



Metro | Meeting Summary

Meeting: Transfer System Task Force – Meeting 1
Date/time: Friday February 20, 2015 / 9 am to noon
Place: Room 370 A&B

Members/Alternates Present

Vern Brown, Paul Ehinger, Andy Kahut, Dean Kampfer, Dean Large, Mike Leichner, Brian May, Matt Miller, Greg Moore, Carl Peters, Ray Phelps, Alando Simpson, Eric Wentland.

Desired Meeting Outcomes

- Task Force understands background, charge, planning approach, schedule.
- Agree on draft goals, objectives and desired outcomes for the project.
- Develop an initial list of elements to be considered in options for the system.

Project Overview

Doug Anderson, Metro Project Manager and Convenor of the Task Force, reviewed the project goals. He noted that six public benefits have served as guiding principles for all Solid Waste Roadmap projects. These six are a starting point for the Task Force's discussions, and the Task Force will have the opportunity to make comments and amendments on the list of public benefits based on their perspectives and experience. Doug presented the history of the solid waste transfer system and described it as it is configured today.

Project Charter

Steve Faust, Cogan Owens Greene and Task Force Facilitator, reviewed the Task Force Charter and the roles of staff and members of the Task Force. The purpose of the Transfer System Configuration Project is to determine what public-private transfer system model best serves the public interest. The Task Force will help to develop and evaluate options that meet project objectives, and make recommendations to Metro staff regarding the "best" way to configure the system.

Task Force members represent a range of solid waste companies – from local, independent operators to the international, fully integrated firms. The Task Force will convene beginning in February 2015 and will present final recommendations to Metro staff no later than September 2015. Doug Anderson will provide technical support, substantive expertise, logistical and administrative assistance and advice. Paul Ehinger, Metro's Director of Solid Waste Operations, will participate on the Task Force as a non-voting member. Steve Faust of Cogan Owens Greene will facilitate the meetings with support from Jim Owens of Cogan Owens Greene and Jan O'Dell of Jan O'Dell Communications.

The meetings will be conducted using a consensus model. The members strive for agreements that they can accept, support, live with, or agree not to oppose. Task Force meetings are open to the public.

Roadmap Update

Jennifer Erickson, Metro Senior Solid Waste Planner, provided a short overview of the Food Scraps Transfer Capacity Analysis being conducted as part of the Food Scraps Capacity project. This project is integrated into other Roadmap projects, mainly the Transfer System, Long-Term Discards and Metro South projects.

Metro Council Priorities for the Transfer System

Steve Faust led a discussion about the Metro Council's goals for the transfer system:

- Efficient and effective
- Good value for the ratepayer
- Equitable delivery of services
- Environmentally sustainable
- Financially sustainable
- Committed to the highest and best use of resources
- Protects human health and safety
- Forward-looking and strategic
- Flexible, and adaptable to changing conditions
- Governance based on best practices
- Simple and transparent
- "We can be proud to pass on to our successors"

The majority of comments from the Task Force concentrated on the following four areas:

1. Equitable delivery of services

How does Metro define this? That every customer has a transfer station within eight miles of their home? Everyone pays the same? Residential and commercial wastes are different and require different standards. The system is so complex, it may never be truly equitable. Perhaps equitable means the system is not tipped in anyone's favor at the expense of others. Consider equity for the private sector investment, as well as equity in public services. Equity should be "ownership blind."

2. Self-haul

Self-haul came up repeatedly in discussions related to environmental and financial sustainability. Is the Metro Council fully informed about the true cost of self-haul? Is that the highest use of facility space and resources? How much self-haul tonnage are we talking about? Is there another way to accommodate disposal of that type of waste?

3. Financial sustainability

Task Force members commented that the list of Metro priorities does not adequately consider private sector investments. Any changes to the system need to consider those investments. The system needs to be financially sustainable for everyone in the system.

4. Trying to be all things to all people

Several members commented that the 12 Metro goals are too broad, and therefore cost-prohibitive to accomplish them all. What is the ratepayer willing to tolerate in terms of costs to accomplish these goals? It would be wise to narrow the scope of the Metro Council's priorities.

Other comments touched on organics processing, Metro as a regulator/operator, a question about whether Metro is considering expanding regulation into collection, and broadening the meaning of "highest and best use of resources" to include financial resources.

Doug Anderson reiterated some points he made in his opening presentation: these goals are aspirational. The Metro Council knows it does not have all of the information on these goals and knows it cannot achieve all of them. The Council also knows that the private sector has additional goals that may complement or conflict with the public goals. Council is looking to the staff and the

Task Force to round out this list, provide background, and help them understand the tradeoffs among them.

Review of Reconnaissance Phase Report

Steve Faust provided a summary of the Reconnaissance Report. The consultant conducted 13 briefings and interviews between August-November, 2014 with individual stakeholders or affiliated groups, as well as participated in a Metro Council work session. The interviews focused on:

- What is working or not working currently with the transfer station program?
- What are the issues/problems that need to be solved?
- What are the highest priority issues for Metro to address in this project?
- What is envisioned for the post-2019 landscape for transfer stations?

The majority of comments fell into the following five broad categories:

- Metro's role
- Transfer station configuration (locations and services)
- Self-haul
- Tonnage caps
- Long-term disposal

The Task Force discussed briefly discussed the issues, but did not recommend any edits or additions.

Other Task Force comments

Metro's regulatory role gives Metro a competitive advantage in the system. It's time to address Metro's role as well as tonnage caps.

If Metro would define its role, everything else will fall out from there. Is self-haul the driver? Different options for long-term disposal?

As long as garbage is being picked up, everyone is happy. What's the problem?

Public Comment

David White, Oregon Refuse and Recycling Association, said that Metro should invite haulers to a future meeting or have a representative at the table to ensure that haulers' interests are being heard and that the system is equitable to that sector of the industry. In terms of efficiency and effectiveness, he said that he hopes Metro is not including collection in discussions about Metro's future role.

Next Steps / Follow-ups

Steve Faust will contact Task Force members with a Doodle poll to schedule the next meeting. Task Force members asked for the following clarifications, changes to the presentation materials, and need for additional information:

- Clarify statistics about discard tonnage (landfilled, recovered) described in the project overview. The statistics in Mr. Anderson's opening summary are too aggregated.
- Re-do or separate into three maps the map of principal facilities to fully illustrate the parameters of the system. The current map leaves off many facilities receiving Metro waste (yard debris, reloads, special processing). Add Riedel.
- Request that the Public Interest/Basic Questions display information be made available to the group. Doug noted that this and other support material will be posted on Metro's website www.oregonmetro.gov/transfersystem.
- Provide a projection of tonnage volume for the next 25-30 years to have a discussion about how to handle it (including wet waste and population growth).