

# Metro | Agenda

Meeting: Transfer System Task Force – Meeting 8

Date: Tuesday, October 27, 2015

Time: 9 to 11:30 a.m.

Place: Room 370 A&B, Metro Regional Center

Outcomes: Review Updated Strategy Table

Confirm Preliminary Task Force Recommendation

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9:00	1. Welcome .....	Steve Faust
	<ul style="list-style-type: none"> <li>• Introductions and announcements</li> <li>    o Title V</li> <li>    o Solid Waste Model demonstration (and lunch) after mtg</li> </ul>	Roy Brower Faust
	> <ul style="list-style-type: none"> <li>• Summary of Meeting 7</li> <li>• Agenda review</li> </ul>	
9:20	2. Process Update .....	Faust
9:30	> 3. Review Drive Time Maps.....	Dan Pitzler
9:50	> 4. Review/Discuss Updated Strategy Table and MODA Evaluation .....	Pitzler
	Confirm or modify preliminary Task Force recommendation	
	Elements selected for alternatives	
	MODA evaluation methods	
	Q&A about Metro staff evaluation of alternatives	
11:15	4. Comments from the public .....	Faust
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.

### 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.\*

<b>Organization</b>	<b>Representative</b>	<b>Alternate</b>
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

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\* To be added to the mailing list contact Steve Faust of the project team ([steve.faust@coganowens.com](mailto:steve.faust@coganowens.com)) and include "Transfer system project" in the subject line.

# Metro | *Meeting minutes*

Meeting: Transfer Station System Task Force – Meeting 6  
Date/time: Tuesday, September 22, 2015; 9 am  
Place: Metro Regional Center, Room 270  
Purpose: Recommend Transfer Station Configuration Option

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## **Attendees**

Members: Vern Brown, Environmentally Conscious Recycling; Paul Ehinger, Metro; Jason Hudson, Waste Connections; Andy Kahut, Kahut Waste Services; Dean Kampfer, Mike Lichner, Pride Recycling; Waste Management; Greg Moore, Recology; Alando Simpson, City of Roses Recycling and Disposal.

Alternates: Ray Phelps, Republic Services; Eric Wentland, Greenway Recycling.

Staff: Steve Faust and Jim Owens, Cogan Owens Greene; Lyndsey Lopez and Dan Pitzler, CH2M Hill; Roy Brower, Tom Chaimov, Tim Collier, Andy Cotugno, Katie Reeves, Joel Sherman, Metro.

## **Desired Outcome**

Task Force preferred configuration option  
Geographic equity configuration option

## **Welcome**

Following introductions, Joel Sherman announced that the Solid Waste Model demonstration will take place after the October 27 Task Force meeting. Steve Faust mentioned that October 27 is a Tuesday and Task Force members should let him know if they have a conflict. Task Force members asked for one change to the August 20 meeting summary: on page 3 under Economics and Pricing, revise the second bullet to read “Metro shouldn’t regulate prices at private facilities as long as Metro is in the system.”

## **Process Update**

Dan Pitzler provided Task Force members with an update on the process. Today the Task Force will make a preliminary recommendation for a configuration option for the transfer system and identify elements of a ‘geographic equity’ option. At the October 27 meeting, members will review and discuss transfer system configuration options proposed by Metro. The Task Force will meet for the last time in December to make a final recommendation and review Metro’s recommendation to Metro Council. Tim Collier added that the final recommendations will likely go Council in January or February 2016.

## **Review Task Force Homework/Define a Geographic Equity Option**

Task Force members were asked to review the strategy table and submit their preferred configuration option or options after the August 20 meeting. Several members proposed configurations. Most of the responses show preference for the status quo for the most part with a few minor adjustments. The Task Force went through the strategy table column by column to come to consensus on a recommendation.

### Self-Haul

The Task Force consensus for self haul is to maintain the status quo. The Task Force feels the system is working, but private facilities are willing to change if Metro funds the capital improvements. Retrofitting existing facilities would be preferable to Metro allowing new facilities to be built near existing stations. Need to make sure residents have information about the materials haulers will take at the curb.

Dan presented a chart of “Percent of Households with Various Off-Peak Drive Times to Transfer Stations” as an example of one possible component of a geographic equity option. The chart shows that more than 85 percent of residents live within a 20 minute drive of a transfer station that offers self-haul service, and more than 60 percent of residents live within 15 minutes or less driving time to a station that offers self-haul service. Members acknowledged that there is a service gap in Beaverton, but that is due to the City’s preference to not have a transfer station in the city. Also, it is difficult to endorse self haul when it drives up the cost for customers using curbside collection. Curbside collection should not subsidize self haul. There also is an issue with how much the region is willing to pay for improved access for a small number of people. The Task Force recommends that Metro work to retrofit existing facilities if more geographic equity is a goal.

### Commercial Hauler

Task Force members recommend the status quo.

### Household Hazardous Waste

Task Force members prefer the status quo, but support increasing the number of neighborhood round-ups if needed. The round-ups help get hazardous wastes out of the waste stream.

### Commercial Food

Task Force members agreed that a recommendation on commercial food should be put on hold until there is a clearer picture of the commercial food recovery system. No infrastructure investments should be made until it is clear where the material will be processed: station operators don’t want to invest in improvements to transfer food waste then have a new anaerobic digestion facility start up next door. Adding the capacity to take food waste may require some capital improvements at transfer stations (e.g., additional leachate). There is plenty of transfer capacity, but few places to process the food. The Task Force recommends working in conjunction with the Organics Roadmap project.

### Residential Food/Yard Waste

The same issues apply as with commercial food collection, except residential food and yard waste are easier to accommodate because there are no free-flowing liquids. Metro needs to determine whether or not residential food waste recovery is a top priority relative to other materials. The cost would be high to divert a relatively low amount of material out of the waste stream. There is a lot of resistance from local jurisdictions regarding residential organics.

### Mixed Dry Waste Post-Collection Recovery at Stations

The Task Force supports the status quo and feels that EDWRP is a great program. The success of the program depends on markets. Members also feel that the coverage is equitable across the region.

### Recycling Drop Off

The Task Force recommends the status quo. Recycling can be grouped with self haul.

### Operating Hours

The Task Force recommends the status quo. Operating hours can impact geographic equity, but changing operating hours is subject to local zoning.

### Number and Location of Facilities

The region currently has enough capacity with existing facilities. The lack of interest from local governments in accepting new facilities places limitations on the number of facilities that can be developed. The Task Force recommends that Metro review new applications and decide whether a new facility is needed based on an assessment of public benefit as defined by the seven criteria established by the Task Force, including the criterion about recognizing prior and future public and private investment. Some concern was expressed about the Task Force taking a position about new facilities that could be competitors.

### Flow

Task Force members support the status quo for dry waste, but prefer there should be no limitations on wet waste. Local jurisdictions take transportation impacts and environmental issues into account when setting fees. Haulers feel that having public options protects against advantages that come from vertical integration. A system with artificial caps is not responsive to changes in the market.

### Transfer System Economics and Pricing

The Task Force generally supports the status quo, but recommends that the regional system fee should account for services provided as a public benefit by public and private operators. All operators should have access to the same subsidy for providing services that provide a public benefit.

### Sustainability Operational Standards

Task Force members recommend the status quo. Any additional requirements on that require modifications to private transfer stations should be funded by the regional system fee.

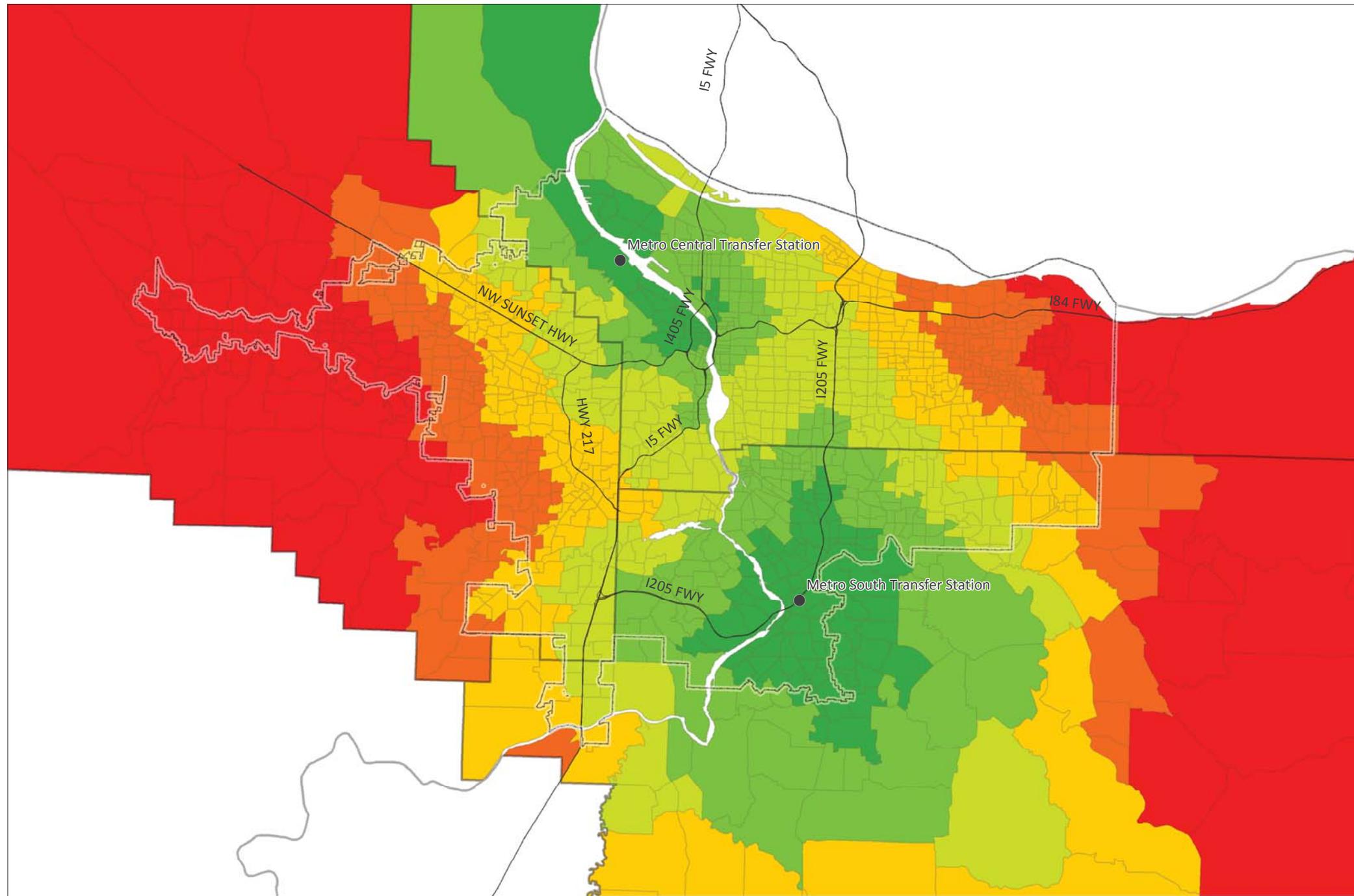
### **Public Comments**

There were no public comments.

### **Wrap up and Adjourn**

The next committee meeting is Tuesday, October 27 at 9am at Metro where the Task Force will hear a progress report on the options Metro is evaluating.

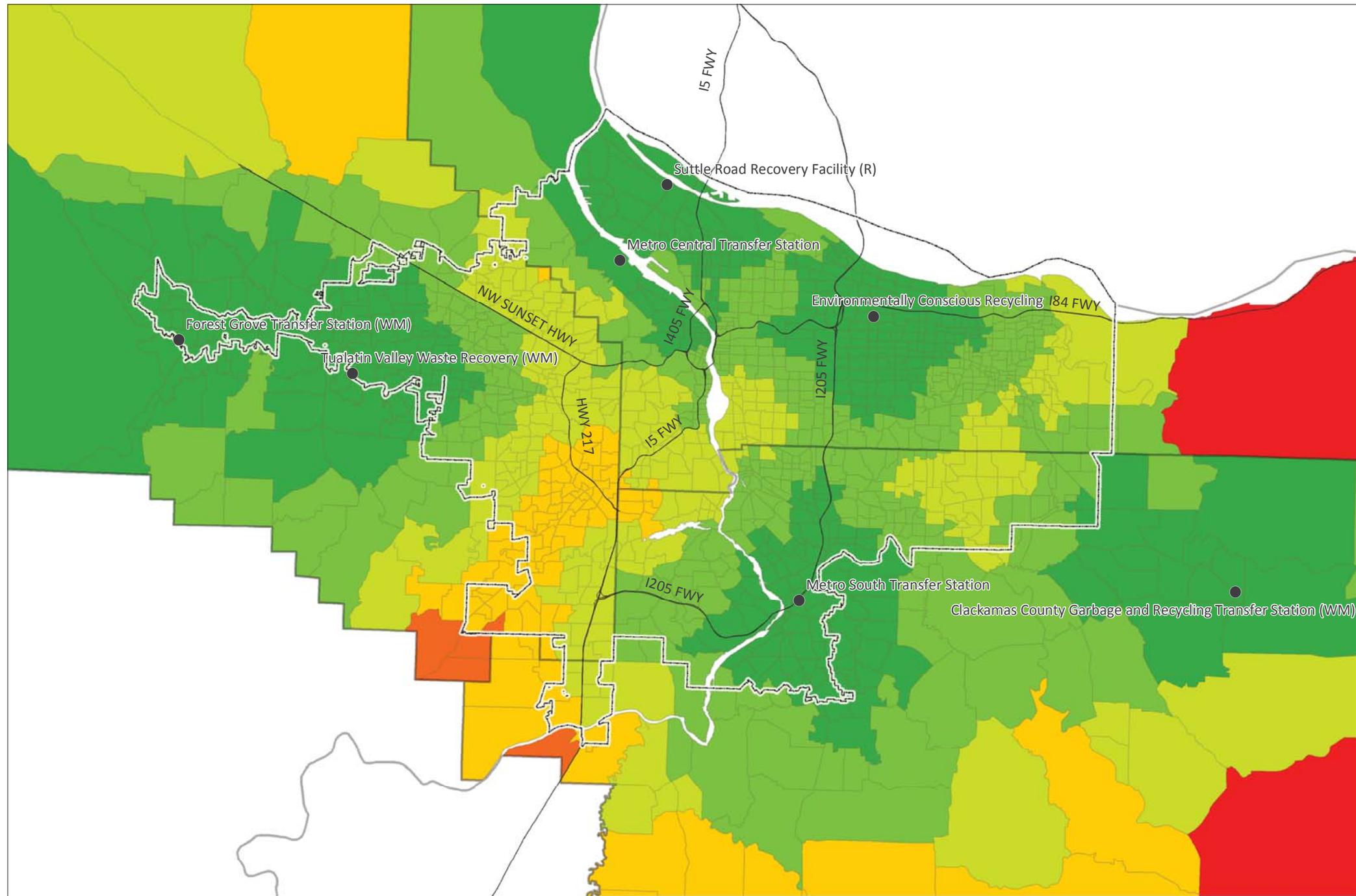
Meeting was adjourned at 11:30 am.



**Map 1**  
**Travel Time to Public Transfer Stations Only**

Travel Time in Minutes by TAZ

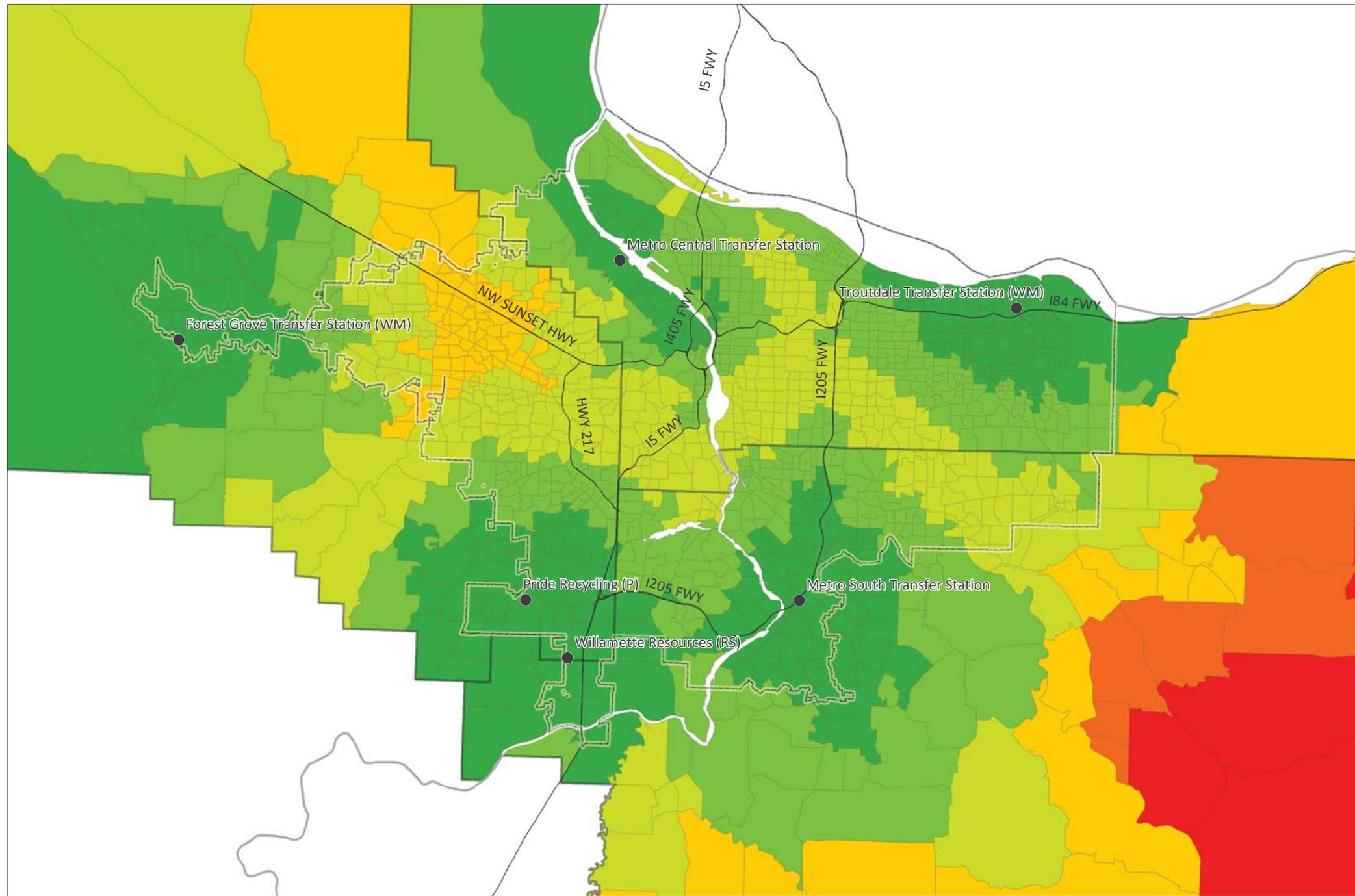




**Map 2**  
**Travel Time to Self-Haul Facilities Only**

Travel Time in Minutes by TAZ

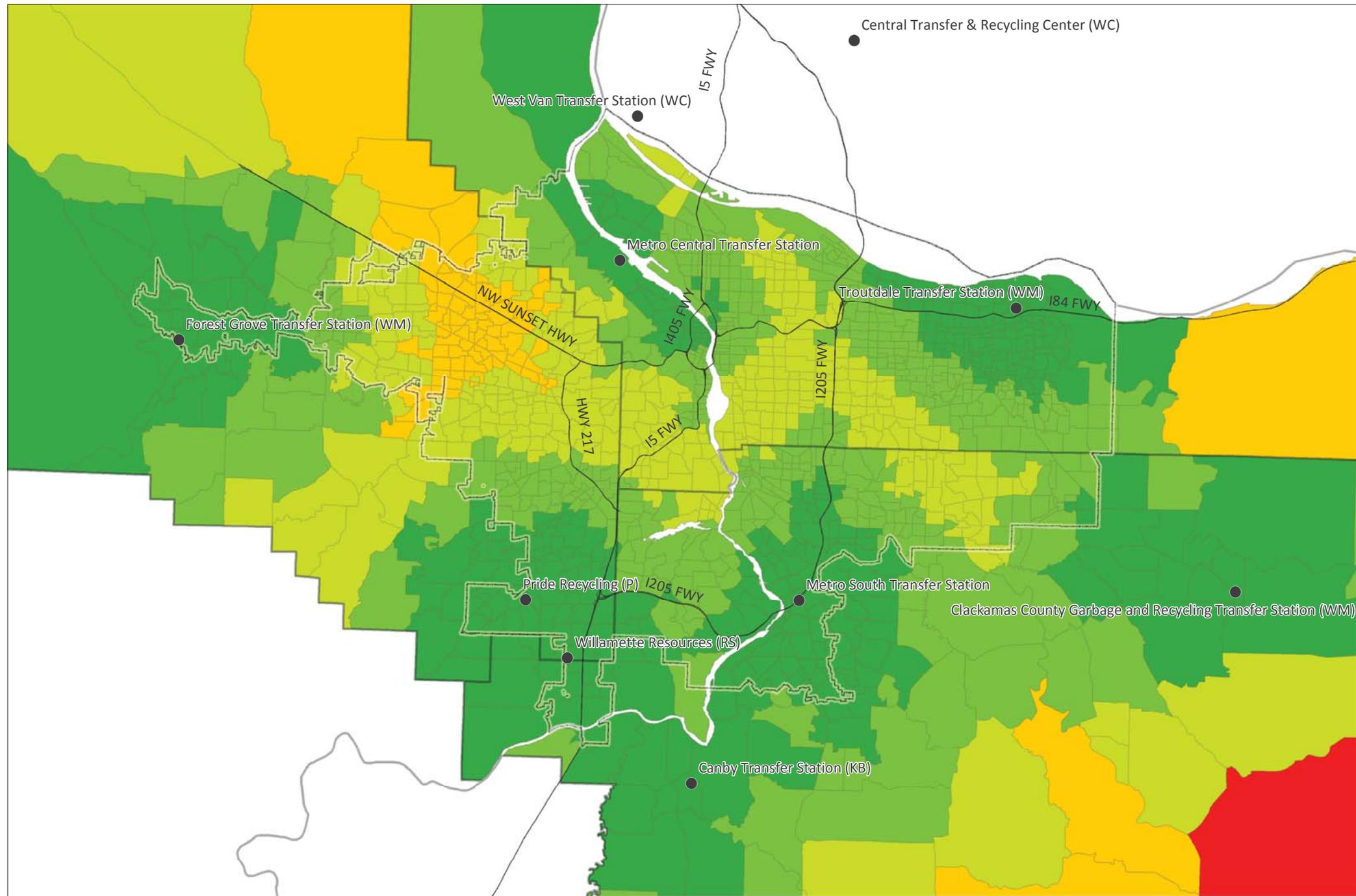




**Map 3A**  
**Travel Time to Public and Private Wet Waste**  
**Transfer Stations, in Metro Region**

Travel Time in Minutes by TAZ

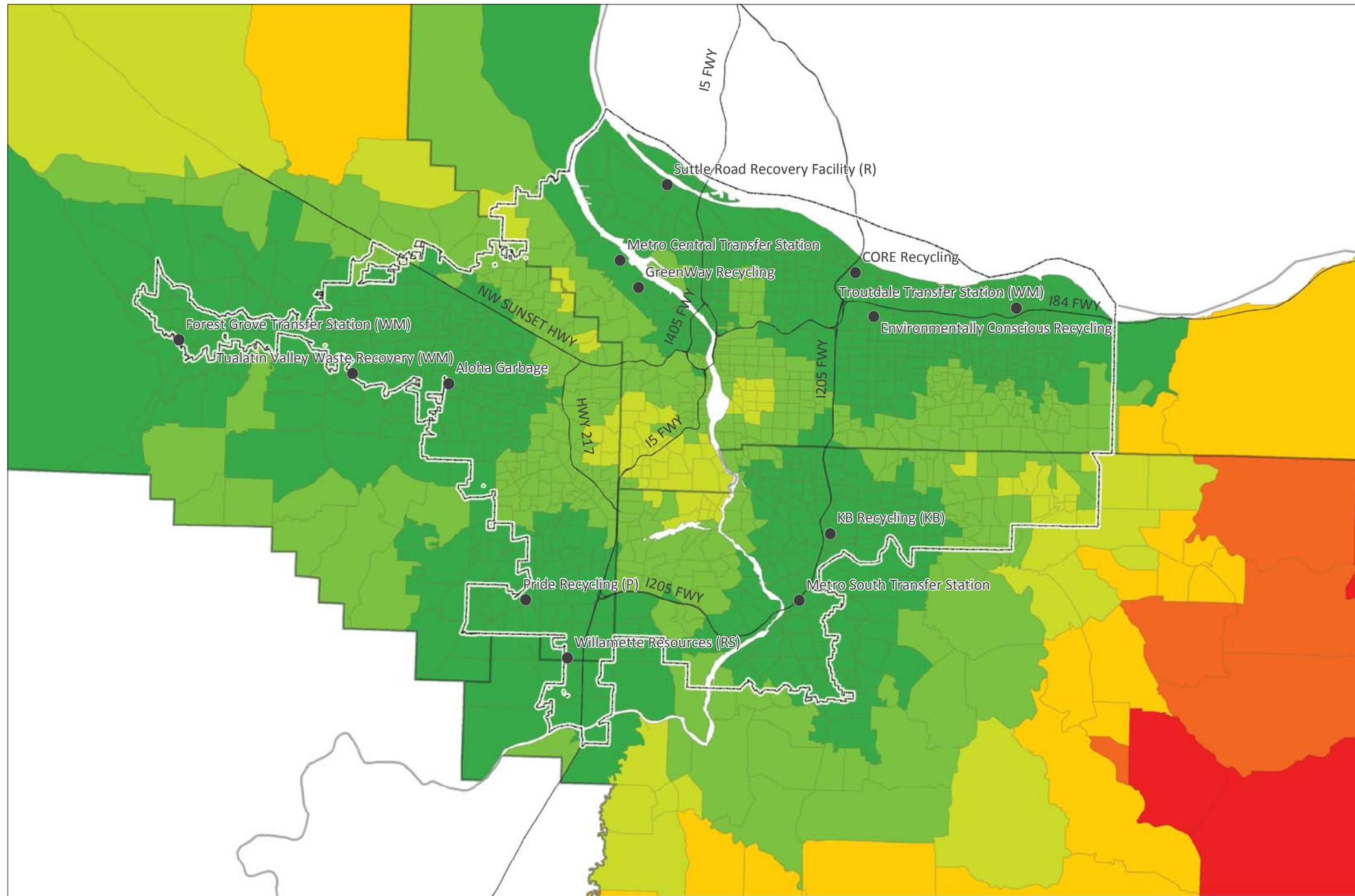




**Map 3B**  
**Travel Time to Public and Private Wet Waste**  
**Transfer Stations, in-and-out of Metro Region**

Travel Time in Minutes by TAZ

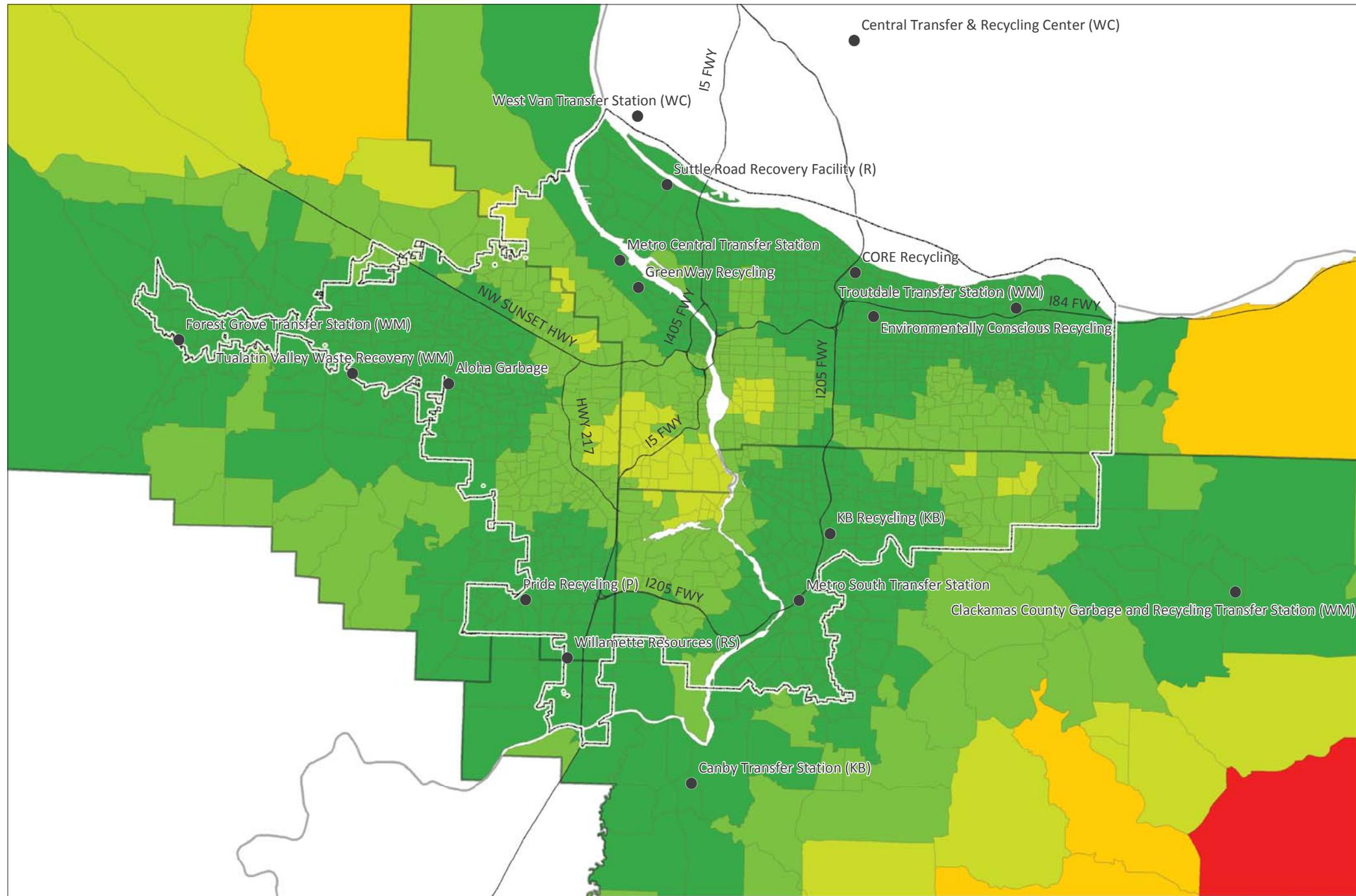




**Map 4A**  
**Travel Time to Public and Private Wet and Dry Waste**  
**Transfer Stations, in Metro Region**

Travel Time in Minutes by TAZ





**Map 4B**  
**Travel Time to Public and Private Wet and Dry Waste**  
**Transfer Stations, in-and-out of Metro Region**

Travel Time in Minutes by TAZ



Metro Transfer System Configuration - Strategy Table

Services

Status Quo    
  Operator Choice    
  Regulate to Achieve 7 Public Benefits (Light)    
  Geographic Equity    
  Regulate to Achieve 7 Public Benefits (Heavy)

◆ Task Force Preferred Option

Self-haul (light vehicles without tipper)	Household Hazardous Waste (HHW)	Commercial Food	Residential Food/Yard	Mixed Dry Waste Post-Collection Recovery at Stations	Recycling - Drop Off	Operating Hours	Sustainability Operational Standards
Status Quo - Metro provides self-haul services: Operator's choice at private facilities, subject to limitations on acceptance of putrescible waste from residential generators	Status Quo/Operator's Choice - Metro is sole provider (adopted policy); operators choice at private facilities, with any additional need met by roundups	Status Quo - Metro accepts at MCS: A few approved private facilities (includes facilities in region and some outside) accept material; operator's choice at private facilities (with Metro authorization)	Status Quo - Metro accepts at MCS and MSS: A few approved private facilities (includes facilities in region and some outside) accept material; operator's choice at private facilities	Status Quo - All dry residuals must meet EDWRP standards on content	Status Quo: All State permitted Solid Waste Facilities must provide some level of drop-off recycling	Status Quo - operator choice	Status Quo
Operator's Choice - operator's choice at all facilities	Regulate to Achieve Public Interest - Metro - status quo; Private stations required to accept and store materials on-site to be managed/processed by Metro (or a contractor to Metro) or host regular roundups	Metro sole provider, at both MCS and MSS	Metro sole provider, at both MCS and MSS	Operator's choice - Facilities recover materials (or not) at a level that makes business sense for them. There are no regulatory targets or requirements	Operator's choice, facilities provide drop off of recycling materials at a level that makes business sense.	All stations open in accordance with Metro standard (e.g., 10 hours per day, 7 days per week)	Metro require and enforce stringent, common standards at all facilities to improve sustainability
All Facilities - All facilities required to accept self-haul in accordance with a service hour standard (e.g., 10 hrs per day, 7 days per week)	All Facilities - All facilities required to accept HHW in accordance with Metro requirements regarding waste types and service hour standard (e.g., 10 hrs per day, 7 days per week)	All facilities required to accept commercial food	All facilities required to accept residential food/yard	Select facilities (based on location and local jurisdiction needs) are subject to direct and measure-able recovery target(s), such as a recovery rate or minimum volumes of materials delivered to markets per month or quarter	RFP or similar process used to provide drop-off of recycling in accordance with Metro requirements regarding commodity types and operating hours (based on location and requirement by local jurisdiction to meet selected Recycling Opportunity Act menu options)		
Select Facilities - To improve "geographic equity", select facilities (based on geographic need) to accept self-haul in accordance with a service hour standard (e.g., 10 hrs per day, 7 days per week); in return those facilities provided additional flow or otherwise compensated	Geographic Equity - RFP or other process (e.g. franchise agreement) to select facility(s) that would accept HHW in accordance with Metro-specified waste types and service hour standard (e.g., 10 hrs per day, 7 days per week)	RFP or other process to select transfer station(s) that would accept commercial food in order to improve "geographic equity"	RFP or other process to select transfer station(s) that would accept commercial food in order to improve "geographic equity"	Out-of-Region facilities must meet same recovery requirements as facilities located within the Metro region	To improve regional equity, Metro provide additional drop-off recycling facilities		
Geographic Equity - To improve "geographic equity", Metro asks private sector to provide. If private sector is unable/unwilling to provide in a particular area, Metro develop a facility with services provided at full cost of service	Not Provided - (replaced by extended producer responsibility programs or otherwise)	Facility accepts commercial food scraps as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Facility accepts residential food/yard as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated				
Regulate to Achieve Public Interest - Facility accepts self-haul as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Facility accepts HHW as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Any recommendation related to the transfer of commercial food waste should be put on hold until there is more clarity about where food will be processed under what circumstances (i.e., private market vs. RFP)	Any recommendation related to the transfer of commercial food waste should be put on hold until there is more clarity about local jurisdiction demand and where residential food/yard waste will be processed under what circumstances (i.e., private market vs. RFP)				

**Metro Transfer System Configuration - Strategy Table**  
**Configuration and Pricing - Wet Waste**

Status Quo
  Operator Choice
  Regulate to Achieve 7 Public Benefits (Light)
  Regulate to Achieve 7 Public Benefits (Heavy)

Geographic Equity

Task Force Preferred Option

Number & Location (options refer to method used to establish how many exist in future and where)	Flow (what policies or economics determines where collectors deliver their material)	Transfer System Economics and Pricing
Status Quo - Metro reviews applications and decides based on public interest 	Status Quo - Tonnage caps periodically reviewed and/or adjusted 	Status Quo - Each facility sets material delivery fees in a way that best meet its own organizational objectives; Metro collects regional system fee and excise taxes 
No limitations: any permitted facility (in or out of region) that wants to accept waste generated in the Metro region, is allowed (assuming jurisdictional approval), no matter how many other facilities in the system	Status quo for dry waste, no limitations on wet waste 	Status Quo - except each private transfer station should have access to the same subsidies for providing services that provide a public benefit that would not otherwise be provided in a competitive market 
No new facilities: modify existing facilities as necessary to address any additional service needs such as organics, advanced processing, self-haul	Part or all of select materials directed to Metro TS and/or select private TSs in order to meet contractual quality/quantity requirements (e.g., organics, RDF)	Pricing for solid waste transfer services is determined and managed by each local jurisdictions that has franchised haulers
No new stations added until MSW tons reach a threshold (e.g., 1.4 million tons)	Variable caps: tonnage caps established in a manner that best achieves public benefits (e.g., minimizing collection truck VMT's and tip fees) 	Metro review and "publish" or otherwise make available costs of public and private facility activities for local government rate making 
No organization (public or private) can own & operate more than 2 Stations	All facilities will be guaranteed a minimum "floor" tonnage; Floor may differ among facilities; Additional tonnage auctioned based on Metro's defined public benefits (VMTs, Recovery, Tip Fee, Sustainability etc.)	Metro station fixed costs recovered through regional system fee
Transfer Stations must be capable of receiving and transferring annually 200,000 tons of wet and dry waste	All stations guaranteed a minimum "floor" tonnage in order to ensure public benefits; otherwise no restrictions of flows to private facilities	Prices for materials or services (such as food waste or self-haul) aligned with the hierarchy and "subsidized" through Regional System Fee or other mechanism
Metro allows any new facility only in areas that potential to reduce VMTs and cost	"Nearest-cheapest" with no minimum tonnage: Zone-based system where tons from each zone are required to flow to the lowest combined travel + tip cost facility 	Metro uses price cap regulation that is applied at each transfer station 
	Wet MSW is divided equally among existing 6 wet waste Transfer Stations	Metro uses universal (base point) pricing i.e., Metro sets region-wide rates for each class of waste based on "average cost" similar to collection rate setting with two or more haulers
	Wet MSW is divided equally among existing 6 wet waste Transfer Stations	Utility model: All tip fees to Metro; Metro pays private operators their cost of operations; Metro sets prices for materials and services aligned with hierarchy and public benefit (e.g., subsidized organics)