

2021 Goals-based wet waste allocation criteria, reporting and implementation

Goal and criteria	Criteria description	Reporting and Implementation
Goal 3.0 Living Wages and Good Benefits	To qualify for this goal, a transfer station must match or exceed Metro's in-house and contracted lowest wage for entry level industry positions at the transfer station: \$17.50 per hour for direct employees and \$15.00 per hour for staff contracted through temporary staffing agencies.	<ol style="list-style-type: none"> 1. By June 30, 2021, a transfer station must provide to Metro written notification certifying that the lowest base wage paid to any employee (as of June 30, 2021) that supports the transfer station's operations meets or exceeds Metro's in-house and contracted lowest wage for entry level industry positions at the transfer station: \$17.50 per hour for direct employees and \$15.00 per hour for staff contracted through temporary staffing agencies. 2. The notification in subsection (1) must list the dollar amount of the lowest hourly base wage paid at the transfer station and the position titles and number of employees who receive that lowest base wage.
Goal 4.0 Increase Diversity in Workforce	<ol style="list-style-type: none"> 1. To qualify for this goal, a transfer station must provide diversity-related data to Metro for all employees who support the operations of that facility. 2. Each transfer station's data must represent its workforce snapshot for a date between February 1, 2021, and March 31, 2021, according to the form provided by Metro. 	<ol style="list-style-type: none"> 1. A transfer station must complete a reporting form provided by Metro that specifies the following characteristics for each position that supports the operations of that facility, by title: <ol style="list-style-type: none"> a. Gender b. Race and Ethnicity c. Full-time or part-time position d. Regular or temporary employee e. Supervisor or lead worker f. Years of service with the company <p>The reporting form and instructions are provided as separate documents.</p> 2. The report must include all paid part-time, temporary, front line and managerial positions.
Goal 12.0 Minimize nuisance, safety and	To qualify for this goal, a transfer station must do one of the following:	<ol style="list-style-type: none"> 1. If a transfer station chooses Option 1, then no later than June 30, 2021, it must complete the following two actions:

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environmental impacts	<ol style="list-style-type: none"> 1. Use low particulate and low greenhouse gas emission fuel for rolling stock at the transfer station; or 2. Use R99 or qualifying renewable diesel for long-haul disposal transport; or 3. Use non-road equipment with Tier 4 engines or retrofitted with an Emission Control Device. 	<ol style="list-style-type: none"> a. Demonstrate or certify that one or more of the transfer station's main pieces of non-road/rolling stock equipment uses a low emissions fuel; and b. Provide to Metro the following information about one or more pieces of non-road equipment: <ul style="list-style-type: none"> • Equipment type (for example: wheel loader, skid steer loader, forklift, dozer, excavator, yard goat) • Fuel type (for example: electricity, renewable diesel, renewable propane, compressed natural gas, liquefied natural gas, B20 biodiesel) • Fuel producer/electric utility company • Fuel carbon intensity value (in gCO₂e/MJ) • Fuel pathway code approved by the Oregon Department of Environmental Quality (DEQ) • Equipment manufacturer/make and model • Equipment model year • Engine manufacturer/make and model • Engine model year • Engine family number <p>Main pieces of equipment are defined as those used regularly in transfer station operations year-round and cannot be backup equipment that is used only sporadically or only in the event that the main equipment fails.</p> <p>Low emissions fuel is defined as any fuel that has a carbon intensity that is lower than the Oregon Clean Fuel Standards for 2021 set in Oregon Administrative Rule (OAR) 340-253-8010 and using the most current (as of March 31, 2021) list of carbon intensity values published by the Oregon Department of Environmental Quality.</p> <p>As of March 31, 2021, the fuels that meet the definition of low emissions fuel include any of the following fuel types sold in the State of Oregon:</p>

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		<p>electricity, renewable diesel, renewable propane, compressed natural gas, liquefied natural gas, biodiesel, B20.</p> <p>2. If a transfer station chooses Option 2, then no later than June 30, 2021, it must complete the following three actions:</p> <ol style="list-style-type: none"> Demonstrate that the transfer station's long-haul disposal transport contract specifies the use of R99 renewable diesel or another blend of renewable diesel with a carbon intensity score below 59 grams of carbon dioxide equivalent per megajoule (gCO₂e per MJ), based on the most recent DEQ data; Provide Metro a copy of the contractual agreement to use R99 or another blend of renewable diesel with a carbon intensity value less than 60 grams of carbon dioxide equivalent per megajoule (gCO₂e/MJ); and Identify the following for all long-haul disposal transport: <ul style="list-style-type: none"> Quantity of fuel Fuel type (for example: R99) Fuel producer Fuel carbon intensity value (in gCO₂e/MJ) Fuel pathway code approved by the Oregon Department of Environmental Quality (DEQ) <p>The contract must specify that renewable diesel is the primary fuel used in transporting waste during the duration of the contract – except under special circumstances such as lack of or interruptions in the supply of renewable diesel – but at least between June 30, 2021 and June 30, 2022.</p> <p>3. If a transfer station chooses Option 3, then no later than June 30, 2021, it must complete the following two actions:</p> <ol style="list-style-type: none"> Demonstrate that at least one or more pieces of non-road equipment regularly used in transfer station operations has an

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		<p>engine that meets Tier 4 federal emission standards or is retrofitted with an Emission Control Device, as defined below:</p> <ul style="list-style-type: none"> • Emission Control Device – Technology added to equipment to reduce harmful emissions; including diesel particulate filters (DPF) and diesel oxidation catalysts (DOC). • Diesel oxidation catalyst (DOC) – A flow-through device designed to reduce harmful diesel emissions such as carbon monoxide, hydrocarbons and diesel particulate emissions, with a diesel particulate matter removal efficiency of at least 20%. • Diesel particulate filter (DPF) – A device designed to trap diesel particulate matter above a certain size with a removal efficiency of at least 85%; and <p>b. Provide Metro with an invoice or statement signed by the installer of the retrofit technology showing:</p> <ul style="list-style-type: none"> • The date when each Emission Control Device installation was performed • The type of Emission Control Device installed (for example: DOC or DPF) • The make, model and year of the engine on which the Emission Control Device was installed • The make, model and year of the piece of equipment on which the Emission Control Device was installed
<p>Goal 13.0 Invest in communities that receive garbage and recyclables from the Metro region</p>	<p>To qualify for this goal, a transfer station must do one of the following:</p> <ol style="list-style-type: none"> 1. Collect and remit a supplemental community investment fee of \$0.50 per ton on all putrescible waste that the transfer station receives in addition to any community enhancement fee required under Metro Code; or 	<ol style="list-style-type: none"> 1. The transfer station must collect the additional fees for at least six consecutive months beginning on July 1, 2021. 2. The transfer station must report and remit all of the fees to Metro for inclusion in the community enhancement fee program. 3. The transfer station must notify Metro in writing that it intends to voluntarily collect and remit to Metro supplemental enhancement fees on the waste that it receives effective no later than July 1, 2021, and for no less than six consecutive months. The transfer station must identify

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	<p>2. Collect and remit a supplemental community investment fee of \$1.00 per ton on all types of waste received at the transfer station that are not subject to any community enhancement fee as of June 30, 2021.</p>	<p>the types of waste that will be subject to the fees and the additional amount the transfer station will assess.</p> <p>4. The transfer station must file monthly tonnage reports and remit to Metro all enhancement fees in the same manner as required under Metro's eFile procedures or as otherwise prescribed by Metro.</p>
<p>Goal 14.0 Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.</p>	<p>To qualify for this goal, a transfer station's total rate per ton (inclusive of all fees and charges) actually charged to commercial customers must be no more than five percent greater than Metro's garbage disposal fee at the Metro public transfer stations. The rate must be effective no later than July 1, 2021, and the transfer station must maintain rates within the acceptable range for at least six consecutive months.</p>	<p>1. The transfer station must charge a total commercial rate per ton (inclusive of all fees and charges) that is no more than five percent greater than the garbage disposal fee charged at Metro transfer stations effective July 1, 2021.</p> <p>2. The facility must provide written notice to Metro by June 30, 2021, of the total rate that it will charge by customer and waste type for six consecutive months beginning July 1, 2021. The facility must notify Metro in writing if it changes its rates during that time.</p> <p>3. The transfer station must provide Metro with a copy of any rate notifications it sends to its commercial customers and must post its rates at all public entrances in accordance with its franchise requirements.</p> <p>4. The transfer station must report to Metro the actual amount it charged to each customer in the same manner as required under its franchise, Metro's SWIS eFile data standard, or as otherwise prescribed by Metro.</p>