



# Transfer Plan Review

METROPOLITAN SOLID WASTE MANAGEMENT ADVISORY COMMITTEE

October 18, 2013

# Transfer Plan Review

- Purpose
  - Determine if changes are needed to ensure that the transfer system is **sized/configured appropriately** to meet current and future needs
  - Determine whether changes could be made that could **reduce future expenditures** while still meeting desired service objectives and levels

# System Size & Configuration

- Six urban stations are strategically located.
- Four of the six stations are functionally obsolete
  - No recycling service
  - No waste compaction
  - Limited operating space for heavy equipment
  - Customer transactional volume exceeds capacity
- Fewer stations can significantly increase collection costs for rate payers.

# Transparent & Collaborative Process

- Workshops were held in July, August and September. MSWMAC, SWAC, Bellevue, commercial haulers and interested citizens attended. Average attendance was 62
- Updates have been given to the Regional Policy Committee, Sound Cities Association Public Issues Committee and at the City Managers' meetings
- Project web site provided
  - Information about scheduled workshops
  - Workshop summaries and links to presentations
  - Reference materials
  - Contact information and a comment form
- Additional Outreach

# Reducing Future Expenditures

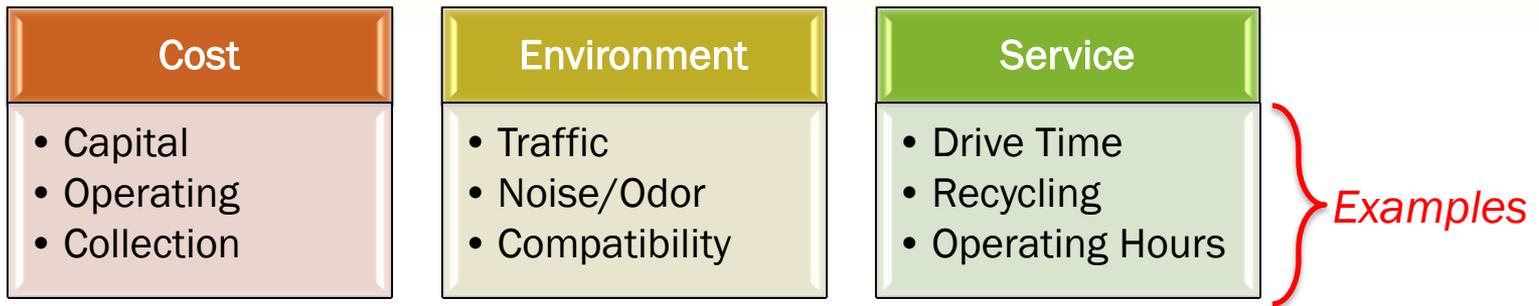
- There are opportunities to reduce future expenditures while still meeting the desired service objectives & levels.
  - Alternative procurement methods should be explored to reduce the total development costs of future capital projects.
  - Additional analysis of options for handling Northeast tonnage and transactions.
  - Evaluation of repurposing the Houghton facility sooner.

# Guiding Principles

- Maximize ratepayer value.
- Provide flexibility to accommodate future changes.
- Comply with the law including requirements for storage for disasters.
- Comply with the requirements of King County Ordinance 17619.
- Conduct a transparent and collaborative review.

# Maximizing Rate Payer Value

- Cost, service, and environmental impacts were analyzed under multiple conditions.



- Alternatives that call for no Northeast or South County transfer station would increase collections costs to customers in those areas & introduce capacity constraints at nearby stations requiring a reduction in services.

# Transfer System Alternatives

	Base (Current Plan)	Alternative A	Alternative A*	Alternative B	Alternative C	Alternative C**	Alternative D	Alternative D**	Alternative D***
Open facilities	Shoreline Bow Lake Factoria Northeast South County	Shoreline Bow Lake Factoria South County	Shoreline Bow Lake Factoria South County  Houghton (self-haul only)	Shoreline Bow Lake Northeast South County	Shoreline Bow Lake Northeast	Shoreline Bow Lake Northeast  Algona (self-haul only)	Shoreline Bow Lake Factoria	Shoreline Bow Lake Factoria  Algona (self-haul only)	Shoreline Bow Lake Factoria  Algona (self-haul only) Houghton (self-haul only)
Closed facilities	Algona Renton Houghton	Algona Renton Houghton	Algona Renton	Algona Renton Houghton	Algona Renton Houghton	Renton Houghton	Algona Renton Houghton	Renton Houghton	Renton
Do not build		Northeast	Northeast	Factoria	Factoria South County	Factoria South County	Northeast South County	Northeast South County	Northeast South County

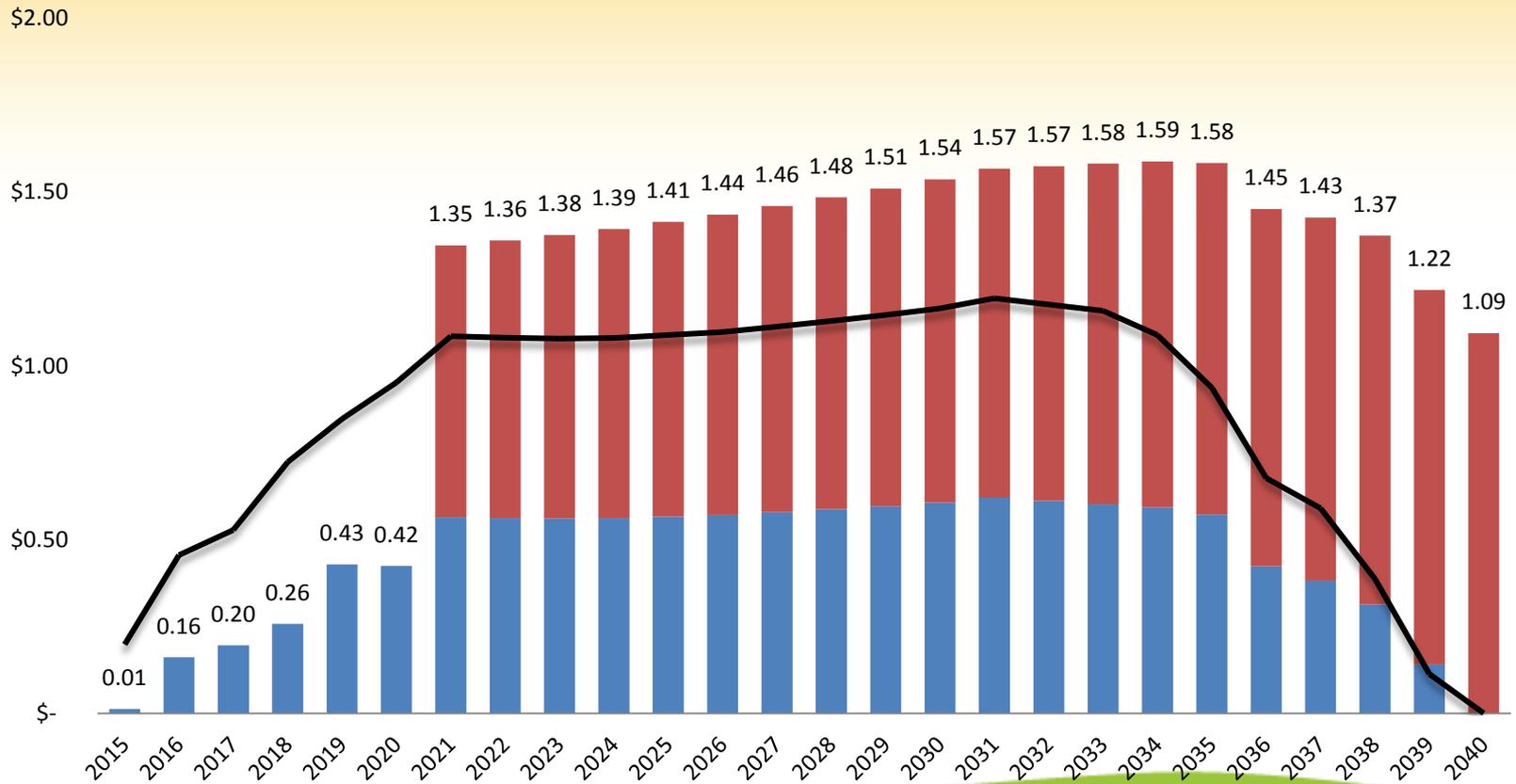
# Estimated Average Cost Per Ton 2014-2040



	Base	A	A*	B	C	C**	D	D**	D***
■ Algona						\$0.66		\$0.66	\$0.66
■ South County	\$5.39	\$5.39	\$5.39	\$5.39					
■ Houghthon			\$0.13						\$0.13
■ Northeast	\$6.79			\$7.91	\$7.91	\$7.91			
■ Factoria	\$4.21	\$8.53	\$4.37	\$0.61	\$0.61	\$0.61	\$8.53	\$8.53	\$4.37
<b>Total</b>	<b>\$16.39</b>	<b>\$13.92</b>	<b>\$9.89</b>	<b>\$13.91</b>	<b>\$8.52</b>	<b>\$9.18</b>	<b>\$8.53</b>	<b>\$9.19</b>	<b>\$5.16</b>

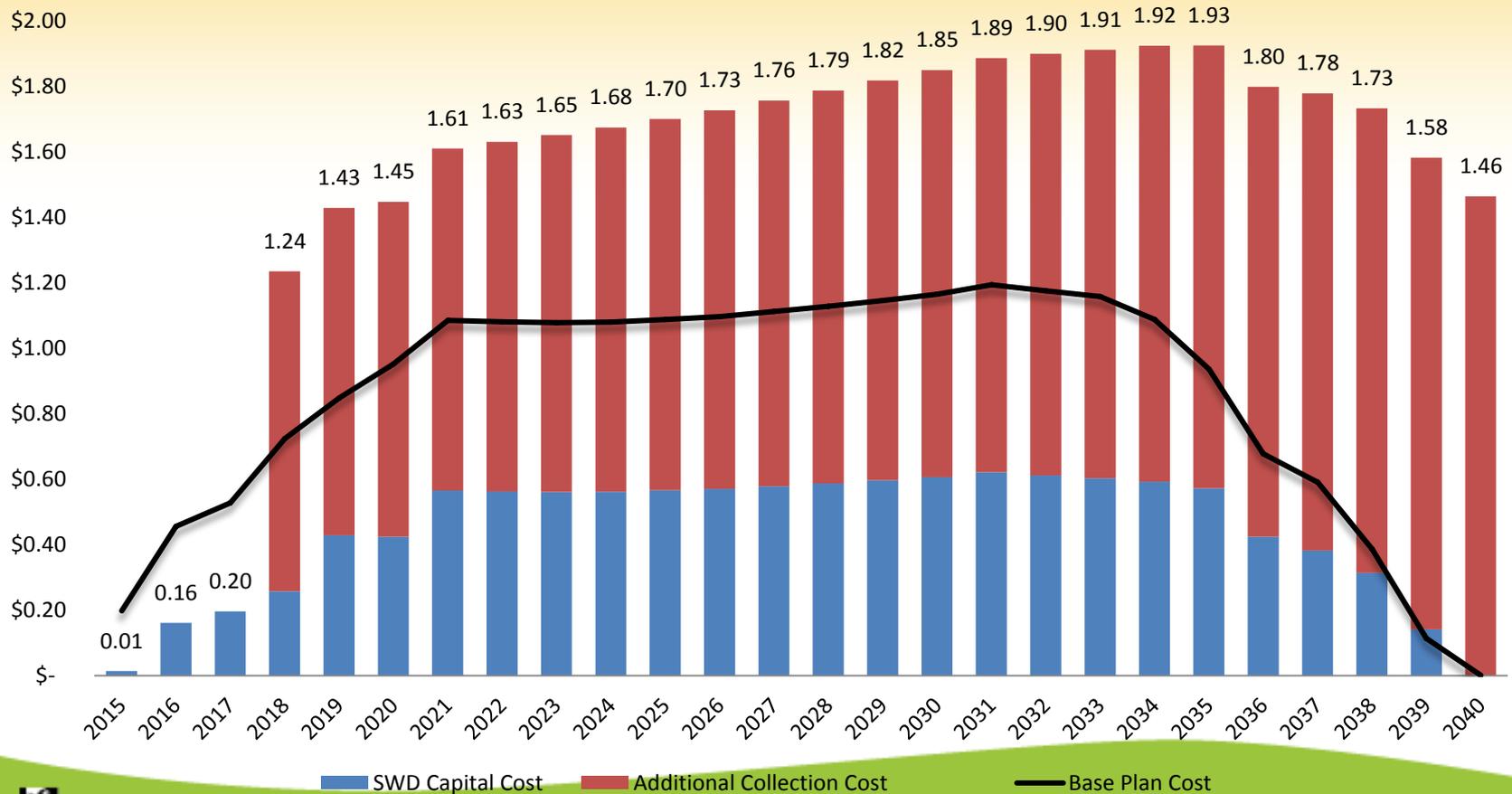
# Estimated Monthly Rate Payer Increase

## Alternative C: Eastside (Republic)



# Estimated Monthly Rate Payer Increase

## Alternative C: South (Waste Management)



# Options for Reconfiguration

## (Northeast & South)

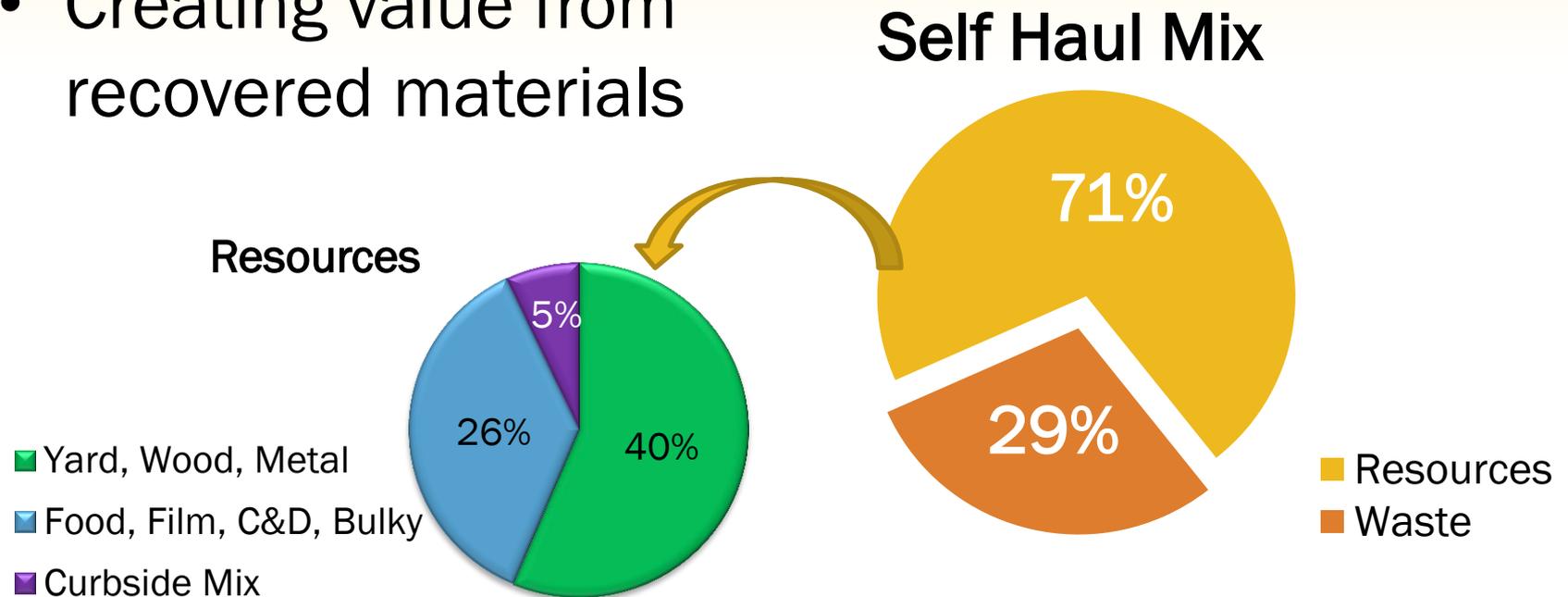
- The Northeast and South county regions are forecasted to experience the largest amount of population growth through 2040.
- The decision to not build new transfer stations in those areas would require substantial reductions to our self haul and recycling programs in order to absorb the diverted tonnage.
  - Bow Lake: The new recycling center would have to closed most of the time to accommodate increased traffic volumes from South County.
  - Factoria: Capacity constraints could be resolved if we built two facilities (one at current location the other on the Eastgate property)
- Fewer transfer stations also reduces capacity for emergency storage at the remaining stations.

# Accommodating Future Changes

- Some of the most significant change facing the Solid Waste Division is positioning ourselves to achieve 70% recycling by 2020 and zero waste of resources by 2030.
  - 71% of self-haul tonnage has recoverable resource that we can't divert in our traditional transfer station.
    - This equates to over 100,000 tons of resource being buried at Cedar Hills in 2012 from self-haul sources alone.
- Only Shoreline and Bow Lake are currently poised to accommodate growth and support resource recovery such as full service collection, floor sorting, and baling.

# Becoming Resource Managers

- Zero Waste of Resources by 2030
- Creating value from recovered materials



# Recommendations

- Study additional options for handling Northeast tonnage and transactions.
- Build Factoria as designed with options for capacity expansion.
- Evaluate repurposing the Houghton transfer station before its anticipated closure date.
- Proceed with a South County transfer station.
- Aggressively pursue value engineering and alternative procurement strategies.

# Open Discussion

Thank You!



King Street Center  
201 South Jackson Street, Suite 701  
Seattle, WA 98104-3855  
**206.296.6542**  
711 TTY Relay  
[your.kingcounty.gov/solidwaste](http://your.kingcounty.gov/solidwaste)