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King County Council
516 3rd Ave Rm 1200
Seattle, WA 98104

Dear King County Councilmembers:

I understand that the Budget and Fiscal Management Committee and Regional Policy Committee will be discussing the proposed demand management strategies pilot for solid waste transfer stations at their September 14 meetings. The purpose of this email is to provide my perspective on that proposal as someone whose 35-year career focused on solid waste management and who currently chairs the King County Solid Waste Advisory Committee (SWAC).

My own perspective is largely reflected in a motion on the Transfer Plan Review Part 2 Final Report approved on August 21, 2015 and attached to this letter. The background information that accompanies this motion explains SWAC's reasoning in passing it (the motion passed 13-0, with two abstentions).

Since SWAC passed that motion, I learned that the city of Kirkland has identified potential transfer station sites in Kirkland and may be a willing host jurisdiction for such a facility. I believe the County Council should direct the Solid Waste Division to (1) discuss with Kirkland whether that city would in fact be willing to host a transfer station, and (2) fully analyze the cost and impacts of potential build options over the life of the new facility, so these costs and impacts can be compared to those of implementing demand strategies over the same period of time.

In addition to the sites Kirkland identified, the Solid Waste Division could explore the potential for siting a new transfer station at the old Houghton Landfill. Perhaps a large enough area of that site could be mined and stabilized to provide a suitable transfer station site. Another potential site is the little-used Park and Ride lot at the NE 70th Street exit off I-405 in Kirkland, which has excellent freeway access. The Solid Waste Division could coordinate with Metro on the potential availability of this site. Potentially suitable sites could also be identified in Woodinville and Redmond using a process such as that used to site the South County transfer station.

Another option that could be considered is keeping the Houghton Transfer Station open for self-haul only, since commercial traffic has been the biggest issue to neighbors in the past. If Houghton could be a self-haul-only facility, the new NE transfer station could be commercial-only, which would reduce the size and cost of both the site and the transfer building itself.

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Among the projects I undertook as a consultant was coordinating permits for the new Factoria Recycling and Transfer Station when it was to be located at the Eastgate Way site. The delay in this project to accommodate Bellevue's desire to site the facility at a different location was costly, although I believe a wise decision. There is no reason to believe that a new NE transfer station would be as costly as the new Factoria facility *provided the County proceeds to site and build it without delay.*

Demand management strategies would disproportionately impact small businesses that self-haul, and result in other significant impacts listed as part of the attached SWAC motion. Until the potential for siting a new NE transfer station can be fully explored, I urge you to remove the demand management strategy pilot from the rate proposal and pass a rate that does not include demand management strategies.

Respectfully,

Jean Garber

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Attachment: August 21, 2015 SWAC Motion on Transfer Plan Review Part 2 Final Report