

MEETING SUMMARY
METRO SOLID WASTE ADVISORY COMMITTEE (SWAC)
Metro Regional Center, Council Chambers
Thursday, October 21, 2010

Members / Alternates Present:

Matt Korot, Chair	Bruce Walker	Michelle Poyourow
Scott Keller	Dave White	Susan Millhauser
Theresa Koppang	Rick Winterhalter	Paul Ehinger, Alternate
Leslie Kochan (substituting for DEQ rep. Audrey O'Brien)		

Members / Alternates Absent:

Audrey O'Brien	Amy Pepper
Adam Winston	John Lucini

Guests and Metro staff:

Jennifer Erickson, Metro	Alando Simpson, City of Roses	Bruce Philbrick, Metro
Meredith Sorenson, Harvest Pwr.	Dick Stringer, WMSWCD	Ray Phelps, Allied Waste
Tom Chaimov, Metro	Leslie Kochan, DEQ	Roy Brower, Metro
Segeni Mungai	Easton Cross, Allied Waste	Stephanie Page, ODA
Fawn McNeely, Legislative Advocates	Holly Stirnkorb, Tabor Consult.	Gina Cubbon, Metro
Dean Kampfer, WMO		

I. Welcome and Review of Agenda*Matt Korot*

Matt Korot thanked everyone for their attendance, and mentioned that if possible, the meeting would end ahead of schedule to accommodate some attendees who had other obligations soon after 11:00 a.m.

He referenced the policy discussion papers sent to the members preceding the meeting; today's charge would be to verify that the thoughts presented represent previous SWAC discussion. It would take two meetings to discuss all the items; after which the members will decide which items, if any, to move forward to the Metro Council.

VI. Food Waste Recovery Policies Discussion Paper*Matt Korot, All*

The Committee agreed to skip ahead to Agenda Item 6, devoting the entire meeting to the items it encompassed. The advance material included two items which referred to food waste; this particular item, Mr. Korot explained, was a broad view of how to increase recovery of food waste. For purposes of definition, "supply side" would be actions taken to get the material from the generators; "demand" would refer to the reload aspect.

The group was shown a map of facilities (attached), showing where there are gaps in service, and how the facilities figure into the food waste recovery system.

Mr. Korot referred to the portion of the policy paper titled Demand Side, which spoke to geographical gaps. While there had been discussion that the region would have one large composting / processing facility, it's more likely that there will be several facilities accepting food waste, he said. Metro Central has been accepting food waste since 2005, (20,000 tons/year) primarily from grocery stores; most of this goes to Cedar Grove. PLC began accepting food waste about a year ago.

Transfer occurs at several locations. Nature's Needs has received approval by the state and Washington County to conduct a pilot project taking material. If Columbia Biogas receives all the necessary approvals, its estimated capacity is 45,000 tons each of commercial food waste and industrial food waste, as well as some liquids.

Dave White asked if facilities have regulated caps on how much they can take. Mr. Korot explained that at transfer stations, there is no cap on how many tons of source-separated organics can be accepted. For other types of facilities, it depends on their conditional use permits. A facility that is capped at a designated total amount can decide for themselves how to divide that cap into types of waste. The practical limitation, of course, is space.

The region's total capacity is, in theory, enough to take commercial food waste, but not commercial, residential, and yard debris combined. Existing facilities are too closely grouped to serve the entire region easily and equally. Bruce Walker mentioned that Recology is expanding its two yard debris reload facilities, and are hoping to take food waste as well. If Recology's Foster Rd. facility is thusly permitted, that will help.

Rick Winterhalter told the group that he recently visited PRC, and said that what's being taken is a lot of yard debris with food waste, but it doesn't seem to affect operations. They also have a very simple stormwater system that's been approved by DEQ. It seems that with some very simple help, other facilities could operate as successfully. Handling the residential yard waste with small amounts of food waste seems a no-brainer, he commented.

Environmental risks are about equal between yard debris and food waste, Mr. Winterhalter continued, so maybe yard debris facilities should improve their operations to take food waste, as well. Jennifer Erickson said that currently, yard debris facilities are allowed to accept a small amount of non-meat, non-dairy food waste. Dave White said he recalled that that food waste has much higher environmental risk; he requested some documentation if that's no longer the case. Leslie Kochan said that different types of organics do require different processing to minimize discharge into the stormwater system; she'll follow-up on the issue. There is a new permit for all compost facilities, whether or not they take food waste, tied in with stormwater issues. PRC's advantage, Roy Brower added, is that it's located so rurally, the land is perfect for processing and surrounded by farms; residents are somewhat used to such odors. In a more urban setting, several small facilities might better succeed.

If Metro gave financial assistance to private companies, would it be in the form of a loan or a grant, Mr. White queried. In the past, Mr. Korot replied, Metro has given grants, but a loan or other options are also possible and can be narrowed down if this option moves forward. He asked the industry representatives in the audience for their perspective. Allied Waste's Ray Phelps commented that there's a huge compost-generating capacity, but there's no commitment regarding what to do with it afterwards. The end-use needs to be discussed. Private facilities can make compost, but what's the follow-through?

Dean Kampfer of Waste Management agreed. WMO is developing processing under the assumption that DEQ is going to increase operational requirements. It's inaccurate to compare other facilities to PRC and its rural surroundings, he added. As for public facilities, they have different price structures – WMO couldn't attract material at the same rate that Metro is taking waste at Metro Central. He'd like to understand the regulatory framework, and whether small facilities would be judged at a lower regulatory level. Additionally, WMO would like to look at creating biogas rather than compost, but unless there's significant public funding, it's uncertain that they would get enough material.

Next, Mr. Korot briefly reviewed the four supply-side options in the policy paper, gleaned from SWAC's earlier choices, beginning discussion of banning commercial food waste from the system.

Mr. Winterhalter commented that at some point, a ban may become necessary in order to collect enough material. Mr. Korot asked the local government representatives if their councils would be likely to

mandate food waste collection, and whether Metro could help. The City of Portland is already piloting a project. Scott Keller said that there is interest in Beaverton, but there's a misconception that it's cheaper, and it's not, so funding is a big question. It wouldn't be hard to bring in on a voluntary basis, he's unsure how much push-back a mandate would cause.

Susan Millhauser added that Lake Oswego has a voluntary program, and Allied has given them a rate that does save businesses some money. Ray Phelps added that they've identified a little over 100 businesses in Lake Oswego that generate food waste. He explained that Allied worked with the City to solicit enlistment on a specific route. So far, support has been great. They're reducing garbage container size, which helps reduce cost. Susan said the City is supportive as long as the rate doesn't go up. Bruce Walker added that the Portland project is going well, too, and they don't set the rate. The City's program is currently voluntary, but will become a requirement once stable processing capacity is in place. For any jurisdiction, support from its Council is crucial.

Other member comments: Michelle Poyourow commented that at first blush, she's fine with the ban idea, but would like to see Metro working towards reducing the generation of materials. Ms. Kochan recalled that when DEQ was first working on pollution prevention, all large facilities had to present a plan. Perhaps a similar requirement could be used in this case. Theresa Koppang said that she's not opposed to bans if they are used as a driver. If Metro implies that a ban could be implemented in the future, it would help local governments to encourage companies to begin participating now.

Public comment:

- Local governments could give technical assistance to businesses. Mr. Korot responded that local governments are talking about adding the food waste issue into the current Recycle at Work program.
- People need to be educated about what is good for compost and what isn't.

Next steps: Mr. Korot said that the group could finish up discussion of this policy paper early in the next meeting, and address the other policy papers at that time. He asked if anyone needs more information about the upcoming items.

Ms. Poyourow commented that there's a difference between carbon pricing versus carbon taxing. She's more comfortable with carbon pricing, but is open to learning more about carbon tax. The Global Warming Commission advocates for carbon pricing, Ms. Kochan added. Ms. Poyourow moved that SWAC take language from the Commission as a policy option to discuss at the next meeting; Bruce Walker seconded the motion, which passed unanimously.

Ms. Millhauser asked if it's possible to look at fuel usage in this context. Mr. Korot will look into it.

Audience member Meredith Sorenson recommended a book called American Wasteland by Jonathan Bloom.

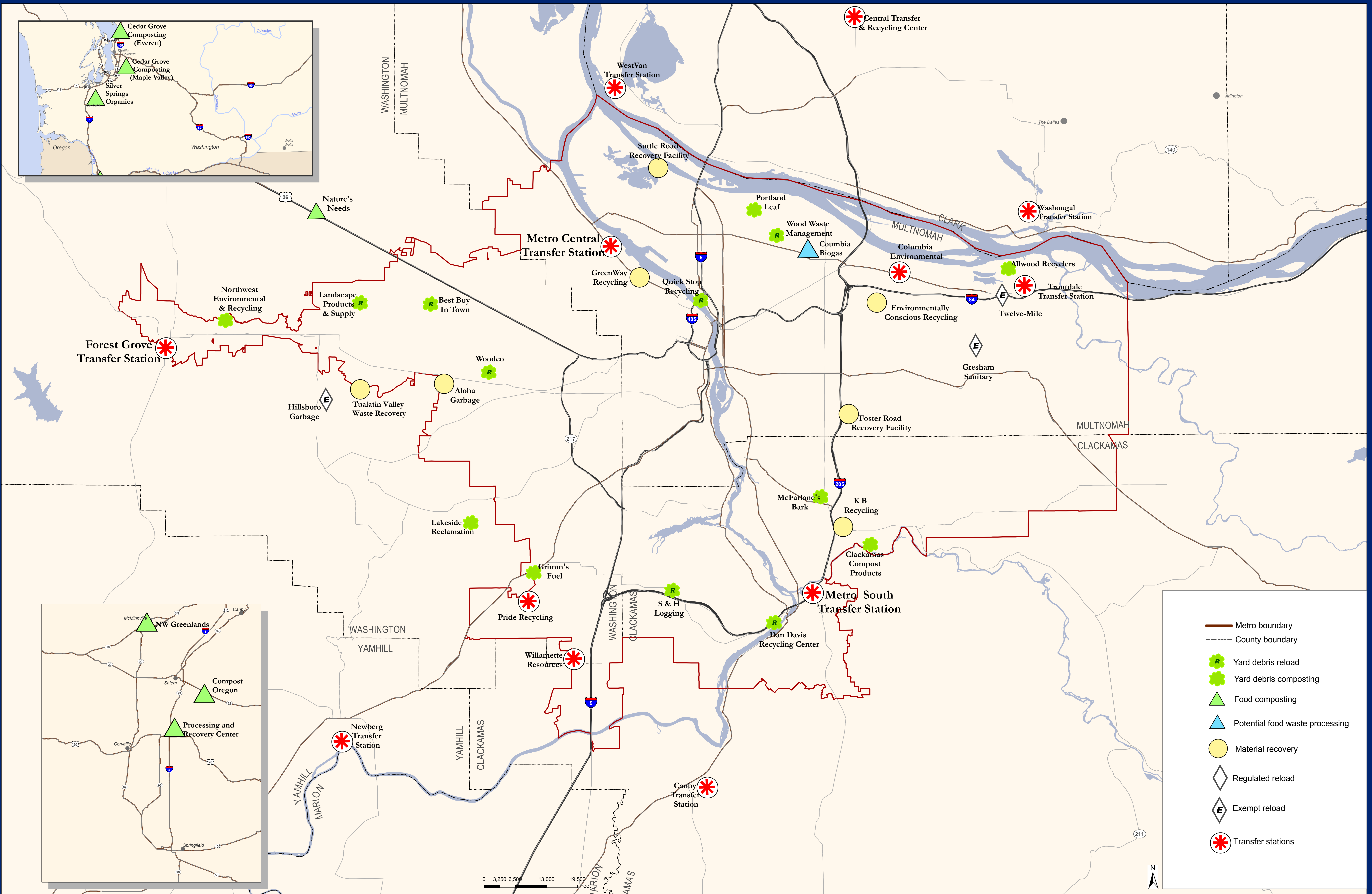
The meeting adjourned.

Prepared by:

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gbc
Attachment
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Meeting Summary – Solid Waste Advisory Committee
October 21, 2010



Potential Organics Infrastructure

October 2010

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Metro Solid Waste Advisory Committee - Agenda Item 2

Food System Policy Discussion Paper: *Food Rescue Infrastructure*

October 21, 2010 Meeting

Policy Identified by SWAC

Support and expand the region's food rescue infrastructure.

Purpose Relative to the Food System

To increase the amount of edible food diverted from disposal and recycling to those in need.

What would adoption of this policy by Council do?

This policy would likely be adopted through Council approval of funding for grants to food rescue agencies.

Context

Oregon has historically been one of the hungriest and most food insecure states in the country. According to the Oregon Food Bank, in fiscal year 2008-09 more than 240,000 people per month ate meals from an emergency food box and 3.8 million meals were served by soup kitchens and shelters--an all-time high. Factors such as the reduction in Federal USDA foods, and the growth of secondary markets coupled with increased unemployment, medical expenses and the growing income gap, resulted in stocks of food declining at the same time as demand for assistance increased. Food rescue agencies are striving to source increased amounts of food.

There is precedent for Metro working in this area. In 1996, informed by input from the region's food rescue agencies, Metro implemented a grant program that assisted food rescue agencies with the purchase of equipment that helped them to safely collect, store and distribute fresh and perishable foods. Over a period of nine years, Metro granted more than \$950,000 for the purchase of refrigerated trucks, coolers, freezers and other equipment. A conservative estimate based on reports received from grant recipients, found that these grants enabled the collection and distribution of over 9,000 tons of food—worth \$30 million to a food rescue agency¹. In 2002, Metro evaluated the program and found that the average benefit per dollar of grant funds distributed was \$31—illustrating a high level of return for the funds distributed.²

In addition, Metro conducted a barrier/benefit study in 2003 to better understand what compels businesses to donate surplus food as well as what they view to be the biggest barriers. In response to the findings of this study, Metro developed and implemented the *Fork it Over!* program. *Fork it Over!* is a peer-to-peer initiative that helps food businesses donate surplus prepared, perishable foods that have not been served, by showing that it is safe, simple and the right thing to do. It recruits food businesses to make commitments to donate food regularly. It also leverages partnership support from key industry leaders and associations to reinforce the social and cultural value of food donation, and provides regular reinforcement for participating through free publicity. To increase the convenience of donation, Metro also developed an interactive on-line tool for donors. The system asked donors to simply enter their location and the food they wished to donate, then it displayed the contact information for the closest food rescue agencies along with information about the agencies, who they served and if they would come to pick up the donation.

¹Based on \$1.67 per pound dollar value of the recovered food to a food bank, calculated by America's Second Harvest—now Feeding America, the nation's food rescue network.

²Calculations were based on avoided collection and disposal cost of \$125 per ton and a \$1.67 per pound dollar value of the recovered food to a food bank.

Metro's Regional Solid Waste Management Plan (RSWMP) outlines goals and objectives that guide the direction of key program areas to reduce the amount and toxicity of solid waste in the region. One of the key objectives in the organics sector is to support and increase organic waste prevention and diversion practices, primarily focusing on food donation.

Potential alignment with other efforts

The Oregon Food Bank has recently convened a steering committee of food industry executives on which Metro has a seat. This group is looking at creative and constructive ways to improve the food rescue system in partnership with the food industry. OFB's desire is to maximize the fresh and perishable foods it receives and redistributes throughout the state in a strategic manner. The group is working to identify the gaps in the existing system and collaborate on ways to close them.

Feasibility

It would be highly feasible for Metro to implement a policy to support and expand the region's food rescue infrastructure through grants to food rescue agencies.

Anticipated Effects

Environmental Effects

- Diverting one ton of food waste from landfill disposal to reuse reduces greenhouse gas emissions by approximately one ton of carbon dioxide equivalent.
- Diverting one ton of food waste from composting to reuse reduces greenhouse gas emissions by approximately .01 ton of carbon dioxide equivalent.³

Economic and Fiscal Effects

- The current value of one ton of food diverted to reuse is estimated to be \$3,000⁴.
- Each \$100,000 of Metro expenditures to support the region's food rescue infrastructure would increase the Regional System Fee (applied to each ton of disposed waste) by 10 cents.

Stakeholder Effects

- Direct benefit to food rescue agencies and those who utilize their services.
- Expansion of food rescue system capacity may allow new businesses to participate, with potential savings through decreased disposal costs and tax deductions for charitable donations.
- Program costs would be funded by regional solid waste ratepayers.
- Increased food rescue system capacity may lead to more requests from businesses to local government waste reduction programs for assistance with donation program implementation.

Metro Authority

The Metro Council can appropriate funds to be used to support the food rescue infrastructure and the Chief Operating Officer has the authority to distribute these funds through agreements with food rescue agencies.

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³ Estimate is based on maximum emissions from compost piles representing 2.5 percent of the initial carbon and 1.5 percent of the initial nitrogen. If compost contains 75% organic matter with a C:N ratio of 30:1, one ton of carbon would evolve as methane for each 100 dry tons of organic matter. Emissions from well-managed and monitored aerobic composting operations could be an order of magnitude lower. Static pile compost systems have the potential to have greater GHG impacts. Source: Sally Brown & Scott Subler, Composting and Greenhouse Gas Emissions: A Producer's Perspective, Biocycle Magazine, March 2007.

⁴ Based on revised food bank value of \$1.50 for every pound of food received. Source: Oregon Food Bank.

Metro Solid Waste Advisory Committee - Agenda Item 4

Food System Policy Discussion Paper: *Carbon Taxes*

October 21, 2010 Meeting

Policy Identified by SWAC

Advocate for legislation to enact carbon taxes on products, including food, based on relative carbon intensity.

Purpose Relative to the Food System

To reduce greenhouse gas emissions associated with the production, transportation and end-of-life management of food products by using a price signal to influence producer practices and consumer decisions.

Context

The Portland metropolitan region is a national leader in arresting the rise in greenhouse gas emissions; however, our current efforts fall far short of what is needed to meet carbon reduction goals established in state law.¹ Moreover, within 25 years, we can expect to be joined by one million new neighbors. Energy instability and climate change require us to rethink everything from where we live, to where we get our food, to how we get around.

To refocus the region's efforts to address climate change, the Metro Council adopted Resolution #08-3931 outlining the need to convene stakeholders for the purpose of developing greenhouse gas emission reduction strategies. Given the scope and complexity of this task, the Metro Council adopted Resolution #08-3971 in August 2008 designating the Climate Initiative as a Council project.

In order to identify where to focus the region's efforts, Metro conducted a Greenhouse Gas Inventory for the Portland metropolitan region. The inventory was intended to establish a snapshot of the region's greenhouse gas emission sources in order to make investment decisions that can have the greatest effect in reducing greenhouse gas emissions.

Fourteen percent of the Metro region's greenhouse gas emissions are associated with the production, transportation, and end-of-life management of food consumed by residents and business operators. Most food-related emissions result from the growing of food (especially feed for animals) and, to a lesser extent, food processing.

What would adoption of this policy by Council do?

- It would signal the Metro Council's interest in weighing in on legislative options to reduce the carbon intensity of products. It would at least implicitly represent an endorsement of a taxing strategy to reduce greenhouse gas emission over voluntary actions or alternative regulatory approaches such as cap-and-trade.

¹ In order to reduce the impact on global climate change, the State of Oregon has established greenhouse gas reduction goals, which call for arresting the growth of greenhouse gas emissions by 2010, reducing emissions to at least 10 percent below 1990 levels by 2020, and reducing emissions to at least 75 percent below 1990 levels by 2050.

- It would require Council to determine what its advocacy would actually look like, e.g.,:
 - Direct advocacy for state legislation
 - Direct advocacy for federal legislation
 - Direct advocacy for international agreements
 - Advocacy through the Governor or Oregon Congressional Delegation for federal legislation
 - Advocacy through the Governor or Oregon Congressional Delegation for international agreements

Potential alignment with other efforts

In its September 2010 report to the Oregon Global Warming Commission (OGWC), the Materials Management Technical Committee of the OGWC recommended nine key actions for reducing greenhouse gas emissions. One of these is:

Advocate for carbon price signal across life cycle of products and materials (either by an emissions cap and/or a carbon tax), including imports (border adjustment mechanism/carbon tariff if necessary).

In support of this recommendation, the Committee wrote:

The Commission should advocate for policies that incorporate a carbon price signal across the life cycle of products and other materials. A price on carbon across the full life cycle (resource extraction, manufacturing, transport, use, and end-of-life) offers the potential for significant reductions in greenhouse gas emissions associated with the life cycle of products and materials. The Materials Management Committee did not evaluate the relative advantages and disadvantages of capping emissions (either via “cap-and-trade”, “cap-and-dividend” or some variation) vs. taxing emissions. However, given the global nature of many supply chains, and keeping with the Committee’s vision of not penalizing Oregon or other domestic producers (relative to foreign competition), it will likely be important to apply a “border adjustment mechanism” to help ensure a level playing field. This mechanism, often discussed in the form of a carbon tariff, adds to the price of products that are made in locations whereby some or all of their upstream emissions are not covered by a carbon cap and/or tax.

The Committee identified the lead parties on implementing this recommendation as the Oregon Congressional delegation, Governor’s Office, and Oregon Global Warming Commission.

The Global Warming Commission has not yet responded to this recommendation.

Feasibility

The action itself – advocacy for legislation – is highly feasible. The desired outcome of adoption of a regulatory or taxing framework, in which the life cycle costs of carbon are incorporated into the costs of products, is likely to be much less feasible over at least the short-term.

Anticipated Effects

Environmental Effects

- No direct effect from Council advocacy.

- Implementing policies to incorporate a carbon price signal would potentially result in significant reductions in greenhouse gas emissions.

Economic Effects

- No direct effect from Council advocacy.
- Implementing policies to incorporate a carbon price signal would impact the costs of producing food due to increased costs for energy used in production and fuel used for transportation.

Stakeholder Effects

- There does not appear to be either a high level of regional knowledge or consensus about policies to incorporate a carbon price signal, so there could be political implications for the Council in advocating for such policies.

Metro Authority

The Metro Council has the authority to advocate for legislation to enact carbon fees on products, including food, based on relative carbon intensity.

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Metro Solid Waste Advisory Committee - Agenda Item 6

Food System Policy Discussion Paper: *Increasing recovery of food waste*

October 21, 2010 Meeting

Policies Identified by SWAC

Build the food waste processing infrastructure (demand-side) and either ban food waste disposal or require local collection programs (supply-side).

More specific options within these broad policies:

Demand-side

1. Fill geographic gaps in transfer and/or processing capacity by developing public facilities if those gaps are not filled by the private sector by a date certain.
2. Fill geographic gaps in transfer and/or processing capacity by providing financial assistance to private companies if facilities are not otherwise developed by a date certain.
3. Council takes a leadership role in advocating for private facilities that are in land use and permitting approval processes.
4. Require the four franchised private transfer stations to provide organics transfer services.
5. Advance system-wide objectives by strategically using Metro's authority to determine where to send organics received at Metro Central.
6. Use the processing contract for organics received at Metro Central to influence pricing for organics reload and processing.

Supply-side

1. Require local governments to ensure the provision of collection services for source-separated organics if local programs are not established by a date certain.
2. Implement a disposal ban on organics if local collection programs are not established by a date certain.
3. Implement a disposal ban on organics if collection programs are determined to be insufficiently effective at diverting organics from disposal.
4. Provide flow guarantees by directing collected source-separated organics to specific facilities.

Purpose relative to the Food System

Increase the amount of organics (food waste and compostable paper) diverted from disposal to recovery.

What would result from Metro Council action(s)?

Depending on the specific actions, an increase in either or both the supply of source-separated organics and the reload and recovery capacity for this material.

Context

Metro's Regional Solid Waste Management Plan (RSWMP) outlines goals and objectives that guide the direction of key program areas to reduce the amount and toxicity of solid waste in the region. One of the key objectives in the organics sector is to enhance access to organic recovery services throughout the region while utilizing as much of the existing solid waste infrastructure as possible.

The region disposes nearly 250,000 tons per year of organics, representing approximately 19% of all material disposed as garbage. Approximately 55% of the organic waste stream is generated by the commercial sector—primarily retail grocery and restaurants.

Potential alignment with other efforts

There are a number of related efforts, including:

- Current, planned and potential private sector development (or joint public/private in some cases) of food waste reload and processing facilities.
- Existing commercial sector food waste collection programs and Portland's residential food waste collection pilot program.
- Planning for commercial food waste collection programs by suburban jurisdictions in the region and Portland's plan to make organics source-separation mandatory for commercial generators.
- Planning for the expiration in December 2011 of Metro's contract for transport and processing of organic waste from the Central Transfer Station.

Feasibility

Demand-side

1. Fill geographic gaps in reload and/or processing capacity by developing public facilities if those gaps are not filled by the private sector by a date certain.

Difficult: expensive, complicated and Council would need to be convinced of the appropriateness and need for Metro to enter the market as a service provider.

2. Fill geographic gaps in reload and/or processing capacity by providing financial assistance to private companies if facilities are not otherwise developed by a date certain.

Moderately difficult: may be expensive and Council would need to be convinced that investment in a private facility is needed and an appropriate use of public funds.

3. Council takes a leadership role in advocating for private facilities that are in land use and permitting approval processes.

Easy to implement, but there may be political risks.

4. Require the four franchised private transfer stations to provide organics transfer services.

Moderate: franchise instrument allows for this type of requirement; may be opposed by transfer station operators.

5. Advance system-wide objectives by strategically using Metro's authority to determine where to send organics received at Metro Central.

Moderate: challenge would be in defining how system-wide objectives could be met through Metro's decision on where to send the organics that it controls; relatively easy to implement through procurement process.

6. Use the processing contract for organics received at Metro Central to influence pricing for organics reload and processing.

Moderate: relatively easy if cost-based pricing at Central influences tip fees at private facilities, as appears to be the case with garbage; may be politically more challenging if Metro "subsidizes" rate.

Supply-side

1. Require local governments to ensure the provision of collection services for source-separated organics if local programs are not established by a date certain.

Moderately difficult: there is precedent for this approach in the regional Business Recycling Requirement, but it requires extensive coordination and consultation with all 28 jurisdictions in the region and could be contentious.

2. Implement a disposal ban on organics if local collection programs are not established by a date certain.

Moderately difficult: there is precedent for this approach in the regional Enhanced Dry Waste Recovery Program. Would likely be opposition from haulers or private facility operators if responsibility for compliance fell to them. Implementation and enforcement protocols will be complicated to develop.

3. Implement a disposal ban on organics if collection programs are determined to be insufficiently effective at diverting organics from disposal.

Moderately difficult: there is precedent for this approach in the regional Enhanced Dry Waste Recovery Program. Would likely be opposition from haulers or private facility operators if responsibility for compliance fell to them. Implementation and enforcement protocols will be complicated to develop.

4. Provide flow guarantees by directing collected source-separated organics to specific facilities.

Unknown; need to first determine legal authority.

Anticipated effects

Environmental effects

- Reduction of the greenhouse gas emissions caused by decomposition of organics in landfills.
- Production and subsequent use of compost products reduces need for chemical fertilizers, builds soil health, increases capacity of soil for carbon sequestration, improves water quality through reduced runoff of sediment and fertilizers, and reduces need for irrigation.
- Non-composting processes with energy production, such as anaerobic digestion, may offset some need for additional fossil-fuel based energy production.
- New collection routes for organic waste may result in a net increase of some air emissions.

Economic and fiscal effects

- Policy actions requiring Metro expenditures will increase the Regional System Fee (applied to each ton of disposed waste) by approximately 10 cents for every \$100,000 of additional expenditures.
- Diverting 100,000 tons of food waste from the Metro transfer stations toward recovery would increase Metro's solid waste disposal tip fee by approximately \$7.00 per ton as operations and Regional System Fees costs are spread across fewer tons. An additional \$1.20 per ton would need to be added to make up for reductions in excise tax revenues resulting from the diverted tons.
- The economic value of the environmental benefits of diverting organics from disposal to composting is approximately \$9 million (data is not yet available for comparable analysis of anaerobic digestion for energy recovery).

- System users will incur the costs (permitting, capital and operational) for new reload, transfer and processing facilities for organics.
- System users will incur the costs for collection of source-separated organics. These costs may be partially offset by reduced garbage collection costs.
- Fully developing an organics reload, transfer and processing infrastructure will allow for establishment of more stable fee and rate structures.
- Additional time and resources will be needed by local governments to implement organics collection programs.
- Additional time and resources will be needed by Metro to provide regulatory oversight of facilities.

Stakeholder effects

- Increasing recovery of commercial organics implements a key provision of the Regional Solid Waste Management Plan and would represent a significant step in the region’s efforts to meet its statutory recovery goals.
- Actions to either require the provision of organics transfer services or enforce a disposal ban would have significant impacts on private transfer stations. One of the transfer stations, WRI, is already handling significant amounts of organics and plans to increase its capacity. Waste Management’s Troutdale facility is accepting a small amount of mixed yard debris and food waste from Portland’s residential pilot program, and Pride is reloading a small amount of commercial food waste.
- Implementing local collection programs would increase the workload of local governments and require the establishment of rates for these programs.
- Participating generators, whether through voluntary or required programs, would need to establish systems for separation of their organic waste.
- Additional time and resources from Metro to regulate and enforce new system requirements.

Metro Authority

Metro appears to have the authority to implement all of the options described in this paper, with the exception of the “flow guarantees” policy that has not yet been examined.