

# Transfer Plan Review Update

Solid Waste Advisory Committee  
January 17, 2014



# Comments Received

- Written comments received from 43 different sources
- 17 cities provided comments
- 10 cities supported the Base Plan
- Significant interest in considering strategies that would allow not building a Northeast station

Comment period extended to February 3

# Ongoing Analysis

- Draft plan review completed in October
- Division continued to address City feedback
- Ongoing analysis and discussions with Auditor and Council Staff
- Ongoing work to address challenges identified with options in draft plan review

# What if no Northeast?

## Assumptions:

- Houghton would close
- Do not use the Eastgate property
- Bellevue in system through June 2028

## Problem:

Without a new Northeast Recycling & Transfer Station, about 165,000 tons and 125,000 transactions annually would have to be absorbed by other stations

# Options Identified

## Three options identified:

1. Redirect some commercial traffic from Factoria to Shoreline and Renton, which would stay open
2. Limit self-haul services at Factoria to evenings and weekends, eliminate recycling and HHW service at Factoria, and Renton stays open
3. Redesign and build Factoria bigger, limit self-haul services at Factoria to evenings and weekends, eliminate recycling and HHW service at Factoria, and Renton stays open

# Option 1: Redirect Commercial

## Features:

- Commercial haulers directed to specific transfer stations from 2021 until at least July 2028
- Retains full recycling and HHW service at Factoria
- No restrictions on self-haul services
- Factoria built with second compactor, additional scales, and a queuing lane
- Operating hours at Factoria extended
- Renton refurbished and remains open
- Factoria replacement can proceed on schedule without major cost increases
- ~ \$94M in capital savings

## Limitations:

- Requires an ordinance to allow redirecting commercial traffic
- Collection costs would increase for curbside customers in the redirected areas
- Higher SWD hauling costs and environmental impacts from additional hauling
- Increased traffic around Factoria, Renton, and Shoreline
- Minor permit revisions potentially required

# Option 2: Limit Self-Haul at Factoria

## Features:

- Factoria open to commercial haulers and account customers only, until 4 p.m. on weekdays
- No recycling, except yard waste, at Factoria
- No HHW service at Factoria
- Hours of operation at Factoria extended
- Factoria built with second compactor, additional scales, and a queuing lane
- Renton refurbished and remains open
- Factoria replacement can proceed on schedule without major cost increases
- ~ \$88M in capital savings

## Limitations:

- Requires Council action to allow limiting self-haul
- Small businesses that frequently self-haul may face limited access
- Increased traffic around Factoria and Renton
- Potentially significant self-haul wait times at Factoria and Renton during busiest periods (up to ~1 hour)
- Minor potential permit revisions at Factoria
- Eliminates most recycling at Factoria
- Requires siting and constructing HHW at another location

# Option 3: Major Factoria Redesign

## Features:

- Redesign to increase building size by ~ 17,000 sq. ft.
- Factoria open to commercial haulers and account customers only, until 4 p.m. on weekdays
- No recycling, except yard waste, or HHW service at Factoria
- Hours of operation at Factoria extended
- Factoria built with second compactor, additional scales, and a queuing lane
- Renton refurbished and remains open
- ~ \$62M in capital savings

## Limitations:

- Current procurement canceled
- New permits required from Bellevue, including potential for full EIS
- Factoria replacement delayed by at least two years
- Requires Council action to limit self-haul
- Small businesses that frequently self-haul may face limited access
- Increased traffic around Factoria and Renton
- Increased wait times at Factoria and Renton
- Eliminates most recycling at Factoria
- Requires siting and constructing HHW at another location

# Options Compared

Base Plan	1 – No Northeast Redirect Commercial	2 – No Northeast Limit Self-Haul	3 – No Northeast Major Factoria Redesign
No delay or cost increases for replacing Factoria	No delay or significant cost increases to replace Factoria	No delay but moderate cost increases to replace Factoria (siting HHW off-site)	2-year delay and significant cost increases to replace Factoria and new permits needed
Some facilities underutilized, at least initially	Facility use maximized	Shoreline underutilized; Factoria at times over utilized	Shoreline underutilized; Factoria at times over utilized
Most capacity for future growth	Limited flexibility for future growth	Some flexibility for future growth	Some flexibility for future growth
Shortest wait times	Marginally increased wait times	Significantly increased wait times for self-haulers during peak hours	Increased wait times for self-haulers
Highest level of service (self-haul, recycling, HHW)	High level of service (self-haul, recycling, HHW)	Lower level of service (self-haul, recycling, HHW)	Lowest level of service (self-haul, recycling, HHW)
Shortest hauling distances/ lowest hauling costs and impacts	Longer hauling distances/ higher hauling costs and impacts	Potential for additional hauling costs and impacts	Potential for additional hauling costs and impacts
Highest capital cost	Largest reduction in capital cost	Lower reduction in capital cost than Option 1	Lowest reduction in capital cost of the “no Northeast” options

# Summary

- Factoria can proceed this year, with minor modifications, without foreclosing “no Northeast” options
- There is no benefit to delaying Factoria
- There is likely to be a significant cost to delaying Factoria

# Recommendation

- Proceed with Factoria this year (with minor modifications) to protect schedule and budget
- Further analysis, City input, and Council direction regarding:
  - Current Transfer Plan
  - Northeast “no-build” Options 1 & 2 (could include other operational modifications)