

## Technical Subcommittee Meeting Notes

**DRAFT**

**September 1, 2004 / King Street Center**

### **Meeting Attendees:**

#### City Staff:

Alison Bennett – City of Bellevue  
Elaine Borjeson – City of Kirkland  
Rika Cecil – City of Shoreline  
Sharon Hlavka – City of Auburn  
Frank Iriarte – City of Tukwila  
Linda Knight – City of Renton  
Rob VanOrsow – City of Federal Way  
Rick Watson – City of Bellevue

#### County Staff:

Neil Fujii – Solid Waste Division  
Jane Gateley – Solid Waste Division  
Kevin Kiernan - Solid Waste Division  
Diane Yates – Solid Waste Division

Kevin Kiernan began the meeting by discussing the 2<sup>nd</sup> Quarter Capital Omnibus Ordinance, which was passed by the county council on Monday, August 30, 2004. The Omnibus Ordinance provides supplemental budget authority to the adopted 2004 budget. The Omnibus Ordinance (page 9, lines 180 to 195) contains a proviso that the Division will enter into a Memorandum of Understanding (MOU) with the City of Kirkland before the Division may encumber or expend any funds for safety and mitigation improvements at the Houghton Transfer Station. Division staff met with city staff yesterday to begin discussions about the MOU.

### **Discussion of Preliminary Transfer System LOS Standards and Criteria**

The Group went over the Preliminary Draft List of Transfer System Level of Service Evaluation Items prepared by Mark Buscher and the Division's 1996 Facility Performance Criteria. Private haulers are considered part of the transfer system and will be included in the analysis.

### **Preliminary Draft – Transfer System Level of Service Evaluations Items**

#### System-wide Level of Service

- *Regional Equity:* The group discussed regional equity issues surrounding existing public facilities located in cities, including solid waste facilities, transit bases, wastewater treatment plants, jails, regional airports, etc. Interest was expressed in seeing a countywide map of these facilities. The Division will ask GIS for a map for next week's meeting.

It was noted that regional equity will be different for host and nonhost cities and that what's fair can be fixed by mitigation payments for host cities.

- *What LOS should the transfer system provide?* Today's task is to try to decide if questions in the Preliminary Draft are the right questions to ask. Next step is measuring them and evaluating if existing facilities meet the criteria.

Discussion followed regarding questions that may be both technical and policy-related issues, such as whether self haul services should continue to be provided at transfer stations. One way to approach this is to focus for now on maximum acceptable wait times, queue times, and self haul and commercial customer drive times. It may be found that wait times for commercial vehicles are longer in the mornings. One way to reduce those wait times would be to limit self hauler access during those hours.

If the policy decision is to continue to provide self haulers with full service during all operating hours, then decision may be to build additional capacity. Types of services offered at stations, such as more recycling opportunities, could invite additional self haul traffic. That also needs to be considered.

#### Rates & Financing

- Cost is an important factor that will be looked at in the next step. In 1992, the Division proposed a rate that would meet the region's future needs without regard for cost. That rate was turned down. So, in this process costs can't be ignored.

#### Site Function

- On wait times it is important to recognize that there will be times the standards are exceeded such as after major storm events, earthquakes, etc. A standard can't be met 100 percent of the time. Typically, compliance is at 90 percent. It is important to recognize extremes.

### **Transfer Stations – Existing Conditions and Recommendations for Improvements (1996)**

#### Site Development Criteria

- *Vehicular Capacity:* The Division has looked at weekday and weekend volumes. There are more self haulers on the weekends – therefore more vehicles on the weekends. This drives how much road capacity is needed on site. If site cannot accommodate traffic then have to look at offsite capacity.

It's also important to consider the mix of vehicles. Commercial trucks get in and out faster and need less assistance than self haulers. If commercial trucks are handled separately from self haulers then you'll have different capacity needs.

LOS standard for vehicle capacity can be to have onsite capacity outside of extraordinary events.

- *Average Daily Handling Capacity*: You can plan for average daily tonnage handling capacity but debate is what happens at peak times. Also depends on how many functional tip stalls there are.
- *20-Year Facility Capacity*: The Division used to plan for a 20 year facility capacity but has gone to a 30 year planning horizon.

Facilities aren't built to just handle the number of current customers upon opening. Currently, only Enumclaw and Vashon have 20 years of capacity. The Facility Master Plan for the renovation of First Northeast has been approved by the county council and the Shoreline City Council, which enables the Division to move forward with plans for renovation of that facility.

- *Land Use Buffers*: Minimum land use buffers are set by the Health Department.

It was suggested that regulatory standards should be footnoted and that minimums and maximums be identified.

- *Screening*: Means screened from view of adjacent and overseeing neighbors unless tipping floor is fully enclosed by a building.

A policy decision could be to build fully enclosed facilities.

- *Adequate Turning Radii*: Minimum turning paths measured from front outside vehicle overhang or the inner rear wheel.

The commercial haulers agreed with facility criteria in 1989. The Division will be talking to them again to see if they want any adjustments to existing criteria.

#### Performance Criteria

Queue times refer to time waiting in line. It does not include dump time. Different classes of customers – self hauler, commercial hauler – take varying amount of time tipping. Self haulers typically take more time and sometimes need help.

- *Thirty Minutes Maximum Self Haul Queue*: Maximum Queue during any stage of the disposal process for self haulers shall be 30 minutes or less.
- *Five Minute Collector Maximum Queue Time*: Maximum queue during any stage of the disposal process for collector haulers with established accounts is five minutes or less.

- *60 Minute Self Haul Time:* Maximum time required in the facility excluding tipping floor time for self haulers shall be 60 minutes or less.
- *10 Minute Collector Hauler Time:* Maximum time in the facility excluding tipping floor time for collector haulers shall be 10 minutes or less.

There are three points where there are queues on-site – at the scalehouse, waiting to get on the tip floor and waiting to pay. The Division has data for customers’ time in and time out. Also, taking debit/credit cards affects queue times, but is a customer convenience.

It was suggested that a policy decision could be to charge a premium for those taking longer and needing help tipping their loads.

#### Site Access

- *Separate Trailer/Public Entrances:*
- *Scalehouse Complex*  
Must meet ADA requirements and have standard amenities, such as restrooms

#### Recyclables Collection Area

- *No-Fee Recyclables Area:* Area is outside gates so customers don’t have to wait in line.
- *Covered No-Fee Recyclables Area:* Sheltered area encourages self haulers to utilize facilities all year.
- *Covered Fee-Recyclables Area:* May include yard debris and white goods. Health Dept. has required either covering area or connecting runoff to sewer system.

The point was made that this criteria does not address collection opportunities for household hazardous waste and should be added. Siting may affect what materials can be collected at a specific facility. Also, recycling services bring in more self haulers. For this exercise, we should not be looking at specific materials that should be collected at the transfer stations, but whether or not recycling services should be provided at the transfer stations and if so, should the services be uniform systemwide.

#### Transfer Building

- *Waste Screening Capability:* Ability to inspect waste for unacceptable material prior to tipping into trailer. This ensures that dangerous wastes are not landfilled. Screening is done on random basis both at transfer stations and landfill. The question is how waste screening is incorporated into transfer station design. It’s much more efficient to do waste screening

if the tip area has a flat floor design. How this criterion will be applied will change with waste export.

Now that food waste may be mixed in with yard waste, the Health Dept. requires that yard waste collection area drain into the sewer system. There may also be local regulations that impact a facility's design and services offered. One example is the Renton Transfer Station, which is sited above a sole source aquifer.

- *Separation of Collector/Self Hauler*: Enhances efficiency and site safety.
- *Fully Functional Tipping Area*: Adequate clearance and space under roof and on floor to allow for safe and efficient movement and tipping of collector and self haul vehicles; adequate number and size of tipping stalls; safe tipping of waste without limiting station capacity (at direct drop facilities, commercial collector tipping prevents public use on opposite side of chute); and designed so customers can utilize with minimum oversight by site personnel.

Commercial haulers can't load trucks as full if they can't fully tip truck. This is current impact at Houghton. Usually need minimum 25' roof clearance height.

- *Enclosed Tipping Area*: Mitigates noise, dust and odor migration, light glare, vector access, architectural appearance and enhances site safety and trespass control.
- *Preload Compaction*: Increases trailer payloads; prolongs trailer life; decreases staffing levels; improves appearance and image of transfer trailers, results in less traffic on roadways, controls overweight trailer axle problems.

Currently carry 17 tons/trailer. With compaction will be able to carry up to 25 tons/trailer or 30 tons/container.

- *Emergency MSW Storage*: Three-day waste storage capacity in event of a system interruption.
- *Emergency Power*: Back up emergency power enables facility to operate in event of power outage.
- *Expansion Potential*: Considers future accommodation for higher waste flows and potential accommodation of new technology or waste handling techniques.

- *Structural Integrity*: Design to higher standard than current codes require. In event of natural disaster always want to be able to continue to service public. Higher standard is immediate occupancy not just life safety standard.
- *Adequate Trailer Parking*: Adequacy standard is determined on site by site basis and is based on tonnage capacity.

What shuts a transfer station down in a storm is inadequate trailer storage area.

- *Environmental Nuisance Controls*: Includes water spray system for dust control and ventilation for control of dust, odor and vehicle exhaust in trailer tunnel areas and building interior. Regulations and code contain standards that need to be met but don't provide guidance on how to do it.

#### Employee Facility

- *ADA Accessible*: Conforms to ADA requirements.
- *Standard Amenities*: Separate men's and women's locker and restroom facilities; break area with appliances for heating and refrigerating food.

#### Public Facility

- *Standard Amenities*: Separate women's and men's restrooms; pay telephone and public information boards.

#### Vehicular Queuing

- *Adequate Vehicular Queuing*: Vehicular queue should be on-site and off public rights-of-way for safety and neighborhood impact reasons. Additionally, sufficient queuing length should be provided throughout so that the station can operate at peak efficiency.
- *Separate Collector/Self-Haul Queuing*: Separate queuing necessary to help meet operating criteria for ten (10) minutes total time in facility for collector vehicles, 60 minutes total time in facility for self haul vehicles.

Subsequent pages show how the criteria are applied to current facilities.

Some stations can be renovated to meet criteria while others, such as the Algona Transfer Station, will never be able to meet the criteria because of geographic constraints.

The Division can break out subclasses of self haulers, such as small businesses that are charge customers.

In response to a comment that it would be difficult to apply these criteria if it's a fatal flaw to have a facility in a residential area, others indicated that not all host communities are opposed to having a facility in a residential neighborhood.

Kevin Kiernan said that these criteria can be refined; that some are more technical than policy driven. Tonnage and vehicle capacity will vary by site. Need to look at one hour; two hour and daily peak use to see how a facility performs.

Important to weigh overriding goal of reducing solid waste through rates and recycling against adding more recycling services at facilities, which results in need for larger facilities and therefore adds to costs.

In response to question about difference between 'standards' and 'criteria,' Kevin said he would ask council staff for clarification.

The group agreed to have Division staff prepare a draft LOS Standards and Criteria Report for its review at next week's meeting.

### **Next Steps/Future Meetings**

Due to the limited attendance at last week's big group meeting, It was agreed that Diane Yates would send out meeting agendas one week in advance with reminder e-mails two days prior to the meetings. The group did not express interest in developing a phone tree for cities to call one another.

Diane will coordinate tour of Snohomish County's new Paine Field and Mountlake Terrace Transfer Stations. Cities are to e-mail Diane 3 dates in September that they are available.

Next meeting is September 8<sup>th</sup> from 10 am to noon at King Street Center.