

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 84-506
SOLID WASTE TRANSFER STATION	)	
STRATEGIES AND RELATED POLICIES	)	Introduced by the
AS A COMPONENT OF THE SOLID WASTE	)	Executive Officer
MANAGEMENT PLAN UPDATE 1984	)	

WHEREAS, The ORS chapters 268 and 459 provide for the development of a solid waste management plan; and

WHEREAS, The Metropolitan Service District (Metro) is the primary provider of the solid waste disposal system in the Portland metropolitan area; and

WHEREAS, The Metro Solid Waste Management Plan was adopted in 1974-75 and as a result of changing practices and policies in the solid waste management field, is due for a comprehensive evaluation and update; now, therefore,

BE IT RESOLVED,

That the following transfer station policies and strategies are adopted for the purpose of clearly indicating the direction the Metro Council intends to proceed as they relate to solid waste management in the Portland metropolitan area:

1. Metro will own and operate three transfer stations in the Portland metropolitan area. Field operation contracts will be awarded to private companies based upon a competitive bid process. These stations are as follows:

- a. The Clackamas Transfer & Recycling Center (CTRC) located in Oregon City and operational since April 1983.

- b. The Washington Transfer & Recycling Center (WTRC) to be located in eastern Washington County and expected to become operational in 1986.
- c. A third station in the City of Portland to become operational upon closure of the St. Johns Landfill. Site evaluation for this facility will commence no later than January 1987.

2. Metro transfer stations will be designed to allow removal of appropriate recyclable materials, including source separated materials, and will incorporate strategies to provide the opportunity for future waste processing for recovery of recyclable materials.

3. Metro transfer stations will be sited, designed and operated to serve both the commercial collection industry and the general public.

4. Additional transfer stations will be franchised on the basis of the number of adequate sites available, economic viability of specific sites, and impact on other elements of the solid waste disposal system.

ADOPTED by the Council of the Metropolitan Service District  
this 25th day of October, 1984.

  
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Presiding Officer

DD/gl  
2149C/392-5  
11/02/84

CONSIDERATION OF RESOLUTION NO. 84-506 FOR THE  
PURPOSE OF ESTABLISHING POLICIES AND STRATEGIES  
FOR SOLID WASTE TRANSFER STATIONS

Date: October 12, 1984

Presented by: Dan Durig

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this report is to present Resolution No. 84-506 to Council for consideration. Resolution No. 84-506 proposes long-term transfer station strategies and related policies which will become integral parts of the updated Solid Waste Management Plan.

The "Transfer Station Chapter" developed as part of the Solid Waste Management Plan was completed in March 1984. This document reiterates the concepts and policies of the evolving network of transfer facilities as a component of Metro's overall strategy to provide disposal service.

The report emphasizes the benefits of a transfer station system to:

1. Improve hauling efficiencies to disposal sites.
2. Maintain and/or improve the level of service by providing convenient locations for the public and commercial haulers to dispose of waste.
3. Manage the efficient flow of refuse to disposal facilities.
4. Comply with requirements of new landfills which limit the access by direct hauling.

These needs have been recognized as important elements of the solid waste system since adoption of the Solid Waste Management Plan in 1974-75. This plan envisioned a system of two transfer/processing plants to shred waste, extract materials and transfer the remaining portion to a landfill or an energy recovery plant. A third transfer station was to be built in Washington County.

In 1980-81 transfer system was re-evaluated to assure that the system was compatible with the preferred technology of mass burning. This analysis showed three transfer stations were the optimum number when the entire solid waste system, including

collection was considered.

Although this plan was not formally adopted by Council action it continued to guide the future events of the transfer station system.

### Current Status

The implementation of this plan began with the construction of Clackamas Transfer & Recycling Center (CTRC). Although it was developed in conjunction with the proposed energy recovery facility, this facility now serves primarily as a transfer station. Recycling is provided as a service to the public with limited capabilities to separate materials. Even though these capabilities are limited, CTRC is providing valuable experience in the marketing of materials and operations for future facilities. Recycling activities can be added by internal changes and/or by expansion to adjacent property.

The second transfer station is being developed to serve the western portion of the Metro region. Currently the Washington Transfer & Recycling Center (WTRC) is in the site selection process. This facility is expected to be operational in 1986 and will be available upon the closure of the Hillsboro Landfill.

The third transfer station is planned to serve Portland and Multnomah County. The need for this facility was recognized by the City of Portland when they agreed to have Metro operate the landfill. As a result they stipulated in the Metro-Portland lease agreement that a replacement facility for St. Johns be constructed. Currently, St. Johns is expected to last until 1989, therefore, it would be prudent to begin to identify possible sites in the next two years.

### Satellite Facilities

In addition to the planned system of three transfer stations, there may be a need to locate a transfer station to serve the public in the extreme eastern and western areas. Because of the long haul distance experienced by the collection firm in Forest Grove a five-year franchise was granted to operate a private transfer station. Although this facility could serve as a satellite station, this would require a change in the franchise ordinance to allow other haulers and the public to use this station.

One other type of operation which comes under the regulation of Metro's franchise authority are those facilities that receive mixed refuse and separate materials for recycling. These facilities are processing/transfer stations and as the system evolves, competition for material may become an issue. Therefore, rate policies for private transfer stations need to be developed and integrated into Metro's regulatory ordinances.

## Management Considerations

Metro has adopted a policy to own both CTRC and WTRC and to contract their operation to private firms. The design and integration of recycling facilities to increase processing and separation of materials has not been thoroughly addressed. Fluctuations in the markets and evolving source separation programs will continue to cloud this decision. However, because of the economic and institutional issues that still surround this option, Metro's flexibility to integrate processing at the transfer station should be maintained.

## Summary of Policy Considerations

Based on information presented in this chapter, certain factors are important for determining transfer station policy for the Metro region:

1. Level of service is recognized as a measure of the need for solid waste transfer facilities. Service which has been provided by urban landfills in the past should be provided by transfer facilities in conjunction with the replacement landfills which will be located farther from the centers of waste generation.
2. Transfer stations should be built and operated to serve both the collection industry and the public.
3. To ensure control to effectively manage the regional disposal system, Metro should continue to own transfer stations.
4. Policies for franchising future satellite transfer stations should be reviewed.
5. Flexibility in station design should be provided to accommodate developments in processing technology or changes in priorities.

## EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-506.

DD/srb  
2123C/392-4  
10/15/84