

From: [REDACTED]
To: [REDICK Daniel](#)
Cc: ["Sam Imperati"](#)
Subject: Questions for the open house -
Date: Thursday, November 10, 2022 12:26:53 AM
Attachments: [Draft Rev. 1 Proposal MVIC Transfer Station Terminal - Container Shipment Fees and Rate Adj Projection 1-19-2020.xlsx](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Daniel,

Would you be able to send this out this week to the A-1 subcommittee members in order that the questions can be discussed before the open house?

Please include the excel spreadsheet to members, however the assumption where pre-covid, but should be easily updated.

Thanks.

Chuck

The net available airspace volume for disposal in Cell 5D/5E and Cells 6A-6I, as of March 30, 2021 topographical map, totals approximately 18,645,000 CY, when completely excavated for cells 6A-6I which is still an unknown date but an estimated range is 8 to 10 years.

Airspace is defined as the volume available for waste, daily cover, and interim cover.

An operational density is 1600 lbs./cy of municipal solid waste (MSW).

Soil for daily and intermediate cover is estimated to consume approximately 2, 797,000 CY, of volume.

Based on common understanding that Coffin Butte will run out of disposal room in 3 years.

1. Would the members of community prefer to expand the landfill?
2. Would the members of community prefer to transfer the municipal solid waste to a regional landfill east of the Cascades?
3. Would the members of community support a hybrid plan that would optimize both Coffin Butte and a regional landfill by developing a Transfer Station Terminal for shipments of MSW by railway or highway?

The proposed Transfer Station would also support the neighboring Counties and Municipalities that

are currently using Coffin Butte for their MSW disposal franchises.

A. Synchronization of Landfill waste streams into Coffin Butte's regional disposal site and sanitary landfill cells with possible service interruption – longevity - Transfer Station

Questions:

1. Is it reasonable to consider participation in advancing a regional transfer station for intermodal services by rail, trucks, or both that would be in harmony with Coffin Butte landfill longevity?
2. Is it reasonable for Republic to advance the topic of a transfer station for consideration, since Republic is a knowledgeable operator to manage and operate the proposed MSD transfer station in equilibrium with commercial waste streams from neighboring counties, municipalities into Coffin Butte disposal site thereby effecting its longevity and equilibrium Benton County and neighboring counties and municipalities?
3. Is it reasonable for Benton County Talks Trash Sub-Committee A-2 consider a transfer station concept to assist with the need to balance the disposal parameters with Knife River, Coffin Butte, Benton County and neighboring counties and municipalities ?

The main purpose of this e-mail is providing options for consideration by Benton County Talks Trash Sub-Committee A-2 in order to exercise good judgement in recommending alternative landfill site use that complements Coffin Butte synchronization where an interruption in disposal service may be needed.

intermodal containers using railroad's intermodal railcars provide an economical way to transfer MSW by train from the Mid-Willamette Valley to Oregon Department of Environmental Quality's approved regional landfills east of the Cascades.

Accredited landfill sites are modern Subtitle D landfill that accepts primarily municipal solid waste (MSW or household waste) as well as industrial and special wastes.

As an example, Columbia Ridge was opened in 1990 and has a life remaining of 143 years. Its current permitted footprint is 700 acres. The facility's acreage is 12,000 acres. It has a bio-buffer of 10,000 acres.

Union Pacific Railroad can deliver manifest unit trains of MSW directly into the Columbia Ridge Regional Landfill near Arlington, Oregon.

Columbia Ridge Regional Landfill does not stand alone as the only regional landfill that has intermodal train service.

The Roosevelt Regional Landfill in Roosevelt, WA is served by Burlington Northern – Santa Fe Railroad and is operated by Republic Services and Finley Buttes Regional Landfill operated by

Waste Connections near Boardman OR is also served by Union Pacific Railroad, although at Finley the railroad does not go directly into the Landfill site and MSW must be road drayed into the landfill from the rail terminal at Boardman.

Rail freight is undoubtedly more environmentally efficient than over-the-road transportation. According to the Association of American Railroads, trains are up to four times more fuel efficient than trucks. Not only do they consume less fuel, but they also reduce the strain of traffic on roadways by using an alternative over-the-rail transportation of goods, and they also have less air pollution emissions, when compared to over-the-road transportation.

As such, a centralized transfer station at Coffin Butte may be the first option for portions of the collected MSW to be transloaded and compressed into rail containers for forwarding and transloading onto railcars at an intermodal transfer facility.

This option provides both Benton County and Coffin Butte an optimum way to balance the current adverse growth impacts at the landfill while still maintaining a curbside pick-up service that is beneficial and economical for the members of the communities.

The transfer station and intermodal service can also be in step with Coffin Butte's short-range objectives for MSD material handling coordination as well as long-range budgeting and planning needs for Benton County's material handling of municipal solid waste disposal in equilibrium with another feasible alternative landfill access route.

Albany-Millersburg Economic Development (AMEDC), a 401(c) 4 benefit corporation, owns the 60-acre site in Millersburg Oregon that received a connect Oregon grant for the development of an intermodal transportation facility. Linn Economic Development Group (LEDG), a 401(c)4 benefit corporation, is an affiliate of AMEDC and its agent for project management of the intermodal facility.

R&a Engineering in Albany designed and implemented construction of the Mid-Willamette Valley Intermodal Facility (MVIC) in Millersburg, OR for LEDG and its contractor operator. The MVIC receives notice of service through Reece & associates Engineering at 321 1st Ave E. Suite 39, Albany OR 97321.

ITS-Conglobal (ITSC) is the contractor operator for the MVIC.

ITSC employs nearly 4,000 people and handles more than 8.5 million lifts each year at more than 120 facilities across the U.S., Mexico, and Costa Rica. Safety is of the utmost importance, and it is continually stressed at all levels of the organization. Most customers have been with the company for decades. Our superior and reliable service, our broad and evolving scope of services and our exemplary safety record have helped us position ourselves as leaders in the industry.

ITSC have longstanding relationships with nearly every major North American railroad, including BNSF, CN, CSX, KCS, NS, and UP for intermodal loading and unloading of containers.

Union Pacific Railroad will be the carrier serving the MVIC facility with grand opening by month end.

A manifest MSW train generally handles a maximum of 100 double stack railcars.

Each double stack railcar handles 2 each 40- foot rail containers.

Each container handles 28 tons or 5,600 tons of MSW per 100 railcar train.

Annualized at a rate of 1 train per week for 52 weeks would be 291,200 tons of MSW that may be transported to a regional landfill site east of the cascades.

The current annual projected rate of deposal for MSW at Coffin Butte is 1.1 million tons.

Projecting a transfer of 50 per cent of the MSW to regional landfills east of the Cascades to reduce to an optimum tonnage for Coffin Butte operations coinciding with aggregate quarry

operations for timely cell development, will transport 550,000 annual tons with 2 trains weekly.

Comparatively, 19,643 trucks would be needed annually to move the same payload of MSW that only takes 104 trains to do.

Although, the initial concept looks at a transfer station being centralized at Coffin Butte, another concept of a more decentralized transfer station nearer to an I-5 facility site in an existing industrial zoned setting may be better suited for improved traffic plans for collection and transferring of MSW from Benton County, neighboring counties, and distant counties with their respective franchise haulers.

In this way, other counties and municipalities can work in conjunction with their own solid waste streams for collection and transfer of their MSW to the decentralized transfer station for handling to rail, thereby lessening the stressed growth impacts at Coffin Butte and on Benton County's roadway infrastructure with the centralized option.

Also, with existing legacy equipment used currently by franchise haulers such as shuffling van floors for handling of MSW from their county venues, the legacy equipment can be readily used at a transfer station equipped with tipping floor, intake chutes, and hydraulic ram compressing systems for transloading MSW into rail containers.

With this convention, the maximum payload can be maintained consistently for shipping of the MSD to destination by rail and bill of lading records are electronically processed for the receipt and transfer of goods.

With the above transfer station system, MSW does not stay resident on the tipping floor, but it moves at a rate of 120 tons per hour to feed, load, and transport the containers to the intermodal ramp for loading onto railcars.

In other words, a 5600-ton MSW train would be loaded in 6 days rounded, but another service lane with another hydraulic loading ram would meet the shipments of 2 trains bi-weekly for transporting the required 550,000 tons annually.

This dual approach use of landfills provides a better service life and manageable disposal quantities for Coffin Butte which then best serves the community and curbside rate payers concerns, as well as the primary need for quarry operations to stay ahead of the disposal operations in order to excavate a quality aggregate for community construction projects.

A proposed transfer station will need to be permitted thru Oregon DEQ application process. Within these parameters, Republic is a knowledge operator to manage and operate the proposed MSD transfer station in equilibrium with commercial waste stream from neighboring counties and municipalities.

Since Republic Services is the current franchise hauler for Benton and Linn Counties as well as the Cities of Albany and Millersburg, this then votes confidence with a more in-depth approach with Coffin Butte current landfill cell life projections being balanced in equilibrium with an alternative access route via rail for MSW disposal at regional landfills east of the Cascades.

In retrospect, it would require 4 trains weekly to rail transfer the current MSW tonnage of 1.1 million.

Likewise, it would require 39,286 trucks to dray the same quantity.

Represents Assumption needing further clarification

Rail Cars	Containers
100	2

Coffin Butte Republic Commercial Rate	Rate	Tons
---------------------------------------	------	------

Commercial Rate	\$	70.00	1
Environmental Fee Per Vehicle	\$	18.00	1

Columbia Ridge Waste Management Co	Rate	Tons
------------------------------------	------	------

Commercial Rate	\$	68.00	1
Environmental Fee Per Vehicle	\$	-	

Metro South to Columbia Ridge

Walsh Trucking Miles	Tons Per Container
153.6	34

MVIC to Columbia Ridge

Train Miles	Tons Per Container
203	34

UPPR Est. Freight Rate
2 containers per car Double

MVIC Operator Lift Rate

Load Load / Empty Return

MVIC Transfer Station Terminal Operating Expenses	Tip Rate Per Ton \$ 1.80	Annual Tons 353,600
--	--------------------------------	---------------------------

Capitalization Cost 20 yr Note @ 8% Transfer Station	Quantity	Each	
Capitalization Cost 10 yr Note 8% Containers	600	\$	7,500.00

SSI Compact Systems
Wilsonville OR
800 537-4733

Model 2500 SPH Compactor	\$	950,000.00
--------------------------	----	------------

Model 4500 SPH Compactor \$ 1,250,000.00

Catpillar 980M Front End Loader

John Deere Front End Loader

n

Tons Per Containers	Total Tons Per Train	Annual Tons
34	6800	353600

Cost	Disposal Cost Per Container
\$ 70.00	\$ 2,380.00
\$ 0.53	\$ 18.00
<hr/>	<hr/>
\$ 70.53	\$ 2,398.00

Commercial Rate	Disposal Cost Per Container
Cost	
\$ 68.00	\$ 2,312.00
\$ -	\$ -
<hr/>	<hr/>
\$ 68.00	\$ 2,312.00

Fee Rate Per Container	Container Per Mile Cost	Container Per Ton Cost
\$ 670.00	\$ 4.36	\$ 19.71

\$ 885.48	\$ 4.36	Containers Per Train
		200

\$ 568.40	\$ 16.72
-----------	----------

\$ 160.00	\$ 4.71
-----------	---------

Annual Expenses

\$ 636,480.00	\$ 1.80
---------------	---------

Construction

\$ 3,000,000.00	0.85
-----------------	------

\$ 4,500,000.00	<u>1.85</u>
-----------------	-------------

Projected Per Ton Cost - Transportation	<u>\$ 25.93</u>
---	-----------------

Projected Per Ton Cost - Disposal Columbia Ridge	<u>\$ 68.00</u>
---	-----------------

Combined Transportation & Disposal - Per Ton	<u>\$ 93.93</u>
--	-----------------

Delta between Coffin Butte & Columbia Ridge - Per Ton Disposal	<u>\$ 23.40</u>
---	-----------------

Average Curbside additional Rate Per Can 100 cwt	\$ 1.17
--	---------

Optimizing only 50% of wastestream diverted with remainder residing at Coffin Butte & River Bend thereby reducing curbside rate proportionally with the higher rate.	\$ 0.58
--	---------

Weekly
Expenditure
Per Train

Weekly
Fee Rate
Per Train

Monthly
Expenditures

Annualized
Expenditures

\$ 177,096.35

\$ 113,680.00

\$ 454,720.00 \$ 5,456,640.00

\$ 32,000.00

\$ 128,000.00 \$ 1,536,000.00

\$ 145,680.00 \$ 177,096.35 \$ 582,720.00 \$ 6,992,640.00

\$ 6,273.30

\$ 25,093.20 \$ 301,118.40

\$ 13,649.25

\$ 54,597.00 \$ 655,164.00

Net Gross

Annual Fees
52 Trains - 1 Weekly

\$ 9,209,010.42

Annual Container Counts

10,400

\$ 9,209,010.42

\$ 2,216,370.42

\$ 1,592,762.40

\$ 623,608.02