

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

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|----------------------|--|---|---------------------------------|
| AGENDA TITLE: | King County Solid Waste Transfer Station Update | | |
| DEPARTMENT: | CMO | | |
| PRESENTED BY: | Scott MacColl, Intergovernmental Relations Manager | | |
| ACTION: | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Resolution | <input type="checkbox"/> Motion |
| | <input checked="" type="checkbox"/> Discussion | <input type="checkbox"/> Public Hearing | |

PROBLEM/ISSUE STATEMENT:

The King County Solid Waste Division (SWD) is in the process of finishing its review of the 2006 Solid Waste Transfer and Waste Management Plan (Transfer Station Plan) to account for significantly lower revised tonnage forecasts completed in 2013. The review was requested to 'right size' the transfer station system to ensure the system isn't overbuilt and to keep costs down.

Although the revised Transfer Station Plan was issued in October 2013, the County Council extended the review period for the plan until February 3, 2014 to allow jurisdictions more time to comment. The plan initially recommended the full original build out which called for rebuilding the entire system, including a new northeast transfer station which raised concerns for some partners, particularly in the North East area of the County. One of the main issues is whether or not to rebuild a station in North East King County, and if there are options besides building a new transfer station.

Subsequently, the SWD identified the following options:

1. Redirect some commercial traffic from the Factoria Transfer Station to the Shoreline Transfer Station (which has significant excess capacity) and the Renton Transfer Station (which would remain open) to balance use of the transfer station system;
2. Potentially limit service (such as self-haul) at some transfer stations during periods of peak tonnage; or
3. Redesign and build a bigger Factoria Transfer Station.

The SWD has since concluded that a rebuilt Factoria Transfer Station can accommodate the estimated tonnage and transactions (vehicle capacity) with minor modifications on the existing site. Thus, they will be recommending to the King County Council to proceed with the Factoria Transfer Station rebuild this year with minor modifications, engage further discussion with partners and seek Council direction

regarding the Transfer Station Plan and ‘no-build’ options for the northeast (but would continue the possibility of a North East Transfer Station in the future).

Redmond Mayor Marchione has requested that the City sign onto a comment letter (Attachment A) supporting both the option to proceed with rebuilding the Factoria Transfer Station with slight modifications and the no-build North East Transfer Station options (both Options 1 and 2 noted above). In addition, however, the letter advocates eliminating references to a North East Station from the Transfer Station Plan.

Deputy Mayor Eggen, as the Municipal Solid Waste Advisory Committee (MSWAC) Chair, has requested information from the SWD seeking quantitative analysis regarding the effects that Options 1 and 2 will have on the Shoreline and Renton Transfer Stations. Both of these facilities will be impacted under either option as follows:

| Option | | Renton 2012 | Renton 2023 | Shoreline 2012 | Shoreline 2023 |
|-------------------------|-------------------------|----------------|----------------|-------------------|-------------------|
| 1 - Redirect Commercial | Commercial Transactions | 8,728 | 17,300 | 4,045 | 16,490 |
| 2 – Limited Self Haul | Self Haul Transactions | 64,267 | 119,700 | 67,424 | 75,832 |

There is currently unused capacity at both the Renton Transfer Station (60,000 tons) and Shoreline (70,000 tons); however the data provided did not quantify commercial or self haul transactions into tons. Commercial and self haul do access the transfer station on City roads, so there will be an increase in traffic on Meridian from either option. In addition, the redirected commercial traffic would travel farther to access the Shoreline station, which means higher rates for those individual cities to account for the longer travel. In addition, it should be noted that 2023 represents the peak traffic and tonnage, and after 2023, projections show the loads decreasing towards 2028 when Bellevue and the Points cities leave the system.

Council has provided previous direction to take actions that will limit future rate increases and reduce costs as part of sizing the system correctly. Given that the system has capacity available without building a North East station, the \$100 million in capital cost savings, and that the projections show lower tonnage after 2023, there is not sufficient need to continue with a North East station in the Transfer Station Plan.

Mayor Winstead and Deputy Mayor Eggen requested a Council discussion on this item to determine if Council wants to provide direction to the Mayor to sign onto the Redmond letter.

RESOURCE/FINANCIAL IMPACT

There is no resource or financial impact in signing onto the Redmond letter regarding the Transfer Station Plan. Overall, the impact of not building a new station in North East King County is approximately \$100 million in savings to the capital plan, and subsequently lower rates.

RECOMMENDATION

Staff recommends Council provide approval for the Mayor to sign onto Redmond Mayor Marchione's proposed letter.

ATTACHMENTS

Attachment A – SW TS Plan Review Comment Letter

Approved By: City Manager ***DT*** City Attorney ***IS***

January xx, 2014

Christie True, Director
King County Department of Natural Resources and Parks (KCDNRP)
201 S Jackson Street, Room 700
Seattle, WA 98104-3855

RE: Comments on 2006 Solid Waste Transfer and Waste Management Plan Review

Dear Christie,

We appreciate all of the work that your staff have done in their review and analysis of transfer station system options to ensure that the system is right sized to provide appropriate services at affordable rates. It is clear to us that staff have not only listened to our comments and concerns, but continued their analysis of options to address our concerns. We are pleased to learn that you will be recommending that the Factoria transfer station re-build proceed as planned, with minor modifications and that you have identified options for further discussion with regional partners that do not require building a new northeast transfer station.

We support proceeding with the construction of Factoria on the existing site, with minor modifications that will allow this transfer station to be fully utilized for solid waste tonnage as well as transactional needs. The County has already spent over 20 million dollars designing this transfer station. The Solid Waste Division has concluded that this transfer station can work with minor modifications. We believe it is important to provide a definitive statement that the County will not super-size this project or expand to the Eastgate property, since the transfer station can be modified to meet tonnage and transactional capacity needs. We would like to add our voice of support for proceeding with this project.

The Solid Waste Division has also identified three options that would allow the system to handle future solid waste tonnage, per the revised tonnage forecast. The Division has concluded that Factoria can proceed without foreclosing these options. One of the options calls for redesigning and building Factoria to be a bigger station, in essence super-sizing Factoria. It is not necessary to pursue this option, as the Solid Waste Division has concluded that Factoria can meet tonnage and transactional needs with minor modifications on the current site. Therefore we do not support retaining this option for continued consideration.

We support continuing discussion of the remaining options for fully utilizing the capacity of the transfer station system - redirecting commercial traffic to balance the use of the system, and looking at potential service limits at some transfer stations for limited time periods, during times of peak tonnage. Ongoing review and analysis will need to occur, especially after the Factoria and South King County transfer stations become operational, to inform any potential changes that may be needed to the system.

These options ensure that the system will not be over-built but will instead maximize utilization of the current transfer stations or those that are already being planned for construction. As noted by the Solid Waste Division, a range of alternatives are available that do not require building a new transfer station in the northeast part of the county. This transfer station is estimated to cost over 120 million dollars.

The other options may require additional investments to maximize the use of the system; however the cost of these would be far less than the cost of building a new transfer station in northeast King County.

It is critical that the system not be over-built, with significant planned excess capacity. Due to the recession and a significantly reduced tonnage forecast, the operating and capital costs of the system will be spread over significantly less tonnage and fewer customers than had been anticipated. This will result in a tipping fee that will be considerably higher than forecasted, especially if the system is over-built with an unnecessary transfer station.

We realize it is important to retain flexibility in management of the transfer station system, especially as it pertains to the operations of individual transfer stations, in order to realize the full benefits of the system. Since the Solid Waste Division is in the process of planning and constructing a transfer station at Factoria and in South King County, we think it is important that these stations become fully operational before decisions are made regarding closure dates of older transfer stations and other permanent operational decisions.

We think it is prudent to establish a range of dates instead of a firm date for the closure of the Houghton transfer station, at least until the Factoria and South King County transfer stations are constructed and operational. This is consistent with the language of the 2006 Plan, which provides for the closure of existing transfer stations when replacement capacity is available. It is also consistent with the Division's practice of keeping both the Bow Lake and Factoria transfer stations open and operational during construction, to assure capacity is retained pending the availability of new capacity.

In addition to proceeding with the Factoria transfer station re-build, we support concurrent revisions to the 2006 Solid Waste Transfer and Waste Management Plan to implement the recommendations identified in this letter. The Plan calls for a new transfer station in South King County, Factoria and Northeast King County. The Plan must be amended to eliminate the reference to a new Northeast transfer station, since it is not necessary and other options exist to utilize capacity already available in the system.

As noted by the Solid Waste Division, there is time for discussion and decision-making on when and which elements of the options to implement. However, the Plan, as the adopted policy that provides direction for the Solid Waste Division for the transfer station system, must be amended to align with a revised configuration that does not include a new northeast transfer station, and to provide policy clarity to the County's partners and the public, as a basis for future decisions.

Just as we have undertaken this review of the Plan to ensure that it provides for a right-sized system that provides appropriate services at affordable rates, the County and its' partners will undertake another review at an appropriate time in the future to again assess the solid waste infrastructure that is needed to serve the County and its' partners.

Sincerely,

John Marchione
Mayor, Redmond