

## WET WASTE ALLOCATIONS TO PRIVATE TRANSFER STATIONS: 2022 GOALS-BASED CRITERIA AND IMPLEMENTATION PLAN

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Following the informational presentation to the Regional Waste Advisory Committee on April 15, 2021, staff will present the proposed criteria and implementation plan for 2022 wet waste tonnage allocations. The administrative rules that describe the implementation and criteria are available for full review and public comment [here](#).

### Key differences between 2022 and 2021

The criteria and implementation plan proposed for 2022 wet waste tonnage allocations are similar to those implemented in 2021, with key changes summarized below and the full set of criteria in the table following.

- More tonnage will be allocated based on achievement of Regional Waste Plan goals, up from 15% to 30% of the regional tonnage.
- Transfer stations will no longer be awarded the full available goals-based tonnage if they meet only three of the five goal-based criteria. Instead, they will be allocated tonnage for each goal met.
- The criteria for two goals have been revised:
  - Goal12, Environmental Impacts, Option 1: Use low particulate and low greenhouse gas emission fuel for at least 25% of the rolling stock equipment at the transfer station (***increase from 1 piece to 25%***)
  - Goal 12, Environmental Impacts, Option 3: Use at least 25% Tier 4 engines or Emissions Control Device retrofitted non-road equipment (***increase from 1 piece to 25%***)
  - Goal 13, Affordable Rates: Total charge per ton must not be more than Metro's rate (***decrease from 5% above***)

## 2022 Proposed Goals-Based Allocation Criteria

Regional Waste Plan Goals	Criteria
<b>Goal 3.0 Living Wages and Good Benefits</b>   Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.	<ul style="list-style-type: none"> <li>Wages for entry-level industry positions match or exceed Metro's in-house and contracted lowest wage for entry-level industry positions. In 2021, these figures are approximately \$17.50 per hour and \$15.00 per hour for staff contracted through temporary staffing agencies.</li> </ul>
<b>Goal 4.0 Increase Diversity in Workforce</b>   Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.	<ul style="list-style-type: none"> <li>Provide workforce diversity data to Metro.  <i>This data is useful to Metro for RWP indicator reporting and monitoring and to inform a variety of RWP Goal 4 actions.</i> </li> </ul>
<b>Goal 12.0 Minimize Environmental Impacts</b>   Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.	<ul style="list-style-type: none"> <li>Use low particulate and low greenhouse gas emission fuel for at least 25% of the rolling stock equipment at the transfer station.</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>Use R99 or qualifying renewable diesel for long-haul transport.</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>Use at least 25% Tier 4 engines or Emission Control Device retrofitted non-road equipment.</li> </ul>
<b>Goal 13: Invest in Communities</b>   Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.	<ul style="list-style-type: none"> <li>Collect supplemental community investment fee for wet waste.</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>Collect community investment fee for materials other than wet waste.</li> </ul>
<b>Goal 14: Affordable and Consistent Rates</b>   Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.	<ul style="list-style-type: none"> <li>Total charge per ton (inclusive of all fees) is no more than Metro's Solid Waste fee at public stations.</li> </ul>