

METRO REGIONAL WASTE ADVISORY COMMITTEE
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OVERVIEW OF DRAFT CRITERIA FOR ALLOCATIONS TO PRIVATE TRANSFER STATIONS

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Background

In March 2019, Metro adopted the 2030 Regional Waste Plan which sets the policy direction for the region's solid waste and recycling system. It is very different than previous plans in that its values, principles, goals and actions specifically reflect the needs and aspirations of members of our community who haven't historically had a strong voice in the development of environmental plans, policies and programs. The foundation of this plan is equity—centering the voices, values and needs of communities of color and historically marginalized groups in the region's solid waste and recycling system.

The plan is implemented in many ways; through collaborative programs with local government partners and community organizations, and through required actions that bring minimum standards and consistency to a large and complex system. Metro Code and Administrative Rules are the mechanism used to implement the required elements of the plan.

Goal 16.0 of the plan provides direction to “Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.” Metro oversees this system and sets requirements for private facilities that receive waste. This includes actions to implement Metro code that establishes that at least 40 percent of the region's wet waste should flow to the two public transfer stations, Metro South in Oregon City and Metro Central in northwest Portland. Wet waste, or putrescible waste, includes all household kitchen garbage and waste that contains organic materials that may biodegrade. Wet waste makes up a little more than half of the region's waste. Approximately 1.4 million tons of waste are generated each year in the Metro region.

Why are changes being proposed?

Council directed staff to develop a system for annually allocating tonnage to private transfer stations to increase transparency and predictability and to ensure that Metro stations receive at least 40 percent of the regional tonnage. Staff designed a phased approach. Phase one provided each transfer station with an allocation based on 1) equal tonnage amounts for a base share, and 2) additional tonnage that was proportionate to each transfer station's previous year's allocation, in order to create a smooth transition to the new system. The Phase 1 approach was implemented for 2020 allocations.

For Phase 2, staff proposed a goals-based approach that replaced the proportional share (Figure 1, left, yellow wedge) with an allocation based on each transfer station’s commitment to achieving Regional Waste Plan goals (Figure 1, right, brown wedge). Council directed staff to develop a methodology that included specific criteria for up to five Regional Waste Plan Goals listed in the table below which transfer stations must meet in order to receive goals-based tonnage allocations.

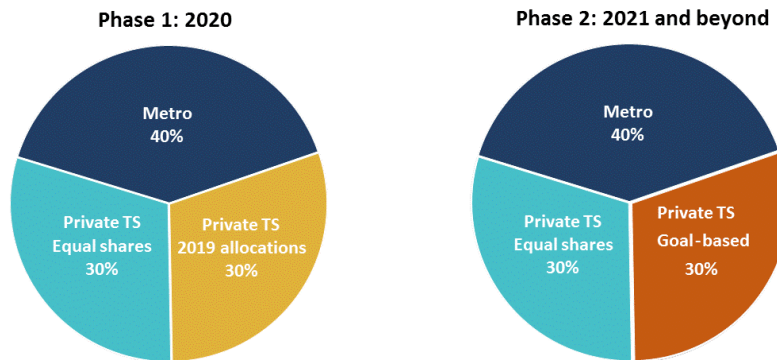


Figure 1: Phased allocation approaches

Staff suspended work on the Phase 2 methodology when the impacts of the pandemic took hold in Oregon last March because of concerns about the ability to engage with key stakeholders and changes in our own work priorities. In August 2020, Council directed staff to restart the Phase 2 work and to implement a goals-based approach in determining calendar year 2021 allocations. The draft criteria are outlined below in association with the Regional Waste Plan goals that they are designed to support.

GOALS AND DRAFT CRITERIA

Regional Waste Plan Goals

Criteria

Goal 3.0 Living Wages and Good Benefits | Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits

- Wages for entry level industry positions match or exceed Metro’s in-house and contracted lowest wage for entry-level industry positions like spotter and traffic control (with load inspection), currently approximately \$17.50/hour.

Goal 4.0 Increase Diversity in Workforce | Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

- Establish a contract or partnership with an organization that specializes in increasing workforce diversity.
- AND (must meet both to be eligible)*
- Provide workforce diversity data to Metro.
 - *This data is useful to Metro for RWP indicator reporting and monitoring. Sharing this data with Metro supports the Goal by making it available for*

use in designing and refining a variety of RWP Goal 4 actions.

Goal 12.0 Minimize Environmental Impacts | Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.

- Rolling stock uses low particulate and low GHG emission fuel. Oregon Department of Energy publishes a list of alternative fuels to be used as the reference for acceptable fuel types.
OR (may meet either to be eligible)
- Long-haul disposal transport uses R99 renewable diesel.

Goal 13: Invest in Communities | Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.

- Expand community enhancement fees to include other materials besides wet waste.

Staff is working to revise or augment this criterion to expand its feasibility for two in-region transfer stations that only receive wet waste.

Goal 14: Affordable and Consistent Rates | Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

- Total charge per ton (inclusive of all fees) must not exceed Metro's Solid Waste fee for uncovered loads.

The purpose of today's engagement with the Regional Waste Advisory Committee is to solicit members' input on the draft criteria for the goals-based allocations. The Metro Council will discuss these criteria on Sept. 24, 2020.

Discussion questions:

Are these criteria appropriate to support progress toward the Regional Waste Plan goals in 2021?