

**Technical Subcommittee  
Meeting Notes  
August 11, 2004  
King Street Center**

**Meeting Attendees:**

City Staff:

Alison Bennett – City of Bellevue  
Elaine Borjeson – City of Kirkland  
Sharon Conroy – City of Auburn  
Linda Knight – City of Renton  
Rob VanOrsow – City of Federal Way  
Rick Watson – City of Bellevue

County Staff:

Mark Buscher - Solid Waste Division  
Kevin Kiernan – Solid Waste Division  
Mike Reed - Council Staff  
Diane Yates – Solid Waste Division

Transfer Station Level of Service (LOS) Standards and Criteria Report is due to the County Council on October 15<sup>th</sup>. The report will be due to the Executive by October 1<sup>st</sup>. The group will review LOS standards and criteria from other states as well as EPA's manual on transfer stations, which was provided by Rick Watson. LOS standards and criteria from other jurisdictions are for siting new facilities. While the group will need to develop LOS standards and criteria for new facilities in order to accommodate future growth, it will also need to develop standards and criteria for existing facilities.

Of the eight existing stations, two were built in the '90s – Vashon and Enumclaw. These two facilities have compactors and are waste export ready; First Northeast, which is in the design phase of a major renovation, is in a discreet service location in that it is bounded by Snohomish County to the north, City of Seattle to the south and Puget Sound to the west; to the east is Lake Forest Park, Kenmore and Lake Washington. East/west travel around the north end of Lake Washington does not provide much incentive for self haulers to travel from beyond Kenmore. The other five urban stations – Houghton, Factoria, Renton, Bow Lake and Algona were built in the 60s and have not had any major renovations.

Development of LOS standards and criteria will be an iterative process. Analyses of system needs will be the next step after this report is completed. Sensitivity analyses of criteria, which will be complicated, will be done at a later date.

Standards and criteria may need to be adjusted as subsequent analyses are completed in order to reflect what has been learned. However, it will also be important to achieve agreement on the standards and criteria so that we don't constantly change direction and restart the overall project.

The report will contain both macro and micro standards and criteria. Evaluation of the overall system will be accomplished by asking questions such as:

- Do we have the right number of facilities?
- Are they in the appropriate locations for serving the region in a waste export environment?
- What level of service should the system provide to commercial and self haulers?
- What services should specific facilities provide?
- Can a facility be upgraded in place or should it be relocated.
- Should there be uniformity of rates, services and hours of operation across the system.

Evaluation of standards and criteria will help guide prioritization, i.e. is LOS A better than LOS B, etc. Perhaps one criterion will be worse and 2 criteria will be better. That's where tradeoffs will occur. There may not be one absolute right answer. Division staff will prepare a matrix in order to compare tonnage criteria versus customer based criteria.

Private facility capacity will be evaluated for both existing and future potential capacity. Currently, Waste Management is eliminating its transfer capability for mixed municipal solid waste and moving to expanding its CDL handling capability. Solid Waste Division's data indicates that Rabanco is bringing more of its tonnage to county transfer stations.

In the next month development of LOS standards and criteria for the intermodal function will also need to be initiated. Analysis of feasibility of developing joint transfer/intermodal facility can also be conducted. However, sites that could accommodate both functions are very limited. The function of a transfer station is to reduce traffic. Many small loads are consolidated into one larger load. If a joint facility is developed it could increase regional traffic.

More than one intermodal facility is also a possibility but it would be expensive. In addition to Harbor Island, other potential sites in the county for an intermodal are north of Auburn in the Kent valley. Another alternative is to build rail spurs. However that option could cost as much as \$1 million/mile considering the need for right-of-way acquisition.

**Handouts provided at meeting:**

- Average weekday tonnage per hour by transfer station for January - July 2004
- Snohomish County's Site Screening Principles – March 1993
- Compilation of selected 2001 Comp Plan Policies relevant to waste export
- King County SWD Transfer Stations Capacity Criteria and Standards

**Information to be provided at next meeting:**

- Average weekend tonnage per hour by transfer station for January – July 2004

- EPA's standards for waste transfer facilities to be provided at Aug. 18<sup>th</sup> meeting
- Rail information

**Next Meeting:**

Wednesday, August 18, 10 a.m. to noon, King Street Center.