place: Room 370 A&B, Metro Regional Center
Outcomes: 1. Agree on provisional problem statement
2. Understand the design of alternatives
3. Comments to be carried to the Metro Council

- 9:00 1. Welcome Faust
- > • Introductions and announcements
 - > • Summary of Meeting 4
 - > • Presentations postponed
Scheduling conflicts again prevent presentations at this meeting on Metro's Long Term Management project, and "case studies" that illustrate types of decisions that the system may face in the future. In the interim, a short paper describing the Long Term Management project is attached for the information of Task Force members.
- 9:15 2. Moving toward design of options Anderson
- > a. Evaluation criteria
Results of the ranking exercise.
 - > b. Revised problem statement
Staff's response to the discussion of the Problem Statement at the last meeting.
 - c. Draft configuration options
Drawing from the revised problem statement and introduction to this topic at the last meeting, staff will walk through the construction of some preliminary options for configuring the system. This discussion is intended to kick off the "Design" phase, which is central to this project.
- 10:30 3. Presentation to the Metro Council Anderson
- > *Staff is scheduled to discuss the Transfer System project with the Metro Council at its public work session on Tuesday May 26. Under this agenda item, Task Force members will identify comments and questions that they want staff to carry to the council. The Work Session Work Sheet is attached for members' reference.*
- 11:15 4. Comments from the public
- 11:25 5. Wrap up and adjourn Faust
- Recap outcomes; confirm information requests, and next meeting date and agenda.

Key to symbols

- > Material included with this agenda
- Copies of all background materials will be available at the meeting

Transfer System Configuration Project

This project focuses on the region’s system of solid waste facilities. The Metro Council has charged the project staff with determining *what management model for the system best serves the public interest*. The project scope includes delivery of services, implementation of public policies, public and private roles, and the economics and governance of the system. The policies and actions that emerge from this project will help shape the future of the regional transfer and recovery system. Options are scheduled to go before the Metro Council in Winter 2015.

Project Manager

Douglas Anderson, Metro
Policy Advisor

Project Steering Committee

Tim Collier, Metro Finance and Regulatory Services Director	Scott Robinson, Metro Deputy Chief Operating Officer	Roy Brower, Metro Compliance and Cleanup Manager
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Project Team

Steve Faust Cogan Owens Greene	Jim Owens Cogan Owens Greene	Jan O’Dell Jan O’Dell Communications
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Transfer System Task Force

The Transfer System Task Force is comprised of stakeholders that Metro has asked to advise on this project. The Task Force meets on an as-needed basis, and occasionally will host presentations by outside specialists or interested parties. Task Force meetings are open to the public.*

Organization	Representative	Alternate
City of Roses Disposal and Recycling	Alando Simpson	—
Environmentally Conscious Recycling	Vince Gilbert	Vern Brown
Greenway Recycling	Terrell Garrett	Eric Wentland
Gresham Sanitary	Matt Miller	Larry Head
Kahut Waste Services	Andy Kahut	—
Metro Solid Waste Operations	Paul Ehinger	Bruce Philbrick
Pride Recycling	Mike Leichner	—
Recology	Greg Moore	Carl Peters
Republic Services	Brian May	Ray Phelps
Waste Connections	Jason Hudson	Dean Large
Waste Management	Dean Kampfer	Bill Carr

* To be added to the mailing list contact Steve Faust of the project team (steve.faust@coganowens.com) and include “Transfer system project” in the subject line.

Solid Waste Roadmap
Project 1
Long Term Management

Garbage is a resource we literally throw away. How can we make the most of it?

Metro is looking at different options for managing our region's garbage after its current landfill contracts expire at the end of 2019.

Currently most of our region's garbage is sent on long-haul trucks to the Columbia Ridge Landfill near Arlington, Oregon, about 150 miles east of Portland. This landfill, owned and operated by Waste Management, has received much of our region's garbage since the early 1990s. One option for the future would be to continue sending much of the garbage there or to other similar landfills for burial.

There are also other technologies that are used throughout the world that offer the potential to capture energy from the unwanted and non-reusable stuff we roll to the curb. Metro staff has begun to study what some of those technologies are and identified five approaches that could offer potential for capturing more value from waste:

- **Landfills:** Continuing to send garbage to landfills where methane is extracted from the decaying waste
- **Combustion:** Burning garbage to create heat and electricity
- **Gasification:** Heating garbage at very high temperatures (1800 degrees Fahrenheit and higher) to create gases and break down into simple compounds that can be used for electricity generation or other chemical processes
- **Anaerobic digestion:** Using bacteria to break down biodegradable material without oxygen to produce methane and carbon dioxide for electricity, natural gas or other fuels
- **Refuse-derived fuels:** Developing new fuels from garbage that can be used in power plants and for other industrial purposes

Some of these technologies would require new facilities, known as advanced material recovery facilities, to sort through and remove recyclable and reusable materials from garbage so that the leftover waste can achieve better results in energy development.

On July 15, 2014, the Metro Council held its first work session to discuss these different technologies and direct Metro staff to study them further. The Metro Council will have further discussions over the next year about long-term management technologies for garbage. No decisions about a preferred technology will be made until Summer 2015 at the earliest.

More Information

News release: *see next page*

Two project documents are now posted on the Transfer System website:

- Report: Analyses of selected waste scenarios
- Presentation on request for expressions of interest

Go to www.oregonmetro.gov/transfersystem and scroll down to "Related Information"

Metro News

Metro looks at alternatives for managing the region's garbage

By Ben Kittelson

Bylined writers are Metro staff. Stories with a byline do not necessarily represent the opinions of Metro or the Metro Council. [Metro News](#) is committed to transparency, fairness and accuracy.

Submitted: Jul 18, 2014 03:39pm



Coffee cups, granola bar wrappers and chip bags all have one thing in common. They end up in a landfill. Despite the best of intentions and focus on recycling and reducing there will always be items that end up needing to be disposed of and usually those items end up in a landfill.

But on July 15 the Metro Council heard about options that could reduce the amount of stuff that the region ships off to a landfill.

At the end of 2019 the contracts for how the region disposes of 90 percent of its trash will expire, and Metro will have to decide well before then whether to adjust how that waste is managed.

In response to the 2019 deadline Metro staff has been looking at the alternatives that are out there for taking care

of solid waste. Initially solid waste staff investigated 14 technologies for managing solid waste. Some are familiar, like landfills, and others are cutting edge, such as pyrolysis, a process of converting waste to gases, liquids and solid fuels like charcoal).

After investigating all of the options, several were eliminated from consideration because there were either unfeasible or unproven. A handful will be examined further and given to the Council for eventual decision.

"We believe we are obligated to at least consider these other options," said Paul Ehinger, Metro's solid waste operations manager.

Some of those options have plenty of upside, both for decreasing the amount of garbage that eventually ends up in a landfill and potentially for being a source of revenue.

One solution, called advanced materials recovery, is being used in San Jose, Calif. and is a way to divert some recyclables from getting in landfills. This type of management requires advanced machines to do the sorting or lots of people to manually grab recyclables out of the trash. But it's estimated that advanced materials recovery can increase the recycling rate by 10 to 20 percent.

Other options being considered have the potential to recover energy that can be sold to utilities companies or on the open market.

Direct combustion, or burning trash, has made big leaps in recent years. According to Rob Smoot, a chemical engineer for Metro, the process of recovering energy from burning trash has gotten 1000 times cleaner than 30 years ago and 10 times cleaner than 10 years ago.

Two more scientific processes are also under consideration, gasification and anaerobic digestion. Both of these approaches create gases, which are then used to create electricity or used as alternative fuels. The electricity can be used to power the solid waste plant and can even be sold to utility companies. Fuels created can be used by industry and can serve as substitutes for coal and other fossil fuels.

Ehinger and Smoot also indicated that the continued use of landfills as a primary disposal method is one possible outcome, and may be the cheapest option. But considering these alternative options isn't just about reducing trash.

"It's not just about waste energy," said Councilor Carlotta Collette during this week's council work session. "It's about getting the best value for the public's money."

After the initial discussion on Tuesday, Metro staff will continue to study these options and are scheduled to report again to the Council early next year.

Transfer System Configuration Project Criteria for Evaluating Options

The results of the ranking exercise at the April 30 meeting are summarized in this paper.

- The original six criteria (A through F) are reproduced as presented on April 30
- A seventh criterion added by the Task Force is shown as Criterion G
- Edits and comments on the original text are shown in 'redline' (~~deletions~~ and additions)
- The consensus rankings and staff's interpretation of members' comments are shown in **blue font**

Using the criteria. We will use our criteria to evaluate various system configurations in order to decide which option(s) the Task Force wants staff to recommend to the council. The rankings can also be used to explain why certain options were forwarded, and why others were not.

Results of the Ranking Exercise

Criterion 1	Rank
Protect people's health	1
Discussion <ul style="list-style-type: none"> • Protecting health is a threshold public need. • In our context this entails regulating: <ul style="list-style-type: none"> ○ Releases into groundwater and the air, ○ Nuisances and risks such as noise, vectors, dangerous stockpiles, dust and litter. • This criterion overlaps "Protect the environment." 	Explanation <i>Protecting health is fundamental to the purpose of the solid waste system.</i>

Criterion 2	Rank
Protect the environment	2
Discussion <ul style="list-style-type: none"> • Protection of the environment is a widely accepted public need. • In our context this entails regulating: <ul style="list-style-type: none"> ○ Releases into groundwater and the air; ○ Externalities such as vectors and dust. • In our context this would also entail a configuration that helps to reduce/minimize the environmental footprint of SW facilities and related operations. • This criterion overlaps "Protect people's health." 	Explanation <i>Protecting the environment is fundamental policy for the solid waste system.</i>

Criterion 3

Rank

Get good value for the public's money

3

<p>Discussion</p> <ul style="list-style-type: none"> • The intention of this criterion is clear from the statement. • But this criterion does not simply mean “least cost” or that “cost doesn’t matter.” • This criterion means that we balance cost with the services that are needed to meet the objectives of the system. In most cases this will mean the lowest cost option of all the options that meet our needs. 	<p>Explanation</p> <p>The Task Force noted the importance of the second and third bullets (left) in clarifying the intent and application of this criterion.</p>
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Criterion 4

Rank

Consider public and private investment in the system

4

<p>Discussion</p> <p>The Task Force added this criterion.</p>	<p>Explanation</p> <p>The Task Force acknowledged that investment is technically embedded within the “Good Value” criterion. But investment costs and risks are large and important, and can easily be overlooked unless specifically called out. For these reasons the Task Force prefers a separate criterion on investment.</p>
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Criterion 5

Rank

Ensure adequate and reliable services are available to all customers

5

<p>Discussion</p> <p>The purposes of this criterion are:</p> <ol style="list-style-type: none"> 1. To ensure that all <i>necessary</i> services (such as wet waste transfer) are provided; 2. To ensure that desirable, but perhaps not necessary, services are given consideration; 3. To give consideration to the geographic location of services. This is essentially a question of equity. 	<p>Explanation</p> <p>Comments focused on self-haul, with emphasis on the need to right-size and right-price this service so it complements – but doesn’t compete with – collection.</p> <p>A level of self-haul also provides a market alternative for generators who are dissatisfied with their franchised hauler.</p>
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Criterion 6

Rank

Maintain our commitment to the ~~highest and best use of materials~~ solid waste management hierarchy set forth in state law.

6

<p>Discussion</p> <ul style="list-style-type: none"> In our context, tThis criterion means application of the same principles that underlie the solid waste management hierarchy, <u>ORS 459.015(2)</u>. In brief, the hierarchy states that, after consideration of technical and economic feasibility, the priority for managing waste is: <ol style="list-style-type: none"> 1. Reduce 2. Reuse 3. Recycle 4. Compost 5. Recover energy 6. Landfill disposal 	<p>Explanation</p> <p>The relatively low ranking is not intended to reflect a low priority or importance of this criterion; but rather, to recognize the fact that it will already be embedded in any policy the transfer system is expected to implement – and that giving it a high ranking <i>for this project</i> could amount to double-weighting.</p> <p>The original wording, <i>Maintain our commitment to the highest and best use of materials</i>, is adequate for communicating with some lay audiences, but the meaning of the specific phrase, “highest and best use” has been the subject of dispute in interpreting the application of the law. The revised wording is intended to be clear on intent for this project.</p>
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Criterion 7

Rank

A system that is flexible and responsive to changing circumstances

7

<p>Discussion</p> <ul style="list-style-type: none"> In our context, this criterion means that the system is governed in a way that is responsive to changing circumstances, whether they be external (such as a change in law or rise of opportunity), or policy choices of our own making. It also means that the system is positioned to accommodate or adapt to these changes, economically and in the built environment. 	<p>Explanation</p> <p>The relatively low ranking reflects the Task Force’s judgment that transfer stations and recovery facilities are inherently flexible. This ranking might not apply to other projects where flexibility is important, but is not an inherent characteristic.</p>
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Revised Problem Statement

The Task Force did not come to closure on the problem statement at the last meeting.

Staff presented the following draft as a starting point:

The current system is not ideally positioned to deliver key public benefits – now or in the future.

Members' comments suggested shortcomings in the draft. A sampling of themes:

- Defining the problem in terms of “the system” is too broad, and “ideally positioned” is open to too much interpretation. The statement needs to be more specific.
- The physical system is flexible and adaptable and can respond well. The system of facilities is least of our problems in adapting to change.
- A bigger challenge is coordinating all the parts of the whole system. The public sector needs to help resolve the chicken-or-egg problem.
- Using food scraps as an example: generator participation, efficient collection, final processing options – and coordinating all of these actions – are the big issues.
- Metro has to ask us or tell us what it wants. If costs can be covered, then it can happen.
- The public sector needs to help out on uncertainty and risk. Not many operators are prepared to invest if prices and flows are unknown.

As a result of this discussion, staff proposes a revised problem statement, narrowing the scope of the statement and making it more specific to Metro.

Proposed revision of the problem statement

Metro's current approach to guiding the disposal system is not well positioned to deliver key public benefits – now or in the future.

Staff asks that members come prepared to discuss this revision – or your own version of a problem statement – with the goal of coming to closure on this issue.

PRESENTATION DATE: May 26, 2015

LENGTH: 1 hour

PRESENTATION TITLE: Solid Waste Roadmap: Transfer System Configuration Project

DEPARTMENT: Finance and Regulatory Services

PRESENTER(S): Douglas Anderson, 503-797-1788, doug.anderson@oregonmetro.gov
Scott Robinson, 503-797-1605, scott.robinson@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform councilors of options that have emerged since the last Work Session.
- Outcome: Councilors direct staff on the policy direction for alternatives.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Project Background. The Transfer System Configuration Project is one of the six planning elements of the Solid Waste Roadmap Program. The purpose of the project is to determine what model of the public-private transfer system best serves the public interest. “Public interest” is defined as delivering on the six public benefits previously presented to the Metro Council.

Since the last engagement with the council, staff has been working independently and with stakeholders – including an 11-member Task Force whose members represent facilities that handle over 95 percent of the region’s tonnage and over two-thirds of the hauling interests – on background, history, assessment, critical issues, and evaluation criteria. The Task Force has met four times (as of this writing) and is about to finalize its statement of the problem and move into constructing alternatives.

As the project is about to enter the alternatives-building phase, staff is seeking council’s guidance on the policy direction for that work.

Policy Background: the system evolved, not planned

In the late 1980s, Metro planned an all-public transfer system consisting of six facilities: four full-service transfer stations located throughout the region to provide good access; and two alternative technologies – a municipal waste composter and a municipal waste burner – to extract energy from discards and reduce the region’s reliance on landfilling. (See maps attached to this work sheet.)

Metro was immediately confronted with two challenges: the cost of the new system, and an increase in emphasis on recycling.

Costs arose from new operations, transport and disposal contracts; debt service; and new regional responsibilities (mainly household hazardous waste, landfill closure, and waste reduction planning). Between 1988 and 1992 Metro’s tip fee rose from less than \$20 per ton to \$75, and was projected to balloon to over \$100 as the system was built out.

The increased emphasis on recycling came in the form of the Oregon Recycling Act (1991), which established recycling goals, strengthened curbside collection programs, and initiated active

development of markets for recycled materials. While Metro supported this shift in emphasis, Metro became concerned that the size of the remaining waste flows would not support the full six facility disposal system.

As a result, the Metro Council cancelled the plan after only two facilities were in operation (Metro Central and Metro South stations; see attachment).^{*} However, cancellation of the plan meant there would be service gaps in dry waste recovery, wet waste transfer, self haul, and convenient access. So Metro called on the private sector to invest in new, smaller facilities designed to fill these gaps.

However, Metro did not update its disposal system policies or regulatory code until 1998. And even then, Metro's regulations did not set service expectations or locational guidelines. Instead, the regulations focused on ensuring that the private sector complied with the financial, contractual and legal commitments^{**} that Metro had made on behalf of the region to implement the original plan.

Therefore, the physical system we observe today (see map) is largely a result of private initiative, molded by Metro's regulations around compliance with commitments and the influence of Metro's transfer stations on the market.

The Policy Option: more intentionality about expectations for the system

For the last 15 years, tonnage handled by the private sector has grown faster than tonnage through the Metro stations. As a result of its shrinking operating footprint, Metro has found it increasingly difficult to deliver public benefits through its transfer stations – either by direct provision or by influencing the market. And Metro's legacy of “passive” regulation (that is, reacting to private initiatives rather than guiding them) is limited in its ability to ensure that public benefits are delivered by private operators.

In order to ensure delivery of public benefits, staff proposes that the planning alternatives for the transfer system be based on a more intentional, objectives-based approach to guiding the system.

For example, in the current system, Metro does not *require* any private facility to provide self haul services; it is simply allowed at the operator's discretion. As a result, only three of the eight major private facilities have decided to accept self haul. Suppose Metro were to determine that more self haul opportunities are needed. There are a number of ways to ensure implementation. Metro could specify service requirements at each facility. Or Metro could establish incentives to provide service. Or a facility could pay to have another facility fulfill its obligations. But the main change from the status quo: Metro would focus more on outcomes, and allow flexibility on the methods by which policies and services could be implemented.

QUESTIONS FOR COUNCIL CONSIDERATION

- Do councilors agree that staff should develop planning alternatives for the transfer system based on an intentional, objectives-based approach to guiding the system?
- What other information would councilors need to be able to weigh in?

PACKET MATERIALS

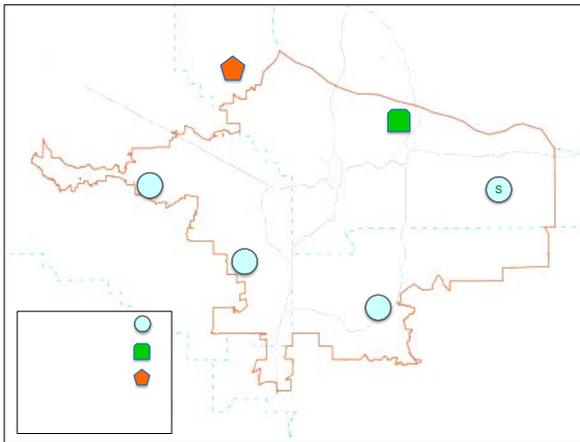
- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- Other materials (attached): “Evolution of the Regional Transfer System” graphic

^{*} The composter was built, but closed within 10 months due to technical problems. Cancellation of the burner and closure of the composter meant the region would not benefit from facilities that provided an alternative to landfilling.

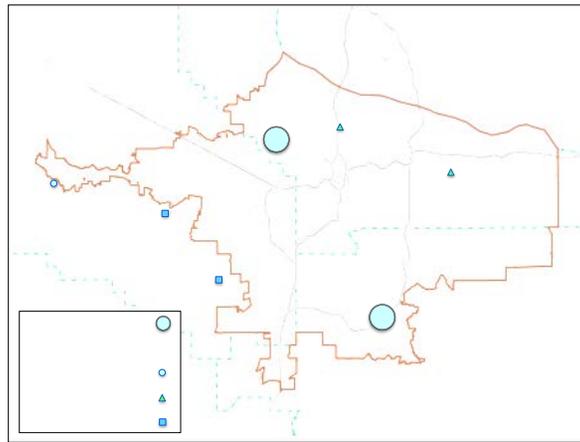
^{**} Principal among these: the bond covenants, and the obligation to deliver 90% of the region's waste to one company's landfills.

Evolution of the Regional Transfer System

**All-Public System Planned
(1988)**



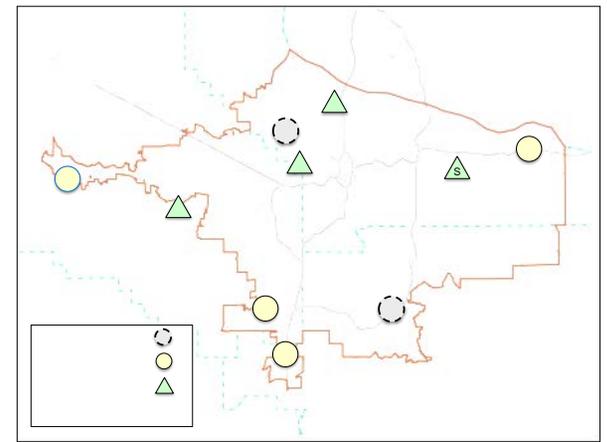
**Two Facilities Built
(1992)**



- Service Gaps**
- Dry waste recovery
 - Wet waste transfer
 - Public self haul
 - Access (locations)



**The System Today
(Public-Private Hybrid)**



- Metro Encouraged Private Investment**
- Regulations designed to protect Metro contracts and finance
 - Not addressed
 - Service expectations
 - Location guidelines

**Transfer System Configuration Project
Task Force Meeting #4
Thursday, April 30, 2015
Draft Meeting Summary**

Attendees

Members: Jason Hudson, Andy Kahut, Dean Kampfer, Mike Leichner, Brian May, Matt Miller, Greg Moore

Alternates: Vern Brown, Ray Phelps, Bruce Philbrick

Staff: Doug Anderson and Joel Sherman, Metro; Steve Faust and Jim Owens, Cogan Owens Greene; Jan O'Dell, O'Dell Communications

Guests: Theresa Koppang, Washington County; Dave White, ORRA; Roy Brower, Andy Cotugno, Tim Collier, Ken Ray, Katie Reeves, Scott Robinson, Metro

Outcomes identified for this meeting

- Evaluation criteria, weighted or ranked
- Problem statement
- First-draft system configuration options

Introductions and announcements

Following introductions, Mr. Faust asked if anyone had any comments on the summaries from the March 13th or April 2nd meetings. There were no amendments or comments.

Roadmap update

At the first Task Force meeting, Jennifer Erickson asked members to participate in the study to evaluate capacity for the food waste transfer system. That study is complete and a draft report will be posted to the website as soon as it is ready.

Criteria for evaluating configuration options

Mr. Faust noted that members have a worksheet in their meeting packet. He reminded the group of their charter, which states that the group shall operate according to the “general agreement” model, whereby there need not be consensus, but members shall strive to come up with recommendations that each can agree with, can live with, or agree not to oppose. The rankings made today are not final; if new information comes to light or circumstances change, the Task Force can make changes.

Mr. Faust asked if the members thought that any of the criteria needed explanation or further clarification. He noted that the Task Force is free to refine and add to the criteria. He noted that in the past, the group has raised that “protecting the investments of the private sector” as a criterion that should be included.

Mr. Faust then asked members to share their rankings. Several did, followed by discussion about criteria that appeared to receive similar rankings from a number of members.

Mr. Faust noted that there appeared to be agreement that “Protecting people’s health” (Criterion A) and “Protecting the environment” (Criterion B) were weighted in the top two of all the criterion. He asked if members felt that A or B should be given a higher weighting.

Several members said that public health should rank first. There appeared to be agreement.

Mr. Faust then asked whether “Protecting public and private investment,” a criterion not yet on the list, could be rolled into Criterion C, or if it should a unique criterion.

Several members stated that it should be its own criterion; that it should be a clear and concise statement about protecting private investment, facility capital, and the cost to get to facilities. “Protecting public and private investment” was added to the ranking sheet as Criterion G.

One member commented on Criterion D, “Maintain our commitment to the highest and best use of materials,” saying that the private sector does that everyday, and that it didn’t need to be called out. Discussion followed about whether highest use should be on the list at all. Comments seem to tilt toward that it should be, because sometimes highest use is in conflict with other criteria, and it may figure into trade-off discussions.

Mr. Faust then noted that, based on member rankings, Criterion C, “Get good value for the public’s money,” seemed to be ranked third After A and B. He asked if members agreed. There were no objections.

Mr. Faust then asked members to share their rankings for Criterion D, E, F and G ranking. (D: “Maintaining our commitment to the highest and best use of materials.” E: “A system that is flexible and responsive to changing circumstances.” F: “Ensure adequate and reliable services are available to all customers.” G: “Protecting public and private investment.”) Several members changed their ranking of those criteria now that G was added to the list. The group discussed the relative ranking of D, E, F and G.

Mr. Anderson and Mr. Sherman then adjusted members’ rankings on a flipchart. The final ranking:

A = 1

B = 2

C = 3

D = 6

E = 7

F = 5

G = 4

Not everyone agreed, but said they could live with that for now. Mr. Faust said that the group could get more nuanced with the weighting going forward.

There was a question and then discussion about the language “solid waste hierarchy” in terms of highest and best use. Several members said the language should be made more clear. Mr. Anderson affirmed that the solid waste hierarchy is understood to be “reduce, reuse, recycle, dispose.” The highest and best language was developed for communication with the lay public, but he said he would make sure it was clear in the notes from these discussions.

Mr. Faust then asked if Task Force members were comfortable with the rankings for today. There were no objections.

Problem statement

Mr. Anderson gave a PowerPoint presentation to help frame the discussion about a problem statement and designing alternatives. The PowerPoint will be posted to the project website at: <http://www.oregonmetro.gov/transfersystem>.

Draft problem statement: *The current system is not ideally positioned to deliver key public benefits – not or in the future.*

Mr. Anderson said that the system working pretty well now, but as the group agreed at the last meeting, it is not prepared for the future. The presentation provided a rationale for this statement. Member comments included:

- Question using the word “reasonable” in the bullet point on “Good value.” Reasonable compared to what?
- Disposal rates around the nation disposal rates are \$25-\$30; what is the right balance between rates and recovery?
- Instead of “low-cost” substitute the words “good value.”
- We are not just talking about disposal – need to take into account cost of recycling.
- “Responsive” as regards self-haul: the may be land-use issues, or facility issues.

The group discussed food scrap collection and processing as one example of how choices around “highest and best use” and “a flexible system” have implications for facilities, business costs and convenience. Mr. Anderson said he would make changes to the language in the rationale statements to reflect members’ comments.

Mr. Faust asked if the draft problem statement was complete, understandable and compelling. Is this is an accurate description of what we are here to do? Member comments included:

- I think the current system is pretty good. What’s not being currently delivered that should be? It’s never “convenient” enough, even if you put one on every corner. There’s a cost.
- We need to look at the economics of food waste collection, transfer and processing.
- Metro could make an investment to improve the economics of food waste processing, instead of investing in new elephant space at the zoo.
- Transfer/disposal is small portion of cost to the public on a per ton basis. Collection is the bigger piece.

Mr. Anderson said that current regulations for the system aren’t flexible for changing market impacts. He asked the group if that is a fair statement. Member comments included:

- Wood processing is a good example of government regulating something and the market changing. We could have a stranded asset.
- The current transfer system is delivering the services needed. If food waste is mandated, the system could still accommodate it.
- All the public interest statements are not dependent on the transfer stations.
- If the economics are there, we would be doing it. If the economics are not there, do you subsidize it to achieve the public good?
- Regulations are not flexible. For example, when market changes but facilities are still required to accept and process a certain material.

- We need to know what new technologies might be in place before we know if we are prepared to adjust to that change. Things are fine now, but give us examples of what could change and then we can react to it.
- Tonnage caps are potentially a problem. Removing them would benefit ratepayer.
- Economics of food waste could be improved. There is inefficiency in collection given the amount of tons.
- Maybe change the problem statement wording – instead of “ideally” to “adequately” or “optimally.”

Draft configuration options

Mr. Anderson used self-haul and hazardous waste as examples of services that may be seen as public benefits, but there are alternatives about how to provide those services. Member comments included:

- Would I be able to tap into the budgets for paint care and hazardous waste? Not fair to say that public facilities are offering a service and private facilities are not. Public has a source of funding to tap into.
- There are many ways to get to a new way of doing things.

When a member asked if the group was tasked with doing all the work on crafting alternatives, Mr. Anderson said that staff would draft three complete alternatives and bring them back to the Task Force for discussion using the alternative evaluation table included in his PowerPoint.

Next Meeting topics

Mr. Anderson proposed the following agenda for the next meeting:

- Update on process to evaluate the long-term management of waste.
- Presentation on changes in state legislation about producer responsibility and potential impacts/opportunities for the system.
- Presentation on a potential private proposal that could influence this group’s discussion.
- Revisit problem statement.

Public comment

Wording of “ideally” implies perfection. Considering the cost, “acceptable” might be a better word. Or, what does “ideally” mean in terms of wait time, cost, etc.? In the franchise world, services must be “adequate.” The term “ideally” is full of nuance and subjectivity. If Metro Council wants an ideal system, there could be a lot of implications.

Date of next meeting: May 22 at Metro, 9 a.m. to 11:30 a.m.

Mr. Faust adjourned the meeting at 11:15 a.m.