



Transfer System Configuration Project



Update to Transfer System Task Force
and Solid Waste Alternatives Advisory
Committee



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May 10-11, 2016



Recent Activities

- Feb 17: Task Force (TF) meeting, Metro staff options, TF recommendation, and TF feedback – based on feedback during that meeting revised the TF recommendation
- Feb 25: Presented Metro options and revised TF recommendation to SWAAC
- Mar 1: Presented options at Council Work Session
- Mar-Apr Council Liaisons and Metro staff deliberations

Schedule

- May 10 – Transfer System Task Force
- May 11 – SWAAC
- Jun 21 – Council work session
- TBD – Council adopt resolution

Council Feedback

- General support for the existing system
- General support for self-haul and HHW recommendations
- Interested in findings ways to enhance public benefits in 7 elements of the system

7 Elements for Enhanced Public Benefits

1. Tonnage allocation based on percentage
2. Improved tonnage allocation process
3. Flexibility to pursue new services / technology
4. Small business opportunities
5. Promote efficient off-route travel
6. Improve cost transparency at public stations
7. Rate transparency at private stations

1. Percentage Tonnage Allocation

- Typically, each private station's allocation will remain the same as it was in 2015 on a percentage basis
- Public station tonnage floor: 40% of wet waste
- Flexibility required to respond to waste industry and transfer system dynamics
- Ordinance 15-1356: allocations may be adjusted up to an additional 5% in 2016

1. Percentage Tonnage Allocation, Exceptions:

- Percentage allocations may be adjusted downward if less than 95% received in 2 consecutive years.
- If Metro authorizes a new wet waste station, existing allocation may decline but generally not more than 15%
- Private station owners may apply for an additional percentage allocation – need local government letter of support

2. Improved Tonnage Allocation Process

- See Attachment A
 - Basis for awards of additional tonnage allocation
 - State conditions necessary to receive allocation
 - Clarification of what materials are included in allocation and what are not included in allocation

3. Flexibility to Pursue New Services / Technology

- Current proposal reinforces existing system and provides flexibility:
 - Allocations exclude source separated organics and any materials that may eventually go through AMR or similar
 - For AMR, WtE, and similar, Metro has authority to require all waste must be processed prior to landfill
 - The 40% to public stations facilitates the WtE option for that portion of region's wet waste
 - For food waste, Metro has legal authority to manage flows in a number of ways

4. Small Business Opportunities

- Retaining Metro ownership of the two public station provides option for small collection companies
- Proposed that no single firm may transfer more than 40% of Metro region wet-waste

5. Promote Efficient Off-Route Travel

- Generally done already
- Percentage allocation method
 - Will accommodate regional growth
 - Provides mechanism to increase a station's allocation or establish new station(s) if needed to respond to sub-regional growth, traffic congestion or other factors

6. Improve Cost Transparency at Public Stations

	Wet Waste	Self-Haul	Dry Waste (with processing)	YD / Organic	Total
Transfer Station Component Costs					
Transfer (including scalehouse)	\$12.00	\$44.62	\$79.28	\$17.79	\$26.35
Transport to Landfill / Processing	\$22.64	\$22.64	\$21.24	\$22.00	\$22.39
Landfill / Processing	\$23.13	\$23.13	\$0.00	\$32.92	\$21.95
Total Cost	\$57.77	\$90.39	\$100.52	\$72.70	\$70.69
Fees & Taxes	\$32.11	\$32.11	\$32.11	\$0.00	\$27.44
Total Estimated Break-Even Tip Fee	\$89.88	\$122.50	\$132.63	\$72.70	\$98.13
2015 Actual Tip Fee					\$94.98

7. Rate Transparency at Private Stations, Three Options

1. Metro estimate costs of services at public stations and prepare cost table annually
2. Metro conduct a biennial assessment of private wet waste transfer station costs (transfer, transport, disposal) and estimate rate for each station
3. Metro conduct a rate review process that includes a review of station financial records

After implementing one or more options to improve transparency, if private tip fees appear to be substantially higher than costs, Metro will develop guidelines to implement rate regulation



8. Other Methods of Providing Public Benefits for Consideration

- To encourage GHG reduction and efficiency, no loads direct hauled to disposal facility more than 40 miles from Metro region boundary



Questions and Comments