

RESOLUTION NO. 798

A RESOLUTION APPROVING WASHINGTON COUNTY'S SOLID WASTE SYSTEM PLAN TO MEET REGIONAL SOLID WASTE MANAGEMENT PLAN.

WHEREAS, Washington County has developed with input from the City of Wilsonville, a county-wide solid waste system plan which advocates local sites for waste reduction as opposed to a mega-regional site, which system plan is summarized in exhibit "A", attached hereto incorporated in favor thereof; and

WHEREAS, the City Council did find this system plan meets the goals and objectives of the Regional Solid Waste Management Plan; and

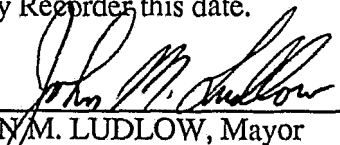
WHEREAS, the Wilsonville City Council voted its approval and support of the Washington County Solid Waste System Plan at its November 5, 1990 City Council meeting; and

WHEREAS, the City Council wishes to memorialize its action by Resolution.

NOW, THEREFORE, the City of Wilsonville resolves as follows:

1. The City of Wilsonville approves and supports the Washington County Solid Waste System Plan as outlined in Exhibit "A", attached hereto and incorporated by reference.
2. The City Council of the City of Wilsonville encourages and supports Metro in adopting the Washington County Solid Waste System Plan as meeting the goals and objectives of the Regional Solid Waste Management Plan.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 19th day of November, 1990 and filed with the Wilsonville City Recorder this date.



JOHN M. LUDLOW, Mayor

ATTEST:



PAMELA J. MUNSTERMAN, City Recorder Pro-Tem

SUMMARY of Votes:

Mayor Ludlow	<u>Aye</u>
Councilor Edwards	<u>Aye</u>
Councilor Chandler	<u>Aye</u>
Councilor Clarke	<u>Aye</u>
Councilor Dant	<u>Aye</u>

City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E • PO Box 220
Wilsonville, OR 97070
(503) 682-1011

November 1, 1990

TO: MAYOR AND CITY COUNCIL
FROM: TOM BARTHEL
ADMINISTRATIVE ANALYST

SUBJECT: WASHINGTON COUNTY'S REGIONAL SOLID WASTE PLAN

Mr. Mayor and members of Council:

Attached , for your review, is a copy of the summary brochure which describes the Washington County Regional Solid Waste Plan. This plan has been "in the works" for over a year and represents a cooperative plan "...which allows local governments within Washington County to include waste reduction as the 'Foundation' for the local option..." and advocates local responsibility rather than regional mandate.

In the past the City Council has supported the efforts of Washington County in the solid waste management arena. City staff has worked closely with Washington County in developing the regional plan and supports the plan's concepts. It would be desirable, at his time, for the City Council to add their approval and support of the plan by a vote of the Council.

WASHINGTON COUNTY, OREGON

Regional Solid Waste Management Plan

Chapter 18: WASHINGTON COUNTY SOLID WASTE SYSTEM PLAN

The following outline for a System Plan was passed unanimously by the Washington County Solid Waste Facilities Design Steering Committee on October 15, 1990.

WHAT SHOULD THE WASHINGTON COUNTY SYSTEM LOOK LIKE?

1. Washington County System Configuration Data/Assumptions

Metro's mid-range waste generation and disposal projection has been used as the basis for this plan. The mid-range projection assumes a 40% increase in the per capita waste disposal rate between 1990 and 2013. The mid-range waste disposal projection is as follows:

ANNUAL WASTE TO BE HANDLED AT TRANSFER/MATERIAL RECOVERY STATIONS

Year	Residential Tons	Non-Residential Tons	Total Tons
1993	82,149	143,599	225,748
2003	101,852	194,943	296,794
2013	134,299	258,238	392,538

The projection assumes that no Washington County waste is shipped to transfer stations outside of Washington County and only minor amounts of waste are imported from Clackamas and Multnomah Counties to Washington

County transfer stations (i.e. where hauler franchise areas overlap). While the latter assumption was used for modeling purposes, the County is open to the idea of importing mutually agreed upon amounts of Clackamas County waste to a transfer/material recovery facility in the southeast portion of Washington County should Metro decide this would be useful for the overall efficiency of the regional solid waste system.

2. Number of Transfer/Material Recovery Facilities

The Steering Committee's Plan would put in place no later than 1993 two transfer station/material recovery centers with the immediate ability to handle at least 200,000 tons of waste annually and the future ability to handle up to 300,000 tons annually. This is sufficient capacity through the year 2003 if the mid-range waste disposal forecast is accurate.

The existing facility at Forest Grove would be expanded to:

- a capacity of 120,000 tons; and
- include material recovery for at least commercial waste (residential still being studied).

A facility in the Wilsonville area would be constructed with:

- a start-up capacity of at least 120,000 tons;
- the ability to expand as need demands to handle a total of 175,000 tons of Washington County waste;

- a compactor;
- maximum material recovery for all portions of waste stream which are cost-effective today; and
- the ability preserved to add more material recovery based on changing cost-effectiveness.

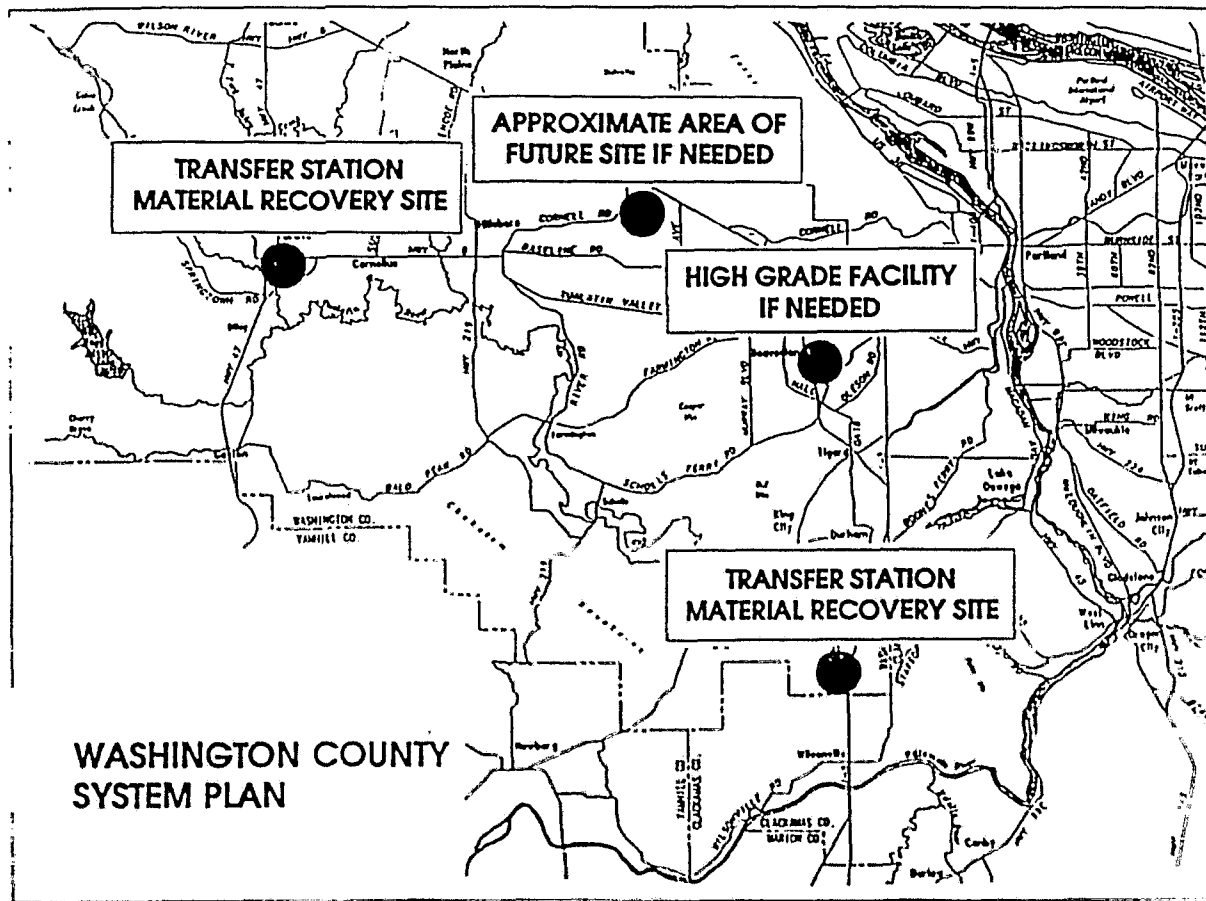
The mid-range projections indicate capacity to handle an additional 100,000 tons will be needed by 2013. Since this is the final 100,000 tons in the regional system Metro is likely to need maximum flexibility to determine how best to handle this tonnage. If Metro wishes, the County will help find a site in the Sunset Corridor area (Hillsboro) to procure immediately for development in 2003. This site could be procured through a private siting process, but owned by Metro. A decision on the function and operation of the site would be deferred

until a later time when more is known about the actual growth in waste disposal tonnage and evolution in the rapidly changing transfer station/material recovery field. Substantially increased levels of recycling or controls on packaging may make it unnecessary to develop the site at all. If the site is needed, Metro may wish to use it for a composter, high grading, or some use other than a standard transfer station/material recovery center.

A summary of the System Plan follows. All of the tonnage figures need to be fine-tuned with additional technical analysis regarding the economic needs of the facilities and site constraints and opportunities.

3. Post Collection Material Recovery

The region's goal of achieving a 56% recycling rate must be achieved or exceeded as soon as possible. The optimum situation is to separate as much recyclable material out of the waste



**WASHINGTON COUNTY TRANSFER/MATERIAL
RECOVERY FACILITIES**

	Approximate Tonnages			
	1990	1993	2003	2013
Forest Grove	65,000	105,000	120,000	120,000
Wilsonville	N/A	120,000	175,000	175,000
Hillsboro	N/A	N/A	N/A	100,000

stream as possible before it enters the transfer station. Any material which can be cost-effectively recovered after it enters the transfer station should be recovered. The ability should be provided to expand stations for additional material recovery if more methods become cost-effective in the future.

4. High-Grade Processing

Technical analysis on the need for a separate high-grade processing facility has not yet begun. However, the waste disposal projections rely on substantial levels of high grading (25,633 tons in 1993 and 46,472 tons in 2013). If the technical analysis indicates that a high grade facility is warranted in the near future the Steering Committee's plan would place such a facility in the Highway 217 corridor (Beaverton).

HOW SHOULD THE WASHINGTON COUNTY SYSTEM BE PUT IN PLACE?

5. Facility Ownership

The Forest Grove facility would continue to be privately owned by A.C. Trucking Company. The Wilsonville facility would be owned by United Disposal Service. If a facility in Hillsboro ultimately is needed Metro would have the flexibility to determine whether it should be publicly or privately owned, depend-

ing on the regional system needs at that time. It is assumed that the Hillsboro facility would be privately operated.

6. Vertical Integration

Transfer station/material recovery facility ownership by haulers would be allowed so long as Metro controls the gatehouse operations of these facilities.

7. Financing

The Forest Grove and Wilsonville facilities would be privately financed. Metro would determine how best to finance the Hillsboro facility if it is needed.

8. Facility Procurement

The facility procurement for the Forest Grove and Wilsonville facilities would be completed as follows:

- Metro, in cooperation with Washington County, would complete the technical analysis, and establish minimum service standards (e.g. material recovery rates) for the Forest Grove and Wilsonville facilities. Additional technical analysis would also be conducted to fine-tune the tonnage figures and phasing schedules for these facilities.

- The owners of the Forest Grove and Wilsonville facilities would have 150 days to demon-

strate their ability to finance and construct a system which meets these minimum standards. Land use approvals, construction/design drawings and financial statements would also be filed with Metro during this time period.

- If all minimum standards are met, and the ability to put the system in place is demonstrated, Metro would negotiate a direct franchise for these two facilities. The tipping fee would be negotiated at this time, using the technical analysis and other existing Metro facilities as benchmarks.

- If the above process does not result in successfully negotiated franchises, Metro would initiate a competitive bidding process to procure a system based on the system configuration and other aspects of the System Plan and the technical standards developed during this process.

- If Metro determines it wishes to put a site for a potential future Hillsboro facility in the "bank" now, it could procure it through a private siting process. The County would actively participate with Metro to ensure that an appropriate site is secured.

9. Land Use Siting

The local governments in Washington County would adopt clear and objective standards to site solid waste facilities at the earliest feasible time, consistent with the policy in the Regional Solid Waste Management Plan. The facility at Forest Grove is an outright permitted use and could be expanded in the nature proposed in the System Plan without further land use permits. The Wilsonville facility has a local permit to provide service for its own collection system, but will need an expansion of that permit to provide regional service at the levels proposed in the System Plan. Preliminary indications from the City are that a facility owned and operated by United Disposal within the tonnage limits proposed in the System Plan

could be supported.

HOW SHOULD THE WASHINGTON COUNTY SYSTEM OPERATE?

10. Flow Control

Metro would guarantee flows based on service areas for the Forest Grove and Wilsonville facilities.

11. Rates

Technical analysis on Washington County rate impacts of this system are yet to be conducted.

SUMMARY

This System Plan meets the goal and objectives of the Regional Solid Waste Management Plan. It is:

"regionally balanced, cost effective, technologically feasible, environmentally sound and publicly acceptable."

The Plan provides Metro with the means to meet the transfer/material recovery needs within the County for the next decade and the maximum flexibility to adapt the final component of the system to realities in the year 2003. This Plan is supported by the public and private sector leadership in Washington County and is consistent with the existing transportation and land use systems in the County. The Steering Committee believes this planning process has been consistent with overall regional management and specifically Policy 16.0, which states:

"The implementation of the Solid waste Management Plan shall give priority to solutions developed at the local level that are consistent with all Plan policies."

The Steering Committee believes this planning process is an excellent example of constructive regional cooperation and looks forward to continuing its partnership with Metro in the implementation of this Plan.