

Technical Subcommittee Meeting Notes

DRAFT

January 12, 2005 / King Street Center

Meeting Attendees:

City Staff:

Elaine Borjeson – City of Kirkland
Linda Knight – City of Renton
Desmond Machuca – City of SeaTac
Rob Van Orsow – City of Federal Way
Rick Watson – City of Bellevue

Consultant:

Deborah Chase, HDR
Torsten Lienau, HDR

County Staff:

Peggy Dorothy – Council Staff
Neil Fujii – Solid Waste Division
Kevin Kiernan - Solid Waste Division
Mike Long – Solid Waste Division
Josh Marx – Solid Waste Division
Alexander Rist – Solid Waste Division
CJ Sprague – Solid Waste Division
Diane Yates – Solid Waste Division
Dave White – Dept. of Natural Resources & Parks

SWD Updates

Dave White reviewed the draft outline of the report on the analysis of transfer system needs and capacity that is due to the council by April 15th, but must be transmitted to the executive 3 to 4 weeks in advance. The report will discuss methodology use to apply the criteria and the results of applying the criteria to the county's five urban transfer stations. It will not contain recommendations for changes to the transfer system. However, it will include a discussion about what it means if a station doesn't meet one or more of the criteria. Not meeting a criterion will not necessarily trigger a capital investment. Operational changes could be made to enable a station to meet criteria.

Kevin Kiernan said that the division handled its one millionth ton of solid waste in 2004 on December 30th. The last time the division handled one million tons in one year was in 1980 when Seattle was part of the system.

The roofs at Houghton and Factoria were repaired in late December. There have not been any weather-related problems so far.

There is an internal reorganization taking place. The biggest change is in the Operations Section. It is being split into two sections. One section will be Transfer and Transport; the other section will be Landfill and Shops.

The PPM IV lead planner position has been advertised as well as the technical writer position. The division is also advertising for a 2-year term-limited-temporary to assist with the Waste Export Plan development process. This position will assist with meeting logistics, such as meeting minutes, as well as with some analysis and research.

Diane Yates said that the first meeting of the Metropolitan Solid Waste Advisory Committee is scheduled for this Friday, January 14th. Representatives from 14 of the 16 cities that made appointments to the committee have indicated they will attend the meeting.

Future meeting schedule was reviewed:

Technical Subcommittee: February 9th and March 9th

ITSG – February 18th *Note as of Jan. 20th this meeting has been changed to Feb. 16th*

MSWMAC – Tentatively scheduled second meeting for February 11th *Note that as of Jan. 20th this meeting date has been confirmed*

SWAC – January 21, February 18th

Haulers – Division will be meeting with the companies individually and in SWAC. There's a range of issues to discuss with the haulers.

Finally, it was noted that Snohomish County Solid Waste Division Manager Jeff Kelley-Clarke will be leaving Snohomish County to be the head of the Peace Corps in Moldove in Eastern Europe.

Criteria Review

Review of the table of criteria methodology will comprise the rest of the meeting. Review was not done in numerical order.

Prior to beginning review of the criteria, Dave White noted that at some point it will be important to address question of whether or not it makes sense to have waste compactors at all stations or if it makes sense to have a reload facility or to export some uncompacted waste. This research may not be included in the second report, but it must be done early because it will influence subsequent reports, particularly the 4th report on the Preliminary Transfer and Waste Export Facility Recommendations, and estimated system costs, rate impacts and financial policy assumptions.

We know that we can install compactors at Bow Lake and 1st Northeast, which will result in 35 percent of tonnage being compacted. But decisions must be made on whether all tonnage will be compacted. This decision will influence the alternatives.

Kevin Kiernan stated that having compaction at a facility would effectively decrease environmental and neighborhood impacts. Compaction results in fewer trucks, less driver time, less fuel and larger loads, going from 17 tons/load to about 25 tons/load*. The larger loads meet roadway restrictions for weight because the trucks have more axles. Compaction also reduces noise on site because the equipment is contained in an enclosed room.

** Note: current data shows that transfer trailers are carrying 19 tons/load and, with compaction, will carry 28 tons/load.*

The division is in the process of doing this analysis and will bring results back to the group well before completion of the 3rd report on the Analysis of Options for Public and Private Ownership and Operation.

The division will have analysis of the remaining criteria in time for the February 9th meeting and will also be ready to discuss consequences of a transfer station(s) not meeting any of the criteria.

Criteria 3- Facility Hours Meet User Demand

3c: Theresa Jennings will be meeting with the haulers. While Rabanco originally asked that all stations remain open 24 hours/day, they are now asking that Factoria remain open. We have asked them to wait to discuss their request until after the lawsuit.

3b shows the trend at closing for the five urban transfer stations that are being evaluated. Division went over the average transactions at closing. Measurement was taken at outbound scale. Not a lot of customers at end of day on weekdays or weekends. Highest number was at the Renton Transfer Station. Also, data does not reflect spring and summer hours. It appears on days the Cedar Falls Drop Box closes that there is a spike at Factoria. This is based on data available since the hours changed.

In response to a question about whether vehicles are being turned away, CJ Sprague said that the division does not tally vehicles turned away. The division will continue to recheck the data. Hours can be adjusted if the data shows the need and that the criteria can be met by doing so. The division will also use this data for performance measures for transfer stations.

After review, the group agreed to check boxes 3b, 3c and 3d.

Criteria 8 – Space Exists for Station Expansion:

The group reviewed maps of each transfer station including property line, active area and potential expansion area. Property on-site was not shown as potential expansion area if it is unbuildable due to steep slopes or other environmental factors.

The group indicated its agreement with the evaluation methodology being used. The group agreed to check off Criteria #8.

Criteria 13 – Noise

Consultant still working on this criteria. They are separating on site noise from off site noise.

Criteria 14 - Odor

There was one substantiated complaint for odor at Houghton in last 2 ½ years. There were other odor complaints but they didn't result in citation.

Group agreed to check off Criteria #14.

It was suggested that a column be added to the table showing that evaluation of criteria is complete.

Criteria 12 – Structural Integrity

Roofs at Bow Lake, Factoria and Houghton do not meet the criteria. Algona and Renton do.

The group discussed and agreed with the standard that the division has selected to measure against – immediate occupancy as opposed to life safety standard. Immediate occupancy means the facility can resume operations after an emergency.

Criteria 10 – Meets Requirements for Customer and Employee Safety:

The division meets industrial health standards. However, industry standards are difficult to get because no one wants to share their data. The rule of thumb on cost is for claims not to exceed \$1500 to \$3500 each.

EPA used Enumclaw as the national model for transfer stations. So, we can measure against Enumclaw by asking if same accident have occurred at Enumclaw.

It was agreed that Criteria 10 would not be checked off. The division will develop a table that will demonstrate which safety concerns exist at each station.

HDR Presentation

Criteria 5 – Vehicle Capacity:

The methodology to be used for evaluating this criterion will include a number of factors including number of scales, number of unloading bays, unloading time by vehicle type and transfer vehicle capacity – how throughput impacts unloading time. These factors will be evaluated based on a LOS of “C.”*

* LOS C – Modeled after transportation level of service standards. LOS C means a station is able to accommodate vehicle and tonnage throughput all times of the day, except for occasional peak hour times – as defined in the *Solid Waste*

Transfer Facility Use Assessment submitted to the King County Council May 2004.

Criteria 6 – Daily Handling Capacity:

Current and projected (2025) tonnage data will be analyzed as well as transfer vehicle capacity – how transfer vehicle payloads and switch-out times impact handling capacity. Decision will be based on limits of tonnage throughput capacity at an LOS of “C.”

The group agreed to the evaluation methodology for Criterion 5 and 6.

Criteria 11 – Waste Export Readiness:

Site size, layout and geography will be considerations as well as facility modification requirements.

The group agreed that more description is needed on Criteria 11.

Criteria 15 – Off site Traffic Impacts:

The division will need to get local traffic levels of service from the host cities to evaluate whether local traffic LOS is being met. This criteria will be measured by conducting an intersection LOS analysis and a queuing analysis. Two or more of the intersections closest to the station will be selected. Afternoon peak hour traffic counts will be collected. Almost all local agencies use p.m. peak hours. LOS will be determined based on highway capacity manual methodology.

Queuing analysis will provide the maximum mix and number of vehicles given the arrival rate. This number of vehicles will then be converted to a length. These values will then be compared with the storage available. Worst-case scenarios will be simulated for public demonstration. Calculation will be done for both trucks and cars for each hour.

Discussion followed that there could be fluctuations in use particularly given hours changes and changes in regional direct and that such fluctuations could affect the result of this analysis. The group agreed to recheck the methodology. It was also agreed to change the wording of the criteria to say meet criteria 95 percent of time.

Criteria 17 – Subjective Criteria including aesthetics:

The division is doing some data gathering for MSWMAC’s discussion of Criteria 17.

Note: These notes are intended to give a sense of the presentation and discussion at the meeting. It is not intended to be a verbatim transcription of the four hour technical discussion.