



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Monday, June 23, 2025
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

- 1. Flag Salute**
- 2. Roll Call**
- 3. Late changes to the agenda**

II. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

III. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the June 12, 2025 Meeting**
- 3. Approval to Submit Federal Grant Applications**
- 4. Approval of Resolution 668 -Adopting the Clark County Comprehensive Solid Waste Management Plan for Years 2025-2030**

IV. PRESENTATION

- 1. Clark County Commission on Aging Annual Presentation - Chuck Green, Public Works Director**

V. BUSINESS

- 1. Motion - Award Ridgefield I-5 South Connector Phase 2 Study Contract - Chuck Green, Public Works Director**
- 2. Second Reading of Ordinance No. 1454 - Approving an Updated Transportation Capital Facilities Plan and Amending Chapter 18.070 of the Ridgefield Municipal Code by Adopting an Updated Transportation Impact Fee Project List and Updated**

Transportation Impact Fees - Chuck Green, Public Works Director

- 3. Second Reading of Ordinance No. 1455 - 2025 Budget Amendment - Kirk Johnson, Finance Director**
- 4. Approval of Resolution No. 667 - Master Fee Schedule Update - Kirk Johnson, Finance Director**
- 5. Motion - Approval of the Greely Farms Phase 2B Final Plat - Claire Lust, Community Development Director**
- 6. Second Reading of Ordinance No. 1456 - Amending Ridgefield Municipal Code 2.12.030 - Planning Commission Qualifications - Lee Knottnerus, Deputy City Manager**

VI. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

VII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

- 1. Council**
- 2. Mayor**
- 3. City Manager**

VIII. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

The City Council approves claims and/or payroll of the City on a regular basis

SUMMARY/BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor details attached

RECOMMENDED ACTION OR MOTION:

Approve the claims and/or payroll by making the following motion:
"I move to approve the consent agenda as presented"

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. June 23, 2025 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
A Team Construction	UB*01166	UB*01166	Genl Govt/Facilities	Refund Check 013771-002 Hydrant Meter S Royle Rd Legacy Trails Retail	271.31
A Team Construction Total					271.31
AMERICAN LEAK DETECTION INC.	4109	441460	Public Works	Splash Pad Additional Leak Detection Services	1,200.00
AMERICAN LEAK DETECTION INC. Total					1,200.00
AQUATIC INFORMATICS INC.	3337	113562	Public Works	05.2025 Web Tests	483.72
AQUATIC INFORMATICS INC. Total					483.72
ARDAN MAC GROUP LLC	2371	55107	Executive Council	City Logo Clothing - City Council & City Manager	128.86
				City Logo Clothing - City Council & City Manager	660.20
ARDAN MAC GROUP LLC Total					789.06
BANNER BANK - EPAY	3533	3533-202506	Genl Govt/Facilities	PW OPS Center Bonds Principal	135,000.00
				PW OPS Center Bonds Interest	40,831.58
BANNER BANK - EPAY Total					175,831.58
BLUEFIN PAYMENT SYSTEMS - EPAY	2827	2827-2025A	Public Works	05.2025 Customer Web Payments	6,348.88
		2827-2025B	Public Works	05.2025 Customer Web Payments	21.90
BLUEFIN PAYMENT SYSTEMS - EPAY Total					6,370.78
BRIDGETOWER OPCO LLC	3585	745787841	Public Works	Pioneer to Shobert Water Main Replacement	654.10
		745789442	Public Works	Advertising S 11th St & Tim Rd Safety Improv	527.50
BRIDGETOWER OPCO LLC Total					1,181.60
CALLFIRE INC. - EZ TEXTING EPAY	4095	5.73065E+14	Genl Govt/Facilities	Communications Texting	375.67
CALLFIRE INC. - EZ TEXTING EPAY Total					375.67
Cartwright Nathan	UB*01164	UB*01164	Genl Govt/Facilities	Refund Check 015818-000 2750 N Pioneer Canyon Dr	2.95
Cartwright Nathan Total					2.95
CASCADE CENTERS INC.	3969	23736	Genl Govt/Facilities	Employee Assistance Program	11.00
			Public Safety	Employee Assistance Program	133.16
			Public Works	Employee Assistance Program	205.16
			Community Development	Employee Assistance Program	105.26
			Human Resources	Employee Assistance Program	15.23
			Administration	Employee Assistance Program	35.53
			Finance	Employee Assistance Program	38.33
			Executive	Employee Assistance Program	6.33
CASCADE CENTERS INC. Total					550.00
CINTAS CORPORATION NO 2	3497	5273930605	Genl Govt/Facilities	06.2025 First Aid Supplies - PW	19.68
			Public Works	06.2025 First Aid Supplies - PW	362.86
			Community Development	06.2025 First Aid Supplies - PW	24.11
		5273930607	Genl Govt/Facilities	06.2025 First Aid Supplies - CH	8.07
		5273930606	Genl Govt/Facilities	06.2025 First Aid Supplies - RACC	7.93
		5273930608	Community Development	06.2025 First Aid Supplies - RACC	14.28
			Public Safety	06.2025 First Aid Supplies - PD	35.58
CINTAS CORPORATION NO 2 Total					472.51
CITY OF RIDGEFIELD - EPAY PERMITS	95	ENG-25-0067	Public Works	Boyse Park Grading Application	225.00
		PLZ-25-0064	Public Works	Boyse Park Site Plan Review	175.00
CITY OF RIDGEFIELD - EPAY PERMITS Total					400.00
CLARK COUNTY	102	CI076037	Public Safety	Q3.2025 CRESA Dispatch/Radio Operations /ER&R	48,218.00

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CLARK COUNTY	102	CI076072	Public Safety	Q3.2025 CRESA Emergency Management	5,329.25
CLARK COUNTY Total					53,547.25
CLARK COUNTY FIRE DISTRICT #5	104	50123	Genl Govt/Facilities	Confined Space Entry - Klopman	15.00
			Public Works	Confined Space Entry - Klopman	85.00
		50117	Genl Govt/Facilities	Fall Protection Training - Burtunek	11.25
				Fall Protection Training - Klopman	11.25
			Public Works	Fall Protection Training - Burtunek	63.75
				Fall Protection Training - Henker	75.00
				Fall Protection Training - Klopman	63.75
CLARK COUNTY FIRE DISTRICT #5 Total					325.00
CLARK PUBLIC UTILITIES - EPAY	110	7559-485-202505	Genl Govt/Facilities	813 Pioneer St.	35.61
				230 Pioneer St.	188.98
				487 S 56th Pl. - PW Ops Center	45.57
			Public Safety	101 Mill St Ste B - Police Station	336.60
			Public Works	Pioneer St. & Gee Creek Loop - Electricity	37.81
				N 35th Ave and Pioneer St	70.91
				512 N Allen Dr - Electricity	37.45
				487 S 56th Pl. - PW Ops Center	649.34
				2300 N 3rd Way Bellwood Trail Lights	43.36
				911 N 65th Ave Intertie 2 - Water	103.30
				City Park/Water Well	5,151.13
				337 S Royal Rd.	156.66
				400 N Abrams Park Rd	1,458.88
				109 W Division St - Electricity	44.16
				Overlook Park - Electricity	77.80
				2861 S Royle Rd. Traffic Flasher	37.10
				487 S 56th Pl.- PW Ops Center	172.69
				SR/Pioneer St & S 56 PL	108.09
				N 1st Cir & N 65th Ave - Park & Ride	60.67
				101 S Main Ave - Overlook Park	64.56
				3701 N 3rd Cir - Electricity	37.63
				101 S 5th St/S Union Ridge Pkwy	75.42
				214 S Riverview Dr	228.89
				535 N Abrams Park Rd.	24.52
				Traffic Signal - Hillhurst/Royal Rd.	66.42
				S Cispus Way	59.18
				N Abrams Park/E Division	146.59
				800 NE 264 St Intertie 1 - Water	690.47
				Municipal Lighting Lease	11,490.69
				SR/Pioneer ST & S 65 AVE	68.89
				1504 NW Intertie 3 - Water	762.75
				301 N 3rd Ave	252.55
				255 S 56th Pl - Electricity	3,820.39
			Community Development	487 S 56th Pl. - PW Ops Center	55.84
			Public Works	487 S 56th Pl. - PW Ops Center	18.17
CLARK PUBLIC UTILITIES - EPAY Total					26,679.07
CLARK REGIONAL WASTEWATER DISTRICT - EPAY	741	0741-202505	Genl Govt/Facilities	Sewer - 487 S 56th Pl PW Ops Center	4.87

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CLARK REGIONAL WASTEWATER DISTRICT - EPAY	741	0741-202505	Genl Govt/Facilities	Sewer - 230 Pioneer St City Hall	77.58			
				Sewer - 109 W Division WWTP	73.04			
				Sewer - 109 W Division WWTP - CRWWD Portion	73.03			
				Sewer 813 Pioneer St.	121.22			
				Public Works	Sewer - 487 S 56th Pl PW Ops Center	87.84		
			Sewer - 535 N Abrams Park Rd		121.22			
			Sewer - Abrams Park Restrooms		87.89			
			Sewer - 101 S Main Ave Overlook Park		719.44			
			Sewer - Abrams Park Concessions		44.24			
			Community Development	Sewer - 255 S 56th Pl Well & Reservoir	39.40			
				Sewer - Abrams Park Kitchen	40.01			
				Public Works	Sewer - 487 S 56th Pl PW Ops Center	5.97		
					Sewer - 487 S 56th Pl PW Ops Center	1.94		
				CLARK REGIONAL WASTEWATER DISTRICT - EPAY Total				
			COLUMBIA RESOURCE COMPANY	114	459958051	Public Works	Streets Road Kill Disposal	14.00
472118051	Genl Govt/Facilities	813 Pioneer St Demo Disposal			297.84			
COLUMBIA RESOURCE COMPANY Total					311.84			
COLUMBIAN PUBLISHING CO	116	52014	Public Works	Pioneer to Shobert Water Main Replacement	475.20			
		51884	Public Works	Date change: 2025-2045 Transportation Cap Facilities Plan	70.20			
COLUMBIAN PUBLISHING CO Total					545.40			
COMCAST - EPAY	2271	2271-202506	Genl Govt/Facilities	PW Ops Center Internet Services - 487 S 56th Pl	10.40			
				City Hall Phone Services - 230 Pioneer St	66.61			
				PW Ops Center Phone Services - 487 S 56th Pl	13.78			
				RACC Internet Services - 510 Pioneer St Ste B	71.72			
				City Hall Internet - 230 Pioneer St	409.14			
			Public Works	PW Ops Center Internet Services - 487 S 56th Pl	168.94			
				PW Ops Center Phone Services - 487 S 56th Pl	224.36			
				Union Ridge & 5th St Traffic Light	147.01			
				Community Development	PW Ops Center Internet Services - 487 S 56th Pl	21.45		
					PW Ops Center Phone Services - 487 S 56th Pl	28.45		
			RACC Internet Services - 510 Pioneer St Ste B		129.08			
			COMCAST - EPAY Total					1,290.94
			COMCAST BUSINESS - EPAY	1666	242966160	Genl Govt/Facilities	PW Ops Ethernet - 487 S 56th Pl.	101.54
242966166	Public Works	PW Ops Ethernet - 487 S 56th Pl.			1,872.07			
	Community Development	PW Ops Ethernet - 487 S 56th Pl.			124.41			
	Public Safety	PD Ethernet - 101 Mill St. Ste 110			911.23			
COMCAST BUSINESS - EPAY Total					3,009.25			
CRESCENT DESIGN AND ENGINEERING	4047	21	Community Development	05.2025 Development Plan Review	783.75			
CRESCENT DESIGN AND ENGINEERING Total					783.75			
DEPARTMENT OF LICENSING - EPAY	154	RG0001844-2025	Genl Govt/Facilities	CPL Fees	18.00			
		RG0001842-2025	Genl Govt/Facilities	CPL Fees	18.00			
		RG0001846-2025	Genl Govt/Facilities	CPL Fees	18.00			
		RG0001845-2025	Genl Govt/Facilities	CPL Fees	18.00			
DEPARTMENT OF LICENSING - EPAY Total					72.00			
ELCOR INC	2081	O365-19096	Public Safety	05.2025 GCC Teams Premium & Prorated GCC Microsoft 365	127.44			
			Public Works	05.2025 GCC Teams Premium & Prorated GCC Microsoft 365	192.98			
			Community Development	05.2025 GCC Teams Premium & Prorated GCC Microsoft 365	40.37			

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June 23rd, 2025

ELCOR INC	2081	0365-19096	Information Technology	05.2025 GCC Teams Premium & Prorated GCC Microsoft 365	165.61
		19170	Public Works	Computer - Utilities Technician	3,483.75
		MSG-19095	Public Safety	05.2025 IT Services	5,707.35
			Public Works	05.2025 IT Services	8,642.34
			Community Development	05.2025 IT Services	1,808.16
			Information Technology	05.2025 IT Services	7,416.48
		19171	Public Safety	PD Monitor - King	211.77
		19173	Public Safety	PD 600VA Battery Backups	213.90
		19167	Public Works	Laptop & Bluetooth Adapter - Sampson	2,441.63
			Community Development	Laptop & Bluetooth Adapter - Sampson	430.87
		19168	Public Safety	PD 425VA Battery Backups	156.40
		19169	Public Safety	PD Body Cam Computer	3,564.87
		19174	Public Safety	PD Indoor/Outdoor Surveillance Camera	540.54
		19172	Public Safety	PD Monitor Soundbar - Doriot/Andrew	89.89
ELCOR INC Total					35,234.35
ERIC L EISEMANN	485	0485-202505	Community Development	05.2025 Planning Consulting Services	2,365.00
ERIC L EISEMANN Total					2,365.00
EXPRESS SERVICES INC.	4012	32424542	Public Works	05.26.2025-06.01.2025 Temp Services - Sherry Morales	1,132.25
EXPRESS SERVICES INC. Total					1,132.25
FERGUSON ENTERPRISES INC # 8423	181	1315116-2	Public Works	IPERL Water Meters - Manufacturer Surcharge	39.69
		1308697-4	Public Works	IPERL Water Meters	721.63
FERGUSON ENTERPRISES INC # 8423 Total					761.32
FIDELITY NATIONAL TITLE - EPAY	677	612899224	Public Works	Greely Farms Park Land Purchase	751,911.80
FIDELITY NATIONAL TITLE - EPAY Total					751,911.80
GISI MARKETING GROUP	2811	289998	Genl Govt/Facilities	Business Cards - Blehm	119.82
			Public Works	Business Cards - Sampson	203.68
			Community Development	Business Cards - Sampson	35.95
GISI MARKETING GROUP Total					359.45
HELENA GREEN	3763	52925	Judicial	05.29.2025 Interpreting Services	150.00
HELENA GREEN Total					150.00
HERC RENTALS INC.	3833	35569185-001	Genl Govt/Facilities	2025 Big Paddle Post Driver Rental	191.37
HERC RENTALS INC. Total					191.37
HOME DEPOT VISA - EPAY	1805	5015535	Public Works	Small Tools - Water	138.02
		2972635	Genl Govt/Facilities	813 Pioneer St. Blinds	637.02
		1905334	Genl Govt/Facilities	813 Pioneer St. Door Locks	34.24
HOME DEPOT VISA - EPAY Total					809.28
INTERMEDIA.NET INC.	3804	25069754029	Information Technology	05.2025 Voice Service Charges	89.88
INTERMEDIA.NET INC. Total					89.88
J.L. STOREDAHL AND SONS	558	604410	Genl Govt/Facilities	PW Shop Gravel Supply	47.07
			Public Works	PW Shop Gravel Supply	868.82
J.L. STOREDAHL AND SONS Total					915.89
J2 BLUE PRINT SUPPLY CO	243	AR167811	Public Works	11th & Timm Rd Safety Improv & Specs	75.46
		AR167846	Genl Govt/Facilities	2025 Big Paddle Signage	458.17
		AR167996	Council	Council WAVE Budget	57.62
J2 BLUE PRINT SUPPLY CO Total					591.25
JAMES RICHARD BUCKNER	1092	20250603	Public Safety	06.03.2025 Polygraph Services	350.00
JAMES RICHARD BUCKNER Total					350.00

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June 23rd, 2025

JANEAN Z PARKER	2199	45	Public Works	05.2025 Legal Services	1,575.00
			Community Development	05.2025 Legal Services	300.00
			Legal	05.2025 Legal Services	8,325.00
JANEAN Z PARKER Total					10,200.00
JUDY CHIPMAN	3757	3757-202506026	Council	03.2025-04.2025 Mileage Reimbursement - Chipman	377.39
JUDY CHIPMAN Total					377.39
KATIE FAVELA	4024	4024-20250626	Council	AWC Annual Conference Meals - Favela	103.00
KATIE FAVELA Total					103.00
KIRK JOHNSON	1716	1716-20250626	Finance	05.2025 Mileage and Council Retreat Reimb. - Kirk Johnson	67.20
			Council	05.2025 Mileage and Council Retreat Reimb. - Kirk Johnson	57.68
KIRK JOHNSON Total					124.88
L.N. CURTIS AND SONS	3075	INV955352	Public Safety	Ridge Pants - Siem	152.18
		INV956913	Public Safety	New Hire Uniform - Thormodsgaard	764.16
		INV955535	Public Safety	New Hire Uniform - Thomadsgaard	768.91
L.N. CURTIS AND SONS Total					1,685.25
MARK PASTUCHA AND GAYLE PASTUCHA	4161	4161-20250626	Public Works	Permanent Sidewalk Easement - 986044989	800.00
MARK PASTUCHA AND GAYLE PASTUCHA Total					800.00
MATT COLE	3882	3882-202506026	Council	AWC Annual Conference Meals - Cole	103.00
MATT COLE Total					103.00
MATTHEW JEKEL	4164	213967000	Community Development	Commercial New Build Permit Refund COM-22-0075	396.00
MATTHEW JEKEL Total					396.00
MAUL FOSTER ALONGI INC.	834	67616	Public Works	05.2025 Park Laundry Site Cleanup & Environmental Services	10,668.75
MAUL FOSTER ALONGI INC. Total					10,668.75
MEGHAN HAMILTON	4165	4165-20250626	Council	AWC Annual Conference Meals - Hamilton	103.00
MEGHAN HAMILTON Total					103.00
NAPA AUTO PARTS	498	478163	Genl Govt/Facilities	Vactor Truck DEF Fluid	14.02
			Public Works	Vactor Truck DEF Fluid	56.06
				Sweeper DEF Fluid	70.08
		477933	Public Works	PWSTW Grease Gun & Sweeper Headlight Bulb	81.90
		478279	Public Works	Parks Riding Mower Drive Belt	90.58
NAPA AUTO PARTS Total					312.64
NORTHSIDE FORD TRUCK SALES INC	3281	297187	Genl Govt/Facilities	PWOM 2011 Ford F350 48614D - Oil Chnage	10.20
			Public Works	PWOM 2011 Ford F350 48614D - Oil Chnage	71.71
		297218	Community Development	CDD 2022 Ford Escape 74579D	84.13
NORTHSIDE FORD TRUCK SALES INC Total					166.04
NORTHSTAR CHEMICAL INC.	1019	312450	Public Works	Sodium Hypochlorite	1,371.79
		311548	Public Works	Sodium Hypochlorite	1,371.79
NORTHSTAR CHEMICAL INC. Total					2,743.58
NW NATURAL GAS - EPAY	315	0315-202505	Genl Govt/Facilities	109 Division PW Shop - Natural Gas	1.71
				487 S 56th PW Ops #A - Natural Gas	1.37
				487 S 56th PW Ops #B - Natural Gas	1.69
				230 Pioneer St - CH - Natural Gas	51.81
			Public Safety	101 Mill St Police Department - Natural Gas	74.42
			Public Works	109 Division PW Shop - Natural Gas	30.83
				487 S 56th PW Ops #A - Natural Gas	24.68
				487 S 56th PW Ops #B - Natural Gas	30.53
			Community Development	487 S 56th PW Ops #A - Natural Gas	1.67

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NW NATURAL GAS - EPAY	315	0315-202505	Public Works	109 Division PW Shop - Natural Gas	0.68
				487 S 56th PW Ops #A - Natural Gas	0.55
				487 S 56th PW Ops #B - Natural Gas	0.67
NW NATURAL GAS - EPAY Total					220.61
PATRICK HILDRETH BRAND AND DESIGN	2372	3194	Information Technology	08.2023 Web Design/Maintenance - Retainer	800.00
PATRICK HILDRETH BRAND AND DESIGN Total					800.00
PORTLAND ADVENTIST MEDICAL CENTER	865	102828	Public Safety	Pre Hire Medical Exam	1,022.00
PORTLAND ADVENTIST MEDICAL CENTER Total					1,022.00
PORTLAND ENGINEERING INC	2082	13041	Public Works	05.2025 AC006 Ridgefield Service 2025	95.11
PORTLAND ENGINEERING INC Total					95.11
RIAN DAVIS	4099	4099-20250626	Council	AWC Annual Conference Meals - Davis	103.00
RIAN DAVIS Total					103.00
RIDGEDALE PROPERTIES LLC	4163	4163-20250626	Public Works	Permanent Sidewalk Easement - 986044988	300.00
RIDGEDALE PROPERTIES LLC Total					300.00
RIDGEFIELD HARDWARE	376	0376-202505	Genl Govt/Facilities	05.2025 Operational Supplies & Small Tools	21.76
				05.2025 813 Pioneer Renovation Supplies	20.68
				05.2025 Operational Event Supplies	20.92
			Public Works	05.2025 Operational Supplies & Small Tools	1,299.51
			Community Development	05.2025 Operational Supplies & Small Tools	0.62
RIDGEFIELD HARDWARE Total					1,363.49
ROYAL THRONE LLC	2909	1819	Genl Govt/Facilities	2025 F2T Restroom Rental	1,000.00
ROYAL THRONE LLC Total					1,000.00
SARAH SCHNEIDER	3549	3549-20250626	Public Works	Technical Writing Registrarion Reimb. - Schneider	531.05
			Finance	Technical Writing Registrarion Reimb. - Schneider	27.95
SARAH SCHNEIDER Total					559.00
SEATTLE DAILY JOURNAL OF COMMERCE	3980	3410587	Public Works	11th & Timm Rd Safety Improvements	789.70
SEATTLE DAILY JOURNAL OF COMMERCE Total					789.70
SIMPLIFILE - EPAY	2962	E6254393	Public Works	Permanent Sidewalk Easement Cloverhill Lot 2 and 4	328.37
		E6254562	Public Works	Permanent Sidewalk Easement Cloverhill Lot 2 and 4	328.37
SIMPLIFILE - EPAY Total					656.74
SPRINGBROOK - GROUP EPAY	3544	250621926	Public Works	05.2025 UB Web Payments	944.84
SPRINGBROOK - GROUP EPAY Total					944.84
SPRINGBROOK SOFTWARE LLC	3444	INV-020852	Public Works	05.2025 Customer Web Payments	3,999.32
SPRINGBROOK SOFTWARE LLC Total					3,999.32
STATE AUDITOR'S OFFICE	524	L168753	Finance	05.2025 Audit Services	17,109.30
STATE AUDITOR'S OFFICE Total					17,109.30
STATE OF WA DEPARTMENT OF REVENUE - EPAY	156	0-047-335-938	Genl Govt/Facilities	05.2025 B&O and Excise Tax	3,076.02
			Public Works	05.2025 B&O and Excise Tax	25,008.42
STATE OF WA DEPARTMENT OF REVENUE - EPAY Total					28,084.44
STERICYCLE INC	2504	8010977279	Genl Govt/Facilities	05.2025 Secure Shredding - PD/PW Bldg	5.43
			Public Safety	05.2025 Secure Shredding - PD/PW Bldg	47.17
			Public Works	05.2025 Secure Shredding - PD/PW Bldg	100.18
			Community Development	05.2025 Secure Shredding - PD/PW Bldg	6.66
		8011034879	Genl Govt/Facilities	05.2025 Secure Shredding - RACC/CH	71.99
			Community Development	05.2025 Secure Shredding - RACC/CH	21.40
STERICYCLE INC Total					252.83
STEVE STUART	2075	2075-20250626	Executive	AWC Annual Conference Meals - Stuart	103.00

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STEVE STUART Total					103.00	
SUNSET HEATING COOLING & PLUMBING LLC	4158	315033610	Public Works	Pioneer to Shobert Water Line - 206 South 7th	129.00	
		315046479	Public Works	Pioneer to Shobert Water Line - 607 South 7th	129.00	
		315166807	Public Works	Pioneer to Shobert Water Line - 218 South 6th	129.00	
		315022659	Public Works	Pioneer to Shobert Water Line - 208 South 7th	129.00	
		315007065	Public Works	Pioneer to Shobert Water Line - 210 South 7th	129.00	
SUNSET HEATING COOLING & PLUMBING LLC Total					645.00	
SUZANNE R. PIETZ	4162	4162-20250626	Public Works	Permanent Sidewalk Easement - 986044990	300.00	
SUZANNE R. PIETZ Total					300.00	
TERESA D JOHNSON CPA INC.	561	7414	Finance	05.2025 Accounting Services	2,777.28	
TERESA D JOHNSON CPA INC. Total					2,777.28	
THE MASTER'S TOUCH LLC	1786	95840	Public Works	06.2025 UB Delinquent Notices	243.87	
		95833	Public Works	06.2025 UB Final Bills	191.83	
THE MASTER'S TOUCH LLC Total					435.70	
THE PARR COMPANY	964	469604	Genl Govt/Facilities	Big Paddle Event Stage Screws	46.08	
THE PARR COMPANY Total					46.08	
TLC TOWING AND RECOVERY INC	3940	171351	Genl Govt/Facilities	PWOM 2001 Dodge 74576D	22.02	
			Public Works	PWOM 2001 Dodge 74576D	154.83	
TLC TOWING AND RECOVERY INC Total					176.85	
U.S. BANK TRUST COMPANY NATIONAL ASSOCIATION	2237	2865877	Public Works	RIDLTGO18 Bonds Interest	110,000.00	
		2866122	Genl Govt/Facilities	RIDLTGO24 Bonds Interest	699,625.00	
		2865769	Public Works	RIDLTGO17 Bonds Interest	149,162.50	
U.S. BANK TRUST COMPANY NATIONAL ASSOCIATION Total					958,787.50	
UNIFIRST CORPORATION	3904	2240229150	Genl Govt/Facilities	06.03.2025 PWO&M Uniforms	13.04	
				06.03.2025 PW Bldg Floor Mats	2.70	
			Public Works	06.03.2025 PWO&M Uniforms	91.69	
				06.03.2025 PW Bldg Floor Mats	49.78	
				06.03.2025 PWWTR Uniforms	40.55	
				06.03.2025 PWSTW Uniforms	46.62	
			Community Development	06.03.2025 PW Bldg Floor Mats	3.31	
				06.03.2025 PWWTR Uniforms	2.13	
				06.03.2025 PWSTW Uniforms	2.45	
				2240231688	Public Safety	06.10.25 Floor Mats - PD
			2240231675	Genl Govt/Facilities	06.10.2025 Floor Mats - RACC	4.21
				Community Development	06.10.2025 Floor Mats - RACC	7.58
			2240229131	Public Safety	06.03.2025 Floor Mats - PD	42.32
			2240229123	Genl Govt/Facilities	06.03.2025 Floor Mats - CH	18.07
			2240229115	Genl Govt/Facilities	06.03.2025 Floor Mats - RACC	4.21
				Community Development	06.03.2025 Floor Mats - RACC	7.58
		UNIFIRST CORPORATION Total				
VERIZON WIRELESS - EPAY	452	6114676528	Genl Govt/Facilities	Public Works Engineering & UB Cellphones	73.83	
				General Cellphones	47.69	
				HR Cellphones	95.38	
			Public Safety	PD Cellphones	859.15	
			Public Works	Public Works Engineering & UB Cellphones	1,294.39	
			Community Development	Public Works Engineering & UB Cellphones	109.87	
				Building Inspectors & Permitting Cellphones	668.39	

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

VERIZON WIRELESS - EPAY	452	6114676528	Community Development	Code Enforcement Cellphone	47.69		
			Administration	Admin Cellphones	190.77		
		6114676526	Finance	Public Works Engineering & UB Cellphones	2.47		
				Finance Cellphones	95.38		
		6114676526	Council	Council Cellphones	47.69		
			Genl Govt/Facilities	PW IPads	9.63		
		6114676526		Events IPads	152.84		
			Public Safety	PD IPads & MDCs	726.72		
		6114676526		Chad Durham MDC - PD	10.00		
			Public Works	PW IPads	836.33		
		6114676526	Community Development	PW IPads	148.43		
				Code Enforcement IPads	38.28		
		6114676526		CDD IPads	382.50		
			Administration	Admin IPads	114.83		
		6114676526	Finance	Finance IPads	38.28		
			Council	7 Council Lines	70.00		
		6114676526		Council IPads	305.94		
			6114676527	Public Works	Hillhurst Ped Crossing	145.17	
		VERIZON WIRELESS - EPAY Total					6,511.65
		W.W.GRAINGER INC.	206	9527935564	Public Works	Repair Parts - WTR	46.82
9526625612	Public Works			Abrams Water Treatment Plant Supplies	225.63		
W.W.GRAINGER INC. Total					272.45		
Wallace Tracey	UB*01165	UB*01165	Genl Govt/Facilities	Refund Check 013215-000 518 N 39th Pl	89.72		
Wallace Tracey Total					89.72		
WALLIS ENGINEERING PLLC	464	18073	Public Works	05.2025 Gee Creek Improvements	16,209.05		
		18074	Public Works	Downtown Stormwater - Old Pioneer	29.30		
				Downtown Stormwater - Lake River	2,697.92		
WALLIS ENGINEERING PLLC Total					18,936.27		
WAPITI NW LLC	2545	42440	Genl Govt/Facilities	PWOM 2001 Dodge 74576D	238.51		
			Public Works	PWOM 2001 Dodge 74576D	1,677.21		
WAPITI NW LLC Total					1,915.72		
WASHINGTON STATE PATROL	463	I2506752	Genl Govt/Facilities	05.2025 Background Checks - CPL	132.00		
WASHINGTON STATE PATROL Total					132.00		
WELLS FARGO - EPAY	1681	202505-7069	Public Safety	Ferriss Tm Hcc Surety Group Notary Bond Renewal - Steele-Hoots	40.00		
			Public Works	Ferriss Cdw Govt Adobe License - Thamert	67.53		
			Community Development	Ferriss Cdw Govt Adobe License - Thamert	10.39		
			Information Technology	Ferriss Cdw Govt Adobe License - Thamert	25.98		
			Council	Ferriss Skamania Lodge Hotel - City Council Retreat	260.72		
		202505-0187		Ferriss Usps Shipping City Flag To Awc Conference	6.10		
			Genl Govt/Facilities	Melroy Harbor Freight Tools Crimping Tool - PW Shop	3.91		
				Melroy Harbor Freight Tools Car Soap - PW Shop	3.57		
			Public Works	Melroy Harbor Freight Tools Crimping Tool - PW Shop	72.24		
				Melroy Harbor Freight Tools Car Soap - PW Shop	66.04		
		202505-5756		Melroy Sandys Sign & Design Hawk Signal Signage - Streets	97.65		
			Genl Govt/Facilities	Rubioromero Water Coffee Delivery Water Delivery Svcs - Pw Bldg	11.45		
				Rubioromero Water Coffee Delivery Water Delivery Service - Racc	64.94		
				Rubioromero Amazon Web Services Add Sales Tax Web Audio Backup	(0.05)		

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

WELLS FARGO - EPAY

1681

202505-5756

Public Safety

Rubioromero Siptrunk Inc Telephone Service - Pd

232.42

Public Works

Rubioromero Water Coffee Delivery Water Delivery Svcs - Pw Bldg

211.17

Community Development

Rubioromero Water Coffee Delivery Water Delivery Svcs - Pw Bldg

14.03

Rubioromero Water Coffee Delivery Water Delivery Service - Racc

116.87

Information Technology

Rubioromero Amazon Web Services Add Sales Tax Web Audio Backup

0.65

Rubioromero Spotify Monthly Music - Ch

13.03

Rubioromero Zoom.Com Meeting Platform

69.56

Rubioromero Adobe Software - Communications

65.21

202505-6996

Genl Govt/Facilities

Demoss Facebook Marketing - Big Paddle

4.26

Demoss Facebook Marketing - May 1Sat/Big Paddle

65.66

Administration

Demoss The Columbian Monthly Newspaper Subscription - Demoss

9.99

Information Technology

Demoss Captions Captions Software - Communications

9.99

202505-9687

Genl Govt/Facilities

Moore Amazon Mktpl Coffee/Plastic Knives - Pw Building

1.63

Moore Amazon Sprayer Nozzle - Pw Ops

0.61

Moore Amazon Mktpl Post It Notes Dispenser - Ch

8.69

Moore Amazon Mktpl Vacuum - Pw Building

2.94

Moore Amazon Pens/Binder Files - Pw Building

3.59

Moore Amazon Mktpl Fencing - Big Paddle

565.11

Moore Amazon Microwave - Pw Building

4.72

Moore Amazon Mktpl Craft Rocks - May 1Sat

78.16

Moore Amazon Boat Epoxy - Dragon Boats

223.90

Moore Amazon Mktpl Fire Extinguishers - Pw Shop

13.13

Moore Amazon Paper Plates - Pw Building

1.13

Moore Amazon Craft Supplies - May 1Sat

30.43

Moore Amazon Mktpl Magnets/Step Stool - Engineering

5.16

Moore Amazon Mktpl Garbage Bags - Ch

45.80

Moore Amazon Kleenex/Swiffers - Ch

33.43

Moore Amazon Tupperware/Power Cord - Ch

54.34

Moore Amazon Mktpl Painting Supplies - Dragon Boats

50.07

Moore Amazon Communication Boards Decor - City

33.08

Moore Amazon Dishwasher Pods - Ch

21.67

Moore Amazon Paper - Not Received Refund Requested - Ch

64.11

Moore Amazon Mktpl Shirt Rack - May 1Sat

34.77

Moore Amazon Mktpl Brochure Holder - Ch

17.38

Public Safety

Moore Amazon Pmts Canned Air Refund - Pd

(15.46)

Moore Amazon Mktpl Radio Holster - Pd

12.92

Moore Amazon Paper - Pd

38.59

Moore Amazon Computer Speakers/Webcam - Pd

55.40

Moore Amazon Ink Cartridges - Pd

154.30

Moore Amazon Pens/Notebooks/Post Its - Pd

47.15

Moore Amazon Lens Cover/Pen Holder/Urinal Cakes - Pd

112.54

Moore Amazon Remote Switch/Battery Door - Pd

50.65

Moore Amazon Mktpl Canned Air - Pd

15.87

Moore Amazon Mktpl Compressed Air - Pd

31.19

Moore Amazon Mktpl Screwdriver Set - Pd

8.69

Moore Amazon Mktpl Handcuff Pouch - Pd

32.60

Moore Amazon Cord Covers/Clips/Coffee/Computer Desk - Pd

135.74

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

WELLS FARGO - EPAY

1681

202505-9687

Public Safety

Public Works

Community Development

Human Resources

Finance

Information Technology

Council

202505-5484

Genl Govt/Facilities

Public Safety

Public Works

Moore Amazon Mktpl Tape Dispenser - Pd	9.77
Moore Amazon Gloves/Building Supplies/Scissors - Pd	213.49
Moore Amazon Mktpl Coffee/Plastic Knives - Pw Building	30.12
Moore Amazon Sprayer Nozzle - Pw Ops	11.27
Moore Amazon Mktpl Vacuum - Pw Building	54.31
Moore Amazon Pens/Binder Files - Pw Building	66.25
Moore Amazon Mktpl Laptop Chargers - Water	60.64
Moore Amazon Mktpl Leak Detection Dye - Stormwater/Water	37.41
Moore Amazon Microwave - Pw Building	87.30
Moore Amazon Phone Cases/Screen Protector - Seasonal Storm Worke	78.11
Moore Amazon Mktpl Fire Extinguishers - Pw Shop	242.86
Moore Amazon Mktpl Phone Case - Parks Seasonal Worker	35.82
Moore Amazon Paper Plates - Pw Building	20.92
Moore Amazon Mktpl Magnets/Step Stool - Engineering	20.64
Moore Amazon Playground Trolley Wheels - Parks	62.67
Moore Amazon Phone Case/Screen Protector - Seasonal Parks Worker	42.29
Moore Amazon Sprayer Wand - Parks/Streets	38.03
Moore Amazon Mktplace Pmts Trolley Wheels Refund - Parks	(20.00)
Moore Amazon Parks Mower Ramps - Parks	886.78
Moore Amazon Pmts Trolley Wheels Refund - Parks	(33.02)
Moore Amazon Mktpl Pen Holder - Cdd	9.34
Moore Amazon Coffee/Plates/Phone Chargers - Racc	58.03
Moore Amazon Mktpl Coffee/Plastic Knives - Pw Building	2.00
Moore Amazon Sprayer Nozzle - Pw Ops	0.75
Moore Amazon Mktpl Vacuum - Pw Building	3.61
Moore Amazon Pens/Binder Files - Pw Building	4.40
Moore Amazon Microwave - Pw Building	5.80
Moore Amazon Mktpl Measuring Wheel - Cdd Planners	26.03
Moore Amazon Mktpl Air Filters - Racc	76.84
Moore Amazon Paper Plates - Pw Building	1.39
Moore Amazon Mktpl Magnets/Step Stool - Engineering	5.16
Moore Amazon Phone Case - Dev. Review Coordinator	14.12
Moore Amazon Notebooks - Racc	5.48
Moore Amazon Mktpl Sticky Notes - Cdd	9.47
Moore Amazon Mktpl Decor - Employee Appreciation	19.52
Moore Amazon Table Runner - Employee Appreciation	12.99
Moore Amazon Coffee/Plates/Phone Chargers - Racc	32.24
Moore Amazon Mktpl Air Filters - Racc	42.68
Moore Amazon Folders/Desk Organization - Finance	49.41
Moore Amazon Notebooks - Racc	3.05
Moore Amazon Mktpl Hdmi Cable - Finance	23.37
Moore Amazon Mktpl Aux/Microphone Cable - Wave 001-11-511-60-402	35.88
Moore Amazon Mktpl Safety Vest - Council	13.03
Freimuth Nest Restaurant And Bar Admin Retreat Lunch - Admin	89.10
Freimuth Best Western Plus Ahtanu The West Point Way Training Ho	560.00
Freimuth Red Lion Boise Awwa Conference Hotel Stay - Sampson	166.85
Freimuth Springhill Suites Kenn Wrpa Conference Hotel - Crownhar	507.60

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

WELLS FARGO - EPAY

1681

202505-5484

Public Works

Freimuth Holiday Inn Control Valve Course Hotel Stay - K Johnson

129.13

Freimuth Springhill Suites Kenn Wrrpa Conference Hotel - Melroy

507.60

Freimuth Parks For Clark Parks Annual Luncheon - Crownhart

75.00

Community Development

Freimuth Red Lion Boise Awwa Conference Hotel Stay - Sampson

29.44

Human Resources

Freimuth Center Market 7 Admin Retreat Lunch - HR

5.30

Freimuth Apwa - Work Zone Job Posting - Stormwater Technician

375.00

Freimuth Catering Chucks All Hands Catering - Emp. Appreciation

841.20

Freimuth Nest Restaurant And Bar Admin Retreat Lunch - Hr

34.65

Administration

Freimuth Center Market 7 Admin Retreat Lunch - Admin

5.29

202505-9102

Genl Govt/Facilities

Allen Customsigns.Com Nameplates - Thamert

1.10

Public Works

Allen The Home Depot Dragon Boat Supplies

112.76

Allen Costco By In Car PW Director Interviews - Pw Director

79.25

Allen Starbucks Meet&Greet Interviews Coffee - Pw Director

30.44

Allen Customsigns.Com Nameplates - Thamert

18.75

Allen Customsigns.Com Nameplates - K Strickler

22.06

Allen Customsigns.Com Nameplates - Roundabout Committee

22.05

Allen Starbucks PW Director Interview Briefing Coffee - Pw Direc

30.44

Community Development

Allen Costco By In Car PW Director Interviews - Pw Director

33.97

Allen Starbucks Meet&Greet Interviews Coffee - Pw Director

13.04

Allen Clark College Cned Cpr Training - Siebert

85.00

Allen Customsigns.Com Nameplates - Thamert

2.21

Allen Starbucks PW Director Interview Briefing Coffee - Pw Direc

13.04

Human Resources

Allen Starbucks Coffee - May All Hands

43.48

Allen Old Liberty Theater Employee Appreciation Gift Cards

300.00

Allen Rosauers Food & Dru Employee Appreciation Snacks

61.51

Allen Clark College Cned Cpr Training - Freimuth

85.00

Allen Instacart Breakfast Items - May All Hands

93.84

Allen Starbucks Store Employee Appreciation Giftcards

60.00

Allen Costco By In Car Wellness Snacks

432.69

Allen Brewed Awakenings - Employee Appreciation Gift Cards

300.00

Allen Costco By In Car Employee Appreciation Snacks

34.47

Allen Starbucks Employee Appreciation Gift Cards

300.00

Allen Costco By In Car Employee Appreciation Snacks

36.65

Allen Costco By In Car Snacks - Wellness

529.81

Allen Lava Java Employee Appreciation Gift Cards

345.00

Administration

Allen Clark College Cned Cpr Training - Coleman

85.00

202505-6939

Community Development

Lust The Columbian Monthly Newspaper Subscription - Cdd Director

13.00

Lust Paypal Cesi Recertification 5 Employees - CDD

750.00

Lust Msc.Org Adu Webinar Registration - Whitener

40.00

202505-2164

Genl Govt/Facilities

Giles Rosauers Food & Dru Bottled Water - Pw Bldg

17.58

Public Works

Giles Rosauers Food & Dru Bottled Water - Pw Bldg

324.19

Giles Sandys Sign & Design Boyse Park Sign

265.82

Community Development

Giles Rosauers Food & Dru Bottled Water - Pw Bldg

21.54

202505-9059

Executive

Stuart Cov Parking Paystation Parking County Council Gma Mtg

5.25

Stuart Shiki Shiki Baba Lunch Mtg W/Ridgefield Waterfront Develo

22.22

Stuart Nest Restaurant And Bar Lunch Mtg W/Councilor

26.10

Stuart Skamania Lodge Beverages (Invoicing Employee)

140.82

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

WELLS FARGO - EPAY

1681

202505-9059 Executive

Stuart Rosauers City Councilors Breakfast Mtg - Stuart	15.11
Stuart Soi Lunch Mtg W/Councilors Regarding City Issues	16.96
Stuart Nest Restaurant And Bar Lunch Mtg W/ Downtown Muralist	24.79
Stuart Hilton Hotels Hotel Billing Mistake - Charge Reversed	0.00
Stuart Nachos House Mexican Lunch Mtg - Ridgefield Waterfront	9.36
Stuart Nest Restaurant And Bar Lunch Gma Update/Resource Lands	22.19
Stuart Frontier Public Hous Sw Wa City Manager Lunch Meeting	29.22
Stuart La Arepa Lunch Mtg (Invoicing Employee)	10.20
Stuart Zoiglhaus Brewing Comp Meeting (Invoicing Employee)	8.00
Stuart Dispute-Capitol Hill Hotel Dispute Credit	(650.00)
Stuart Nest Restaurant Lunch Mtg Director Candidate Process	23.50
Stuart Rosauers City Councilors Breakfast Mtg - Council	23.04
202505-7051 Council	
Public Works	
Blehm American Air Flight - PW Directorl Candidate Interview	698.18
Community Development	
Blehm American Air Flight - PW Directorl Candidate Interview	299.22
Human Resources	
Blehm La Quinta Yaki Labor Relations Conference Hotel - Blehm	492.81
202505-7739 Genl Govt/Facilities	
Coleman My Playcenter Inflatable Games - Big Paddle Addtl. Tax	(0.68)
Coleman Instant Promotion Photo Backdrop - Big Paddle	356.55
Coleman Proservetra Mast License Exam - Coleman	18.95
Coleman Tractor Supply Fencing - Big Paddle	739.21
Coleman Vistaprint Postcard Fliers - Big Paddle	78.24
Coleman Cleverwaiver Waiver Subscription Software - Dragon Boats	29.99
Coleman My Playcenter Inflatable Games - Big Paddle	879.39
Coleman 4 All Promos Dry Bags - Big Paddle	959.03
202505-9437 Genl Govt/Facilities	
Steele-Hoots North American Rescue LI Tourniquets/Chest Seals	(7.67)
Steele-Hoots Sp 4Bros Taser Molle Adapters For Holsters - Pd	(17.06)
Public Safety	
Steele-Hoots Sp 4Bros Taser Molle Adapters For Holsters - Pd	213.11
Steele-Hoots Aed.Us Coro Medical Child Aed Pads - Pd	804.38
Steele-Hoots Wapro Wapro Virtual Conference - Pd Admin	65.00
Steele-Hoots Costco Whse Coffee/Toilet Paper - Pd	62.81
Steele-Hoots Fbi Leeda Inc Fbi Training Course - Lt Andrew	795.00
Steele-Hoots Tlo Transunion Background Investigations - Pd	116.31
Steele-Hoots North American Rescue LI Tourniquets/Chest Seals	330.15
Steele-Hoots The Ups Store Shipping Cameras For Installation	92.47
Steele-Hoots Dol - Professional Licen Notary License Renewal	42.00
Steele-Hoots Axon Body Worn Camera Mounts - Pd	332.62
Steele-Hoots Odot Dmv2U Background Investigations - Pd	6.50
202505-6189 Public Works	
Green Cameo Cafe Monthly Pw Directors Breakfast - Green	15.27
Community Development	
Green Cameo Cafe Monthly Pw Directors Breakfast - Green	6.54
202505-7002 Genl Govt/Facilities	
Public Works	
Thamert Cameo Cafe Monthly Pw Directors Breakfast - Thamert	0.85
Community Development	
Thamert Cameo Cafe Monthly Pw Directors Breakfast - Thamert	14.40
202505-1081 Public Safety	
Thamert Cameo Cafe Monthly Pw Directors Breakfast - Thamert	1.70
Public Works	
Irwin Fbi Leeda Cli Training - Officer Marvitz	795.00
Information Technology	
Irwin North Coast ElectricLight Subscription - Water Scada	717.42
Irwin Pagefreezer.Com Carrier Archiver Verizon Software - 1 User	480.00
Irwin Currency Conversion Fee International Bank Fee - Pagefreez	4.80
202505-4870 Finance	
Johnson Washington Finance 2025 Wfoa Conf Registration - Finance	515.00
Johnson Washington Finance Wfoa Annual Membership - Finance Dire	75.00

City of Ridgefield

Claims Payment Report

For Approval on:

June 23rd, 2025

WELLS FARGO - EPAY	1681	202505-4870	Finance	Johnson The Columbian Monthly Newspaper Subscription - Finance D	12.50
		202505-5997	Public Works	Sampson Cov Parking Kitty Parking - Municon Stormwater Conferenc	36.40
		202505-7189	Genl Govt/Facilities	Sennett Alert-Training Mast Exam - Big Paddle	15.94
				Sennett Sticker Mule Mailbox Stickers - CH	83.70
				Sennett Sticker Mule Stickers - June 1Sat	118.48
			Public Safety	Sennett Canva Public Records Request Business Cards - Pd	50.00
			Community Development	Sennett Sticker Mule Right Of Way Permit Stickers - Cdd	127.18
		202505-2508	Public Works	Williams Allpaid CRWWD Sewer Disconnect Fee - Abrams Demo	66.40
		202505-3244	Genl Govt/Facilities	Doriot Natw Natw.Org National Night Out Banners - Wa State Tax	(28.36)
				Doriot Natw Natw.Org National Night Out Banners - Events	354.36
WELLS FARGO - EPAY Total					24,423.29
WESTERN EQUIPMENT	2363	INV091410	Public Works	Parks Toro Mower Repair Parts	2,658.90
WESTERN EQUIPMENT Total					2,658.90
WEX BANK - EPAY	3552	105069107	Genl Govt/Facilities	PW Fuel	289.48
			Public Safety	PD Fuel	3,505.50
			Public Works	PW Fuel	4,604.69
			Community Development	PW Fuel	1,099.18
				CDD Fuel	600.96
WEX BANK - EPAY Total					10,099.81
WILCO FARM STORE	655	738323/6	Genl Govt/Facilities	Big Paddle Straw Bales	156.29
WILCO FARM STORE Total					156.29
Grand Total					2,184,783.19

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Approval of Minutes from the June 12, 2025 Meeting

GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Staff has prepared the minutes for Council consideration of adoption for the Council meeting(s).

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Approve the minutes by making the following motion: 1. "I move to approve the consent agenda".

STAFF CONTACT:

ATTACHMENTS:

1. 06-12-2025



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
JUNE 12, 2025**

Regular Meeting - 6:30 PM

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

- 1. Flag Salute**
- 2. Roll Call**

Present:

Mayor Matt Cole
Council Member Lee Wells
Council Member Clyde Burkle
Council Member Katie Favela
Council Member Rian Davis
Council Member Meghan Hamilton

Absent:

Mayor Pro Tem Judy Chipman

MOTION: COUNCIL MEMBER FAVELA MOVED TO EXCUSE MAYOR PRO TEM CHIPMAN FROM THE MEETING.

SECOND: COUNCIL MEMBER BURKLE.

MOTION PASSED.

- 3. Late changes to the agenda**

II. PROCLAMATION

- 1. Juneteenth Freedom Celebration**

III. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under [City Council Meeting Audio Files | Ridgefield, WA \(ridgefieldwa.us\)](#).

IV. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Clyde Burkle
SECONDER:	Council Member Rian Davis
AYES:	Mayor Cole, Council Member Wells, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the May 22, 2025 & June 5, 2025 Meeting**

V. BUSINESS

1. **First Reading of Ordinance No. 1455 - 2025 Budget Amendment - Kirk Johnson, Finance Director**

The 2025 budget amendment includes \$7.2 million in new and reappropriated expenditures, with \$2.74 million in new revenue and \$102,790 from existing developer share funds. Of the expenses, \$20,000 are ongoing, with the remainder tied to capital or one-time costs. The amendment reappropriates \$3.6 million for projects continuing from 2024 and includes \$1.9 million in previously recognized funding, primarily from grants. New 2025 funding requests total \$3.6 million for capital projects, equipment, and property acquisitions, with \$935,000 in new revenue. The total fund balance impact is \$4.47 million, including \$1.02 million from the General Fund, \$19,500 from the Building and Permitting Fund, and the remainder from capital funds. City Council conducted a discussion and held the first reading of the proposed amendment.

2. **First Reading of Ordinance No. 1456 - Amending Ridgefield Municipal Code 2.12.030 - Planning Commission Qualifications - Lee Knottnerus, Deputy City Manager**

The Planning Commission is a seven-member advisory body to the City Council responsible for research and fact-finding on planning, development, and growth issues. While state law does not mandate specific qualifications for commissioners, many cities, including Ridgefield, require residency within city limits. A proposal was presented to modify Ridgefield's current requirement to allow one member of the commission to reside within the urban growth area. This change would align with common practices in other jurisdictions and aims to bring broader perspectives, specialized expertise, and increased representation of the community potentially affected by future development.

First reading of the Ordinance was conducted.

3. **Approval of Resolution No. 664 - Kelly Property Intent to Annex - Claire Lust, Community Development Director**

City Council conducted a discussion on a proposed Intent to Annex for one parcel located in the Ridgefield Urban Growth Area, with access via S 38th Court and frontage on S 35th Place and S 15th Street. The parcel is contiguous with current city limits and is eligible for annexation. The site is designated Urban Low in the Comprehensive Plan and currently zoned Single Family Residential (R1-6) with an Urban Holding – 10 (UH- 10) overlay. Per city code and the Gee Creek Plateau Subarea Plan, the property would be zoned RLD-4 with a residential cluster overlay upon annexation. The applicant has submitted a conceptual layout showing 44 single-family lots; however, the subdivision plan is not under review as part of the annexation.

Future development will require a full permitting process. Adoption of the annexation ordinance would not remove the UH-10 overlay, which would remain in place until infrastructure requirements are met.

MOTION: MOVED TO APPROVE RESOLUTION NO. 664 WITH A GEOGRAPHIC MODIFICATION TO INCLUDE 6 PARCELS LOCATED ON THE SOUTH SIDE.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Katie Favela
SECONDER:	Council Member Meghan Hamilton
AYES:	Mayor Cole, Council Member Wells, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

4. Approval of Resolution No. 666 - Set Hearing Date for Right-of-Way Vacation Request, South Side of N 1st Circle West of N 65th Avenue - Chuck Green, Public Works Director

A request was submitted to vacate a portion of excess right-of-way along N 1st Circle, formerly part of State Route 501. The route was realigned in 2009 during the interchange reconstruction project, and the former alignment was transferred to the City by WSDOT and redesignated as N 1st Circle. The current 55-foot right-of-way exceeds the 24-foot half-width needed for its Local Access A classification, resulting in approximately 30 feet of excess. Per City and state procedures, Council considered a resolution to initiate the vacation process and set a public hearing date for July 10, 2025. Required steps include public postings, mailed notices by June 25, and publication in the newspaper of record. An appraisal will establish the value of the right-of-way and the required compensation. Finalization of the vacation requires adoption of an ordinance and recording with Clark County.

MOTION: MOVED TO APPROVE RESOLUTION NO. 666 TO INITIATE THE PROCESS TO VACATE A PORTION OF N 1ST CIRCLE TO THE ABUTTING PROPERTY OWNER AND SET A PUBLIC HEARING DATE OF JULY 10, 2025 TO CONSIDER THE REQUEST.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Meghan Hamilton
SECONDER:	Council Member Katie Favela
AYES:	Mayor Cole, Council Member Wells, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

VI. PUBLIC HEARING/BUSINESS

1. Public Hearing and First Reading of Ordinance No. 1454 - Approving an Updated Transportation Capital Facilities Plan and Amending Chapter 18.070 of the Ridgefield Municipal Code by Adopting an Updated Transportation Impact Fee Project List and Updated Transportation Impact Fees - Chuck Green, Public Works Director

A draft 2025–2045 Transportation Capital Facilities Plan (CFP) has been prepared as part of the new Comprehensive Plan update. The CFP includes an inventory of existing facilities, future needs, project locations and capacities, and a six-year financing plan—represented by the 2025–2030 Transportation Improvement Program. Key updates include:

- Inclusion of Multi-Modal Transportation Trails, now eligible for Transportation Impact Fees (TIF)

due to 2023 legislative changes.

- Revised CFP and TIF project lists, including new and realigned collector roads and removal of financially or environmentally infeasible links.
- Introduction of proposed new TIF overlay subareas for Gee Creek Plateau and Carty Road.
- Incorporation of a new TIF lookup table to streamline trip-based fee calculations for developers.
- Highlights of major projects such as the Ridgefield/I-5 South Connector, S 35th Avenue/Gee Creek Plateau extension, and potential I-5 overcrossings north and south of Pioneer Street.

The CFP also responds to new state mandates addressing multimodal level-of-service, climate change, and resiliency, with measures like safe routes to schools, mixed-use hubs, and reduced traffic stress for pedestrians and cyclists. Construction cost increases of up to 80% since 2018 have contributed to a proposed 40% increase in the base 2045 TIF rate—approximately \$200 per daily trip above the current rate. Based on Council feedback at the May 1, 2025 Study Session, staff presented alternative TIF rate scenarios involving tradeoffs in eligibility and timing of certain projects.

Mayor Cole Opened the Public Hearing: 8:39PM

Comments received during the public hearing can be heard on the City's website under [City Council Meeting Audio Files | Ridgefield, WA \(ridgefieldwa.us\)](#).

Mayor Cole Closed the Public Hearing: 8:44PM

City Council conducted a discussion and provided feedback to staff.

VII. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under [City Council Meeting Audio Files | Ridgefield, WA \(ridgefieldwa.us\)](#).

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Hamilton reported that her daughter participated in a YMCA program where she created and presented a bill. She also attended the Raptors opening day game, a Main Street meeting, the CRWWD Salmon Creek Treatment Plant tour, a School Board meeting, and a CCFR meeting.

Council Member Burkle participated in the interview process for the new Engineering and Capital Director position and attended the Port of Ridgefield meeting.

Council Member Wells attended seven meetings, commented on the 803 Pioneer Street property, and provided an update on the Clark County Weed Board.

Council Member Favela attended the Raptors opening day game, a high school graduation ceremony, an ECHO meeting, and a CCFR meeting, and gave kudos to Officer Fokin.

Council Member Davis attended the Memorial Day ceremony, Raptors opening day game, First Saturday Big Paddle event, and a C-Tran meeting, and congratulated the Finance Department on receiving a clean audit report from the State Auditor's office.

2. Mayor

Mayor Cole The Mayor attended the Urban County Policy Board meeting and First Saturday - Big Paddle event.

3. City Manager

Capital & Engineering Director Chuck Green provided an update on the wetlands planting project.

Deputy City Manager Lee Knottnerus provided an update on the First Saturday Big Paddle event.

IX. ADJOURN

9:10PM

Julie Ferriss, City Clerk

Matt Cole, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Approval to Submit Federal Grant Applications

GOVERNING LEGISLATION

Financial Policy #07: Budget; and Financial Policy #15: Grant Management.

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Financial Policy #15: Grant Management in January 2024. Council has approved the submission of multiple grant applications in the past.

SUMMARY/BACKGROUND:

In May 2025, the Grants Steering Committee discussed multiple upcoming federal grant opportunities: the Department of Justice COPS Hiring Grant, the Department of Justice COPS Community Policing Development Microgrant, and the Department of Transportation Safe Streets for All planning grant. The two Department of Justice grants would provide financial support to hire additional police officers since Ridgefield Police Department, currently with 16 officers, is well below the national average size of 30 officers for cities of a similar size. The Department of Transportation grant would provide funding to move forward with planning for safety improvements on Hillhurst. Using the Grant Decision Matrix, the Grants Steering Committee scored each grant opportunity high enough to warrant presenting these grant programs to the City Council for consideration of submission of the application.

BUDGET/FINANCIAL IMPACTS:

- DOJ COPS Hiring Grant will provide \$250,000 towards the salary and benefits for two new police officers; the City will be responsible for the remainder of the cost of salary, benefits and all expenses related to outfitting the officer for these new positions.
- DOJ COPS Community Policing Development Microgrants will provide \$175,000 to pay for the salary and benefits of one new police officer for one year, along with money for a new digital recruitment campaign; the City will be responsible for the cost of the officer's salary and benefits after the grant period. The City would be responsible for all expenses related to outfitting a new officer.
- DOT Safe Streets for All will provide \$80,000 for planning safety improvements on Hillhurst Rd; the City would provide \$20,000 in matching funds.

RECOMMENDED ACTION OR MOTION:

If the Council chooses to approve these grant projects, a motion would be:

"I move to approve the consent agenda as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

None

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Approval of Resolution 668 -Adopting the Clark County Comprehensive Solid Waste Management Plan for Years 2025-2030

GOVERNING LEGISLATION

Chapter 70A.205 RCW

PREVIOUS COUNCIL ACTION TAKEN:

Previously adopted Solid Waste Management Plans in 1973, 1981, 1985 (with amendments to the 1985 plan adopted in 1988 and 1989), 1994, 2003, 2008, and 2015.

In 2023, Ridgefield entered into an Interlocal Agreement with the County for the purpose of updating the Comprehensive Solid Waste Management Plan.

SUMMARY/BACKGROUND:

The 2015 Clark County Comprehensive Solid Waste Management Plan is needing to be updated per 70A.205 RCW. In 2023, Ridgefield delegated the preparation of the plan to Clark County. The plan has been updated and adopted by the Clark County Council and is now ready to be adopted by the City of Ridgefield.

BUDGET/FINANCIAL IMPACTS:

Negligible financial impacts expected.

RECOMMENDED ACTION OR MOTION:

Approve Resolution 668 by the following motion:
"I move to approve the consent agenda."

STAFF CONTACT: Ryan Thamert, Utilities & Operations Director

ATTACHMENTS:

1. SOLID WASTE resolution 668
2. cswmp_pending-adoption_web

Resolution No. 668

A RESOLUTION ADOPTING THE CLARK COUNTY COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN FOR YEARS 2025 TO 2030

WHEREAS, Chapter 70A.205 RCW requires each city and county within the State to prepare and periodically revise a coordinated and comprehensive Solid Waste Management Plan (CSWMP); and

WHEREAS, the cities and town of Clark County (County) previously resolved to adopt plans in 1973, 1981, 1985 (with amendments to the 1985 plan adopted in 1988 and 1989), 1994, 2003, 2008, and 2015; and

WHEREAS, a need exists to update the 2015 plan as required in RCW 70A.205 and to update the CSWMP for changes that have occurred within the County, as well as changes to state and federal regulations; and

WHEREAS, in 2023 the Cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, and the Town of Yacolt entered into an Interlocal Agreement with the County for the purpose of updating the CSWMP as required by RCW Chapter 70A.205; and

WHEREAS, the cities and town of Clark County have delegated preparation of the CSWMP to the County by Interlocal Agreement; and

WHEREAS, the process for updating the CSWMP as outlined in RCW 70A.205 and the Interlocal Agreement has been fulfilled; and

WHEREAS, the cities and town have been represented throughout the planning process; and

WHEREAS, the CSWMP adopted herein has been recommended by the Solid Waste Advisory Commission and adopted by the Clark County Council; therefore,

BE IT ORDERED AND RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, STATE OF WASHINGTON, that the City of Ridgefield hereby adopts the Clark County Comprehensive Solid Waste Management Plan for the years 2025-2030 which is located at: <https://clark.wa.gov/public-health/solid-waste-management-plan>

ADOPTED this 23 day of June, 2025.

PENDING
ADOPTION



COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

FOR YEARS
2025-2030

TABLE OF CONTENTS

ES

EXECUTIVE SUMMARY

Introduction	02
Overview of changes	03

01

BACKGROUND AND ADMINISTRATION

1.1 Introduction	06
1.2 Principles of the planning vision	07
1.3 Goals and objectives	08
Community	08
Environment	08
Equity	08
Quality	09
1.4 Required content	09
Interlocal agreements	09
Resolution of adoption	10
Programmatic environmental impact statement	10
Washington Utilities and Transportation Commission cost assessment questionnaire	10
Involvement of the Solid Waste Advisory Commission	10
Review of pertinent regulations and ordinances	11
Compliance verification checklist	11
1.5 Previous Clark County Solid Waste Management Plans	12
1.6 Relationship to other plans	13
State of Washington	13
Local plans and ordinances	13
1.7 Participating jurisdictions	14
1.8 The Solid Waste Advisory Commission	15
1.9 Regional Solid Waste System Steering Committee	16
1.10 Administration	17
Regulations governing local government	17
Administrative roles	18
System-related contracts	22
Post-closure agreements	23
1.11 Process of updating the plan	23
Plan amendments and revision	23
1.12 Planning issues	26
What opportunities exist for statewide collaboration?	26

02

THE PLANNING AREA

2.1 Introduction	30
2.2 Description of the planning area	31
General information	31
Population demographics	31
Population and waste generation projections	32
2.3 Regional Solid Waste System Study (Regional System Study) .	32
Evaluation of ownership	34
2.4 Quantity and characterization of solid waste	35

03

ENFORCEMENT

3.1 Introduction	38
3.2 Regulating agencies	39
Clark County	39
Cities and towns	40
State and regional authorities	41
3.3 Regulated parties	42
Regulations governing the solid waste collection industry . . .	42
Designated disposal sites	43
Illegal hauling	43
Regulations governing solid waste handling operations and facilities	44
Regulations governing waste generators	44

04

WASTE REDUCTION

4.1 Introduction	48
4.2 Conditions assessment	49
Solid waste outreach and education programs	50
4.3 Existing waste reduction education and outreach programs	52
4.4 Planning issues	54

05

RECYCLING

5.1 Introduction	58
5.2 Conditions assessment	59
Collection and processing	59
Waste characterization	60
Waste diversion	61
Residual studies	62
Waste Connections allocation study	63
5.3 Designated recyclable material list	64
Process for modifying the designated recyclables list	65
Description of markets	65
5.4 Contamination reduction and outreach.	66
CROP requirements	66
Key contaminants	67
Problem contaminants impacts and cost analysis	68
Programs to reduce recycling contamination	69
Implementation actions and schedule	70
5.5 Existing recycling education and outreach programs	70
5.6 Planning issues	72

06

ORGANICS

6.1 Introduction.	76
6.2 Conditions assessment	77
Curbside organic materials services	77
Residential food waste	79
Commercial food waste.	80
Construction and demolition compostable materials	81
6.3 Organics management law.	81
Compost procurement ordinance	82
Business Organics Management	83
Organics Recycling Collection Areas (ORCA)	84
Volumetric need for organic material management	87
Organics facility priority areas	89
6.4 Existing organics management education and outreach programs	91
6.5 Planning issues	92

07

MODERATE RISK WASTE

7.1 Introduction.	96
7.2 Conditions assessment	97
Legal authority	97
Designation of types of hazardous waste generators	97
Household hazardous waste	98
Commercial dangerous waste	101
7.3 Expanded recycling or disposal options.	102
Antifreeze	102
Batteries	102
Electronics.	103
Lead-acid vehicle batteries	103
Lights	104
Medications.	104
Motor Oil.	105
Paint	106
Photovoltaic modules	107
7.4 Existing MRW education and outreach programs.	107
7.5 Planning issues	109

08

MISCELLANEOUS WASTE

8.1 Introduction.	114
8.2 Types of miscellaneous waste.	114
Agriculture wastes	114
Asbestos	115
Ash	116
Biomedical waste	117
Bulky waste	118
Contaminated soils	119
Construction and demolition wastes.	120
Disaster debris.	121
Dredge spoils.	122
Industrial process waste or sludge	122
Paper and mill wastes	123
Street sweepings and vector wastes	123
Tires	124
Vehicle wastes: Hulks and auto fluff	126

White goods.	127
8.3 Existing miscellaneous waste education and outreach programs	128
8.4 Planning issues	129

09 SOLID WASTE COLLECTION

9.1 Introduction.	134
9.2 Conditions assessment	135
Rate setting and billing	135
Urban-rural designation	135
Residential collection services	135
Commercial collection services	143
9.3 Processing and recovery	145
9.4 Existing collection education and outreach programs	145
9.5 Planning issues	146

10 TRANSFER AND DISPOSAL

10.1 Introduction.	150
10.2 Conditions assessment	151
Flow control.	151
Transportation and disposal contracts	151
Transfer stations.	152
Materials recovery facility	156
Composting facilities.	158
Landfills.	159
10.3 Evaluation of ownership options	162
10.4 Existing transfer and disposal education and outreach programs	163
10.5 Planning issues	163

11 FUNDING AND FINANCING

11.1 Introduction.	170
11.2 Public ownership of the transfer stations	171
11.3 Legislation	171
Establishing rates and fees.	171
Taxes.	173
Permit fees	173
11.4 Regional solid waste system revenue sources	173
Regional administrative fees	174
County health fee.	174
Recycling and yard debris collection contracts administrative fees	174
Sale of recyclable materials (commodities)	175
11.5 Regional fund management and restrictions on use	175
Professional services	175
Clark County Solid Waste Fund (Fund 4014).	175
Designated Capital Improvement and Maintenance Restricted Fund (DCIMRF)	178
Regional Solid Waste System Fund (RSWSF) (6318).	180
Leichner Landfill Financial Assurance Reserve Fund (FARF)	181
11.6 Grants	182
Local Solid Waste Financial Assistance	182
Litter cleanup.	183
Other grant funding sources	183
11.7 City revenues and expenditures	183
11.8 Solid waste enforcement revenues and expenditures	185
County level.	185
State level	185
11.9 Capital needs and financing plan.	185
Transfer stations.	185
Materials Recovery Facilities (MRF)	188
Financing current needs and future investments	189

12 IMPLEMENTATION SCHEDULE

12.1 Introduction.	192
12.2 Emerging issues	192
12.3 Implementation schedule	192

A

APPENDICES

Appendix A: Acronymns and definitions

Appendix B: SEPA checklist and determination

Appendix C: Washington Utilities and Transportation Cost Assessment Questionnaire

Appendix D: Planning ILAs

Appendix E: Solid Waste Management Plan Adopting Resolution

Appendix F: Regulations governing the management of solid waste

Appendix G: Operating, non-operating, abandoned, and closed disposal sites

Appendix H: Siting guidelines for solid waste handling facilities

Appendix I: Regional Solid Waste System Study Final Report

Appendix J: Equity Assessment and Action Plan

Appendix K: Remedial action sites

Appendix L: Designated recyclables list

Appendix M: Inventory of dangerous waste generators

Appendix N: Clark County municipal solid waste data

Appendix O: List of education and outreach programs

Appendix P: SWAC bylaws

Appendix Q: RSWSSC bylaws

Appendix R: Ecology compliance checklist

Appendix S: Ecology comments



EXECUTIVE SUMMARY

Introduction

The purpose of the solid waste management activities in Clark County is to protect and preserve human health, environmental quality, and natural resources through efficient, cost-effective programs and services. This Comprehensive Solid Waste Management Plan (CSWMP) was prepared to provide a guide for solid waste activities in Clark County. The CSWMP addresses recent changes while also looking forward to the future needs of the county.

The contents of this CSWMP have been prepared in accordance with the requirements and intent of chapter 70A.205 RCW. This plan also incorporates the county’s Moderate Risk Waste Management Plan as required by RCW 70A.300.350, and the Contamination Reduction and Outreach Plan (CROP) as required by RCW 70A.205.045. The CSWMP was developed through a team effort by Clark County, the cities and town within Clark County, the Solid Waste Advisory Commission (SWAC), and the Regional Solid Waste System Steering Committee (RSWSSC).

The CSWMP is divided into chapters which discuss the different components of the solid waste system. The chapters contain an assessment of existing conditions and recommended actions. The final chapter of this CSWMP outlines an implementation schedule that lists recommended actions and timeframes for implementation. This CSWMP also coordinates the county’s solid waste system and programs with the 2021 State Solid and Hazardous Waste Plan: Moving Washington Beyond Waste and Toxics, Use Food Well Washington, and the Washington State Recycling Contamination Reduction and Outreach Plan.

During development of this plan, the hierarchy for solid waste management as identified by the United States Environmental Protection Agency (EPA) was referenced. Considering most environmental impacts related to solid waste management and disposal methods occur long before a material’s end of life, this version of the Clark County CSWMP places emphasis on priorities which place energy recovery at a higher hierarchy level than the EPA. The county will continue to emphasize “reduce, reuse & recycle” in its programs and messages while emphasizing composting and reducing food waste in accordance with updated legislations. Note at the time of this plan revision, the EPA was in the process of reviewing the waste hierarchy.

Overview of changes

Many of the changes to chapters and recommendations are a result of condensing and streamlining the information in this CSWMP. For example, internet links have been included as references to reduce language and appendices; duplicate recommendations in various chapters have been eliminated; more general recommendations have been removed to focus on recommendations that are action oriented and quantifiable. Many of the recommendations are ongoing.

Some of the changes include:

- The inclusion of Chapter 2: The planning area which was omitted in the previously approved version.
- Organizing the plan to meet current Washington Department of Ecology table of contents structure recommendation to ensure all key topics are covered.
- Expanding Chapter 6: Organics to incorporate the guidance outlined in the Use Food Well Washington Plan of 2021.
- Outlining the need for a fourth transfer station and siting criteria.
- Further discussing ownership options for the three existing transfer stations.
- Creating a separate chapter to consolidate all implementation plans in one section.





1

BACKGROUND AND ADMINISTRATION

1.1 Introduction

The Revised Code of Washington (RCW) 70A.205.045 requires each county within the state of Washington to prepare a coordinated, comprehensive solid waste management plan to arrange for solid waste and materials reduction, collection, and handling as well as management of services and programs throughout the state designed to meet the unique needs of each county. Solid waste includes all putrescible and non-putrescible solid and semisolid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, sewage sludge, demolition and construction wastes, abandoned vehicles or parts thereof, and recyclable materials. The Clark County Comprehensive Solid Waste Management Plan (CSWMP) proposes strategies for managing Clark County’s solid waste over the next several years, with consideration for what changes may occur over the next 20 years.

City councils throughout Clark County enter into Interlocal Agreements (Appendix D) that identify Clark County as the agency responsible for the coordination and development of the CSWMP as the county works towards maintaining a regional solid waste system. This CSWMP was developed in reference to applicable state and local regulations (Appendix F). The revision process updates were determined under the guidance and recommendations of the Solid Waste Advisory Commission (SWAC), the Regional Solid Waste System Steering Committee (RSWSSC), Washington Department of Ecology (Ecology), representatives of the six cities and one town, interested citizens, solid waste industry representatives, and others.

The CSWMP addresses critical items needed for future decision-making on implementing improvements to the solid waste system in Clark County by:

- Promoting sustainable practices for governments, nongovernmental organizations, businesses, and residents.
- Reviewing pertinent regulations and other management plans.
- Providing guidelines for the development of programs, policies, and operating plans.
- Planning for solid waste infrastructure and operations (including facility siting criteria and process).
- Providing background information to support facility permitting decisions by Clark County Public Health (CCPH) and other state and local government agencies.
- Offering technical support and justification for grant applications, capital project fund requests, budget planning, and future programs.
- Collecting and maintaining system data.
- Serving as education and information to the public.

- Identifying and presenting opportunities for collaboration with statewide agencies and others in the region for collection and recycling services, including potential ownership and operation of facilities.

Clark County Solid Waste and Recycling programs are administered through CCPH and are comprised of Solid Waste Operations (SWO) and Solid Waste Education and Outreach (SWEO). The purpose of solid waste management activities in Clark County is to protect and preserve human health, environmental quality, and natural resources through efficient and effective community-based programs and services.

This CSWMP supersedes all previously adopted solid waste management plans in Clark County. Through adopting this plan, the participating jurisdictions in Clark County guide solid waste policy into the future.

1.2 Principles of the planning vision

The CSWMP intends to establish a viable and functional regional system for the proper management of solid waste in Clark County, both now and in the future. The CSWMP incorporates the following vision, mission, and values:

**Vision**

A future where less waste is generated.

**Mission**

To provide equitable services and infrastructure that equip everyone to sustainably manage waste.

**Values**

- **Community:** We collaborate with community members and partners to educate, inspire, and foster accessible use of the solid waste system.
- **Environment:** We recognize the natural environment is our life support system. Protecting it is critical to our health and resiliency.
- **Equity:** We respect all people and serve with transparency to provide unbiased and fair services.
- **Quality:** We build efficient and effective programs and services using the best available science and research.

1.3 Goals and objectives

Our vision is supported by goals focused on our values including community, environment, equity, and quality services. This collection of vision, values, and goals creates the framework that guides our work. The goals outlined in the CSWMP are to:

Community

- Encourage collaborative and coordinated efforts among government agencies, residents, and the private sector for managing solid wastes.
- Proactively engage and collaborate with impacted community partners (including businesses, residents, and agencies) to make informed decisions and improve our recycling and solid waste system.
- Promote sustainable actions and behaviors that ensure resources and options for future generations.

Environment

- Protect the environment and human health by reducing greenhouse gas emissions and delivering solid waste services.
- Promote source reduction and improve recycling effectiveness.
- Meet goals set by Ecology for food waste management and waste reduction strategies.

Equity

- Make the solid and hazardous waste system more accessible and equitable for all Clark County customers.
- Achieve a reasonable balance among public convenience, public expenses, public health, and the environment.
- Ensure any communications regarding the solid waste management system are clear and accessible to all people.
- Establish meaningful topics of education that enable participants to better understand and engage in the solid and hazardous waste system.

Quality

- Maintain a solid waste system that supports economic vitality while conserving natural and fiscal resources for future generations.
- Maintain accurate waste stream measurement, monitoring, and dissemination to increase transparency.
- Develop plans and contracts for securing adequate funding and resources to build, operate and maintain a solid and hazardous waste management system for the next 20 years.
- Develop systems and strategies for prioritizing what services should be provided, how they are to be funded and resourced, and recognize and respond quickly to rising costs due to unforeseen conditions.
- Regularly assess and identify future system expansion needs including potential future public ownership of the transfer stations, improve services, and address impacts.
- Increase local control of solid waste management.

1.4 Required content

This CSWMP was developed in reference to the Guidelines for Development of Local Comprehensive Solid Waste Management Plans and Plan Revisions established by Ecology to follow RCW 70A.205.045. Within the guidelines, submittal requirements are outlined including the following:

Interlocal agreements

Interlocal agreements for planning the CSWMP have been approved and signed by all participating jurisdictions in the Clark County regional solid waste system (Appendix D). The interlocal agreements outline the understanding that a regional system is better for the residents of Clark County. Further, the agreements identifies Clark County as the lead agency who is responsible for drafting, coordinating, and distributing the CSWMP.

Resolution of adoption

Prior to submitting the CSWMP to Ecology for final review and approval, it must be adopted by all participating jurisdictions and the planning jurisdiction. The signed resolution for each participating jurisdiction is provided in Appendix E. Note that if a jurisdiction refuses to adopt the plan and all efforts to resolve the conflict are exhausted, the situation must be explained in writing and provided to Ecology with the signed resolutions. For jurisdictions that opt out of the regional plan, they are responsible for developing and adopting their own solid waste management plan and submitting for Ecology approval prior to separating from the regional plan.

Programmatic environmental impact statement

The Washington State Environmental Policy Act (SEPA) process identifies and analyzes environmental impacts that are associated with private projects, constructing public facilities, or adopting regulations, policies, and plans. Determination of non significance has been issued with this CSWMP. The determination of non significance and the SEPA Environmental Checklist for this CSWMP are in Appendix B. This checklist evaluates the environmental impacts associated with implementing the programs or the non-site-specific aspects of the programs and facilities recommended in the plan.

Washington Utilities and Transportation Commission cost assessment questionnaire

A cost assessment has been prepared for submission to the Washington Utilities and Transportation Commission (WUTC) as part of the CSWMP. This cost assessment is required by RCW 70A.205.065 and provides the WUTC with an opportunity to review and comment on the impacts of implementing the CSWMP's programs on solid waste collection rates. The cost assessment is presented in Appendix C.

Involvement of the Solid Waste Advisory Commission

The role of the Solid Waste Advisory Commission (SWAC) is to advise the county council on solid waste matters; to comment on rules, policies, and ordinances; to assist in the development of plan updates; to serve as a means for citizens, industry, or other bodies and individuals to participate in solid waste planning; and to advise on any other solid waste matters, as directed by the county council.

As required by RCW 70A.205.110, the SWAC has reviewed and actively participated in the preparation of the CSWMP. During the most recent revision of the CSWMP, updates, revisions, discussions, and presentations occurred in the meetings held on February 3, May 5, August 4, September 1, September 22, October 6, November 3, and December 2 of 2022 and continued on to April 6, May 4, June 1, August 3, and November 2, of 2023. Additionally, SWAC members were given the opportunity to participate through an initial

public commenting period ranging from July 2023 to the end of October 2023. Results of the comments were shared in the November 2023 SWAC meeting. In 2024, significant efforts were made improving the visual design and restructuring of the plan. Updates were provided in the February and May 2024 meetings. SWAC was further invited to participate in the public comment period for the preliminary draft submitted to Ecology. For meeting agendas and minutes, please review the [Solid Waste Advisory Commission webpage](#). Public comments are provided in Appendix S.

Review of pertinent regulations and ordinances

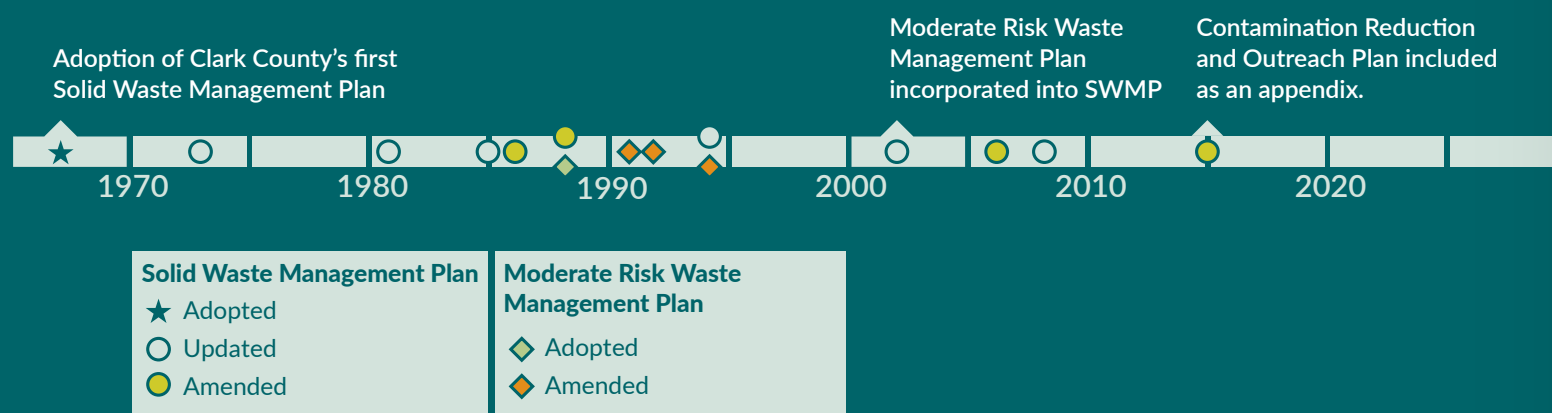
Throughout the chapters of this document, specific relevant regulatory code is discussed. The most pertinent regulations are those governing solid waste itself. In the development of this updated CSWMP, both state and local regulations that specifically address solid waste and recycling facility operation, design and siting were reviewed in the context of the operation of existing facilities and construction of future facilities. Principle rules, statutes and ordinances include:

- [Chapter 173-350 WAC, Solid Waste Handling Standards](#)
- [Chapter 173-351 WAC, Criteria for Municipal Solid Waste Landfills](#)
- [Chapter 70A.205 RCW, Solid Waste Management – Reduction and Recycling](#)
- [Chapter 70A.210 RCW, Pollution Control – Municipal Bonding Authority](#)
- [Chapter 70A.214 RCW, Waste Reduction](#)
- [Chapter 35.21 RCW, Miscellaneous Provisions](#)
- [Chapter 36.58 RCW, Solid Waste Disposal](#)
- [Chapter 70A.200 RCW, Waste Reduction, Recycling, and Model Litter Control Act](#)

For a comprehensive list of the regulations that impact solid waste management and planning, refer to Appendix F.

Compliance verification checklist

A checklist has been provided to Ecology that clearly articulates requirements specified by state code (Appendix R). The compliance checklist cites each regulatory requirement and the section in the CSWMP that references it.



Solid waste planning in Clark County was initiated in 1967 with the adoption of the county's first *Solid Waste Management Plan*. The county adopted updates to the plan in 1973, 1981, 1985, 1994, 2002, 2008, and 2015. The plan was also amended in 1986, 1988, and 2006 to address focused needs.

In 2019, the Washington Legislature directed local jurisdictions to develop a plan to reduce recycling contamination. Clark County went through the amendment process, formally adding the *Clark County Contamination Reduction and Outreach Plan* (CROP) as an appendix to the currently adopted plan in 2021. The CROP includes strategies to increase efforts to reduce recycling contamination.

1.6 Relationship to other plans

State of Washington

Washington State, through Ecology, is required under chapter 70A.205 RCW to develop and maintain a long-range plan for the management of solid waste. The goals and policies expressed in the state plan establish the framework upon which solid waste systems are to be administered and implemented throughout the state. Local plans should be consistent with these goals and policies unless these management approaches are superseded by new state laws, regulations, or plans.

State Solid and Hazardous Waste Plan—Moving Washington Beyond Waste and Toxics, was originally issued in November 2004 and updated in 2009, 2014, and 2021. The vision of the plan outlines the goal of transitioning to a society where waste is viewed as inefficient, and where most wastes and toxic substances have been eliminated. This will contribute to economic, social, and environmental vitality. The state plan challenges programs across the state to target toxins for elimination within one generation. The most recent version maintains a sustainable materials management approach.

Additional state level plans referenced in the development of the updated Clark County CSWMP include the [Use Food Well Washington](#) plan which offers a roadmap to a more resilient food system as well as the [Washington State Recycling Contamination Reduction and Outreach Plan](#) which outlines a statewide action plan to reduce recycling contamination. The vision, goals, and recommendations made in the abovementioned plans are being incorporated into this CSWMP and will be included in program opportunities during the upcoming five years.

Local plans and ordinances

This CSWMP must also be viewed in context of the overall planning process within all jurisdictions in Clark County. As such, it must function in conjunction with various other plans, policy documents, and studies. Included among these are the comprehensive land use plans of each jurisdiction, development codes (zoning), shoreline management regulations, and groundwater plans. Of specific importance are the groundwater or watershed management plans adopted by the county and other jurisdictions that contain specific recommendations for coordinated educational efforts about solid waste, groundwater pollution, and utility support systems. This CSWMP also supports Vancouver's Wastewater Solids Renewal Program Planning activities, to replace the current wastewater solids management system with a potential alternative that could be leveraged to enable more diversion of organics and waste requiring special handling from the landfill.

The CSWMP goals and policies must comply and coordinate with the goals and policies of Clark County and participating jurisdictions including:

- Clark County Comprehensive Growth Management Plan
 - This plan includes the required elements such as rural and natural resource elements (chapter 3), floodplains (chapter 4), capital facilities plan (chapter 6), and the shoreline management plan (chapter 13)
- Clark County Comprehensive Emergency Management Plan
- Clark County Stormwater Management Plan
- City of Vancouver Water Resources Protection Ordinance
- Regional Disaster Debris Management Plan

1.7 Participating jurisdictions

State law assigns solid waste planning authority to individual local governments (RCW 70.205.040) and requires each county in the state to prepare a plan in cooperation with cities and towns within that county.

Cities and towns may choose from the following three options to meet their planning requirements:

- Prepare and deliver to the county auditor of the county in which it is located its plan for its own solid waste management for integration into the comprehensive county plan;
- Enter into an agreement with the county pursuant to which the city shall participate in preparing a joint city-county plan for solid waste management; or
- Authorize the county to prepare a plan for the city’s solid waste management for inclusion in the comprehensive county plan.

In Clark County, it is generally agreed that developing, financing, and managing a regional solid waste system, as an independent jurisdiction, benefits the residents of Clark County. Local governments that wish to continue participating in the regional solid waste system and adopt the CSWMP sign interlocal agreements (Appendix D) with Clark County to authorize the county to prepare the plan.

After the preparation of the CSWMP, participating jurisdictions will formally consider the adoption of the CSWMP through local resolutions of adoption. Once adopted, the cities and town continue to review and provide input into county solid waste program annual priorities, project work plans, publications, and proposed annual budgets. The cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, and the town of Yacolt have historically adopted the plan and it is anticipated that the relationship will be maintained with this new revised CSWMP. The city of Woodland, a small portion of which lies in northwest Clark County and the remainder in Cowlitz County, is participating in *Cowlitz County’s Comprehensive Solid Waste Management Plan*.

1.8 The Solid Waste Advisory Commission

Clark County’s SWAC was originally formed in 1977 by Clark County Ordinance 1977-10-2 and remains an active commission per the provisions of chapter 70A.205 RCW. This ordinance, as modified over time, has been codified as Clark County Code Chapter 24.12.

Clark County’s SWAC currently consists of 10 members appointed by the county council and represents the following interests:

- | | |
|----------------------|-----------------------------------|
| ■ Agriculture | ■ Public interest groups |
| ■ Business community | ■ Small cities and towns |
| ■ City of Vancouver | ■ Solid waste management industry |
| ■ Community at large | ■ Southeast county |
| ■ North county | ■ Southwest county |

The commission advises the county council on solid waste matters including:

- Helping develop programs and policies concerning solid waste handling and disposal and reviewing and commenting on proposed rules, policies, or ordinances prior to adoption.
- Participating in current solid waste planning and development of future Solid Waste Management Plans.
- Investigating new developments in solid waste management practices and recommending further investigation or adoption of the practices, which will improve local solid waste management.
- Recommending to the Clark County Council and CCPH appropriate and necessary solutions to solid waste problems as may be presented by local citizens, private industry, or others.
- Advising CCPH in evaluating applications for permits for solid waste handling facilities and disposal sites.
- Advising the county council or county staff in other specific solid waste matters, such as designing or siting solid waste facilities as directed by the board on a project-by-project basis.
- Maintaining communication with the citizens represented by each member to further public information and citizen input.
- Encouraging, supporting, and promoting the reduction, recovery and reuse of resources contained in solid waste.

For additional information on the SWAC or to see meeting agenda and minutes, please visit the [Clark County Solid Waste Advisory Commission webpage](#). The SWAC bylaws are provided in Appendix P.

1.9 Regional Solid Waste System Steering Committee

Agreements between the county and the cities and town include language outlining the role of the RSWSSC. The role of the RSWSSC is to provide direction to the county concerning the development of the regional solid waste system, its infrastructure, and the implementation of the recommended priorities and programs outlined in the CSWMP. The RSWSSC provides recommendations to the county on matters such as contracts, budgets, resource sharing, system analysis and improvements, and public education, outreach, and marketing. The RSWSSC reviews the priorities for waste reduction and waste recycling outlined in the CSWMP to assure that these priorities are incorporated in the budget proposals and work programs of member organizations,

to assess the results of programs and projects, and to assure that future infrastructure needs are addressed through operational practices and procedures. The RSWSSC maintains regular communication with the Clark County SWAC and elected officials. The RSWCC bylaws are provided in Appendix Q.

1.10 Administration

This section looks at the administrative roles of jurisdictions for solid waste management in Clark County. Enforcement related issues, including a review of solid waste regulations which govern local government, the solid waste industry, and solid waste generators, are provided in Chapter 3: Enforcement. Background information for Clark County including demographic and economic information is available in Chapter 2: The planning area.

■ Regulations governing local government

State of Washington

Washington State law chapter 70A.205 RCW requires counties to prepare and update a 20-year solid waste management plan, including plans for solid waste handling facilities, programs to reduce the amount of waste generated, incentives for source separation, residential recycling collection, education, promotion of waste reduction and recycling, and plans to manage moderate risk waste. Ecology enforces the planning requirement, in part, through the distribution of grant funds for projects which help implement the plan. State laws RCW 36.58, 35.21, and 81.77, regulate how cities and counties contract for solid waste services and how they generate revenues to fund solid waste management activities. Refer to Chapter 11: Funding and financing solid waste infrastructure and operations, to review funding options.

State of Oregon

All out-of-state local government jurisdictions that use Oregon solid waste disposal facilities must comply with Oregon statutes. As users of Oregon facilities, the Clark County regional solid waste system must also meet the applicable Oregon recycling requirements. In 1983, Oregon Revised Statute (ORS 459) required source separated curbside collection for residents. The law was updated in 1991 (ORS 459A) with additional requirements for curbside collection and education, including curbside recycling, the expansion of the promotion/education of recycling programs, and requirements for multi-family facilities to provide recycling options. The law was also amended in 2021 with the passage of the Plastic Pollution and Recycling Modernization Act (Senate Bill 582). The new law became effective on Jan. 1, 2022, and recycling program changes are enforceable July 2025.

Administrative roles

Local governments, collection, disposal and processing companies, regulatory agencies, and a variety of other businesses, agencies, and organizations work together to manage solid waste in Clark County. The administration is a cooperative effort between city and county elected officials, county and municipal staff, and state agencies. A summary of this information is available in Table 1.10.1.

Table 1.10.1 Solid waste roles and responsible agencies

Solid Waste Roles	Responsible Agencies	
	Primary	Secondary
Administration		
Regional plan	Clark County	Cities, Ecology, WUTC, SWAC
Regional coordination	Clark County	SWAC, Cities, neighboring jurisdictions
Long-term safe disposal (includes transfer & transport)	Clark County	Ecology, SWAC, Cities
Moderate risk waste collection & disposal	Clark County	
Monitor closed landfills	Clark County	Ecology
Coordinate regional waste reduction education & promotion	Clark County	Cities, neighboring jurisdictions
Regional MRW education	Clark County	Cities
Local education & promotion	Clark County, Cities	
Environmental assistance to businesses	Clark County, Cities	
Garbage collection administration	WUTC, Cities	Clark County
Recycling collection administration	Clark County, Cities, WUTC	
Recyclables processing	Clark County	
Local clean-ups, seasonal collections	Cities, Clark County	
Solid waste management data & reports	Clark County, Cities	Ecology
Development of new solid waste programs	Clark County, Cities	Ecology
Siting of solid waste handling facilities	Clark County, Cities	Ecology
Plans for potential recovery or disposal of disaster-related debris	Clark County, Cities, neighboring agencies (i.e., Metro, DEQ)	

Clark County Public Health Solid Waste Enforcement Program

The Environmental Public Health Division within CCPH carries the responsibility of enforcing many solid waste regulations and programs within Clark County. CCPH is mandated to assure compliance with certain state and local regulations such as Chapter 173-304 WAC, 350, and 351, Clark County Code 24.12, and certain regulations and codes of the county and municipalities.

To meet this mandate, the Solid Waste Enforcement program:

- Administers permit system for solid waste facilities such as landfills and transfer stations.
- Enforces the state’s Solid Waste Handling Standards, including handling of municipal and industrial sludges and petroleum-contaminated soils.
- Enforces county code for regulations on solid waste, hazardous waste, and biomedical waste.
- Responds to complaints regarding illegal dumping, burying, and accumulations of waste on private property.
- Contributes updates to the county’s CSWMP.



Clark County Public Works Solid Waste and Recycling Programs

The Solid Waste Education and Outreach and Solid Waste Operations programs manage the long-term solid waste planning and facility management within Clark County. Through this authority, the county provides regional coordination, regional services, services to cities, towns, and other agencies, and local services in the unincorporated areas of the county. Until recently, outreach and operations activities were managed under the same Clark County Public Health Department as enforcement activities. In 2025, Clark County began a reorganization process to improve service efficiency. As part of this process, Solid Waste & Recycling programs were moved to the Public Works Department, which is a structure commonly used by other counties. Because this CSWMP was in its final stages at the time of the change, not all pieces of the CSWMP have been adjusted for the updated organizational structure. It is anticipated that the reader will be aware of the new structure through interaction with the county.

Solid Waste Education and Outreach:

- Promotes waste reduction, recycling, and composting through a variety of educational efforts across the county.
- Provides technical assistance and education on proper moderate risk waste management and related topics to residents, businesses, and schools throughout the county.
- Tailors outreach campaigns and educational information through the Composter Recycler, Green Business, Green Neighbors, and Green Schools programs.
- Provides contract administration services.
- Partners with City of Vancouver and Waste Connections to deliver messaging countywide.
- Contributes waste reduction, education, and promotion updates for the county’s CSWMP.

Solid Waste Operations:

- Prepares and updates the county’s CSWMP.
- Works with over 30 public and private agencies to coordinate solid waste management activities, including the SWAC and RSWSSC.
- Contracts for long-term disposal of waste generated throughout the county and for household hazardous waste collection and disposal.

- Oversees, monitors, and negotiates the contract with Columbia Resource Company (CRC) to operate transfer stations and the materials recovery facility (MRF).
- Supervises maintenance and monitoring of two closed landfills in Clark County.
- Contracts for recycling collection programs in unincorporated areas, including residential curbside and multi-family recycling collection, and yard debris collection.
- Plans for potential recovery or disposal of disaster-related debris.

Southwest Washington Clean Air Agency

The Southwest Washington Clean Air Agency (SWCAA) is responsible for enforcing federal, state, and local outdoor air quality standards and regulations in Clark, Skamania, Lewis, Wahkiakum, and Cowlitz counties. SWCAA is delegated by EPA Region 10 to implement and enforces EPA’s Sewage Sludge Incinerator Emissions Rule under 40 CFR Part 62 Subpart LLL. SWCAA also delegated by EPA Region 10 to implement and enforce EPA’s 40 CFR Part 503 Biosolids Rule related to sewage sludge incineration.

Washington State Department of Ecology

Ecology is the state agency responsible for oversight of solid waste management. Since the passage of the first Solid Waste Management Act in 1969, the focus of solid waste laws and regulations in the state has evolved from the closing of open burning dumps to the current implementation of a comprehensive statewide management plan, The State Solid and Hazardous Waste Plan – Moving Washington Beyond Waste and Toxics, that relies on sophisticated management strategies. The state retains authority for setting standards for solid waste handling systems, while operations and management responsibilities are delegated to local governments. Ecology controls compliance with chapter 70A.205 RCW and WAC 173-304 and 173-350 through its review and approval of solid waste management plans and facility permits. Regulatory authority over permitted solid waste handling facilities is delegated by the state to local jurisdictional health departments. Ecology retains statutory enforcement jurisdiction for conditionally exempt solid waste handling facilities. Additionally, the management of sewage sludge at Westside Wastewater Treatment Facility’s incinerator is permitted under Department of Ecology’s General Statewide Biosolids Permit and regulated in WAC 173-308. Issuance of permits or of permit renewals by local health departments may be appealed by Ecology to the Washington Pollution Control Hearings Board.

Washington Utilities and Transportation Commission

The WUTC regulates solid waste rates and services under chapter 81.77 RCW through the issuance of certificates entitling private or investor-owned companies to provide solid waste collection services of a certain type — garbage, refuse, and demolition

waste — within specified geographic areas of the state. Under chapter 81.77 RWC, the authority of the WUTC is limited to the collection of solid waste from generators and does not extend directly to the regulation of hauling solid waste from transfer stations.

The WUTC also regulates the collection of source separated recyclable materials from residences if the local government does not contract for that service. The Washington state solid waste statutes do not give the WUTC the authority to regulate the collection or transportation of recyclable materials from drop boxes or buy-back centers, nor do the statutes provide authority for regulating the collection of recyclables from commercial or industrial generators. Transportation of these materials is regulated under chapter 81.80 RCW or is taken on by the cities. Although the WUTC does have the authority to regulate this transportation, this authority is not exclusive.

System-related contracts

The county and cities have entered into long-term contracts with private service providers for solid waste related services. The contract between Clark County, the City of Vancouver, and Columbia Resource Company (CRC) gives CRC responsibility for developing and operating transfer stations and a recycling processing facility. The contract is for the processing and marketing of residentially collected recyclables and transfer, transport, and landfill disposal of wastes at the Finley Buttes and Wasco Landfills in Eastern Oregon. CRC is a wholly owned subsidiary of Waste Connections of Washington (Waste Connections). More information about this contract is available in Chapter 9: Solid waste collection as well as Chapter 10: Transfer and disposal.

The county and the cities and town have entered other contracts with Waste Connections for the collection of residential recyclable materials and yard debris. Some cities contract for garbage collection if this is not done through municipal crews or state franchises. Additional contracts have been entered into for the recycling and disposal of household hazardous waste (HHW). More information about these contracts is available in Chapter 7: Moderate risk waste.

Post-closure agreements

Closed and abandoned landfills are present throughout the state and pose potential risks to human health and the environment. In Clark County, closed landfills are managed through post-closure agreements that are specific to the location.

The Disposal Agreement: An agreement between Clark County, the City of Vancouver, and the Leichner Brothers Land Reclamation Corporation establishes responsibilities for closure, post-closure maintenance, and groundwater remediation of the closed Leichner Landfill.

The Settlement Agreement: An agreement between Clark County, the City of Vancouver, Clark County Disposal Group companies, and WUTC. The agreement establishes funding channels for closure, post-closure maintenance, and remediation activities at the Leichner Landfill.

Other Closed and Decommissioned Landfills: The county contracts for landfill gas monitoring and groundwater monitoring at the closed English Pit Landfill. The Rufener Landfill has been inactive for more than a decade and has been closed and decommissioned.

For more information on closed and abandoned landfills in Clark County, refer to Appendix G.

1.11 Process of updating the plan

Plan amendments and revision

RCW 70A.205.075 requires all counties in the state to prepare a 20-year comprehensive solid waste management plan. This CSWMP is prepared per the requirements and intent of chapter 70A.205 RCW and Ecology’s Guidelines for the Development of Local Solid Waste Management Plans and Plan Revisions. As required, this CSWMP has been developed in association with cities and towns located in the county. The CSWMP is required to be reviewed at least every five years to assess if the plan reflects the current state of the local solid waste system, including long-range handling and financing needs. Keeping the plan updated helps ensure that permits, grants, and services can be administered effectively. Near the end of the five-year period, or when



Ecology deems an update is necessary, it should be determined whether an amendment or a revision is appropriate. A brief description, examples, and the process for these two types of updates are outlined below.

Amendments

Participating cities and towns and/or the county may elect to amend the CSWMP prior to a full plan update. Amendments are additions to an existing program or changes that implement a new program rather than a redefinition of the planning vision. Consequently, amendments do not need to undergo as extensive of a review and adoption process.

Examples of reasons for a plan amendment include:

- Changing the designated recyclables list.
- Adjusting implementation schedules.
- Changing the priority of alternative strategies and/or projects.
- Making changes to levels of service that do not significantly affect the cost to collect and dispose of solid waste.
- Updating the priorities of the plan based on the results of a previously pending feasibility study.
- Major residential or commercial development or the emergence of a new major industry.

The process to amend this CSWMP is initiated when a city, town, or the county requests an amendment to the existing plan. The Clark County Solid Waste Operations program manager will receive the request and make the decision to move forward with the amendment. The program manager will bring the amendment to SWAC and RSWSSC for consideration. SWAC will at that time determine with a vote if the changes will be implemented and decide through consensus if the change is minor or if it will require a formal amendment process. Minor changes that may occur in the solid waste management system, whether due to internal decisions or external factors, can be adopted without the need to go through a formal amendment process.

If the decision to move forward with a formal amendment is deemed necessary and approved, the amendment will be drafted and move through a formal resolution of adoption process with councils of each participating jurisdiction. Once ratified, the amendment must be submitted to Ecology within 45 days for approval.

Plan revisions

Plan revisions, such as those that undertake actions outside of the five- or 20-year plans or alter the goals of the CSWMP, go through a full approval process (all cities and towns, Ecology, and county council) and require a new or revised Washington Utilities and Transportation Commission (WUTC) cost assessment.

Examples of situations requiring a plan revision include:

- A major shift in the level of service in a program that is not specified in the plan, such as the addition or subtraction of curbside collections.
- Closure of a local landfill and a transition to long haul.
- Development of a new public or private transfer or disposal facility.
- Regionalization between previously independent planning entities.

When the current plan receives final approval from Ecology (projected to be in 2025 for this plan) that begins the five-year period before another required review. This CSWMP should be reviewed again in 2027 to allow time for a revision, if necessary, with a goal of adopting an updated plan by 2030.

Plan development and adoption process

The Clark County CSWMP ongoing planning process incorporates the Ecology recommended phased approach. This process includes plan review, development of scope of work and definition of responsibilities, involvement of SWAC and RSWSSC, development of a preliminary draft, public comment and Ecology review, response to public comments and completion of the SEPA, adoption of the CSWMP and final Ecology review, approval and implementation, and maintenance of the CSWMP.

During the current revision, additional steps were added by providing draft chapter documents to SWAC and RSWSSC for initial review prior to developing the preliminary draft. Once comments were received, reviewed, and incorporated where applicable, draft chapters were compiled into a preliminary draft for formal SWAC and RSWSSC review. The final preliminary draft was then completed and submitted for Ecology review and available for public comment.

The preliminary draft plan is also submitted to the WUTC for evaluation for collection rate-making purposes within WUTC garbage certificated areas. When applicable, revisions are made to the CSWMP to reflect comments received from the WUTC.

The CSWMP is then reviewed and adopted in public meetings by the participating cities/town per the interlocal agreements with those jurisdictions. The CSWMP is then adopted by the county council in a public hearing.

1.12 Planning issues

What opportunities exist for statewide collaboration?

As part of a statewide effort, Clark County will work with Ecology and other partners to explore strategies and solutions in addition to education and outreach. These could address regional planning, operations and collection, contracting, incentives, pricing, policies, mandates, and enhanced data collection. Based on this evaluation, Clark County Solid Waste and Recycling will identify and pursue the most promising initiatives.

These options may include, but are not limited to:

- Regional planning and aligned or joint contracting for services to harmonize messaging, lower program costs, and improve program performance.
- Evaluating the costs and benefits of operational changes, including collection frequency, level of source separation at the curb, and innovative drop-off container designs on contamination levels and overall program performance.
- Product bans or restrictions.
- Strengthening contracts with haulers and MRFs to include provisions focused on reducing contamination, collecting, and reporting data on program performance, and ensuring materials on the accepted materials list are responsibly recycled.

1.13 Organization of the plan

Chapters of this plan include a common structure:

Introduction

Background information to provide readers with a foundation of knowledge to better understand topics discussed throughout the chapter.

Conditions assessment

An assessment of the existing conditions, organization, infrastructure, and programs that support existing solid and hazardous waste system functions.

Existing programs

Descriptions of the existing programs that support the focus outlined in the chapter including updates to ongoing programs and identified gaps.

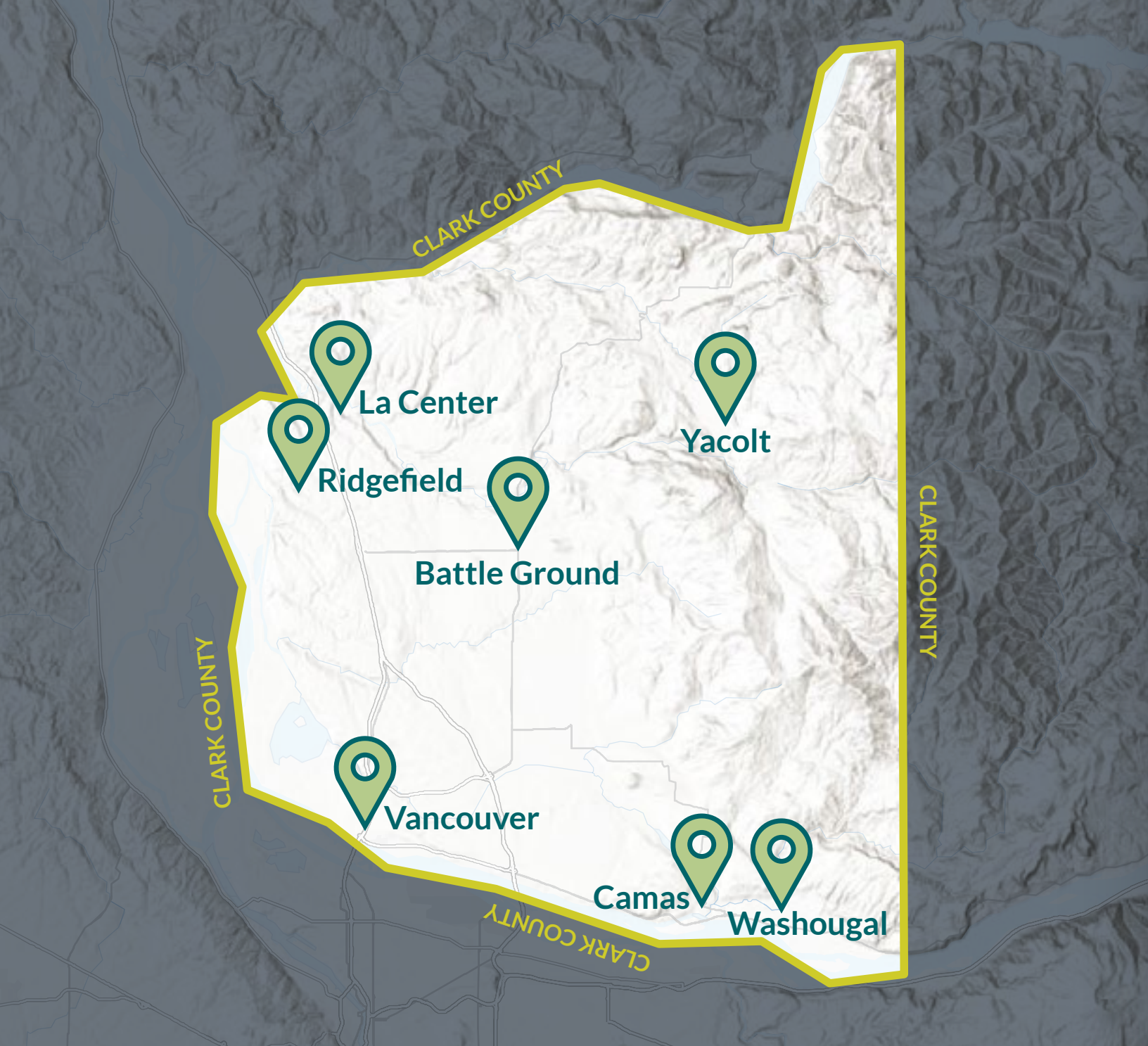
Planning issues

Issues and policies that were considered in defining the actions and recommendations for each element of the solid and hazardous waste system. Planning issues are framed as questions, many of which will continue to be relevant and evolve over the lifespan of this plan, informing ongoing deliberation and adaptation. Note that some chapters also explore alternatives related to these planning issues and/or recommended actions.



2

THE PLANNING AREA



2.1 Introduction

This chapter discusses basic information on the geography and demographics as well as the amount and composition of solid waste in Clark County. The planning area includes the incorporated and unincorporated areas of the county. This includes the cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, and the town of Yacolt.

2.2 Description of the planning area

General information

Clark County, with an estimated 2023 population of 527,400, is the southernmost county in the state of Washington. The county lies within a geographic basin created by the Cascade and Pacific Coast mountain ranges. The Cascade Range makes up the eastern boundary with the Lewis River to the north and the Columbia River making the western and southern border. The climate in the county is influenced by this geography which produces mild wet winters and moderately dry summers. Annual rainfall averages 41.3 inches a year with about 70 percent of the annual precipitation between the months of November and March. The average high temperature in July is 79.9°F and the average low temperature in January is 33.7°F. The marine influence of the Pacific Ocean contributes much to the temperate climate.

The area is physically compact, measuring approximately 25 miles across in either direction encompassing 656 square miles. The county is made up of six cities and one town with areas that remain unincorporated. When defining the planning area, note that while Woodland crosses into the Clark County boundary, it is not included in the planning area as Woodland is incorporated into the Cowlitz County solid waste management system. More information about Clark County can be found at the [Clark County GIS website](#).

Population demographics

The region’s six cities and one town account for an estimated 54.8% of the population in 2024 while the remaining 45.2% remains unincorporated. Population data for the cities, town, and unincorporated areas of Clark County are provided in Tables 2.2.1, and 2.2.2.

Table 2.2.1: Population estimates per city/town

Year	2020 Census	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2024% Total
Battle Ground	20,743	21,160	21,780	21,910	22,429	4.2%
Camas	26,065	26,870	27,250	27,420	28,013	5.2%
La Center	3,424	3,605	3,835	3,890	4,096	0.8%
Ridgefield	10,325	11,910	13,640	15,180	16,838	3.1%
Vancouver	190,915	194,400	197,600	199,600	202,943	37.8%
Washougal	17,039	17,200	17,390	17,490	17,666	3.3%
Woodland (part)	84	85	85	85	86	0.0%
Yacolt	1,668	1,670	1,670	1,670	1,671	0.3%
Unincorporated	233,048	236,200	237,650	240,155	242,456	45.2%
Incorporated	270,263	276,900	283,250	287,245	293,739	54.8%
Clark County	503,311	513,100	520,900	527,400	536,194.5	100%

Washington State Office of Financial Management
https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

Evaluation of ownership

One element of this study, completed in conjunction with phase 2, focused on future ownership of existing solid waste transfer facilities, which consists of three transfer stations and one material recovery facility at this time. The long-term operation contract with Columbia Resource Company included a condition that the county, working in concert with the cities and town, could purchase the West Vancouver and Central Transfer and Recycling transfer stations in the future for one dollar per location. The purchase option for the Washougal Transfer Station is located in Washougal's transfer and disposal contract, which is managed by the City of Washougal. The consultant team evaluated several options for public and private ownership and operations, listing the advantages and disadvantages of each, for consideration by the county, cities, and town. The findings were consolidated into a separate ownership report.

The following list identifies the options for establishing a multi-jurisdictional organization that can manage solid waste services and the related codes.

- Interlocal Cooperation Act (ICA) — RCW 39.34
- Joint Municipality Utility Services (JMUS) — RCW 39.106
- Metropolitan Municipal Cooperation (MMC) — RCW 35.58
- Disposal District — RCW 36.58

At the time this CSWMP was submitted for approval, the county, cities, and town are still evaluating their options for determining whether public ownership is the best alternative, and if so, which strategy meets their long-term needs for managing solid waste and recycling services in the future. A decision on this issue is expected within the next five years. Therefore, certain recommendations have been adopted as part of this CSWMP as detailed in the following chapters.

2.4 Quantity and characterization of solid waste

The quantity and characterization of solid waste can be impacted by various factors including population growth and urbanization, consumption patterns, education and outreach programs, waste management practices and services, and changes to regulations. The impact of these factors creates challenges to data collection, interpretation, and application of the data collected.

In addition to the extraneous variables, data changes frequently and seasonally. During this revision of the CSWMP, it has been decided that data will be limited within the body of the plan while trends will be provided for analysis. Considering the length of time it takes for a plan to move from revision to adoption, the most current data on tonnage and projections will be provided in an appendix for reference to prevent delays in adoption. Refer to Appendix N: Clark County municipal solid waste data.

Clark County Solid Waste and Recycling programs are working on updating our data reporting requirements through contract negotiations as well as managing contracts for residual waste studies and waste characterization studies. Additionally, as the agency identified to lead the planning process, the county will put forth efforts to create a system for increased data accessibility and transparency over the next planning period.



3

ENFORCEMENT

3.1 Introduction

Enforcement activities support the implementation of policies developed and documented in the CSWMP. This chapter reviews solid waste regulations, which oversee local governmental programs, the solid waste industry, and solid waste generators in Clark County.

The enforcement goals of Clark County’s solid waste programs are:

- To ensure **Clark County continues to be a healthy, clean, and livable community** by promoting proper storage, transfer, and disposal of solid waste by both public and private sectors through education and, if necessary, enforcement.
- To **maintain an institutional framework** that delineates the roles and responsibilities of the various enforcement agencies and ensures that the framework facilitates interjurisdictional cooperation, communication, and the orderly, cost-effective, and environmentally sound management of the solid waste system.
- To ensure agencies with the authority to implement solid waste rules and regulations **function responsibly and efficiently**.
- To ensure **adequate monitoring and proper handling procedures** are in place for managing various types of solid waste materials generated in Clark County.
- To ensure agencies charged with implementing and enforcing solid waste rules and regulations are **staffed, funded, and managed cost-effectively**.



3.2 Regulating agencies

Several entities are responsible for surveillance and enforcement of solid waste management requirements within Clark County including Clark County Public Health (CCPH), Clark County Code Enforcement, the cities and towns of Clark County, Ecology, SWCAA, and WUTC.

The following sections present the authorities of the regulating agencies and the regulations which apply. Table 3.2.1 provides a summary of regulating agencies and the regulated parties including references the related regulations. Cities and counties must set local requirements that are at least as strict as state standards. Appendix F offers a comprehensive list of regulations that impact the management of solid waste.

Table 3.2.1: Solid Waste Enforcement Roles in Clark County

Regulated parties	Regulations	Enforcement agencies
Solid waste industry		
Collection	RCW 81.77, WAC 480-70, City & County Contracts & Ordinances	WUTC, County, Vancouver, Camas, Washougal, Ridgefield, Battle Ground
Handling Operations & Facilities (disposal/transport)	County & City land use regulations WAC 173-350, WAC 173-351	County, Cities, Ecology
Waste generators		
	City “mandatory solid waste” and recycling ordinances	Cities
	County & Cities ordinances	County, Cities
	Burn ban	SWCAA, Fire Marshalls
	Hazardous material handling	Ecology
	Industrial waste regulations	Ecology
	Biomedical Waste Regulations	Ecology
	RCRA Subtitle D	EPA

Clark County

Code Enforcement: The Code Enforcement division within Clark County Community Development enforces Title 9.24 of Clark County Code which specifically outlines public nuisances in the urban and rural areas of unincorporated Clark County.

- **Nuisance complaints.** Code Enforcement receives and investigates complaints regarding the outside accumulation of trash, junk, debris, abandoned or unused materials, objects, or equipment when visible from a public roadway or adjacent property. Offending property owners can be issued a Notice & Order which carry daily penalties for non-compliance.

Public Health Solid Waste Enforcement: The Environmental Public Health Division within CCPH carries the responsibility of enforcing many solid waste regulations and programs within Clark County. CCPH is mandated to assure compliance with certain state and local regulations such as WAC 173-304, 350, and 351 as well as Clark County Code (CCC) 24.12 and certain regulations and codes of the county and municipalities.

CCPH's enforcement responsibilities extend to the following areas of solid waste management:

- **Solid waste nuisance complaints:** CCPH receives and investigates public concerns regarding improper storage of solid waste visible from public access right of way. They have the authority to issue Notice of Violations and Notice & Orders to obtain compliance in the appropriate jurisdiction.
- **Solid waste facilities:** CCPH issues, renews, and when necessary, suspends or revokes solid waste handling permits and conducts routine inspections of both permitted and conditionally exempt solid waste handling facilities. Inspections ensure that facilities meet permit requirements and do not create public health problems, nuisances, or environmental contamination. Schedules for corrective or remediation actions are established by CCPH for those facilities which are not in compliance. All permits must conform to the Clark County CSWMP and the state's Solid Waste Handling Standards (WAC 173-304 and 173-350).
- **Landfills:** CCPH's responsibilities for processing and evaluating permits for solid waste disposal facilities are defined in RCW 70A.205.130. This statute requires jurisdictional health departments to evaluate solid waste permit applications for their compliance with all existing laws and regulations and their conformance with the CSWMP and all zoning requirements. Ecology's review and appeal process for a permit issued by CCPH is explained in RCW 70A.205.130. CCPH inspects all (active and closed) landfills in Clark County at least twice a year for compliance with state (chapter 173-304 WAC and 173-350), local and county regulations.
- **Special wastes:** CCPH assures compliance with state, local, and county regulations on handling, storage, transport, and disposal of biomedical wastes, moderate risk waste (MRW) including waste oil, and other waste requiring special handling.

Cities and towns

The six cities and one town within Clark County have varying administrative roles. Cities can manage their own collection contracts or can join either the Clark County residential yard debris or recycle collection contracts. Cities that manage their own contracts are responsible for enforcing compliance with their collection regulations by all residential and commercial collectors operating within the city. Clark County manages contracts for cities that participate in a shared contract. Some cities include mandatory garbage ordinances in which all residents are required to pay for solid

waste collection services, whether they use solid waste collection services or not. In each jurisdiction, the city's code compliance staff enforces against solid waste nuisance violations. All jurisdictions hold periodic cleanup events within their borders.

Table 3.2.2: Cities and town administrative roles for residential collection services

	Battle Ground	Camas	La Center	Ridgefield	Vancouver	Washougal	Yacolt
Local SW collection ordinances							
Mandatory or subscription-based garbage	S	M	S	M	M	M	S
Collection service contracts							
Garbage	W	C	W	C	C	C	W
Recycling	C	C	CC	C	C	C	CC
Yard debris	CC	C	CC	-	-	C	CC
Organics	-	-	-	C	C	-	-

S Subscription-based garbage collection
 M Mandatory garbage collection
CC Provided by Clark County
 W Provided by WUTC
 C Provided by city/town

State and regional authorities

Southwest Clean Air Agency: SWCAA has the responsibility of monitoring the emission of air contaminants from sources in Clark County. In terms of solid waste management, this agency monitors emissions from landfills (including some closed landfills), recycling/transfer facilities, composting sites, and contaminated soil sites. SWCAA also issues air permits for equipment (crushers/grinders) that are utilized at conditionally exempt solid waste handling facilities that process inert materials on-site. Additionally, SWCAA regulates friable asbestos handling and open burning in the County.

Washington State Department of Ecology: RCW 70A.205 gives Ecology the authority to promulgate solid waste regulations, review and appeal facility permits, and approve solid waste management plans. Facility permitting regulations are outlined in WAC 173-350, Solid Waste Handling Standards. WAC 173-350 specifies that certain solid waste facilities are exempt from solid waste permitting if they meet requirements and operating procedures as identified in the rule. These facilities include recycling, materials recovery, composting, inert wood waste, and some moderate risk waste handling activities. Ecology is the lead regulatory agency for conditionally exempt solid waste handling facilities. Municipal solid waste regulations are found in WAC 173-351, Criteria for Municipal Solid Waste Landfills. Jurisdictional health agencies have the authority to permit solid waste handling facilities that are designated in county solid waste management plans.

Washington Utilities and Transportation Commission: The WUTC regulates the collection and transport of solid waste in all unincorporated areas throughout the state and within incorporated areas that do not assume jurisdiction for the regulation of solid waste. Certificates are issued by the WUTC allowing private or investor-owned collection companies to operate in a specified area, at a set rate or tariff for various services, and under certain service conditions. The WUTC’s enforcement mechanisms include fines and the revoking of a private collector’s right to collect solid waste. The WUTC also enforces against companies that illegally provide solid waste collection services without a certificate. Solid waste collection is regulated under RCW Chapter 81.77.

3.3 Regulated parties

Regulations governing solid waste management in Clark County apply to the solid waste industry and individual generators. This section briefly summarizes the regulations pertaining to each of these segments and notes which agencies are currently enforcing the regulations. Additional information on many of the following regulations can be found in later chapters.

Regulations governing the solid waste collection industry

RCW 81.77 and chapter 480-70 WAC authorize WUTC to regulate solid waste collection. There are two exceptions to WUTC regulation that apply in Clark County. Collection within those cities that have assumed jurisdictions for the regulation of solid waste (Vancouver, Camas, Washougal, and Ridgefield), and within counties or cities that have assumed jurisdiction for the regulation of residential recycling collection.

Clark County has assumed jurisdiction for such regulations and contracts with Waste Connections for residential recycling and yard waste collection. The state regulates rates, services, and reporting. Haulers that collect within the cities of Vancouver, Washougal, and Ridgefield are regulated through collection contracts and ordinances maintained by those cities. City and county contracts address similar issues as well as how and where to deliver the collected waste. Camas is the only city providing municipal garbage collections services. The City of Vancouver licenses commercial recycling services providers pursuant to VMC 5.62.



Designated disposal sites

The county is authorized by RCW 36.58 to designate disposal sites for all solid waste collected in the unincorporated area of the county. Chapter 9.32 of the Clark County code recognizes this authority, and the CSWMP designates the three transfer stations in the county as disposal sites, with the Finley Buttes Landfill and Wasco Landfill (on a limited basis) being the final disposal sites. The county’s recycling, transfer, transport, and out-of-county disposal contract with Columbia Resource Company (CRC), a wholly owned subsidiary of Waste Connections, states that waste collected by Waste Connections or an affiliate within Clark County will be delivered to the designated facilities.

The county has also entered interlocal agreements with the cities and town which include provisions that waste will be delivered to the designated facilities.

The only exception to this is the waste collected by Waste Control, Inc. in northwest Clark County. County solid waste regulations recognize that self-hauled wastes, recyclable materials, and non-residential generated recyclable materials are exempt from being directed to the designated disposal site (exempted by RCW 81.77).

Illegal hauling

Solid waste hauling is regulated by either the WUTC or by the cities and town that have assumed jurisdiction. Enforcement of these hauling regulations is performed by the respective entities. Solid waste within our solid waste system should be hauled by Waste Connections or Camas and should be taken to county designated transfer facilities and consistent with authorities granted by either the WUTC or incorporated cities. Exemptions to these regulations are loads that are self-hauled or classified as occasional/incidental transport. Recovered or recycled materials can be hauled by a registered recycling hauler and must be taken to a facility where the materials are recovered.

Regulations governing solid waste handling operations and facilities

Solid waste facilities and operators are subject to the state's Solid Waste Handling Standards, WAC 173-350, which are enforced by local public health agencies through a solid waste handling facility permit system. Facility siting is regulated by both state siting standards and county or city land use ordinances, which may require conditional use permits for solid waste facilities. Disposal facilities are subject to additional regulations, including long-term monitoring (WAC 173-350 & 351). The state solid waste regulations that Ecology enforces result from state legislation, RCW 70A.205, and federal laws, such as the Resource Conservation and Recovery Act (RCRA), the Clean Water Act, the Clean Air Act, and others.

Regulations governing waste generators

The following outline specific activities that are regulated in Clark County.

Burial of waste: CCC code and some city codes may allow for the burial of select wastes, which were generated on-site. This includes solid waste resulting from residential or agricultural activities as well as non-putrescible commercial or industrial waste. On-site burial of regulated waste such as hazardous waste, toxic waste, biomedical waste, and certain types of special waste is prohibited.

The ability to bury certain solid waste on-site results in problems such as health and sanitation problems, contamination of soils and/ or water, the attraction of vectors, settling of land into depressions, the discovery of unwanted buried material, and subsequent removal of wastes by new property owners.

Illegal dumping and abatement: Counties, cities, and towns conduct illegal dumping enforcement and abatement activities within their boundaries, including cleaning up dump sites, identifying offenders, and enforcing municipal codes on illegal dumping and private accumulations of materials. Illegal dump sites on public property are managed by the agency owning the property. Illegal dump sites on private property (including forestland) are the responsibility of the owner.

Litter control: To prevent littering, Clark County Code Chapter 9.32 Solid Waste Disposal requires all waste haulers, individuals, and businesses to cover waste being transported to county solid waste facilities. A surcharge can be levied for non-compliance. Ecology supports outreach efforts through the distribution of tarps and informational material at the transfer stations through the [*Secure Your Load campaign*](#).

Several cities, including the City of Vancouver, have ordinances that require residential generators to have garbage and recycling services, and all generators must comply with city codes (e.g., applicable Vancouver codes are VMC 6.12 and 5.62). This allows the city to resolve hauling compliance issues by enforcing requirements for hauling garbage and/or recyclables or on the generator that is contracting with the hauler. While not often utilized, it is an additional tool for the city.

Litter cleanup activities are also conducted by the Clark County Jail Services (Community Restitution Crews), and municipalities such as Vancouver's grant with Share for Talkin' Trash services, Ecology programs, and volunteer groups such as adopt a road, adopt a park and Litter Stewards.

Moderate and hazardous risk waste discharge: The county also regulates discharges of moderate and hazardous risk wastes through the National Pollutant Discharge Elimination System (NPDES) permit administered through the Clark County Clean Water Program. The water quality ordinance Chapter 13.26A prohibits the discharge of contaminants to storm drains, surface water, and groundwater. Prohibited discharges include spills of waste materials. The water quality ordinance also includes requirements for businesses and government agencies to use source control practices to prevent and control spills. Additionally, Vancouver's chapter 14.26 contains water resource protection provisions that prohibit discharges of any potentially harmful material (including waste) into water resources (surface water, stormwater, or groundwater).

Open burning: Open burning of waste is permanently banned within areas of Clark County. Permits are required for the open burning of the natural vegetation on the property outside of the no-burn area. SWCAA is responsible for regulating and enforcement burn bans in Clark County. In Vancouver, the Vancouver Fire Marshal's Office also enforces burning within City limits.





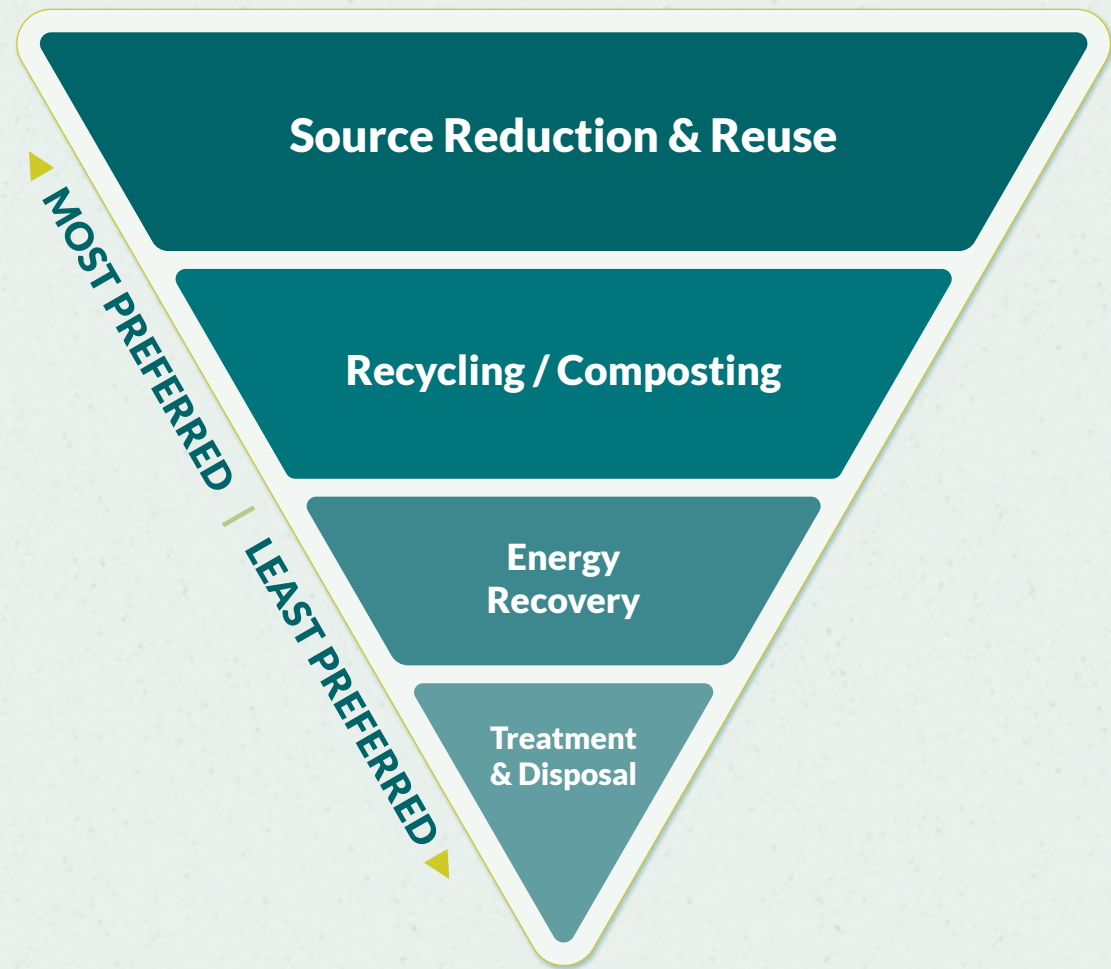
4

WASTE REDUCTION

4.1 Introduction

Waste reduction is defined as actions taken to either reduce or completely prevent the generation of waste before it happens. Waste reduction is recognized as the most environmentally preferred strategy in the EPA waste management hierarchy (Figure 4.1.1) as it has the greatest potential impact. It is preferred over recycling and composting because the social, environmental, and economic costs are typically lower for waste reduction. The state of Washington also identifies source reduction of waste as a fundamental strategy and a top priority for the solid waste management. As a result, chapter 70A.205 RCW states that waste reduction must become a fundamental strategy of solid waste management and is required to be included in all plan revisions.

Figure 4.1.1 EPA Waste Management Hierarchy



There are two primary reasons for promoting waste reduction: toxicity reduction and volume reduction. Reducing the toxicity of solid waste makes all solid waste management methods safer and helps develop public confidence in waste management methods. Volume reduction extends the useful life of existing and future facilities and conserves natural resources. There is also significant economic value to the avoided cost of disposal. From a waste management perspective, waste reduction is one of the most effective ways to address waste issues as reducing the amount of waste generated can lead to a decrease in costly disposal and recycling facilities, as well as collection programs to divert toxic or specialty materials.

This chapter on waste reduction and the following chapters on recycling and organics describe existing programs and plans for activities that reduce the amount of solid waste being generated or disposed of as municipal solid waste in Clark County. Chapter 4 discusses waste reduction methods that reduce the amount of waste being generated to begin with, while Chapters 5 and 6 discuss methods that reduce the amounts being disposed of at landfills.

4.2 Conditions assessment

In Clark County, there has been a continued trend in focusing and supporting waste and pollution prevention. The county, cities, and town continue to promote the concepts of reducing and reusing as primary actions to achieve the goal of waste reduction, especially given the difficulties in reducing waste through recycling alone.

Historically, waste reduction practices tend to place responsibility on individual actions by consumers. Campaigns like bringing your own shopping bag to the store have an impact, however, do not influence systemic change. Waste reduction is important in manufacturing and can be done by implementing extended producer responsibility principles into business models. Extended producer responsibility is an approach in which a producer’s responsibility for a product is extended to the post-consumer stage of a product’s life cycle. This is characterized by shifting the responsibility (physically and/or economically; fully or partially) upstream toward the producer and away from municipalities. This may include providing incentives to producers to consider environmental impacts when designing their products. Methods such as reducing packaging, redesigning products, and reducing toxicity can be utilized to reduce the amount of waste being generated. Lightweighting of packaging, reuse, and remanufacturing are all becoming more popular business trends.

Additionally, legislation focusing on waste reduction can significantly impact consumer waste. For example, Senate Bill 5022 which was codified in 2021 as Chapter 70A.245 RCW Recycling, Waste, and Litter Reduction sets the following notable requirements:

- Minimum post-consumer recycled content (PCR) requirements for plastic beverage containers, trash bags, and household cleaning and personal care product containers.
- Prohibition of selling or distributing three types of expanded polystyrene products.
- Requiring single-use utensils, straws, condiment packaging, and beverage cup lids only be provided after the customer wants the product.

Regulations such as these prevent these items from entering the system and becoming waste.

Waste reduction at the consumer level can take many different forms including reusing or donating items, buying in bulk, and product stewardship. Purchasing products that incorporate these features supports source reduction. The county also recognizes that at the individual consumer level, pursuing a low-waste lifestyle as a consumer comes with many challenges and economic hardships. The current system encourages unnecessary consumption and then leaves responsible disposal up to the individual with little to no direction.

Solid waste outreach and education programs

A major function of the Clark County regional solid waste system is to provide education and coordinate outreach efforts to the residents, organizations, businesses, and schools in Clark County. This work is key to waste reduction and protecting the environment and public health, which are primary goals of the county's solid waste programs. Clark County Solid Waste Education and Outreach (SWEO) program staff work to educate the public on effective methods to reduce waste and recycle properly in Clark County. Specific information about recycling, organics, moderate risk waste, and miscellaneous materials will be discussed in Chapters 5, 6, 7, and 8.

Program development

When developing targeted outreach and education programs, the following considerations are made:

- Objectives of the program
- Demographics of the region
- Target audiences, especially in relation to types of programs to be implemented



Clark County outreach program staff and resources are organized by intended audiences (residents, schools, and businesses). When possible, existing resources and established relationships with community groups and partners will be utilized to ensure cost effective and meaningful program outcomes.

Below are examples of the methods that education and outreach staff use to deliver information and interact with the community.

Community classes and workshops: Offering virtual, hybrid, and in-person formats, Clark County Solid Waste and Recycling and partners offer educational opportunities covering a wider range of topics including our Composter Recycler workshop series and supporting Recycling 101 and 201 classes.

Events and tabling: Staff and Composter Recycler volunteers promote recycling and waste reduction by having a booth at community events such as farmer's markets. These events build relationships, connect the community with resources, and help advertise the programs being highlighted.

Green Awards: The Green Awards honor leaders in environmental protection, education, and sustainable practices and recognize the positive impact individuals and businesses are having on our community and our planet. Presenting these awards offers the opportunity to increase awareness about our programs, share success stories with the community, and recognize leaders. Green Awards are earned through the Green Schools and Green Business programs.

Printed and digital materials: The distribution of information is key to all education and outreach campaigns. Green Business, Green Schools, and Green Neighbors programs establish a regular frequency of electronic newsletters. These communications provide education, event information, and share success stories relevant to their intended audience.

For campaigns, existing free and customizable resources will be utilized as available. If current resources are not identified, staff will work with the Clark County communications team and partners to create materials needed to support the campaign.

Social media and online resources: Programs utilize social media accounts to amplify campaign messages and promote events. All outreach programs have a presence on at least one social media platform as well as utilizing the CCPH social media accounts.

In addition to social media campaigns, programs have current and engaging websites that act as hubs for all digital information and campaign information. The sites house blogs, newsletters, campaign activities, and provide up-to-date calendars for events.

Each program has its own website as well as hosting information on the Clark County website. The county website offers links to the individual Green Program pages as well as linking community members to service information, solid waste management planning, and operations information.

Videos: The delivery of education and outreach programs changed dramatically because of COVID-19. During the period when in-person activities and services could not be provided, outreach programs increasingly produced videos to share information in the community. For example, Green Neighbors created a story map to replace the in-person Natural Garden Tour that included video interviews with home gardeners. Feedback from that project included praise from people who cannot attend this type of event in-person.

4.3 Existing waste reduction education and outreach programs

Waste reduction is embedded into most programmatic work and outreach campaigns. Below are examples of campaigns that specifically target waste reduction. For more examples of education and outreach programs in Clark County, refer to Appendix O.

Holiday waste reduction campaigns: Green Neighbors offers year-round tips on holiday waste reduction with a focused campaign around the winter holidays. Outreach topics focus on sustainable gift giving (reusable wrapping methods, shopping second hand, only buying what is asked for, gifting experiences), using reusable cooking



supplies and table settings, as well as overall waste reduction through energy and water conservation. Outreach methods include social media, blogs, newsletters, and website updates as well as print and digital campaign advertisements through the Columbian newspaper.

WasteBusters: The 21-day WasteBusters Challenge is a pledge-based event hosted by Green Neighbors. The challenge is open to people who live or work in the county. The WasteBusters Challenge aims to educate residents through fun, interactive and engaging activities about the importance of reducing waste at home. Target areas of waste reduction include food waste, household hazardous waste, and single use plastics. The challenge provides opportunities to attend virtual events, complete weekly tasks, and answer prompts to share ideas with the community. Participants earn points for participating in activities and those points earn them tickets into drawings for prizes.

Green cleaning workshop: The Composter Recycler program hosts a workshop series which includes a class specifically designed to educate on reducing toxins in your home through using alternative cleaning methods. The course includes information on what is in conventional cleaners, how to read labels to make safer choices, and discusses the risks of stockpiling cleaning chemicals. In a post-COVID world, sanitizing has been brought into the spotlight. This course includes public health information and educates on the difference between cleaning, sanitizing, and disinfecting, including when each level is necessary for health.

4.4 Planning issues

How can we ensure that our messaging is sensitive and inclusive to all Clark County?

Development of the Equity Assessment and Action Plan

The Equity Assessment and Action Plan was written in 2024 and provides an assessment of solid waste program services and communications, with a lens on diversity and inclusion. The assessment identifies various actions that the department will use to provide sensitive and equitable messaging, including the following:

- Use Government Alliance on Race and Equity (GARE) resources for using inclusive and common language
- Write messaging in multiple languages
- Recognize different disabilities in the community and provide accessible media
- Improve our understanding of customer demographics to provide culturally sensitive messaging and reach more diverse audiences
- Engage with local organizations and community groups

Refer to Appendix J: Equity Assessment and Action Plan for additional details.

Developing materials in multiple languages

Part of the equity assessment included researching what languages are spoken in Clark County and creating a baseline on what languages we have translations for. Currently, the community has access to a variety of online and printed resources to learn topics of waste reduction, reuse, recycling, and disposal in Clark County. Some resources are available in multiple languages, though currently, not all resources are translated. Translations are completed through a contractor for translation services.

The programs produce various printed educational materials. Printed materials are typically offered in English only. All materials printed by Clark County include contact information for accessing the Americans with Disabilities Act (ADA) relay service. Materials may be translated upon request.

How do we identify and address data gaps regarding waste reduction?

Transitioning measurement methods away from diversion toward reduction

Historically, the impact of a program has been measured by changes in the quantity of waste moving through the waste system and diversion of waste already in the waste stream. Using a metric that measures the impact of reduction before items enter the waste stream have not been identified. To ensure we are aligned with reduction over diversion priorities, efforts should be made to research and identify new metrics that will inform our efforts going forward.

Business outreach

A study of the business community composition by sector would provide a better understanding of commercial enterprises in Clark County. Except for having access to the number and type of food services that are permitted in Clark County, very little analysis has been completed to understand the types and quantities of businesses by sector. This information could inform future commercial outreach campaigns related to waste reduction and recycling or to provide outreach to small quantity generators of dangerous waste.

How can we best support changes to ensure that manufacturers are held responsible for the waste they create?

As local government entities, Clark County and the cities and town within the county are limited in how representatives can interact with the legislative process, but they can still evaluate legislation to prepare for how it may impact the community and operations or align with broader organizational goals. Our first responsibility is to our residents and customers. It is important to consider how legislation at any level could impact operations or the services our customers receive. Clark County is an active member of the Washington State Association of Counties and affiliate groups including Washington Association of County Solid Waste Managers.



5

RECYCLING

5.1 Introduction

Recycling is second in the hierarchy of solid waste, and therefore is the second preference for solid waste diversion after waste reduction. Recycling happens when material is collected, sorted, and sold to reliable, consistent markets. For an item to be truly recycled, it must be remanufactured into a new product. Many items that are technically “recyclable” are not recycled for a variety of reasons: collection may be too complicated or expensive; sorting the material accurately with the existing processing technology might not be feasible; there may not be viable markets for the material; or the value of the material may not justify its collection and processing costs. The decision to recycle a material must consider economic, environmental, and societal impacts.

In recent years, Clark County and the six cities and one town within the county lines have worked together to develop and support a regional solid waste system that offers consistency and unified messaging. Efforts have been made with the goal of providing a consistent menu of services which includes commingled recycling containers, access to recycling events, and offering outreach and education to all residents.



5.2 Conditions assessment

Collection and processing

Local government jurisdictions, including both counties and cities, have the option to either contract directly with a private collection company to provide residential recyclable materials collection services, or to delegate the responsibility to the WUTC. If the local government contracts directly with a collection company then it thereby regulates collection activities and the WUTC is not involved. However, if the authority is delegated to the WUTC, then the WUTC-certificated collection company would provide the collection service, with the WUTC regulating the activity as previously described in Chapter 3. The county has contracted Waste Connections on behalf of the City of La Center and the Town of Yacolt to provide residential recycling collection services (both single-family and multifamily) within those boundaries and in the unincorporated areas of Clark County. The cities of Battle Ground, Camas, Ridgefield, Vancouver, and Washougal have separate contracts with Waste Connections to collect recyclable materials from both single-family and multifamily residences within their jurisdictions.

Residential customers in all areas of Clark County have a roll cart-based collection system for single-family residences. Multifamily residences may have container or cart service. The recycle carts /containers are for commingled paper, plastic, and metal recyclables; glass bottles and jars are collected separately. For single-family residences only, used motor oil, antifreeze, and household batteries are also collected next to the cart. These items are not collected at multifamily complexes; otherwise, materials collected, and sorting requirements are the same for all residents. Region wide, the multifamily collection service programs provide each complex with 64- or 96 gallon collection carts and offers signage for the central collection areas as well as in-home containers for storing and transporting materials to the central collection areas. Multifamily collection schedules are set to meet the requirements of each complex.

Commercial customers benefit from a competitive commercial recycling environment, with commercial recycling services provided by a variety of service providers. Some operators specialize in paper fibers such as office papers, corrugated cardboard, or wood wastes, while others offer a full array of services for most commodities. The county actively supports commercial recycling through technical assistance programs and promotional educational materials. For commercial recycling, the degree of source separation required varies by vendor. The City of Vancouver coordinates with their collection contractor to provide businesses in Vancouver reduced cost for basic commingle and glass recycling service for all commercial customers within city limits. The Vancouver Recycles! Pilot Program provides mixed recycling can be placed in either 96-gallon carts or containers ranging in size from 1-yard to 3-yards. Glass recycling is offered in 64-gallon carts. Additional containers and pickup frequencies are available to businesses for an additional cost.





A city can contract with any private collection company for residential and nonresidential collection services within all or part of its incorporated area. Thus, a city can control collection activities without operating its own municipal collection utility. This is the only avenue for non-certificated private collection companies to become involved in collection services in the State of Washington. The service areas for these private collection companies would be limited to the contracted municipal boundaries and would not be subject to regulation by the WUTC.

There is one Material Recovery Facility (MRF) in Clark County. Recyclable materials collected through curbside services and self-hauled to the two transfer stations are then transported to the West Vancouver MRF (West Van) for processing. Additional information on the collection and processing of the materials for recycling is provided in Chapter 9: Solid waste collection.

Waste characterization

Identifying local trends to determine what is entering the waste stream is essential to effectively design and implement programs that emphasize diversion. Waste characterization is an important starting point for solid waste management as it can help define the untapped local recycling and diversion potential. A waste characterization study examines the quantity and composition by sampling the municipal solid waste from predefined waste generating groups (e.g. single-family, multifamily, commercial) to determine the material components. In 2012, Clark County worked with a consultant team to conduct the most recently published local Waste Characterization Report. Since the drafting of this report in 2012, waste streams have changed as well as markets for recyclable materials. Additionally, significant changes have been implemented in the regulations concerning solid waste management. As part of the updated management planning process, conducting an updated waste characterization study in Clark County has been identified as a priority action item.

The study will incorporate the municipal solid waste at the three in-county transfer stations with the goals of:

- Identifying and evaluating trends in the local solid waste system
- Supporting decisions on rate setting
- Improving transparency with policy makers, community partners, and the public at large
- Evaluating the effectiveness of existing recycling education programs
- Identifying future waste prevention and recycling programming opportunities

While waiting for updated regional data, planning and programmatic decisions were informed by Ecology’s 2020-2021 Washington Statewide Waste Characterization Study. The waste was evaluated on a regional basis, with samples collected from West Van in Clark County. For results covering the southwest region of Washington, refer to Appendix N: Clark County municipal solid waste data.

Waste diversion

Once components of the waste stream are identified, the fate of that waste can be explored to determine infrastructure needs. Although some of the collected materials will inevitably be landfilled, most can be reduced, reused, recycled, or otherwise diverted from disposal. Waste diversion includes all materials diverted from landfills through recycling or recovery operations. The recycling rate is the percentage of all waste generated by residents and businesses that is recycled and manufactured into new products. Clark County and its cities and town are committed to achieving a minimum recycling rate of 50% of the waste stream through a combination of public and private recycling activities.

Waste recovery rate data is provided by Ecology and includes information from both the residential and commercial sectors. It represents only reported collection activities; it does not count internal recycling programs in which retailers return recyclables to distribution centers outside of the county, material collected by non-reporting collectors, or individual efforts such as backyard composting. Recovery data for 2021 show Clark County with a recovery rate of 50.6% compared to Washington with a recovery rate of 49.1%.

The composition of the county’s waste has undergone substantial change during the past decade because of economics (e.g., recession or economic downturn), technological impacts, and shifts in the products being manufactured and consumed. For example, residents rely on online news sources, and newspapers’ printed content is shrinking. There has also been a shift by product manufacturers toward using more plastic containers and fewer glass or metal containers. The shift in waste composition both confirms the success of existing source separation programs and identifies opportunities for additional recovery.

Residual studies

To evaluate the success of diversion efforts and material recovery infrastructure, a periodic study of residual waste is conducted at the West Van MRF. This study is conducted to meet a contractual requirement between Clark County, Vancouver, and CRC.

A residual study evaluates the waste left over at the end of processing and determines the makeup of what is left to be disposed of at the landfill. This includes items that remain at the end of the processing line, other pulled items that are targeted for removal (e.g. broken glass, bagged materials, bulky materials), and trimmings (materials that became tangled in the screens and were then cut off). There is emphasis put on the percent of waste that is lost recyclable materials, either through contamination or missed in the sorting process, as well the types of recyclable materials being found. The types of residuals help identify gaps in the sorting process that can be evaluated for improvement as well as education and outreach opportunities.

The residual studies use multiple sources and compare results to inform area specific or source location opportunities for outreach and education programs. For example, the 2023 residual study examined waste from four sources within Clark County including:

- Single-family homes in the City of Vancouver.
- Single-family homes in Clark County, including Ridgefield but excluding Camas, Battle Ground, and Washougal.
- Single-family homes in unincorporated suburban areas of Clark County that constitute the Urban Growth Area.
- Apartment complexes, condominiums, and other buildings with multiple dwelling units in Vancouver and Clark County.



This study offers a point-in-time glimpse how well the MRF sorting process is managing the acceptable materials that are delivered to the MRF for processing. Results from the study vary year by year, aiding in the identification of trends and impact of programmatic efforts. Key findings from the 2023 study are as follows:

- 30% of materials collected were removed as residuals. Combining all routes, 44% of residuals were lost recyclables, and 17.6% of the total amount processed was unacceptable materials or contamination.
- Residuals from all streams showed an overall increase from previous years in the amount of acceptable plastics (15.6%) and non-recyclable “other” plastics (7.9%), while there was a decrease in plastic packaging (5.5%) and loose plastic bags (0.8%).
- Residuals showed an increase in non-recyclable paper from previous years, at 14.4% across all routes. Much of the composition of unacceptable paper was beverage and frozen food boxes (i.e., wet-strength paperboard) which are the target of Waste Connections outreach. Continued outreach efforts will be needed to inform residents about which types of cardboard are recyclable or changes could be made in identifying a recycler of wet-strength paperboard.
- Residuals from multifamily sources had higher amounts of contamination overall and, specifically, more bagged garbage (3.7%), than other streams. This may be indicative of a lack of capacity in garbage carts and containers at multifamily residences and/or consistent education and signage from property managers.
- While contamination overall was higher in multifamily sources, a notable exception was the higher percentage of non-recyclable paper (15.6%) in the combined single-family sources.
- Trimmings cut from screens had high quantities of textiles (15.9% average) from all streams. Despite their low volume by weight, the presence of these materials has a high impact on MRF machinery.

Waste allocation study

CRC conducts an allocation study to determine the composition of recyclables from single-family and multifamily recycling collection annually to account for changes in composition of the recycling stream by material type and volume, and to inform the recycling revenue share agreement between CRC, Clark County and Vancouver and separate hauling contracts. Materials from geographically specific residential sources are processed separately from other sources to determine the amounts of various recyclable and non-recyclable materials that are being set out for recycling in different areas of Clark County. Data from this study includes separation of materials by type at both single-family and multifamily homes and identifies contamination levels based on the service area. This information is used to identify gaps that can be targeted for

outreach and education programs as well as illustrate potential impact of outreach efforts. Notable to the 2023 study, contamination levels were down almost 10% to 24% and as low as 20% in some areas, although a causal connection cannot be made as to why with confounding variables.

5.3 Designated recyclable material list

The Washington State Association of Counties Solid Waste Managers Affiliate, the Washington State Refuse and Recycling Association, and Ecology have supported the establishment of regional, and if possible, statewide uniformity in what materials are accepted for recycling and how they should be prepared. More harmonization across programs reduces customer confusion and contamination.

To that end, they identified these four priority materials for statewide recovery:

- Paper (such as office and notebook paper, newspaper, mail, catalogs, magazines, and cereal or cracker boxes)
- Plastic bottles and jugs (clear, colored, and natural)
- Steel and aluminum cans
- Cardboard

Locally, the county and cities/town operate under the belief that a consistent residential recyclable materials lists results in a reduction in contamination. The [Clark County Public Works website](#) includes a thorough list of materials that can be recycled countywide. Clark County recycling collection programs can now be considered mature, and the following materials are considered “designated residential recyclables” for residential and commercial services:

- Aluminum cans and foil
- Motor oil and antifreeze
- Aseptic containers
- Newspaper
- Corrugated cardboard
- Organic materials/food (see Chapter 6: Organics)
- Glass jars and bottles
- Plastic bottles, tubs, jugs, and buckets
- Household batteries (separated)
- Scrap metal
- Mixed paper
- Steel cans

As noted above, some of these items are not available for multifamily services. For residents who do not have access to curbside services for specific items or who prefer to transport their recyclable materials directly, public drop-off centers are available at the transfer stations as well as options for private buy-back recyclers or drop-off containers. For more detailed information on the designated recyclable list including a breakdown of collection method and customers served, see Appendix L.

Note that while curbside battery recycling is offered, the safety risks associated with this method of collection are significant. Messaging at the time this current plan was being drafted emphasizes utilizing the battery drop-off locations. Additional information concerning battery disposal is available in Chapter 7: Moderate risk waste as well as in the [Recycling A-Z Directory](#).

■ Process for modifying the designated recyclables list

Criteria for evaluating modifications in the designated recyclables list include the potential for waste diversion; updated technologies; collection efficiencies; processing requirements; market conditions; market volatility; local market availability; continuity with existing programs; legislative mandates; and Oregon recycling certification requirements.

Any proposed changes to the designated recyclables list will be subject to the amendment process. Changes must be brought forth by the Clark County Public Health Director or designee as the lead planning agency. The proposal will be taken to SWAC and RSWSSC for review and consultation. SWAC will ultimately make the final recommendation on whether to add or remove the material from the designated recyclables list. Once a decision has been reached, SWAC’s recommendation will be brought before the Clark County Council or designee for their review and signature. If approved, the designated recyclables list will be updated and submitted to Ecology for their review and approval.

■ Description of markets

Materials that typically have stable statewide markets include newsprint, corrugated containers, high-grade paper, PETE and HDPE plastic bottles, tin cans, metals, and aluminum cans.

Actions are being taken at the state level by the Ecology to increase participation at the manufacturing level through the expansion of extended producer responsibility, also called product stewardship. The idea is that producers need to fund management of their product material, not just at the manufacturing stage, but also at the end of its useful life. Examples of successful programs in Washington include E-Cycle Washington, PaintCare, and LightRecycle in which items are taken back, recycled for useable parts, and components that are not reuseable are then safely disposed of. Additional information can be found on the [Ecology recycling programs website](#).

5.4 Contamination reduction and outreach

Commingled recycling has boosted participation in the recycling system. However, this service makes it easier to misuse and improperly recycle materials. Contamination leads to higher processing costs for recycling facilities and causes material to be landfilled that would normally be recycled. Contamination occurs when people try to recycle non-recyclable materials, recyclable items not accepted by their recycling service, and materials soiled by food or liquid.

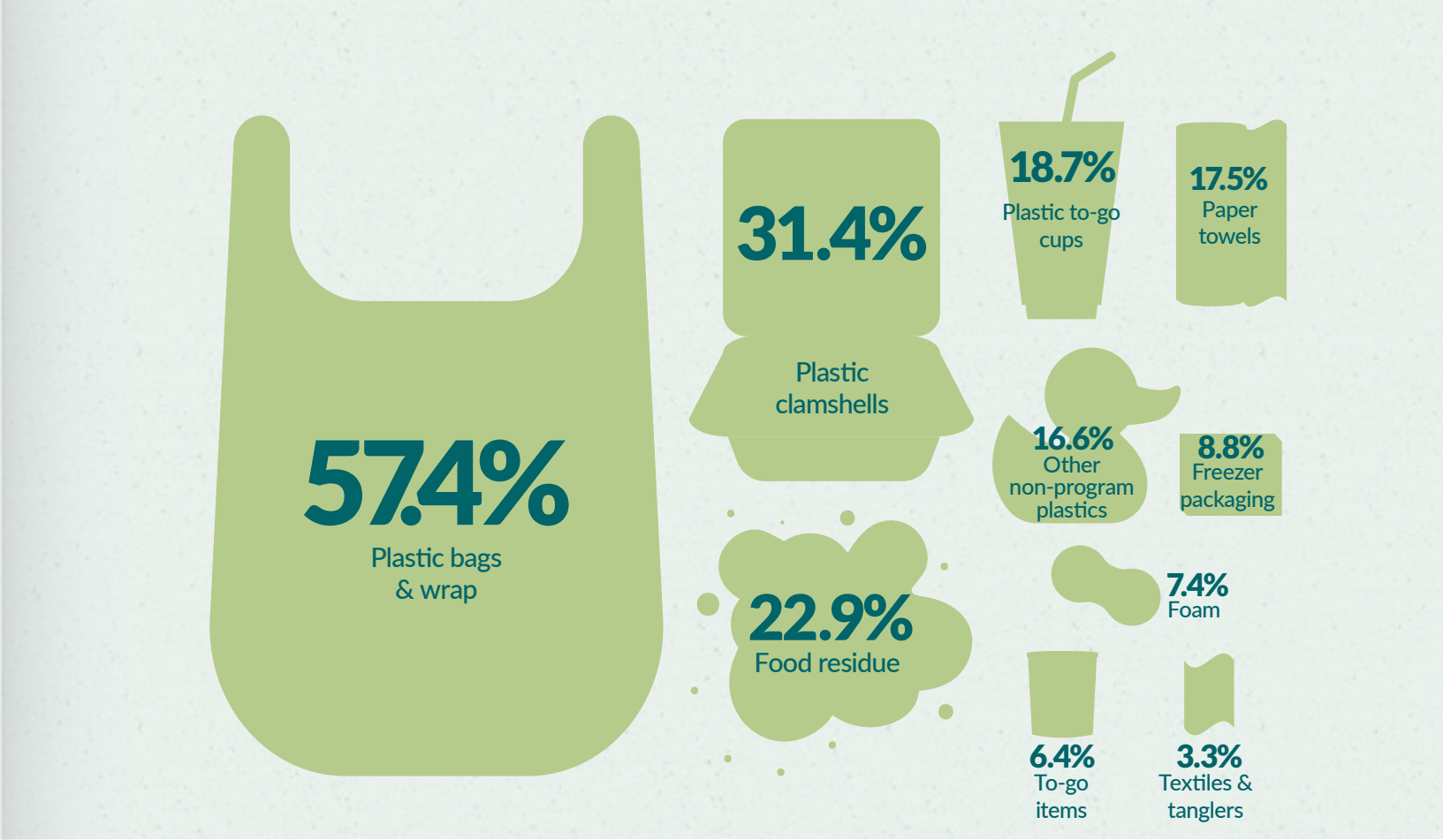
To address the high levels of contamination in Washington’s recycling stream, a 2019 legislative directive, now incorporated into RCW 70A.205.045(10), outlines a requirement to include a plan to reduce contamination and provide education and outreach to the public.

The goal of the Clark County Recycling Contamination Reduction and Outreach Plan (CROP) is to reduce contamination of the materials collected in Clark County’s single-family, multifamily, drop box, and commercial recycling programs. This, in turn, helps Clark County more fully realize the economic, environmental, social, and public health benefits of these programs. The CROP does not specifically include strategies to reduce contamination of other material streams such as organics or construction and demolition debris. However, many of the same strategies apply to these streams and may be included in future updates.

CROP requirements

Clark County’s CROP has been designed per the requirements outlined in RCW 70A.205.045(10), which states a local jurisdiction’s CROP must include the following elements:

- A list of key contaminants identified by the jurisdiction or Ecology.
- A discussion of problem contaminants and their impact on the collection system.
- An analysis of the costs and other impacts on the recycling system from contamination.
- A list of actions to reduce contamination in existing recycling programs for single-family and multifamily residences, commercial locations, and drop boxes.
- An implementation schedule and details on conducting outreach. Contamination reduction outreach may include sharing community-wide messaging through newsletters, articles, mailers, social media, websites, community events, educating drop box customers about contamination, and improving signage.



Key contaminants

Waste Connections staff collected data through their Recycle Right program in which recycling advocates perform lid-lift checks on recycling carts to identify visible contamination. City of Vancouver’s contract includes a CROP and recycling advocate position to perform this contamination outreach work within city limits. In 2023, 37% of carts in City of Vancouver and 35.1% of carts in the urban growth area (UGA) had contamination visible upon a lid-lift inspection.

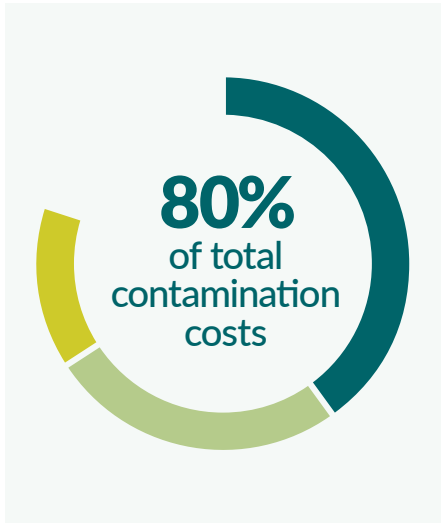
The 10 most prevalent contaminants found include:

- | | |
|----------------------------------|--|
| 1. Plastic bags and wrap (57.4%) | 6. Other non-program plastics (16.6%) |
| 2. Plastic clamshells (31.4%) | 7. Freezer packaging (8.8%) |
| 3. Food residue (22.9%) | 8. Foam (7.4%) |
| 4. Plastic to-go cups (18.7%) | 9. To-go items (6.4%) |
| 5. Paper towels (17.5%) | 10. Textiles and tanglers (Both at 3.3%) |

While not identified above as a prevalent contaminant during lid-lifts, there is an increased concern in the handling of lithium-ion batteries and the significant fire risk they pose during transport, at the transfer stations, and at the landfill. Using the lid-lift method for evaluating contaminants has potential to underestimate the amount of battery contamination as batteries are small and heavy, leading to them falling out of

view in the cart. While single-use alkaline and non-lithium rechargeable batteries can be recycled curbside, specific preparation is required to prevent sparks. To prepare the batteries, ends should be taped or individually bagged, and the prepared batteries are then placed in plastic bags on top of the recycling cart for truck drivers to pick up by hand and put in the designated section of the truck. In 2021, out of 163 curbside battery setouts examined, 85.9% were incorrectly prepared to prevent the chance of sparking a fire. In the more recent 2023 survey, 42 total setouts were evaluated with 81% incorrectly prepared. Note this only includes batteries set out appropriately on top of the recycling cart, not those that were potentially contaminating the commingled recycling cart.

Problem contaminants impacts and cost analysis



Contaminants are problematic as they can slow down the sorting and processing of materials, reduce the quality and value of secondary material feedstocks, result in costly shutdowns, damage collection, processing, and remanufacturing equipment, and cause serious injuries to collection and processing facility staff. According to The Recycling Partnership, the greatest costs associated with managing a contaminated recycling stream at MRFs nationally come from the following and represent 80% of total contamination-related costs:

- 40% for disposal of residuals
- 26% in value lost from contaminated recyclables
- 14% in labor to remove contamination from sorting equipment

For more localized information, MRFs throughout Washington were included in a [2019 survey conducted by The Recycling Partnership](#). The results identified the following recycling contaminants as the most problematic and costly to manage:

- | | |
|---|--|
| Plastic bags and film | Bagged garbage |
| Tanglers including rope, cords, chains, and hoses | Non-program plastics including clamshells and polystyrene foam |
| Food and liquids | Hypodermic needles |
| Shredded paper | |

Plastic bags and films as well as tanglers are problematic for many MRFs as they wrap around the sorting equipment and prevent the equipment from sorting materials properly. Recycling lines are shut down to cut the bags off the equipment, costing time and equipment maintenance as well as posing a safety risk to workers. Needles also pose a serious threat to worker safety at MRFs. The other contaminants cause MRF equipment to run less efficiently and create more residual waste for the MRF. These factors put a strain on the recycling system and contribute to costs that may need to be passed down to haulers, communities, and residents.



Programs to reduce recycling contamination

Contamination reduction outreach may include sharing community-wide messaging through newsletters, articles, mailers, social media, websites, community events, educating drop box customers about contamination, and improving signage. Actions and programs have been developed to specifically target messages for single-family and multifamily residences, commercial locations, and drop boxes. Where possible, free and customizable resources are utilized, including [Ecology's Recycle Right](#) campaign materials and [The Recycling Partnership's Anti-Contamination Kit](#). [Ecology's Contamination Reduction Best Management Practices & Resources](#) document and [Resource Library](#) have examples of successful anticontamination programs. Additional details for local programmatic work related to recycling and contamination reduction is included in section 5.5 Existing recycling outreach and education programs and Appendix O.

Implementation actions and schedule

To meet the requirements of RCW 70A.205.045(10), an implementation schedule and details on conducting outreach addressing contamination has been included in Chapter 12: Implementation schedule.

In addition to implementation, Clark County will conduct periodic assessments on the effectiveness of recycling contamination reduction programs and strategies and share the results with key partners and the public. The assessment results inform the county of what is working and what adjustments will need to be made for better results. This includes reducing contamination in other recycling programs that were not a focus during the initial CROP implementation.

5.5 Existing recycling education and outreach programs

The following are examples of programs that aim to support recycling education, increase participation in recycling programs, and to reduce contamination of recyclable materials. An overview of delivery methods was provided in Chapter 4: Waste reduction. For more examples of education and outreach programs, refer to Appendix O.



Recycling A-Z Directory and RecycleRight app: While a variety of items can be recycled at the curb, many items cannot be. However, some items can be recycled or reused in other ways at locations throughout the region, including Oregon. Clark County, City of Vancouver, Columbia Resource Company, and Waste Connections financially support the maintenance of an up-to-date directory that connects residents with options for reuse and proper disposal. The Recycling A-Z Directory can be accessed online and is highlighted on the

Clark County, Waste Connections, and City of Vancouver webpages. As an additional resource, the A-Z directory also can be viewed through the free [RecycleRight App](#).

Residential battery recycling drop-off campaign: As outlined above, batteries being improperly prepared prior to curbside pickup or contaminating commingled curbside carts may lead to fire, injury, and contamination of recyclable materials. Clark County Solid Waste and Recycling has partnered with Waste Connections to provide residents with convenient drop-off locations for no-cost battery recycling with a goal of reducing the amount of batteries that end up on the curb to begin with. Battery disposal sites accept lithium-ion (Li-Ion), nickel cadmium (Ni-Cd), nickel metal hydride (Ni-MH), nickel zinc (Ni-Zn), small-sealed lead acid under 5 pounds (SSLA/Pb), lithium primary, alkaline, carbon zinc, heavy duty, button and coin cell batteries, and all cellphones regardless of size, make, model or age. The outreach campaign includes toolkits for the drop-off location and staff, social media campaigns, webpage highlights, advertisement in the Columbian, and printed materials for distribution. Participating businesses are advertised on the Clark County website as well as being incorporated into the Recycling A-Z Directory and RecycleRight app.



Residential curbside contamination outreach: As part of the county's recycling collection contract and Vancouver's comprehensive contract, Waste Connections implements their [Recycling Done Right Clean Cart Program](#). The program goal is to educate and empower customers to generate high-quality and clean recyclables. This year-round program allows for visual lid-lift inspections of residential recycling carts and containers. If recycling advocates identify a contaminant, they are able to provide customer specific contamination feedback through the issuance of Oops tags.

Residential Outreach Work Group: Clark County solid waste planning and programs are a cooperative effort of Clark County, Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, and Yacolt. A Residential Outreach Work Group (ROW) meets monthly to discuss recycling outreach and education including contamination. Members consist of management and staff from Clark County Public Health, City of Vancouver Solid Waste, and the Waste Connections Education Team. Program materials including recycling and garbage signage is created by the local waste hauler with input from the ROW members.

The ROW meets to:

- Maintain consistency in accepted recyclable materials and key contaminants lists.
- Review recycling outreach materials to provide consistent messaging to customers to reduce recycling contamination.
- Coordinate resources and advertising efforts to optimize results, minimize customer costs, and improve end-user marketability.

5.6 Planning issues

How can we respond efficiently and effectively to fluctuating markets?

Recycling is based on fluctuating commodity markets. Despite these changes, effort is made to keep the items accepted for recycling as consistent as possible to reduce confusion among residents. For this reason, only items with reliable markets are accepted so there is always a buyer for our collected materials.

Even with this effort, changes may still impact the services able to be provided. To address this, awareness and outreach concerning market trends, emerging technologies, and upcoming regulation changes will continue to be a focal point to ensure partners are aware of potential changes.

How can we address the growing lack of community trust in recycling programs?

In recent years, changes in the markets and media coverage have led to an increase in conversations about recycling dependability, plastic pollution, and other similar topics. Consumers have expressed a loss of trust in the recycling system as news reports and statistics became available showing the possible reality of some recycling systems. Rebuilding this trust is vital to the sustainability of recycling programs. In an effort to regain trust, emphasis should be put on transparency by providing updated and relevant information to the public. In addition to continuing established outreach and education programs, county staff are developing resources discussing the recycling process and where our materials are being sent.

What intervention points exist that can be addressed to decrease contamination while increasing participation in residential recycling programs?

Clark County, Waste Connections, and the cities and town in Clark County work together to ensure targeted education and outreach campaigns exist to decrease contamination in the curbside recycling cart.

Key contaminants of concern remain plastic bags and other films due to the cost and safety concerns associated with managing films entering the sorting equipment. Current messaging includes presentations, annual mailer, social media posts, and other resources.

In addition to local education and outreach efforts, legislative updates support contamination reduction. For example, during the 2020 legislative session, the Legislature passed RCW 70A.530 creating a statewide ban on single-use plastic bags in an effort to reduce plastic pollution, litter, and waste. This ban will benefit the state’s recycling system on several fronts:

- Reducing contamination in the recycling and compost systems
- Promoting reuse and recycled content
- Building consistency in policy and enforcement across the state
- Supporting the recycled paper industry

Clark County Solid Waste staff and regional partners participate in similar rule making through participating in rule making work groups as well as public commenting periods.

How can we increase recycling participation?

At this time, recycling is not mandatory in all areas of Clark County. Making it mandatory to subscribe to recycling services can help increase participation by making recycling more accessible and integrated into the weekly/every other week service. Additionally, efforts can continue to be made to make recycling the easier and more cost-effective option, increasing the appeal of participating.





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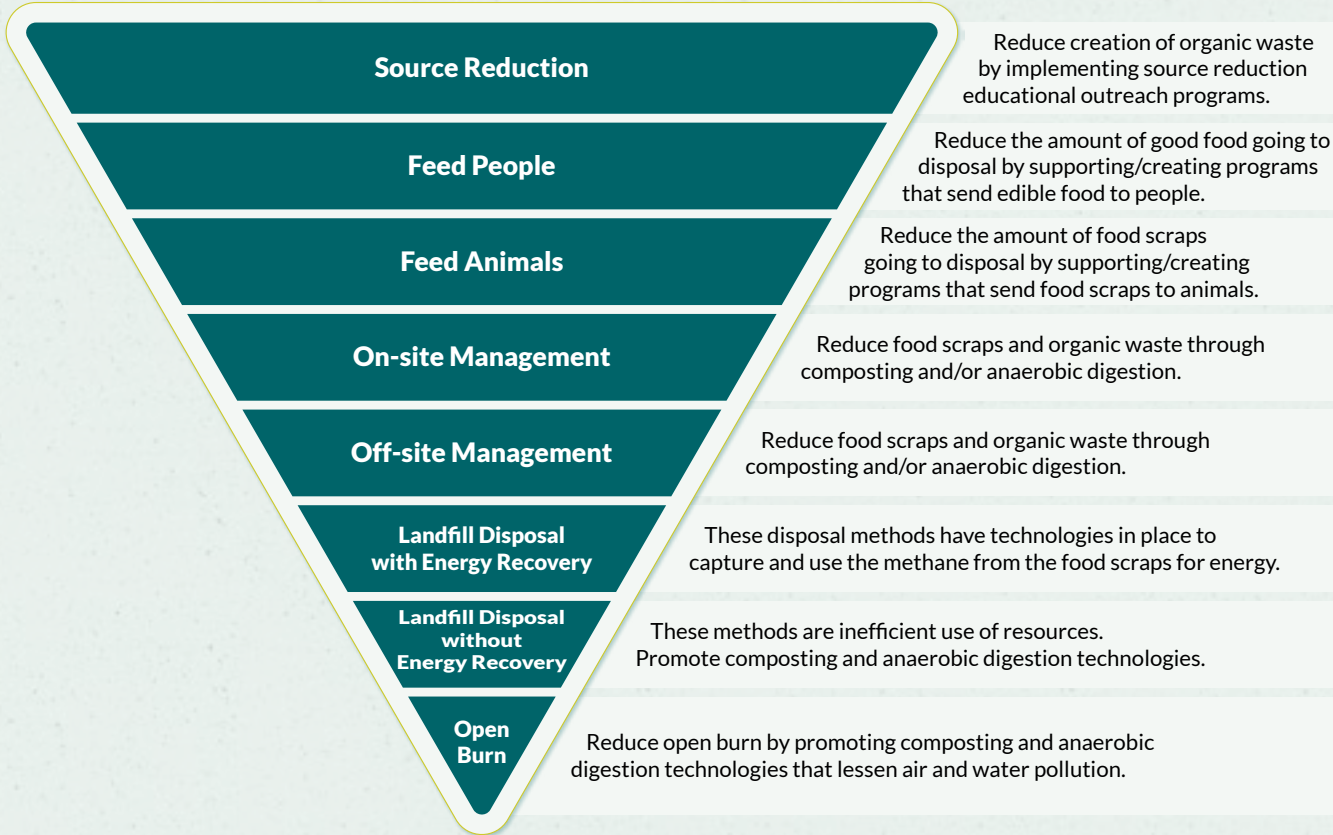
ORGANICS

6.1 Introduction

Significant diversion of waste is commonly accomplished through the composting of organic materials. Chapter 70A.205 RCW defines organic materials as any solid waste that is a biological substance of plant or animal origin capable of microbial degradation. Within this definition, organic materials include, but are not limited to, yard debris, food waste, food processing waste, manure, wood waste, and garden waste. Organic materials do not include any materials contaminated by herbicides, pesticides, pests, or other sources of chemical or biological contamination that would render a finished product unsuitable for use by the public or for agricultural purposes. In the [2020-2021 Washington Statewide Waste Characterization Study](#), organic materials comprise one of the largest recyclable components of the disposed waste stream.

Washington State’s preferred organics management hierarchy (Figure 6.1.1) highlights the importance of locally based solutions as a priority over large-scale regional solutions. Anaerobic digestion and bioconversion systems come in varied sizes as well. This chapter addresses issues of scale and community benefits when considering recommendations for food waste reduction and recovery as well as the regional plan of implementing legislative requirement outlined in the [Organics Management Law – Washington State Department of Ecology](#). The two least preferred options are not addressed in this chapter as landfill disposal without energy recovery is limited to garbage from the Washougal Transfer Station (WTS) trucked to the Wasco Landfill in Wasco County, OR which is not equipped with a methane collection system and open burn is illegal in WA state.

Figure 6.1.1 Preferred Organics Management Hierarchy



Adapted from the Washington State’s Preferred Organics Management Hierarchy, 2016.

6.2 Conditions assessment

At the time this CSWMP was drafted, yard debris remains an optional program that is available to single-family residences, multifamily complexes, and commercial businesses in Clark County on an every-other-week basis. Customers in Battle Ground, La Center, Yacolt, and urban areas of Clark County have the option to sign up for on-call yard debris service. On-call customers pay a monthly rental fee for the cart and are only charged for the pickups they request.

Businesses throughout Clark County and residents within the city limits of Vancouver and Ridgefield have the option of adding food scraps to their curbside service. Residents in these areas can simply add food scraps to their existing teal or green organics carts. The yard debris and food scraps collected from homes and businesses are taken to West Van MRF where it is reloaded and trucked to Dirt Hugger, a commercial composting facility in Dallesport, WA. Additional information on the collection and processing of the materials for yard debris and food waste is provided in Chapter 9: Solid waste collection.

Curbside organic materials services

Yard debris

Curbside collection of yard debris includes the following accepted materials:

- Brush
- Leaves
- Weeds
- Grass clippings
- Branches up to 4 inches in diameter and 5 feet in length



Determining what is accepted and what is not accepted is based on the current system for processing waste. Contamination of yard debris/organics carts can inhibit the effective production of compost or lead to pollution in the compost itself.

Materials that **cannot** be placed in curbside yard debris carts include:

- Food, including fruit or vegetables (unless within the Vancouver or Ridgefield city limits)
- Household hazardous waste
- Garbage
- Paper or plastic bags
- Compostable plastic
- Pet waste
- Construction debris
- Sawdust or bark dust
- Dirt, rocks, or sod
- Branches over 4 inches in diameter and 5 feet in length

Food waste

According to a 2023 report by the EPA, *Quantifying Methane Emissions from Landfilled Food Waste*, it is estimated that wasted food causes 58% of all methane emissions from municipal solid waste landfills. This is in part due to the rapid breakdown of food which occurs before landfill gas collections systems are in place. However, when food scraps are collected and sent to a compost facility, they become a valuable soil amendment that will return nutrients back to the environment.

Organics (yard debris + food scraps) is an optional service that is currently available for residents within the city limits of Vancouver and Ridgefield. Residents who already have yard debris service simply add food scraps to their existing cart.

Accepted food scraps include:

- Cooked or raw meat
- Seafood
- Bones
- Cheese
- Eggshells
- Vegetables
- Baked goods
- Grains
- Fruit
- Coffee grounds

Some items are not accepted as food scraps. The decision to exclude certain items is due to processing infrastructure and ensuring the highest quality of uncontaminated soil is created.

The following items are **not accepted** as part of the food scrap collection program:

- Grease
- Compostable or biodegradable service ware
- Paper towels or plates
- Glass
- Foam
- Pet waste
- Plastic bags including compostable liners and bags.

Residential food waste

Results from the [2020-2021 Washington Stateside Waste Characterization Study](#) indicate that 22.8% of the statewide disposed waste stream intended for landfill is organic materials, with vegetative edible food waste being identified as the most prevalent material type in all categories at 6.4%. When broken down by sectors, 33.1% of all residential waste is organic materials with edible and inedible food waste making up a combined 13.8% of the waste stream. This portion of the waste stream includes vegetative food waste and all other food including meats/fats/oils. Categories are sorted by edible and inedible. Food waste categories will be included in the 2025 Clark County Waste Characterization Study for more localized data.

Table 6.2.1: Statewide residential food waste in disposed waste stream 2020-2021

Organic material	Est %	Est tons
Edible food waste—vegetative	6.4%	26847
Inedible food waste—vegetative	4.8%	20136
Edible food waste—Meats/fats/oils	2.1%	8809
Inedible food waste— Meats/fats/oils	0.5%	2097
Total	13.8%	57889

Source: Washington State 2020-21 Statewide Waste Characterization Study

<https://apps.ecology.wa.gov/publications/documents/2107026.pdf>



Home composting

Some residents compost food scraps using worm bins, backyard compost bins, or incorporating the food waste directly into trenches in their gardens. Composting avoids the economic and environmental costs and risks of operating collection and transport systems and centralized processing facilities. The county actively promotes composting at home as a waste reduction method through outreach and education programs. Not all residents, however, have the ability or desire to compost their yard debris and/or other organics at home. For those residents, collection services are important.

Commercial food waste

Food waste collection is an optional service for businesses in Vancouver. Businesses are provided 64-gallon carts that can be serviced up to 5x weekly. Some businesses such as grocery stores may be interested in a 15-yard or 20-yard container that would be serviced weekly. Different drop box or compactor services may be offered to commercial food waste generators within City of Vancouver limits. With future transfer or third-party processing capacity to handle food waste, Vancouver will explore additional services and rates for commercial food waste collection in dumpsters. At this time, while the local waste hauler is able to provide food waste collection services, it is not available to all businesses in the county due to capacity constraints.

The accepted and not accepted list is similar to residential food waste as both sources of food scraps are brought to the same commercial composting facility for processing. To support program participation a waste reduction specialist is available to set up an effective system.

In addition to food waste pick up services, outreach efforts are being developed to focus on donation of foods that are still edible. The EPA Waste Food Scale (Figure 6.2.2)

puts emphasis on the donation of upcycling of edible foods before composting. Clark County Food Bank partners with many local agencies to help serve food that is no longer useful for the business to families in the community.

Figure 6.2.2: EPA Wasted Food Scale



Construction and demolition compostable materials

Construction and demolition may also contain organic materials that can be separated and recycled. Commercial collection providers offer services that include the rental of drop boxes for construction sites for all cities and areas of Clark County. Drop box options include source separated dirt, sod, and yard debris as well as untreated dimensional wood. Additionally, untreated wood may be collected using a comingled drop box along with paper and cardboard.

6.3 Organics management law

The U.S. Department of Agriculture estimates that over one-third of the food produced in the United States is never eaten, wasting the resources used to produce, transport, process, and distribute it. When that organic material is sent to landfills, it breaks down and generates methane, a powerful greenhouse gas, making this waste stream a high priority for climate initiatives. In 2022 and 2024, the Washington State Legislature passed organics management laws that aim to divert organic materials away from landfills through prevention, food rescue, and organics management facilities. These actions will help Washington achieve its 2030 goal to reduce organic material in

the landfill by 75%. These laws have been passed utilizing a phased approach to implementation, allowing local jurisdictions time to plan for the requirements.

Washington's organics management laws have three sections that apply to jurisdictions in the state based on criteria such as population or services availability:

- **Compost Procurement Ordinance and Report:** A plan to purchase and use local compost in public projects with an annual report of results.
- **Business Organics Management:** Businesses that create certain amounts of organic waste must sign-up for collection service. Nearly all businesses will be required to subscribe to service by 2026.
- **Residential Collection Requirements:** Local governments must provide organic collection service to all single-family residents by April 30, 2030.

Compost procurement ordinance

The county has a yard debris collection contract that provides every-other-week yard debris service to the UGA. When parts of the UGA are annexed, the county will work with the hauler to switch to green or brown carts or lids. Having provided every other-week yard debris collection service prior to January 1, 2024, it is anticipated that organics collection services will be provided at least 26 weeks per year. The county and/ or the city will expand organics service to all UGA residents once additional organics receiving/reload capacity constraints are fixed.

Reporting requirements

Cities and the county with compost procurement ordinances are required to submit annual reports to Ecology by March 31 the following year. The following data points are outlined by Ecology as ***required reporting criteria***:

- Total tons of organic material diverted from landfills and collected.
- The facility or facilities used for processing this organic material.
- The volume and cost of compost purchased directly by the city, county, or your contractors.
- The source or sources of the compost purchased.

Additionally, the county has an obligation to inform residents concerning the value of compost and how the jurisdiction uses the compost in its operations. This information will be made available on our website as well as through presentations showcasing the county's compliance with organics management law and efforts being taken to reduce greenhouse gas emissions.

Business Organics Management

RCW 70A.205.545 outlines requirements for businesses located in a Business Organics Management Area (BOMA). Businesses within a BOMA are required to arrange for organics management services to reduce their organic material waste. A BOMA represents parts of the state that meet both the following conditions:

- Businesses have access to year-round curbside food waste and organic materials collection, and these materials are delivered to an organics management facility such as a compost facility or anaerobic digester for processing.
- Capacity exists at these facilities to accept increased volumes of organic materials from businesses.

Ecology is responsible for making the determination and maintaining the BOMA map as a reference for jurisdictions.

Timeline for BOMA requirements

BOMA requirements are being implemented in a phased approach.

- **Jan. 1, 2024** – Businesses generating at least eight cubic yards of organic material waste per week must arrange for organic materials management service.
- **Jan. 1, 2025** – Businesses generating at least four cubic yards of organic material waste per week must arrange for organic materials management service.
- **Jan. 1, 2026** – Businesses generating at least 96 gallons of organic material waste per week must arrange for organic materials management service.

These requirements also apply to businesses arranging for gardening and landscape work. Following the schedule above, businesses must ensure that an organics management facility will process the organic materials taken off site.

BOMA exclusion requests

Jurisdictions may submit a request to Ecology for an exclusion from the BOMA requirements with supporting evidence. Exclusion requests are subject to approval and must be submitted annually. Once approved, the exclusions will remain in place through the end of the BOMA determination period (July 1 – June 30).

In 2023 and 2024, Clark County submitted a formal request to Ecology, along with supporting justification, seeking a countywide exemption from the BOMA regulations. The request highlighted the limited capacity of the local solid waste reload facility, which made it difficult for businesses that collect and deliver organic materials to economically and feasibly transport these materials from the jurisdiction. Ecology reviewed and approved the request.

Clark County intends to provide a written request with detailed justification for BOMA exclusion annually until concerns of capacity are addressed. Issues of capacity are discussed later in this chapter.

Organics Recycling Collection Areas (ORCA)

Starting April 1, 2027, all single-family residential customers and nonresidential customers producing .25 cubic yards of organic materials per week within a designated organic recycling collection area (ORCA) must have access to year-round source-separated organic solid waste collection services. By April 1, 2030, this requirement expands to all impacted customers on a non-elective basis. The collection service must accept food waste and collect organic waste separately from garbage and recycling.

Multifamily residential housing is exempt from the collection requirements. For the purposes of the organics management law, multifamily is defined as any structure housing two or more dwelling units per RCW 70A.205.015.

To determine the impacted areas, Ecology uses data from the Office of Financial Management’s annual population estimates and Small Area Estimates Program as well as census tract data from the US Census Bureau. Ecology is responsible for making the determination and maintaining the **ORCA map** as a reference for jurisdictions. In 2024, Ecology identified the cities of Vancouver and Camas and the Clark County urban growth area (UGA) as ORCAs. The ORCA boundaries are adjusted or updated by Ecology.

ORCA exclusion requests

As determined by Ecology, jurisdictions may apply for waiver(s) to cover the ORCAs and delay the start of residential and nonresidential organics service if needed. Due to limited organics receiving/reload capacity at the West Vancouver Transfer Station (West Van), it is possible that Clark County will apply for this waiver once the process is established. However, efforts are in place to increase capacity before 2027 through the removal of the recycling processing equipment to expand tip floor space. This process is anticipated to take four or more years, and after the completion of expanding floor space for organics, the waste haulers, county and municipalities will work together to strive to meet the 2030 requirements for nonelective service for single-family and impacted nonresidential customers.

Mechanisms to satisfy the organics collection requirements for 2027 and 2030

- **Designated recyclables list**—The county and its municipalities will encourage haulers to comply with the law for providing organics collection services to commercial entities by referring to Appendix L. Organic materials defined within Appendix L serve as a method to dictate G-certified hauler compliance.
- **Organics recycling ordinance**—The county and its municipalities have the option to create organics recycling ordinances to further support these requirements.
- **Jurisdictionally-led residential exemption waiver for alternative organic materials management**—There are a variety of organics collection programs and residential diversion practices in Clark County. Ecology will be creating a baseline exemption process. The county, jurisdictions and haulers will work to adapt the exemption waiver process to meet the needs Clark County residents who manage organic material through alternative mechanisms such as on-site composting, diversion of organic materials to animal feed, self-haul organic materials to a facility or other means of beneficially managing unwanted organic materials.
- **Nonresidential organics services**—Education and outreach programs in Clark County offer nonresidential organics assistance through its Green Business program. While encouraged through such programs, organics collection services cannot be mandated for nonresidential customers as it is protected in three identical RCWs that span cities, counties, and the UTC (RCWs 35.21.158, 36.58.160, and 81.77.140, respectively).



region is organic material. Thus, it is estimated that 29%, or 83,319 tons, of organic material was landfilled in 2015. By law, our county aims to now manage at least 75% of this material, equivalent to 62,489 tons or 78,112 cubic yards, through organic and food waste prevention or via methods other than sending organics to the landfill.

Current diversion capacity

Clark County residents have access to either curbside yard debris services or curbside organics services. Yard debris material collected curbside is delivered to either Triangle Resources and turned into hog fuel for energy recovery, or H & H Wood Recycler’s and then transferred to Beaver Bark for composting. The total annual diversion is approximately 20,030 tons or 25,037 cubic yards. For residents within the city limits of Vancouver and Ridgefield, organics curbside services are available. Organics materials are delivered to West Van for processing. Organics tons processed in 2024 totaled 13,787 tons or 17,233 cubic yards.

Residents may also elect to self-haul their yard debris to West Van or to Central Recycling and Transfer Station (CTR). Note that yard debris waste is not accepted at WTS. Of this material, 5,488 tons or 6,860 cubic yards are taken to Triangle Resources to be turned into hog fuel for alternative energy recovery.

West Van is the only facility that is permitted to accept food waste in Clark County and has the capacity to accept 15,000 tons or 18,750 cubic yards annually of mixed food scraps and yard debris material.

This equates to the current operational capacity of 39,305 tons or 49,131 cubic yards diverted from landfill each year. While the number of tons per year diverted by these methods will fluctuate year-to-year, a yearly average over the planning period has been provided. This results in the need to create capacity for an additional 23,184 tons or 28,980 cubic yards per year.

Strategies to improve capacity

To create capacity for processing organics at West Van, the current recycling processing equipment will be removed by the end of 2027. This is anticipated to increase the organics capacity at the West Van to 50,000 tons or 62,500 cubic yards each year. With the addition of the H & H Wood Recycler’s capacity to receive 16,935 tons or 21,168 cubic yards, this additional space allows for the capacity of 66,935 tons or 83,668 cubic yards annually, exceeding the required goal of 62,489 tons or 78,112 cubic yards.

To create additional capacity, Clark County will be including considerations for the processing of organic materials in the future transfer station study, which is outlined in detail in Chapter 10: Transfer and disposal.

It is also the intention of the regional solid waste system to look into alternative approaches to reuse organic materials beyond processing curbside and self-haul materials. For example, Vancouver’s wastewater utility collects and treats wastewater from its sewerage service area. The wastewater contains both liquids and solids from residential and nonresidential sources. At present, Vancouver’s wastewater solids are processed at its Westside Treatment Facility. Currently these wastewater solids are separated from liquids and incinerated, and the resulting ash is sent to a landfill. However, major components of Vancouver’s current wastewater solids management system are nearing the end of their useful life. The city has assessed how it manages wastewater solids and has decided to transition from incineration to resource recovery. The Wastewater Solids Renewal Program is currently assessing options for biosolids future options that could include anaerobic digestion or combined with composting. This could provide different options and opportunities for the processing of organics materials from curbside services. The status of this program will be updated in future amendments.

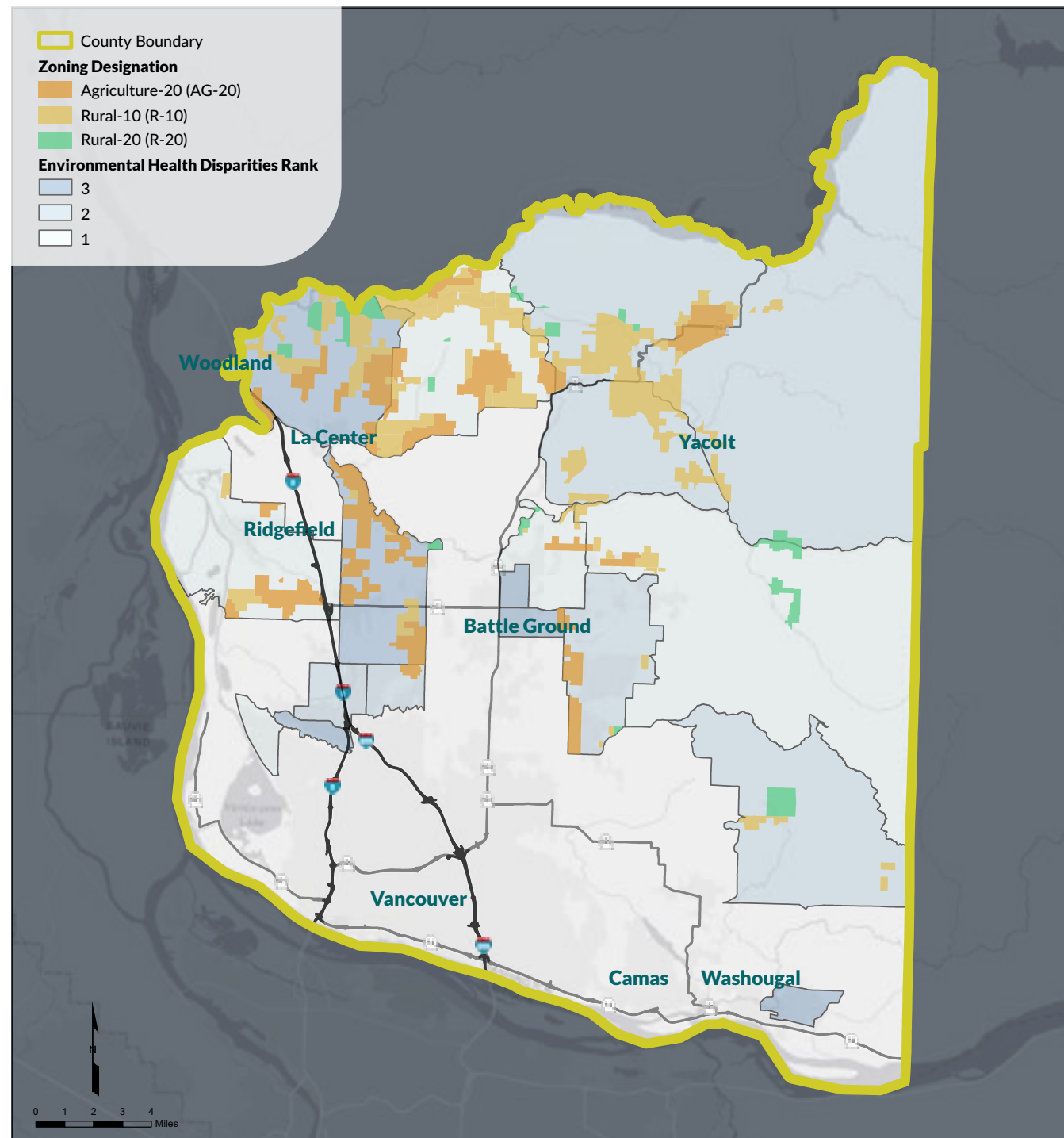
Organics facility priority areas

To increase diversion rates for organic materials over the next several years, the county has identified priority areas for siting organics material management facilities. The priority areas include zones identified as low impact in the Washington Environmental Health Disparities Map (scores 1 to 3), to not impact overburdened communities. Potential areas identified are near heavy traffic roadways and have low diesel exhaust PM2.5 emissions and low toxic releases from facilities. Additionally, priority areas are focused in industrial, agricultural, or rural zones to minimize impact to residential areas. The priority areas identified in the map below provide visual representation of the priority areas for an organics management facility.

Clark County faces limitations in finding suitable space for an organics management facility based on the criteria outlined above. However, the northern areas of the county, just outside La Center and east of Battle Ground, have been identified as potential sites. These locations are within agricultural and rural zoning areas, are not in overburdened communities, and are accessible to major highways and transit routes. A potential concern, however, is traffic congestion if the facility is located outside of Battle Ground, as there are no major highways that would allow trucks to easily navigate the area. The fourth transfer station siting study includes a component that will consider organic materials management in the design and location of the site.



Figure 6.3.1: 2025 Siting of Organic Materials Management Facilities in Clark County



Communication with planning departments

RCWs 36.70.330, 36.70A.142, 35.63.290, 35A.63.310 require development regulations to implement comprehensive plans developed, updated and amended after January 1, 2025 to allow for siting of organics management facilities to the extent of the volume needed. To ensure organics management is included in Clark County Comprehensive Plans, Solid Waste program staff have sent notification of the intent to site organics management facilities as well as provided the map above to the Clark County planning department as well as the planning department for partner cities.

6.4 Existing organics management education and outreach programs

With a significant increase in attention to organics management, several of the goals and objectives outlined in this CSWMP focus on managing organics, in particular a growing emphasis on food waste. Food waste reduction campaign studies have indicated that while consumers understand the importance of food waste reduction, they do not recognize their role in solving the problem. The programs outlined below are examples of efforts to address organic materials in the waste stream, including management of food waste, in Clark County. For a more comprehensive list of education and outreach programs, refer to Appendix O.

Composter Recycler Program: The Composter Recycler Program educates the community on waste reduction and recycling with an emphasis on organic materials. This program trains volunteers at no cost through a robust training series that focuses on backyard composting, vermicomposting, recycling, food waste prevention, sustainable living, green cleaning, and more. Certified Composter Recyclers “pay back” their training with volunteer community service hours representing the program at tabling events such as fairs and farmers markets; growing redworms for worm shops; maintaining compost demonstration sites; and sharing their knowledge with neighbors and community groups.

The Composter Recycler Program also educates residents on proper use and distributes worm bins in Clark County. There are currently 350 worm bins in operation throughout the county diverting 31.5 tons of food waste annually with each bin diverting 180 pounds of food waste per year. In addition, community backyard compost bins are sold at cost through the Composter Recycler Program with each bin diverting 380 pounds of organics.

Residential curbside organics contamination outreach: Expanding on their Recycling Done Right Clean Cart Program, Waste Connections recycling advocates do visual lid-lifts on yard debris/organics carts to identify contaminants. If recycling advocates identify a contamination, they provide customer specific contamination feedback through the issuance of the Organics Oops tags. 2023 results indicated that organics total cart contamination was 7.2%.

Community hub composting: Clark County partners with faith-based organizations, large employers, and other sites to offer food waste drop-off locations for residents with limited access to composting services, such as those living in apartments and condos, or living outside of residential curbside organics service areas.

School cafeteria share tables: Clark County partners with public and private schools across the county to provide technical assistance and resources for students and

kitchen staff to sort waste in cafeterias and school kitchens. Often many items going into the trash or compost could have been rescued as edible food. Share tables allow students to share unwanted food to other students that may want more food or have foods collected and distributed through the school resource centers. An estimated 65 schools are using share tables. Based on 100 pounds of food put on share tables each week, and 36 weeks of school, 234,000 pounds of food is placed on share tables over the school year.

Compost demonstration sites: Clark County hosts workshops and educates the community about composting techniques at the 78th Street Heritage Farm and the Center for Agriculture Science and Environmental Education. Students participate in field trips to the site for garden and composting lessons.

6.5 Planning issues

How can Clark County increase participation in commercial composting?

Section RCW 70A.205.545 outlines the requirements and timeline for implementing the collection and processing of food waste and other organic material wastes generated by businesses.

The county is currently implementing strategies to target food service businesses through marketing and outreach to source separate food scraps for a 12-month period. Participants receive assistance and support from Clark County, including a food waste tracking sheet, buckets, signage, and support for training employees.

In partnership with Waste Connections, participating businesses receive a monthly contact to check in about their collection programs and troubleshoot issues as they arise. Food waste prevention education is given to owners, managers, and chefs to encourage food waste prevention practices in both the back of house and front of house settings. Information on the Clark County Green Business website will provide background information and videos to offer tips and opportunities for food waste prevention.

What data is available concerning food waste and how can Clark County use it to improve programs?

In the 2022 Organics Management Law, the Washington Center for Sustainable Food Management was authorized with the task of supporting and tracking progress towards Washington's food waste reduction goals. Their work will be supported by ongoing research that increases our understanding of available data and establishes how to incentivize voluntary data reporting.

The more we know about food flows, the better we can target and manage them. A better understanding of food and wasted food flows will help meet the State's 2030 food waste reduction goals including:

- Increasing voluntary food waste tracking and analytic efforts.
- Connecting food waste tracking to funding mechanisms and incentives.

Advanced data tracking will inform food waste reduction opportunities. Clark County Solid Waste & Recycling programs will continue to monitor the available data and identify intervention points for further organic material waste diversion.

What are upcoming technologies to be monitoring and researching?

Technology and efficiencies in small-scale anaerobic digesters are evolving rapidly. Small-scale anaerobic digesters have demonstrated cost savings and environmental benefits, including the production of valuable digestate, bioenergy, and educational opportunities. Capital costs, technical assistance, and financial support are the largest barriers to small-scale anaerobic digesters development. Key actions to increase small-scale anaerobic digesters development include:

- Securing state-level funding, incentives, and programs for small-scale anaerobic digesters projects.
- Provide pilot project funding and support for farm to school and school to farm projects integrating STEM and climate curriculum.
- Partner with Vancouver's Solid Waste and Wastewater Treatment Departments to explore feasibility of potential food waste or organic streams for local processing capacity needs.

What can be done to reduce contamination of composted organic materials?

The presence of physical and chemical contaminants is a major issue for the collection and processing of organics. Plastic, glass, and metal clogs machinery and makes the sale of compost more difficult when contaminants are visible in the finished product. Chemical contaminants create additional concerns and are not as visible as physical contaminants. Studies on sources and impacts of chemical contaminants are ongoing. While a lot remains unknown, reducing contamination should be a focus to ensure success of the yard debris and food waste collection programs.



7

MODERATE
RISK WASTE

7.1 Introduction

Moderate risk waste (MRW) includes hazardous waste (toxic, corrosive, flammable, or reactive) produced by households and businesses generating limited amounts of hazardous waste, often referred to as small quantity generators (SQGs). Common examples of MRW include paints, pesticides, solvents, antifreeze, cleaners, drain openers, and hobby chemicals. MRW can be hazardous to human health, wildlife, or the environment, but it is conditionally (or categorically) exempt from the state's Dangerous Waste Management Regulations, chapter 173-303 WAC.

The first Moderate Risk Waste Management Plan for Clark County was developed in 1988 in response to State Hazardous Waste Management Act (recodified to RCW 70A.300), requiring all local governments to implement MRW plans. This law mandates that local governments develop and implement MRW plans.

RCW 70A.300.350 outlines the requirement for local government to prepare and implement a plan for the management of hazardous waste, including specific elements for collections, public education, and data collection. This chapter stands as Clark County's hazardous waste management plan and describes current collections, applicable legislation, outreach strategies, challenges, future opportunities, and recommendations to guide Clark County Solid Waste and Recycling programs.

Through public education initiatives, permanent MRW collection services, technical assistance, and compliance programs, many of these goals originally identified in 1988 were achieved and are established services we see today. This CSWMP will continue to prioritize the goals of waste reduction through reducing toxics from entering the waste stream. For MRW that is generated, the CSWMP will continue to support recycling and proper disposal of MRW through education and collection events.

Washington state uses the term “dangerous waste” in legislation to differentiate state regulations from federal regulations, which use the term “hazardous waste.” Washington rules are typically more protective of the environment than federal rules. For the purposes of this plan, dangerous waste and hazardous waste are used synonymously.

7.2 Conditions assessment

Hazardous waste can come from households, businesses, schools, nonprofit organizations, and community or religious centers. Mismanagement of hazardous materials has the potential to cause serious injury, illness, damage to property, and harm to the environment. Safe and accessible disposal of hazardous waste is essential to protect public health and the environment from harm.

Legal authority

Household Hazardous Waste (HHW) and Small Quantity Generator (SQG) wastes are conditionally exempt from Washington's hazardous waste regulations. Ecology regulations give authority to local jurisdictions to oversee the management of hazardous waste produced in small quantities by residents and SQG businesses. HHW generated by residents is exempt from state and federal regulations due to its relatively small volume compared to commercial waste. Meanwhile, businesses are regulated based on the quantity and types of hazardous waste they generate and store.

Designation of types of hazardous waste generators

To qualify as an SQG, a business must first determine if it meets the state's quantity exclusion limit (QEL). If the QEL is met, then a business is an SQG and is regulated by a set of reduced dangerous waste regulations, designed to make hazardous waste management more accessible to small generators. Refer to figure 7.2.1 for the waste generator designation monthly limits as defined by Ecology.

Figure 7.2.1: Waste generator designation limits

	Small Quantity Generator (SQG)	Medium Quantity Generator (MQG)	Large Quantity Generator (LQG)
 Dangerous Waste	≤ 220 lbs	221–2,199 lbs	≥ 2,200 lbs
	&	&	OR
 Toxic EHW and AHW*	≤ 2.2 lbs	≤ 2.2 lbs	> 2.2 lbs
	&	&	OR
 Spills of Toxic EHW and AHW	≤ 220 lbs	≤ 220 lbs	> 220 lbs

*EHW: Extremely Hazardous Waste; AHW: Acutely Hazardous Waste

The health or environmental risks involved with MRW are not compared any less to fully regulated sources of hazardous waste, but they are referred to as moderate risk because the waste is produced in small quantities. They have a smaller impact compared to waste generated in large quantities. Fully regulated businesses are required to register for an EPA/State ID number and may be subject to inspections from Ecology staff. SQGs do not need a permit with Ecology, and they are the only generator of commercial dangerous waste that can self-haul dangerous waste to a certified disposal facility. HHW may be self-hauled by residents to a disposal facility.

Universal waste is a unique type of hazardous waste that has less stringent management regulations than typical hazardous waste. Universal waste will not count toward a business's QEL when responsibly recycled. In Washington, the defined list of universal wastes includes batteries, lights, lamps, light bulbs, light tubes, mercury-containing thermometers, mercury-containing thermostats, and mercury-containing switches and relays. The federal list of universal waste includes pesticides and aerosol cans, though Washington rules are more protective and do not include these among universal wastes. Hazardous materials being managed through universal waste rules, product stewardship, and/or recycling laws in Washington are described in section 7.3 Expanded recycling or disposal options.

A list of existing generators of hazardous waste in Clark County is provided in Appendix M.

Household hazardous waste

Collection services and self-haul options

Limited curbside collection of HHW is available to residents subscribed to single-family curbside recycling. Motor oil and antifreeze can be recycled by being placed in clear and labeled gallon jugs placed next to the blue recycling cart. Small batteries can be recycled by bagging and taping the ends of the batteries and placing them on top of the blue recycling cart. As discussed previously, batteries pose a fire risk when not properly prepared prior to placing them on the blue recycling cart. Utilizing a **drop-off location** is preferred to ensure the safety of haulers and transfer station staff.

Residents can self-haul their hazardous waste for free disposal at any of the three contracted transfer stations in Clark County including West Vancouver Materials Recovery Center (West Van), Central Transfer and Recycling (CTR), and Washougal Transfer Station (WTS). Hours vary at the three locations. More information can be found at the [Waste Connections HHW website](#). This service is contractually funded by Columbia Resource Company (CRC), including all costs of operations, maintenance, transportation, recycling, and disposal of HHW. Additional information on funding can be found in Chapter 11: Funding and financing.



In addition to the permanent facilities, Clark County Solid Waste and Recycling team coordinates annual HHW events in northern Clark County, allowing residents to drop off HHW at a temporary location in the region. This increases accessibility to those residents who live farthest from the permanent facilities. At the time of this revision, events are held in Ridgefield, La Center, and Yacolt.

Final disposal methods

Once collected, HHW is safely sorted and packaged by qualified technicians. Packaged materials are transported to their appropriate end-processing facility. Depending on the material, HHW is recycled, used as an alternative fuel, incinerated, treated in a wastewater treatment facility, or disposed of in a hazardous waste landfill.

Incineration is a disposal method where waste is burned to ensure safe destruction. Incinerated HHWs may include aerosols, pesticides, medications, sharps, chemical solids that are dangerous when wet, oxidizers, flammable solids, light ballasts containing polychlorinated biphenyls and others. Some HHWs including acids and bases can be chemically neutralized at a wastewater treatment facility operating with appropriate water quality permits. Once the chemicals are treated, they are discharged from the facility with treated wastewater.

Some hazardous materials require disposal at specially designed hazardous waste landfills. HHW disposed of in a landfill may include smoke detectors, lab-packed oxidizers, and contaminated soil or debris. Some items disposed of at hazardous waste landfills are miscellaneous wastes including asbestos-contaminated debris and chemically treated wood. All recycling, energy-production, incineration, wastewater treatment, and landfill facilities must comply with regulations and permitting requirements to prevent harm and pollution.

For a list of facilities managing hazardous waste within Clark County, refer to Table 7.2.1

Table 7.2.1: Facilities managing hazardous waste

Name / RCRA Handler ID	Treatment Storage Disposal Activity	Recycles Waste From Other Sites	LQG Consolidator	Transfer Facility	Transfer Facility for Used Oil
US DOE BPA Ross Complex WA1891406349	Yes	No	No	No	No
Veolia ES Technical Solutions LLC Vancouver WAH000057685	No	No	No	Yes	Yes
Tidewater Environmental Services Inc WAH000053774	No	No	No	Yes	Yes
Burlington Environmental LLC Washougal WAD092300250	No	No	No	Yes	Yes
Emerald Services Inc Vancouver WAD068794387	No	No	No	Yes	Yes
Evoqua Water Technologies LLC WAH000042616	No	No	No	Yes	No

Source: Department of Ecology

HHW trends

Increasing costs, safety risks, and relatively stable collection rates since the peak of 3,207,386 pounds in 2017 keep HHW as a focal point in solid waste planning. Clark County continues to prioritize projects including hazardous waste reduction education, facilitation of reuse methods, expansion of HHW facility operations, and facilitating or advocating the use of safer alternatives to hazardous materials.

Table 7.2.2: HHW participation at the CRC transfer stations

	2017	2018	2019	2020	2021*	2022	2023	6 yr avg
Pounds	3,207,386	3,112,806	2,894,074	2,312,382	2,181,443	2,400,759	2,572,858	2,668,815.43
Vehicle count	18,119	18,954	18,825	19,065	18,985	16,571	17,408	18,275.29

*in April of 2021, the PaintCare program came into effect. Paint dropped off at PaintCare locations is not being captured.

Source: CRC HHW Activity Reports

Commercial dangerous waste

Clark County HHW facilities do not accept dangerous waste from businesses. Businesses are responsible for managing their hazardous waste through a certified hazardous waste management company. As of 2024, there are approximately 65 businesses registered with Ecology as medium or large quantity generators in Clark County (Appendix M). These businesses are regulated by Ecology and include manufacturers, health care facilities, grocery stores, automotive repair shops, high schools, and more.

It is difficult to quantify the number of SQG businesses in a region as they are exempt from reporting, though some report voluntarily, including approximately 85 Clark County SQGs in 2024. Ecology estimates that SQGs outnumber MQGs and LQGs, collectively producing a significant amount of MRW.

Businesses in Clark County that qualify as SQG have limited options for managing their dangerous waste. Though SQGs may legally self-haul their waste for disposal, there are limited public or private facilities in Clark County accepting drop-offs of SQG dangerous waste as of 2024. The alternative is to have dangerous waste collected directly onsite by a hazardous waste company. Local options are available on the [Clark County website](#). Onsite collection is more expensive and less convenient than self-haul, creating barriers for small businesses trying to responsibly dispose of hazardous material. Due to the cost and inconvenience of hazardous waste disposal, there is concern that SQG businesses claim their dangerous waste as HHW and use the free HHW facilities for disposal.

WAC 173-303-171(1)(e)(v) states that a SQG may dispose of their dangerous waste at a municipal solid waste landfill. While legal, Ecology discourages the disposal of SQG in landfill due to the dangerous nature of the waste. The 2020-2021 statewide waste characterization study completed by Ecology and Cascadia Consulting Group estimated that statewide commercial municipal solid waste contained 3.1% hazardous and miscellaneous waste by weight on average, totaling an estimated 46,364 tons of hazardous waste being disposed of in municipal solid waste each year. Common hazardous materials found included medical waste, personal care products (e.g. soaps, cosmetics, shampoos, nail polish, nail polish remover, and other items), water-based paint, solvents, oil filters, and other potentially hazardous wastes.

On occasions when MRW is found at CRC transfer stations in municipal solid waste or recycling, operations pause to allow employees to collect the dangerous materials. Commercial transactions are closely monitored so a business that improperly disposes of its dangerous waste can usually be identified and sent an invoice for the cost of handling and disposal. Materials often found are paint and mercury-containing lamps that could harm facility staff, equipment, and the environment.

7.3 Expanded recycling or disposal options

To improve the safe disposal of common MRWs and universal waste, various product stewardship, extended producer responsibility, and recycling programs have been established through state and federal legislation. These programs require specific products, usually hazardous products, to have a recycling or disposal system in place when products reach their end-of-life. Product stewardship programs may be funded by a fee added to the new sale of products, placing the cost on the consumer. Sometimes this fee is a rebate to be returned to the consumer upon safe disposal. In cases of extended producer responsibility laws, the producer or manufacturer must directly fund the disposal system, placing the cost on the producer. Product stewardship and extended producer responsibility programs lift the burden of waste management from hazardous waste collection programs, and generally result in increased capture of the hazardous products.

Antifreeze

Antifreeze is a liquid that is made from ethylene glycol or propylene glycol and is used to control the temperature in internal combustion engines. Ethylene glycol and propylene glycol are made using ethylene and propene by-products of oil refining and natural gas processing. Antifreeze accumulates contaminants from use in engines and must be replaced when there is too much contamination. Antifreeze is a uniquely recyclable material as it can be filtered and distilled to remove contaminants, allowing the remaining antifreeze to be reused.

Along with drop-off at the HHW facilities, single-family residences subscribed to recycling service from the county's contracted hauler, Waste Connections, have the option to recycle used antifreeze at the curb. Residents may put used antifreeze into tightly sealed, clear, one-gallon containers at the curb alongside their recycling carts. The container must be clear so the driver can visually confirm the contents. Recycling drivers collect the jugs by hand and place them into a tray on the side of the recycling truck, designed specifically for one-gallon jugs. Antifreeze is bulked at West Van and recycled.

Batteries

Most batteries meet the definition of hazardous waste, and in Washington, are managed as universal waste. Some batteries contain harmful chemicals and can start fires. In 2023, chapter 70A.555 RCW was signed into law, establishing an extended producer responsibility program for batteries. The program will establish drop-off options for batteries at volunteer retail sites and solid waste facilities, starting in 2027.

Collections will accept batteries from residents, businesses, nonprofit organizations, and government organizations. Portable battery collections begin July 1, 2027, and medium format battery collections begin July 1, 2029. Portable batteries are defined as primary batteries weighing no more than 4.4 pounds, and rechargeable batteries weighing no more than 11 pounds with a rating of no more than 300 watt-hours. Medium format batteries are defined as primary batteries weighing between 4.4 and 25 pounds, and rechargeable batteries between 11 and 25 pounds, or with a rating between 300 and 2,000 watt-hours.

Ecology is required to complete an assessment on large format batteries, battery-powered medical devices, lead acid batteries, and battery containing products by July 1, 2027. Large format batteries are defined as primary batteries weighing over 25 pounds, and rechargeable batteries weighing more than 25 pounds or with a rating over 2,000 watt-hours. Electric vehicle batteries are to be assessed independently, and Ecology must report recommendations to the legislature. The law also includes requirements for battery labeling to begin January 1, 2030.

Electronics

Electronics are considered MRW because they contain hazardous components, including metals and flame retardants, that can be harmful to health. E-Cycle Washington is a stewardship program that was signed into law in Washington in 2006 that allows Washington residents and small businesses (fewer than 50 employees) to recycle specific electronics for free at various locations across the state. The program is funded by electronics manufacturers and is directed by Ecology. As of 2024, covered products include televisions, computers, laptops, monitors, tablets, e-readers, and portable DVD players.

Lead-acid vehicle batteries

Large lead-acid batteries used in vehicles contain harmful lead and sulfuric acid and are considered dangerous waste. Due to their prevalence and toxicity, vehicle battery recycling legislation was passed in 1989 and was codified in Washington as part of Chapter 70A.205 RCW. The regulations made improper lead-acid battery disposal illegal, established a core charge on new battery sales, and created a recycling system where customers may recycle automotive lead-acid batteries at the point of sale for a rebate of the core charge. The core charge incentivized lead-acid battery recycling and has been very successful, with the EPA reporting a 99% recycling rate.





Lights

In 2024, HB1185 brought additional changes. Starting in 2025, the per-day-bulb-limits that a person can deliver have been updated as follows:

- Unlimited screw base compact fluorescent lamps.
- 15 pin-based compact or linear fluorescent lamps.
- Two high intensity discharge lamps.

In 2029, HB 1185 removes the environmental handling charge as well as begins the ban of the sale of mercury-containing lights. Additional changes include the removal of the sunset provision and extension of the program until 2035 (unless a cost-benefit analysis points to ending the program earlier).

Medications

Unwanted and expired medications are considered hazardous waste because they can have a wide variety of harmful effects on people and the environment. Businesses producing pharmaceutical waste must manage it through a hazardous waste disposal company, but residents have free, safe options for disposing of controlled and non-controlled medications, inhalers, and pre-filled injectables through a statewide product stewardship program. Chapter 69.48 RCW established Washington's Safe Medication Return program, requiring medication manufacturers to fund a disposal program that began operations in 2020.

Washington Department of Health designated MED-Project and Inmar Intelligence as two independent operators of this program. Operators have installed disposal kiosks at participating pharmacies and police departments where residents can drop off medications for secure disposal. Residents can also request free, pre-paid envelopes to mail medication for disposal. Mail-in options are also available for inhalers and pre-filled injectables. All medications collected in this program are tracked by the US Drug Enforcement Administration (DEA) and sent to incinerators. Take-back events are also organized by program operators and the DEA to service regions that have limited kiosk options.

Motor Oil

Used motor oil is a common MRW produced from crude oil that has a high potential to pollute. Oil is damaging and persistent in water and soil because it is insoluble and carries chemical and metal contaminants acquired from engines. Used motor oil is uniquely recyclable because it can be re-refined and reused many times. And when oil prices are high, used oil can be a marketable commodity for recyclers, reducing HHW disposal costs. There are many opportunities for residents and businesses to safely recycle used motor oil in Clark County.

Clark County's contracted recycling hauler, Waste Connections, collects used motor oil alongside curbside recycling for single-family recycling customers. Residents are directed to put their used motor oil in clear, one-gallon plastic jugs with screw-top lids to place on the curb alongside their recycling cart. The recycling drivers collect the jugs by hand and place them in a sealed tray on the side of the recycling truck that is designed to carry the one-gallon jugs. This curbside option greatly increases accessibility to motor oil recycling. The transfer stations also accept drop-offs of motor oil during all operational hours. In 2023, approximately 280 tons of motor oil were recycled through curbside collections and drop-offs at the transfer stations.

If oil is spilled during used oil collections, staff use adsorbent desiccant on the spill and will dispose of the used desiccant as hazardous waste. Secondary containment is used at the transfer stations to prevent any release of oil or other hazardous material into the environment. To prevent polychlorinated biphenyl contamination in used oil bulking tanks, testing is completed on each tank before being collected by the vendor for disposal. Contamination testing is also completed for halogens that may be present from consumers mixing oil with solvent. Levels are noted on invoices, and separate trucks are dispatched for tanks with contamination levels exceeding the safety thresholds. Material exceeding safety thresholds is managed according to the Federal Toxic Substances Control Act. These best management practices as well as others are found through EPA's *Preventing and Detecting PCB Contamination in Used Oil* guidance.

Recycling access for used oil is widely available for residents in Clark County at the HHW facilities, curbside collections, and private retail drop-offs. Dozens of private automotive stores accept small quantities of motor oil for free from residents and businesses, alongside other recyclable automotive waste such as lead-acid batteries. Retailers that sell over a specified quantity of motor oil are required to have recycling signs onsite and must sell containers and spill kits that allow safe capture and containment of used oil during oil changes.

Clark County Solid Waste and Recycling programs collaborate with regional partners to educate the community on motor oil recycling, contamination reduction, and spill prevention. A recycling guide is mailed to Clark County residents annually.

including guidance on how to safely capture, store, and recycle used oil through public collections. Recycling locations are also listed on a local, searchable directory of recycling and disposal options, referred to as the [Recycling A-Z directory](#). It is updated frequently, available on various regional solid waste websites, and is also available in the free RecycleRight app. Additional education may occur at the curb, with Waste Connections recycling advocates and drivers leaving educational tags to correct mistakes observed at the curb, such as the use of incorrect containers for used oil.

Paint

Oil-based paint is a common dangerous waste due to its flammability and volatile compounds. Latex paint is safer than oil paint, though it can contain metals and plastics that are harmful to the environment if improperly disposed of. When recycled, leftover latex paint can be mixed to create new paint, and oil-based paints can be used for energy production. From 2005 to April 2021, Clark County, CRC, and Waste Connections managed a Paint Take Back program collecting oil-based, latex, and aerosol paints, and other paint-related materials from residents at participating paint stores throughout Clark County. In April 2021, a statewide paint recycling program known as PaintCare began operating, taking the place of the local Paint Take Back program.

PaintCare is the nonprofit coordinator of Washington's paint recycling program that was signed into law in 2019. The program allows residents and businesses to recycle paint and paint-related material at over 150 locations in the state. All residents and businesses can recycle latex and water-based paints through PaintCare, but oil-based paint recycling is only available to residents and SQG businesses due to their regulatory exemption statuses. Products accepted through PaintCare include interior and exterior architectural paints, deck coatings, floor paints, primers, stains, and more. PaintCare sites do not accept aerosol coatings, solvents, and products designed and labeled to be used for industrial or non-architectural use.

PaintCare is funded by a fee added to the sale of new paint in Washington, charged based on the size of the paint container. Dozens of retail stores and the three transfer stations in Clark County are operating as collection locations for PaintCare paint recycling. Before PaintCare, paint recycled through the HHW facilities, and the locally organized Paint Take Back program made up 42% of HHW disposal costs in 2020. PaintCare reduces this cost from HHW facility operations. Aerosol paint is not a covered product under PaintCare and will be a continued cost incurred at the HHW facilities. For updated information, PaintCare maintains [a webpage of what products are and are not accepted.](#)



Photovoltaic modules

Solar panels used to generate electricity are composed of small, indivisible photovoltaic cells, which are made using hazardous chemicals, hazardous metals, and rare minerals. A product stewardship program for photovoltaic modules was signed into law in 2017 and requires manufacturers to fund and manage a recycling program for all modules purchased in Washington after July 1, 2017 (chapter 70A.510 RCW). Covered products include solar modules used on or in buildings; freestanding off-grid power generation systems such as water pumping stations; electric vehicle charging stations; solar fencing; solar-powered signs; and solar-powered streetlights. Ecology anticipates the recycling program to begin July 1, 2025.

7.4 Existing MRW education and outreach programs

RCW 70A.300.350(b) requires local governments to plan for MRW management, handling, and public education. MRW programs in Clark County have taken a variety of forms since the original MRW plan was implemented. Some activities have been combined with solid waste information programs, such as general waste management publications and handouts. Other activities have specifically targeted MRW from households and SQGs. Below are examples of current campaigns focusing on MRW. For a more comprehensive list of education and outreach programs, refer to Appendix O.

Battery drop-off location campaign: To reduce the risk of fire caused by inappropriately disposed of batteries, Clark County has partnered with Waste Connections to provide residents with convenient drop-off locations for no cost household battery recycling. Participating businesses are given the materials needed for collection free of charge including disposal boxes and bags for separating the batteries as well as signage and promotional materials that can include the business branding. Businesses are listed on the county website as well as listed in the RecycleRight app. The program is further advertised through social media, newspapers, press releases, and newsletters.

Battery disposal sites accept lithium-ion (Li-Ion), nickel cadmium (Ni-Cd), nickel metal hydride (Ni-MH), nickel zinc (Ni-Zn), small-sealed lead acid under 5 pounds (SSLA/Pb), lithium primary, alkaline, carbon zinc, heavy duty, button and coin cell batteries, and all cellphones regardless of size, make, model or age. There is a limit of 10 batteries per person per day. Larger quantities can be dropped off at the HHW facilities (see above).

Recycling 201: In partnership with Waste Connections, the City of Vancouver, and the Clark County Solid Waste and Recycling team, the Recycling Beyond the Curb workshop is a free class offered to Clark County residents. The Recycling 201 workshop outlines the risks associated with HHW as well as how to dispose of a variety of items safely and responsibly. Classes are offered monthly in both virtual and in-person formats.

Green cleaning education: Cleaning products are often overlooked as a hazardous waste item, however they meet the definition and require safe disposal. In an effort to reduce amount of toxic products used and entering our waste stream, a portion of the Composter Recycler workshops focus on recycling and proper disposal of HHW. Course topics include batteries, green cleaning for reducing HHW in your home, and other topics on reducing hazardous waste in your homes. Courses are taught in person with recorded options available on the Composter Recycler website.

Additionally, in collaboration with the Green Schools program and school partners, the Composter Recycler green cleaning curriculum was brought to Spanish speaking residents within the Evergreen Public Schools boundaries. Materials were translated into Spanish and an interpreter was present to relay the information and facilitate questions and answers. The success of this partnership illustrates an opportunity to continue to reach Clark County residents who prefer to receive their information in languages other than English.

Pollution Prevention Assistance: In 2007, Ecology established the Pollution Prevention Assistance (PPA) program to improve the state's water quality by preventing pollution from SQG businesses. Through this program, local governments may provide non-regulatory technical assistance to businesses and schools within the county, teaching best practices to prevent stormwater pollution. Clark County Public Health has two PPA specialists, and Public Works has one PPA specialist working in unincorporated areas of the county as well as the cities of Camas, Washougal, and Battle Ground which have entered into PPA/Source Control interlocal agreement with the county. The City of Vancouver has three PPA specialists who operate from the city's Public Works department. These specialists teach SQGs the best dangerous waste management practices, dangerous waste rules, spill prevention, spill response, proper storage of hazardous waste, waste reduction, and stormwater protection. Through this program, Ecology funds a product replacement program to assist businesses to transition toxic business operations to less-toxic alternatives.

Additionally, the City of Vancouver Stormwater / Water resources Protection group provided SWAC with information about its EPA grant funded Waste Incentive Network (WIN) pilot project. The project website [**Pollution Prevention for Businesses**](#) provides an overview about the offerings for businesses to manage their hazardous waste, which includes school districts.

7.5 Planning issues

Is it feasible to extend the hours of operation at the HHW facilities to address access concerns, traffic impacts, and customer wait times?

As of 2024, the HHW facilities have limited hours of operation. West Van HHW operates Fridays and Saturdays, 8 am to 4 pm. CTR HHW operates Fridays–Sundays, 8 am to 4 pm. WTS HHW operates on the third Saturday of each month from 8 am to 4 pm. The facilities close or have reduced hours for select holidays including Thanksgiving, Christmas Eve, Christmas, New Year’s Eve, and New Year’s Day. Operating on different schedules at each facility, and only on Fridays–Sundays reduces the HHW facilities’ accessibility. Residents who work on weekends are nearly unable to use the facilities. Expanding days of operation provides the public more flexibility in disposing of their HHW.

Expanding HHW hours offers extra benefits to operations. A regional study of Clark County's solid waste system identified significant traffic concerns at the transfer stations and expanding HHW hours is one method to reduce traffic on peak traffic days. Additionally, Clark County Public Health inspections of the HHW facilities have identified reoccurring crowding issues for HHW processed at each of the facilities. Extra days of operation at the facilities provide technicians more time to organize the material, thereby improving safety conditions. Changes in HHW operational days may be flexible and planned to meet the needs of all partners.

How can the options for SQG disposal of dangerous waste be expanded?

Businesses in Clark County that qualify as SQG have limited options for managing their dangerous waste. At the time of this revision, limited local facilities accept self-hauled SQG waste leaving SQGs with the more expensive option of having waste picked up onsite. Self-hauling waste reduces handling costs and is generally more convenient for small businesses with small quantities of waste. Mail-in disposal options exist for some specific types of dangerous waste such as aerosols, sharps, electronics, batteries, lights, some medical wastes, and mercury-containing equipment. While mail-in options are convenient for small businesses, they are limited to specific materials deemed safe to transport as mail by the U.S. Department of Transportation.

Since HHW and SQG dangerous waste are both classified as MRW and have the same collection regulations, it is possible to collect SQG and HHW together. In Washington, 21 counties accept SQG dangerous waste alongside HHW, with at least two additional counties considering adding SQG service, based on 2021 updates to Spokane and Adams counties' solid waste management plans. Clark County small businesses would greatly benefit from adding SQG collections at the HHW facilities, joining the 21 more comprehensive solid waste programs in the state. Collecting SQG dangerous waste with HHW would have a long-term positive impact on how businesses manage dangerous waste in the county. It would lessen the burden of dangerous waste management on Clark County's schools, small businesses, and nonprofit organizations. Providing this service at any of the three HHW facilities would increase convenience and access to responsible SQG dangerous waste disposal, maximizing MRW collections in the region. Adding SQG service would also contribute toward wider regional goals to protect public health and the environment from dangerous materials.

Options to consider include:

- Requiring SQGs to schedule an appointment for drop-off.
- Requiring businesses to submit a hazardous waste inventory for each drop-off.
- Limiting the number of drop-offs per year from each business.
- Limiting the quantity of waste accepted per visit to 200 pounds, or 25 gallons.
- Limiting this service to one location on a low-traffic weekday (recommend operating a minimum of one day weekly for consistency and convenience).
- Operation on weekdays allows technicians to better organize and maintain the facilities, separate from the busy weekends.

What data is available to ensure equity in access and service levels throughout Clark County?

To best serve everyone in the community, there is a need to collect data on who is using the HHW facilities to determine what populations are being underserved. A study by the Product Stewardship Institute found that the average resident needs to dispose of HHW once every 7.4 years. To meet this need, HHW collections should be serving at least 13.5% of their region's households each year. Clark County served 12% of households in 2020. This shows a need to increase participation by 1.5% or approximately 6,500 households per year. Studying participation at the HHW facilities would help identify barriers for residents not using the HHW facilities. This could include barriers such as distance to travel to the facilities, use of public transportation, racial inequities, disabilities, age, language barriers, and more that may prevent trips to the HHW facilities. Identifying barriers would allow targeted expansion of services, accessibility, and engagement to better serve all community members.

What waste reduction interventions can be implemented?

Hazardous waste is dangerous and has a high potential to harm public health and the environment. To create a healthier society and planet, there is a need to reduce the production of hazardous waste at its source. By regulatory standards, HHW is produced in small quantities, though the cumulative amount is significant. In 2017, a total of 3.2 million pounds of HHW was collected from approximately 21,000 Clark County households, averaging 154 pounds of hazardous waste per household. The high quantities of HHW show a need to provide education, real solutions, and incentives to reduce the use and production of hazardous materials in the long term.



8

MISCELLANEOUS WASTE

8.1 Introduction

Miscellaneous wastes include solid waste with special collection, handling, and disposal requirements not generally included as part of the mixed municipal solid waste stream. Miscellaneous waste is a catch-all category used to describe dangerous hard-to-handle materials. While some miscellaneous waste can be managed at the same permitted disposal facilities as other wastes, special processes are required to ensure they are handled appropriately. The following sections outline miscellaneous wastes managed in the Clark County regional solid waste system.

8.2 Types of miscellaneous waste

Agriculture wastes

As defined in WAC 173-350, agricultural wastes are wastes generated from farms resulting from the raising or growing of plants and animals including, but not limited to, crop residue, livestock manure, animal bedding, and carcasses of dead animals. Agriculture wastes consist of two general types of wastes: crop wastes and livestock wastes. Crop wastes include residues from grain, hay, vegetables, seed crop production, and trimmings from fruit trees. Livestock wastes include manure and animal carcasses.

Disposal

Most agriculture waste generated in Clark County never enters the municipal solid waste stream. Instead, this waste is most often disposed on-site. The three principal methods for disposing of agricultural wastes on-site are:

- Land application or composting (manure and crop residue);
- Burning (trimmings and crop residue); or,
- Use as animal feed (crop residue).

The agricultural wastes that typically enter the municipal solid waste stream are small animal carcasses and some minor amounts of crop residue and tree trimmings. These wastes are typically landfilled or composted.

Animal carcasses

Animal carcasses more than 15 pounds are considered agricultural wastes. WAC 246-203-121 Disposal of dead animals and chapter 16.68 RCW Disposal of dead animals address the minimum requirements for this miscellaneous waste.

Disposal

While these rules allow for burial of animal carcasses with a minimum of three feet of cover and 100 feet from any well or surface water, this CSWMP recommends against this practice unless an emergency or disease outbreak occurs, whereby disposal by means of burial is deemed essential to prevent the spread of disease and authorized by the health officer. In these rare instances, the minimum requirement of three feet of cover and 100 feet distance from any well or surface water would apply.

The following practices for disposal of dead animals in Clark County are recommended. All carcasses must be transported to the disposal site within 24 hours.

- Rendering by a licensed rendering company;
- Incineration at a permitted facility suited for this waste type;
- Composting following the Washington State Department of Agriculture's current best management practices.
- Disposal at a CRC transfer station.

Animal feeding operations should incorporate best management practices for managing animal carcasses generated from ongoing operations.

Asbestos

Asbestos is a naturally occurring group of heat-resistant and fibrous minerals. Asbestos was historically used for insulation, fire-resistant coatings, automotive brakes, adhesives, roofing, drywall, ceilings, and thousands of other building materials and products. Asbestos is now considered a dangerous material because repeated inhalation of asbestos can result in lung damage and cancer. Cases of repeated exposure may lead to mesothelioma and death. Specific uses of asbestos have been restricted through regulations passed by the EPA from 1970 to 2019, though most uses of asbestos are now banned. In 2024, the EPA announced a final rule to prohibit ongoing uses of chrysotile asbestos, which is the only known form of asbestos currently used in or imported to the United States.

Regardless of a new ban, it remains common for buildings constructed up until the late 1990s to contain asbestos in levels requiring special handling and disposal during construction and demolition projects. Environmental pollution from asbestos is dangerous mainly due to the risk of human exposure to the material. Asbestos does not decompose and can remain a threat for long periods of time.

Disposal

All waste materials that may contain asbestos must have testing completed prior to disposal, including interior walls and ceilings, exterior walls, flooring, insulation, fireproofing material, heating system components, gaskets, roofing material, electrical material, and other miscellaneous items such as adhesives, caulks, patching, and window glazing. Prior to disposing of asbestos containing materials, CRC must be contacted to obtain disposal forms and packing instructions. Disposal for materials that have tested positive for asbestos is available at CTR and West Van transfer stations.

Asbestos-containing materials disposed at CTR and West Van are carefully bagged and transported in uncompacted roll-off containers for special disposal at the Wasco County Landfill in Oregon. Staff at Wasco County Landfill have a separate designated area of the landfill where asbestos is safely buried. Protective measures are used to prevent asbestos material from being released into the air.

Ash

Ash is generally defined as residue including any air pollution flue dusts from combustion or incineration of material including solid wastes, biomass, and fuels. Ash from municipal solid waste incineration is regulated under chapter 70A.315 RCW and chapter 173-306 WAC Special incinerator ash management standards. Ash from other forms of incineration, such as sludge or wood waste incineration, is regulated under chapter 173-303 WAC Dangerous waste regulations or 173-350 Solid waste handling standards, depending on the characteristics of the ash. In Oregon, municipal solid waste ash is regulated by Department of Environmental Quality under OAR 340-93-190.

Disposal

The City of Vancouver's Westside Wastewater Treatment Facility combines wastewater solids from both Westside and Marine Park Wastewater Treatment Facility and currently incinerates its de-watered sewage sludge, generating ash in need of disposal. The incinerator ash and grit is transported to Finley Buttes Landfill through the West Van transfer station. The City of Vancouver is investigating options to utilize the ash as an additive to construction or building materials.

The Georgia-Pacific mill located in Camas generates ash from burning hog fuel to power the boiler. The mill indicates that the annual amount of hog fuel boiler ash it has generated and landfilled has varied considerably from year to year. For more information on disposal, refer to Paper and mill wastes below.

■ Biomedical waste

Biomedical waste (also referred to as “red bag,” infectious, or biohazardous wastes) is generally defined as infectious and injurious waste originating from a hospital, medical office, veterinary, or hospice care facility. A uniform statewide definition for medical waste is provided in RCW 70A.228.010, which outlines specific items. There are federal and Washington state regulations directed specifically at the storage, transport, and disposal of biomedical wastes. Washington Utilities and Transportation Commission (WUTC) regulates the hauling of medical wastes under its “G-certificates,” issued under chapter 81.77 RCW authority. Rules relating to the safe transportation of biohazardous or biomedical waste are found in chapter 480-70 WAC and Title 49, Code of Federal Regulation, Parts 170-189. Incinerator burn requirements are found in 70A.205.605.

In addition, the Oregon medical waste requirements must be observed by Clark County as a community exporting waste to Oregon landfills. Oregon requirements apply to medical waste generated from medical facilities and residences. State of Oregon regulations ORS 459.386 through 459.405 and OAR 340-93 establish general rules pertaining to the management of infectious wastes in Oregon.

Clark County Solid Waste Code (Chapter 24.12) contains infectious waste segregation requirements for generators, requirements and standards for transporters, requirements and standards for storage/treatment facilities and biomedical waste disposal requirements.

The amount of biomedical waste generated annually in Clark County is estimated to be several hundred tons. This volume is expected to increase in the future due to continued population growth, as well as increased biomedical waste segregation by smaller generators. Some smaller generators may still be disposing biomedical waste with their general solid waste. However, an increased level of awareness, liability, and the availability of collection services for smaller generators has likely reduced illegal and improper disposal.

Currently, many large- and small-quantity medical waste generators in Clark County appear to be properly informed and knowledgeable about proper biomedical wastes practices. Clark County provides education about correct management practices for residential generators. The community education program targets residential generators who produce small quantities of sharps. Residential sharps generators are provided education about correct containers and the collection opportunities afforded them by pharmacies, transfer facilities, and mail back programs.

Disposal

Finley Buttes and Wasco County landfills are permitted to dispose of petroleum-contaminated soils. Other landfills permitted to dispose of petroleum contaminated soils are the Roosevelt Regional Landfill in Klickitat County, WA, and the Columbia Ridge Landfill in Gilliam County, OR. Petroleum-contaminated soils can also be delivered to the CRC transfer stations, with advance notice.

These soils must be handled in accordance with chapter 173-303 WAC. Guidance should be obtained from Ecology on this issue. Some petroleum-contaminated soils can be treated on-site to lower their contamination levels.

Construction and demolition wastes

Construction and demolition (C&D) projects produce a wide variety of debris and wood waste that make up 24.2% of landfilled waste in Washington by weight. C&D waste is produced by residents and businesses through remodeling projects, new construction, building demolitions, building deconstructions, land clearing, and other related activities. The term C&D mainly refers to wastes that are not hazardous and can be disposed of in a landfill, though C&D projects also produce hazardous waste. The diversion of C&D materials from the landfill relies on the availability of reuse and recycling markets, the participation of the construction industry, and the transfer station capacity limitations/availability.

Waste uniquely produced during C&D activities can include the following six material types: bulky waste, deconstruction materials, demolition debris, hazardous waste, inert waste, and new construction materials.

Hazardous waste, also known as dangerous waste, is commonly produced from C&D projects and must be managed according to Dangerous Waste Regulations, chapter 173-303 WAC. Building components being disposed of must be screened to designate dangerous wastes. Hazardous C&D waste can include asbestos, leftover paint, adhesives, aerosols, solvents, used shop towels, materials coated with lead paint, lead pipes, materials containing PCB, contaminated soil, contaminated water, mercury-containing lights, radioactive smoke detectors, and more. Waste designated as dangerous must be disposed of through a certified hazardous waste management company. Some hazardous materials may be recycled, including paint, motor oil, batteries, mercury-containing lights, and other materials through product stewardship programs and universal waste rules. The amount and types of hazardous waste produced will impact a business's generator status. See Chapter 7: Moderate risk waste for more details on hazardous waste.

Disposal

New construction materials that are left over from C&D projects can be reused, recycled, or disposed of. This may include any of the materials described above that were purchased new for use on the project. New construction materials are among the easiest materials to reuse or recycle because they are produced in a predictable schedule and are less likely to be mixed with municipal solid waste or hazardous items. Leftover materials are not typically saved for future projects, though their clean state allows them to be easily separated and recycled where vendors are available. Hazardous products leftover from new construction may include paint, adhesives, aerosols, and cleaning chemicals, which can be saved for future projects. The unused hazardous products must be disposed of according to hazardous waste regulations when discarded or unwanted.

Disaster debris

The regional solid waste management system is responsible for the handling of debris resulting from a disaster, both natural and man-made. The local disaster debris plan describes the policies and procedures in managing debris on a regional basis, specifies goals and recommend implementation strategies, and provides tools and reference information to facilitate debris management and recovery. Maintained documented adherence to proper procedures is important to support requests to the Federal Emergency Management Agency for reimbursement of local costs.

The plan ensures that the disaster debris efforts are coordinated, efficient, effective, and environmentally sound. The plan contains the following:

- Disaster debris will be managed according to the following hierarchy – reduce, reuse, recycle, recover, and landfill.
- Debris will be removed from the right-of-way.
- Debris clean-up areas will be prioritized to remove first from public roads and streets and to allow access to emergency operations facilities and essential public facilities.
- Elimination of debris-related threat to public health and safety.
- Debris removal from private property is the responsibility of the property owner.
- Disaster debris that is to be landfilled will be taken to a regional solid waste system facility.
- Normal garbage service will be restored as quickly as possible.

■ Dredge spoils

Dredge spoils are soils and organic materials produced during dredging operations. Before they can be used as fill, dredge spoils must be evaluated similarly to contaminated soils to determine whether a solid waste handling permit is necessary. This evaluation involves characterizing the material to check if it qualifies as dangerous waste, in which case it must be managed according to the Dangerous Waste Regulations (WAC 173-303). If the material is not classified as dangerous waste, the next step is to assess its contaminant levels against applicable cleanup standards for the proposed fill location. This assessment will determine if a solid waste handling permit is required for its use as fill.

Disposal

Dredge spoils are subject to the same waste designation rules as contaminated soils. Independent testing and approval is required before dredge spoils will be accepted for landfilling. In addition, dredge spoils must be dewatered before they are accepted for disposal. Wasco County Landfill operates a dredge spoils dewatering facility in The Dalles, OR to process dredge spoils prior to disposal in the landfill. Dewatered and dried dredge spoils are acceptable cover material at Finley Buttes, Wasco County, and other landfills in Washington and Oregon. If testing reveals the contamination is below certain levels, spoils can be used as fill with certain conditions.

Industrial process waste or sludge

Sludge is generally defined as “a semi-solid substance consisting of settled sewage solids, combined with varying amounts of water and dissolved materials generated from a wastewater treatment plant or other industrial source.” Industrial process waste includes materials that have similar physical properties to sewage sludge but may contain inorganic chemicals that result from a specific industrial process.

Ecology generally regulates industrial process waste or sludge as solid waste in Clark County under 173-350 Solid Waste Handling Standards. Clark County Public Health issues permits to City of Vancouver's Industrial Food Wastewater Pretreatment Lagoon to land apply waste solids in Clark County, consistent with 173-350 WAC. Municipal wastewater treatment solids that qualify as Class A or Class B biosolids are subject to 173-308 WAC Biosolids Management.

Testing requirements regarding dangerous waste designation of industrial process waste may be subject to management requirements of chapter 173-303 WAC. Waste designated as “dangerous” is outside the scope of this plan. In Oregon, sludge disposal is regulated by DEQ under OAR 340-94-040.

Disposal

Permitting and regulation of biosolids (wastewater treatment solids) is subject to chapter 173-308 WAC, with oversight provided by Ecology and local health departments with delegated authority. The amount of industrial process waste or sludge generated in Clark County is largely unknown because there are no requirements to report.

Paper and mill wastes

This section specifically addresses only the manufacturing by-products of the county's paper mills, as well as other mills. These wastes include, but are not limited to wastewater treatment sludges, calcium carbonate, and mud waste.

Disposal

Georgia-Pacific operates Lady Island Landfill, a private landfill, adjacent to its Camas mill. This facility is permitted as a limited-purpose landfill, which may accept both wood waste and dried wastewater sludge. The mill generates only incidental amounts of wood waste due to modification in the milling process (i.e. greater combustion of primary solids and the facility no longer receives whole logs). The mill does generate ash from their boiler that is powered by a combination of hog fuel and fossil fuel for energy recovery. Ash generated from boiler operations is either placed in their limited-purpose landfill or hauled to a regional landfill. Based on Georgia-Pacific waste generation rates of the last several years, the capacity of the Lady Island Landfill exceeds the 20-year period covered by this Plan.

Street sweepings and vector wastes

Vactor wastes or catch basin wastes are collected through private collection contractors and local municipal jurisdictions. Street sweeping wastes are collected primarily through local municipal jurisdictions. The material consists of soils, gravel, vegetative matter, and various solid wastes such as cigarette butts, paper and beverage containers. The soils and vegetative matter are generally contaminated by hydrocarbons.

This section addresses only those wastes collected and managed by local jurisdictions. These wastes are typically considered “solid waste” as defined by chapter 70A.205 RCW, and are managed in accordance with applicable federal, state and local regulations.

Disposal

Clark County Public Works collects and stores street sweeping material at a permitted processing site located at Whatley Pit. The cities of Battle Ground, Camas, Ridgefield, Vancouver, and Washougal and the Washington State Department of Transportation also deliver to Whatley Pit and participate in funding of the facility. Facility use is guided by an interlocal agreement.

When a large enough pile is accumulated a large trommel screen is brought on site to remove the solid waste debris. The screened organic material is utilized as fill. If testing reveals the contamination is below certain levels the material may be used as a soil amendment.

For vactor waste, Clark County Public Works operates a decant facility to process vactor waste generated in the county. The facility is located at Whatley Pit. The cities of Battle Ground, Ridgefield and Vancouver as well as the Washington State Department of Transportation also utilize the decant facility at Whatley Pit for waste collected in vactor trucks.

The City of Camas operates a decant facility at the Camas Public Works Operation Center. Other local jurisdictions manage these materials through similar means.

The material collected at the Whatley Pit decant facility is dewatered and screened to remove the excess liquids and debris. The remaining organic material may be used as soil amendment if testing reveals contamination is below acceptable levels.

Tires

Waste tires require special consideration due to the fire risk, leachate, and potential for pests, such as mosquitoes. Waste tires include “tires that are no longer suitable for their original intended purpose because of wear, damage or defect” (chapter 70A.205 RCW). WAC 173-350-350 governs waste tire storage and requires a solid waste permit for facilities that store more than 800 waste tires or over 20 tons of heavy equipment tires. For statewide tire disposal information, visit [Ecology’s waste tire page](#).

Additionally, the presence of the chemical 6PPD in tires creates concern when handling and disposing of tires. When 6PPD is exposed to air, it reacts with ozone to create 6PPD-quinone (also known as 6PPDQ). 6PPDQ is lethal to coho salmon and can contaminate water systems. For more information on efforts to protect salmons, see [Ecology’s Tire anti-degradant \(6PPD\) and 6PPD-quinone](#).

Illegal dumping of tires is an ongoing concern. Tires collected within the county right-of-way are temporarily stored at county maintenance facilities before transport to processing facilities.



Disposal

Currently, waste tires are accepted from self-haul residential and non-residential generators at the CRC transfer stations. The waste tires are segregated by tires on rims and tires not on a rim then placed in trailers for shipment. Tires on the rim are transported to Finley Buttes Landfill where they are removed from the rim, shredded, and landfilled. Tires that are off the rim are transported to RB Tire Recycling located in Portland, OR. RB processes the tires into a crumb rubber product that is utilized in a variety of products including rubber mats. Recycled tires are also used as fuel, construction material, and in other re-use applications.

Waste tires are also collected by retail tire outlets and stored for later transport to processing facilities. Large retail outlets transport their waste tires to various operations. Currently, most waste tires generated within the county are shredded and then recycled.

At the city level, the City of Vancouver’s Spring Clean-up program provides each garbage customer within the city limits a coupon redeemable for recycling/disposal of up to four passenger tires. In Ridgefield, tires are accepted at the annual community cleanup event with proof of residency.

Vehicle wastes: Hulks and auto fluff

Vehicle hulks are not specifically defined in chapter 173-350 WAC. For the purposes of this CSWMP, “vehicle hulks” are defined as abandoned or discarded vehicle bodies, including recreational vehicles. ORS 459.247 prohibits the disposal of vehicle hulks in landfills. Auto fluff is generally defined as the lightweight material left over after vehicles are shredded and most metals are removed.

Travel trailers and camper shells are considered municipal solid waste and bulky wastes, not vehicle hulks. Mobile homes are also not considered hulk vehicles however, the transportation, demolition, and disposal of mobile homes involve regulatory challenges like hulk vehicles. Clark County has collaborated with the various agencies having jurisdiction over the transportation, demolition, and disposal of mobile homes to develop information to assist residents and contractors with the process.

Code enforcement officers in the cities and Clark County, along with local law enforcement agencies (including the Clark County Sheriff’s Office and the Washington State Patrol) jointly administer the abandoned vehicle hulk management program in Clark County. When an abandoned vehicle is determined to be a public nuisance, one of these agencies contacts the property owner and requests that the vehicle be removed or stored out of sight. If the registered owner of the vehicle cannot be located or is not responsible, the affected property owner can be authorized by the local law enforcement agency to have the vehicle towed and scrapped. Noncompliance with the request will result in the agency getting a licensed hulk hauler to remove the vehicle. Sometimes the vehicles are filled with garbage, which creates additional costs.

Disposal

Hulk vehicles delivered to the shredding facilities may contain fluids such as gasoline, oils, brake fluid and antifreeze. Clark County encourages the proper management of these fluids by residents or hulk haulers. Residents may set antifreeze and oil at the curb for recycling if they are a curbside recycling customer and follow the specific preparation requirements. Residents can also take antifreeze and oil to the transfer stations for recycling. Hulk vehicles may contain mercury switches. Clark County recommends the removal of mercury switches prior to shredding. Ecology’s Mercury Switch Program assists wrecking yards with the cost of removing these devices prior to recycling. Pacific Coast Shredding has participated in the Ecology program since 2007. Metal is magnetically separated from auto fluff in the shredding process. The remaining material is not recyclable but may be used as cover material at a landfill.

Local wrecking yards and metal recyclers also accept vehicles for disposal when accompanied by a title certificate proving ownership. Auto hulks have fluids, refrigerants, air bags and tires removed, and then they are crushed and transported to the auto shredder operation at Pacific Coast Shredding LLC in Vancouver or Schnitzer Steel Products Company in Portland.

White goods

Large household appliances, also known as “white goods,” are defined as appliances, such as washing machines, water heaters, clothes dryers, stoves, refrigerators, and freezers. White goods are easily recycled for their metal value after an appliance has been stripped of insulation, plastic, glass, non-ferrous metals, lubricants, refrigerants, and other contaminants. Most of the materials in white goods are recyclable, but environmentally threatening components, such as PCB-contaminated capacitors in older appliances, mercury-containing switches and oil-filled compressors, or refrigerants in refrigerators, freezers, or air conditioners can cause environmental contamination when damaged.

Disposal

White goods can be picked up curbside by the contracted or franchised haulers and are also collected or accepted by several private companies in Clark County. Some appliance companies accept self-hauled white goods or remove used white goods as part of the pick-up or delivery service for new appliances.

Companies may charge a handling or stripping fee for appliances that are self-hauled to their drop-off facilities or may also offer a payment or donation receipt based on an appliance’s scrap value. WUTC-certificated and city-contracted haulers also provide curbside pickup of white goods upon request, generally for a fee. Most white goods, after stripping, are recycled through Metro Metals NW/Pacific Coast Shredding, Inc. in Vancouver. Additional metal recycling firms operate in Portland, OR and surrounding communities.



The City of Vancouver, in coordination with its contracted collector, offers each residential garbage customer one free curbside pickup of a major appliance during the year, when scheduled in advance through the hauler. City of Vancouver neighborhood associations also accept non-freon containing white goods that can be recycled as scrap metal during their annual neighborhood clean-up. The City of Ridgefield annual cleanup event includes items with freon such as freezers, refrigerators, and air conditioning units.

State and federal regulations to control the release of refrigerants into the atmosphere have significantly affected white goods handling. Refrigerants, such as Freon, are almost universally used in refrigerators, freezers and air-conditioning systems. In response to both the federal and state Clean Air Acts, no refrigerants may be released from refrigeration, commercial or industrial appliances. As a result, venting refrigerants during white goods processing or disposal is not permitted. White goods processors must recover refrigerants from appliances.

Ecology has adopted WAC 173-303-506, for the management of used or “spent” refrigerants. The rule also conditionally exempts spent refrigerants from chapter 173-303 WAC, Dangerous waste regulations, when they are reclaimed or recycled.

The CRC transfer stations provide central locations for the collection of white goods and bulky wastes. The transfer stations also assist in the distribution of public education materials concerning recycling opportunities for oversized wastes and current handling requirements for white goods.

8.3 Existing miscellaneous waste education and outreach programs

Wastes requiring special disposal considerations and technical knowledge pose unique challenges in ensuring proper and safe disposal. The programs outlined below are examples of efforts to address miscellaneous wastes in the regional waste system. For a more comprehensive list of education and outreach programs, refer to Appendix O.

C&D Waste Connections educator: Waste Connections provides an educator with part of their time dedicated to C&D outreach and education. Historically, this educator's role was limited to tracking and reporting waste and recycling data from customers seeking LEED® or other sustainability certifications during renovation or construction. This work plan expanded in 2022 to pursue additional elements to improve C&D recycling outreach. This role expansion includes providing more outreach materials, technical assistance, and research on recycling and reuse options for C&D waste that could be utilized. Vancouver's collection contract requires the collector provide an educator to promote C&D recycling.

C&D recycling toolkit: Voluntary recycling of C&D waste requires knowledge of where to recycle each material type, and the ability to source separate the materials to be recycled. Clark County published a C&D recycling toolkit in 2009 that listed regionally available recycling vendors of C&D waste like asphalt, carpet, drywall, insulation, metal, plastics, plumbing, roofing, and rubble. This toolkit is now outdated, as recycling vendors have changed over time. Oregon Metro published an updated 2018-19 toolkit that lists newer, regional options for recycling and salvaging materials, providing a more current resource for contractors and residents.

Developing and distributing an updated toolkit specific to Clark County would allow the inclusion of regionally specific contact information, recycling locations, and solid waste regulations that differ from Oregon. An updated toolkit could also include resources and general guidance for material reuse, deconstruction, and waste reduction. Updating these resources would also allow for the possible expansion of recycling options listed in the regional recycling directory known as Recycling A-Z Directory and RecycleRight app. A new toolkit could be developed internally by Solid Waste staff or completed through a qualified contractor.

8.4 Planning issues

Are there ways to divert more reusable and recyclable materials from C&D waste streams?

There is a widespread need for more recycling of C&D materials, and this relies heavily on locally available recycling processing or transfer facilities. Most C&D materials that enter the transfer stations in Clark County are not recycled. Various recyclers of specific C&D materials operate privately in Clark County, though it is for limited source separated material at various locations. No companies are recycling mixed loads of C&D waste in Clark County.

One method to increase C&D recycling, as used by King County, WA, is to build C&D recycling markets through an ordinance requiring defined types of C&D waste to be recycled at designated C&D recycling facilities. As of 2022, there are no existing facilities in Clark County that recycle C&D waste on a large scale, but an ordinance directing C&D material to a recycler would incentivize larger C&D recyclers to open operations in Clark County. To approve such vendors, Clark County would request proposals to enter agreements with private C&D recyclers, who could then open locations in the county.

Such agreements would include strict operational and administrative requirements like the following:

- Compliance with all applicable regulations, laws, and permitting requirements.
- Suitable techniques for screening incoming material to prevent accepting municipal solid waste, hazardous waste, and other non-C&D wastes.
- C&D materials will be recycled at a specified rate.
- Incidental MRW will remain under a specified percentage of incoming material and will be disposed of following WUTC rules.
- Hours of operation are posted/accessible.
- The facility will provide Clark County with accurate data, including measurement of incoming materials, quantity recycled, quantity landfilled, and other metrics as needed.

Other methods for increasing diversion could include partnerships with local planning departments and the contractor community. Having the ability to connect with builders before construction projects begin would allow Solid Waste and Recycling staff to provide waste management resources and education for free programs such as [PaintCare](#) and [E-Cycle Washington](#). Incentives to reduce waste could include reduced permit fees, or fees partially refunded after the contractor provides evidence of deconstruction, waste reduction, and other waste diversions.

Recycling C&D waste is additionally beneficial because it provides a new, marketable, usable resource without performing environmentally damaging activities like mining, mineral extraction, and deforestation. The marketable resource then provides local economic opportunities. The development of a recycling program for C&D waste will require a larger, comprehensive study of diversion methods and policy solutions for Clark County Solid Waste and Recycling staff and partners to consider. The research will allow Clark County Solid Waste and Recycling staff to gain expertise in C&D recycling, infrastructure needs, and general diversion methods to build into future programs and contracts.



9

SOLID WASTE COLLECTION

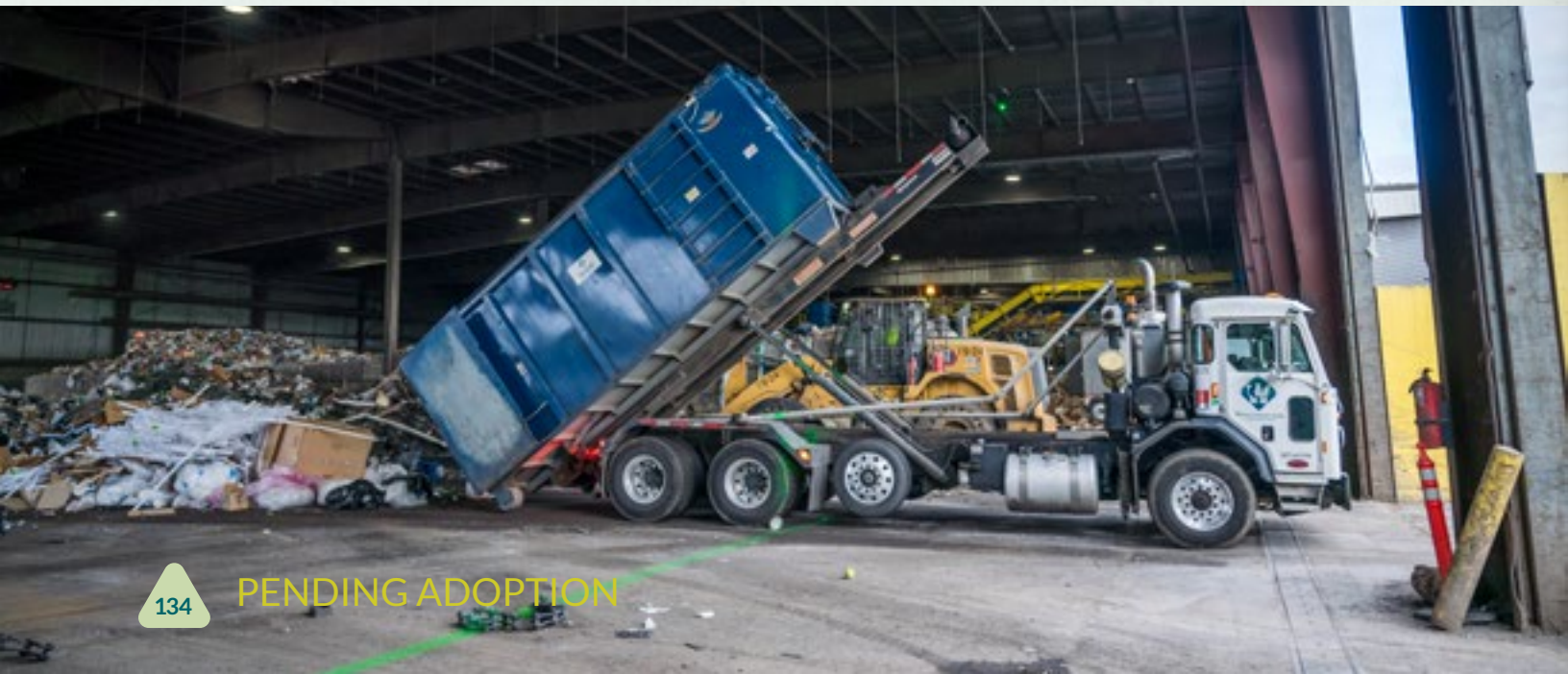
9.1 Introduction

Municipal solid waste refers to all solid and semisolid wastes, including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, construction and demolition wastes, abandoned vehicles or parts thereof, and recyclable materials (Chapter 70A.205 RCW). This chapter addresses the collection, processing, and disposal infrastructure for municipal solid waste in Clark County, including recyclable and organic materials. The category of collection and processing is divided into certified hauler services and self-haul. Certified hauler services include curbside residential pick up as well as commercial, industrial, and institutional pick up and drop box pick up. Self-hauling of waste includes residents and contractors hauling waste themselves from their businesses or residences to a transfer station.

Washington Utilities and Transportation Commission (WUTC), Clark County, and the cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, and the town of Yacolt are responsible for the management of solid wastes within Clark County. Waste Connections of Washington (Waste Connections) is privately contracted to provide collection services for garbage, recycling, and yard debris/organics within the county boundaries.

Clark County Public Health Solid Waste Enforcement has authority over public health and safety for garbage collection in all of Clark County, including the cities and towns. Solid Waste Enforcement issues permits for solid waste storage, collection, transfer, and disposal according to chapter 70A.205 RCW, chapter 173-350 WAC, and Clark County Code Chapter 24.12.

Collection services and requirements are dependent on the type of collection system being utilized. Systems vary in who can provide services, rate approval, bill responsibility, operating conditions, and whether the service is subscription (voluntary) or mandatory.



9.2 Conditions assessment

Rate setting and billing

In 1961, state law established that solid waste collection services should be available to all residents of the state at rates that were fair, just, and reasonable. Rates or fees charged for garbage collection in Clark County vary by area and service provider.

Rate setting for refuse and garbage collection and recyclable materials collection also needs to be structured to provide incentives to reduce and recycle wastes while fully recovering program costs to the extent allowed by regulatory agencies.

Rates are evaluated and adjusted annually to reflect current costs. Updated information on fees is provided on the Waste Connections website, broken down into *residential* and *commercial* rates.

Urban-rural designation

State planning guidelines require that counties develop clear criteria for designating areas as urban or rural for the purpose of providing minimum solid waste and recycling services. For example, state law (RCW 70A.205.045(7)(b)(i)) requires that recyclables be collected from homes and apartments in urban areas, whereas drop-off centers can be used in rural areas. In Clark County, designation of urban and rural is determined by considering total population, population density, and other applicable land use or utility service plans. Additionally, anticipated population growth and presence of other urban services are considered when planning. Within the Clark County regional system, rural includes all areas outside the urban growth area (UGA) as defined by the Clark County Comprehensive Plan. Urban includes the UGAs and all incorporated areas. The Clark County Comprehensive Plan is currently under revision and some cities are in the process of annexing to extend their municipal services, regulations, voting privileges, and taxing authority to new territory. For current maps showing the designations, refer to the Comprehensive Plan maps. Regardless of designation, the solid waste system in Clark County meets the requirement by providing curbside recycling services countywide.

Residential collection services

Service options

Residents have many options that include varying container sizes, frequency of service, and subscription opportunities. These options vary based on the jurisdiction being served and contractual agreements. The options provided and selected will change the overall cost to the customer. A summary of the collection profile in each jurisdiction is provided in Table 9.2.1.

Table 9.2.1: Clark County curbside garbage and recycling residential services

Jurisdiction	Contract	Mandatory	Bulky items (fees may apply)	Collection frequency—garbage	Collection frequency—recycling	Cart size—garbage	Cart size—recycling*
Camas	City	G/R	No	W EOW	W	35 65	65
Ridgefield	City	G	Yes	W EOW M	EOW	20 32 64 96	95
Vancouver	City	G/R	Yes	W EOW M	EOW	20 32 64 96	95
Washougal	City	G/R	Yes	W EOW M	EOW	40 96	95
Other urban (Battle Ground, La Center, Unincorporated Clark County)	UTC	R**	Yes	W EOW M	EOW	20 32 64 96	64
Rural (includes Yacolt)	UTC	No	Yes	W EOW M	Varies	20 32 64 96	Varies
G: Garbage R: Recycling W: Weekly EOW: Every Other Week M: Monthly							
* Glass is not accepted in comingled recycling carts. Glass is to be put in a separate dark green bin.							
** Recycling is mandatory if garbage frequency is weekly or EOW.							
Source: WCW rates page, City of Camas utility page, and individual city contracts							
WCW rates page link: https://wcnorthwest.com/residential-rates							
City of Camas utility page link: https://www.cityofcamas.us/publicworks/page/garbage-services							

Minimum collection service levels: Efforts are being made statewide to establish minimum collection standards and services. Minimum collection service level options include providing recycling for all garbage customers in Clark County unincorporated and rural areas and providing garbage and recycling for all customers in the UGA.

Universal collection services: Universal collection services require residents and businesses to pay into the solid wastes management services regardless of if they choose to participate in the service as provided. In urban communities, universal services offer the benefit of maximizing route efficiency, reducing greenhouse gas emissions, and reducing the overuse of self-haul services at the county's three transfer stations. It also works on economies of scale and helps keep rates low by increasing the participation that spread fixed costs over a larger population. The unincorporated areas

of the county, as well as the cities of Battle Ground, La Center, and the town of Yacolt, do not have a universal garbage collection. Waste generators have the choice of either subscribing to collection services provided by their WUTC-certificated company or self-hauling to a permitted disposal or transfer facility.

Bundling services: Bundling is when the price a residence or business pays for collection service includes more than one service such as garbage, recycling, and/or yard debris/organics. Bundling promotes greater participation and helps increase recovery rates. It also creates route efficiencies like those of universal collection services. By spreading these costs over greater numbers of people, bundling helps to keep rates affordable. Recycling services are commonly bundled with garbage service and is considered a best practice in solid waste collection policy.

Bulky items: Furniture, appliances, electronics, or tires can be picked up curbside when requested. This service is available in Vancouver, Ridgefield, Washougal, unincorporated Clark County and the rural areas of Clark County. The [Waste Connections rates page](#) provides a detailed list of accepted items and associated cost.

As part of the City of Vancouver contract, all single-family residents within the city limits who have active garbage service are eligible for one curbside disposal of up to five bulky items, each item weighing less than 100 pounds, for no additional charge. Additional pickups may be scheduled for an additional fee.

City of Camas residents can request pick up of a variety of large items for an additional fee (based on the item's size and weight), by contacting the city utility customer service line.

Special collection events: Special collection events are a way of collecting materials that are exceptions to regular collections services. This can be bulky items, HHW, or special recycling material such as rigid plastics or polystyrene. Special collection events work well when built around other events to create awareness synergies. These can be annual city festivals, the county fair, or neighborhood events. Special collection events are also a great time to partner with other organizations, such as reuse and repair, green gardening groups or even community health organizations.

In rural areas of the county, these events can supplement recycling collection for standard items as well. Special collection events provide very clean streams of materials due to active monitoring and therefore offer better market value for source separated material which can help offset costs associated with hosting an event.

Garbage collection services

Garbage in Clark County is currently collected by both private companies and municipal government agencies. Table 9.2.2 provides the service provider information and associated WUTC certification number.

Table 9.2.2: Service provider information

Service provider	WUTC certificate number	Address
Waste Connections	G-253	9411 NE 94th Ave. Vancouver, WA 98662
Waste Connections	G-101	PO Box 148 Kelso, WA 98526
City of Camas	None	616 NE 4th Ave. Camas, WA 98607

State law provides the following three categories under which garbage collection services (excluding recyclable materials collection) are administratively authorized and controlled:

State-certified collection: Since 1943, the Washington State Legislature has granted cities and towns the authority to require all residents and businesses to participate in a city mandated waste collection and disposal system. In 1989, the authority was expanded to include the collection of recyclables. Cities and towns implement this authority through their municipal or contracted collection programs. For cities which do not provide collection themselves or through contract, the WUTC is responsible for ensuring that the state certificated hauler serving the city follows the mandatory service and subscription ordinance. RCW 81.77 directs the WUTC to supervise and regulate private solid waste collection companies in the state of Washington. Companies are required to obtain a certificate from the WUTC declaring that the company is qualified, willing, and able to provide the outlined service, specify categories of solid waste that can be collected, and outline the geographic service area.

As part of its legislative mandate, the WUTC audits these companies for fair rates, proof of adequate insurance, operational safety, and requires annual reports. Any solid waste collection company, including certificated companies, may also provide service under contract with an incorporated city or town. The WUTC’s authority covers private collection companies that operate in unincorporated areas of a county and in incorporated municipalities where the city chooses not to regulate through other means. City contracted collection services are not subject to WUTC control. Collection systems directly operated by city crews and equipment are also exempt from regulation by the WUTC.

County controlled collection: Statutory restrictions imposed upon counties by RCW 36.58A limit a county’s authority concerning solid waste collection. A county

currently may provide collection services itself or through direct contract only if no qualified private company is willing or able to do so. In addition, a county may not provide service in an existing certificated area unless it acquires rights by purchase or condemnation. Except in the circumstances stated above, the county is prohibited from directly managing or operating solid waste collection systems. It is unlikely that such a combination of circumstances would ever occur within Clark County. However, a county may exercise limited control of solid waste collection services in unincorporated areas through the adoption of service-level ordinances. Service-level ordinances can establish the types and levels of services to be provided to both residential and non-residential customers. In addition, such ordinances can encourage rate structures that promote waste reduction and recycling activity.

City-controlled collection: Cities and towns have the authority to make decisions about the collection of solid waste within their jurisdictional limits. Three types of collection options are allowed per Washington state law. Within Clark County, the cities and unincorporated areas utilize the following options:

- **Municipal:** This approach utilizes municipal employees and equipment to collect waste. The City of Camas uses this approach for garbage collection.
- **Contracted with a private company:** Incorporated cities and towns may elect to contract with private companies for waste and recycling collection. Services provided by the contractor and regulated by the jurisdiction need to comply with Chapter 70A.205 RCW. Battle Ground, Ridgefield, Vancouver, and Washougal use this approach and have a contract with Waste Connections.
- **WUTC certificated:** With this collection method, cities can delegate solid waste collection authority and responsibility to the WUTC. The cities allow the WUTC-certificated hauler to provide service under WUTC regulation at rates approved by the WUTC. It is the collection company’s responsibility to collect fees for services rendered and to remit a licensing fee, franchise tax, or fee based on gross receipts to the city. The license, therefore, benefits the city by generating revenues while the WUTC remains the regulatory authority for licensed collection. The City of La Center and the town of Yacolt as well as the unincorporated areas of Clark County use this approach by allowing the hauler certificated for their area (Waste Connections) to collect residential and commercial solid waste within their municipal limits.

In 2022, to accommodate the county’s anticipated growth for the next five to seven years, Waste Connections began preparing to transition to automated residential garbage collection. This process required rerouting the entire county and notifying customers of new service dates. Service date changes did not apply to residential customers in Vancouver city limits, Camas, Ridgefield, and Washougal as they have individual collection contracts with Waste Connections. Waste Connections fully

transitioned from customer-provided garbage carts to 95-gallon roll carts in the rural service area and cities' service areas (cities of Battle Ground, La Center, and the town of Yacolt). In 2023, Waste Connections completed the transition to automated garbage carts in the UGA of Clark County. Upgrading garbage carts in these select areas allows the drivers to operate safely from the cab instead of out on busy roadways, thereby reducing injury and accidents.

Recycling collection services

Recyclable material is a commodity and is regulated differently from general solid wastes in the state of Washington. The collection and transportation of recyclable materials from single-family and multifamily residences are regulated under RCW 81.77 and RCW 36.58. Under these statutes, counties have the authority to directly regulate the collection of source-separated recyclable materials. Local government jurisdictions, including both counties and cities/towns, have the option to either contract directly with a private collection company to provide residential recyclable materials collection services or delegate the responsibility to the WUTC. If the local government contracts directly with a collection company, then it regulates collection activities and the WUTC is not involved. If the authority is delegated to the WUTC, then a WUTC-certificated collection company would provide the collection service. In addition to these two options, cities have the option of providing recyclable collection services within their jurisdictional boundaries by using city personnel and equipment. The self-hauling of recyclable materials by generators to recycling centers, transfer stations, or other locations is not regulated.

In Clark County, Waste Connections is the sole contracted hauler providing residential recycling services, including single-family and multifamily residences. This allows for consistency across the county regarding acceptable materials, cart size and color as well as in methods to properly prepare recyclable materials. This continuity allows for unified messaging and prevents customer confusion when moving around the county. Single-family recycling services are offered every other week except for Camas and Battle Ground which maintain weekly service. Multifamily residences have the option of weekly and every other week collection. In Vancouver, multifamily properties can have more frequent recycling collection up to twice per week based on site storage and volume capacities.

In 2009, countywide recycling collection transitioned from a 3-bin system to a roll cart-based collection system for mixed recycling and separate bin for glass at single-family residences. Multifamily residences may have either carts or dumpsters for mixed recycling and a separate cart for glass. The carts are for commingled paper, plastic, and metal recyclables; glass bottles are collected separately in a bin next to the cart. Currently, the roll cart size varies by location. Refer to Table 9.2.1 for the current offerings. The blue carts have black lids that are hot stamped with the accepted list of

recyclables. Select jurisdictions that separately contract recycling services from the county have their carts hot stamped on the side with their city logo. County recycling carts are hot stamped "RECYCLE."

Some items cannot be commingled due to risk of contamination and safety. Single family residential customers are provided with an 11-gallon dark green bin for glass that is set out next to the blue recycling cart. While containers are not provided for motor oil and antifreeze recycling, directions are provided to fill clear gallon jugs and place next to the blue recycling cart.

Batteries are also accepted curbside when properly prepared. Preparation includes taping the ends and placing in a clear plastic bag on top of the recycling bin. Battery contamination in the commingled recycling cart have become a concern. Alternative methods of recycling batteries are preferred over curbside services.

Yard debris and organics collection services

The service level for organic materials (food and yard debris) varies throughout Clark County. All organic materials (food and yard debris) services are subscription based. Subscription options and availability vary based on the location of the residence.

The City of Vancouver and the City of Ridgefield have expanded yard debris curbside collection to add food waste including pre-and and post-consumer food waste, such as whole or partial pieces of produce, meats, bones, cheese, bread, and cereals. Residents received a complimentary kitchen pail to collect food scraps and then empty into the green cart. Households are encouraged to layer food scraps and yard debris to reduce any potential odors and/or vectors as the organics cart is picked up every other week. The remaining areas of the county allow only yard debris in the curbside collection. More information concerning organic materials including food waste, refer to Chapter 6: Organics.

Any additional yard debris above normal service level will be billed as extra yard debris. For public health reasons, all food waste must be contained within the organics cart and must not be included in any extra yard debris placed out. Extra yard debris can be placed in a Kraft paper bag, spare can or bundled at the curb. Loose yard debris cannot be collected at the curb.



142 PENDING ADOPTION

142 PENDING ADOPTION

Commercial recycling

Commercial recycling

The collection and transport of recyclable materials from nonresidential generators are regulated by the WUTC under RCW 81.80. Three types of authorities are established in RCW 81.80, including common carriage, contract carriage, and private carriage. Counties have no authority to regulate the collection and transportation of nonresidential recyclable materials. Cities may enter non-exclusive contracts with providers of non-residential recycling services or may establish a regulatory framework to direct the nature of their activity and services within the jurisdiction. Local businesses, however, may choose to make other collection arrangements.

Common carriers are permitted by the WUTC and can collect a specific commodity or multiple commodities within a designated geographic territory. Common carriers do not own the commodity being hauled; they are simply providing a transportation service for the owner. Common carriers are required to provide collection and transportation services to anyone requesting the service within the collection territory. Fees are negotiated between the carrier and the customer.

Contract carriers are permitted by the WUTC and can collect a specific commodity or multiple commodities from a single nonresidential generator. Contract carriers negotiate the tariff or fee paid for the service with the waste generator without WUTC involvement.

The City of Vancouver has established a licensing program that pertains to common carriers collecting recyclable materials within the city limits. A key purpose of this requirement is to obtain data on recycling activities within the jurisdiction. All recycling collectors obtain from the city a license which is renewed annually. Licensed recyclers must comply with the code requirements and are only to collect source-separated recyclables. An annual report on tons or cubic yards collected is required at the end of each year.

Commercial yard debris and food waste

Under current law, all nonresidential collection of yard debris for composting may occur in a competitive marketplace. Solid waste haulers, disposal companies, private recyclers, private composters, and individual collectors are allowed to make collection arrangements with nonresidential generators, adhering to jurisdictional licensing requirements.

Food waste is a large sector of the garbage waste stream and diversion of food is a major legislative focus. The county is currently working with school districts, restaurants, and institutional entities in the development of food waste collection programs in an effort to meet the legislative requirements.

Commercial food waste collection: In 2022, approximately 100 businesses participated in the food scraps composting service. Methods of participation include shared service with other businesses through their property management company and directly subscribing to Waste Connections. Due to low participation in the voluntary composting service compared with the total number of food-related businesses, most of the food waste generated at businesses is still going to landfill.

School food waste collection: During the 2023-24 school year, Waste Connections provided weekly service to 62 schools for the collection of 368 food only carts. Using the EPA estimates of 150 pounds per cart and assuming a 36-week school year, approximately 993.6 tons (1,987,200 pounds) of food waste was diverted from the landfill and composted.

Retail food waste collection: Many large retailers utilize the private company Divert, Inc and other processing systems for their food waste. Waste Connections currently services food waste drop boxes for several retail locations. This data gives an idea of how much food waste is generated from the retail sector. With the inclusion of food rescue in the Washington Organics Management Law (HB 1799), opportunities exist for diverting some of these tons to feed people and animals.

9.3 Processing and recovery

The county contracts CRC for the processing of residentially collected recyclables and all such recyclables in the county are delivered to West Van for processing. CRC also processes recyclables collected from areas outside Clark County at this same facility. Recyclable materials received through the curbside and multifamily collection programs are marketed by CRC and a portion of the revenue generated from the sale of these materials is returned to the City of Vancouver and contract hauler with the possibility of a percentage returned to the City of Vancouver and county.

The cities of Camas, Ridgefield, and Washougal have contracts that do not include provisions for recycling revenue share. CRC's transfer and disposal contract with the county requires the company to recover and recycle a minimum of 10% of the incoming disposal stream.

CRC meets its minimum annual recycling requirement by recovering materials from selected loads on the tipping floor. Most recovery is wood and metal, pulled from loose drop box or self-haul loads. Very little is recovered from compacted loads of mixed waste due to contamination and operational difficulties. Source-separated materials delivered to CRC drop-off recycling facilities by self-haulers are counted toward the minimum annual recycling requirement; however, materials recovered through CRC's source-separated recycling collection services and materials collected by county and city recycling collection contractors are not included.

9.4 Existing collection education and outreach programs

To increase participation in curbside services and reduce contamination of the recycling and yard debris/organics carts, educating the public is key. The programs outlined below are examples of efforts to educate the customer of proper use of the curbside services. For a more comprehensive list of education and outreach programs, refer to Appendix O.

Organics 101 – Curbside Composting: To increase participation and to prevent contamination, no-cost organics collection workshops are offered to residents multiple times a year through a partnership with Vancouver Solid Waste, Clark County Green Neighbors, and Waste Connections. The “Organics 101 – Curbside Composting” workshop focuses on what is and isn’t accepted in the cart, how to maintain the cart and pail to keep them clean, and where the materials go after leaving the curb.

Mailers and informational resources: Waste Connections in collaboration with Clark County and contracted cities develops and distributes mailers and other resources highlighting current topics and key changes to the services provided. This multilingual newsletter uses words and images to educate the public on what can and cannot be placed in the specific carts, how to dispose of hazardous items like medications, and safety precautions.

9.5 Planning issues

What opportunities are available to expand garbage, recycling, and yard debris/organics collection services?

An evaluation of the current Clark County solid waste system was conducted as part of the Regional Solid Waste Systems Study (Appendix I). Several opportunities were identified to explore including strategies to modify collection services such as expanding universal services, bundling bulky waste, conducting collection events, and eliminating on-call yard debris service in urban areas with the implementation of organics collection.

Additional opportunities include looking into current processing infrastructure to incorporate more automation to increase waste diversion rates.

What intervention points are available to reduce the burden of illegal dumping?

Illegal dumping and the burden it places on communities have a direct impact on the county’s collection system. Bulky waste, couches, mattresses, and other similar items are frequently illegally dumped as a result of inconvenient collection, lack of options or education, or the avoidance of costs. There are many ways and examples the county could develop a bulky waste pickup service for its residences. Vancouver offers a free collection service through Waste Connections for up to five items a year and Tacoma offers a twice a year call collection service. Other cities offer set out dates throughout the year when people can set items out for collection or discounted or free transfer station self-haul vouchers.

How can we increase capacity and participation in food waste collection services?

Given the March 2022 passage of Washington’s organics law per HB 1799, Organics Materials Management (now added to chapter 70A.205 RCW), there’s a need to evaluate the expansion of collection programs for yard debris and food scraps from residential and commercial customers.

In contrast to recycling collection, organics collection services are offered on a subscription basis throughout the county, except in the rural service area where service is not provided. Currently, the City of Vancouver and the City of Ridgefield have transitioned their yard debris collection programs to an organics collection service model. Currently, about 60% of residential Vancouver customers subscribe to this service, which now allows them to include food scraps along with yard debris for every other week collection. Putting food scraps into the organics cart instead of the garbage cart is voluntary and up to the customer.

Concerns have been reported over storing food waste in the green cart may lead to issues of odor, potential pests, and fly/insect infestation, especially during warm summer months. Education on how to layer yard debris with food waste and keep the lids secured can address these concerns to increase the participation of the public.

In addition to residential services, Vancouver currently has a commercial food collection program. Participation has been slow to gain traction. The county, in partnership with Vancouver, could evaluate barriers to participation in Vancouver’s commercial collection program. This could look at pricing, frequency of collection, and education about the program to food waste producing businesses such as restaurants, hotels, hospitals, and schools.





10

TRANSFER AND DISPOSAL

10.1 Introduction

Transfer stations are central collection facilities where solid waste is unloaded from route and commercial collection vehicles or private vehicles and reloaded into larger containers or vehicles for shipment to a landfill or other processing facility. From the transfer stations, materials may be taken to a municipal solid waste landfill, material recovery facility (MRF), or compost facility. A MRF is a collection location that separates and prepares single-stream recycling materials to be sold to end buyers. A MRF also allows the opportunity for separation of items not collected curbside. At the end of the waste stream, municipal solid waste that cannot be recycled, repurposed, or further utilized in the current system is transported to the landfill as its final destination.

In Clark County, municipal solid waste is directed to privately owned facilities through contractual agreements between the haulers and municipalities or through interlocal agreements between the county and municipalities. Municipal solid waste collected by the contracted hauler is delivered to county designated transfer facilities operated by Columbia Resource Company (CRC) under a contract managed by Clark County. Waste Connections provides the majority of municipal solid waste collection services within the county either through a contract or a franchise granted by the WUTC. The county contract with Waste Connections requires the company to deliver municipal solid waste collection under the WUTC franchise or through a contract to the designated county transfer system.

Currently, the waste in Clark County is delivered to and processed at the following three facilities prior to being sent to landfill:

- Central Transfer and Recycling (CTR), located at 11034 NE 117th Ave., Vancouver.
- Washougal Transfer Station (WTS), located at 4020 Grant St., Washougal
- West Vancouver MRF (West Van), located at 6601 NW Old Lower River Road

This chapter outlines the Clark County infrastructure, facilities, and operations for the sorting, transporting, and management of the final stages of the solid waste system.

10.2 Conditions assessment

Flow control

Solid waste flow control is the legal provision that allows local government to designate the places where municipal solid waste is taken for processing, treatment, or disposal. Two significant flow control legal decisions helped shape the understanding and implementation of these rules today. In the *Carbone* decision of 1994, the US Supreme Court ruled that state or local laws that direct where waste should be processed or disposed of violates the “dormant” commerce clause and discriminated against other states in interstate commerce. This rule stated that a municipality could not force a private waste hauler to dispose of waste at a disposal facility of the municipality’s choosing, which essentially made flow control unconstitutional.

Following that decision, in 2007 the US Supreme Court ruled in *United Haulers Association Inc. v. Oneida-Herkimer Solid Waste Management Authority* that local governments are permitted to engage in flow control to government owned disposal facilities or government contracts in specific circumstances. The court concluded that flow control laws that favor government owned disposal facilities do not discriminate against interstate commerce and are reviewed under a more lenient balancing test. The court's decision narrows the impact of the court's *Carbone* decision in 1994.

Transportation and disposal contracts

In April 1990, the county and the City of Vancouver entered a long-term contract with CRC, a wholly owned subsidiary of Waste Connections, with services that began in January 1992. This contract has been amended eight times (1992, 1996, 1998, 1999, 2000, 2019, 2021, 2022). This contract was replaced in its entirety with a new Master Service Agreement on September 1, 2024. The new Master Service Agreement outlines a long-term contract between the county, City of Vancouver, and CRC with the initial terms expiring the end of 2032 with the option for up to five additional years through a contract extension. The service agreement retains some of the basic services outlined in the previous contract with some additional details and clarifications.

The contract outlines:

- Operation of the three privately owned transfer stations in Clark County.
- Criteria for capital improvement & maintenance programs.
- Annual diversion of a minimum of 10% of the incoming waste stream from disposal.
- Transport and disposal criteria of non-recycled and non-hazardous waste from West Van and CTR (primarily by containers transported on barges) to the Finley Buttes Landfill in Morrow County, OR.

- The processing and marketing of recyclable materials from the county/city curbside collection programs.
- Public drop-off facilities provided for source separated recyclable materials.
- Household hazardous waste (HHW) drop-off facilities operated at each transfer station.
- Provides assurances to the public and customers served that there will be improved operations & maintenance standards and performance requirements and remedies for non-compliance or non-performance.
- Simplified and updated annual fee and contribution adjustment processes.
- Dedicated funding to be used for current needs and future investments.
- Measures to provide resiliency and plan for major system impacts and natural disasters.
- Reinforces the preference for the development of a regional entity to be developed to oversee the regional solid waste system.

Some other municipal solid waste practices are known to exist in Clark County, including the following:

- Woodland area wastes are collected by Waste Control (the WUTC-certified collection company for that area) and transported to the Cowlitz County Headquarters Landfill in Castle Rock, WA.
- Some self-haul wastes generated in the eastern, northern, and southern portions of the county are transported into Skamania County, Cowlitz County, and the Portland, OR area, respectively.
- Some amount of commercially generated waste and waste from franchised and/or WUTC-certified haulers in portions of Skamania County, Cowlitz County, and the Portland-metro area is transported to Clark County transfer facilities. This waste is a minor portion of the waste stream received at these facilities.

Transfer stations

Chapter 173-350 WAC, Solid Waste Handling Standards and Clark County Code Chapter 24.12, Solid Waste Management are the primary regulations governing the design and operations of transfer stations. Per the regulations, transfer stations are to be centrally located collection points for solid waste customers, including for commercial vehicles (e.g., route trucks that serve residents and businesses, roll-off trucks, etc.) and customers that self-haul their waste. With the evolution of collection services beyond solid waste to include recyclables and organic waste, these facilities also receive source separated materials that are processed on-site or shipped to



another facility for processing. A transfer station often provides other services such as drop-off of recyclables, HHW, electronic waste, and bulky items. All the materials received at a transfer station are consolidated by material type, loaded into larger transfer vehicles, and shipped offsite for processing and/or disposal.

Central Transfer and Recycling Center

Operations began at the currently located site for CTR in 1985 as the R&R Transfer Station. CRC purchased this facility in 1990 to use as one of the two transfer stations it was required to provide by contract with the county. During the second half of 1991, CRC reconstructed and expanded the site to include a new 38,000-square-foot transfer building with a hydraulic compactor unit. The old transfer building was expanded to 13,000 square feet and converted for use as a drop-off facility for recyclable materials. New entry and scale house facilities were also added. The new transfer station building began operating in January 1992. This facility is currently approved to process 1,200 tons of municipal solid waste per day.

CTR also accepts commercial waste including construction and demolition debris (C&D), source separated recyclable materials, and other miscellaneous wastes. Miscellaneous wastes such as asbestos, petroleum-contaminated soils, ash, certain sludges, and bulky wastes can be delivered to CTR with advance notice and completion of a special waste application issued by CRC.

CTR recovers both source separated and non-source separated recyclable materials. Source separated materials are delivered to a public drop site separate from the main CTR tipping floor. Non-source separated recyclable materials are recovered by CRC staff from selected loads on the tipping floor. Most tipping floor recovery occurs from drop box and self-haul loads including C&D sourced materials, not from compacted

loads of mixed residential and commercial wastes. These recovered materials include corrugated cardboard, wood, metals, and other materials deemed economically recoverable. Recycled materials accumulated at CTR are either delivered directly to secondary markets or transferred to CRC's West Van facility for further processing.

Municipal solid waste delivered to CTR is either top-loaded into transfer trailers or end-loaded by hydraulic compactor units into shipping containers. Solid wastes that are top loaded are less compact and could be transported to the West Van facility for processing to divert additional recyclable materials. Solid wastes that are compacted into shipping containers are transported by truck directly to the barge-loading facility at Tidewater Barge Lines at the Port of Vancouver. They are then shipped upriver via barge for final transport to the Port of Morrow and to the Finley Buttes Landfill. Tidewater Barge Lines holds a contract with CRC to manage all transportation segments from the transfer station to the landfill. At times of the year when river locks are being serviced, the containers are delivered the entire distance by truck.

As required by the Master Service Agreement, HHW is accepted from residential self-haulers in the receiving area of the recycling/HHW building on designated days each week. HHW is received, sorted, and packaged before its removal from CTR by a licensed contractor and transported directly to a state-permitted treatment, storage, and disposal facility. There is a limit of 25 gallons or 200 pounds per day per customer, except for nicotine/vaping products that are limited to 1 gallon per visit.

Other hazardous materials accidentally or illegally disposed of with regular waste are also removed from municipal solid waste by CRC personnel when seen on the tipping floor. Load check spotters, equipment operators, and other station personnel have been trained to identify and isolate unacceptable and/or unauthorized wastes for proper handling and disposal, separate from municipal solid waste.

CTR is the busiest of the three transfer stations and received 242,090 tons or 59.12% of all waste generated in the county in 2023. It also receives the most customer traffic with almost 230,796 inbound trips in 2023.



Washougal Transfer Station

WTS began operations in 2009. The facility is located on a 4.6-acre site at the Port of Camas-Washougal. Customers enter from Grant Street to a scale house complex that includes one inbound scale and one outbound scale. Each vehicle is weighed, and fees are assessed based on the total waste disposed. The site includes a 75-by-60-foot transfer station building (4,500 square feet) with a depressed tunnel for loading transfer trucks and trailers. The station operates as a lift and load, meaning the bottom of the tunnel is only 8 feet below the tipping floor. WTS is currently approved to process 300 tons of municipal solid waste per day.

This facility functions as a transfer station for municipal solid waste from self-haul and commercial customers, public recycling drop-off facility, and an HHW collection site (two days per month). WTS serves the eastern portion of Clark County, including the cities of Camas and Washougal, though some material is from Skamania County. Unlike the other transfer stations, this site operates for the public on a limited schedule but is available for use by collection vehicles on all days that collection routes operate.

WTS received 40,797 tons in 2023 representing about 10% of the county's waste. Both the trips and total tons received have increased steadily over the past several years. This has occurred even though the station is open to receive waste from self-haul customers only three days per week (Wednesday, Friday, and Saturday).

In the Regional System Study Phase 1 Report (Appendix I), it was noted that the WTS will need to expand soon. However, the county is currently considering the option to expand the number of days Washougal is open to receive self-haul customers, which is expected to help relieve some of the traffic issues at CTR. It may also impact the timeframe for expanding the existing WTS. Potential site improvements identified in the Phase 1 Report are discussed further in Appendix I.

English Pit Transfer Station (Closed)

The former English Pit Transfer Station was located at 912 NE 192nd Ave. in eastern Clark County. The facility is owned by Clark County and was operated as a transfer station from 1978 to March 1989. The facility consisted of a 6,000-square-foot transfer building, a pay booth, and an administration building.

Materials recovery facility

A MRF is like a transfer station because it's a centralized location for receiving materials from various customers. However, it differs because materials are processed on-site. The type and complexity of processing methods vary across different MRFs. Materials are received at the facility, and then mechanically and manually sorted by material type (e.g., paper, plastic, metals, glass). Once sorted or separated, materials are baled or compacted and then sold to a secondary processor or mill for preparation into a finished good or a feedstock for a product or packaging.

West Vancouver Materials Recovery Center

West Van is located on a 21+ acre site off Old Lower River Road at the Port of Vancouver. The property includes a large 86,100-square-foot pre-engineered metal building that receives municipal solid waste from both self-haul customers and Waste Connections collection trucks servicing residential and commercial accounts. This facility functions as both a transfer station and a materials recovery center for residential curbside, multifamily, and commercial recycling materials and accepts source separated recyclable materials delivered by the public, including scrap metal, appliances, sheetrock, and other materials. The facility was designed to receive and transfer up to 1,200 tons of municipal solid waste per day under the current operations schedule. This is the original transfer station structure that was constructed in 1992.

West Van also houses the equipment used to process source separated recyclable materials collected through county/city curbside and multifamily collection programs as well as the commercial commingled recycling collection programs and delivered by the contracted operator. This is the only MRF operating in Clark County and was significantly updated in 2009 when the county switched to a cart-based collection system. A more detailed description of the MRF can be found in the final Regional System Study report (Appendix I).

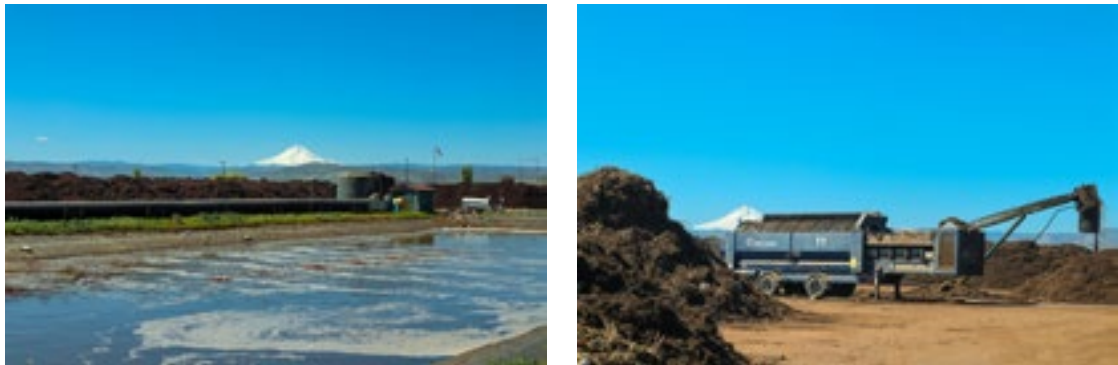
In addition to recycling, organics/food waste from residential customers from the cities of Vancouver and Ridgefield and commercial generators are separated and may be reloaded within the transfer station building for delivery to permitted composting sites or transfer facilities located beyond Clark County.



In addition to these primary functions, West Van includes several other facilities necessary to provide the full range of services. This includes the following:

- Scale house complex with inbound/outbound scales
- Recycle drop-off for bulky items such as tires, appliances, and scrap metal
- HHW drop-off on specified days and a limit of 25 gallons or 200 pounds per day per customer
- Wood waste/yard debris area
- Waste requiring special handling such as tires, appliances, and asbestos
- Waste oil and glass drop for collection trucks
- Administration office
- Maintenance building
- Employee break building

In 2023 West Van received nearly 126,573 tons or 31% of municipal solid waste generated in the county. The transfer station received 125,187 trips this same year, increasing over 30,000 trips since 2021. Further details on curbside recycling and yard debris collection programs are provided in Chapter 9: Solid waste collection. CRC also receives another 12,000 tons of commingled materials from out-of-county sources. These materials are processed at the MRF which is co-located within West Van.



Composting facilities

Commercial and industrial composting happens at large-scale composting facilities designed to handle a high volume of organic materials. These facilities may provide composting services to the residential, commercial, and institutional sectors. They can divert significant quantities of organic materials from disposal facilities.

Currently two organic waste composting facilities are permitted in Clark County. The West Van MRF is permitted to compost up to 50,000 cubic yards of organic material annually. This facility has historically composted source separated leaves. Due to a change in economic factors, the facility is not actively composting material at the facility but reserves the right to do so.

In addition to yard debris, West Van can be used as a food waste transfer site. The transfer site allows residential and commercial collection vehicles to off-load their collected material in a central location, where it is then reloaded into larger-capacity transfer trucks for delivery to the composting facility. Organics could be compacted and then hauled, similar to how garbage is aggregated for transporting.

Most yard debris and food waste collected at West Van is transported to the Dirt Hugger Compost Facility 94 miles east in Dallesport, WA where organic materials are used to produce a variety of high-quality organic compost products.

In addition to West Van, H&H Wood Recyclers is permitted to compost up to 30,000 cubic yards of organic material annually. Composting on site is limited to less than 10,000 cubic yards of material at any one time. This facility composts source separated leaves annually. Most yard debris collected at this facility is incorporated with dry woody waste and utilized as hog fuel and/or transported to another location for composting.

Landfills

Clark County and the cities and town within the county are committed to minimizing the amount of waste being disposed of through the implementation and maintenance of waste reduction programs as well as recycling and organics collection programs. After waste reduction, reuse, recycling, composting, and energy recovery, the remainder of Clark County’s waste is landfilled.

In 1999, Waste Connections purchased CRC and the Finley Buttes Landfill in Morrow County, OR as well as an additional landfill in Wasco County, OR. Since then, CRC, Finley Buttes Landfill, and Wasco County Landfill have been wholly owned subsidiaries of Waste Connections.

Considering the disposal sites in Oregon are long distances from where materials are generated, combining significant amounts of waste at a transfer station can minimize haul times and costs for certificated/contracted haulers, self-haulers, and municipal collectors. Wastes from CTR and West Van that are not able to be further recycled or composted are pushed into a compactor for loading into shipping containers. The containers are then transferred to the Tidewater Barge Lines barge loading facility for shipment upriver for final transport to the Finley Buttes Landfill. Waste collected at the WTS is transported via truck from the transfer station to a landfill in Wasco County, OR. The barging system serves as the alternative transport system for waste from the WTS to Finley Buttes Landfill. Both landfills are modern municipal solid waste disposal facilities permitted by the Oregon Department of Environmental Quality.



Since the municipal solid waste from all transfer stations is disposed of in Oregon, ORS 459.055 (waste reduction and recycling) and OAR 340-93-97 (landfill standards) apply to the county. ORS 459.055 requires local governments outside of Oregon that transport waste to Oregon landfills to implement waste reduction and recycling programs which must be at least as effective as Oregon programs in similar jurisdictions. The local governments must apply to the Oregon DEQ and be accepted before waste can be exported to Oregon.

Finley Buttes Landfill: Finley Buttes Landfill is located approximately 180 miles east of Clark County in Morrow County, OR, at 73221 Bombing Range Road, Boardman, OR. The facility is privately owned and operated by Waste Connections. It is the primary designated disposal site for municipal solid waste generated within Clark County. The landfill is designed, constructed, and operated to comply with all requirements of the Oregon DEQ and EPA Subtitle D municipal solid waste landfill requirements.

Finley Buttes Landfill occupies a permitted 510-acre site. The projected life of the currently permitted landfill is 180 years, which exceeds the 20 years covered by this CSWMP. Currently, the site receives around 500,000 tons of municipal solid waste each year, more than half of which is from Clark County.

Wasco County Landfill: Wasco County Landfill is located about five miles southeast of The Dalles, OR near the intersection of Interstate 84 and US Route 197. The landfill site comprises 337 acres, with 213 acres of the site permitted by the Oregon DEQ for active landfilling. The landfill operator estimates that there are approximately 28 years before reaching capacity. The landfill is privately owned and operated by Waste Connections and is the designated disposal site for municipal solid waste from the WTS and is a backup facility to the Finley Buttes Landfill.

Disposal sites in Clark County

Rufener Landfill (a.k.a. Boise Cascade Landfill, Portside Landfill, Fruit Valley Landfill): The limited purpose Rufener Landfill on Northwest Lower River Road in Vancouver was owned by Boise Cascade and received clarifier solids from the Boise Cascade papermaking plant until April 1996. The county decommissioned the landfill and ended post-closure care in 2017.

Lady Island Landfill: Georgia-Pacific operates Lady Island Landfill as a limited-purpose, privately owned landfill. Adjacent to its Camas mill, this facility accepts both wood waste and dredge materials generated by the mill. This facility is permitted through Clark County Solid Waste Enforcement.

Leichner Landfill: The Leichner Landfill was the last municipal solid waste landfill that operated in Clark County; it accepted waste from 1937 through 1991 at a site located in the south-central part of the county. The site was previously owned and operated by Leichner Brothers Land Reclamation Company and was permitted to operate as a sanitary landfill and to receive municipal solid waste and some construction, demolition, and land clearing waste. Under an order from Ecology, the Leichner Landfill ceased operations on Dec. 31, 1991. Leichner Landfill was purchased by the county in 2012.

Closed and abandoned landfill sites: Closed and abandoned landfills are present throughout the state, including Clark County, and pose potential risks to human health and the environment. With lack of consistent data, Ecology has requested an inventory of all closed and abandoned landfills including any pending actions. A full list of closed and abandoned disposal sites can be found in Appendix G.



10.4 Existing transfer and disposal education and outreach programs

The programs outlined below are examples of educational opportunities to improve the successful diversion of waste before transferred to the landfill. For a more comprehensive list of education and outreach programs, refer to Appendix O.

Transfer station and MRF tours: Waste Connections education staff and Clark County Green programs work to connect audiences and interested residents with tours of the Waste Connections transfer station and MRF. The tours include drop-off locations and education that demonstrate how much waste is produced in the county. The tour guides facilitate community discussions and presentations about recycling and waste reduction.

Secure Your Load campaign with Ecology: Clark County is collaborating with Ecology to reduce litter created by self-hauling customers through the **Secure Your Load for Safer Roads** campaign. The campaign includes tools and resources for social media, advertising, and in-person education. Additionally, Ecology is providing the county with cargo nets and ratchet straps to be distributed at the transfer stations along with stickers and informational pamphlets.

What is being done to move towards a decision on public ownership of the transfer stations?

Through interlocal agreements with Clark County and the City of Vancouver, the intention of moving toward public ownership has been documented. These parties, along with any other municipal entity within the county that chooses to participate, intend to create a regional, multi-jurisdictional entity county successor to own and provide solid waste disposal and transfer services to those participating jurisdictions. The county, operating as the lead agency in these efforts, is actively working with the Regional Solid Waste System Steering Committee (RSWSSC) to develop a consensus on public ownership and expect that process to go on through the planning period. In the event the county, Vancouver, and other participating jurisdictions are unable to form this anticipated regional entity by December 31, 2030, the county and Vancouver agree to meet and determine in good faith how one or both entities will temporarily own and govern the solid waste transfer facilities until such time as the regional entity can be formed and become operational, which is not anticipated to take longer than 24 months.

How do we incorporate the greenhouse gas emissions inventory data into our solid waste planning?

Disposal of organics in landfills is a major source of greenhouse gas emissions. Key to fighting climate change is to stop treating organics, especially food, as waste. With the passage of HB1181 during the 2023 Washington state legislative session, Clark County is now required to add a climate change element to its comprehensive plan by June 30, 2025. The ***Ecology Climate Element Planning Guidance*** released in December of 2023 identifies the following potential climate-related impacts related to solid waste management:

- Increased solid waste and potentially hazardous waste (downed tree limbs, building rubble, roof shingles, vehicles, and appliances) and associated environmental and public-safety impacts following severe storms, flooding, and other hazards.
- Increased waste associated with population growth (including climate migration) and hazards presents opportunities for recycling materials into new products (cradle-to-cradle).
- Increased emissions of carbon dioxide, methane, and other greenhouse gases associated with the transport and disposal of waste.

Organic waste is one of the largest sources of methane production at landfills, therefore diversion of organic wastes should be a priority. Data on the impacts of climate change to our solid waste system is limited and inconsistent in methodology and what is available. This creates challenges for planning for the next 20 years. Clark County Solid Waste and Recycling will continue to monitor and stay current on legislative updates and information by participating in Washington State Association of Counties and prioritize making informed and prompt program changes as information becomes available.



What efforts can be made to address greenhouse gas emissions towards the end of the waste stream?

With the passage of HB1181 during the 2023 Washington state legislative session, efforts are being made to ensure greenhouse gas emissions and climate change elements are incorporated into Clark County planning. Waste diversion, in particular food and other organic materials, should remain a focal point in planning. As organic waste breaks down in municipal solid waste landfills, methane gas is created.

Methane gas collection

Most of Clark County's waste is sent to Finley Buttes Landfill which harvests landfill gas emissions as a renewable energy source for electricity and heat. The methane gas produced at the Finley Buttes Landfill is harvested through a perforated piping system of over 100 vertical and horizontal extraction wells and high-density polyethylene piping. Managed by Finley Bioenergy, the gas is routed to suitable energy recovery systems or combustion devices. The system allows for the sale of 25 million kilowatts per year to the local utility, PacifiCorp, and over 45,000 therms per month to Cascade Specialties, a local food processing plant. The system helps meet Oregon state requirements for renewable energy, and the EPA's requirements for greenhouse gas reductions, and provides the plant with energy savings. It's a constant source of power that is running nonstop, powered by landfilled food waste and other decomposing garbage.

What considerations should be made to handle the anticipated growing population?

Over the past 10 years, the population in Clark County grew 18.1% for an average of 1.8% per year. In 2021 the county generated almost 502,000 tons of material of which 419,492 tons were transported and disposed of in landfills. Assuming the population continues to grow at a rate consistent with the past 10 years, waste projections suggest that by 2040 the amount of waste disposed of in the landfill could approach 570,000 tons per year, an increase of 37%. Such a significant expected increase in the amount of municipal solid waste to be disposed of creates an opportunity for consideration of alternative technologies to handle tons that would otherwise be landfilled.

Since the current transfer stations were developed in the early 1990s and the addition of the Washougal facility in 2009, new services and programs for managing waste and recyclables have been implemented, but facilities have not been expanded. There have been recent improvements to the MRF processing equipment at West Van to utilize more efficient technology, however, more needs to be done to meet the need of the growing population.

Capacity

The existing regional solid waste system can be modified or upgraded, as needed and as possible, to maintain or improve existing levels of service and meet the needs of the growing population. During the Regional Solid Waste System Study (Appendix I), it was noted that CTR receives about 60% of the waste generated in Clark County while the area it serves is expected to receive the largest population growth over the next 20 years. Recognizing the burden this will put on the existing regional solid waste system, recommendations were provided which include siting a fourth transfer station in northern Clark County. The preliminary siting report outlines recommendations and includes the steps to site a new transfer station. Clark County will continue to evaluate options and anticipates further studies including a feasibility study and comparative analysis prior to the next plan update. The siting guidelines for solid waste handling facilities are provided in Appendix H.

Increased traffic and congestion concerns

With increasing population has come increased tonnage and vehicle traffic into each of the three facilities. These trends will continue, particularly with the expected growth in the northern areas of the county, much of which is currently serviced by CTR. Self-haul customer trips have increased significantly over the years, resulting in ongoing challenges with vehicle backups at the facilities. CTR has significant challenges regarding ingress, egress, and on-site traffic management. The number of vehicles delivering waste has increased by 24% in just the past six years. This is discussed further in the Regional System Study Report (Appendix I). The Washington Department of Transportation also plans in the next few years to place a traffic barrier on Northeast 117th Avenue. This is expected to prevent a left turn into the facility (traveling north on 117th Avenue) and a left turn out of the facility.

An examination of how policies and/or collection services could potentially reduce traffic at the transfer stations, primarily at CTR, was included as part of the Regional System Study Report (Appendix I). Options include strategies to modify collection services through universal services and collection events, modify transfer station rates, and revise hours and days of operations. Note that for rate increases, existing interlocal agreements with the cities and town require any rate increase that may result from the implementation of the recommended alternative to be approved by the county only after notice to, and consultation with, the affected cities and town.

What plans exist to improve the current conditions of the transfer stations and MRF?

The age of the facilities and the increased need for expanded customer services for recycling and HHW has also created significant opportunities for facility improvements and expansion. With this in mind, the transfer stations are inspected by an engineering firm on a triennial basis, through a contract between Clark County and a consultant. The contract period is September 1, 2023, to August 31, 2029. The first inspections occurred in September 2023 and identified various maintenance needs and potential capital improvements. The triennial inspection reports will help inform maintenance and capital improvements to occur at the facilities under the Master Service Agreement between the county, Vancouver, and CRC. To supplement triennial inspections, county Solid Waste Operations staff conduct periodic observational inspections of the facilities. Periodic inspections allow the county to record improved and/or worsening conditions of the facilities.





11

FUNDING AND FINANCING

11.1 Introduction

Funding and financing of the Clark County's solid waste system involves a combination of public and private companies and agencies. Presently, Columbia Resource Company (CRC), a private company, owns and operates the county's solid waste transfer and disposal facilities which include Central Transfer and Recycling, West Vancouver Materials Recovery Center, and Washougal Transfer Station. CRC's parent company Waste Connections of Washington (Waste Connections) manages many of the collection operations in the county. Clark County's role is to plan and manage the regional system, including implementing outreach and education programs as outlined in the CSWMP. The county also oversees post-closure and cleanup activities at former disposal sites. The six cities and one town have various roles, related primarily to waste collection within their boundaries. This chapter describes funding and financing mechanisms supporting solid waste management programs in the county.



11.2 Public ownership of the transfer stations

The question of retaining private ownership of the three CRC owned transfer stations or moving towards public ownership leads to unique funding and financing considerations as we move into the future. As outlined in Chapter 10: Transfer and disposal and the Regional Solid Waste System Study (Appendix I), Clark County and participating jurisdictions are reviewing future ownership options. To better inform the decision-making process, the county has contracted with a financial consulting group to perform a cost/benefit analysis of publicly owning the three transfer stations currently in the county. The data from this report will inform future decisions, and by the end of the years covered in this CSWMP, a decision and actions on public ownership will be made. Part of this decision will include managing the operational costs of the transfer stations.

11.3 Legislation

In Clark County, as well as other areas of the state, solid waste funding has often supported local recycling programs, litter abatement, pollution prevention programs, resource conservation, sustainability efforts, and related environmental awareness efforts. As noted in previous chapters, many of these programs and efforts are required by Washington law, while others are required by Oregon law, which also applies as most of the county's solid waste is disposed of in Oregon. It does not attempt to describe the finances of the private companies involved in the regional solid waste system. The following are Washington and Oregon statutes that apply to the county's solid waste management system. For a comprehensive list of solid waste regulations, refer to Appendix F.

Establishing rates and fees

State level

Under Revised Code of Washington (RCW) 81.77.030, the Washington Utilities and Transportation Commission (WUTC) sets collection rates for haulers who are certificated by the WUTC. WUTC is to set rate structures consistent with the state's solid waste management priorities in chapter 70A.205 RCW and consistent with minimum levels of collection and recycling services established according to county solid waste management plans.

RCW 70A.200, the Waste Reduction, Recycling, and Model Litter Control Act, authorizes Ecology to promote and stimulate recycling, encourage litter abatement, and provide employment in litter cleanup and related activities for the state's youth. Funding generated from a tax ("Litter Tax") on products such as fast-food containers support these activities and a grant program for litter cleanup in and by local communities.

Under RCW 81.77.080 and 110, solid waste collection companies certificated by the WUTC must pay an annual fee of 1% of their gross operating revenue to the WUTC to pay for its costs of regulating them. Collection companies are solely responsible for the payment of their annual certification fees.

County level

Under RCW 36.58.040, counties have full jurisdiction to construct, purchase, or contract for the development of solid waste handling systems or facilities, and to establish the rates and charges. Counties may also award contracts for solid waste handling that include the collection of county fees.

Under RCW 36.58.045, counties may levy fees on the collection of solid waste in unincorporated areas of the county to fund administration and planning expenses.

Under RCW 36.58.100-150, counties may establish solid waste disposal districts, independent taxing authorities, and collect disposal fees based on the weight or volume of materials received. The district may issue general obligation bonds for capital purposes and may issue revenue bonds for other activities. The district may fund its operation through excise taxes. The disposal district may not include a city or town without the city council's consent. There are currently no disposal districts in the county.

Under RCWs 39.34 and 39.106, counties can establish intergovernmental agreements with other jurisdictions or form a joint service utility that may collect disposal fees and issue revenue bonds for capital purposes.

Under RCW 81.77.195, upon request of a county, the WUTC may approve rates, charges, or services at a discount for low-income senior customers and low-income customers, if adopted by the county in its comprehensive solid waste management plan. Expenses and lost revenues as a result of these discounts must be included in the company's cost of service and recovered in rates to other customers. At the time of this revision, there is not a rate structure that includes discounted rates for eligible customers. Clark County is committed to moving toward including discounted rates in the future and will include an implementation timeline in the next plan revision.

City level

Under RCW 35.21.130, cities may require property owners and occupants to use the solid waste collection and disposal system (including recycling systems) and may set rates.

Under RCW 35.21.152, cities have full jurisdiction to construct, purchase, or contract for the development of solid waste handling systems or facilities, and to establish the rates and charges.

Taxes

State taxes

Under RCW 82.18, the state Department of Revenue collects a 3.6% refuse tax on the collection, transfer, storage, or disposal of solid waste. Funds are used to provide financial assistance to local governments for repair and maintenance of public works projects. Waste Connections, as a privately owned company, is solely responsible for the payment of the refuse tax.

■ Permit fees

RCW 70A.205.125 grants Clark County Public Health (CCPH) the authority to collect permit fees on solid waste facility permits.

RCW 82.21.030 imposes a Pollution Tax on petroleum products, pesticides, and certain chemicals. A portion of the revenues from this tax, also known as the Hazardous Substance Tax, goes into the Model Toxics Control Operating account under RCW 70A.305.180. This is the funding source for Local Solid Waste Financial Assistance (LSWFA). LSWFA supports the maintenance of Solid Waste Management Plans and Hazardous Waste Management Plans (this CSWMP is a combination of both), and implementation of eligible projects identified in those plans.

11.4 Regional solid waste system revenue sources

Solid waste operations and outreach programs are funded through a combination of contract-based revenue streams, including transfer and hauling contracts, tipping fees, municipal fees, and the sale of recyclables. The following sections outline the fees that support the Clark County regional solid waste system.

Regional administrative fees

When Waste Connections purchased CRC in 1999 and assumed its contract, the county moved from a per ton tip fee surcharge to a monthly administrative fee paid by the transfer station owner/operator to the county to generate revenue for regional solid waste programs. Upon execution of the 2006 contract extension and the completion of the third transfer facility, the administrative fee was increased.

Users of the transfer stations pay a per ton tipping fee to dispose of waste. As outlined in the Master Service Agreement signed September 2024, these tip fees are subject to an annual fee adjustment incorporating two components, an operating fee and a transport fee, incorporated as a blended and weighted annual Inflation Adjustment Factor. The annual adjustments are intended to address changes in operational costs.

County health fee

The county health fee (listed as SW Fee: County Tipping Fee in Table 11.5.1) is a temporary fee, implemented in January 2018, that is added to the MSW and drop box tip fees at a rate of \$1.43 per ton. This fee was implemented as a temporary fee and is not subject to annual inflationary adjustments. As defined in the Master Service Agreement between Clark County, CRC, and Vancouver, the \$1.43 per ton fee is temporarily removed during the annual tip fee adjustment and added back after the inflationary adjustments are made. The fee was established due to reductions in Model Toxics Control Act (MTCA) funded grants, including a reduction in Local Solid Waste Financial Assistance (LSWFA) grant funding received by the county. This was done as a temporary measure to offset initial reductions that support the Solid Waste & Recycling and Solid Waste Enforcement programs, which also included contributions for indirect expenses to Clark County Public Health Department. Clark County is currently reviewing this temporary fee and will update the CSWMP through the amendment process to reflect any changes.

Recycling and yard debris collection contracts administrative fees

The county assesses a recycling and yard waste contract administrative fee on the single-family and multifamily recycling contracts as well as yard waste collection service contract. The fees are collected monthly by the recycling and yard waste collection contractors as part of the collection rate and are submitted to the county. These fees are based on number of subscribers to the service and cover the county's costs of administering the contracts.

■ Sale of recyclable materials (commodities)

Under the contract agreement with CRC, the recyclable materials received through the county and the City of Vancouver single-family and multifamily curbside recycling collection programs are marketed. A portion of the revenue received from the sale of recyclables is shared quarterly with the county and City of Vancouver, based on the number of tons collected in each jurisdiction and the value of the materials that are marketed.

11.5 Regional fund management and restrictions on use

Each account used to fund the regional solid waste system have been established to serve specific functions within the system. The tables below outline the revenue and expenditures permitted within the parameters of each fund as well as forecasting to ensure future needs.

Professional services

The Clark County regional solid waste system relies on partnerships and professional consultants to provide services and expertise. These include services integral in the decision-making process for regional solid waste management such as feasibility studies, waste characterization studies, and system wide decision facilitation. Note that the professional services are listed on the tables as a single line item and are held as an average of what is typically spent however, the actual costs of contracts may vary year to year. The professional services under each funding source will be specific to the restrictions outlined below. The county has led efforts to create oversight committees to ensure the professional services are reviewed, approved of, and paid for out of the appropriate fund. Examples of approved professional services are provided under each fund described below.

Clark County Solid Waste Fund (Fund 4014)

Fund 4014 is the designated operations and administrative enterprise fund maintained by the county. The revenue sources for Fund 4014 include county administrative fees paid by the contractor under the disposal and collection contracts; state grants; a share of the revenue from sales of recyclable materials; interest income; and sponsorships and partnerships with businesses and organizations in the community. Fund 4014 is to be used for administrative costs, regional waste reduction, recycling programs, and other related programmatic work including professional services for waste characterization studies (estimated \$320,000), contract negotiation and facilitation (estimated \$100,000), and financial consultation (estimated \$150,000). For a breakdown of revenue and expenditures for Fund 4014, refer to table 11.5.1.

Designated Capital Improvement and Maintenance Restricted Fund (DCIMRF)

The DCIMRF is a restricted interest-bearing fund established and maintained by CRC for the sole purpose of funding select capital improvement and maintenance explicitly authorized in the Master Service Agreement contract between Clark County, City of Vancouver, and CRC. The fund activities are monitored regularly by the county and Vancouver. Any interest earned must remain within the fund. Accessing resources from the DCIMRF including both contributions and any interest, requires formal written approval from the county and Vancouver.

DCIMRF funds specific and approved capital improvement projects and/or maintenance projects. As this is a CRC managed account, there are no professional services listed. Funds in this account are held for reimbursement for approved project only. For a breakdown of revenue and expenditures for the DCIMRF, refer to table 11.5.2.

Capital Improvement Program (CIP) Oversight Committee

The Capital Improvement Program (CIP) Oversight Committee has been established with representatives from Clark County and the City of Vancouver to review requests from CRC for reimbursement on capital and select maintenance projects. The committee will meet a minimum of quarterly each year to review requests and approve reimbursement from appropriate funds. Initial projects identified during the RSWSS (Appendix I) are informing priority projects and financial projections. This list is in the process of being finalized by the CIP Oversight Committee. For more information on capital fund projects, refer to section 11.9 Capital needs and financing plan.

Table 11.5.2: Designated Capital Improvement & Maintenance Restricted Fund (DCIMRF), Revenues and Expenditures 2023-2030

Revenue	2023* Actual	2024 Actual	2025 Budget	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Contractual Contribution, lump sum	-	\$4,200,000.00	-	-	-	-	-	-
Contractual Contribution, tonnage residual	-	-	\$5,436,286	\$5,707,305	\$5,924,161	-	-	-
2025 Barge Reimbursement	-	-	(\$599,344)	-	-	-	-	-
Investment Interest			\$168,000	\$328,198	\$529,618	\$747,769	\$737,680	\$727,187
TOTAL—Revenue	\$0.00	\$4,200,000.00	\$5,004,942	\$6,035,503	\$6,453,779	\$747,769	\$737,680	\$727,187

Expenditures	2023* Actual	2024 Actual	2025 Budget	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Other Operating								
Estimated Approved Capital Projects**	-	-	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Estimated Approved Maintenance Projects	-	-	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Subtotal—Other Operating	\$0.00	\$0.00	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Ending Fund Balance	\$0.00	\$4,200,000.00	\$4,004,942	\$5,035,503	\$5,453,779	(\$252,231)	(\$262,320)	(\$272,813)
Subtotal—Fund Balance	\$0.00	\$4,200,000.00	\$4,004,942	\$5,035,503	\$5,453,779	(\$252,231)	(\$262,320)	(\$272,813)
TOTAL — Expenditures	\$0.00	\$4,200,000.00	\$5,004,942	\$6,035,503	\$6,453,779	\$747,769	\$737,680	\$727,187
NET	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0
*Account was established in 2024 upon execution of the Master Service Agreement (MSA)								
**Capital Improvement Projects (CIP) oversight committee has been established to prioritize a list of capital projects which will be approved and begin in 2026								
Projected Fund Balance	-	\$4,200,000.00	\$8,204,942	\$13,240,445	\$18,694,224	\$18,441,993	\$18,179,673	\$17,906,860

Regional Solid Waste System Fund (RSWSF) (6318)

RSWSF is an interest-bearing special revenue fund established and maintained by the county for the sole purpose of funding the regional solid waste system. Any interest earned must remain within the fund. CRC deposits monthly contributions to this fund based on inbound MSW and drop box tonnage processed as defined in the Master Service Agreement Attachment A.1. All funds in RSWSF are maintained by the county until a regional entity is established to oversee the regional system through public ownership.

RSWSF is to be used to support the regional solid waste system needs including professional services such as the consulting services for the North County transfer station siting study (estimated \$750,000 over the next few years), consulting services to assist with the public ownership decision (estimated \$500,000 over the next few years), and projects agreed to and identified by the CIP Oversight Committee (see above). For a breakdown of revenue and expenditures for the RSWSF, refer to table 11.5.3.

Table 11.5.3: Regional Solid Waste System Fund (RSWSF) (6318), Revenues and Expenditures 2023-2030

Revenue	2023 Actual	2024 Actual	2025 Budget	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Contractual Contribution, lump sum	-	\$5,800,000.00	-	-	-	-	-	-
Contractual Contribution, tonnage	-	\$6,089,963.49	\$6,963,282	\$7,064,250	\$7,166,682	\$3,392,946	\$3,442,144	\$3,492,055
Interest, Other Earnings	-	\$54,935.26	\$537,520	\$797,207	\$1,084,372	\$1,380,070	\$1,549,855	\$1,729,495
TOTAL — Revenue	\$0.00	\$11,944,898.75	\$7,500,802	\$7,861,457	\$8,251,054	\$4,773,016	\$4,991,999	\$5,221,550
Expenditures	2023 Actual	2024 Actual	2025 Budget	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Other Operating								
Reimbursable Capital Projects — TBD*	-	-	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Professional services — Contracts TBD**	-	-	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
North County Recycling and Transfers Stations Siting Study	-	-	\$730,000	\$480,000	\$680,000	-	-	-
Subtotal-Other Operating	\$0.00	\$0.00	\$1,730,000	\$1,480,000	\$1,680,000	\$1,000,000	\$1,000,000	\$1,000,000
Ending Fund Balance								
Ending Fund Balance	\$0.00	\$11,944,898.75	\$5,770,802	\$6,381,457	\$6,571,054	\$3,773,016	\$3,991,999	\$4,221,550
Subtotal—Fund Balance	\$0.00	\$11,944,898.75	\$5,770,802	\$6,381,457	\$6,571,054	\$3,773,016	\$3,991,999	\$4,221,550
TOTAL— Expenditures	\$0.00	\$11,944,898.75	\$7,500,802	\$7,861,457	\$8,251,054	\$4,773,016	\$4,991,999	\$5,221,550
NET	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0
*Capital Improvement Projects (CIP) oversight committee has been established to prioritize a list of capital projects which will be approved and begin in 2026								
**Professional services for regional projects will need RSWSSC and CIP oversight committee approval. Contracts pending.								
Projected Fund Balance	-	\$11,944,898.75	\$17,715,701	\$24,097,158	\$30,668,212	\$34,441,228	\$38,433,227	\$42,654,777

■ Lechner Landfill Financial Assurance Reserve Fund (FARF)

Clark County has a continuing financial responsibility for monitoring and maintaining the closed Leichner Landfill. Through various agreements with the county, City of Vancouver, Leichner Landfill, and Ecology, the county manages and administers the financial affairs associated with the closure and post-closure cost of the Leichner Landfill. Maintenance activities are performed by the county and private consultants approved by the county. The funding comes from monies contributed by ratepayers on the disposal fees when the landfill was in operation and interest that is earned on the FARF balance. FARF is to be used for costs associated with post-closure activities including professional services for engineering and monitoring (estimated \$650,000 annually). Funds are provided in the fund balance to support these activities through the 25-year post-closure care term. If the fund balance is no longer a viable funding source for these activities, the county intends to use its authority under RCW 36.58 to create a new fee through its solid waste transfer system contract.

The Lechner Landfill Oversight Committee was established in the disposal and settlement agreement to oversee management of the Lechner Landfill site, the FARF, and compliance with the Consent Decree. The committee meets on a quarterly basis with voting members from the City of Vancouver and Clark County. For a breakdown of revenue and expenditures for FARF, refer to table 11.5.4.



Table 11.5.4: Financial Assurance Reserve Fund (FARF), Revenues and Expenditures 2023-2030

Revenue	2023 Actual	2024 Actual	2025 Budget	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Investment Interest	\$560,462.46	\$547,546.59	\$549,068	\$538,327	\$525,394	\$510,080	\$492,180	\$471,479
Miscellaneous Revenue	\$497.00	–	–	–	–	–	–	–
TOTAL—Revenue	\$560,959.46	\$547,546.59	\$549,068	\$538,327	\$525,394	\$510,080	\$492,180	\$471,479
Expenditures	2023 Actual	2024 Actual	2025 Budget	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Other Operating								
Professional or Contracted Services	\$525,981.73	\$658,079.75	\$690,984	\$725,533	\$761,810	\$799,901	\$839,896	\$881,891
Subtotal—Other Operating	\$525,981.73	\$658,079.75	\$690,984	\$725,533	\$761,810	\$799,901	\$839,896	\$881,891
Transfers								
Operating Transfers	–	\$80,000.00	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
Subtotal—Capital	\$0.00	\$80,000.00	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
City (33.23%)	\$174,783.73	\$245,263.90	\$256,198	\$267,679	\$279,733	\$292,391	\$305,681	\$319,636
County (66.77%)	\$351,198.00	\$492,815.85	\$514,786	\$537,854	\$562,077	\$587,510	\$614,215	\$642,255
Subtotal—Operating Expenditures	\$525,981.73	\$738,079.75	\$770,984	\$805,533	\$841,810	\$879,901	\$919,896	\$961,891
Ending Fund Balance								
Ending Fund Balance	\$34,977.73	(\$190,533.16)	(\$221,916)	(\$267,206)	(\$316,416)	(\$369,821)	(\$427,716)	(\$490,412)
Subtotal—Fund Balance	\$34,977.73	(\$190,533.16)	(\$221,916)	(\$267,206)	(\$316,416)	(\$369,821)	(\$427,716)	(\$490,412)
TOTAL—Expenditures	\$560,959.46	\$547,546.59	\$549,068	\$538,327	\$525,394	\$510,080	\$492,180	\$471,479
NET	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0
Projected Fund Balance	\$11,492,334.33	\$11,301,801.17	\$11,079,885	\$10,812,679	\$10,496,263	\$10,126,442	\$9,698,726	\$9,208,314

11.6 Grants

Local Solid Waste Financial Assistance

Clark County, cities, and town may apply for grants from Ecology's Local Solid Waste Financial Assistance (LSFWA) grants program to partially fund mandates from the state for solid waste management activities. The LSFWA grant program is funded by the state's Local Toxics Control Operating Account (see Legislation, above). Grant funded programs must comply with the CSWMP. A 25% local match is required, and activities and expenditures must be approved by Ecology staff. The LSFWA grants are usually offered by Ecology on a biennial cycle. More information can be found on [Ecology's local solid waste financial assistance program grants](#) webpage.

LSWFA funds are maintained in the Clark County Solid Waste Fund. Funds have historically been used to support work related to solid waste management planning, household hazardous waste events, waste reduction and recycling, and implementing requirements related to the organics management laws.

Litter cleanup

Clark County, the cities, and town may also apply for Community Litter Cleanup Program grants which are funded by the Waste Reduction, Recycling, and Model Litter Fund (see Legislation, above). These small grants help to pay for litter and illegal dump cleanup programs in the region.

Additionally, the Ecology Ramp Litter Cleanup Program grant is a competitive grant program that provides funding to local governments for litter cleanup of state highway ramps. Clark County recognizes the value and importance of this work and will continue to look into ways to support litter cleanup efforts including future grant applications.

Presently, litter cleanup grants are not part of the funding plan for this planning cycle however will be considered in future grant cycles.

Other grant funding sources

Other grants from public and private sources may occasionally become available. In the past, grants from other sources have been used to purchase street banners, survey recycling setouts, remove hazardous materials from school science labs, increase access to high school student composting education, and purchase event recycling containers. These other grants are utilized when available but are not relied upon to fund core program services.

11.7 City revenues and expenditures

Host fees are paid monthly to the City of Vancouver for West Van and to the City of Washougal for WTS. For the City of Vancouver, the host fee is adjusted on the same date and by the same percentage point applied to the operating fee component of the municipal solid waste (MSW) tip fee. The City of Washougal manages their own contract with CRC and host fee adjustments.

City of Vancouver accounts for about 40% of the county's residents. Vancouver City Council sets collection rates for garbage, recycling, and organics within city boundaries. The rate formulas include collection costs, disposal fees, and city fees, as well as a utility tax, which the garbage collection contractor pays monthly. Recycling collection is funded through customer fees plus a portion of revenues received from the sale of recyclable materials.

The Vancouver city fee is used for the Solid Waste Services Program, which provides for staff, contract management, regulatory and enforcement activities, solid waste and recycling education, public information, neighborhood cleanup programs, leaf collection, the neighborhood recycling education program, and solid waste program administration. City of Vancouver staff performs the following roles:

- Plans for and manages the delivery of garbage, recycling and organics (food and yard debris) collection services within the City of Vancouver for residents and businesses.
- Manages a long-term comprehensive contract with a private collection services operator.
- Acts as a liaison between the collection contractor and Vancouver customers on billing and service issues.
- Develops collection services rate structures and rate modeling adopted by Vancouver City Council.
- Manages resident and neighborhood programs including neighborhood clean-up events, a bulky curbside pickup service for residents, and coupon programs in the fall and spring.
- Licenses open market haulers of commercially generated recyclable materials.
- Coordinates with the collection contractor to provide a Commercial Recycling pilot that provides a reduced cost for basic commingle and glass recycling service for all commercial customers.
- Participates in educational programs offered by the County, the collection and disposal contractor, and other partner agencies, institutions and groups.
- Maintains data on City programs and budget, reviews development projects for waste storage and screening needs and provides a variety of community cleanup efforts and technical assistance to related to Vancouver's solid waste ordinances.

Camas is the only Clark County city that operates its own residential garbage collection service and receives user fees for the service. Both Camas and Washougal handle solid waste billing, and in both cities, the solid waste fund is an enterprise fund.

The general funds for Battle Ground, Camas, Ridgefield, and Washougal all receive revenues from their respective taxes or franchise fees on garbage collection. Yacolt and La Center have no solid waste revenues.

11.8 Solid waste enforcement revenues and expenditures

County level

Public Health receives annual permit fees from permitted facilities in Clark County, including the three county contracted transfer stations, to fund the Solid Waste Enforcement program. These permit fees fund inspections, permit request reviews, and related activities. Public Health also receives Local Solid Waste Financial Assistance (LSWFA) funds from Ecology and support from the Clark County Solid Waste Fund for solid waste enforcement activities.

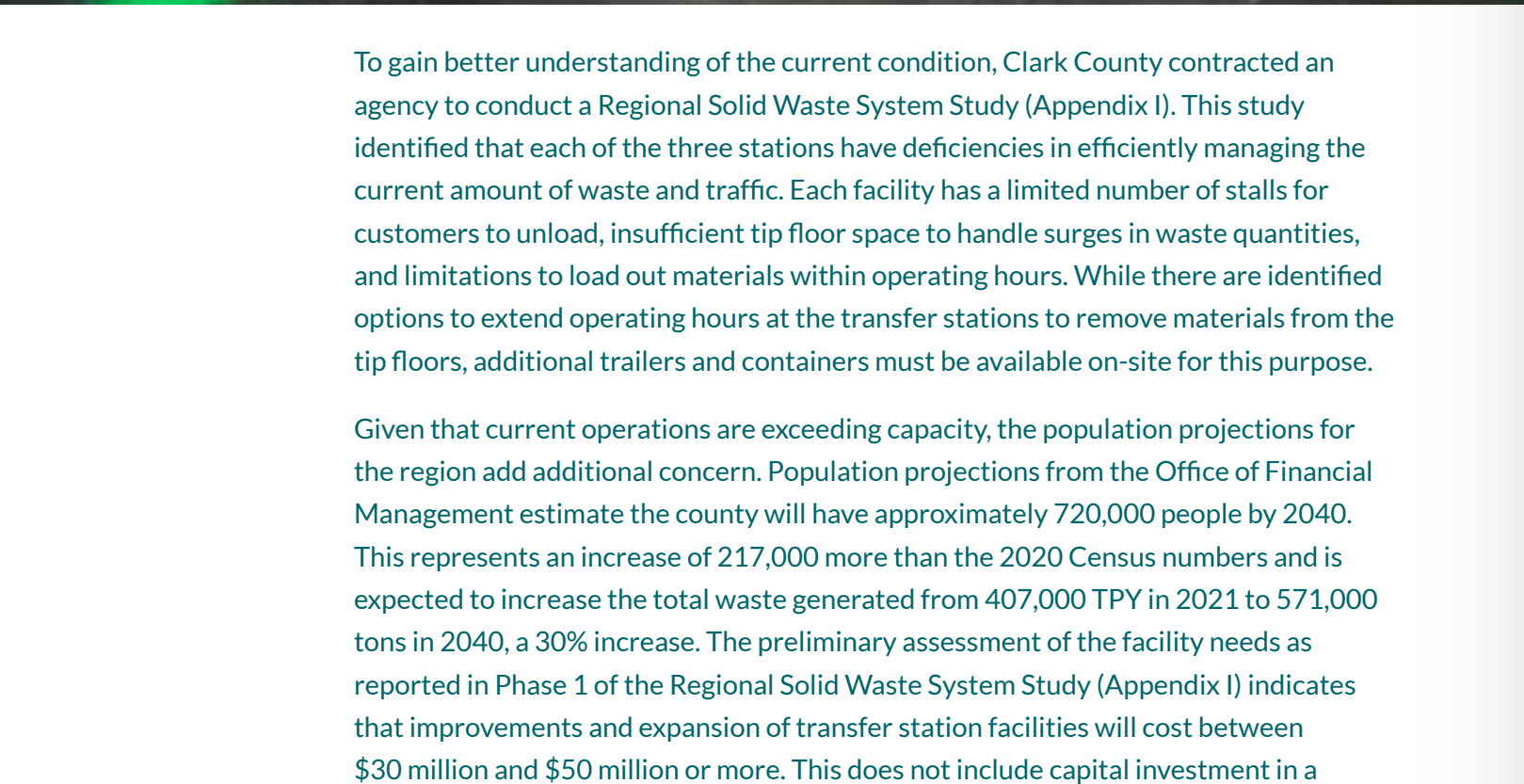
State level

The WUTC collects a franchise fee which is included in garbage collection rates in unincorporated Clark County and the cities and town with WUTC haulers. The franchise fee revenues help support WUTC administration, including a customer service telephone line, rate review, and occasional enforcement activities related to non-licensed garbage hauling.

11.9 Capital needs and financing plan

Transfer stations

As described in the sections above, the three system transfer facilities currently receive most of the solid waste generated in the county. CTR and West Van, the two largest transfer stations, were designed and constructed in the early 1990s. However, since 2010 the amount of waste generated in the county has increased from 203,000 tons per year (TPY) to over 409,000 TPY in 2023. These facilities are now receiving a significantly higher volume of waste and customer traffic than they were designed to manage. And, other than the construction of a third transfer station in the City of Washougal in 2009, there have been no significant investments in the transfer station system.



Given that current operations are exceeding capacity, the population projections for the region add additional concern. Population projections from the Office of Financial Management estimate the county will have approximately 720,000 people by 2040. This represents an increase of 217,000 more than the 2020 Census numbers and is expected to increase the total waste generated from 407,000 TPY in 2021 to 571,000 tons in 2040, a 30% increase. The preliminary assessment of the facility needs as reported in Phase 1 of the Regional Solid Waste System Study (Appendix I) indicates that improvements and expansion of transfer station facilities will cost between \$30 million and \$50 million or more. This does not include capital investment in a

A key element of the future facilities plan is the need to expand capacity for serving the north/central part of the county. The **Comprehensive Clark County Growth Management Plan** shows the largest percentage of growth over the next 20 years will occur in this area currently served by CTR. The range of possibilities is to expand the existing CTR facility onto an adjacent parcel or possibly site a new transfer station. A feasibility study to determine if a fourth transfer station is needed in the northern part of the county, combined with an evaluation of improvements to CTR, will provide and identify next steps. Planning for any improvements to the system (either a fourth transfer station or improvements to CTR) will be during the next five years.

- Committing revenue from the rates to pay for improvements.
- Relying on private capital from the contractor that will be paid by rates.
- Issuing revenue bonds if a decision is for the facilities to be publicly owned.

Existing interlocal agreements with the cities and town require any rate increase to be approved by the county only after notice to and consultation with the affected cities and town. This includes any increase that may result from planned capital improvements to the system. Tipping fees and/or transaction fee increases would also be reviewed by the WUTC as these would be pass-through rates on collection services. Specific information will be available for review when alternatives have been reviewed, a decision as to the direction for capital improvements is made, and cost estimates of the project are established. Also, as discussed in Regional Solid Waste System Study (Appendix I), the county and the cities and town are evaluating options for public ownership of the transfer station system.

Materials Recovery Facilities (MRF)

The MRF at West Van processes all the recyclables generated in the county. As reported in the Phase 1 Regional Solid Waste System Study, the MRF processes 200 tons per day (TPD) over two shifts with older, less efficient equipment. CRC has made some equipment improvements to help reduce labor costs and produce cleaner materials to meet market demand. However, due to the current strain on the system the long-term plan is for CRC, at their sole expense, to relocate the existing MRF equipment and install modern equipment at a newly sited facility. The costs associated with this relocation is not eligible for DCIMRF reimbursement. The MRF will remain privately owned and operated. The timeline for the acquisition of a new site and removal of existing equipment was agreed upon as part of the recently signed Master Service Agreement with the target acquisition date of no later than December 31, 2025. The decision on where the MRF equipment will be moving and what equipment will be required is currently in negotiations between the county, City of Vancouver, and CRC. The current recycling processing contract (Attachment A.2 in the Master Service Agreement) is set to expire December 31, 2027, with the option for a conditional extension to December 31, 2028.

Financing current needs and future investments

The Master Service Agreement signed in 2024 outlined the requirement to dedicate funds to be used for current needs and future investments. Included in this requirement is a dedicated financial commitment from CRC of \$50 million (in 2023 dollars) in the first four years of a new contract, with an additional \$13 million (2023 dollars) estimated funding in subsequent years of the new contract and conditional extension years. The combined \$63 million in funding for the regional system are contributions from the MSW and drop box tip fees and contractor to be used for timely investment in capital improvement and select maintenance projects managed and approved by the county with input from Vancouver. These contributions, referenced as Contractual Contribution on the tables, are spread between the DCIMRF and the RSWSF 6318 as outlined in the agreement.



12

IMPLEMENTATION SCHEDULE

12.1 Introduction

Chapter 70A.205 RCW defines the requirement for a clearly defined implementation schedule for programs and actions outlined in the CSWMP with consideration given to the system needs for the next 20 years. This chapter lists recommendations noted in previous chapters. The action items identified are in line with the goals and objectives outlined in Chapter 1: Background and administration.

12.2 Emerging issues

It is anticipated that the programs will generally be able to stay on the course established by this CSWMP for the next 20 years. As we implement this CSWMP, issues may arise that could directly impact our local solid and hazardous waste management programs. These include the introduction of new state, federal, and international government regulations and policies, advancements in technology, and changes in product use and design. Consequently, we may need to adjust the recommendations in this CSWMP or add new action items to our implementation strategy to effectively address them before our CSWMP is updated again. When these issues arise, the CSWMP may need to be amended or revised to address them using the process defined in 1.11 Process of updating the plan and will be referenced in our next plan update.

12.3 Implementation schedule

The following pages provide details on the action items and projected timeline to meet the priorities outlined in this CSWMP.

Table 12.3.1 Summary of recommendations/actions, implementation schedule

Recommendations/actions		2025	2026	2027	2028	2029	2030	Future
Administration								
A1	Coordinate with the Regional Solid Waste Systems Steering Committee (RSWSSC) to revise bylaws and interlocal agreements related to the potential public ownership of the transfer stations and other regional solid waste issues.	X	X	X	X	X	X	X
A2	Work with Oregon Metro to advance proposals that would mutually benefit both regions; provide for a reciprocal exchange of technical assistance and input for areas of mutual concern; enhance communication; and when appropriate use joint contracts.	X	X	X	X	X	X	X
A3	Identify and plan to develop ordinances related to solid waste planning and regional solid waste activities.	-	-	-	-	-	-	X
A4	Implement a continuous improvement program for data management including researching data management software.	X	X	X	X	X	X	X
Planning area								
P1	The county will maintain work with the RSWSSC and SWAC to present the information needed to develop a consensus on whether the transfer station system should be publicly owned	X	X	X	X	X	X	X
P2	Subcontract with a professional facilitation agency to support and coordinate the development of a regional entity.	X	X	X	X	X	X	-
P3	Negotiate the terms of an interlocal agreement meeting the criteria outlined in the Master Service Agreement for forming a regional entity with the intent to own and manage the regional transfer stations.	-	-	-	X	X	-	-
P4	Form a regional entity with the intent to own and manage the regional transfer stations.	-	-	-	-	-	X	X
P5	Negotiate the terms for a new materials processing center (Attachment 4 to the Master Service Agreement)	X	X	-	-	-	-	-
Enforcement								
E1	Identify and plan to develop and revise ordinances related to solid waste enforcement including updating Clark County solid waste code.	-	-	-	-	-	-	X
Waste reduction								
W1	Promote and support the four core programs: Green Schools, Green Business, Green Neighbors, and Composter Recycler.	X	X	X	X	X	X	X
W2	Increase education and outreach accessibility for diverse populations.	X	X	X	X	X	X	X
W3	Provide waste reduction education and assistance to businesses and schools	X	X	X	X	X	X	X
W4	Promote toxics waste reduction through green cleaning and natural gardening workshops, online and printed resources.	X	X	X	X	X	X	X

Recommendations/actions		2025	2026	2027	2028	2029	2030	Future
Transfer and disposal								
T1	Update the county's ordinances regarding directing waste to designated disposal sites in the county's regional solid waste management system.	-	-	-	-	-	-	X
T2	Utilize the existing contract for garbage export to Finley Buttes Landfill located near Boardman, OR, and Wasco County Landfill located near The Dalles, OR as the primary disposal sites for Clark County waste for the duration of the current disposal contract but consider alternative disposal options when considering any amendments to the agreement with CRC.	X	X	X	X	X	X	X
T3	Assess and recommend changes to existing signage at the transfer stations for clarity and consistency and update as needed	X	X	X	X	X	X	X
T4	Initiate and complete Environmental Site Assessments for existing and future regional solid waste transfer and material recovery facilities.	X	X	X	X	-	-	X
Funding and financing								
F1	Maintain status quo of Clark County as the designated lead agency for regional Local Solid Waste Financial Assistance (LSWFA) planning and implementation grant applications. Lead agency will provide appropriate documentation with each application confirming full partner support.	X	X	X	X	X	X	X
F2	Establish and implement an ongoing process, involving the Regional Solid Waste System Steering Committee to provide regional partners with a role concerning regional program funding and expenditure decisions.	X	X	X	X	X	X	X
F3	Continue existing programs with funding currently in place for regional system support, including the LSWFA grant from Ecology.	X	X	X	X	X	X	X
F4	Pursue federal and state grants that are appropriate to plan goals and desired outcomes.	X	X	X	X	X	X	X
F5	Evaluate funding options to ensure that funding of required solid waste, waste prevention, and recycling roles continue such as new revenue-generating authorities, and contract revisions for disposal and collection services.	X	X	X	X	X	X	X
F6	Create a fund policy for the newly established special revenue fund/capital improvement fund for improvements to the system and transfer stations using revenue generated from rates.	X	-	-	-	-	-	-
F7	Increase transparency and timeliness of financial reporting with SWAC and RSWSSC.	X	X	X	X	X	X	X
F8	Evaluation of discounted rates for feasibility and implementation in preparation for the next plan revision.	X	X	X	X	X	X	X





APPENDIX A: Acronymns and definitions

Acronyms	
AHW	Acutely hazardous waste
C&D	Construction and demolition waste
CCC	Clark County Code
CCPH	Clark County Public Health
CRC	Columbia Resource Company
CROP	Contamination Reduction Outreach Plan
CSWMP	Comprehensive Solid Waste Management Plan
CTR	Central Transfer and Recycling Center
DEA	Drug Enforcement Agency
DEQ	Oregon Department of Environmental Quality
DOH	Washington State Department of Health
DOT	Washington Department of Transportation
Ecology	Washington Department of Ecology
EHW	Extremely Hazardous Waste
EPA	United States Environmental Protection Agency
HHW	Household hazardous waste
ILA	Interlocal Agreement
MRF	Materials recovery facility
MRW	Moderate risk waste
MSW	Municipal solid waste
ORS	Oregon Revised Statute
PPA	Pollution Prevention Assistance Program
ppm	Parts per million
QEL	Quantity exclusion limit
RCRA	Resource Conservation and Recovery Act
RCW	Revised Code of Washington
RRP	Renovation, Repair, and Painting
RSWSSC	Regional Solid Waste System Steering Committee
SEPA	State Environmental Policy Act
SQG	Small quantity generator
State	The State of Washington
SWAC	Solid Waste Advisory Commission
SWCAA	The Southwest Washington Clean Air Agency
SWE	Solid Waste Enforcement
SWEO	Solid Waste Education and Outreach
SWO	Solid Waste Operations
TPD	Tons per day
TSCA	Toxic Substances Control Act
WAC	Washington Administrative Codes
Waste Connections	Waste Connections of Washington
West Van	West Vancouver Materials Transfer Station
WTS	Washougal Transfer Station
WUTC	Washington Utilities and Transportation Commission

Definitions

Anaerobic digestion: Involves the breaking down of organic matter using bacteria in the absence of air to produce biogas and a high nutrient residue that can be used as a soil amendment. Often allows for either fuel or energy production.

Best management practices: Best management practices are effective, practical, structural, or nonstructural methods that prevent or reduce the movement of sediment, nutrients, pesticides, and other pollutants from the land to surface or groundwater, or which otherwise protect water quality from potential adverse effects of land use activities.

Bulky wastes: Large items such as appliances, furniture, and other oversized wastes.

Central Transfer and Recycling Center (CTR): The transfer station is located at 11034 NE 117th Ave, Vancouver, WA.

Clark County Code (CCC): Codified ordinances and regulations adopted by the Clark County Council that govern how the county government works.

Clark County Public Health (CCPH): The Clark County department that provides various health-related services and has authority (delegated by the state of Washington) to enforce state solid waste rules and regulations. Clark County is a political subdivision of the state of Washington.

Climate change: Changes in the long-term trends in average weather patterns of a region, including the frequency, duration, and intensity of wind and snowstorms, cold weather and heat waves, drought, and flooding; climate change is attributed primarily to the emission of greenhouse gases, including such compounds as carbon dioxide and methane.

Collecting agency / Collection service provider: Any agency, business, or service operated by a person for the collecting of solid waste. (WAC 173-304).

Columbia Resource Company (CRC): Owner and operator of the three transfer stations in Clark County (CTR, West Van, and Washougal) and designated processor of recyclables. CRC is a wholly-owned subsidiary of Waste Connections, Inc.

Commercial solid waste: Solid waste generated by businesses. This includes waste from business activities such as construction, transportation, communications and utilities, wholesale trades, retail trades, finance, insurance, real estate, government, and others.

Commingled: All recyclable materials are separated from garbage by the generator and placed in the same container.

Compact fluorescent light: A light bulb or tube that generates light by an electric current being driven through a tube containing argon and a small amount of mercury vapor. The mercury in the CFL requires special disposal concerns.

Composted material: As defined in RCW 70A.205.015, organic solid waste that has been subjected to controlled aerobic degradation at a solid waste facility in compliance with the requirements of this chapter. The natural decay of organic solid waste under uncontrolled conditions does not result in composted material.

Comprehensive Solid Waste Management Plan (CSWMP): Formally referred to as “Plan” or “SWMP” in previous versions, the CSWMP is a document that identifies goals and policies for implementing, evaluating, and modifying existing and future solid waste management programs as required by Ecology (RCW 70A.205.040). The use of CSWMP was incorporated in the 2025 revision as the revision incorporates CROP and the MRW plan.

Construction and demolition waste (C&D): Recyclable and non-recyclable materials that are generated from the construction, remodeling, repair, or demolition of buildings, roads, or other structures.

Contamination Reduction and Outreach Plan (CROP): The goal of the CROP is to reduce contamination of the materials collected in Clark County’s single-family, multifamily, drop box, and commercial recycling programs. The CROP intends to improve the uniformity, marketability, and environmental benefits of recyclable material streams.

County: For the purposes of this plan, “county” refers to Clark County.

Curbside recycling: The act of collecting recyclable materials by a recycling company from residential generators at the curb and brought to a material recovery facility.

Department of Transportation: The federal department concerned with transportation.

Disposal: The discharge, deposit, injection, dumping, leaking, or placing of any solid waste into or on any land or water (WAC 173-350).

Diversion rate: Includes the recycling rate along with the percentage of generated wastes that are productively utilized but not made into new products (this includes wood, yard waste, used oil, and other products that are burned for fuel and some glass, concrete, asphalt, and rubble which may be crushed and used as aggregate as well as rendering).

Diversion: Materials diverted from disposal in a landfill to a broad range of other uses including recycling, composting, energy recovery, and reuse.

Drug Enforcement Agency (DEA): The federal agency that enforces controlled substance laws and regulations in the United States.

Ecology: See Washington State Department of Ecology below.

Electronic waste (E-waste): Broken, obsolete, or worn-out electronics that can be recycled through the E-Cycle Washington program, which includes computers, monitors, laptops, tablet computers, televisions, portable DVD players, and e-readers, sometimes collectively referred to as “covered units.”

Environmental Impact Statement: A document required by the National Environmental Policy Act for certain actions “significantly affecting the quality of the human environment” that describes the positive and negative effects of a proposed action. The Environmental Impact Statement process is a required component of the SEPA review.

Environmental Protection Agency (EPA): A United States agency whose mission is to protect human health and the environment.

Equity: When all people have an equal opportunity to attain their full potential. Inequity occurs when there are differences in well-being between and within communities that are systematic, patterned, unfair, and can be changed; they are not random, as they are caused by our past and current decisions, systems of power and privilege, policies, and the implementation of those policies.

Feedstock: Any organic material used in the processing or manufacturing another product.

Food rescue: Refers to the redistribution of surplus edible food to other users.

Food waste: Waste from fruits, vegetables, meats, dairy products, fish, shellfish, nuts, seeds, grains, and similar materials that results from the storage, preparation, cooking, handling, selling, or serving of food for human consumption. Includes, but is not limited to, excess, spoiled, or unusable food and includes inedible parts commonly associated with food preparation such as pits, shells, bones, and peels. Does not include dead animals not intended for human consumption or animal excrement (from RCW 70A.205.715).

Garbage: An alternative term for solid waste. “Solid waste” or “wastes” means all putrescible and no putrescible solid and semisolid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, sewage sludge, demolition, and construction wastes, abandoned vehicles or parts thereof, and recyclable materials (from RCW 70A.205.015)

High-intensity discharge: A gas-discharge arc lamp which creates light by sending an electrical discharge between two electrodes and through a plasma, or ionized gas. These light bulbs may contain mercury.

Household hazardous waste (HHW): Any waste that exhibits any of the properties of dangerous wastes but is exempt from regulation under chapter 70A.300 RCW, Hazardous waste management, solely because the waste is generated by households. Household hazardous waste can also include other solid waste identified in the local hazardous waste management plan prepared under chapter 70A.300 RCW, Hazardous waste management (WAC 173-350).

Interlocal Agreement (ILA): An agreement between a city and the county for participation in the Clark County solid waste system.

Landfill gas: A gas generated through the decomposition of waste buried in the landfill, which consists of about 50–60% methane and about 40–50% carbon dioxide, with less than 1% oxygen, nitrogen, and other trace gases.

Landfill: A disposal facility or part of a facility at which solid waste is permanently placed in or on land including facilities that use solid waste as a component of fill (WAC 173-350).

Lead-based paint: Paint that contains lead, a toxic heavy metal. Lead-based paint was banned for residential use in 1978.

Materials recovery facility (MRF): Any facility that receives, compacts, repackages, or sorts source separated solid waste for the purpose of recycling (WAC 173-350).

Metro: A regional governmental agency, known as “Metro,” that supports regional services including solid waste planning, waste reduction, and disposal. Includes Portland, several other cities, and three counties in northwest Oregon.

Mixed paper: All clean mixed wastepaper, including newspaper, colored printing and writing paper, magazines, phone books, catalogs, advertising supplements known as “junk mail,” paperback books, and paperboard (non-corrugated cardboard as cereal and cracker boxes).

Model Toxics Control Act: Washington’s environmental cleanup law. MTCA funds and directs the investigation, cleanup, and prevention of sites that are contaminated by hazardous substances.

Moderate risk waste (MRW): Solid waste that is limited to conditionally exempt small quantity generator waste and household hazardous waste (WAC 173-350).

Municipal solid waste (MSW): A subset of solid waste which includes unsegregated garbage, refuse, and similar solid waste material discarded from residential, commercial, institutional, and industrial sources and community activities, including residue after recyclables have been separated. (WAC 173- 350).

National Pollutant Discharge Elimination System (NPDES): A permitting system that regulates point sources of water pollution discharging to waters of the United States to improve water quality.

Non-putrescible waste: Waste materials that do not contain organic matter that is subject to rapid decomposition by fungi and bacteria.

Oregon Department of Environmental Quality (DEQ): A department of the state of Oregon, with essentially the same role as Washington’s Department of Ecology.

Oregon Revised Statutes (ORS): The compilation of all permanent Oregon state laws now in force.

Organic materials management: Management of organic materials through composting, anaerobic digestion, vermiculture, black soldier fly, or similar technologies (RCW 70A.205).

Organic materials: Include, but are not limited to, manure, yard debris, food waste, food processing waste, wood waste, and garden waste (RCW 70A.205).

Organics: Any solid waste that is a biological substance of plant or animal origin capable of microbial degradation. Used locally to define the commingling of yard debris and food waste curbside collection service. Currently only applicable to certain areas.

Parts per million (ppm): An expression of the concentration of a chemical or contaminant in a sample of either liquid or solid material.

Putrescible wastes: Waste that rots or decays rapidly. It can be characterized as soft organic material which usually have high moisture content, are readily degradable, generate odor and attracts vermin.

Pollution Prevention Assistance Program (PPA): An Ecology program where local government specialists may provide non-regulatory technical assistance to SQG businesses.

Polychlorinated biphenyl (PCBs): A group of synthetic organic chemicals once used in industrial and commercial manufacturing, found to persistently be harmful to human health and wildlife.

Prevention: In relation to solid waste, prevention refers to avoiding the waste in the first place and represents the greatest potential for cost savings and environmental benefits for businesses, governments, and consumers.

Product stewardship or extended producer responsibility: An environmental management strategy whereby manufacturers take responsibility for minimizing a product’s environmental impact throughout all stages of a product’s life cycle, including end-of-life management.

Quantity exclusion limit (QEL): The quantity of dangerous waste generated in a calendar month used to distinguish when a dangerous waste is only subject to the small quantity generator provisions, the medium quantity generator provisions, or when a dangerous waste is subject to the large quantity generator provisions.

Recovery rate: The percent of total solid waste generated that is recovered from the municipal solid waste stream. Includes both recycled material and material burned for energy recovery.

Recyclable material: Any material that has been recovered or diverted from the non-hazardous solid waste stream for purpose of reuse, recycling, or reclamation, and a substantial portion of which is consistently used in the manufacture of products, which may otherwise be produced using raw or virgin materials.

Recycling: Transforming or remanufacturing waste materials into usable or marketable materials for use other than landfill disposal or incineration (RCW 70A.205).

Recycling rate: The percentage of all waste generated by residents and businesses that are recovered and made into new products.

Refuse: An alternative term for solid waste.

Renovation, Repair, and Painting (RRP): An EPA program rule requiring contractors, construction companies, painters, and other subcontractors to be RRP certified by the EPA. The certification teaches best practices for mitigating exposure and pollution from lead-based paint.

Residence: The regular dwelling place of an individual or individuals (RCW 70A.205).

Resource Conservation and Recovery Act (RCRA): Federal law establishing the framework for a national system of solid waste control. Subtitle D of the Act is dedicated to non-hazardous solid waste requirements, and Subtitle C focuses on hazardous solid waste.

Reuse: The return of a commodity into the economic stream for use in the same kind of application as before without a change to its identity.

Revised Code of Washington (RCW): The compilation of all permanent Washington state laws now in force.

Self-hauler: Anyone who brings garbage, recyclables, and/or yard debris to transfer facilities except a commercial collection company.

Sharps: A term for sharp items needing safe disposal including hypodermic needles, syringes, scalpel blades, lancets, razor blades, and intravenous tubing with attached needles.

Small quantity generator (SQG): A dangerous waste generator whose dangerous wastes are conditionally exempt from regulation under chapter 70A.300 RCW, Hazardous waste management, solely because the waste is generated or accumulated in quantities below the threshold for regulation and meets the conditions prescribed in WAC 173-303-070 (8)(b).

Solid waste: All solid and semi-solid wastes, including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, abandoned vehicles or parts thereof, and recyclable materials (RCW 70A.205).

Solid Waste Advisory Commission (SWAC): A Clark County-appointed advisory group comprising 10 volunteer members that represent a broad spectrum of the community.

Solid Waste Education and Outreach Program (SWEOP): Clark County program providing education and outreach to community members. Programs include Green Business, Green Neighbors, Green Schools, and Composter Recycler.

Source separation: The separation of different kinds of solid waste at the place where the waste originates (RCW 70A.205).

Southwest Clean Air Agency (SWCAA): The Southwest Clean Air Agency is responsible for enforcing federal, state, and local outdoor air quality standards and regulations in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum counties of southwest Washington state.

Special waste: Solid wastes that require special handling and are collected, processed, recycled and/or disposed of separately from other solid wastes as defined by applicable codes and interagency agreements.

State Environmental Policy Act (SEPA): A state policy that requires state and local agencies to consider the likely environmental consequences of a proposal before approving or denying the proposal.

Sustainability: An approach to growth and development that balances social needs and economic opportunities with the long-term preservation of a clean and healthy natural environment. This approach to action and development integrates environmental quality, social equity, fiscal responsibility, and economic vitality.

Tipping fee: The per-ton rate charged by transfer and disposal facilities for the disposal of garbage.

Toxic Substances Control Act (TSCA): Gives authorization to the EPA to regulate and screen all chemicals produced or imported into the United States to prevent unreasonable risks to health and the environment.

Transfer station: An intermediate solid waste disposal facility at which solid waste is temporarily deposited to await transportation to a final disposal site.

Washington Administrative Codes (WAC): Administratively adopted, formally codified rules which define how state agencies will implement the requirements of state laws (the “RCWs”).

Washington State Department of Ecology (Ecology): A department in the state of Washington that is tasked to protect, preserve and enhance Washington’s environment, and promote the wise management of air, land, and water for the benefit of current and future generations.

Washington State Department of Health (DOH): The Washington state public health agency.

Washington Utilities and Transportation Commission (WUTC): A state agency responsible for oversight of private utility and transportation services including electric, natural gas, telecommunications, water utilities, household movers, solid waste carriers, private ferries, inter-city buses, and safety issues affecting charter buses, railroads, limousines, and nonprofit transportation services.

Washougal Transfer Station (WTS): A transfer station facility serving the southeast area of Clark County, located at 4020 South Grant St. at the Port of Camas-Washougal.

Waste Connections of Washington: A publicly traded waste-handling company that provides solid waste collection, transfer, and recycling services for residents and businesses of Clark County, Washington.

Waste Control, Inc.: A publicly traded waste-handling company that, under contract with Clark County, performs a portion of waste-related services in Clark County.

Waste reduction: Reducing the amount or toxicity of waste generated or reusing materials (RCW 70A.205.015).

Waste prevention: A strategy that involves the manufacturing of products or consumer behavior in purchasing, using, or reusing products.

Wasted food: The edible portion of food waste.

West Vancouver Material Recovery Center (West Van): A transfer station and material recovery facility located at 6601 NW Old Lower River Road, Vancouver, WA.

Yard debris: Means plant material commonly created while maintaining yards and gardens, and through horticulture, gardening, landscaping, or similar activities. Yard debris includes but is not limited to grass clippings, leaves, branches, brush, weeds, flowers, roots, windfall fruit, vegetable garden debris, holiday trees, and tree pruning 4 inches or less in diameter (RCW 70A.205.015).



B

APPENDIX B: SEPA checklist and determination



Determination of NONSIGNIFICANCE
Notice Date: May 24th, 2024

PROJECT:
Clark County Comprehensive Solid Waste Management Plan (CSWMP) – 2025-2030

Please find enclosed an environmental Determination of Non Significance (DNS) issued pursuant to State Environmental Policy Act (SEPA) Rules (Chapter 197-11, Washington Administrative Code). The enclosed review comments reflect evaluation of the environmental checklist by the lead agency as required by WAS 197-11-330(1)(a)(i).

Written comments may be submitted on this determination within fifteen (15) days of its issuance, after which the DNS will be reconsidered in light of the comments received.

Please address all correspondence to:

Clark County Department of Public Works
Audrey Cronin, Environmental Permitting Manager
PO Box 9810
Vancouver, WA 98666-9810

DISTRIBUTION LIST

- Federal:**
US Army Corps of Engineers
US EPA
US Soil Conservation Services
Bonneville Power Administration
Federal Emergency Management Agency
US Fish & Wildlife
- Regional:**
Fort Vancouver Regional Library
Regional Transportation Council
Southwest Clean Air Agency
Southwest Washington Health District
Camas Public Library
- Tribal:**
Cowlitz Indian Tribe
Confederated Tribes & Bands of the Yakama Nation
The Confederated Tribes of Grand Ronde
Confederated Tribes of Warm Springs
- State:**
Washington State Department of Fish & Wildlife
Washington State Department of Ecology
Washington State Department of Natural Resources SW Washington
Washington State Department of Transportation
Washington State Department of Archaeology and Historic Preservation
- County:**
Clark County Fire District No. 5
Clark County Fire District No. 6
Clark County Fire District No. 9
Clark County Fire & Rescue
East County Fire & Rescue
Clark Public Utilities Electrical
Clark Public Utilities Water
Clark Regional Wastewater District
Clark County Community Development
Development Services
Fire Marshall
Clark County Conservation District
Clark County Sheriff's Office

- Local:**
City of Vancouver
City of Camas
City of Ridgefield
City of Woodland
City of Battle Ground
City of La Center
City of Washougal
Vancouver Parks & Recreation
Greater Vancouver Chamber of Commerce
- Vancouver School District
Evergreen School District
Camas School District
Hockinson School District
Battle Ground School District
Mt. Pleasant School District
Woodland School District
Green Mountain School District
La Center School District
Ridgefield School District
Washougal School District
- Port of Vancouver
Port of Camas-Washougal
- Columbia River Economic Development Council
Clark County Association of Realtors
Clark County Home Builders Association
Vancouver Audubon Society
Friends of Curtin Creek (postcard only)
Properties within 500' of project (postcard only)
The Columbian
The Reflector
- C-Tran
AT&T
Century Link
Clark Public Utilities – Water
Clark Public Utilities – Electric
Clark Regional Wastewater District
Xfinity - Comcast Cable Services
Northwest Natural
Pacific Power & Light



Determination of NONSIGNIFICANCE
Notice Date: May 24th, 2024

DISTRIBUTION LIST, Continued

- Neighborhood Associations:**
Airport Green Neighborhood Association
Andresen/St. Johns Neighborhood Association
Arnada Neighborhood Association
Bagley Downs Neighborhood Association
Bella Vista Neighborhood Association
Bennington Neighborhood Association
Burnt Bridge Creek Neighborhood Association
Burton Evergreen Neighborhood Association
Carter Park Neighborhood Association
Cascade Highlands Neighborhood Association
Cascade Southeast Neighborhood Association
Central Park Neighborhood Association
Cimarron Neighborhood Association
Columbia Way Neighborhood Association
Concerned Citizens of Hockinson Neighborhood Association
Countryside Woods Neighborhood Association
Daybreak Neighborhood Association
Dubois Park Neighborhood Association
East Fork Frontier Neighborhood Association
East Fork Hills Rural Neighborhood Association
East Minnehaha Neighborhood Association
East Old Evergreen Hwy Neighborhood Association
Edgewood Park Neighborhood Association
Ellsworth Springs Neighborhood Association
Enterprise/Paradise Point Neighborhood Association
Esther Short Neighborhood Association
Evergreen Highlands Neighborhood Association
Fairgrounds Neighborhood Association
Fairway/164th Avenue Neighborhood Association
Father Blanchet Park Neighborhood Association
Felida Neighborhood Association
Fern Prairie Neighborhood Association
Fircrest Neighborhood Association
First Place Neighborhood Association
Fisher-Mill Plain Neighborhood Association
Fisher's Creek Neighborhood Association
Fisher's Landing East Neighborhood Association
Forest Ridge Neighborhood Association
Fourth Plain Village Neighborhood Association
Fruit Valley Neighborhood Association
Greater Brush Prairie Neighborhood Association
Green Meadows Neighborhood Association
Harney Heights Neighborhood Association
Hearthwood Neighborhood Association
Heritage Neighborhood Association
Hough Neighborhood Association
- Hudson's Bay Neighborhood Association
Image Neighborhood Association
Kevanna Park Neighborhood Association
Landover-Sharmel Neighborhood Association
Lincoln Neighborhood Association
Maple Tree Neighborhood Association
Marrior Neighborhood Association
Meadow Glade Neighborhood Association
Meadow Homes Neighborhood Association
Mountain View Neighborhood Association
Northeast Hazel Dell Neighborhood Association
North Fork Lewis River Neighborhood Association
North Garrison Heights Neighborhood Association
North Hearthwood Neighborhood Association
North Image Neighborhood Association
North Salmon Creek Neighborhood Association
Northcrest Neighborhood Association
Northfield Neighborhood Association
Northwest Neighborhood Association
Northwood Neighborhood Association
Oakbrook Neighborhood Association
Ogden Neighborhood Association
Old Evergreen Hwy Neighborhood Association
Parkside Neighborhood Association
Parkway East Neighborhood Association
Pleasant Highlands Neighborhood Association
Proebstel Neighborhood Association
Ramblin' Creek/South Salmon Creek Neighborhood Association
Ridgefield Junction Neighborhood Association
Riveridge Neighborhood Association
Riverview Neighborhood Association
Road's End Neighborhood Association
Rose Village Neighborhood Association
Sherwood Neighborhood Association
Shumway Neighborhood Association
Sifton Neighborhood Association
Southcliff Neighborhood Association
Sunnyside Neighborhood Association
Truman Neighborhood Association
Vancouver Heights Neighborhood Association
VanMall Neighborhood Association
Village at Fisher's Landing Neighborhood Association
Washougal River Neighborhood Association
West Hazel Dell Neighborhood Association
West Minnehaha Neighborhood Association
Wildwood Neighborhood Association



Determination of NONSIGNIFICANCE
Notice Date: May 24th, 2024

DETERMINATION OF NON-SIGNIFICANCE

Description of Proposal: Clark County Public Health is proposing a routine update of its Comprehensive Solid Waste Management Plan (CSWMP) for years 2025 to 2030 to ensure that the plan accurately reflects the current state of the local solid waste system, including long-range handling and financing needs. The CSWMP must be reviewed every five years at a minimum and updated as needed through the amendment process. The area of jurisdiction for the CSWMP is the entirety of Clark County in the State of Washington.

Proponent: Clark County Public Health

Location of proposal, including street address, if any: There is no location associated with this proposal, as it is a non-project action.

Lead Agency: Department of Public Health, Clark County, Washington

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below.

Comments must be submitted by **June 8th, 2024**

Responsible Official: Alan Melnick, MD
Position/title: Public Health Director/Clark County Health Officer
Address: Clark County Public Health
PO Box 9825
Vancouver, WA 98666

Date: 05/16/24 **Signature:** Alan Melnick

The staff contact person, telephone number, and e-mail for any questions on this review is Audrey Cronin, 360-558-0524, audrey.cronin@clark.wa.gov.



SEPA ENVIRONMENTAL CHECKLIST FOR
CLARK COUNTY COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN FOR
YEARS 2025-2030

A. Background

- 1. Name of proposed project, if applicable:**
Clark County Comprehensive Solid Waste Management Plan (CSWMP) for years 2025-2030
- 2. Name of applicant:**
Clark County Public Health, Solid Waste & Recycling Program
- 3. Address and phone number of applicant and contact person:**
Alan Melnick, MD
Director/Health Officer of Clark County Public Health
PO Box 9825
Vancouver, WA 98666
(564) 397-8412
- 4. Date checklist prepared:**
May 3rd, 2024
- 5. Agency requesting checklist:**
Clark County Public Health, Solid Waste & Recycling Program
- 6. Proposed timing of schedule (including phasing, if applicable):**
RCW 70A.205.075 requires that a Solid Waste Management Plan be reviewed every five years at a minimum to assess if the plan reflects the current state of the local solid waste system. The five-year review cycle begins on the first day of the six-year planning period covered by the CSWMP; for this cycle, projected to be 1/1/2025. This plan should be reviewed in 2027 to allow time for a revision, if necessary, with a goal of adopting an updated plan by 2030.
- 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**
Yes, as described above, the plan must be reviewed every five years and updated as needed through the amendment process.



The CSWMP update is a non-project action and is not affected by nor will it affect site conditions. Project actions resulting from the adoption of this plan will undergo individual environmental review.

- c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Non-project action: question does not apply.

- d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Non-project action: question does not apply.

- e. **Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Non-project action: question does not apply.

- f. **Could erosion occur because of clearing, construction, or use? If so, generally describe.**

Non-project action: question does not apply.

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

Non-project action: question does not apply.

- h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

Non-project action: question does not apply.

2. Air

- a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

The CSWMP update is a non-project action and is not affected by nor will it affect air quality. Project actions resulting from the adoption of this plan will undergo individual environmental review.

No significant increase in emissions is anticipated as a result of the recommendations made in the CSWMP.



- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Non-project action: question does not apply.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

Non-project action: question does not apply.

3. Water

a. Surface:

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The CSWMP update is a non-project action and is not affected by nor will it affect water quality. Project actions resulting from the adoption of this plan will undergo individual environmental review.

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Non-project action: question does not apply.

3. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Non-project action: question does not apply.

4. **Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

Non-project action: question does not apply.

5. **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Non-project action: question does not apply.

6. **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Non-project action: question does not apply.

b. Ground:



1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.

Non-project action: question does not apply.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Non-project action: question does not apply.

c. Water Runoff (including stormwater):

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Non-project action: question does not apply.

2. Could waste materials enter ground or surface waters? If so, generally describe.

Non-project action: question does not apply.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Non-project action: question does not apply.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Non-project action: question does not apply.

4. Plants

The vegetation types indicated below can be found across Clark County. However, the CSWMP update is a non-project action and will not result in impacts to vegetation. Project actions resulting from the adoption of this plan will undergo individual environmental review.

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other



- ☒ shrubs
- ☒ grass
- ☒ pasture
- ☒ crop or grain
- ☒ orchards, vineyards, or other permanent crops.
- ☒ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☒ water plants: water lily, eelgrass, milfoil, other
- ☒ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Non-project action: question does not apply.

c. List threatened and endangered species known to be on or near the site.

The following federally listed threatened or endangered plant species may be found in Clark County:

- Golden paintbrush
- Bradshaw's lomatium
- Water howellia
- Nelson's Checker-mallow
- Willamette Daisy

However, this is a non-project action and will not affect vegetation.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Non-project action: question does not apply.

e. List all noxious weeds and invasive species known to be on or near the site.

Non-project action: question does not apply.

5. Animals

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:



- **Fish: bass, salmon, trout, herring, shellfish, other:**

Clark County hosts a wide variety of bird and animal species. However, the CSWMP update is a non-project action and will not result in impacts to wildlife. Project actions resulting from the adoption of this plan will undergo individual environmental review.

b. List any threatened and endangered species known to be on or near the site.

The following federally listed threatened or endangered animal species can be found in Clark County:

- Gray Wolf
- Columbian White-Tailed Deer
- Northern Spotted Owl
- North American Wolverine (proposed)
- Marbled Murrelet
- Streaked Horned Lark
- Yellow-billed Cuckoo
- Oregon Spotted Frog
- Chinook Salmon
- Chum Salmon
- Steelhead
- Coho Salmon
- Pacific Eulachon
- Bull Trout

However, this is a non-project action and will not affect animal species.

c. Is the site part of a migration route? If so, explain.

Several migration routes intersect Clark County, such as the Columbia River corridor, which supports migration for salmon and various bird species. Other rivers in Clark County, including the East Fork Lewis River and Washougal River, support migrating salmonids. Clark County is also included within the Pacific Flyway, the major migrating corridor for birds in North America west of the continental divide.

However, this is a non-project action and will not affect wildlife migration.

d. Proposed measures to preserve or enhance wildlife, if any.

Future project actions implemented under the Clark County CSWMP may contribute to the protection of existing wildlife and their habitats by addressing proper management and disposal methods for solid wastes in order to reduce such problems as contamination of ground and surface water. However, the adoption of the plan will not involve specific measures to preserve or enhance wildlife because it will not impact wildlife or its habitat.

e. List any invasive animal species known to be on or near the site.



Non-project action: question does not apply.

6. Energy and natural resources

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Adoption of the CSWMP will not require the use of the above-mentioned energy sources. Future actions that result from the adoption of the CSWMP will assess energy needs in individual SEPA analyses.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No, the adoption of the CSWMP would not affect the potential use of solar energy.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

The CSWMP discusses options for alternative technologies as part of the county's solid waste system. One of these options is a future Energy from Waste Facility, which could use chemical or biological processes to convert waste into an energy source. No energy-conservation technologies are mandated by the plan but are identified and evaluated as future waste management options.

An example of an existing energy conservation feature operating under the current CSWMP is Finley Buttes Landfill in Boardman, OR, where the majority of Clark County's waste is sent. The landfill is operated by Waste Connections of Washington (WCW). The facility harvests landfill gas emissions as a renewable energy source for electricity and heat. The methane gas produced at the Finley Buttes landfill is harvested through a perforated piping system of over 100 vertical and horizontal extraction wells and high-density polyethylene piping. Managed by Finley Bioenergy, the gas is routed to suitable energy recovery systems or combustion devices. The system helps meet the EPA's requirements for greenhouse gas reductions and provides the plant with energy savings.

Additionally, household hazardous waste (HHW) processed at Clark County HHW facilities may be reused as alternative fuel sources. (see 2023 CSWMP).

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

No. There are no environmental health hazards that could occur because of this proposal. The plan serves to reduce the occurrence of environmental health hazards by promoting best practices for solid waste management.



1. **Describe any known or possible contamination at the site from present or past uses.**

Non-project action: question does not apply as the action is non-site specific.

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Non-project action: question does not apply as the action is non-site specific.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Non-project action: question does not apply as the action is non-site specific.

4. **Describe special emergency services that might be required.**

No special emergency services will be needed for this action.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

The CSWMP provides a comprehensive overview of methods to reduce and/or control environmental health hazards in Clark County.

b. Noise

1. **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

This non-project action will not be affected by noise.

2. **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

This non-project action will not create or be associated with noise.

3. **Proposed measures to reduce or control noise impacts, if any:**

Non-project action: question does not apply.

8. Land and shoreline use

- a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

Non-project action: question does not apply as the action is non-site specific.

- b. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have**



not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Non-project action: question does not apply as the action is non-site specific.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

Non-project action: question does not apply as the action is non-site specific.

- c. **Describe any structures on the site.**

Non-project action: question does not apply as the action is non-site specific.

- d. **Will any structures be demolished? If so, what?**

Non-project action: question does not apply as the action is non-site specific.

- e. **What is the current zoning classification of the site?**

Non-project action: question does not apply as the action is non-site specific.

- f. **What is the current comprehensive plan designation of the site?**

Non-project action: question does not apply as the action is non-site specific.

- g. **If applicable, what is the current shoreline master program designation of the site?**

Non-project action: question does not apply as the action is non-site specific.

- h. **Has any part of the site been classified as a critical area by the city or county? If so, specify.**

Non-project action: question does not apply as the action is non-site specific.

- i. **Approximately how many people would reside or work in the completed project?**

Non-project action: question does not apply as the action is non-site specific.

- j. **Approximately how many people would the completed project displace?**

Non-project action: question does not apply as the action is non-site specific.

- k. **Proposed measures to avoid or reduce displacement impacts, if any.**

Non-project action: question does not apply as the action is non-site specific.

- l. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

The CSWMP update involves coordination with a variety of local governments, regional contractors, regulatory agencies, community organizations, advisory committees, and citizens to ensure the plan is compatible with existing and projected land uses and



plans. The draft plan is reviewed by the Department of Ecology and the Clark County Council prior to adoption.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Non-project action: question does not apply as the action is non-site specific.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None. This is a non-project action: question does not apply as the action is non-site specific.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None. This is a non-project action: question does not apply as the action is non-site specific.

c. Proposed measures to reduce or control housing impacts, if any:

None. This is a non-project action: question does not apply as the action is non-site specific.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

This is a non-project action: question does not apply as the action is non-site specific.

b. What views in the immediate vicinity would be altered or obstructed?

None. This is a non-project action: question does not apply as the action is non-site specific.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The CSWMP includes recommendations for user groups to improve visual aesthetics in managing solid waste facilities.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None. This is a non-project action: question does not apply as the action is non-site specific.



b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. This is a non-project action: question does not apply as the action is non-site specific.

c. What existing off-site sources of light or glare may affect your proposal?

None. This is a non-project action: question does not apply as the action is non-site specific.

d. Proposed measures to reduce or control light and glare impacts, if any:

None. This is a non-project action: question does not apply as the action is non-site specific.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Clark County has a variety of county, city, state, and federal recreational opportunities including sports facilities, neighborhood, community and regional parks, open space, and wildlife habitat areas. Some of these recreational opportunities are formally designated, while others are informally used without designation or authorization.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. This is a non-project action: question does not apply as the action is non-site specific.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The plan update will not impact recreational facilities or opportunities. No proposed measures have been identified.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The Cultural Resources Inventory of Clark County identifies numerous archaeological sites associated with Native American activity countywide. More than 70 historic structures, sites, objects, and vessels, as well as one historic district and one national landmark are located in Clark County. Historic preservation officials emphasize that comprehensive field investigations have not been conducted and that artifacts and historic resources are probably not confined to those identified sites.



The plan update is a non-project action that does not have the potential to affect cultural or historic resources. Any project actions that occur as a result of the CSWMP adoption will undergo individual review.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

No. This is a non-project action: question does not apply as the action is non-site specific.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

None. This is a non-project action with no potential to impact cultural or historic resources.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

None. This is a non-project action with no potential to impact cultural or historic resources.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

This is a non-project action: question does not apply as the action is non-site specific.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Clark County is served by C-TRAN with fixed route and demand transit service.

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

No. The CSWMP update does not affect transportation systems.

- d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**



No. This is a non-project action: question does not apply as the action is non-site specific.

- e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

The adoption of the CSWMP will not generate vehicular trips, as it is a non-project action.

- f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No, the adoption of the CSWMP will not affect or be affected by agricultural or forest product transportation.

- g. Proposed measures to reduce or control transportation impacts, if any:**

The Regional Solid Waste System Study Report included in the CSWMP appendices evaluates operational efficiencies and impacts from solid waste traffic, self-hauling, and future traffic impacts from growth within Clark County. The report identifies strategies to reduce traffic impacts at transfer stations within the county, including modifying the level of collection services, expanding universal service, and bundling regular collection services.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

The mission of the CSWMP is to provide programs, services, and infrastructure that empower the community to reduce, reuse, recycle, and properly dispose of waste. As the county grows, these services must expand as well to serve the residents of Clark County. The plan identifies how the demand for solid waste management services has increased and discusses how the county can best address these needs.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

The CSWMP addresses the following elements which may help reduce impacts on public services related to solid waste management:

- Promoting sustainable practices for governments, non-governmental organizations, businesses, and residents.
- Reviewing pertinent regulations and other management plans.
- Providing guidelines for the development of programs, policies, and operating plans.



- Planning for solid waste infrastructure and operations (including facility siting criteria and process).
- Providing background information to support facility permitting decisions by Clark County Public Health and other state and local government agencies.
- Providing technical support and justification for grant applications, capital project fund requests, budget planning, and future programs.
- Serving as education and information to the public.
- Identifying and presenting opportunities for collaboration with others in the region for collection and recycling services and potential ownership and operation of facilities as well as with statewide agencies.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

All above utilities are available in Clark County. However, this is a non-project action and is not site-specific.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Refuse services are addressed by the CSWMP. However, adoption of the CSWMP is a non-project action and will not generate construction activities that could affect utilities, nor will it require the use of utilities.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X Anthony Cronin

Type name of signee: Audrey Cronin

Position and agency/organization: Environmental Permitting Manager/Clark County Public Works

Date submitted: May 3rd, 2024



D. Supplemental sheet for non-project actions

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

The Clark County CSWMP will not have an adverse impact to water or air, will not increase the production, storage, or release of toxic or hazardous substances, and will not produce noise. The continued implementation of the plan will result in decreased discharges to the environment through management strategies designed to encourage the proper management and disposal of solid waste. Project actions that result from the implementation of the plan will undergo individual environmental review.

- **Proposed measures to avoid or reduce such increases are:**

- Promote education and outreach to support individuals, schools, organizations, and businesses in improving efforts to reduce, reuse, and recycle waste materials, properly dispose of hazardous waste, and prevent food waste.
- Provide communities with goals and policies for evaluating and modifying existing and developing new solid waste management programs.
- Identify opportunities and recommendations for improving construction and demolition waste management.
- Identify outreach strategies, opportunities, and recommendations for hazardous waste management.

- 2. How would the proposal be likely to affect plants, animals, fish, or marine life?**

Implementation of the CSWMP should reduce impacts to vegetation and wildlife by reducing the frequency of illegal dumping and encouraging proper disposal of solid wastes, and through outreach and education campaigns regarding proper disposal of waste.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

Please see response to question 1 proposed measures.

- 3. How would the proposal be likely to deplete energy or natural resources?**

The plan is not likely to deplete energy or natural resources, but should encourage the conservation of both through its recommendations for more innovative and efficient solid waste management.

- Proposed measures to protect or conserve energy and natural resources are:



As discussed in section B.6, the CSWMP identifies options for alternative technologies within the county's solid waste system, including a future Energy from Waste Facility, which would use chemical or biological processes to convert waste into an energy source.

The plan also promotes waste reduction through reduction, reuse, and recycling of materials, thereby decreasing the depletion of energy and materials used in manufacturing or constructing new goods and facilities.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Implementation of the CSWMP should not result in impacts to environmentally sensitive areas. Ongoing impacts to such areas should be lessened by proper adherence to the plan through an improvement in water quality and reduction in illegal dumping of solid and hazardous waste. Project actions that result from the implementation of the plan will undergo individual environmental review.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

Please see response to question 1 proposed measures.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Recommendations for land use are consistent with the Clark County Comprehensive Growth Management Plan and Shoreline Management Plan.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

Not applicable.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As discussed in sections B.14 and B.15, an element of the mission of the CSWMP is to provide services and infrastructure that empower the community to reduce, reuse, recycle, and properly dispose of waste. As the county grows, these public services must expand as well to serve the residents of Clark County. The plan identifies how the demand for solid waste management services has increased and discusses how the county can best address these needs. The Regional Solid Waste System Study Report included in the CSWMP appendices also evaluates operational efficiencies and impacts from solid waste traffic, self-hauling, and future traffic impacts from growth within Clark County. The report identifies strategies to reduce traffic impacts at transfer stations within the county, summarized below.



- Proposed measures to reduce or respond to such demand(s) are:

The Regional Solid Waste System Study proposes modifying the level of collection services, expanding universal service, and bundling regular collection services to respond to the demand for additional waste collection services.

The CSWMP addresses the following elements which may help reduce impacts on public services related to solid waste management:

- Promoting sustainable practices for governments, non-governmental organizations, businesses, and residents.
- Reviewing pertinent regulations and other management plans.
- Providing guidelines for the development of programs, policies, and operating plans.
- Planning for solid waste infrastructure and operations (including facility siting criteria and process).
- Providing background information to support facility permitting decisions by Clark County Public Health and other state and local government agencies.
- Providing technical support and justification for grant applications, capital project fund requests, budget planning, and future programs.
- Serving as education and information to the public.
- Identifying and presenting opportunities for collaboration with others in the region for collection and recycling services and potential ownership and operation of facilities as well as with statewide agencies.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Clark County CSWMP conforms to all applicable local, state, and federal regulations. All future project actions that result from the implementation of this plan will undergo individual environmental review and will comply with all applicable laws and regulations.



APPENDIX C: Washington Utilities and Transportation Cost Assessment Questionnaire

Facility Name Facilities where fees are charged to accept MSW, organics, or recyclables that are owned or operated by the county, or that the county contracts to operate.	Facility Type (transfer station, landfill, incinerator, drop-off site)	Facility Location (include full address)	Facility Owner (Name, phone & email)	Facility Operator (if different from owner)	Current annual recycling (tons or cubic yards if applicable)
Central Transfer and Recycling Center	Transfer, drop-off site	11034 NE 117th Ave.	Columbia Resource Company	N/A	9,093
West Vancouver Materials Recovery Facility	Transfer, drop-off site, MRF	6601 NW Old Lower River Road, Vancouver	Columbia Resource Company	N/A	34,622
Washougal Transfer Station	Transfer, drop-off site	4020 Grant St., Washougal	Columbia Resource Company	N/A	4,616

Estimated Tip/Disposal Fee Forecast In \$ per ton or cubic yard								
Facility Name for facilities accepting MSW	Base Year	2024	2025	2026	2027	2028	2029	2030

Central Transfer and Recycling Center	\$106.34	\$111.94	\$115.86	\$119.91	\$124.11	\$128.45	\$132.95	\$137.60
West Vancouver Materials Recovery Facility	\$106.34	\$111.94	\$115.86	\$119.91	\$124.11	\$128.45	\$132.95	\$137.60
Washougal Transfer Station	\$106.34	\$111.94	\$115.86	\$119.91	\$124.11	\$128.45	\$132.95	\$137.60

Tip/Disposal Fee Breakdown in \$ per ton or cubic yard and/or % of total current tip fee								
Total facility operation, transfer & disposal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
County or city administration if publicly owned or fee is set in contract	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Capital improvements for publicly owned facilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Estimated Program Costs examples of other sources include grants, surplus funds, and general fund monies								
	Base Year	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8
% covered by all tipping fees	87.53%	87.53%	87.53%	87.53%	87.53%	87.53%	87.53%	87.53%
% covered by other sources	12.47%	12.47%	12.47%	12.47%	12.47%	12.47%	12.47%	12.47%

Operating and capital expenses

Discounted Rates	
Note Yes (Y) or (No) if you may request regulated haulers to establish discounted rates under RCW 81.77.195	
May request UTC-regulated haulers to charge discounted rates	Y
If yes, what year do you expect to make this request (if known)	unknown



STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION
621 Woodland Square Loop S.E. • Lacey, Washington 98503
P.O. Box 47250 • Olympia, Washington 98504-7250
(360) 664-1160 • TTY 1-800-833-6384 or 711

September 3, 2024

ERRATA TO ORDER 01

RE: Clark County Comprehensive Solid Waste Management Plan,
Docket TG-240544

TO ALL PARTIES:

On August 8, 2024, the Washington Utilities and Transportation Commission (Commission) entered Order 01, (Order 01) in the above-referenced docket.

It came to the Commission’s attention that an incorrect version of Order 01 was posted to this docket following the open meeting. A corrected Order 01 is attached as Exhibit A to this Errata. Order 01 is hereby amended to read, in its entirety, as shown in the corrected Order 01 attached as Exhibit A.

/s/ James E. Brown II
JAMES E. BROWN II
Assistant Director, Administrative Law Division

Respect. Professionalism. Integrity. Accountability.



STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION

621 Woodland Square Loop S.E. • Lacey, Washington 98503
P.O. Box 47250 • Olympia, Washington 98504-7250
(360) 664-1160 • TTY 1-800-833-6384 or 711

August 8, 2024

Joelle Loescher
Solid Waste Operations Program Manager
Clark County Public Health
1601 E. 4th Plain Blvd., Bldg. 17
Vancouver, WA 98661

**RE: Clark County Comprehensive Solid Waste Management Plan,
Docket TG-240544**

Dear Joelle Loescher,

Thank you for filing Clark County’s 2023 – 2030 Comprehensive Solid Waste Management Plan.

The Washington Utilities and Transportation Commission (Commission) has completed its review of preliminary draft of the Clark County Comprehensive Solid Waste Management Plan (Plan).

The 2023 – 2030 Plan proposes to increase tip fees in 2024 by 5.27 percent and for years 2025 – 2030 by approximately 3.5 percent each year to keep up with inflation. As a result, there will be a minimal rate impact to ratepayers served by regulated solid waste collection companies in Clark County.

Projected Disposal Fees	2023	2024	2025	2026	2027	2028	2029	2030
Per Ton Disposal Cost	\$106.34	\$111.94	\$115.86	\$119.91	\$124.11	\$128.45	\$132.95	\$137.60
Per Ton Increase		\$5.60	\$3.92	\$4.05	\$4.20	\$4.34	\$4.50	\$4.65
Percentage Increase		5.27%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Projected Rate Increases	2023	2024	2025	2026	2027	2028	2029	2030
Residential								
Monthly Rate for One 32-Gallon Can Per Week Service		\$0.41	\$0.29	\$0.30	\$0.31	\$0.32	\$0.33	\$0.34

DOCKET TG-240544
August 8, 2024
Page 2

Commercial								
One Yard Per Pick Up		\$2.12	\$1.49	\$1.54	\$1.59	\$1.65	\$1.71	\$1.76

The Plan speaks to RCW 81.77.195, which allows for discounts for low-income and low-income senior customers. However, the County has not requested such a rate in the Plan. Recently, the Commission has been receiving more public comments expressing a wish for such a rate and believe it may be worth the County to consider requesting discounted rates. We understand that it may not happen in the current Plan but offer the assistance we can provide when the time comes for such a proposal.

Commission Staff has no further comment on the Plan.

Please direct questions or comments about the Commission’s plan review process to Jeanine Leggett at (360) 664-1230.

Sincerely,

Jeff Killip
Executive Director and Secretary

cc: Christina Kullberg
Department of Ecology
Regional Planner and Grants Manager
Christina.Kullberg@ecy.wa.gov
(360) 999-3769



APPENDIX D: Planning ILAs

INTERLOCAL AGREEMENT
HDC.2156
between
CLARK COUNTY
P.O. Box 9825, Vancouver, WA 98666
and
CITY OF BATTLE GROUND
109 SW 1st St, Battle Ground, WA 98604

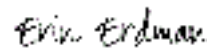
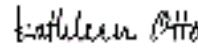
Project: Update to Comprehensive Solid Waste Management Plan
Contract Name: CCPH City of Battle Ground CSWMP Interlocal HDC.2156
Contract Period: Upon Execution - Ongoing

County Contacts		
Program	Fiscal	Contract
Joelle Loescher 360.397.8126 Joelle.Loescher@clark.wa.gov	Kayla Mobley 564.397.8235 Kayla.Mobley@clark.wa.gov	Holly Barnfather 360.949.6965 GCT@clark.wa.gov

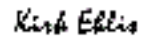
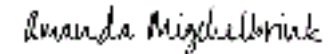
City Contacts		
Program	Fiscal	Contract
Mark Herceg 360.342.5075 mark.herceg@cityofbg.org	Meagan Lowery 360.342.5025 meagan.lowery@cityofbg.org	Mark Herceg 360.342.5075 mark.herceg@cityofbg.org

This Contract for governmental services, where both parties are public agencies, pursuant to RCW 39.34.080 is entered into between Clark County, hereinafter referred to as County, and the City of Battle Ground, hereinafter referred to as City. County and City agree to all terms and conditions, exhibits, and requirements of this contract.

CITY CLARK COUNTY

 10/23/23
Erin Erdman, City Manager Date
 11/08/23
Kathleen Otto, County Manager Date

APPROVED AS TO FORM ONLY APPROVED AS TO FORM ONLY

 10/23/23
Kirk Ellis Date
City of Battle Ground Attorney
 10/23/23
Amanda Migchelbrink Date
Deputy Prosecuting Attorney

INTERLOCAL AGREEMENT
BETWEEN CLARK COUNTY AND CITIES OF
BATTLE GROUND, CAMAS, LA CENTER, RIDGEFIELD, VANCOUVER,
WASHOUGAL, AND TOWN OF YACOLT
DESIGNATING CLARK COUNTY AS THE LEAD AGENCY FOR THE REVISION OF
THE COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Pursuant to Chapter 39.34 RCW and RCW 70A.205.040, this Interlocal Agreement (Agreement) is entered into between Clark County and the City of Battle Ground, establishing the obligations of the Parties for the maintenance and adoption of the Clark County Comprehensive Solid Waste Management Plan (CSWMP).

WHEREAS, RCW 70A.205.010 and RCW 70A.300.007 assigns primary responsibility for solid waste and moderate risk waste planning to local government;and

WHEREAS, RCW 70A.205.040 and RCW 70A.300.350 require or authorize counties, in cooperation with the various cities located within such county, to prepare a coordinated comprehensive solid & hazardous waste management plan; and

WHEREAS, under RCW 70A.205.075, all solid waste management plans must be maintained in current condition by periodic updates that include the estimated long-range planning needs for solid waste handling facilities projected twenty years into the future and local governments may also periodically update their hazardous waste plans; and

WHEREAS, the City and the County (Parties), recognize that our citizens and businesses, public policymakers, and local government staff benefit from cooperative, coordinated, and shared approaches to managing the regional solid waste system; and

WHEREAS, RCW 70A.205.040(4)(c) outlines that cities may authorize the county to prepare a plan for the city’s solid waste management; and

WHEREAS, the Parties previously entered into a Solid Waste Interlocal Agreement on May 9, 2006 and have enjoyed a lengthy, productive, and effective working relationship in coordinating a wide range of solid waste disposal and collection issues; and

WHEREAS, in order to successfully develop, finance, and manage the Regional Solid Waste System, it is desirable that all waste generated in Clark County, including waste generated in incorporated cities and towns within the county, be disposed of through the Regional Solid Waste System and that the City authorizes the County to designate a disposal site(s) and transfer sites for the disposal of solid waste generated within the corporate limits of the City; and

WHEREAS, the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling programs, and residential yard waste collection programs; and

WHEREAS, as part of this Agreement, the City agrees to authorize the county to prepare a plan for the city's solid waste management for inclusion in the comprehensive county plan. If the City chooses not to participate fully in the planning process or to pass a resolution adopting the CSWMP, they agree to adopt the final version. If within 90 days of receiving the final draft from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the CSWMP and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction; and

WHEREAS, the Parties wish to continue working to develop and implement environmentally sound and cost-effective solid waste management programs including waste reduction and recycling programs that reduce greenhouse gas emissions as appropriate from the disposed waste stream.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Purpose of agreement. The Parties intend this Agreement to provide for continued cooperation by both parties in the updating of the CSWMP, implementation of that plan, and periodic updates or replacement of that plan, all in compliance with Chapters 70A.205 and 70A.300 RCW.
2. Authority and responsibilities.
 - 2.1. County shall act as lead agency for review of the CSWMP, and for preparation of the revised CSWMP, incorporating both solid waste and moderate risk waste elements.
 - 2.2. It is understood that the planning effort will be informed by the Solid Waste Advisory Committee (SWAC) and the Regional Solid Waste System Steering Committee (RSWSSC).
 - 2.3. It is understood that the Washington State Department of Ecology (Ecology) will consider approval of the revised CSWMP only after all local jurisdictions participating in the planning process have adopted the revised CSWMP.
 - 2.4. The responsibilities of all parties in the management, planning, operations, and collection services of solid waste programs (including moderate risk waste) will be delineated in the adopted CSWMP.
 - 2.5. No separate entity is being created by this Agreement.
3. Limitations.
 - 3.1. Nothing in this agreement shall supersede any authority granted to either the County or the City, or otherwise imply any control by one Party over the other Party.
 - 3.2. Nothing in this agreement shall obligate either Party to provide personnel or assume operation and maintenance responsibilities for the other party's facilities or operations. Nor shall any provision of this agreement change in any manner the rules and restrictions under which either party operates.
4. Dispute resolution. Any disputes arising under the terms of this agreement shall be resolved through a negotiated effort to reach consensus. The Parties may agree to mediation as part of such effort.

5. Plan development process. The Parties agree to the following process for development of, updates to, and replacement of the CSWMP.

5.1. Revision process

- 5.1.1. With input from SWAC and RSWSSC, the County will develop a draft and circulate that draft to Ecology and all cities within the Clark County Regional Solid Waste System. The County will make that draft available to the public for comments on their website.
- 5.1.2. After good faith consideration of any responses from the public, cities and town, and Ecology, County staff will prepare a final draft. After consultation with the city/town, SWAC, and RSWSSC, County will have the discretion to decide whether to change the final draft as a result of the responses.
- 5.1.3. Upon adoption, as defined herein, County will submit the adopted final draft to Ecology.

5.2. Amendments and updates

- 5.2.1. All proposed amendments will be evaluated per the process defined in the CSWMP.
- 5.2.2. Cities and towns that have signed the Agreement to join the Clark County Regional Solid Waste System may send possible amendments to the County for formal proposal. Upon such proposal, the County shall conduct the plan development process as outlined in this section.
- 5.2.3. The County shall prepare CSWMP updates as required by Chapter 70A.205 RCW, 70A.300 RCW, or by Ecology.

6. Plan adoption. If within 90 days of receiving the final draft CSWMP from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the plan and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction. All participating jurisdictions will be notified by the County when the CSWMP is adopted and when the CSWMP is approved by Ecology.
7. Term. Commencing on the effective date as outlined below in this Agreement, this Agreement shall continue until rescinded, terminated as herein provided, or as outlined in the adopted subsequent plan. Any party hereto may withdraw and terminate its rights and obligations under this Agreement with the understanding that:
 - 7.1. Notice of intent to withdraw and develop an independent plan shall be given to all parties, including SWAC and RSWSSC, and shall be provided with 12 months' notice; and

7.2. Prior to termination, a withdrawing City must have prepared and received approval from Ecology for their independent solid waste management plan; and

7.3. Termination will not absolve the City or County of responsibility for meeting financial and other obligations outstanding at the time of termination.

8. Effective date. This Agreement shall be effective upon its execution by the Clark County Council after execution by all other participating governments. The Parties agree that in the event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.

9. Entire agreement and modification. This Agreement embodies the entire agreement and understanding between the Parties hereto with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each of the Parties.

10. Indemnification / Hold harmless. City shall defend, indemnify and hold County, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of City in performance of this Agreement, except for injuries and damages caused by the sole negligence of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of City, its officers, officials, employees, and volunteers, City's liability, including the duty and cost to defend, hereunder shall be only to the extent of the City's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the City's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

11. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as may hereafter be amended, each party agrees to maintain all records constituting public records and to produce or assist both parties in producing such records,

within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party's Public Records Officer.

12. Recording or public listing. The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or other electronically retrievable public source, as required by RCW 39.34.040.

13. Severability. If any provision of this Agreement is held invalid, the remainder would then continue to conform to the terms and requirements of applicable law.

INTERLOCAL AGREEMENT
HDC.2157
between
CLARK COUNTY
P.O. Box 9825, Vancouver, WA 98666
and
CITY OF CAMAS
616 NE 4th Avenue, Camas, WA 98607

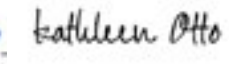
Project: Update to Comprehensive Solid Waste Management Plan
Contract Name: CCPH City of Camas CSWMP Interlocal HDC.2157
Contract Period: Upon Execution-Ongoing

County Contacts		
Program	Fiscal	Contract
Joelle Loescher 360.397.8126 Joelle.Loeschner@clark.wa.gov	Kayla Mobley 564.397.8235 Kayla.Mobley@clark.wa.gov	Holly Barnfather 360.949.6965 GCT@clark.wa.gov
City Contacts		
Program	Fiscal	Contract
Steve Wall Public Works Director 360.817.7899 swall@cityofcamas.us	Cathy Huber Nickerson Finance Director 360.834.2462 chubner@cityofcamas.us	Ronda Syverson Procurement Specialist 360.834.2462 rsyverson@cityofcamas.us

This Contract for governmental services, where both parties are public agencies, pursuant to RCW 39.34.080 is entered into between Clark County, hereinafter referred to as County, and City of Camas, hereinafter referred to as City. County and City agree to all terms and conditions, exhibits, and requirements of this contract.

CITY OF CAMAS

CLARK COUNTY

 12/19/2023
Steven C. Hogan, Mayor Date
 12/20/23
Kathleen Otto, County Manager Date

Attest:


City Clerk

APPROVED AS TO FORM ONLY:

 12/20/23
Amanda Mitchellbrink Date
Deputy Prosecuting Attorney

APPROVED AS TO FORM ONLY:

By: 
Shawn MacPherson, City Attorney

INTERLOCAL AGREEMENT
BETWEEN CLARK COUNTY AND CITIES OF
BATTLE GROUND, CAMAS, LA CENTER, RIDGEFIELD, VANCOUVER,
WASHOUGAL, AND TOWN OF YACOLT
DESIGNATING CLARK COUNTY AS THE LEAD AGENCY FOR THE REVISION OF
THE COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Pursuant to Chapter 39.34 RCW and RCW 70A.205.040, this Interlocal Agreement (Agreement) is entered into between Clark County and the City of Camas, establishing the obligations of the Parties for the maintenance and adoption of the Clark County Comprehensive Solid Waste Management Plan (CSWMP).

WHEREAS, RCW 70A.205.040 and RCW 70A.400.007 assigns primary responsibility for solid waste and hazardous waste planning to local governments; and

WHEREAS, RCW 70A.205.040 and RCW 70A.400.050 require or authorize counties, in cooperation with the various cities located within such county, to prepare, or coordinate a comprehensive solid & hazardous waste management plan; and

WHEREAS, under RCW 70A.205.075, all solid waste management plans must be maintained in current condition by periodic updates that include the estimated long range planning needs for solid waste handling and be projected twenty years into the future and local governments may also periodically update their hazardous waste plans; and

WHEREAS, the City and the County (Parties), recognize that our citizens and businesses, public policy makers, and local government staff benefit from cooperative, coordinated, and shared approaches to managing the regional solid waste system; and

WHEREAS, RCW 70A.205.040 (c) outlines that cities may authorize the county to prepare a plan for the city's solid waste management; and

WHEREAS, the Parties previously entered into a Solid Waste Interlocal Agreement on May 2, 2006 and have enjoyed a lengthy, productive, and effective working relationship in coordinating a wide range of solid waste disposal and restoration issues; and

WHEREAS, in order to successfully develop, finance, and manage the Regional Solid Waste System, it is desirable that all waste generated in Clark County, including waste generated in incorporated cities and towns within the county, be disposed of through the Regional Solid Waste System and that the City authorize the County to designate a disposal site(s) and transfer fees for the disposal of solid waste generated within the corporate limits of the City; and

WHEREAS, the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling programs, and residential yard waste collection programs; and

WHEREAS, as part of this Agreement, the City agrees to authorize the county to prepare a plan for the city's solid waste management for inclusion in the comprehensive county plan. If the City chooses not to participate fully in the planning process or to pass a resolution adopting the CSWMP, they agree to adopt the final version. If within 90 days of receiving the final draft from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the CSWMP and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction, and

1.5 Termination will not absolve the City or County of responsibility for meeting FRC's¹ and other obligations outstanding at the time of termination.

5. **Effective date.** This Agreement shall be effective upon its execution by the United States and the Council after execution by all other participating governments. The Parties agree that in the event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.

9. **Entire agreement and modification.** This Agreement embodies the entire agreement and understanding between the Parties herein with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each of the Parties.

10. **Indemnification / Hold Harmless.** City shall defend, indemnify and hold County, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of City in performance of this Agreement, except for injuries and damages caused by the sole negligence of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 42.11.15, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of City, its officers, officials, employees, and volunteers, City's liability, including the delay and cost in defense, hereunder shall be only to the extent of the City's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the City's waiver of recovery under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

11. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent and record, including any electronic, audio, paper or other media, is required to be kept in index as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as it hereafter be amended, each party agrees to maintain all records constituting public records and to produce or assist both parties in producing such records.

within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party's Public Records Officer.

12. **Recording or public listing.** The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or other electronically retrievable public source, as required by RCW 39.100.010.

13. Notwithstanding if any provision of this Agreement is held invalid, the remainder would then survive to conform to the terms and requirements of applicable law.

that the City authorizes the County to designate a disposal site(s) and transfer sites for the disposal of solid waste generated within the corporate limits of the City; and

WHEREAS, the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling programs, and residential yard waste collection programs; and

WHEREAS, as part of this Agreement, the City agrees to authorize the county to prepare a plan for the city's solid waste management for inclusion in the CSWMP.; and

WHEREAS, the Parties wish to continue working to develop and implement environmentally sound and cost-effective solid waste management programs including waste reduction and recycling programs that reduce greenhouse gas emissions as appropriate from the disposed waste stream.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Purpose of agreement. The Parties intend this Agreement to provide for continued cooperation by both parties in the updating of the CSWMP, implementation of that plan, and periodic updates or replacement of that plan, all in compliance with Chapters 70A.205 and 70A.300 RCW.

2. Authority and responsibilities.

- 2.1. County shall act as lead agency for review of the CSWMP, and for preparation of the revised CSWMP, incorporating both solid waste and moderate risk waste elements.
- 2.2. It is understood that the planning effort will be informed by the Solid Waste Advisory Committee (SWAC) and the Regional Solid Waste System Steering Committee (RSWSSC).
- 2.3. It is understood that the Washington State Department of Ecology (Ecology) will consider approval of the revised CSWMP only after all local jurisdictions participating in the planning process have adopted the revised CSWMP.
- 2.4. The responsibilities of all parties in the management, planning, operations, and collection services of solid waste programs (including moderate risk waste) will be delineated in the adopted CSWMP.
- 2.5. No separate entity is being created by this Agreement.

3. Limitations.

- 3.1. Nothing in this agreement shall supersede any authority granted to either the County or the

City, or otherwise imply any control by one Party over the other Party.

3.2. Nothing in this agreement shall obligate either Party to provide personnel or assume operation and maintenance responsibilities for the other party's facilities or operations. Nor shall any provision of this agreement change in any manner the rules and restrictions under which either party operates.

4. Dispute resolution. Any disputes arising under the terms of this agreement shall be resolved through a negotiated effort to reach consensus. The Parties may agree to mediation as part of such effort.

5. Plan development process. The Parties agree to the following process for development of, updates to, and replacement of the CSWMP.

5.1. Revision process

- 5.1.1. With input from SWAC and RSWSSC, the County will develop a draft and circulate that draft to Ecology and all cities within the Clark County Regional Solid Waste System. The County will make that draft available to the public for comments on their website.
- 5.1.2. After good faith consideration of any responses from the public, cities and town, and Ecology, County staff will prepare a final draft. After consultation with the City, SWAC, and RSWSSC, the County will have the discretion to decide whether to change the final draft as a result of the responses.
- 5.1.3. Upon adoption, as defined herein, the County will submit the adopted final draft to Ecology.

5.2. Amendments and updates

- 5.2.1. All proposed amendments will be evaluated per the process defined in the CSWMP.
- 5.2.2. Cities and towns that have signed the Agreement to join the Clark County Regional Solid Waste System may send possible amendments to the County for formal proposal. Upon such proposal, the County shall conduct the plan development process as outlined in this section.
- 5.2.3. The County shall prepare CSWMP updates as required by Chapter 70A.205 RCW, 70A.300 RCW, or by Ecology.

6. Plan adoption. If within 90 days of receiving the final draft CSWMP from the County, the City does not pass a resolution either adopting or disapproving the plan and deliver that resolution to

the County, the City authorizes the County to include the city's solid waste plan prepared by the County in the CSWMP. All participating jurisdictions will be notified by the County when the CSWMP is adopted and when the CSWMP is approved by Ecology.

7. Term. Commencing on the effective date as outlined below in this Agreement, this Agreement shall continue until rescinded, terminated as herein provided, or as outlined in the adopted subsequent plan. Any party hereto may withdraw and terminate its rights and obligations under this Agreement with the understanding that:
 - 7.1. Notice of intent to withdraw and develop an independent plan shall be given to all parties, including SWAC and RSWSSC, and shall be provided with 12 months' notice; and
 - 7.2. Prior to termination, a withdrawing City must have prepared and received approval from Ecology for their independent solid waste management plan; and
 - 7.3. Termination will not absolve the City or County of responsibility for meeting financial and other obligations outstanding at the time of termination.
8. Effective date. This Agreement shall be effective upon its execution by the Clark County Council after execution by all other participating governments. The Parties agree that in the event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.
9. Entire agreement and modification. This Agreement embodies the entire agreement and understanding between the Parties hereto with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each of the Parties.
10. Indemnification / Hold harmless. County shall defend, indemnify, and hold City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of, or resulting from the negligent acts, errors or omissions of County in performance of this Agreement, except for injuries and damages caused by the negligence of City. City shall defend, indemnify, and hold County, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of City in performance of this Agreement, except for injuries and damages caused by the negligence

of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the parties, the indemnifying party's liability, including the duty and cost to defend, hereunder shall be only to the extent of that party's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes each party's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

11. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as may hereafter be amended, each party agrees to maintain all records constituting public records and to produce or assist both parties in producing such records, within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party's Public Records Officer.
12. Recording or public listing. The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or other electronically retrievable public source, as required by RCW 39.34.040.
13. Severability. If any provision of this Agreement is held invalid, the remainder would then continue to conform to the terms and requirements of applicable law.

Ridgefield, WA 98642

**INTERLOCAL AGREEMENT
BETWEEN CLARK COUNTY AND CITIES OF
BATTLE GROUND, CAMAS, LA CENTER, RIDGEFIELD, VANCOUVER,
WASHOUGAL, AND TOWN OF YACOLT
DESIGNATING CLARK COUNTY AS THE LEAD AGENCY FOR THE REVISION OF
THE COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN**

WHEREAS, in order to successfully develop, finance, and manage the Regional Solid Waste System, it is desirable that all waste generated in Clark County, including waste generated in incorporated cities and towns within the county, be disposed of through the Regional Solid Waste System and

City Contacts		
Program	Fiscal	Contract
Chuck Green, PE 360.857-5022 Chuck.Green@ridgefieldwa.us	Kirk Johnson 360.857-5008 kirk.johnson@ridgefieldwa.us	Kirk Johnson 360.857-5008 kirk.johnson@ridgefieldwa.us

Amanda Migchelbrink
Deputy Prosecuting Attorney

11/09/23
Date

that the City authorizes the County to designate a disposal site(s) and transfer sites for the disposal of solid waste generated within the corporate limits of the City; and

WHEREAS, the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling programs, and residential yard waste collection programs; and

WHEREAS, as part of this Agreement, the City agrees to authorize the county to prepare a plan for the city's solid waste management for inclusion in the CSWMP.; and

WHEREAS, the Parties wish to continue working to develop and implement environmentally sound and cost-effective solid waste management programs including waste reduction and recycling programs that reduce greenhouse gas emissions as appropriate from the disposed waste stream.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Purpose of agreement. The Parties intend this Agreement to provide for continued cooperation by both parties in the updating of the CSWMP, implementation of that plan, and periodic updates or replacement of that plan, all in compliance with Chapters 70A.205 and 70A.300 RCW.
2. Authority and responsibilities.
 - 2.1. County shall act as lead agency for review of the CSWMP, and for preparation of the revised CSWMP, incorporating both solid waste and moderate risk waste elements.
 - 2.2. It is understood that the planning effort will be informed by the Solid Waste Advisory Committee (SWAC) and the Regional Solid Waste System Steering Committee (RSWSSC).
 - 2.3. It is understood that the Washington State Department of Ecology (Ecology) will consider approval of the revised CSWMP only after all local jurisdictions participating in the planning process have adopted the revised CSWMP.
 - 2.4. The responsibilities of all parties in the management, planning, operations, and collection services of solid waste programs (including moderate risk waste) will be delineated in the adopted CSWMP.
 - 2.5. No separate entity is being created by this Agreement.
3. Limitations.
 - 3.1. Nothing in this agreement shall supersede any authority granted to either the County or the

City, or otherwise imply any control by one Party over the other Party.

- 3.2. Nothing in this agreement shall obligate either Party to provide personnel or assume operation and maintenance responsibilities for the other party's facilities or operations. Nor shall any provision of this agreement change in any manner the rules and restrictions under which either party operates.

4. Dispute resolution. Any disputes arising under the terms of this agreement shall be resolved through a negotiated effort to reach consensus. The Parties may agree to mediation as part of such effort.
5. Plan development process. The Parties agree to the following process for development of, updates to, and replacement of the CSWMP.
 - 5.1. Revision process
 - 5.1.1. With input from SWAC and RSWSSC, the County will develop a draft and circulate that draft to Ecology and all cities within the Clark County Regional Solid Waste System. The County will make that draft available to the public for comments on their website.
 - 5.1.2. After good faith consideration of any responses from the public, cities and town, and Ecology, County staff will prepare a final draft. After consultation with the city/town, SWAC, and RSWSSC, County will have the discretion to decide whether to change the final draft as a result of the responses.
 - 5.1.3. Upon adoption, as defined herein, County will submit the adopted final draft to Ecology.
 - 5.2. Amendments and updates
 - 5.2.1. All proposed amendments will be evaluated per the process defined in the CSWMP.
 - 5.2.2. Cities and towns that have signed the Agreement to join the Clark County Regional Solid Waste System may send possible amendments to the County for formal proposal. Upon such proposal, the County shall conduct the plan development process as outlined in this section.
 - 5.2.3. The County shall prepare CSWMP updates as required by Chapter 70A.205 RCW, 70A.300 RCW, or by Ecology.
6. Plan adoption. If within 90 days of receiving the final draft CSWMP from the County, the City does not pass a resolution either adopting or disapproving the plan and deliver that resolution to the County, the City authorizes the County to include the city's solid waste plan prepared by the

County in the CSWMP. All participating jurisdictions will be notified by the County when the CSWMP is adopted and when the CSWMP is approved by Ecology.

7. Term. Commencing on the effective date as outlined below in this Agreement, this Agreement shall continue until rescinded, terminated as herein provided, or as outlined in the adopted subsequent plan. Any party hereto may withdraw and terminate its rights and obligations under this Agreement with the understanding that:
 - 7.1. Notice of intent to withdraw and develop an independent plan shall be given to all parties, including SWAC and RSWSSC, and shall be provided with 12 months' notice; and
 - 7.2. Prior to termination, a withdrawing City must have prepared and received approval from Ecology for their independent solid waste management plan; and
 - 7.3. Termination will not absolve the City or County of responsibility for meeting financial and other obligations outstanding at the time of termination.
8. Effective date. This Agreement shall be effective upon its execution by the Clark County Council after execution by all other participating governments. The Parties agree that in the event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.
9. Entire agreement and modification. This Agreement embodies the entire agreement and understanding between the Parties hereto with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each of the Parties.
10. Indemnification / Hold harmless. City shall defend, indemnify, and hold County, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of City in performance of this Agreement, except for injuries and damages caused by the sole negligence of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of City, its officers, officials, employees, and volunteers, City's liability, including the duty and cost to defend, hereunder shall be only to the extent of the City's negligence. It is

further specifically and expressly understood that the indemnification provided herein constitutes the City's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

11. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as may hereafter be amended, each party agrees to maintain all records constituting public records and to produce or assist both parties in producing such records, within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party's Public Records Officer.
12. Recording or public listing. The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or other electronically retrievable public source, as required by RCW 39.34.040.
13. Severability. If any provision of this Agreement is held invalid, the remainder would then continue to conform to the terms and requirements of applicable law.

Project: Update to Comprehensive Solid Waste Management Plan
Contract Name: CCPH City of Vancouver CSWMP Interlocal HDC.2160
Contract Period: Upon Execution - For Three Years

County Contacts		
Program	Fiscal	Contract
Joelle Loescher 360.397.8126 Joelle.Loesch@clark.wa.gov	Kayla Mobley 564.397.8235 Kayla.Mobley@clark.wa.gov	Rebecca Addington 564.397.8415 GCT@clark.wa.gov

City Contacts		
Program	Fiscal	Contract
Julie Gilbertson 360.487.7162 julie.gilbertson@cityofvancouver.us	Shannon Turk 360.487.7132 shannon.turk@cityofvancouver.us	Anna Vogel 360.487.8429 anna.vogel@cityofvancouver.us

CLARK COUNTY:

Kathleen Otto 04/02/24
Kathleen Otto, Date
County Manager

APPROVED AS TO FORM ONLY:

Amanda Mitchell 04/01/24
Amanda Mitchell,
Deputy Prosecuting Attorney Date

**BETWEEN CLARK COUNTY AND CITY OF VANCOUVER
DESIGNATING CLARK COUNTY AS THE LEAD AGENCY FOR THE REVISION OF
THE COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN**

Pursuant to Chapter 39.34 RCW and RCW 70A.205.040, this Interlocal Agreement (Agreement) is entered into between Clark County and the City of Vancouver, establishing the obligations of the Parties for the maintenance and adoption of the Clark County Comprehensive Solid Waste Management Plan (CSWMP).

WHEREAS, RCW 70A.205.010 and RCW 70A.300.007 assigns primary responsibility for solid waste and moderate risk waste planning to local government;and

WHEREAS, RCW 70A.205.040 and RCW 70A.300.350 require or authorize counties, in cooperation with the various cities located within such county, to prepare a coordinated comprehensive solid & hazardous waste management plan; and

WHEREAS, under RCW 70A.205.075, all solid waste management plans must be maintained in current condition by periodic updates that include the estimated long-range planning needs for solid waste handling facilities projected twenty years into the future and local governments may also periodically update their hazardous waste plans; and

WHEREAS, the City and the County (Parties), recognize that our citizens and businesses, public policymakers, and local government staff benefit from cooperative, coordinated, and shared approaches to managing the regional solid waste system; and

WHEREAS, RCW 70A.205.040(4)(c) outlines that cities may authorize the county to prepare a plan for the city's solid waste management for the inclusion in the CSWMP; and

WHEREAS, this Agreement serves to meet a common interest between Clark County and the Cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver and Washougal and the Town of Yacolt designating Clark County as the lead agency responsible for maintaining and updating the CSWMP and is part of other related agreements and understandings.

WHEREAS, the Parties previously entered into a Solid Waste Interlocal Agreement on December 19, 2005 and have enjoyed a lengthy, productive, and effective working relationship in coordinating a wide range of solid waste disposal and collection issues; and

WHEREAS, in order to successfully develop, finance, and manage the Regional Solid Waste System, it is desirable that all waste generated in Clark County, including waste generated in incorporated cities and towns within the county, be disposed of through the Regional Solid Waste System and that the City and County agree that all waste generated in the corporate limits of the City shall be disposed of at Finley Buttes disposal site and transfer sites for the disposal of solid waste generated within the corporate limits of the City; and

WHEREAS, the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling diversion programs, and residential yard waste/organics collection programs; and

WHEREAS, as part of this Agreement, the City agrees to authorize the County to prepare a plan for the City's solid waste management for inclusion in the CSWMP; and

WHEREAS, the Parties wish to continue working to develop and implement environmentally sound and cost-effective solid waste management programs including waste reduction and recycling diversion programs that reduce greenhouse gas emissions as appropriate from the disposed waste stream.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Purpose of agreement. The Parties intend this Agreement to provide for continued cooperation by both Parties in the updating of the CSWMP, implementation of that plan, and periodic updates or replacement of that plan, all in compliance with Chapters 70A.205 and 70A.300 RCW.
2. Public Ownership of Transfer Stations. In recognition that the Parties desire to continue to move toward a more regionalized and standardized solid waste management system.
 - 2.1. The COUNTY and CITY are committed to public ownership of the existing Central Transfer, West Van, and any future to-be-built transfer station(s) (excluding the existing transfer station in Washougal). These parties, along with any other municipal entity within the COUNTY that chooses to participate, will create a regional, multi-jurisdictional entity COUNTY successor to own and provide solid waste disposal and transfer services to those participating jurisdictions. As a statement of intent, both the COUNTY and CITY assert their strong preference for regional-entity ownership by a COUNTY successor, and that ownership by COUNTY or CITY is disfavored.
 - 2.2. In furtherance of this, the COUNTY and CITY shall negotiate the terms of an interlocal agreement pursuant to chapter 39.34 RCW that identifies a statutory mechanism for formation of the entity to be the COUNTY successor, a general initial framework for shared, representational governance by all participating jurisdictions, and establishes a transparent and accountable timeline for formation of the entity by December 31, 2029.
 - 2.3. In the event the COUNTY, CITY, and other participating jurisdictions are unable to form this anticipated regional entity by December 31, 2030, the COUNTY and CITY agree to meet and determine in good faith how one or both entities will temporarily own and govern the solid waste transfer facilities until such time as the regional entity can be formed and become operational, which is not anticipated to take longer than 24 months.
3. Authority and responsibilities.

- 3.1. County shall act as lead agency for review of the CSWMP, and for preparation of the revised CSWMP, incorporating both solid waste and moderate risk waste elements.
- 3.2. It is understood that the planning effort will be informed by the Solid Waste Advisory Committee (SWAC) and the Regional Solid Waste System Steering Committee (RSWSSC).
 - 3.2.1. The City, its staff and policymakers shall be partners and participants with the County and the SWAC and RSWSSC in the regularly scheduled plan review, update(s) and implementation and will be afforded opportunity to propose plan modifications.
- 3.3. It is understood that the Washington State Department of Ecology (Ecology) will consider approval of the revised CSWMP only after all local jurisdictions participating in the planning process have adopted the revised CSWMP.
- 3.4. The responsibilities of all parties in the management, planning, operations, and collection services of solid waste programs (including moderate risk waste) will be delineated in the adopted CSWMP.
- 3.5. No separate entity is being created by this Agreement.
4. Limitations.
 - 4.1. Nothing in this Agreement shall supersede any authority granted to either the County or the City, or otherwise imply any control by one Party over the other Party.
 - 4.2. Nothing in this Agreement shall obligate either Party to provide personnel or assume operation and maintenance responsibilities for the other party's facilities or operations. Nor shall any provision of this agreement change in any manner the rules and restrictions under which either Party operates.
5. Dispute resolution. Any disputes arising under the terms of this agreement shall be resolved through a negotiated effort to reach consensus. The Parties may agree to mediation as part of such effort.
6. Plan development process. The Parties agree to the following process for development of, updates to, and replacement of the CSWMP.
 - 6.1. Revision process
 - 6.1.1. With input from SWAC and RSWSSC, the County will develop a draft and circulate that draft to Ecology and all cities within the Regional Solid Waste System. The County will make that draft available to the public for comments on their website.
 - 6.1.2. After good faith consideration of any responses from the public, cities and town, and

Ecology, County staff will prepare a final draft. After consultation with the city/town, SWAC, and RSWSSC, County will have the discretion to decide whether to change the final draft as a result of the responses.

6.1.3. Upon adoption, as defined herein, County will submit the adopted final draft to Ecology.

6.2. Amendments and updates

6.2.1. All proposed amendments will be evaluated per the process defined in the CSWMP.

6.2.2. Cities and towns that have signed the Agreement to join the Regional Solid Waste System may send possible amendments to the County for formal proposal. Upon such proposal, the County shall conduct the plan development process as outlined in this section.

6.2.3. The County shall prepare CSWMP updates as required by Chapter 70A.205 RCW, 70A.300 RCW, or by Ecology.

7. Plan adoption. If within 90 days of receiving the final draft CSWMP from the County, the City does not pass a resolution either adopting or disapproving the plan and delivers that resolution to the County, the City authorizes the County to include the City's solid waste plan prepared by the County in the CSWMP. All participating jurisdictions will be notified by the County when the CSWMP is adopted by County Council and when the CSWMP is approved by Ecology.

8. Term. Commencing on the effective date as outlined below in this Agreement, this Agreement shall continue for three years from the date of execution and may be extended upon mutual agreement and subject to City Council approval for an additional term. This Agreement may be rescinded, terminated as herein provided, or as outlined in the adopted subsequent plan. Any party hereto may withdraw and terminate its rights and obligations under this Agreement with the understanding that:

8.1. Notice of intent to withdraw and develop an independent plan shall be given to all parties, including SWAC and RSWSSC, and shall be provided with 12 months' notice; and

8.2. Prior to termination, a withdrawing City must have prepared and received approval from Ecology for their independent solid waste management plan; and

8.3. Each Party will remain responsible for its own costs, whether incurred during this Agreement or otherwise.

9. Effective date. This Agreement shall be effective upon its execution by the Clark County Council after execution by all other participating governments. The Parties agree that in the

event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.

10. Entire agreement and modification. This Agreement embodies the entire agreement and understanding between the Parties hereto with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each Party, following authorization by Vancouver's City Council.

11. Indemnification / Hold harmless. City shall defend, indemnify and hold County, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of City in performance of this Agreement, except for injuries and damages caused by the sole negligence of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of City, its officers, officials, employees, and volunteers, City's liability, including the duty and cost to defend, hereunder shall be only to the extent of the City's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the City's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

12. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as may hereafter be amended, each party agrees to maintain all records constituting public records and to produce or assist both parties in producing such records, within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party's Public Records Officer.

13. Recording or public listing. The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or

other electronically retrievable public source, as required by RCW 39.34.040.

14. Severability. If any provision of this Agreement is held invalid, the remainder would then continue to conform to the terms and requirements of applicable law.

INTERLOCAL AGREEMENT
HDC.2161
between
CLARK COUNTY
P.O. Box 9825, Vancouver, WA 98666
and
CITY OF WASHOUGAL
1701 C Street, Washougal, WA 98671

Project: Update to Comprehensive Solid Waste Management Plan
Contract Name: CCPH City of Washougal CSWMP Interlocal HDC.2161
Contract Period: Upon Execution-Ongoing

County Contacts		
Program	Fiscal	Contract
Joelle Loescher 360.397.8126 Joelle.Loescher@clark.wa.gov	Kayla Mobley 564.397.8235 Kayla.Mobley@clark.wa.gov	Holly Barnfather 360.949.6965 GCT@clark.wa.gov

City Contacts		
Program	Fiscal	Contract
Trevor Evers 360.835.8501 ext. 202 trevor.evers@cityofwashougal.us	Daniel Layer 360.835.8501 ext. 503 daniel.layer@cityofwashougal.us	Kelly Brown 360.835.2662 ext. 234 kelly.brown@cityofwashougal.us

This Contract for governmental services, where both parties are public agencies, pursuant to RCW 39.34.080 is entered into between Clark County, hereinafter referred to as County, and City of Washougal, hereinafter referred to as City. County and City agree to all terms and conditions, exhibits, and requirements of this contract.

CITY

CLARK COUNTY

David Scott

01/24/24

David Scott, City Manager

Date

Kathleen Otto

01/25/24

Kathleen Otto, County Manager

Date

CITY

APPROVED AS TO FORM ONLY

Robert Zeinemann

01/24/24

Robert Zeinemann

Date

Amanda Migchelbrink

01/24/24

Amanda Migchelbrink

Date

City Attorney

Deputy Prosecuting Attorney

**INTERLOCAL AGREEMENT
BETWEEN CLARK COUNTY AND CITIES OF
BATTLE GROUND, CAMAS, LA CENTER, RIDGEFIELD, VANCOUVER,
WASHOUGAL, AND TOWN OF YACOLT
DESIGNATING CLARK COUNTY AS THE LEAD AGENCY FOR THE REVISION OF
THE COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN**

Pursuant to Chapter 39.34 RCW and RCW 70A.205.040, this Interlocal Agreement (Agreement) is entered into between Clark County (County) and the City of Washougal (City), establishing the obligations of the Parties for the maintenance and adoption of the Clark County Comprehensive Solid Waste Management Plan (CSWMP).

WHEREAS RCW 70A.205.010 and RCW 70A.300.007 assigns primary responsibility for solid waste and moderate risk waste planning to local government; and

WHEREAS RCW 70A.205.040 and RCW 70A.300.350 require or authorize counties, in cooperation with the various cities located within such county, to prepare a coordinated comprehensive solid & hazardous waste management plan; and

WHEREAS, under RCW 70A.205.075, all solid waste management plans must be maintained in current condition by periodic updates that include the estimated long-range planning needs for solid waste handling facilities projected twenty years into the future and local governments may also periodically update their hazardous waste plans; and

WHEREAS, the City and the County (Parties), recognize that our citizens and businesses, public policymakers, and local government staff benefit from cooperative, coordinated, and shared approaches to managing the regional solid waste system; and

WHEREAS RCW 70A.205.040(4)(c) outlines that cities may authorize the county to prepare a plan for the city's solid waste management; and

WHEREAS, the Parties previously entered into a Solid Waste Interlocal Agreement on May 9, 2006, and have enjoyed a lengthy, productive, and effective working relationship in coordinating a wide range of solid waste disposal and collection issues; and

WHEREAS, in order to successfully develop, finance, and manage the Regional Solid Waste System, it is desirable that all waste generated in Clark County, including waste generated in incorporated cities and towns within the county, be disposed of through the Regional Solid Waste System and that the City authorizes the County to designate a disposal site(s) and transfer sites for the disposal of solid waste generated within the corporate limits of the City; and

WHEREAS the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling programs, and residential yard waste collection programs; and

WHEREAS, as part of this Agreement, the City agrees to authorize the county to prepare a plan for the city's solid waste management for inclusion in the comprehensive county plan. If the City chooses not to participate fully in the planning process or to pass a resolution adopting the CSWMP, they agree to adopt the final version. If within 90 days of receiving the final draft from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the CSWMP and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction; and

WHEREAS the Parties wish to continue working to develop and implement environmentally sound and cost-effective solid waste management programs including waste reduction and recycling programs that reduce greenhouse gas emissions as appropriate from the disposed waste stream.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Purpose of agreement. The Parties intend this Agreement to provide for continued cooperation by both parties in the updating of the CSWMP, implementation of that plan, and periodic updates or replacement of that plan, all in compliance with Chapters 70A.205 and 70A.300 RCW.
2. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated by reference as if fully set forth herein and made a part hereof.
3. Authority and responsibilities.
 - 3.1. County shall act as lead agency for review of the CSWMP, and for preparation of the revised CSWMP, incorporating both solid waste and moderate risk waste elements.
 - 3.2. It is understood that the planning effort will be informed by the Solid Waste Advisory Committee (SWAC) and the Regional Solid Waste System Steering Committee (RSWSSC).
 - 3.3. It is understood that the Washington State Department of Ecology (Ecology) will consider approval of the revised CSWMP only after all local jurisdictions participating in the planning process have adopted the revised CSWMP.
 - 3.4. The responsibilities of all parties in the management, planning, operations, and collection services of solid waste programs (including moderate risk waste) will be delineated in the adopted CSWMP.
 - 3.5. No separate entity is being created by this Agreement.
4. Limitations.
 - 4.1. Nothing in this agreement shall supersede any authority granted to either the County or the City, or otherwise imply any control by one Party over the other Party.
 - 4.2. Nothing in this agreement shall obligate either Party to provide personnel or assume operation and maintenance responsibilities for the other party's facilities or operations. Nor shall any provision of this agreement change in any manner the rules and restrictions under which either party operates.

5. Dispute resolution. Any disputes arising under the terms of this agreement shall be resolved through a negotiated effort to reach consensus. The Parties may agree to mediation as part of such effort.
6. Plan development process. The Parties agree to the following process for development of, updates to, and replacement of the CSWMP.
 - 6.1. Revision process
 - 6.1.1. With input from SWAC and RSWSSC, the County will develop a draft and circulate that draft to Ecology and all cities within the Clark County Regional Solid Waste System. The County will make that draft available to the public for comments on their website.
 - 6.1.2. After good faith consideration of any responses from the public, cities and town, and Ecology, County staff will prepare a final draft. After consultation with the city/town, SWAC, and RSWSSC, County will have the discretion to decide whether to change the final draft as a result of the responses.
 - 6.1.3. Upon adoption, as defined herein, County will submit the adopted final draft to Ecology.
 - 6.2. Amendments and updates
 - 6.2.1. All proposed amendments will be evaluated per the process defined in the CSWMP.
 - 6.2.2. Cities and towns that have signed the Agreement to join the Clark County Regional Solid Waste System may send possible amendments to the County for formal proposal. Upon such proposal, the County shall conduct the plan development process as outlined in this section.
 - 6.2.3. The County shall prepare CSWMP updates as required by Chapter 70A.205 RCW, 70A.300 RCW, or by Ecology.
7. Plan adoption. If within 90 days of receiving the final draft CSWMP from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the plan and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction. All participating jurisdictions will be notified by the County when the CSWMP is adopted and when the CSWMP is approved by Ecology.
8. Term. Commencing on the effective date as outlined below in this Agreement, this Agreement shall continue until rescinded, terminated as herein provided, or as outlined in the adopted subsequent plan. Any party hereto may withdraw and terminate its rights and obligations

under this Agreement with the understanding that:

- 8.1. Notice of intent to withdraw and develop an independent plan shall be given to all parties, including SWAC and RSWSSC, and shall be provided with 12 months' notice; and
 - 8.2. Prior to termination, a withdrawing City must have prepared and received approval from Ecology for their independent solid waste management plan; and
 - 8.3. Termination will not absolve the City or County of responsibility for meeting financial and other obligations outstanding at the time of termination.
9. Effective date. This Agreement shall be effective upon its execution by the Clark County Council after execution by all other participating governments. The Parties agree that in the event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.
10. Entire agreement and modification. This Agreement embodies the entire agreement and understanding between the Parties hereto with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each of the Parties.
11. Indemnification / Hold harmless. City shall defend, indemnify, and hold County, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of City in performance of this Agreement, except for injuries and damages caused by the sole negligence of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of City, its officers, officials, employees, and volunteers, City's liability, including the duty and cost to defend, hereunder shall be only to the extent of the City's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the City's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement. County shall defend, indemnify, and hold City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising

out of or resulting from the negligent acts, errors or omissions of County in performance of this Agreement, except for injuries and damages caused by the sole negligence of City. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of County, its officers, officials, employees, and volunteers, County’s liability, including the duty and cost to defend, hereunder shall be only to the extent of the County’s negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the County’s waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

12. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as may hereafter be amended, each party agrees to maintain all records constituting public records and to produce or assist both parties in producing such records, within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party’s Public Records Officer.
13. Recording or public listing. The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or other electronically retrievable public source, as required by RCW 39.34.040.
14. Severability. If any provision of this Agreement is held invalid, the remainder would then continue to conform to the terms and requirements of applicable law.

INTERLOCAL AGREEMENT
HDC.2162
between
CLARK COUNTY
P.O. Box 9825, Vancouver, WA 98666
and
TOWN OF YACOLT
PO Box 160, Yacolt, WA 98675

Project: Update to Comprehensive Solid Waste Management Plan
Contract Name: CCPH Town of Yacolt CSWMP Interlocal HDC.2162
Contract Period: Upon Execution-Ongoing

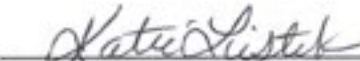
County Contacts		
Program	Fiscal	Contract
Joelle Loescher 360.397.8126 Joelle.Loescher@clark.wa.gov	Kayla Mobley 564.397.8235 Kayla.Mobley@clark.wa.gov	Holly Barnfather 360.949.6965 CntyHealthGrantContract@clark.wa.gov

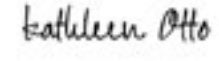
Town Contacts		
Program	Fiscal	Contract
Sean LaBarbera 360.553-0013 pwd@townofyacolt.com	Stephanie Fields 360.686-3922 clerk@townofyacolt.com	Katelyn Listek 360.686-3922 mayorlistek@townofyacolt.com

This Contract for governmental services, where both parties are public agencies, pursuant to RCW 39.34.080 is entered into between Clark County, hereinafter referred to as “County”, and the Town of Yacolt, hereinafter referred to as “Town”. County and Town agree to all terms and conditions, exhibits, and requirements of this contract.

TOWN OF YACOLT:

CLARK COUNTY:


Katelyn Listek, Mayor


Kathleen Otto, County Manager

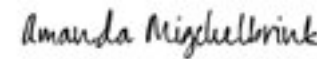
Date: 10/9/2023

Date: 10/12/23

TOWN OF YACOLT:

APPROVED AS TO FORM ONLY:


David Ridenour, Town Attorney


Amanda Migchelbrink,
Deputy Prosecuting Attorney

Date: 10/9/23

Date: 10/11/23

**INTERLOCAL AGREEMENT
BETWEEN CLARK COUNTY AND CITIES OF
BATTLE GROUND, CAMAS, LA CENTER, RIDGEFIELD, VANCOUVER,
WASHOUGAL, AND TOWN OF YACOLT
DESIGNATING CLARK COUNTY AS THE LEAD AGENCY FOR THE REVISION OF
THE COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN**

Pursuant to Chapter 39.34 RCW and RCW 70A.205.040, this Interlocal Agreement (Agreement) is entered into between Clark County and the Town of Yacolt, establishing the obligations of the Parties for the maintenance and adoption of the Clark County Comprehensive Solid Waste Management Plan (CSWMP).

WHEREAS, RCW 70A.205.010 and RCW 70A.300.007 assigns primary responsibility for solid waste and moderate risk waste planning to local government; and

WHEREAS, RCW 70A.205.040 and RCW 70A.300.350 require or authorize counties, in cooperation with the various cities located within such county, to prepare a coordinated comprehensive solid & hazardous waste management plan; and

WHEREAS, under RCW 70A.205.075, all solid waste management plans must be maintained in current condition by periodic updates that include the estimated long-range planning needs for solid waste handling facilities projected twenty years into the future and local governments may also periodically update their hazardous waste plans; and

WHEREAS, the Town and the County (Parties), recognize that our citizens and businesses, public policymakers, and local government staff benefit from cooperative, coordinated, and shared approaches to managing the regional solid waste system; and

WHEREAS, RCW 70A.205.040(4)(c) outlines that cities may authorize the county to prepare a plan for the Town's solid waste management; and

WHEREAS, the Parties previously entered into a Solid Waste Interlocal Agreement on May 9, 2006 and have enjoyed a lengthy, productive, and effective working relationship in coordinating a wide range of solid waste disposal and collection issues; and

WHEREAS, in order to successfully develop, finance, and manage the Regional Solid Waste System, it is desirable that all waste generated in Clark County, including waste generated in incorporated cities and towns within the county, be disposed of through the Regional Solid Waste System and that the Town authorizes the County to designate a disposal site(s) and transfer sites for the disposal of solid waste generated within the corporate limits of the Town; and

WHEREAS, the Parties wish to adopt, maintain, and enforce minimum levels of service for residential source separation and collection of recyclables, including residential curbside recycling programs, multi-family recycling programs, and residential yard waste collection programs; and

WHEREAS, as part of this Agreement, the Town agrees to authorize the county to prepare a plan for the Town's solid waste management for inclusion in the comprehensive county plan. If the Town chooses not to participate fully in the planning process or to pass a resolution adopting the CSWMP, they agree to adopt the final version. If within 90 days of receiving the final draft from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the CSWMP and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction; and

WHEREAS, the Parties wish to continue working to develop and implement environmentally sound and cost-effective solid waste management programs including waste reduction and recycling programs that reduce greenhouse gas emissions as appropriate from the disposed waste stream.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Purpose of agreement. The Parties intend this Agreement to provide for continued cooperation by both parties in the updating of the CSWMP, implementation of that plan, and periodic updates or replacement of that plan, all in compliance with Chapters 70A.205 and 70A.300 RCW.
2. Authority and responsibilities.
 - 2.1. County shall act as lead agency for review of the CSWMP, and for preparation of the revised CSWMP, incorporating both solid waste and moderate risk waste elements.
 - 2.2. It is understood that the planning effort will be informed by the Solid Waste Advisory Committee (SWAC) and the Regional Solid Waste System Steering Committee (RSWSSC).
 - 2.3. It is understood that the Washington State Department of Ecology (Ecology) will consider approval of the revised CSWMP only after all local jurisdictions participating in the planning process have adopted the revised CSWMP.
 - 2.4. The responsibilities of all parties in the management, planning, operations, and collection services of solid waste programs (including moderate risk waste) will be delineated in the adopted CSWMP.
 - 2.5. No separate entity is being created by this Agreement.
3. Limitations.
 - 3.1. Nothing in this agreement shall supersede any authority granted to either the County or the Town, or otherwise imply any control by one Party over the other Party.
 - 3.2. Nothing in this agreement shall obligate either Party to provide personnel or assume operation and maintenance responsibilities for the other party's facilities or operations. Nor shall any provision of this agreement change in any manner the rules and restrictions under which either party operates.
4. Dispute resolution. Any disputes arising under the terms of this agreement shall be resolved through a negotiated effort to reach consensus. The Parties may agree to mediation as part of such effort.

5. Plan development process. The Parties agree to the following process for development of, updates to, and replacement of the CSWMP.

5.1. Revision process

5.1.1. With input from SWAC and RSWSSC, the County will develop a draft and circulate that draft to Ecology and all cities within the Clark County Regional Solid Waste System. The County will make that draft available to the public for comments on their website.

5.1.2. After good faith consideration of any responses from the public, cities and town, and Ecology, County staff will prepare a final draft. After consultation with the Town/town, SWAC, and RSWSSC, County will have the discretion to decide whether to change the final draft as a result of the responses.

5.1.3. Upon adoption, as defined herein, County will submit the adopted final draft to Ecology.

5.2. Amendments and updates

5.2.1. All proposed amendments will be evaluated per the process defined in the CSWMP.

5.2.2. Cities and towns that have signed the Agreement to join the Clark County Regional Solid Waste System may send possible amendments to the County for formal proposal. Upon such proposal, the County shall conduct the plan development process as outlined in this section.

5.2.3. The County shall prepare CSWMP updates as required by Chapter 70A.205 RCW, 70A.340 RCW, or by Ecology.

6. Plan adoption. If within 90 days of receiving the final draft CSWMP from the County, a participating jurisdiction does not pass a resolution either adopting or disapproving the plan and delivers that resolution to the County, the CSWMP will be considered adopted by that jurisdiction. All participating jurisdictions will be notified by the County when the CSWMP is adopted and when the CSWMP is approved by Ecology.

7. Term. Commencing on the effective date as outlined below in this Agreement, this Agreement shall continue until rescinded, terminated as herein provided, or as outlined in the adopted subsequent plan. Any party hereto may withdraw and terminate its rights and obligations under this Agreement with the understanding that:

7.1. Notice of intent to withdraw and develop an independent plan shall be given to all parties, including SWAC and RSWSSC, and shall be provided with 12 months' notice;

and

7.2. Prior to termination, a withdrawing Town must have prepared and received approval from Ecology for their independent solid waste management plan; and

7.3. Termination will not absolve the Town or County of responsibility for meeting financial and other obligations outstanding at the time of termination.

8. Effective date. This Agreement shall be effective upon its execution by the Clark County Council after execution by all other participating governments. The Parties agree that in the event this Agreement is approved on or after the effective date, the terms and conditions hereof shall be construed as having been in full force and effect as of the effective date.

9. Entire agreement and modification. This Agreement embodies the entire agreement and understanding between the Parties hereto with respect to its subject matter and supersedes all prior agreements and understandings, whether written or oral, relating to its subject matter. No amendment or modification of this Agreement shall be valid unless made in writing and signed by each of the Parties.

10. Indemnification / Hold harmless. Town shall defend, indemnify and hold County, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of Town in performance of this Agreement, except for injuries and damages caused by the sole negligence of County. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of Town, its officers, officials, employees, and volunteers, Town's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Town's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Town's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

11. Public Records Act. Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, RCW Chapter 42.56, as may hereafter be amended, each party agrees to maintain all records

constituting public records and to produce or assist both parties in producing such records, within the time frames and parameters set forth in state law. Each party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other party of receipt of the request by providing a copy of the request to the other party's Public Records Officer.

12. Recording or public listing. The Parties agree that this Agreement, after full execution, either will be recorded with the Clark County Auditor or listed by subject on Clark County's website or other electronically retrievable public source, as required by RCW 39.34.040.

13. Severability. If any provision of this Agreement is held invalid, the remainder would then continue to conform to the terms and requirements of applicable law.

INTERLOCAL AGREEMENT

HDC. 2183

between

CLARK COUNTY

P.O. Box 9825, Vancouver, WA 98666

and

CITY OF VANCOUVER

P.O. Box 1995, Vancouver, WA 9866

Project: Solid Waste Coordination
Contract Name: CCPH City of Vancouver ILA Solid Waste HDC.2183
Contract Period: Upon Execution- December 31, 2032

County Contacts		
Program	Fiscal	Contract
Joelle Loescher 360.397.8126 Joelle.Loescher@clark.wa.gov	Kayla Mobley 564.397.8235 Kayla.Mobley@clark.wa.gov	Rebecca Addington 564.397.8415 GCT@clark.wa.gov

City Contacts		
Program	Fiscal	Contract
Julie Gilbertson 360.487.7162 Julie.Gilbertson@cityofvancouver.us	Shannon Turk 360.487.7132 Shannon.Turk@cityofvancouver.us	Anna Vogel 360.487.8429 Anna.Vogel@cityofvancouver.us

This Contract for governmental services, where both parties are public agencies, pursuant to RCW 39.34.080 is entered into between Clark County, hereinafter referred to as County, and City of Vancouver, hereinafter referred to as City. County and City agree to all terms and conditions, exhibits, and requirements of this contract.

CITY OF VANCOUVER:

CLARK COUNTY:

 _____ 04/01/24
Eric Hanner, Date
City Manager

Kathleen Otto _____ 04/02/24
Kathleen Otto, _____ Date
County Manager

APPROVED AS TO FORM ONLY:

APPROVED AS TO FORM ONLY:

 _____ 04/01/24
Jonathan Young, Date
City Attorney

Amanda Mitchellbrink 04/01/24
Amanda Mitchellbrink, Date
Deputy Prosecuting Attorney

Pursuant to the Interlocal Cooperation Act, chapter 39.34 RCW, between the City of Vancouver “City”, and Clark County, Washington “County”. The City and County are occasionally referred to as the “Parties” or as a “Party”.

WHEREAS, this Agreement serves to define a common understanding and outline obligations between the City and County and regarding efforts and activities related to the Regional Solid Waste System; and

WHEREAS, the Parties have jointly participated in planning for solid waste management since 1990 through previous interlocal agreements and have since enjoyed a lengthy, productive, and effective working relationship while coordinating and collaborating on a wide range of solid waste disposal and collection issues; and

WHEREAS, The Parties maintain a separate Solid Waste Interlocal Agreement for Planning on 04/02/2024 that designates the County as the lead agency for review of the Comprehensive Solid Waste Management Plan and for preparation of the revised plan, incorporating both solid waste and moderate risk waste elements consistent with chapter 70A.205 RCW. This Agreement is not intended to replace or otherwise alter the Solid Waste Interlocal Agreement for Planning; and

WHEREAS, the Parties recognize that our citizens and businesses, public policymakers and local government staff jointly benefit from cooperative, coordinated, and shared approaches to managing the Regional Solid Waste System; and

WHEREAS, the City and County have distinct responsibilities and authorities for oversight and operation of programs affecting the collection and disposal of solid waste, recyclables, and organics; and

WHEREAS, the coordination of waste reduction, recycling, and organics diversion programs between the County and City creates savings, addresses state diversion requirements, and provides other benefits for both Parties; and

WHEREAS, the Parties wish to continue working to facilitate capital improvements for the Regional Solid Waste System to enable more diversion and to develop and implement environmentally sound, cost-effective solid waste and hazardous waste management programs including waste reduction and diversion programs; and

WHEREAS, the County contracts for solid waste handling services, including development of local facilities for the receipt, recycling, and processing for out-of-county disposal of solid waste generated within the cities, towns, and unincorporated areas of the County with the City having had an historic and ongoing key partner role in the 1992 and 2006 disposal and transfer station services contracts with Columbia Resource Company (CRC); and

WHEREAS, the City and County have participated in negotiations with Columbia Resource Company (CRC) since December 2019 regarding a new Contract, anticipated to be completed in 2024, that better serves the ongoing needs of the region; and

WHEREAS, the Guiding Principles for this Agreement include:

- Promotion of sustainable actions and behaviors that ensure resources and options for future generations consistent with goals for solid waste identified in state and local climate change initiatives.
- Maintaining a solid waste system that supports equity, economic vitality and conserves natural and fiscal resources.
- Achieving a reasonable balance among public convenience, cost to ratepayers, public health, and the environment.
- Maintaining flexibility to anticipate future changes and needs.
- Promoting source reduction, reuse, and recycling.
- Increasing local control of solid waste management and commitment to public ownership of the system.
- Maintaining accurate waste stream measurement and monitoring.
- Encouraging cooperative and coordinated efforts among government agencies, community members, and the private sector for managing solid wastes; and

WHEREAS, the Parties desire to accomplish a more regionalized and standardized solid waste management system. Significant progress was achieved on this by establishing the Regional Solid Waste System Steering Committee in 2016; and

WHEREAS, the approach for improved coordination as it relates to the Regional Solid Waste System and as detailed in this Agreement provides for sharing of information, assures greater transparency and accountability, allows City participation and support for Agreement Projects, and assures the delivery of consistent communication and outreach efforts.

NOW, THEREFORE, in consideration of the mutual benefits and covenants contained herein, it is hereby agreed:

1. Definitions.

For purposes of this Interlocal Agreement, the following definitions shall apply.

- 1.1. “Agreement” means the Solid Waste Coordination Interlocal Agreement pursuant to the Interlocal Cooperation Act, chapter 39.34 RCW, between the City of Vancouver (City), and Clark County, Washington (County).
- 1.2. “Agreement Projects” means projects and programs that are intended by the Parties to be planned for and/or implemented during the Term of this Agreement.
- 1.3. “City” means the City of Vancouver, Washington.
- 1.4. “Comprehensive Solid Waste Management Plan” (CSWMP) means the Clark County Comprehensive Solid Waste Management Plan approved by the Department of Ecology and adopted and amended by the County pursuant to chapter 70A.205 RCW.
- 1.5. “Contract” means the Transfer, Transportation and Out of County Disposal and Recyclables and Specified Processing Services Contract by and between Columbia Resource Company (CRC) and County to which the City is a signatory, as adopted or amended.
- 1.6. “CRC” means Columbia Resource Company, LLC, a wholly owned subsidiary of Waste

Connections.

- 1.7. “County” means Clark County, Washington.
- 1.8. “County Solid Waste Fund” means the designated County operations and admin fund 4014 is an enterprise fund maintained by the County. All revenue received from the Administrative/Regulatory fees and the County Health Fee as adopted or amended (currently \$1.43/ton) paid to the County by CRC under sections 12.3.5, 12.10 and 12.11 of the 2006 Solid Waste Recycling, Transfer, Transport and Out-of-County Disposal Contract (Contract) and any future new Contract, all Solid Waste Implementation revenue received by the County from the Washington Department of Ecology under its Local Solid Waste Financial Assistance (LSWFA) grant program or other programs intended to support regional planning, outreach and other implementation efforts of the Regional System. Administrative fees paid to the County from Yard Debris or Recycling Collection contracts administered by the County, the County’s allocation of the Residential Recycling Revenue (based on volumes collected from County generators; see Section 6 below), and the Solid Waste Enforcement allocation of the Ecology LSWFA grants are specifically not regional and may be utilized at the County’s discretion for purposes other than system-wide benefits.
- 1.9. “Designated Disposal Site” means Finley Buttes Landfill located near Boardman, Oregon or alternative sites as designated in the CRC Contract Operations Plan and events related to Alternative Methods or Uncontrollable Circumstance.
- 1.10. “Designated Organics Processing Site” means Dirt Hugger located in Dallesport, Washington or other City approved processor of comingled residential organics food waste and yard wastes, or commercial organics or food waste.
- 1.11. “Hazardous Waste” means any waste, material or substance that is not excluded from regulation as “hazardous waste” by application of hazardous waste or dangerous waste regulations adopted by the United States Environmental Protection Agency, the Washington State Department of Ecology, or the Oregon State Department of Environmental Quality and that now or hereafter:
 - 1.11.1. Is required to be dealt with as hazardous waste under regulations promulgated by the United States Environmental Protection Agency at 40 CFR part 261;
 - 1.11.2. Contains a radioactive material the storage or disposal of which is regulated by state or federal law or regulation; or
 - 1.11.3. Is designated a “dangerous waste” or “extremely hazardous” waste pursuant to chapter 70A.300 RCW or applicable Oregon law.

Certain waste that is not as of the effective date of this Agreement within one of the subsections 1.11.1 through 1.11.3 above, may after that date come within the scope of one or more of those subsections as determined by a governmental entity with jurisdiction; certain other waste that is within one of those subsections may cease to be recognized as a Hazardous Waste as defined herein. Accordingly, any waste, material or substance shall be deemed Hazardous Waste only so long as and to the extent that it is included in at least one of subsections 1.11.1 through 1.11.3 above.
- 1.12. “Organics” means any organic waste material that is source-separated for processing or composting, such as yard debris and food scraps generated by any residential or commercial customers.
- 1.13. “Regional Solid Waste System” or “Regional System” means all facilities for solid waste

handling provided by the County, either directly or by contract with CRC or another private vendor, and all administrative activities related thereto. The term “Regional Solid Waste System” includes all sites designated by the County and City for the receipt or disposal of Solid Waste as well as the supporting practices and programs being operated within the region for waste collection, waste diversion and program promotion and administration.

- 1.14. “Regional Solid Waste System Fund (RSWSF)” means the designated County fund 6318 and is an interest-bearing special revenue fund established and maintained by the County or County successor for the sole purpose of funding the Regional Solid Waste System as explicitly authorized by the forthcoming new disposal contract (i.e., MSA and Attachments.) Any interest earned must remain in the fund.
- 1.15. “Regional Solid Waste System Steering Committee” (RSWSSC) means the formalized group of agency directors representing local jurisdictions within Clark County that is described in this Agreement and as established through the adoption of Bylaws on May 19, 2016.
- 1.16. “Solid Waste” means:
 - 1.16.1. Solid waste as defined by RCW 70A.205.015 with the exception of Hazardous Waste.
 - 1.16.2. Solid waste, including recyclable material collected within the City by the City, a City contractor, or a private hauler under the authority of a “G” certificate granted by the Washington State Utilities and Transportation Commission under the provisions of chapter 81.77 RCW; and
 - 1.16.3. Solid waste which is the residual waste remaining from a recycling facility located within the City or serving the City; and
 - 1.16.4. Residential recyclable material collected by the City or pursuant to a contract with the City or with the Washington State Utilities and Transportation Commission under RCW 81.77.130.
- 1.17. “Special Waste” means Solid Wastes that require special handling and are collected, processed, recycled and/or disposed of separately from other Solid Wastes as defined in the Contract, CSWMP, chapter 6.12 VMC, or upon written mutual agreement of the Public Works Director of the City of Vancouver and the Director of Clark County Public Health or their designees. Special Waste may or may not be required to be disposed of through the Regional Solid Waste System as determined by the above listed Directors.
- 1.18. “Transfer Stations” or “Regional Transfer Stations” means the designated transfer facilities and parcel(s) upon which the station facilities sit and identified in the Plan including Central Transfer Station located at 11034 NE 117th Avenue, West Vancouver Transfer Station 6601 NW Old Lower River Road, Washougal Transfer Station located at 4020 S. Grant Street and any additional transfer stations to be constructed for the Regional System.

2. Purpose.

The purpose of this Agreement is to provide for continued coordination and collaboration between the City and County on targeted solid waste and diversion efforts, including identifying

Agreement Projects to be considered and agreed upon by the Parties and that may be relevant to other regional partner cities or town.

3. Term.

This Agreement shall commence upon execution and expire on December 31, 2032. This Term may be extended pursuant to Section 15.

4. Obligations.

This Agreement serves to memorialize the County and City as active partners in collaborating on regional and shared efforts, and coordination on contracts and programs related to regional priorities. Obligations of the County, City, or both are as follows:

4.1. City & County

4.1.1. The County and City shall have collaborative communications and hold regular meetings to discuss issues of mutual interest, such as discussing progress of capital improvement and maintenance projects arising from the CRC Contract, implementing CSWMP recommendations, coordinating projects identified in Section 5, matters of community education and outreach, and state laws or regulations.

4.1.2. The County and City will each be financially responsible for their own staff time.

4.1.3. The City and County agree to continued coordination and shared planning efforts working with Waste Connections in drafting work plans for Educators and Recycling Advocates pursuant to each Party's respective collection contracts and contamination reduction activities.

4.2. City

4.2.1. The City, at its own expense, may develop pilot projects and include County staff for review and input as necessary.

4.2.2. If the City implements a pilot program impacting Transfer Station services, the City will keep the County informed and afford the County ample opportunities to weigh in on design, approach, and messaging.

4.2.3. The City will continue to support the County through active participation on CSWMP updates, SWAC, and RSWSSC. The City will review and provide comments on preliminary draft procurements, studies, rate setting, and supplemental requests for maintenance or other reimbursement costs relating to the CRC Contract.

4.2.4. The City shall remain the lead for maintaining the RecycleRight app services, provided through a City-managed contract with Routeware (formerly Recollect) and bill pursuant to the 2014 MOU relating to the Regional Partner Agreement for Recollect for the appropriate cost sharing to the County and vendors (CRC or Waste Connections of Washington, Inc. (WCW)).

4.3. County

4.3.1. The County will be responsible for all time and resources required to manage the CSWMP, develop and manage budgets relating to the use of County Solid Waste Funds and Regional Solid Waste System Funds, administration, oversight of the Contract, convening RSWSSC, and leading other regional matters.

4.3.2. The County shall be responsible for assuring that the City is afforded regular opportunities to participate in providing oversight and decision-making regarding expenditures of Regional Solid Waste Funds.

4.3.3. The County will coordinate CSWMP planning activities and meetings and will consider City input on policy matters pursuant to the ILA for Solid Waste Planning and this Agreement.

4.3.4. If the County implements a pilot program impacting City managed collection services, the County will keep the City informed and afford the City ample opportunities to weigh in on design, approach, and messaging.

5. Agreement Projects.

The Parties agree the following are Agreement Projects to be evaluated and decided by the Parties and will be carried forward for SWAC, RSWSSC, or respective policy-maker input in a timely manner:

5.1. Update, approval, and adoption of the anticipated 2025 CSWMP. At the time of this Agreement, the County is actively preparing a Preliminary Draft.

5.2. Completion of a second feasibility study and comparative analysis to support a formal process of siting and construction of a fourth regional Transfer Station, consistent with the County's 2023 [Preliminary Siting Report](#) as identified in the County's [Regional System Study](#). The new Transfer Station is anticipated to be paid for with Regional Solid Waste System Funds and will result in public ownership.

5.3. A final decision on public ownership of the existing Transfer Stations.

- 5.4. Execute a new Contract for Transfer, Transportation and Out of County Disposal Contract with CRC, including securing funding for capital improvements through CRC contributions, County Solid Waste Funds (4014) and Regional Solid Waste System Funds (6318), or other sources, and identification of future system maintenance and capital improvement projects.

5.5. Annexations – anticipated annexations by the City are likely to result in an increased role for the City in solid waste management.

5.6. The Parties will engage in regular discussions regarding budgets/cost sharing, in-kind contributions, and work plans to facilitate these Agreement Projects. Anticipated targets for collaboration may include but are not limited to coordination on identifying appropriate regional uses for budgeted County Solid Waste Funds, Regional Solid Waste System Funds, consideration for inclusion of City projects in LSWFA, and other grant applications and implementation.

5.7. Coordination on public outreach, messaging, and branding of regional solid waste programs and flexibility for Vancouver to differentiate its efforts from the general regional directions as appropriate to best serve its residents and businesses. Directions and goals of Vancouver's Climate Action Framework and Strategic Plan may also be furthered through how solid waste related messaging is shaped for City audiences.

5.8. Provide tailored education and outreach efforts to multi-family residents with the goal to increase participation in waste diversion and recycling practices, piloting new initiatives or programs to address service equity, and reach an underserved and growing segment of residents in the region.

- 5.9. Increase transfer and reload capacity to support increased organics diversion, including food waste, from residential and commercial sectors as required for the City pursuant to chapter 70A.205 RCW.
 - 5.10. How the City can assist the County in its responsibilities for future facility capital improvement planning, design, and construction management until a suitable County successor assumes these duties.
 - 5.11. Joint review of target materials for curbside and drop off collection and other diversion programs at Transfer Stations as well as extended producer responsibility management and funding.
6. Public Ownership of Transfer Stations.
In recognition that the Parties desire to continue to move toward a more regionalized and standardized solid waste management system.
- 6.1. The County and City are committed to public ownership of the existing Central Transfer, West Van, and any future to-be-built transfer station(s) (excluding the existing transfer station in Washougal). These parties, along with any other municipal entity within the County that chooses to participate, will create a regional, multi-jurisdictional entity County successor to own and provide solid waste disposal and transfer services to those participating jurisdictions. As a statement of intent, both the County and City assert their strong preference for regional-entity ownership by a County successor, and that ownership by County or City is disfavored.
 - 6.2. In furtherance of this, the County and City shall negotiate the terms of an interlocal agreement pursuant to chapter 39.34 RCW that identifies a statutory mechanism for formation of the entity to be the County successor, a general initial framework for shared, representational governance by all participating jurisdictions, and establishes a transparent and accountable timeline for formation of the entity by December 31, 2029.
 - 6.3. In the event the County, City, and other participating jurisdictions are unable to form this anticipated regional entity by December 31, 2030, the County and City agree to meet and determine in good faith how one or both entities will temporarily own and govern the solid waste transfer facilities until such time as the regional entity can be formed and become operational, which is not anticipated to take longer than 24 months.
7. Waste Reduction, Recycling and Organics Diversion.
The City and the County agree to cooperate to achieve the priorities for waste reduction and waste recycling and diversion set forth in the CSWMP, pursuant to chapter 70A.205 RCW and applicable collection contracts. The City shall establish and maintain commingled recycling, organics diversion and waste reduction programs in compliance with all applicable federal, state, and local laws.
8. Regional Solid Waste System
- 8.1. Regional Solid Waste Steering Committee.
 - 8.1.1. The RSWSSC was created May 19, 2016. The RSWSSC is comprised of the Public Works Directors/designees for each of the seven cities and towns within the region and includes the Director of Clark County Public Health/designee.

- 8.1.2. The County will take the lead to solicit input from RSWSSC on major expenditures of impact or benefit to the region from either the County Solid Waste Fund or Regional Solid Waste System Fund and as consideration and planning is undertaken for future capital investments and in the evaluation of public ownership options and governance structures to manage key Regional Solid Waste System facilities.
 - 8.1.3. The RSWSSC's purpose, activities, powers, and duties may continue to evolve with the needs of the region, and its members are anticipated to have an active role in helping to shape a Joint Municipal Utilities Services (JMUS) or other regional solid waste organizational structure to act as a County successor.
- 8.2. Regional System Oversight, and Management of Regional Funds and Program Grant Priorities.
- 8.2.1. As the lead agency, the County shall be responsible for assuring that members of the RSWSSC are consulted and afforded regular opportunities to participate in providing oversight and input regarding expenditures of County Solid Waste Funds and Regional Solid Waste Funds.
 - 8.2.2. The County and City may jointly agree to collaborate on tasks and projects using revenue from the Local Solid Waste Financial Assistance (LSWFA) grant program or other outside funding sources to further regional planning, outreach, and other implementation efforts.
- 8.3. Regional Identity, Coordinated Outreach Messaging, and Branding for Local and Regional Solid Waste Programs.
- 8.3.1. The City will be consulted and given ample opportunities to develop outreach and messaging related to regional programs. The City retains authority to communicate directly with its residents and businesses on the topics it deems most relevant to its community members, including use of City-specific branding. The City may choose to differentiate its messages and information from that provided by the County which is more general and/or regional in nature.

9. Solid Waste Transfer and Disposal and Processing Sites for City Solid Waste.

- 9.1. Participation in the Regional Solid Waste System shall not reduce or otherwise affect the City's control over Solid Waste, Recyclables and Organics/Food Waste collection pursuant to applicable state law and City contracts with vendor(s) for services.
- 9.2. The Parties intend to enter into a separate Solid Waste Interlocal Agreement for Planning, which includes an understanding that City and County agree that all Solid Waste collected within the City will be delivered to the Designated Disposal Site. The transfer site or sites for City use shall be the Transfer Stations closest to the City – West Van Materials Recovery Facility and Central Transfer and Recycling Center. The County shall direct all Solid Waste delivered to these Transfer Stations, except recycled materials, to the Designated Disposal Site.
- 9.3. Solid Waste collected through contract in the City will not normally be directed to the Washougal Transfer Station without the City's prior permission, as waste disposed from that facility does not get disposed of at the Designated Disposal Site.
- 9.4. In the event of an emergency or upon the activation of an approved Operations

Contingency and Emergency Plan with notification to the City, waste collected from within the City may be disposed in an alternative approved facility for timeframes stated in the Contingency Plan.

- 9.5. Special Waste generated within the City may be exempted from these requirements upon written notice from the City's Public Works Director to the County.
 - 9.6. Organics, Yard Debris and Food Waste materials collected through contracts in the City will be directed to City-approved processing sites. The City may approve changes to processing sites for Organics, Yard Debris, and Food Waste materials collected within the City, and in compliance with RCW 70A.205.540.
10. Fees.
- 10.1. The City Council is the rate setting authority for City customers, which includes evaluation of any County approved fees implemented under the Contract and any other County approved fees imposed on users of the Regional Solid Waste System. City staff shall be given reasonable notice of all proposed Tip Fee and Non-Tip Fee rate increases or decreases and shall have the right to comment and meet with the County staff regarding the proposed rate changes before adjustments are approved by the County, including timing and implementation of any fees considered. The CSWMP does not evaluate the impact of plan recommendations or actions on incorporated cities that exercise rate setting authority. If the City believes that the Tip Fees, adjustment requests or a component thereof are unreasonable or inappropriate, the City may request additional justification for the increase from the County. The City may review the issue with the County Council.
 - 10.2. Transfer Station Host Fee. The City established a Host Fee in 2006 that CRC pays to the City. The current Host Fee is \$185,485 for 2024 and will continue to be adjusted and paid to the City pursuant to the Contract.
 - 10.3. Residential Recycling Revenue Calculation and Disbursement. On April 1, 2017, the City, County and CRC formally adopted, a memorandum of agreement (MOA) related to the Distribution of Revenue from the Sale of Recyclable Materials. That MOA provides an equitable methodology for the calculation and disbursement of quarterly revenue generated from the sale of residential (curbside and multi-family) recyclable materials from CRC. This MOA formalized and documented the prior revenue sharing arrangements, the application of the annual recyclables allocation study results, the roles in review of processing fee changes, and the scheduling of communications and coordination related to sharing regular reports between the agencies and residue study or other audits of the recycling processing system.
11. Enforcement.
- The City shall maintain in effect and reasonably enforce chapter 6.12 VMC, Garbage Disposal, and chapter 5.62 VMC, Collection of Recyclable Materials, as those chapters are adopted or amended. Upon the request of the County, the City also may consider revocation or termination of licenses, franchises, or contracts previously granted by the City to persons who violate the VMC relating to the disposal of Solid Waste.

12. Contracts with Vendors; No City Obligation.
The County and City may jointly enter a contract or contracts with a vendor(s) to provide Solid Waste handling and specified processing services.
13. Indemnification.
 - 13.1. The City agrees to indemnify and hold harmless the County, its officials, officers, agents, employees, volunteers, and representatives from and against all claims, demands, damages, suits at law or at equity, liabilities, losses, judgments, liens, expenses, and costs arising out of or occasioned by the City's negligent or intentional conduct resulting from this Agreement. In such an event, the City shall pay any judgment or lien arising therefrom, including all related costs.
 - 13.2. The County agrees to indemnify and hold harmless the City, its officials, officers, agents, employees, volunteers, and representatives from and against all claims, demands, damages, suits at law or at equity, liabilities, losses, judgments, liens, expenses, and costs arising out of or occasioned by the County's negligent or intentional conduct resulting from this Agreement. In such an event, the County shall pay any judgment or lien arising therefrom, including all related costs.
 - 13.3. These obligations shall survive termination of this Agreement.
14. Public Records Act.
Notwithstanding the provisions of this Agreement to the contrary, to the extent any record, including any electronic, audio, paper or other media, is required to be kept or indexed as a public record in accordance with the Washington Public Records Act, chapter 42.56 RCW, as may hereafter be amended, each Party agrees to maintain all records constituting public records and to produce or assist both Parties in producing such records, within the time frames and parameters set forth in state law. Each Party further agrees that upon receipt of any written public record request from the public, shall, within two business days, notify the other Party of receipt of the request by providing a copy of the request to the other Party's Public Records Officer.
15. Entire Agreement.
This Agreement contains the entire agreement of the Parties with respect to the subject matter hereof, and no prior agreements shall be effective to the contrary.
16. Amendment or Supplementation.
This Agreement may be amended upon the prior written agreement of the County and the City. Any such amendment may be executed on the City's behalf by the authorized officers of the County and City.
17. Termination.
Notification of intended termination by either Party shall be provided with six months written advance notification of such intent to cancel and consent shall not be unreasonably withheld. Any controversy or claim arising out of or relating to the termination of this agreement shall be addressed first through mediation and, if still unresolved, then through binding arbitration, prior to the commencement of any legal proceedings. The parties shall equally share the cost of a

mutually acceptable mediator or arbitrator, as the case may be. The prevailing party in any arbitration or litigation shall be entitled to recover from the non-prevailing party all attorneys’ fees, expert witness and consultant fees, paralegal fees, and arbitration fees and charges, and all litigation costs, including all such fees and costs on appeal.

18. Severability.

If any part of this Agreement is held by a court to be invalid, such action shall not affect the validity of any other part of this Agreement.

**CLARK COUNTY
STAFF REPORT**

DEPARTMENT: Public Health **SR2024-1870**

DATE: March 26, 2024 @ 10:00 a.m.

REQUESTED ACTION:
Clark County Council approval to enter into an Interlocal Agreement with the City of Vancouver for improved coordination as it relates to the Regional Solid Waste System and for sharing of information to assure greater transparency and accountability and delivery of consistent communication and outreach efforts. Further, authorization for County Manager to execute the agreements and any resulting amendments.

 X Consent Hearing County Manager

BACKGROUND

Clark County and the City of Vancouver have many current and upcoming projects related to the regional solid waste system. In late February 2024, both councils approved entering into an Agreement In Principle with the current owner and operator of the regional transfer stations, Columbia Resource Company, (CRC). The County has collaborated with the City of Vancouver on past collection services and transfer & disposal contracts which has helped to ensure efficient management of solid waste services and yields resilient, environmentally responsible outcomes for our communities. Clark County and the City of Vancouver are currently negotiating a new transfer and disposal contract with CRC, (which is anticipated to be brought to Clark County Council for review in June 2024). The attached interlocal agreement references projects associated with the future contract and designates roles and responsibilities as well as intended outcomes.

Detailed in the attached interlocal agreement for solid waste coordination are key definitions, support for waste diversion, establishes a process for transparent and accountable fee setting, and affirms near-term agreement projects that are high-impact for our regional solid waste system.

- Guiding Principles for this interlocal agreement include:
- Promotion of sustainable actions and behaviors that ensure resources and options for future generations consistent with goals for solid waste identified in state and local climate change initiatives.
 - Maintaining a solid waste system that supports equity, economic vitality and conserves natural and fiscal resources.
 - Achieving a reasonable balance among public convenience, cost to ratepayers, public health, and the environment.
 - Maintaining flexibility to anticipate future changes and needs.
 - Promoting source reduction, reuse, and recycling.
 - Increasing local control of solid waste management and commitment to public ownership of the system.
 - Maintaining accurate waste stream measurement and monitoring.
 - Encouraging cooperative and coordinated efforts among government agencies, community members, and the private sector for managing solid wastes.

COUNCIL POLICY IMPLICATIONS

N/A

ADMINISTRATIVE POLICY IMPLICATIONS

N/A

COMMUNITY OUTREACH

N/A

BUDGET IMPLICATIONS

YES	NO	
	X	Operating Budget Impacts
	X	Capital Budget Impacts
X		Action falls within existing budget capacity.
	X	Action falls within existing budget capacity but requires a change of purpose within existing appropriation. If YES, please complete the budget impact statement. If YES, please route this Staff Report through the Budget Director and then to the County Manager.
	X	Additional budget capacity is necessary and will be requested at the next supplemental or annual budget. If YES, please complete the budget impact statement. If YES, please route this Staff Report through the Budget Director and then to the County Manager. This action will be referred to the county council with a recommendation from the county manager.

BUDGET DETAILS

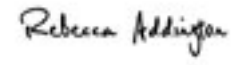
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Fund	4014
Cost Center	
BASUB	
Program	

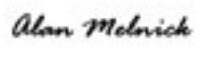
Emily M. Zwetzig, Budget Director *(if applicable)*

DISTRIBUTION:

Council staff will post all Consent/Separate Business/Hearing staff reports to The Web.

<https://www.clark.wa.gov/council-meetings>

 _____
03/13/24
Rebecca Addington
Management Analyst, Sr

 _____
03/13/24
Alan Melnick, MD, MPH, CPH
Public Health Director

Primary Staff Contact Name and Extension: Jeff Harbison ext. 8475

APPROVED: _____

CLARK COUNTY, WASHINGTON
CLARK COUNTY COUNCIL

DATE: _____

SR# _____

APPROVED: _____

Kathleen Otto, County Manager

DATE: _____



APPENDIX E: Solid Waste Management Plan Adopting Resolution

To be added upon finalization.



APPENDIX F: Regulations governing the management of solid waste

Legislation / Laws / Regulations / Codes	Description
Architectural Paint Stewardship Program <u>Chapter 70A.515 RCW</u>	Requires the establishment of a product stewardship program for recycling leftover paint in Washington, funded by a small fee added to the sale of new paint.
Batteries – Environmental Stewardship <u>Chapter 70A.555 RCW</u>	Outlines requirements for proper handling, recycling, and end-of-life management of used batteries.
Biosolids Management <u>Chapter 173-308 WAC</u>	Outlines requirements for managing the disposal of biosolids.
Camas Washington Municipal Code – Refuse Collection and Disposal <u>Camas Chapter 13.80 Division III</u>	Regulates collection and disposal in the City of Camas
Clark County Code – Solid Waste Management <u>Chapter 24.12</u>	Regulates and control solid waste management within Clark County.
Clark County Code – Shoreline Master Program <u>Chapter 40.460</u>	Governs activities on and near lakes, streams, and rivers in Clark County.
Clark County Code – Solid Waste Disposal <u>Chapter 9.32</u>	Regulation for county designated transfer stations; removal of recyclables from containers and litter control.
Clean Air Act <u>42 U.S.C. §7401 et seq. (1970)</u>	Regulates air pollutant emissions; establishes emissions standards for solid waste landfills. Includes regulations concerning the safe management of asbestos and asbestos containing material to protect public health.
Clean Water Act <u>33 U.S.C. §1251 et seq. (1972)</u>	Regulates discharges to waters through: (a) the NPDES permit program and (b) pretreatment standards that regulate discharge to publicly owned wastewater treatment facilities.
Comprehensive Procurement Guideline for Products Containing Recovered Materials <u>40 CFR Part 247</u>	Procurement requirements for government agencies using federal funds. Including requirements for procurement of construction materials containing recycled content.
Consumer Product Safety Commission (CPSC) <u>16 CFR Part 1305</u> and <u>16 CFR 1304.</u>	Legislation including regulations on the use and disposal of asbestos and asbestos containing material.
Criteria for Municipal Solid Waste Landfills <u>Chapter 173-351 WAC</u>	Establishes criteria for municipal solid waste landfills.
Dangerous Waste Regulations <u>Chapter 173-303 WAC</u>	Regulation of dangerous and extremely dangerous wastes. Includes standards for the handling, disposal, designation, treatment, reporting and monitoring of dangerous waste.
Department of Labor and Industries <u>Title 296 WAC</u>	Various state codes for workplace safety rules on toxic exposures to arsenic, lead, hazardous waste, and other toxins.
Drug Take-Back Program <u>Chapter 69.48 RCW</u>	Requires pharmaceutical manufacturers to fund a safe system for the collection and disposal of unused, unwanted, and expired medicines in Washington.

Legislation / Laws / Regulations / Codes	Description
Electronic Product Recycling <u>Chapter 70A.500 RCW</u>	Requires a manufacturer-funded recycling program for covered electronic products. Products include televisions, computers, monitors, tablets, portable DVD players, E-readers and laptops.
Endangered Species Act (ESA) <u>16 U.S.C. §1531 et seq. (1973)</u>	A federal law designed to protect and promote the recovery of plants and animals in danger of becoming extinct.
Federal Asbestos Requirements <u>40 CFR Part 61 Subpart M</u>	Regulations concerning the safe management of asbestos and asbestos containing material to protect public health.
General Regulations for Air Pollution Sources <u>Chapter 173-400 WAC</u>	General regulations for air pollution sources. Includes commercial and industrial solid waste incineration requirements.
EPA Administered Permit Programs: National Pollutant Discharge Elimination System (NPDES) <u>40 CFR Part 122</u>	Washington NPDES permits are issued by Ecology to regulate and monitor businesses and municipalities that discharge wastewater to prevent pollution of surface water, stormwater, and groundwater.
Hazardous Substance Tax – Model Toxics Control Act <u>Chapter 82.21 RCW</u>	Authorizes and outlines the rules for taxation of hazardous substances.
Hazardous Waste Cleanup – Model Toxics Control Act <u>Chapter 70A.350 RCW</u>	Requires local government to prepare and implement a plan for the management of hazardous waste, including specific elements for collections and public education. Funds and directs the investigation, cleanup, and prevention of sites that are contaminated by hazardous substances.
Hazardous Waste Management Act <u>Chapter 70A.300 RCW</u>	Requires local government to prepare and implement a plan for the management of hazardous waste, including specific elements for collections and public education.
Incinerator Ash Residue <u>Chapter 70A.315 RCW</u>	Requirements for incinerator ash handling and disposal.
Interlocal Cooperation Act <u>Chapter 39.34 RCW</u>	Allows local government agencies to cooperate with other localities through mutual agreement.
Joint Municipality Utility Services <u>Chapter 39.106 RCW</u>	Aims to improve the ability of local government utilities to plan, finance, construct, acquire, maintain, operate, and provide facilities and utility services to the public, and to reduce costs and improve the benefits, efficiency, and quality of utility services.
Landfill Methane Emissions <u>Chapter 173-408 WAC</u>	Establishes requirements to reduce methane emissions from both active and closed MSW landfills that have received solid waste after January 1, 1992.
Landfills – Methane Emissions <u>Chapter 70A.540 RCW</u>	Makes methane emission monitoring and capture requirements stricter at certain landfills.
Residential Property Renovation <u>40 CFR Part 745, Subpart E</u>	An EPA rule requiring certification in lead-safe work practices for companies performing construction, demolition, renovation, painting or other work on buildings and homes with lead- based paint.

Legislation / Laws / Regulations / Codes	Description
Local Solid Waste Financial Assistance <u>Chapter 173-312 WAC</u>	Outlines the procedure for and limitation of the local solid waste financial assistance grant.
Mercury-Containing and Rechargeable Battery Management Act <u>Public Law 104-142</u>	Federal legislation setting requirements for the safe manufacturing and recycling of batteries, with emphasis on lead-acid battery recycling and phasing out production of batteries containing mercury.
Mercury-Containing Lights – Proper Disposal <u>Chapter 70A.505 RCW</u>	Establishment of a product stewardship program for recycling mercury-containing lights.
Metropolitan Municipal Corporations <u>Chapter 35.58 RCW</u>	Enables cities and counties to act jointly to ensure essential services with the growth and development of metropolitan areas.
Minimum Functional Standards for Solid Waste Handling <u>Chapter 173-304 WAC</u>	Regulations for solid waste handling facilities existing prior to 2/10/03.
Miscellaneous Provisions <u>RCW 35.21.120 through RCW 35.21.157</u>	Regulates how cities and counties contract for solid waste services and how they generate revenues to fund solid waste management activities.
Moderate Risk Waste Handling <u>WAC 173-350-360</u>	Standards for collection and transportation of moderate risk waste, including permitting requirements.
Motor Freight Carriers <u>Chapter 81.80 RCW</u>	Outlines requirements for collection and transport of recyclable materials from nonresidential generators; regulated by WUTC.
National Emission Standards for Hazardous Air Pollutants (NESHAP) <u>40 CFR Part 61, Subpart M</u>	Legislation including regulations on the use and disposal of asbestos and asbestos containing material.
Noxious Weeds Control <u>Chapter 17.10 RCW</u>	Rules relating to the control of noxious weeds.
Reuse and Recycling <u>ORS Chapter 459A</u>	As Clark County uses a solid waste disposal facility located in Oregon, we must meet the applicable Oregon recycling requirements.
Pollution Prevention Act <u>42 USC § 13101 et seq. (1990)</u>	Legislature directing Ecology to establish a source pollution reduction program (now known as Pollution Prevention Assistance).
Recyclable Materials – Transporter and Facility Requirements <u>Chapter 173-345 WAC</u>	Rules for businesses that transport recyclable materials from commercial or industrial generators that are required to have a common carrier permit from the WUTC.
Resource Conservation and Recovery Act (RCRA) <u>42 U.S.C. § 6901 et seq. (1976)</u>	Federal law establishing the national hazardous waste management program, replacing earlier solid waste acts. RCRA sets hazardous waste management standards that states must meet or exceed.
Ridgefield Municipal Code – Garbage Collection <u>Chapter 8.12</u>	Regulates garbage collection in the City of Ridgefield.

Legislation / Laws / Regulations / Codes	Description
Ridgefield Municipal Code – Collection of Recyclable Materials <u>Chapter 8.13</u>	Regulates collection of recyclable materials in the City of Ridgefield.
Ridgefield Municipal Code – Compost Procurement <u>Chapter 8.35</u>	Regulates compost procurement in the City of Ridgefield.
Solid Waste Collection Companies <u>Chapter 81.77 RCW</u>	State legislation directing the WUTC to supervise and regulate private solid waste collection companies. This includes issuance of regulated carrier permits.
Solid waste disposal district—Powers—Restrictions—Fees <u>RCW 36.58.130</u>	Gives authority to counties to impose fees upon solid waste collection services.
Solid Waste – General Provisions <u>ORS 340-93</u>	Regulates solid waste in the state of Oregon. Outlines requirement that all jurisdictions that use the Oregon waste system must adhere to Oregon laws. The standards are enforced by the Oregon Department of Environmental Quality (DEQ).
Solid Waste Handling Standards <u>Chapter 173-350 WAC</u>	Establishing minimal performance standards for proper handling and disposal of solid waste. Identifying functions necessary to assure effective solid waste handling programs at state and local levels. Adopted under the authority of chapter 70A.205 RCW.
Solid Waste Management – Reduction and Recycling <u>Chapter 70A.205 RCW</u>	Solid waste legislation including requirements for inert waste landfills, county solid waste management plans, WUTC assessments of rates, solid waste permits, requirements for recycling of construction aggregate, and more.
Solid Waste and/or Refuse Collection Companies <u>Chapter 480-70 WAC</u>	State legislation for the enforcement of chapter 81.77 RCW, and establishment of various fair practice and safety standards for solid waste collection companies. Includes exempt operations.
Southwest Clean Air Agency (SWCAA) <u>SWCAA-425, SWCAA 476, SWCAA 490, SWCAA 491</u>	SWCAA rules for asbestos control in demolition and renovation projects; outdoor burning; and emissions of volatile organic compounds and gasoline vapors. Regulations concerning the safe management of asbestos and asbestos containing material to protect public health.
Standards for Universal Waste Management <u>40 CFR Part 273</u>	Streamlines regulation of certain hazardous/universal wastes including batteries, pesticides, mercury-containing equipment, lamps, and aerosol cans.
Standards for Universal Waste Management <u>WAC 173-303-573</u>	Establishing Washington standards for universal waste management. Defines batteries, mercury- containing equipment, and lamps as universal wastes.
Standards for the Use of Disposal of Sewage Sludge <u>40 CFR Part 503</u>	Regulations and establishes classifications and handling requirements of sewage sludges.

Legislation / Laws / Regulations / Codes	Description
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State Environmental Policy Act (SEPA) <u>Chapter 43.21C RCW</u>	An act requiring environmental impact assessments associated with government decisions, including construction of public facilities.
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Toxic Substances Control Act (TSCA) <u>15 U.S.C. §2601 et seq. (1976)</u>	An act addressing the production, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.
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Used Oil Recycling Act <u>Chapter 70A.224 RCW</u>	Requires local government to include used motor oil recycling elements to hazardous waste management plans and activities. Includes requirements the collection, recycling, and reuse of used oil.
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Vancouver Municipal Code – Collection of Recyclable Materials <u>VMC 5.62</u>	Regulates the collection of recyclable materials in the City of Vancouver.
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Vancouver Municipal Code – Garbage Disposal <u>VMC 6.12</u>	Regulates garbage disposal in the City of Vancouver.
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Vehicle Battery Disposal <u>RCW 70A.205.505</u> through <u>70A.205.535</u> .	Legislation requiring recycling of lead-acid batteries, establishing the core charge, and outlining requirements for lead-acid battery retailers.
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Washington Organics Management Law <u>HB-1799</u>	Requires diversion of organic materials away from landfill disposal and towards food rescue program and organics management. Being formally embedded into RCW 70A.205
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Washougal Municipal Code – Garbage <u>Chapter 7.04</u>	Regulates garbage collection in the City of Washougal
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Washougal Municipal Code – Recyclable Solid Waste Collection <u>Chapter 7.06</u>	Regulates collection of recyclables in the City of Washougal.
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Washougal Municipal Code – Yard Debris Collection <u>Chapter 7.10</u>	Regulates collection of yard debris in the City of Washougal.
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Waste Reduction <u>Chapter 70A.214 RCW</u>	Outlines public and private efforts to focus on reducing the generation of waste.
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Waste Reduction, Recycling, and Model Litter Control Act <u>Chapter 70A.200 RCW</u>	Delegates authority to accomplish litter control, increase waste reduction, and stimulate all components of recycling and composting.
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APPENDIX G: Operating, non-operating, abandoned, and closed disposal sites

Operating, non-operating, abandoned, and closed disposal sites

Closed and abandoned landfills litter the state and pose potential risks to human health and the environment. The following is an inventory of the permitted, operating, abandoned, and closed disposal sites in Clark County, WA. This inventory is limited to the historical information available; accuracy is not guaranteed. The rows in bold are actively monitored by the Clark County Solid Waste Enforcement program.

Landfill name	Operations	Location	Comments
79th Street Landfill (Hallstrom Landfill)	to 1989	78th St. east of 94th Ave.	Clarifier solids (Boise Cascade) and CDL — including tires. Currently under post-closure permit through CCPH. Gas collection and groundwater monitoring.
Al Angelo's Landfill	late 1960s	NE 18th St., near Evergreen High School	None
Alcoa-Vancouver	Unknown	5701 NW Lower River Road	Cleanup complete. Active O&M/monitoring
Allied Chemical Corporation (General Chemical Corp Vancouver Works)	Unknown	West 26th St.	Awaiting cleanup
Bill Fleming site	Unknown	5600 NE 78th St.	None
Bridges Dump site	Unknown	4200 NE 62nd Ave.	None
Camas Landfill	1920s to 1950s	Near Camas High School	Residential and industrial waste
Carl L. Meyer site	Unknown	2818 NE Cherry Road	None
Cherry Grove Landfill	1963 to 1975	NE 249th St. near NE 92nd Ave.	Originally closed in 1970 by order of Southwest Washington Health District. No further action.
Circle "C" Landfill	to 1990	31313 NW Paradise Park Road, Ridgefield	Closed limited purpose landfill. Currently under post-closure permit through CCPH. Gas collection and groundwater monitoring through 2022. The landfill is currently the focus of site assessment work under a Brownfields grant obtained by the City of Vancouver in conjunction with Clark County.
Clark County Landfill I	1920s to 1940s	NE 192nd Ave. near SE11th St.	Filled old gravel pit
Clark County Landfills II and III	mid 1970s	SE15th St. & SE164th Ave	Filled two gravel pits
Columbia Pest Control Dump	Unknown	8405 Calef Road	Site reported to Ecology as potential hazardous substances site
County Dump site	Unknown	Hazel Dell Road	Waste dumped in a large pit
Dewils Industries Dump	Unknown	6307 NE 127th Ave.	None
Dietrich Demolition Pit	1950s to 1992	11034 NE 117th Ave.	Operator ceased accepting waste in March 1992. Closed CDL Landfill
Doyle Gravel Pit	Unknown	NE 142nd Ave.	None
English Pit Landfill	1940 to 1979	192 NE 92nd Ave.	MSW Landfill site has received "engineered" final cover. Gas and groundwater monitoring program terminated in 2010.

Landfill name	Operations	Location	Comments
Fort Vancouver site	1845 to 1930	Covered by intersection of Highway 14 and I-5	Probably the first landfill in Clark County
George Sellinger Landfill	Unknown	25212 NE 77th Ave.	None
Hillside (Nieme) Landfill	mid-1970s	Nieme Road	None
International Paper Landfill	1954 to 1979	Healy Road in Amboy	Site ranked by Ecology as "Contaminated". Awaiting cleanup
Kelly Road Landfill	Unknown	NE Kelly Road	Filled old gravel pit
Lady Island (James River Wood Waste Landfill) (Georgia-Pacific (GP)-Camas)	1987 to currently open and operating	Lady Island, Camas	Fiber Mill wastes. Private landfill, currently under Limited Purpose Landfill permit through CCPH. Gas collection and ground water monitoring.
Larch Mountain site	Unknown	15314 NE Dole Valley, Yacolt	Site ranked by Ecology as part of toxics cleanup program, due to confirmed presence of hazardous substances. Cleanup started.
Leichner Landfill	1937 to 1991	9411 NE 94th Ave.	Currently under post-closure permit through CCPH. Gas collection and groundwater monitoring; purchased by Clark Co. in 2012; a master plan for the landfill site was approved in 2019. The landfill is a cleanup site under MTCA, and is currently in performance monitoring to confirm that the cleanup action has attained cleanup standards.
Leonard Ek	Early 1990s	15800 NE 99th Ave.	5-acre gravel mine filled w/unknown demolition waste
Pacific Wood Treating	1979 to 1983	3700 NW 289th St. Ridgefield	Cleanup started
Plew's Disposal (Turnbull Landfill)	1960s to 1974		No further action.
Roy Elmer Landfill	1930s to 1970s	27000 NE 269th St.	Ravine filled with waste
Rufener Landfill (a.k.a. Boise Cascade Landfill, Fruit Valley Landfill, Portside Landfill)	Unknown	NW Lower River Road, Vancouver	Landfill was transferred to Laframbois Properties, LLC; solid waste handling permit and financial assurance expired; property sold to 2600 LLC in Aug. 2013; all parties entered into a Consent Decree; Landfill was decommissioned in 2017 and redeveloped for industrial use.
Toftdahl Drum site	Unknown	22033 NE 189th St., Brush Prairie	No further action.
Vancouver Barracks and Veterans Hospital site	Unknown	under I- 5	Wastes from the Vancouver Barracks and Veterans Hospital. No further action.
Vancouver City Landfill 1	1951 to 1953	North of Fourth Plain & west of Clark County Building	Student housing built over and/or in the area
Vancouver City Landfills 2 and 3	1934 to 1937	North of 39th St. near "S" St	None
Walz Demolition	to 1988	NE Sixth St. near Garrison Square	Filled old gravel pit — closed CDL Landfill gas monitoring

Adapted from Issue Paper #9: Landfills, prepared by the Ground Water Advisory Committee of the Intergovernmental Resource Center in August 1990. Updated in 2024 referencing the Ecology All Cleanup Sites in Washington State database.



APPENDIX H: Siting guidelines for solid waste handling facilities

Introduction

The siting guidelines for solid waste handling facilities contained in this appendix and incorporated into the comprehensive solid waste management plan (CSWMP) update consists of the following four sections: Facility categories, General consideration, General siting process, Public information and involvement program. The section on facility categories establishes standard definitions and categories for handling facilities that may be sited in Clark County in the future. The definitions also identify types of handling facilities that are not recommended by this CSWMP or are recommended only as an essential public facility. The general locational considerations section establishes the potential physical, environmental, and institutional impact areas that must be considered and specifically addressed in the siting process for each type of facility. The third section on generic siting process establishes a standard sequence of activities for investigating and selecting a solid waste handling facility site. The last section on public information and involvement program establishes recommended guidelines for communicating with and involving the public and the affected local community in the site investigation and selection process.

To carry out their solid waste management planning responsibilities, the county, and the participating cities in this CSWMP must provide for the proper and uniform development of handling facilities to meet future solid waste management needs. The selection and community approval of a site is often the most public, controversial, and difficult step in the overall development process.

The siting guidelines described in this appendix are applicable to potential facilities that are being either publicly or privately developed. The siting guidelines include, by reference, any locational criteria or location related design requirements established by the federal Resource Conservation and Recovery Act (RCRA—Subtitle D), the state Solid Waste Management — Recovery and Recycling Act (RCW 70A.205), state for Solid Waste Handling Standards (WAC 173-350), and Criteria for Municipal Solid Waste Landfills (WAC 173-351).

These siting guidelines are intended to promote a proper and uniform siting process that can be consistently applied throughout all participating local government jurisdictions in Clark County. These guidelines will provide resource for environmental agencies and the public with the assurances that the siting process will consider all relevant factors and site selections will be made from an objective basis. In addition, the guidelines will identify how the public, the local community, potentially impacted parties, and others can provide input into the siting process.

The siting process covered in these guidelines includes both the initial site investigations leading up to the selection of a specific site and the public involvement and education activities associated with these initial investigation activities. Land use permitting (with the local government jurisdiction), solid waste facility permitting (with the jurisdictional health department) and other permitting activities, are not directly covered by these guidelines.

Planning for and siting a solid waste facility is an integrated part of the county’s waste management strategy and this CSWMP. Planning for future facilities incorporates and utilizes the county programs for

waste prevention, recycling, and recovery of waste; capacity at existing contracted solid waste facilities; and capacity at private waste and recovery facilities.

Facility categories

This section defines and establishes standard categories for solid waste handling facilities. These definitions and categories are listed below. Note that no facility category or definition has been established for recyclable materials receiving centers that accept only source-separated materials. This plan recommends that no privately owned and operated inert waste landfills or limited purpose landfills be sited in the county. Any municipal solid waste landfills to be sited in the county will be a part of the regional solid waste management system, specifically recommended by the CSWMP, and designated as an essential public facility. Such a landfill could be opened to assist in response to a disaster or major event. In 2006, US Environmental Protection Agency (EPA) designated the Troutdale Aquifer (which underlies much of Clark County) as a Sole Source Aquifer. This designation greatly inhibits the likelihood that any landfill will be sited in the county for any purpose.

- **Conditionally exempt small quantity generator collection facility.** A facility that receives, sorts, temporarily stores, and processes for safe transport extremely hazardous waste and dangerous waste from conditionally exempt small quantity generators.
- **Household hazardous waste collection facility.** A facility for receiving, sorting, temporarily storing, and processing (for safe transport) household hazardous waste from residential generators.
- **Inert waste landfill.** A land disposal site for receiving and disposing of inert materials only as defined in WAC 173-350.
- **Limited purpose landfill.** A land disposal site for the receiving, sorting and disposing of limited types of solid wastes (other than unseparated municipal solid wastes) including, but not limited to, asbestos, treated and untreated petroleum contaminated soils, construction, demolition, and land clearing wastes, wood wastes, treated sludges from municipal and industrial processes, and other waste requiring special handling, as defined in WAC 173-350.
- **Mixed construction, demolition, and land clearing waste recycling facility.** A facility that receives, temporarily stores, processes, and recovers recyclable materials from mixed construction, demolition, and land clearing wastes, wastes for reuse, sale, or further processing.
- **Mixed municipal solid waste landfill.** A land disposal site for the receiving, sorting, and disposing unseparated municipal solid wastes.
- **Municipal solid waste storage facility.** A facility, not open to the public, where sealed containers are received, stored up to 72 hours, staged, and/or transferred from one transportation mode to another.
- **Petroleum-contaminated soil processing facility.** A facility that receives and processes petroleum contaminated soils to remove contaminants through chemical, biological, or other treatment methods.

- **Resource recovery facility.** A facility for receiving, temporarily storing, and processing solid wastes to obtain useful material or energy.
- **Small-scale specialized incinerator.** A relatively small-scale facility that receives, processes, temporarily stores, and burns a separated special solid waste material, including, but not limited to, incinerators for disposal of infectious wastes, municipal and industrial sludges, and other waste requiring special handling.
- **Solid waste composting facility.** A facility that receives, temporarily stores, and processes solid waste by decomposing the organic portions of the waste by controlled biological means to produce useful products, including, but not limited to, compost, mulch and soil amendments.
- **Solid waste transfer station.** A facility that receives, processes, temporarily stores, and prepares solid wastes for transport to a final disposal site, with or without materials recovery before transfer.
- **Wood waste recycling facility.** A facility that receives, temporarily stores, and processes untreated wood, scrap lumber, timbers, and natural wood debris (e.g., logs, limbs, and tree trunks) into products such as hog fuel, fuel pellets, chips, or fireplace logs.
- **Yard debris collection facility.** A facility that receives yard debris for temporary storage, awaiting transport to a composting or processing facility.
- **Yard debris processing facility.** A facility that receives, temporarily stores, and processes yard debris into a soil amendment, mulch or other useful product through a chipping, screening, or grinding process other than biological decomposition (composting).

General considerations

Consideration must be given to the physical, environmental, and institutional impact areas that need to be specifically addressed for each category of handling facility. No specific locational standards or requirements are established as part of these guidelines except those federal, state, and local siting restrictions already in existence. Instead, these guidelines establish potential impact areas for each type of handling facility that must be specifically considered and evaluated as part of the siting process.

An integral part of a siting process is public input and involvement. Public involvement takes places during the entire process. Guidance for ensuring public participation is discussed in the public information and involvement program section below. The EPA has many resources and documents to help with siting and public involvement of solid waste facilities. These resources are available online; a few are listed below:

- [Waste Transfer Stations: Involved Citizens Make the Difference \(EPA530-01-003\)](#)
- [Waste Transfer Stations: A Manual for Decision-Making \(EPA530-R-02-002\)](#)
- [Criteria for Solid Waste Disposal Facilities A Guide for Owners/Operators \(EPA530-SW-91-089\)](#)

General siting process

The primary goal of the solid waste handling facility siting process described in this appendix is to provide decision makers with a choice of sites that maintain solid waste service levels, are environmentally acceptable, are feasible from an engineering and cost perspective, and are acceptable to the local community and public. This generic approach has been developed with uniform procedures that will result in an efficient and streamlined process and will provide for the proper comparisons of alternative sites.

The process begins with the development of “facility-specific” site screening criteria, as outlined in Step 1. Possible sites are then identified and screened with clearly unsuitable sites dropped from further consideration. This leads to preliminary feasibility and environmental evaluations on the reduced number of candidate sites. For publicly developed facilities, the evaluations may produce a preferred set of alternatives for the jurisdictional local government to pursue for development. For privately developed facilities, that same process should be followed with the lead permitting agency for the jurisdictional local government coordinating the development of the site screening criteria and assisting in the selection process.

No facility siting process should proceed unless a demonstrated need or recommendation exists in the most recently adopted solid waste management plan update. If the need or recommendation is not in the current solid waste management plan, the need must be demonstrated and recommended by the jurisdictional local government to be included in the CSWMP. A plan amendment must be adopted before proceeding further in the siting process.

There are eight steps in the siting process:

- Step 1: Submit a notice of intent to site solid waste handling facility
- Step 2: Development of site screening criteria
- Step 3: Candidate site identification
- Step 4: Broad site screening
- Step 5: Focused site screening
- Step 6: Comparative site evaluations
- Step 7: Developer and local government decision making
- Step 8: Environmental review and permitting process

Step 1—Submit a notice of intent to site solid waste handling facility

Before beginning the siting process, the developer should formally notify the local government jurisdiction [Clark County Solid Waste Enforcement](#) and the [Solid Waste Advisory Commission \(SWAC\)](#) of their intent to begin the siting process. This notification will provide the local government with the lead time required to properly respond to the needs and effects of the siting process and trigger the public involvement process of the affected local governments.

Step 2—Development of site screening criteria

The facility developer and the jurisdictional local government should establish a set of site screening criteria to eliminate candidate sites with “fatal flaws” and rank sites with the highest potential for successful development. These criteria should be specific to the facility category being sited and should consider those impact areas identified in exclusionary siting criteria below. The criteria should also reflect the standards established in Resource Conservation and Recovery Act (RCRA)—Subtitle D, Revised Code of Washington (RCW) 70A.205, Washington Administrative Code (WAC) 173-350 and 173-351, and any other applicable federal, state, or local laws and regulations. Site screening criteria is discussed in more detail below.

Step 3—Candidate site identification

The level of effort expended by the developer in identifying possible sites should depend upon the size and type of facility being sited as well as the nature of the service area. However, a considerable effort should be made countywide to inform citizens and businesses that a facility siting effort is under way and that the developer will be accepting nominations for possible sites. These nominations will allow sites that have other ongoing or temporary uses (that might not otherwise be considered) to be included as candidate sites.

Large landholders (such as the county, cities, federal and state agencies, major commercial enterprises, and institutions) with potential land parcels appropriate in size and zoning for the intended facility can be contacted directly or through letters of inquiry. Also, real estate firms dealing in appropriate land parcels can be sent a letter of inquiry and a site selection criteria report. Other sources for identifying candidate sites include previous siting studies, use of former and present waste handling sites, aerial surveys and inventories, and countywide listings of land parcels with GIS programs.

Step 4—Broad site screening

During this initial screening step, the strategy should be to quickly evaluate candidate sites using both the siting criteria and preliminary descriptions of each of the sites. Site-screening criteria may include regulatory, environmental, physical, land use, and other locational factors. The outcome of Step 4 is a prioritized list of candidate sites. In addition, Step 4 will also identify those sites with clear fatal flaws that should be eliminated from further consideration. Depending on the number of higher ranked sites, a decision may be made to drop the lower-rated sites from subsequent Step 5 evaluations.

Step 5—Focused site screening

Step 5 will further evaluate and re-rank, as necessary, the remaining candidate sites. These evaluations may require additional field investigations, conceptual facility planning, and environmental studies. As in Step 4, the intent is to examine sites for characteristics which would preclude them from further consideration before in-depth site evaluations are performed. SWAC will review and recommend the highest ranked sites and the number that should be carried forward to the detailed comparative evaluations in Step 6.

Step 6—Comparative site evaluations

Step 6 further evaluates and directly compares the remaining candidate sites based on their ability to satisfy facility-specific siting criteria, community-specific criteria, operational requirements, and potential impacts on the surrounding environment. Step 6 is somewhat more qualitative than Steps 4 and 5, with the highest-ranked sites re-examined from environmental, constructability, operational, cost, land use, and public policy perspectives in a final feasibility appraisal. In this and later steps, the screening criteria should not be exclusively utilized. Instead, all site related characteristics and impacts should be considered and assessed. SWAC will be involved in this evaluative process.

Step 7—Developer and local government decision making

The potential developer of the facility and the local government jurisdiction should then select a preferred site for consideration for permitting by the governing body of the local jurisdiction. If the preferred site is acceptable, the local government should support the permitting process, if necessary.

Step 8—Environmental review and permitting process

As a part of the handling facility siting permit process, an environmental review must be done as a part of the **SEPA** process. A SEPA determination is to be made by the permitting jurisdiction. This environmental review process will be used to establish the potential environmental impacts of the candidate site. This may require the preparation of an **Environmental Impact Statement** depending on the level of determination issued by the reviewing jurisdiction and whether the project will generate significant adverse environmental impacts.

Acquisition of necessary state, local, and federal permits must be completed once a specific site is selected. Potential problems in permit acquisition should be identified and resolved as early as possible in the siting process. However, if a permit is deemed unobtainable at any point in the process, the second or third ranked sites can be pursued for development.

Public information and involvement program

A sound public information and community involvement program is vitally important to successful solid waste facility siting efforts. Such a program must be tailored to fit the size and category of facility and the intended service area. A siting process includes continuous public participation to integrate community needs, concerns and influence the decision-making process. Addressing public concerns is also essential to building integrity and instituting good communications with the community. The community should be informed as to why a solid waste facility is needed. Technical information and assistance in understanding the information should be provided. Information should be relayed in various formats and should consider language barriers, literacy levels and preferred types of communications. The public needs to know why a facility is needed and what the consequences will be if no facility is sited. The public needs information about the alternatives to choose between and need to know the facts about a proposed decision to decide whether or not they support it.

There are five steps in the public involvement process:

- Step 1: Identify who and why
- Step 2: Determine the information needed
- Step 3: Identify the interest groups and organizations with whom the information must be exchanged
- Step 4: Describe any special circumstances that could affect selection of public involvement techniques
- Step 5: Identify appropriate techniques and their sequence to accomplish the information exchange

Step 1 – Identify who and why

Different groups and interests will participate at different stages in the siting process, with different levels of interest and intensity of involvement. For each stage of the process, staff should identify the public involvement objectives. Objectives will be determined by deciding what is to be accomplished with the public during this step in the siting process.

Step 2 – Determine the information needed

Each step of the siting process will have different information needs. An exchange of information includes what information the public needs to participate and what the county needs to ask to solicit information about the process.

Step 3 – Identify the interest groups and organizations with whom the information must be exchanged

Interest groups and organizations for each stage of the siting process must be defined. Reviewing the kind of information needed from the public at each step will help define who should be involved.

Step 4 – Describe any special circumstances that could affect selection of public involvement techniques

Special circumstances may change during the course of the process. A periodically review of the public involvement strategy is necessary and the strategy may adapt to changing circumstances. Example of special circumstances may include: the site may be in an area a short distance from a school or dust may be of concern for communities that believe they experience unusually high asthma rates.

Step 5 – Identify appropriate techniques and their sequence to accomplish the information exchange

The preceding steps provide the information to complete this step. Some of the major techniques for communicating with the public include briefings, feature stories, news conferences, newsletters, newspaper inserts, news releases, paid advertisements, presentations to civic and technical groups, press kits and public service announcements. Forums though which the public can express feelings, thoughts or concerns include advisory groups/task forces, focus groups, hotlines, interviews, hearings, meetings, workshops and polls.

Depending on the specifics of the siting process, the following elements should be used in the public involvement process:

- **Early notification.** The public and local communities, including affected advisory committees and business groups, should be notified as soon as the intention for siting a facility has been reviewed and determined by policymakers. The public and community should be informed of the goals, procedures, and timeliness of the process as well as when the facility would be constructed and become operational.
- **Appoint a project contact person.** A single, designated contact person affiliated with the project should be appointed and made known to the public. This individual will ensure that consistent, correct information is given out and that the public and media know the sources of accurate information.
- **Update the public.** Meetings, newsletters, press releases, and other information mechanisms should be used to provide status updates to the public on a regular basis. It is unlikely that too much information about a potential project will cause problems. However, too little information can often cause surprises that lead to problems.
- **Provide opportunity for public interaction and input.** During development of the siting criteria, identification of sites, and candidate site screening activities, the public and local community should be given opportunities to provide input. These opportunities include providing comment on siting criteria; allowing the public to nominate potential sites; and providing information about potential and screened sites, including those features which the public views to be unfavorable.
- **Despite extensive public information efforts, public response and participation may be initially low.** However, as the siting process continues and candidate sites are further evaluated and the number of sites is reduced, citizens may respond that they were not informed of the siting effort or given opportunity to participate in the process. Public information and involvement activities will not eliminate these types of complaints, but reasonable efforts will keep these responses to a minimum.
- **Utilize appropriate facilities and materials.** Public meetings should be staffed with persons knowledgeable about the siting process. Meeting facilities should be of a size and layout that all persons attending can see and hear speakers. It is better to overestimate the number of attendees rather than underestimate the number that will attend an informational meeting to provide adequate seating. In addition, attendees may be unhappy with the siting process, so materials and speakers should be provided that are even-tempered, objective, and conciliatory.

- **Acknowledge site- and program-specific concerns.** Site- and program-specific concerns will emerge as the siting process unfolds. Programmatic concerns that relate to broad questions of the efficiency and appropriateness of the technology to be used and management priorities will predominate in the early phases of siting process. Local community groups that form in and around individual candidate sites will articulate the concerns of many individuals through a few leaders and form an important part of the public information and involvement effort. As the process continues, local groups with site-specific focuses will be joined by individuals and organizations with more programmatic interests and focuses. It is important to acknowledge the different types of concerns so that presentation materials can be developed in response to both types of concerns.

Siting criteria

Criteria should be developed for identifying and evaluating potential sites. Three categories of criteria are applied during various stages of the siting process. These are exclusionary, technical, and community-specific criteria. It is important to note that no site may meet all the criteria, in which case, each criterion's relative weight and importance should be considered.

Exclusionary siting criteria

Exclusionary criteria are often defined by federal, state or local laws or regulations and might include such areas as:

- Wetlands and floodplains
 - Endangered and protected flora and fauna habitats
 - Protected sites of historical, archeological or cultural significance
 - Prime agricultural land
 - Parks and preserves
 - Proximity to airports

Technical criteria

Technical criteria are used to ensure that sites selected for evaluation meet required engineering, operational and transportation needs. These criteria address the following issues:

- Central location to collection routes
- Access to major transportation routes
- Site size requirements
- Sufficient space for on-site roadways, queuing and parking
- Truck and traffic compatibility
- Ability for expansion
- Space for recycling, composting and public education
- Buffer space
- Gently sloping topography
- Access to utilities
- Zoning designations and requirements

Community-specific criteria

Community-specific criteria address impacts that the facility may have on the surrounding community. These criteria are typically less technical in nature and incorporate local, social and cultural factors. Examples of these criteria include:

- Environmental justice considerations
- Impact on air quality
- Impact on the local infrastructure
- Adjacent land uses
- Proximity to schools, churches, recreation sites, and residences
- Prevailing winds
- Number of residences impacted
- Presence of natural buffers
- Impacts on existing businesses
- Expansion capability
- Buffer zones and screening measures
- Traffic compatibility
- Impact on historic or cultural features
- Impact on neighborhood character

First, exclusionary criteria are applied to potential sites. Once unsuitable areas are eliminated, the technical criteria and community-specific criteria are applied to all remaining options. Information for each potential site should be developed so the sites can be ranked. Based on the ranking, the top two to four sites should undergo more rigorous analysis to determine technical feasibility and compliance with the environmental and community objectives.



APPENDIX I: Regional Solid Waste System Study Final Report

July 31, 2023



Chapter 1 – Introduction	4
Chapter 2 – Summary of Phase 1	5
2.1 Background of Phase 1 RSWSS.....	5
2.2 Summary of Findings – Capital Improvement Needs.....	5
2.3 Findings - Financial Analysis to Address Capital Improvements Needs	6
2.4 Phase 1 Recommendations	7
2.5 Ownership: RSWSS Task 7 – Evaluation of Ownership Options.....	8
Chapter 3 – Updated Population Projections.....	10
3.1 Background	10
3.2 Summary of Population and Waste Flow Projections	14
Chapter 4 – Phase 2 Report - Update Regional Facilities Plans	15
4.1 Introduction	15
4.2 Organics Management.....	15
Chapter 5 – West Vancouver Materials Recovery Center (West Van)	17
5.1 Introduction	17
5.2 Summary of Phase 1 RSWSS – Assessment.....	18
5.3 Basis of Master Plan for Facility Improvements	22
5.4 Description of Improvements of Master Plan	24
5.5 Estimated Construction Cost for West Van Capital Improvements	26
5.6 Recommended Implementation Schedule	28
Chapter 6 – Central Transfer and Recycling (CTR)	29
6.1 Introduction	29
6.2 Summary of Phase 1 RSWSS – Assessment.....	29
6.3 Summary of Phase 1 CTR Conditions and Recommended Improvements	33
6.4 Basis of Master Plan for Facility Improvements	34
6.5 CTR - Phase 1 Improvements.....	36
6.6 CTR - North Service Area Options	37
6.7 Option to Convert CTR into a Materials Recovery Facility	43
6.8 Recommended Implementation Schedule	45
Chapter 7 – Washougal Transfer Station (Washougal).....	46
7.1 Introduction	46
7.2 Summary of Phase 1 RSWSS – Assessment.....	47
7.3 Basis of Master Plan for Facility Improvements	50
7.4 Description of Improvements of Master Plan	51
7.5 Estimated Construction Cost for Washougal Transfer Station Capital Improvements	52



7.6 Recommended Implementation Schedule52

Chapter 8 – Summary of Phase 1 and 2 RSWSS Recommendations53

8.1 General Policy and Administration Recommendations53

8.2 Ownership Recommendations54

8.3 Organics Recommendations54

8.4 Recommendations of Phase 2 Regional System – Facilities Plans/CIP54

8.5 CTR Recommendations54

8.6 Washougal Recommendations55

8.7 West Van Recommendations55

Chapter 9 – Clark County Regional Solid Waste System Capital Improvement Plan (CIP)56

9.1 Regional Solid Waste System Study – Findings for Capital Improvement Needs56

9.2 Capital Improvement Plans56

9.3 Schedule and Key Assumptions for Implementing the CIP57

9.4 Financial Analysis for Capital Improvements59

Appendix A: Phase 1 Summary

Appendix B: Basis of Master Plans: West Vancouver Materials Recovery Center, Central Transfer and Recycling, Washougal Transfer Station

Appendix C: CIP Spreadsheet

Appendix D: Drawings



Chapter 1 – Introduction

Regional Solid Waste System Study (RSWSS) Phase 1 Report, completed in October 2021, provided a comprehensive assessment of the County’s transfer stations and recycling infrastructure. It resulted in identifying the needs and opportunities to make necessary improvements in the current infrastructure and investments necessary to provide the capacity to cost effectively manage waste over the next 20 years. It also included an evaluation of alternatives for serving fast growing areas of the County, the north/central portion of the County, a feasibility analysis for new materials recovery facility, and thorough financial analysis of the current cost of services.

Considering the findings and recommendations of the Phase 1 RSWSS, Phase 2 provides a more detailed analysis of the necessary system improvements using updated waste projection data based on the recently released 2020 census. This resulted in preparing facility master site plans for each of the three transfer stations. The investments for each facility are focused on short-term needs over the next five to seven years. Construction cost estimates have been updated and are presented in a six-year capital improvement plan (CIP).

Additionally, the master plans identify the investments needed to build out the facilities to meet future growth. Several of these investments depend on decisions with options to serve the north/central part of the County currently served by Central Transfer and Recycling Station (CTR). These options were described in Phase 1 RSWSS and updated in this Phase 2 Facilities Plan (Facility Plan). The County will need to decide a course of action prior to making major improvements to serve that portion of the County.

Likewise, major investments in the West Vancouver Materials Recovery Center (West Van) facility are dependent on a decision whether to relocate and build a new materials recovery facility (MRF). The Facility Plan includes a financial plan that demonstrates how future investments can be funded.

- Financial plan and budget considerations
- Draft implementation schedule
- Steps for implementation

At the Solid Waste Advisory Commission (SWAC) meeting on May 4, 2023, County staff recommendations were presented and voted on. SWAC adopted the following recommendations related to ownership.

- Solid waste staff recommend the County and or City of Washougal exercise the available contractual options to purchase the facilities when the option of public ownership becomes available.
- Solid waste staff recommended the option to publicly own and privately operate the regional transfer facilities under contract to be further evaluated. The evaluation should focus on the advantages and disadvantages of public operation of the scale houses versus fully contracted services.
- Solid waste staff recommend further evaluation of JMUS model. The evaluation should include an extensive stakeholder outreach and input process prior to the formation of a multi-jurisdictional organization.

The issue of ownership will continue after the completion of this report, and it is the County's intent to continue working with their elected officials and other jurisdiction to educate them on these considerations and inform them on a preferred direction.



Chapter 3 – Updated Population Projections

3.1 Background

In the Phase 1 Report, JRMA used 2010 census data to make projections for the future population increases in Clark County by 2040. Since then, the 2020 census data was released and JRMA updated its numbers to reflect the change. The 2010 census data shows the population of the County at 425,363 and projected it would grow to 488,500 by 2019. The new 2020 census data shows the population size of Clark County at 503,211 in 2020. This is an 18.3% increase in population size since 2010. Based on this information, OFM projects that by 2040 Clark County will have a population of 720,128, a 43.1% increase from the 2020 population. This data is used for forecasting how much waste may be generated in the coming years, and to ensure Clark County is prepared with well-equipped transfer stations that have the capacity to support the growing needs of the County.

Table 1 presents the updated population projections for the County based on the 2020 census as forecasted by OFM. It includes the projection of reach for the cities and the unincorporated portions of the County.

Table 1: Clark County Population Projections

Clark County Population Projections					
City or Area	2010 Census	2020 Census	% Increase	2040	2020 to 2040 % Increase
Battle Ground	17,571	20,743	18.05%	29,698	43.2%
Camas	19,355	26,065	34.67%	37,712	44.7%
La Center	2,800	3,424	22.29%	5,060	47.8%
Ridgefield	4,763	10,325	116.78%	16,716	61.9%
Vancouver	161,791	190,915	18.00%	272,837	42.9%
Washougal	14,095	17,039	20.89%	24,140	41.7%
Woodland (part)	0	84		119	42.0%
Yacolt	1,566	1,668	6.51%	2,344	40.5%
Incorporated Clark County:	221,941	270,263	21.77%	388,625	43.8%
% Incorporated:	52.2%	53.7%	2.91%	54.0%	0.5%
Unincorporated Clark County:	203,422	233,048	14.56%	331,503	42.2%
% Unincorporated:	47.8%	46.3%	-3.18%	46.0%	-0.6%
Clark County:	425,363	503,311	18.33%	720,128	43.1%

Source: Washington State - Office of Financial Management, Forecasting and Research Division

The population data was then used to update the projections of waste generated by each jurisdiction shown in **Table 2** on the next page. The projections are made by assuming each person generates on average 1,587 pounds of waste annually based on 2021 data. This generation rate was arrived at by considering past data. **Table 2** shows the estimated amount of waste that might be generated by each jurisdiction by 2040.

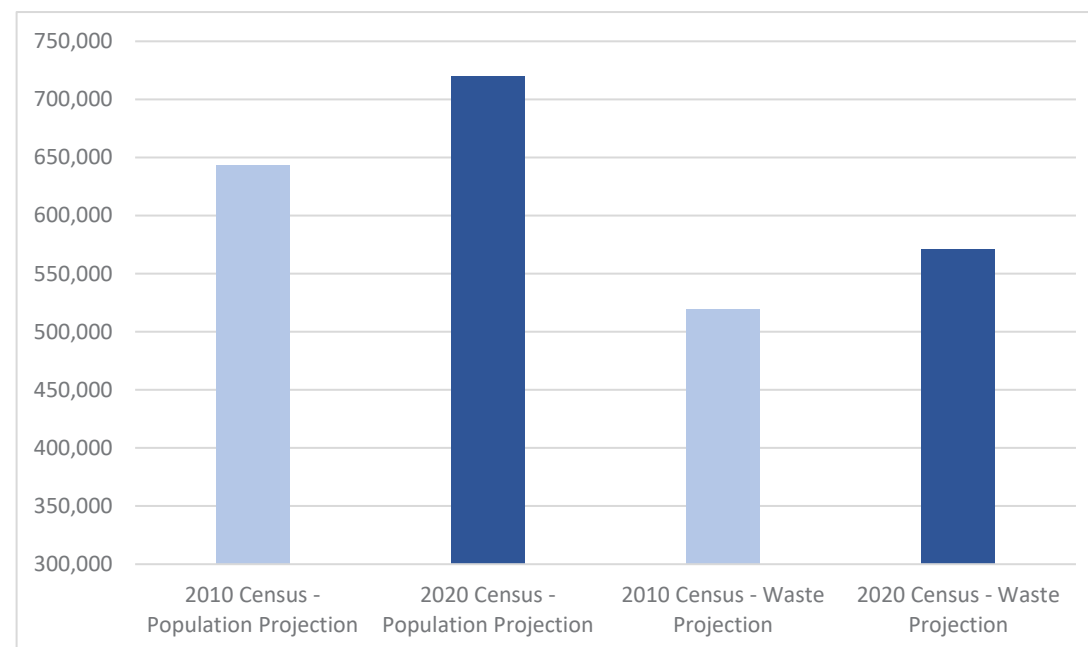


Table 2: Clark County – Municipal Solid Waste (MSW) Projections

Clark County – MSW Projections			
City or Area	2021	2040	% Increase
Battle Ground	16,790	23,565	28.7%
Camas	21,321	29,924	28.7%
La Center	2,861	4,015	28.7%
Ridgefield	9,451	13,264	28.7%
Vancouver	154,256	216,497	28.7%
Washougal	13,648	19,155	28.7%
Woodland (part)	67	95	28.7%
Yacolt	1,325	1,860	28.7%
Incorporated Clark County:	219,720	308,374	28.7%
% Incorporated:	54.0%	54.0%	0.0%
Unincorporated Clark County:	187,484	263,048	28.7%
% Unincorporated:	46.0%	46.0%	0.0%
Clark County:	407,204	571,422	28.7%

Note: Projected Waste Generation Rate - 1,587 pounds/capita /yr.

Figure 1: 2010 and 2020 Census Data Population and Waste for 2040 Projections

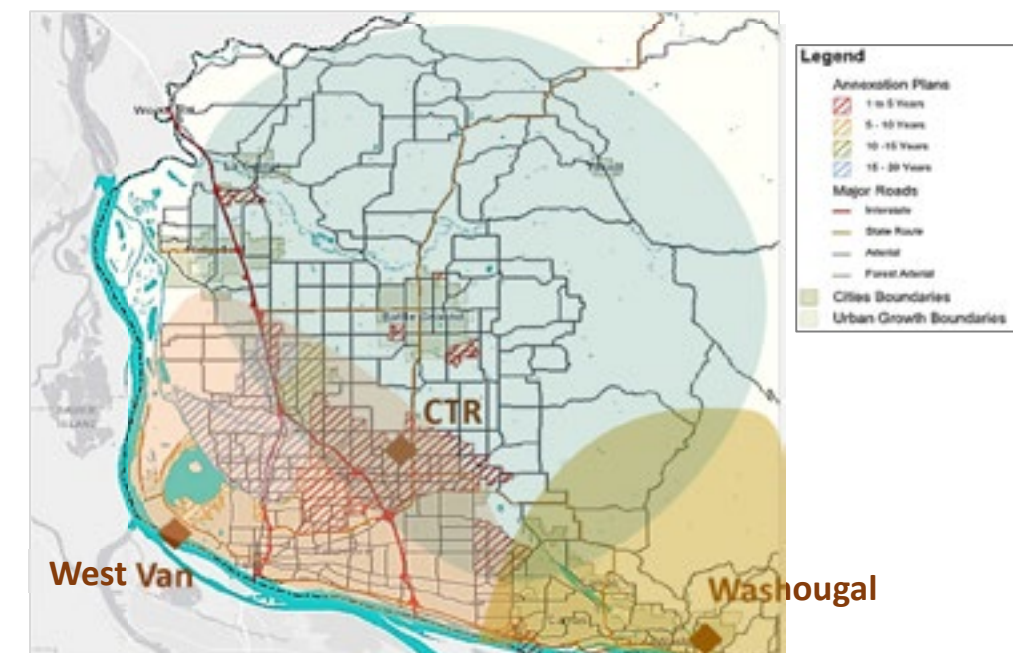


As shown in **Figure 1**, using the 2020 census, the population in 2040 is projected to be 12% higher or about 77,000 more than the previous projection. Consequently, the amount of waste generated is estimated to be more than previously forecasted in Phase 1.



A key to ensuring the necessary infrastructure and capacity to manage this future growth is to determine how the increase will impact the current transfer station system. In the Phase 1 RSWSS, an assessment was completed to demonstrate areas where growth is expected to occur to estimate impacts to the volume of waste received at each facility. The assessment used the County's growth management plan to prepare a map of the services areas for each station shown in **Figure 2**. These service areas are shown as circles and the crossed hatched areas are where the largest growth is expected to occur. As population increases in these assumed service areas one cannot predict precisely where collection trucks will take waste or what facility self-haulers will take their waste. Typically, customers will base their decisions on the driving time.

Figure 2: Map of County with Annexation



Based on the County's growth management plan, a large portion of the growth is expected in the central and northern cities of Ridgefield and Battle Ground. **Table 3** on the next page was prepared for estimating the amount of waste that each transfer station may receive. Much of the growth is expected in the urban growth boundary as shown in the crossed hatched areas. To provide a range of these future waste projections it is assumed that between 50% and 70% of the growth will impact the north services area or what might be received CTR. The difference largely would use West Van. Growth in the eastern part of the County serviced by Washougal is expected to be the same under either assumption.

Table 3: Estimated Transfer Station Service Area Waste Projections

Transfer Station Service Area	Assuming 50% UGB Growth in Central Area			Assuming 70% UGB Growth in Central Area		
	Population	% Change of Waste	Additional Waste (TPY)	Population	% Change of Waste	Additional Waste (TPY)
Service Areas						
<i>Growth in City of Vancouver in North/Central County</i>	40,961		41,780	57,706		58,860
<i>Growth in Unincorporated North/Central County</i>	49,227		50,212	49,227		50,212
<i>Growth in North Cities</i>	26,968		27,507	26,968		27,507
CTR Service Area:	117,156	54%	88,734	133,901	62%	101,416
<i>Growth in City of Vancouver (25% of City & County)</i>	20,840		21,257	20,480		20,890
<i>Growth in unincorporated East County – Assume 20%</i>	19,112		19,494	19,112		19,494
<i>Growth in East Cities</i>	18,748		19,123	18,748		19,123
Washougal Service Area:	58,700	27%	44,459	58,340	27%	44,187
West Van Service Area:	40,961	19%	31,024	24,576	11%	18,614
Total:	216,817	100.0%	164,217	216,817	100%	164,217

As shown above, the additional amount of waste expected to be received at CTR over the next 20 years may vary from 88,000 tons per year to more than 101,000 tons. Likewise, the additional waste to be received at West Van would inversely vary from a high of 31,000 tons to 18,000 tons per year with Washougal expected to experience about 44,000 tons more per year. In planning for the future capacity of each facility it is desirable to consider the worst-case scenario. **Table 4** below uses the service area assumptions presented in **Table 3** above to identify the worst-case scenario for how much waste may be received at each transfer station.

Table 4: Estimated Transfer Station Demand

Transfer Station Service Area	Estimated Transfer Station Capacity Analysis	
	Existing 2021 TPY	Projected Worse Case 2040 TPY
CTR Service Area	251,847	353,263
Washougal Service Area	38,638	83,097
West Van Service Area	116,719	147,743
Total:	407,204	584,103

It is understood that these are the best guesses at predicting what amount would be delivered to each transfer station as there are many factors that influence a decision on which facility to travel. The travel time for each customer and/or changes in collection practices and routes can change the location where customers will deliver waste. However, flexibility to handle variability in the amount of waste is considered in the master planning process.

3.2 Summary of Population and Waste Flow Projections

The population and corresponding waste projections have been updated from the Phase 1 RSWSS considering the impact of the new 2020 census results. OFM continues to review this data annually and therefore it is subject to change. However, this new data is the basis for projecting the amount of waste to be received and managed by the transfer station and recycling facilities. Keeping in mind the existing facilities are currently receiving significantly more customers and waste quantities than they were designed for and that no major improvements have been made since 1993. The master plans must address deficiencies in current operations as well as ensure there is capacity to manage the future waste generated in the service areas. This updated data will be the basis for preparing the master site plans to make improvements and expansions at each facility to provide safe, reliable, and cost-effective services for the next 20 years or longer.

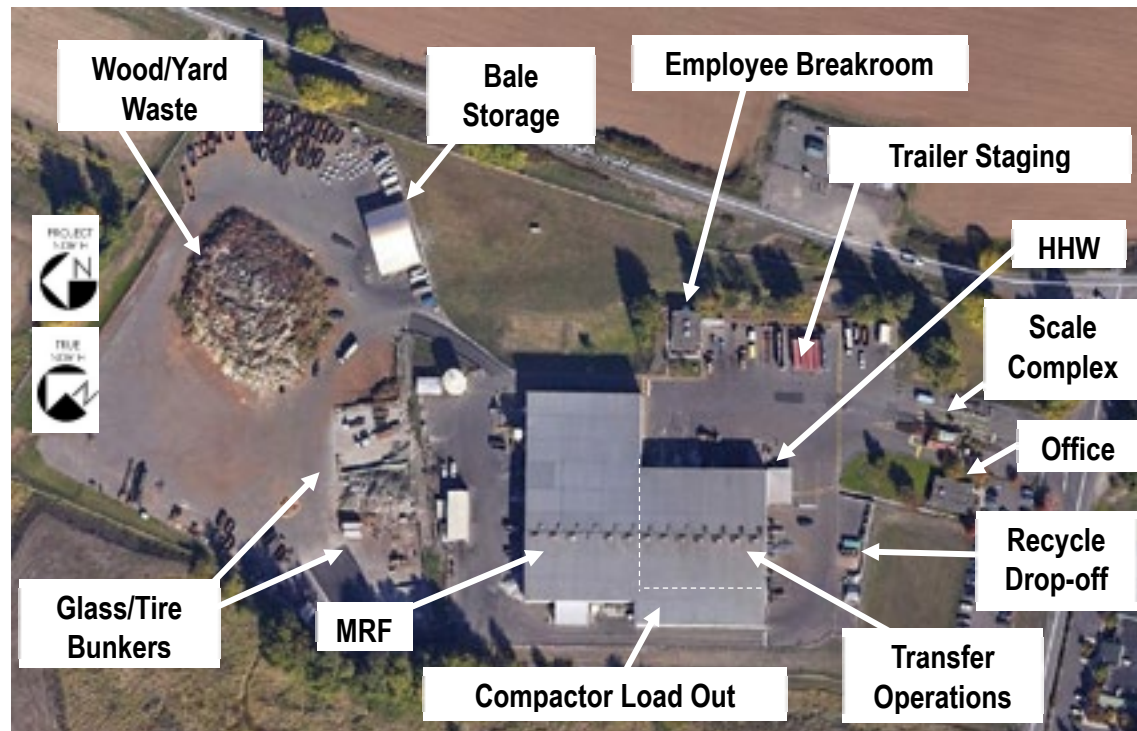
Chapter 5 – West Vancouver Materials Recovery Center (West Van)

5.1 Introduction

West Van is located on a 21+ acre site off Old Lower River Road at the Port of Vancouver as depicted in **Figure 3** below. It was constructed in 1993 to receive MSW from commercial collection trucks and self-haul customers. MSW is loaded into containers that are shuttled half a mile to a barge loading facility located on the Columbia River. Waste is then barged more than 200 miles to the Finley Buttes Regional Landfill in Boardman, Oregon.

The property includes a large 91,100 square foot (sf) pre-engineered metal building (PEMB) that receives waste from self-haul customers and WCW collection trucks from residential and commercial accounts. The transfer operations occupy 46,000 sf of the structure while the MRF receiving and processing operations use the remaining 45,100 sf.

Figure 3: West Vancouver Materials Recovery Center



In addition to the transfer station and MRF operations, West Van provides approximately seven acres on the north side of the site for managing other waste streams. This includes space for receiving and processing yard debris and wood waste and dedicated bunkers to receive mixed glass and inert waste such as concrete and rock deposits. Tires are also received and temporarily stored before being transferred for processing. It also provides supplemental storage for baled materials in a canopied area and for parking rolling stock and container storage. These operations are performed outdoors except for the bale storage that is stored under canopies.



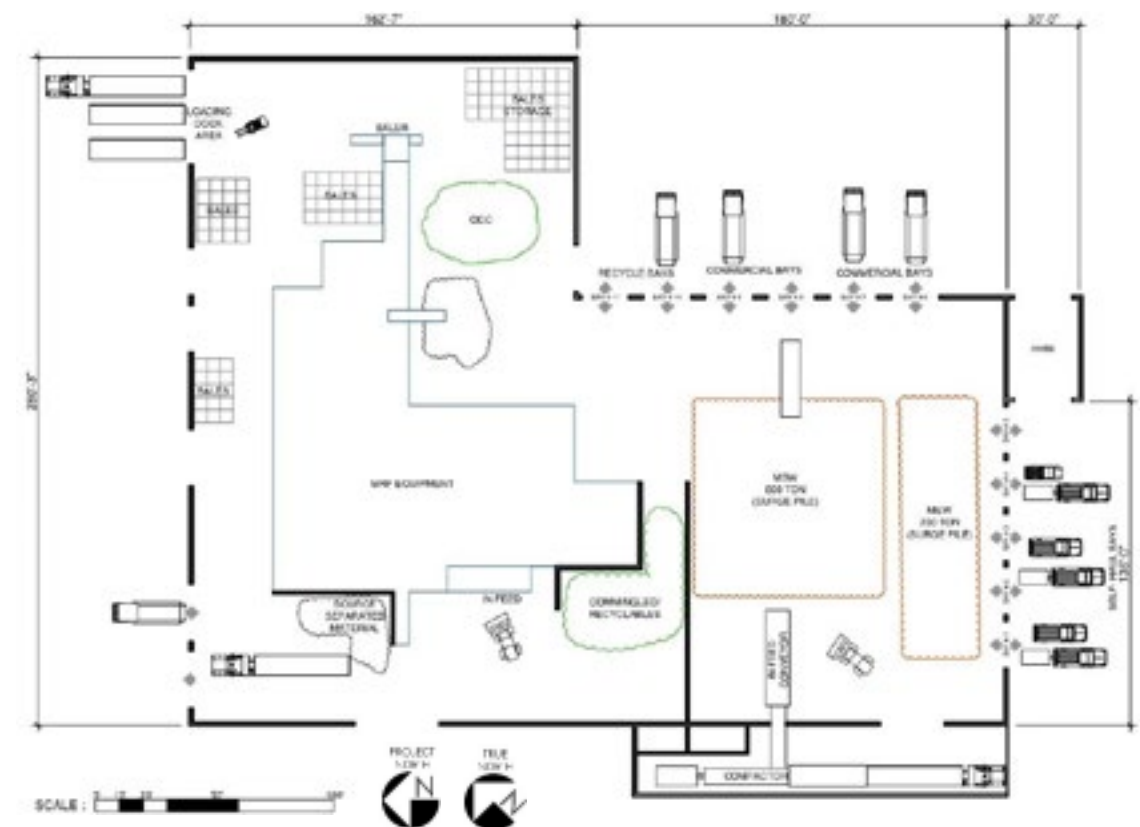
5.2 Summary of Phase 1 RSWSS – Assessment

Existing Tip Floor Operations

Since the facility was constructed in 1993 there has been no major expansion to the transfer station tip floor area. CRC has replaced the original compactor in recent years. When the facility was first opened the total amount of waste generated in the County was 173,000 tons per year (TPY) or about 600 tons per day (TPD). In 2021 the transfer station system received over 400,000 TPY or roughly about 1,400 TPD. In 2021, West Van received over 116,000 tons of waste or roughly 30% of all waste generated in the County. The percentage of waste received at West Van has remained fairly constant over the past six years. Assuming West Van continues to receive a similar percentage of the total waste generated, by 2040 the total waste delivered to West Van is estimated to be about 150,000 TPY or 600 TPD under peak periods. This is consistent with the service area analysis presented previously.

The current tip floor arrangement shown in **Figure 4** demonstrates that the facility does have sufficient space to receive and temporarily store 400 TPD. However, the amount of space needed is dependent on the load out capacity or time needed to remove all waste from the tip floor. A single compactor can load a container/trailer with 30 tons of waste in about 25 minutes or about 60 tons per hour (TPH). The amount of waste for each container could be more or less than 30 tons depending on the materials being loaded. It takes between eight to ten hours of continuous loading operations to remove 600 tons and does not include interruptions in services whether it be equipment downtime or availability of containers to load. Also, West Van has no contingency if the compactor is out of service for extensive repairs.

Figure 4: Existing West Van Floor Plan



Another factor related to the capacity of the transfer station is the number of stalls available for customers to unload. As shown in **Figure 4** there are currently five-20 feet (ft) roll up doors (referred to as Bays 1-5) located



on the south side of the building for self-haul or cash customers to unload. Each door opening may accommodate two self-haul vehicles to unload thus providing 10 stalls to unload. However, the door farthest to the west (Bay 1) is currently dedicated to accepting mixed organics (i.e. food waste and yard debris) collected in both the Cities of Vancouver and Ridgefield and is not available for self-haul customers. Bay 5 is limited for unloading as it must remain unavailable when the household hazardous waste (HHW) is open to accept materials. This leaves only three bays and six stalls that can be used to unload self-haul customers. Based on information in the Phase 1 RSWSS, during peak hours from 9 a.m. to 3 p.m. West Van experiences between 40 and 45 vehicles per hour. On average the typical self-haul customer will use 10 minutes to unload including the time to back in and exit. This means that a stall can handle five (5) vehicles per hour. With only six stalls available on a consistent basis, the facility can handle on average 30 vehicles per hour, which is much less than what is needed. The result is that at times traffic will back onto NW Old Lower River Road.

The County is considering opening West Van to self-haul customers on Sundays which may help spread out the current volume. It could also result in more traffic, particularly if some of CTR's current customers decide to use West Van. If all doors are dedicated to accepting self-haul customers, it appears there would be 10 stalls available and sufficient to handle the current volume of customers. But changes to the circulation pattern should be considered to assure there is adequate on-site queue space between the scales and the stalls. Furthermore, these conditions contribute to off-site queue issues onto public right of way.

On the east side of the transfer station there are six (6) twenty foot doors (referred to Bays 6-11) for collection trucks to unload. One bay is used for access to the front loader equipment. All compactor and roll off trucks hauling waste use three bays (Bays 7-9) thus providing four to six stalls to unload. These vehicles will unload in approximately five minutes thus, conservatively each bay can receive about eight vehicles per hour. Currently, 50 to 60 collection trucks enter the facility each day with possibly 16 vehicles at peak hours. Thus, a minimum of three stalls are needed to unload.

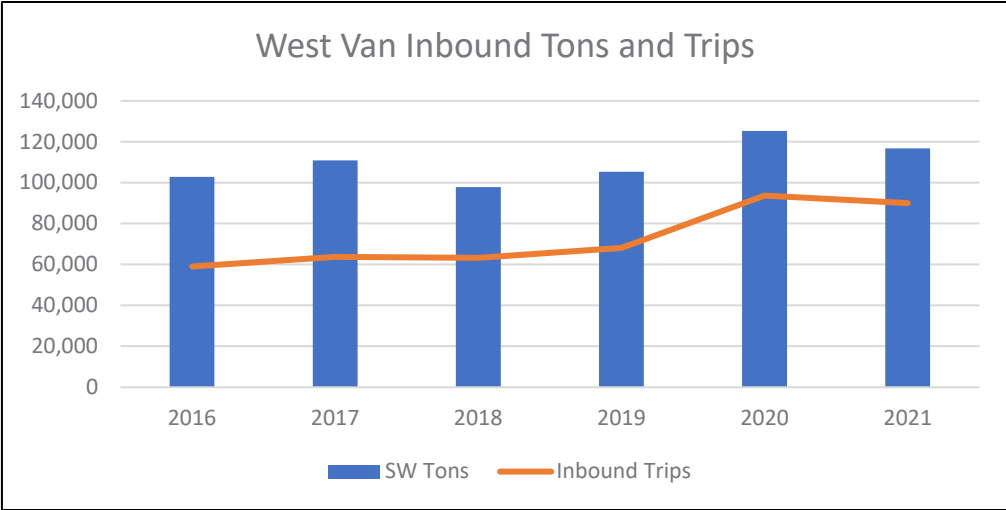
Bays 10 and 11 are used by trucks with commingled recyclables that serve the entire County. There are about sixty collection trucks with recyclable materials that arrive at West Van five days per week. A few trucks (less than 10) also deliver recyclables on Saturday. As long as the MRF continues to operate at West Van these stalls must remain dedicated to unloading the recycling collection trucks. If the MRF is relocated, then these stalls can be used by other customers.

Waste Quantities and Traffic Counts

Tons received and traffic volume at West Van were updated with 2021 data. **Figure 5** illustrates that both waste received and number of trips to the transfer station declined from 2020, however remain above the previous four years. This data was used to make projections for the Basis of Master Plan recommendations.



Figure 5: West Van Historic Waste Quantities and Traffic



Existing Traffic Circulation

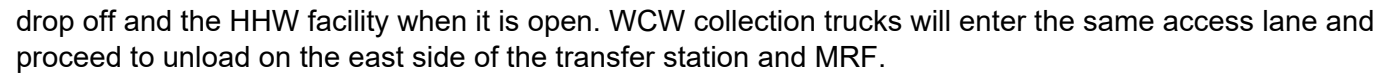
Access to the West Van facility is from a local service road used by several local businesses including the barge loading operations to transport waste to the Finley Butte Regional Landfill. The facility entrance is just 200 ft west of NW Old Lower River Road. All traffic entering and exiting the facility uses this one access point as shown in **Figure 6** below.

Figure 6: West Van Entrance and Scale Complex



When entering the site all traffic is directed to a single scalehouse complex that has three inbound and two outbound lanes. All inbound customers must use a single lane with a scale to weigh in. CRC recently installed a second scale dedicated to allowing commercial collection trucks to use a separate lane to weigh in. The third lane is a bypass lane used by transfer trailers and commodity trucks to enter the facility without being weighed. The commodity trucks are used to ship recycled materials to markets.

After weighing in at the scale complex, self-haul customers are directed to turn left where they queue up for an available stall to unload at the transfer station. Self-haul customers can also access either or both the recycling

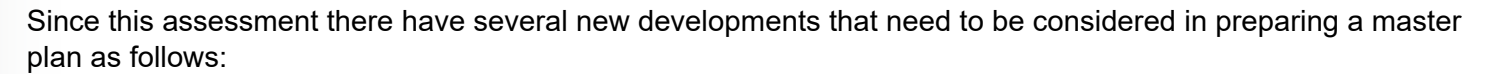


All traffic including self-haul customers, collection trucks, transfer trailers, and commodity trucks must exit at this same entrance. Vehicles that need to weigh out use the outbound scale lane while other vehicles needing not to weigh out can use the bypass lane and must cross through the outbound scale traffic.

Site circulation for the various customers using the facilities has evolved over the many years of operation as new services and programs have been adopted. **Figure 7** below captures the complexity of their traffic patterns. The site circulation near the entrance is quite congested at times. This is a result of the close proximity of the entrance to the main transfer station building and where vehicles unload. It is further complicated due to the location of the HHW and the recycle drop off area.

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In Phase 1 RSWSS a conditions assessment was conducted in 2019. From this review it was determined there were no immediate facility deficiencies to be addressed other than to improve circulation. The main transfer station and MRF structure were determined to be in good condition. However, many of the support structures were constructed in the 1990s and may be obsolete or in need of major renovation in the longer term. It was recommended that a site Master Facilities Plan be prepared to consider what improvements were needed to existing facilities and what modifications and expansions were needed to address long term solid waste services for the regional system.



1. The 2020 census data reveals the population in Clark County is higher than previous data and projections.
2. The number of self-haul stalls for unloading will need to be increased. The number of cash customers using the facility has increased significantly in the last two years. In 2021 the number of cash customers increased from 68,000 in 2019 to about 90,000, an increase of 22,000 vehicles (shown in **Figure 5**).
3. The State recently passed HB 1799 requiring local governments to reduce the amount of food waste being disposed of in landfills by 2030.
4. The current food/yard waste collection programs in the City of Vancouver continue to grow and the City of Ridgefield has also started a similar program. This will require more space to be dedicated to handling food waste and/or mixed organics.
5. The County, Vancouver and CRC need to evaluate relocating the MRF to another site to increase room for organics management.
6. The City and County are considering public ownership options for the regional transfer station system.
7. The City has extended water service to this area. Assuming the facility can connect to provide water service, the existing well and pump system can be replaced and relocated.

These new developments need to be included in updating the operational assessment and considered in preparing facilities plan for addressing the long-term service needs of the solid waste system.

In summary, all customer traffic and transfer activities relying on a single point of ingress and egress causes bottlenecks and congestion that impact the site circulation and detracts from operating most efficiently. CRC employees attend to monitoring the conditions to route customers safely while on-site. With growth in the service area, circulation problems will only be exacerbated. Also, the HHW and recycle drop off area should be reconfigured to improve services. This will be even more urgent if and when the MRF is relocated.

5.3 Basis of Master Plan for Facility Improvements

Based on the findings from Phase 1 RSWSS and the recently passed HB 1799, the design data in the following **Table 5** is recommended to be the basis of the West Van Master Plan.

Table 5: West Van - Basis of Master Plan Design Data

Category		Existing	2040 Projection	% Change
Waste Quantities (MSW)				
Annual	Tons	116,719	150,000	29%
Ave Daily	Tons	400	550	38%
Peak Daily	Tons	450	600	33%
Customer Trips				
WCW				
All Commercial	Annual	25,428	33,000	30%
	Daily	110	127	15%
	MSW	50	65	30%
	Recycle	60	75	25%
Self-Haul/Cash	Annual	64,554	96,000	49%
	Daily	227	350	54%
Organics	Tons/Year	Tons/Year		
Yard Waste				
	County	5,514	7,200	31%
	Metro*	11,800	N/A	
Wood				
	County	5,465	7,100	30%
	Metro*	245		
Mixed Organics				
	Source Separated	1,416	1,840	30%
Food Waste – MSW				
	Vegetative	13% 15,173	22,230	47%
	Other	8% 9,200	13,700	49%
		24,373	35,930	47%
Total Organics				
	Source Separated	12,395	16,140	30%
	MSW + SS	36,768	52,070	42%

*Material that originates from the Portland Metro region

Organics Management

West Van received 24,000 tons of yard debris and wood waste in 2021. Of this total 11,800 tons were reported to be received from Portland Metro. Therefore, only 11,200 tons of these organic materials were collected in the County. The facility also received almost 1,500 tons of mixed organics (yard debris with food waste) collected from residences in the cities of Vancouver and Ridgefield and source separated commercial food waste. These organics must be received inside the transfer station. The commercial food waste collection program is voluntary. Residential food waste is processed with yard debris collection. A waste characterization study of yard debris has not been conducted by the County but this collection method traditionally accounts for about 5% of the yard debris weight in other communities. These materials are reloaded and then transported to the Dirt Huggers Compost Facility near Dallesport, Washington. As mentioned, the State recently passed HB 1799. One component of the West Van Master Plan will be to design options for managing organics in



response to this new legislation. This could include construction of organics processing that can be used as a reload center for organics being processed for compost or enough spacing to handle preprocessing equipment for perhaps an aerated static pile compost system (ASP) or anaerobic digestion (AD) on or off-site. Traditionally, post consumer commercial food waste is highly contaminated. Both composters and operators of anaerobic facilities desire material that is low in contamination so this waste stream presents issues and will require processing to remove contaminants. A feasibility study should be conducted to establish the best option for processing organic material at West Van that emphasizes the highest and best use as well as producing a feedstock that has high market demand.

Near Term Issues

1. A critical need is to establish a location and facilities needed for top loading operations. An immediate need is to have capabilities to top load food waste/mixed organics.
2. Develop plans to reduce congestion and eliminate offsite queue issues.
 - a. Consider adding a new access for transfer trailers/containers off Old Lower River Road.
 - b. Consider a new exit road for containers being shuttled to the barge facility.
3. Extend the City of Vancouver waterline to provide water service and replace the current ground water pump and tank system used for fire suppression.
4. Conduct a feasibility study to research options for processing organics material at the station including relocating the MRF.
5. Consider the location for the second compactor.

Longer Term Issues

The West Van facility is located on 21 acres. The back seven acres are currently used for receiving and processing yard debris and wood waste. It also includes a bale storage structure and container/bin storage and other support activities. The County should consider how this space can best be used to provide waste management and recycling services in the future.

Also, the MRF processing operations are expected to be relocated to a new facility. Once the equipment line is removed the space can possibly be used for other services. Options may include:

1. Receive and process construction and demolition (C&D) materials.
2. Process organics, including food waste, green waste, and wood waste.
3. Other operations as deemed necessary for providing waste management and recycling services. This should include:
 - a. Provide a location onsite for an expanded recycle drop off for self-haul customers.
 - b. Provide a new location for a HHW to alleviate the conflicts with self-haul customers unloading at the transfer station.
 - c. Recovery of materials from other waste streams such as self-haul or targeted commercial loads

5.4 Description of Improvements of Master Plan

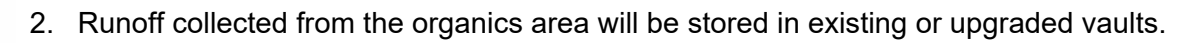
The Facility Plan includes a Basis of Master Plan design for West Van. It takes into consideration the conditions and operations assessment from Phase 1 and the updated waste flow projections. The plan was developed considering that certain improvements can be implemented in the near term while space is provided for making future longer-term improvements. The plan is presented as a phased development plan that also considers the importance of maintaining operations while construction of improvements is being made.



These improvements are designed to eliminate congestion and site circulation problems with the current operations. They are also consistent with providing longer-term improvements for expanding operations.

1. Construct a new mixed organics receiving, and top load out bay off the existing MRF with partial enclosure to capture fugitive debris.
2. Collect runoff water in existing or expanded water vault system for treatment.

1. Expand mixed organics receiving and top load out bay and add bale storage.



1. Construct a new office facility and parking area.
2. Build a permanent maintenance facility (location TBD).

1. Build a new HHW and public recycling area.
2. Add a new public entrance and new scale option for public customers.

1. Using the previous commodities load dock area reconfigure the space to install a second compactor load out. Alternative locations can be evaluated.

The West Van master plan identifies specific improvements to upgrade current facilities to meet immediate needs. It also recognizes that once the MRF is relocated there is a large, enclosed building space (approximately 45,000 sf) that can be repurposed for future operations and new services. The improvements represent preliminary design concepts requiring final programming and design development prior to producing construction documents.

Construction cost estimates were made for each phase of the capital improvements for the West Van Transfer and Recycling Facility. These estimates are based on construction costs for specific items from projects completed in Clark County or similar projects in the Pacific Northwest in 2023. The cost estimates represent a "Class 3 planning level" cost estimate meaning it carries a variance range of plus 30% to minus 20%.



Table 6: Construction Cost Estimate – Capital Improvement Plan

West Van Transfer Station Construction Cost Estimates	
New Access Improvements (Phase 1) Description: 1. Expand NW Lower River Rd to provide separate access for transfer trailers and exit for collection trucks. 2. Construct a new south access ramp direct to the private road to the barge facilities. 3. Regrade the backyard to accept new traffic pattern as needed. 4. Address long term improvements to stormwater management system.	\$1,400,000
Site Improvements (Phase 1) Description: 1. Extend the city water line to replace the current well and tank system for fire protection. 2. Construct a grade separation/wall system to provide for new top load stations. 3. Relocate rolling stock maintenance facility (temporary location).	\$2,000,000
Option 2A – Building Expansion – Organics Load Out / Bale Storage Includes: 1. Construction PEMB (120'x150') and canopy (10'x80') for top load station to be used for organics load out.	\$3,600,000
Option 2B – Building Expansion Option – Organics Top Load + Bale Storage (2A) Description: 1. Construct a larger PEMB (120'x280') to provide organics load out and covered bale storage. 2. NOTE: This option is dependent on timeline to relocate MRF.	\$6,700,000
New Employee Center (Phase 2) Description: 1. Construct new office and employee center with adequate employee parking and associated utilities.	\$2,200,000
Recycle Drop Off and HHW (Phase 3) Description: 1. Build new and expanded recycle and HHW drop off facility. Update scale configuration to provide adequate onsite queue and safe circulation of self-haul customers.	\$3,000,000
Total All Phases – Option 2A	\$12,200,000
Total All Phases – Option 2B	\$15,300,000
CIP Budget	\$15,300,000



5.6 Recommended Implementation Schedule

The County should **proceed with construction of Phase 1 and 2 of the West Van improvements in the next three years**. These projects will improve on-site circulation, minimize congestion at the gatehouse and help alleviate off-site queue issues. The top load for organics load out (Option 2A) can be completed subsequent to the site improvements. However, a final decision on the expansion should be assessed in conjunction with the evaluation of the option and estimated schedule to relocate the MRF. If this equipment is removed in the next four years, the current space occupied by the equipment may be repurposed for managing organics and the building expansion may not be necessary as conceived in the master plan.

The construction schedule is presented in the CIP section of this report.

Chapter 6 – Central Transfer and Recycling (CTR)

6.1 Introduction

CTR is located on State Highway 503 in central Clark County near Brush Prairie. It serves the largest area of the County and is the area projected to have the most growth over the next 20 years.

Figure 9: Current CTR Site Plan



The facility resides on an irregularly shaped parcel of land and includes three main structures that make up the facility operations. The solid waste transfer station is the main structure. There is also a combined recycling building and HHW building, and an administrative and operations office building. The facility was originally constructed circa the 1970s. In 1991, a new 38,000 sf transfer station was added to replace the original transfer building. MSW is loaded into containers that are shuttled 13 miles to a barge loading facility located at the Port of Vancouver on the Columbia River near West Van. Waste is then barged more than 200 miles to the Finley Buttes Regional Landfill in Boardman, Oregon. In addition to managing the area's waste, CRC operates a recycling and HHW waste drop-off center. **Figure 9** above provides an aerial photo of the site operations.

The original transfer station building was expanded and converted to the recycling and HHW building. An automatic scale system for route trucks was installed in 2012.

6.2 Summary of Phase 1 RSWSS – Assessment

Conditions Assessment

The limited structural and site improvement condition assessment reveals that most of the assets at the site are in fair to good condition, except for the recycling building, paved areas east of the boundary retaining wall, and the infiltration portion of the stormwater system. The complete report is included as Appendix B, *Conditions Assessment* in the Phase 1 RSWSS Report.

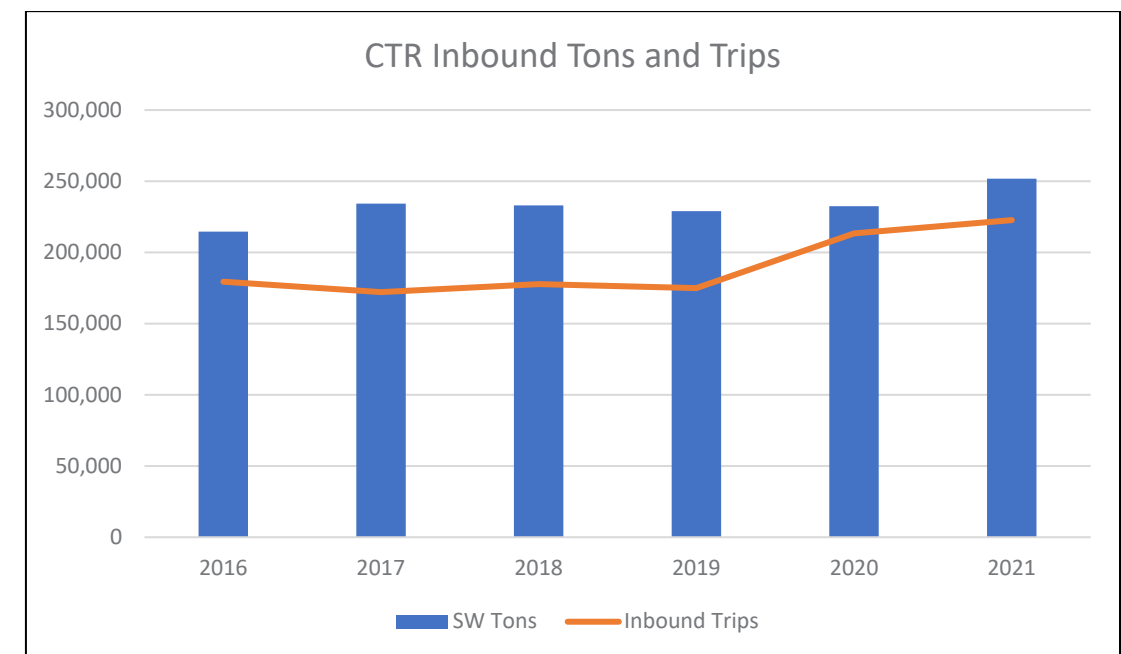
Structural and civil condition assessments were limited to those areas that are readily accessible and visible to the field staff. Concealed conditions that become exposed in the future may change our current recommendations.



Waste Quantities and Traffic Counts

Tons received and traffic volume at CTR were updated with 2021 data. **Figure 10** illustrates that both waste received and traffic on-site continue to grow at CTR. This data was used to make projections for the Basis of Master Plan recommendations.

Figure 10: CTR Inbound Tons and Trips



Site Circulation and Unloading Stall Capacity

When CTR was constructed in 1991, it was not designed to accommodate the current levels of traffic, or the different activities and services currently provided.

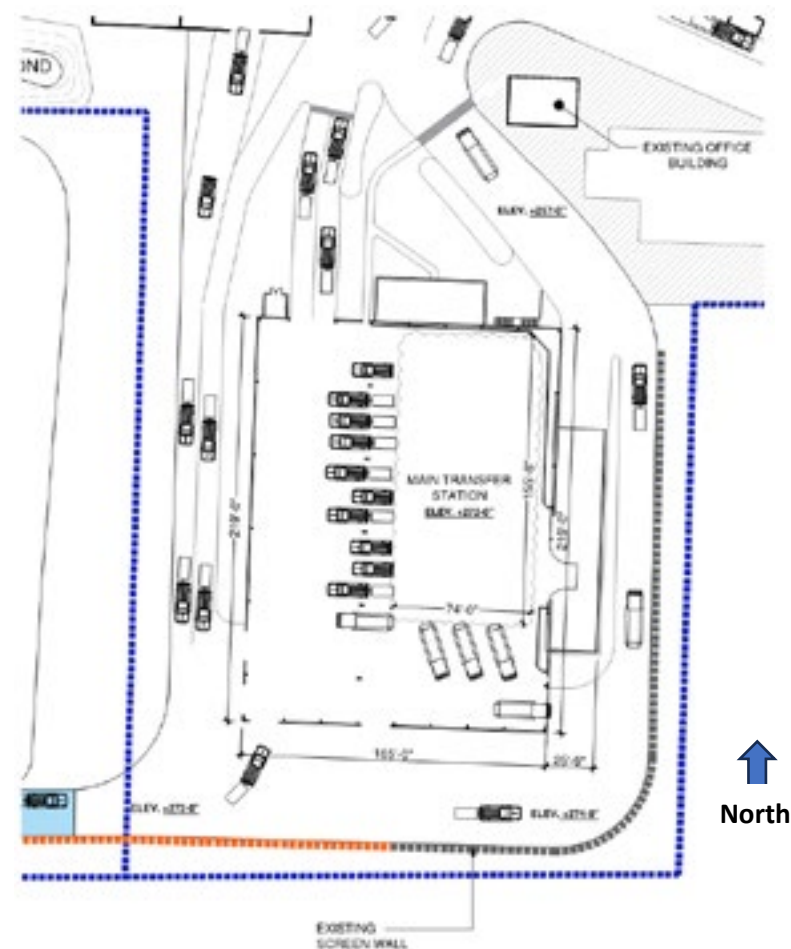
Daily traffic at CTR averages 50 to 60 vehicles per hour. An unloading stall is expected to handle six vehicles per hour, giving 10 minutes per vehicle to maneuver into the stall, unload, and exit. Some vehicles, such as cars and pickups with less waste, will unload faster. However, vehicles with trailers and those with hydraulic tippers typically take longer. Therefore, in non-peak times, 10 to 12 stalls are sufficient for unloading.

During peak times, customer traffic can increase from 80 to as many as 100 vehicles per hour. At this volume, the facility would need to dedicate a minimum of 13 stalls for unloading during peak weekday times and 17 to 20 stalls during peak weekend times. **Figure 11** on the next page shows the tipping floor and vehicle unloading capacity (north is the left side of the figure). With the two northernmost stalls dedicated to source-separated cardboard, green waste, and clean wood (red circled area), there are only 11 stalls for unloading waste. On weekends, CTR can use the south drive aisle to route vehicles to unload. After unloading, these vehicles will exit the southeast door (blue circle) and drive to the outbound scale (green circle).

Also depicted in **Figure 12** is how transfer trucks, when loaded, exit the facility. The truck and trailer must intersect with other outbound traffic and will need to access the scale.



Figure 11: Tipping Floor Capacity



CRC does a good job managing traffic and ensuring vehicles can safely unload in the transfer station. Spotters are located at the entrance and on the tipping floor to guide customers to the appropriate stalls. Although the current facility does not have enough stalls to unload quickly during peak times, there is space for customers to queue onsite before entering the transfer station. However, when exiting the transfer station from the southeast door, there is approximately 550 ft before the outbound scale, queue space for 20 to 22 vehicles. Routing vehicles in this direction can reduce the traffic queue exiting the transfer station. However, there is only one scale dedicated to processing all outbound customers and to weighing out transfer trucks.

The amount of customer traffic on weekends and during peak seasons also impacts the overall site circulation. The primary place of congestion is the outbound lanes before the scales. As shown on the site circulation map in **Figure 12**, all traffic must converge on two lanes including transfer trucks loaded with containers bound for the Tidewater loading dock.



Figure 12: CTR Site Circulation



Outbound traffic conditions may be improved by decreasing the time to process customers; however, the physical space for vehicles to line up to be weighed out as well as those to use the bypass lane is very limited. If the station is to make improvements to eliminate the off-site queue, it would also be desirable to consider modifications to remedy both the outbound scale capacity issues and the site circulation restrictions.

Impacts of Growth Management in CTR Service Area

Clark County has grown about 2% per year since 2010 (approximately 78,000 people from 2010 to 2020), and based on recent data from OFM, it is expected to continue at this rate for the next 20 years. The central and northern portions of the County, served by CTR, are expected to experience most of this growth, as predicted in the Growth Management Plan. The updated waste projections show that projected growth for this area could result in more than 100,000 tons of additional waste being generated per year in the next 20 years.

Growth has resulted in increased development of adjacent properties around CTR. The apartment complex on the northside of CTR has expanded, and now sits within 15 ft of the north retaining wall. Property on the west side of 112th street has been developed with new single-family houses. On the south side of the transfer station, a storage unit facility and private school were recently constructed. CRC owns eight acres located on the west side of CTR, providing a buffer between the new residential development and the transfer station. A new scale complex designed to eliminate off-site queueing problems is proposed by CRC for this property. These recent changes in the development of adjacent properties will need to be considered in deciding future changes to operations and future facility improvements.

CTR continues to experience increases in total waste volumes and the number of customers using the facility. The following is updated data that shows the increase over the past two years. Also, CTR is the only transfer station open on Sundays and therefore must serve the entire County. The traffic on weekends may be impacted if the County decides to expand the hours of operations at the Washougal and West Van transfer stations.

Considering the increase in volume and number of self-haul customers, CTR is currently at operating capacity. This operating capacity is based on current waste quantities and hours of operation at about 900 TPD. If the waste exceeds the capacity, CRC will process the waste to ensure it is removed from the tip floor and not stored overnight. There were several observed deficiencies during the consultant team's site visits and review of data. It is important to understand that these deficiencies are a result of the physical conditions and limitations of the original design to handle the increase in customers and waste volume experienced over the past 30 years. CRC executes day-to-day operations to manage the current waste streams and traffic in a safe and efficient manner, given these physical constraints.

Based on the assessment of current operations, the following site constraints and deficiencies were noted (as shown in **Figure 13**).

1. **Scale Capacity:** CRC is considering adding a second in-bound scale to increase the queuing for in-bound traffic.
2. **Tipping Floor Space:** The current facility does not have sufficient space for vehicles to unload and limited space to handle surges in waste volumes.
3. **Congestion at Exit Lanes:** All traffic exiting the site must make a left turn into two outbound lanes. Transfer trucks are subjected to a hairpin-like turn and therefore use both lanes to access one outbound scale. The competition for the outbound scale and exiting is not a desirable condition and is exacerbated by the increase in waste quantities and increase in self-haul traffic.
4. **Compactor Load-Out Capacity:** With the current operating hours (12 per day), the compactor can only load out about 900 TPD. CTR averages between 800 and 900 TPD. There are some days during peak periods where CTR receives between 900 and 1,100 tons. CRC reported that on occasions when waste of more than this capacity is received, they will load this material into trailers/containers to ensure it is not stored overnight.

Figure 13: CTR Operations Assessment



6.3 Summary of Phase 1 CTR Conditions and Recommended Improvements

The CTR was not designed to handle the current waste volume and traffic conditions. The demand for services has increased greatly, particularly in the past five years. CTR is centrally located, has been well-maintained, and is in relatively good condition. There are improvements that can be made to not only deal with the current off-site queue, but also to improve overall site circulation and enhance the material handling needs. Changes could include expanding the transfer station building to provide space for unloading and floor storage. The additional areas would provide space for unloading C&D waste for processing that could divert this material from the landfill. Added space to handle green waste and wood could also contribute to higher material recovery. The key question to address is what level of investment should be made at CTR in conjunction with other regional service needs.

The answer to this question remains to be determined. In Phase 1 RSWSS, Chapter 5 – North Area Service Options presented what facilities are needed to serve this area. In Chapter 5, four options were developed.



Drawings for those can be found in Appendix A of the RSWSS. The report identified two short-term improvements and settled on Option 1.

The most immediate need identified in the system was to make improvements at CTR to address safe ingress and egress off Hwy. 503. The first step was to modify the entrance to allow for two separate lanes entering the facility. This improvement was completed in 2022 and there are no left turns permitted when exiting the station. Now all vehicles exiting CTR can only turn right and travel south on Hwy. 503. Customers originating from north of CTR, such as Battle Ground, Ridgefield, La Center, and Yacolt must find a route to return to the north county.

The second improvement recommends extending the inbound lane to the back of the site and installing a new scale. The lane would extend to the south side and ramp up to the existing transfer station as shown. It would provide the added queue space needed to eliminate any vehicles from queuing off-site onto the highway. This would allow customers to travel a much longer entrance road to a new scale for weighing in. The perimeter screening would also be extended to mitigate visual impacts to adjacent properties.

6.4 Basis of Master Plan for Facility Improvements

Based on the findings from Phase 1 RSWSS and the recently passed HB 1799, the updated design data in the following **Table 7** is recommended to be the basis of the CTR plan. This Basis of Master Plan considers that new census data and waste quantities received have resulted in new projections.

Table 7: CTR - Basis of Master Plan Design Data (Updated per 2020 Census)

<u>Category</u>	<u>Existing Transfer Station</u> <u>Future (20 Years)</u>		
Building Space			
		38,000 sf - 36,136 excl. loadout	Space need defined by criteria
Waste Quantities			
Annual	Tons	251,847	353,263
Average	Tons/Day	900	1,200
Peak	Tons/Day	1,100	1,400
Traffic/Unloading Capacity			
Commercial	Ave Per Day	100	130
	Ave Per Hour	25	30
Commercial Stall		4 to 5	5
Self-Haul Weekday	Peak	600	780
	Per Hour	70	90
Weekday Stalls		14	18
Self-Haul Weekend	Per Hour	100	130
Weekend Stalls		20	26
*Assumes 1 stall is 5 cars an hour	-	-	-



<u>Category</u>		<u>Existing Transfer Station</u>	<u>Future (20 Years)</u>
Operating Space			
Available area to stack waste, handle surge, and load trailers. Excludes maneuvering and stall for unloading			
Need		13,000 sf	18,000 sf (1 day storage + 10% operations)
Available		11,000 sf	
Average		900 TPD	1,200 TPD
		30 ton payload	
		30 trailer loads	
		25 minutes 12.5 hours*	16 hours @ existing
Peak		1,100 TPD	1,400 TPD
Required load out w/single compactor		15 hours*	20 hours @ existing
*Assumes no disruptions			
Trailer Parking			
		Space for 4	Assume 8 trailers for staging
		Minimum 6,000 sf	12,000 sf
Scale Capacity/Transactions			
Inbound - 1 - SH scale		80 vehicle/hour	120 vehicle/hour
Outbound - 1 SH scale shared with transfer trailers		80 vehicle/hour	120 vehicle/hour
*Note both inbound and outbound scales at 45 seconds/transaction		-	-

The data shows it will be necessary to provide a second compactor in the future to allow load out of materials in reasonable operating hours. It is also needed to have redundancy in the load out operations.

Organics Management

CTR processed approximately 1,500 tons of yard debris in 2021 and no source separated commercial food waste. This material is reloaded and sent to Dirt Hugger, a compose facility in Dallesport, WA. With the passed HB 1799, the design for CTR will include the continued collection of yard debris and provide options for expanding reload capacity in the future. The site as currently used is not supportive of any preprocessing options for organic material.

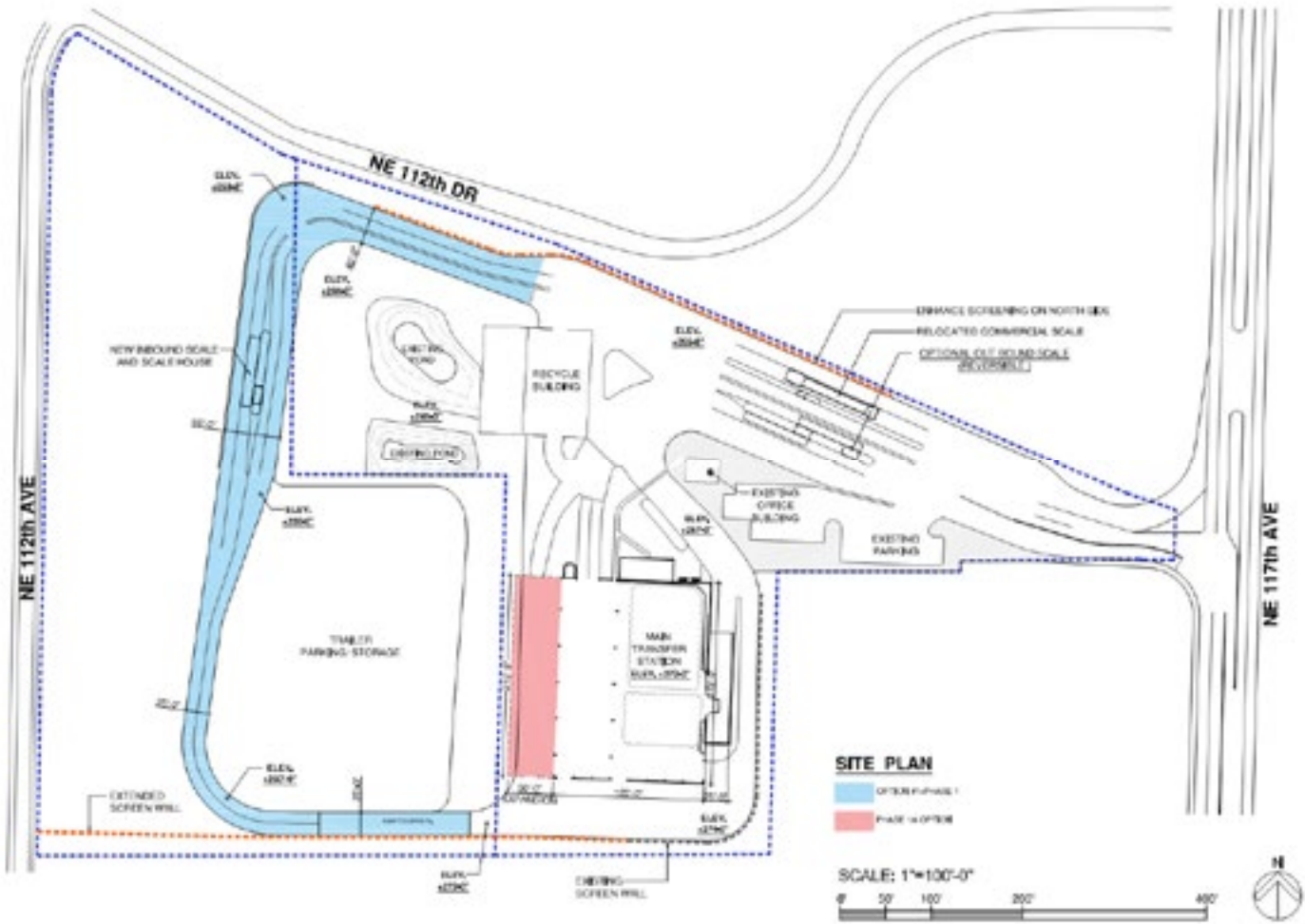
Prior to making any large investments at CTR a decision on which option is best for serving the north/central county should be implemented. However, each of the options will require several years to site and permit. Even after permits are secured final design and construction will require a minimum of two to three years.



6.5 CTR - Phase 1 Improvements

Given the timeline to decide on the future facilities needed to serve the north service area, improvements at CTR should be implemented to eliminate potential for offsite queueing onto Hwy. 503. Also, the option to expand the existing structure and provide added tip floor space may be beneficial in both the short run and for the long term if Option 1A is selected. See **Figure 14** below.

Figure 14: CTR Improvement Option



Phase 1

- 1. Add two new inbound lanes to a new scale house to increase curing length for vehicles entering the site. The road will extend and wrap around the landfill portion of the site and reduce traffic backing up onto Hwy. 503.
- 2. Install a new scale (relocated) and scale house in the east portion on the new road improvement.
- 3. Extend concrete wall along south side of site where improvements have been made.
- 4. Improve site screening along the north side of the property.



Phase 1A (Optional)

- 1. Conduct comparative site analysis and expand the transfer station building with a 11,000 sf addition in the event a new station is not sited or delayed in the North Service Area.

Table 8: Phase 1 Construction Cost Estimate

CTR Construction Cost Estimates	
New Perimeter Road and Gatehouse Description: 1. Site Work 2. New Scale and Scale House 3. New Access Road	\$3,500,000
Option 1A – Transfer Station Expansion Description: 1. Demolition and Site Prep 2. Optional Outbound Scale House 8'x8'	\$3,000,000
Total Estimated Construction Cost Excluding Option 1A	\$3,500,000
Total Estimated Construction Cost Including Option 1A	\$6,500,000

6.6 CTR - North Service Area Options

Implementing the construction of the recommended improvements is a priority for the County to mitigate queueing onto public right of way. To address the question of how to best serve the north and central portion of the county, the Phase 1 report evaluated the options for serving the north service area. These three options were compared to the options for making improvements at CTR. The north-central portions of the County are projected to experience the largest percentage of growth over the next 20 years. This growth has resulted in increased waste volumes and traffic at CTR and the need to make investments in facilities to manage the current conditions. However, to improve current deficiencies at CTR and manage future growth in this service area, additional investments in the system will be necessary. Updated projections show an increase in volumes to all County facilities with CTR expected to experience an increase of more than 100,000 TPY or 40% by 2040. The options for meeting the future infrastructure needs of the northcentral County were identified in the Phase 1 report.

The three distinct options identified are summarized as follows:

- 1. Make major improvements at CTR to address current and future service needs.
- 2. Make minimal improvements at CTR and site and build a new satellite transfer station to serve the northernmost portion of the County and relieve some of the customer traffic using CTR.
- 3. Replace CTR with a new transfer station designed to handle future growth. This alternative recognizes the need to minimize impacts to the residential properties adjacent to CTR; it is important that CTR be a good neighbor.

For each option, conceptual facility plans were developed to provide planning level construction cost estimates.



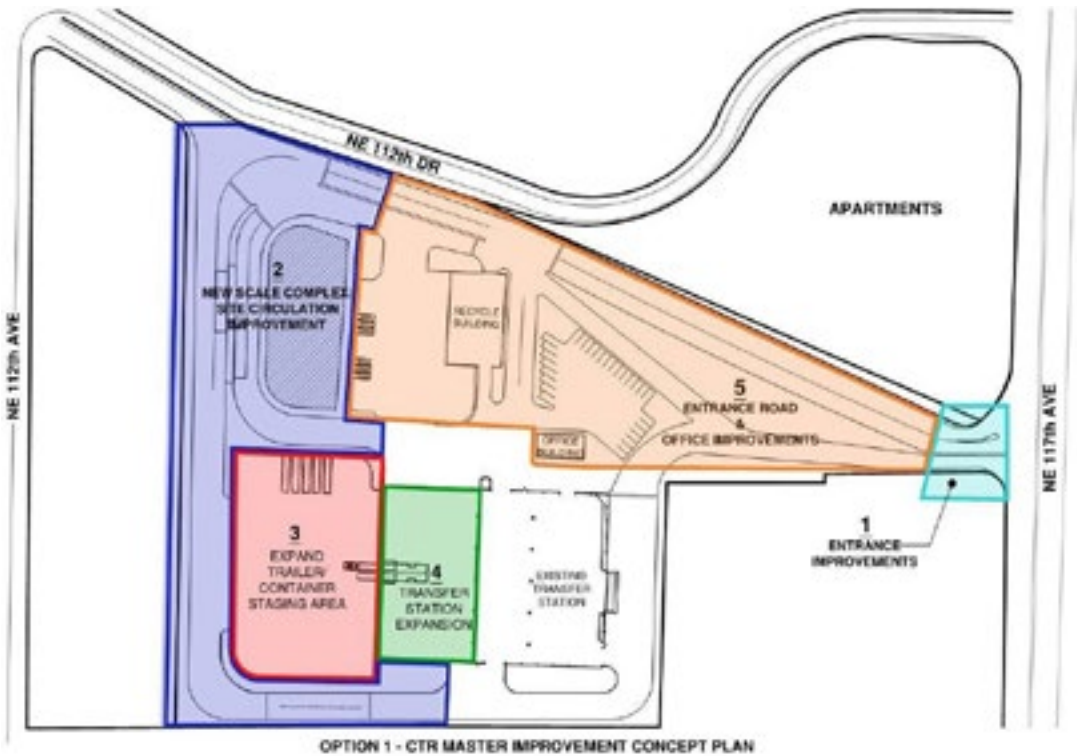
Decisions on a new transfer station and whether to move the MRF to a new location from its current location at West Van have not been made since the Phase 1 report was finalized. There has also been no decision made on the ownership of the facilities, so a summary of each developed option is as follows.

Option 1: Make Major Improvements at CTR to Address Current and Future Service Needs

This option assumes the CTR Transfer Station will make major improvements to address the current operational deficiencies and provide the infrastructure to manage waste resulting from growth in the central and northern part of the County. Improvements at CTR will be made to meet capacity needs for the next 25 plus years.

JRMA prepared several concept site plans that incorporate significant improvements to meet the needs of CTR’s future conditions. These have been reviewed by the County and CRC and are the basis of the improvements listed; however, more analysis is needed to develop a final site master plan. A primary guiding principle in developing the new site plan has been the need to construct the facilities while maintaining the current operations. Therefore, the intent of the infrastructure improvements is to meet the capacity needs in a phased approach so that the facility can remain open to customers during the construction period. These improvements are captured in **Figure 15** below.

Figure 15: Option 1 – CTR Improvements



The option to expand CTR was used in the Phase 1 RSWSS to identify the capital investments needed to address near term deficiencies in current operations and to evaluate the best approach for expanding the facility to meet demands of the north services area. To meet this demand, the facility would require expansion onto the adjacent property owned by CRC. As a result, the report identified several issues that need to be addressed prior to making a final decision on whether to expand CTR.

First, this adjacent property would need to obtain a land use permit to allow the planned expansion. This may also require that a lot line adjustment to enjoin the two properties be approved. Recognizing that the adjacent



properties are now zoned for residential and have been developed will need to be considered if CTR is to expand onto adjacent property. In contrast, if a decision was to close CTR and build a new transfer station it also is subject to a siting and permitting process.

Second, the adjacent property is believed to have been part of an old landfill that closed many years ago. This raises questions as to what impacts these conditions may have in redeveloping the adjacent parcel. Further investigation into the subsurface conditions should be completed.

Third, the only access to the facility is off Hwy. 503, a major north/south transportation corridor in the County. The entrance to CTR has been improved to enhance safe ingress and egress by eliminating the left turn for outbound traffic. Also, the Washington Department of Transportation will not permit a traffic signal to be installed. Thus, the site will need to contend with the high traffic volume on a long-term basis with the current entrance. Although certain improvements included in the site plan can relieve queueing onto the public right of way, traffic on Hwy. 503 will increase as the north area of the county grows.

Option 2: Make Minimal Improvements at CTR and Site/Build a New North Satellite Transfer Station to Accept Primarily Waste from Self-Haul Customers

This option assumed minimal investments at CTR as described in Phase 1 and 1A improvements. The improvements will enhance onsite conditions to handle existing traffic. It recognized that adding any more traffic with access off Hwy. 503 and accepting more waste at CTR as the region grows is less desirable. However, CTR is centrally located and with minimal investments, the facility can handle current traffic more efficiently. **Figure 14** on page 36 depicts the proposed improvements to the existing CTR facility to address the immediate needs.

These are minimal improvements to mitigate near-term operating deficiencies, assuming a long-term plan of siting and building a new satellite transfer station /convenience center to serve the north area.

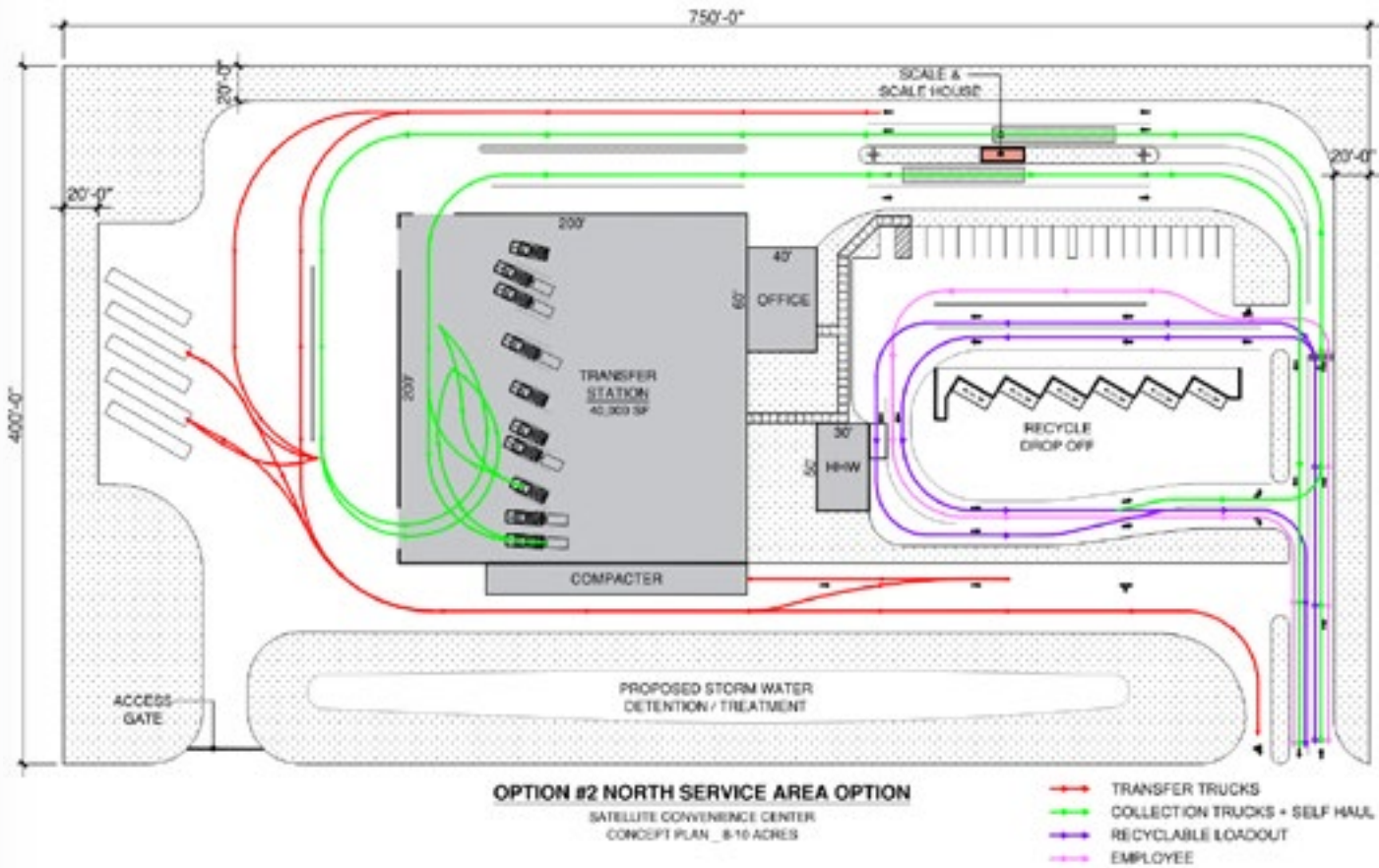
The expanded transfer station would serve to improve overall operations until a satellite station was sited and constructed. Under this approach once the satellite station is operational, CTR would only receive waste from commercial collection trucks. This would positively impact neighbors by reducing traffic since the facility would not receive waste from self-haul customers. Also, impacts on neighboring properties would be greatly reduced on weekends with no self-haul traffic and limited operations. These improvements will mitigate current traffic issues until a new satellite or convenience center is operational.

Option 2 includes siting a satellite transfer station often referred to as a “convenience center” to receive waste from self-haul customers. The new convenience center would be a smaller structure but large enough to ensure capacity to handle future growth. Typically, convenience centers are open seven days per week but the days and hours for operations can vary depending on the local jurisdiction’s policies and practices.

Figure 16 on the next page shows a concept plan for a typical satellite facility. This concept plan has been updated from the previous plan included in Phase 1. The actual size and site configuration will vary based on local conditions and determined by the desired services to be provided.



Figure 16: Option 2 – CTR Satellite Station



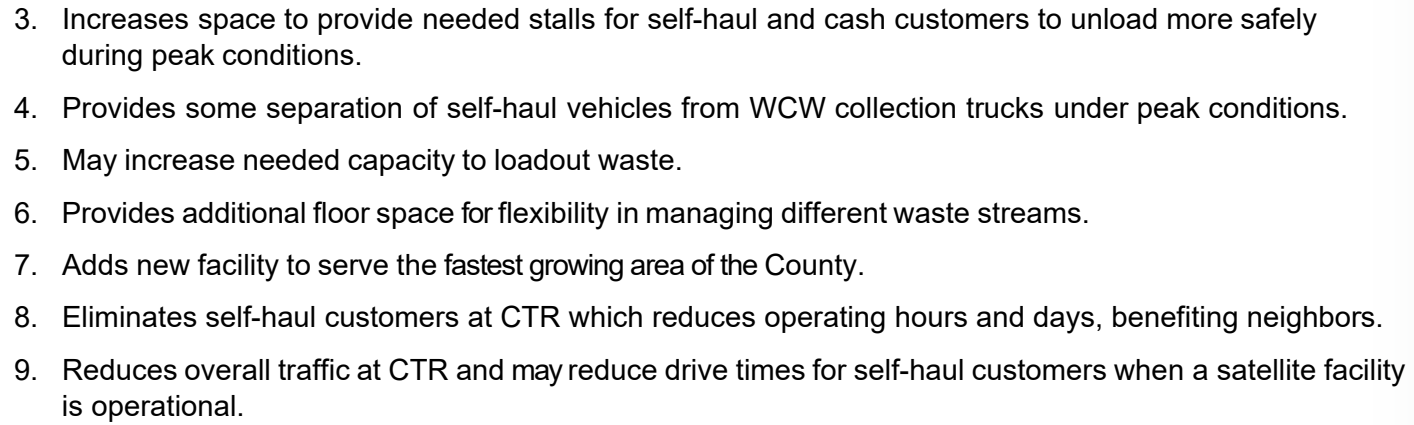
Features for a new northern area satellite transfer station may include:

1. A minimum site of six acres of commercial/industrial zoned property is located on a minor arterial road. However, it would be desirable to have seven to ten acres.
2. A new convenience center/transfer station (estimated to be approximately 16,000 to 20,000 sf building) to handle up to 400 TPD.
3. Recycling/HHW drop-off center.
4. Scale complex with one inbound and one outbound scale and gatehouse.
5. Top load trucks from the floor and no compactor.

It would be expected to take a minimum of three years to site and permit the new facility, but this is just an estimate, and permitting a new site could be longer depending on local zoning requirements. This assumes that conducting the siting process with public involvement would take 12 to 18 months. The timeline for zoning approval would be similar (12 to 18 months) considering it would require a conditional use process. Design and construction would occur over two years meaning a new facility may take a minimum of five years before it would be operational.

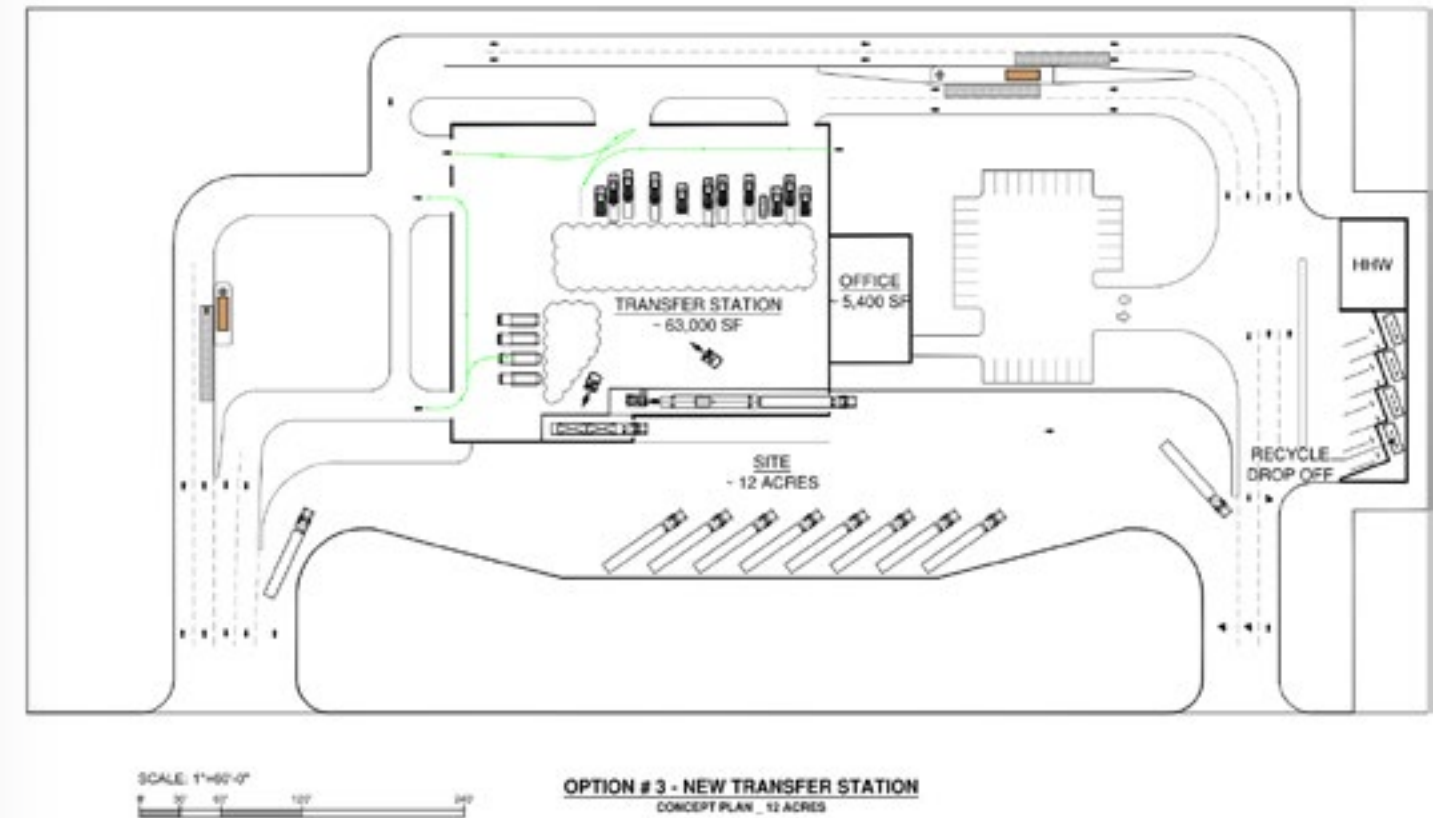
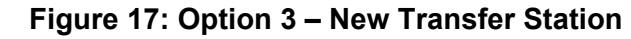
Benefits of this new north area facility include:

1. Improves onsite queue and circulation issues at CTR.
2. Increases scale capacity and assumes new scale house software to improve transaction times.



The CTR Transfer Station was not designed to handle the traffic and quantities of waste currently received. Over the past five years, there have been many new developments in the surrounding properties. This includes new residential developments as well as a new school and church. With the expected growth, the County may decide that it may not be the best long-term site to invest in. One option is to make minimal investments in CTR to address immediate operational needs and establish a new location to serve the long term.

To provide future waste management and recycling services, a modern transfer station would be sited and constructed. Ideally, the new station would still be somewhat central to most of the population it serves and be located on commercial /industrial zoned property with access off an arterial or major collector street. It would be located to serve the current service area as well as the growing area of the North County cities. **Figure 17** on the next page shows the proposed concept site plan for a new transfer station to replace CTR.



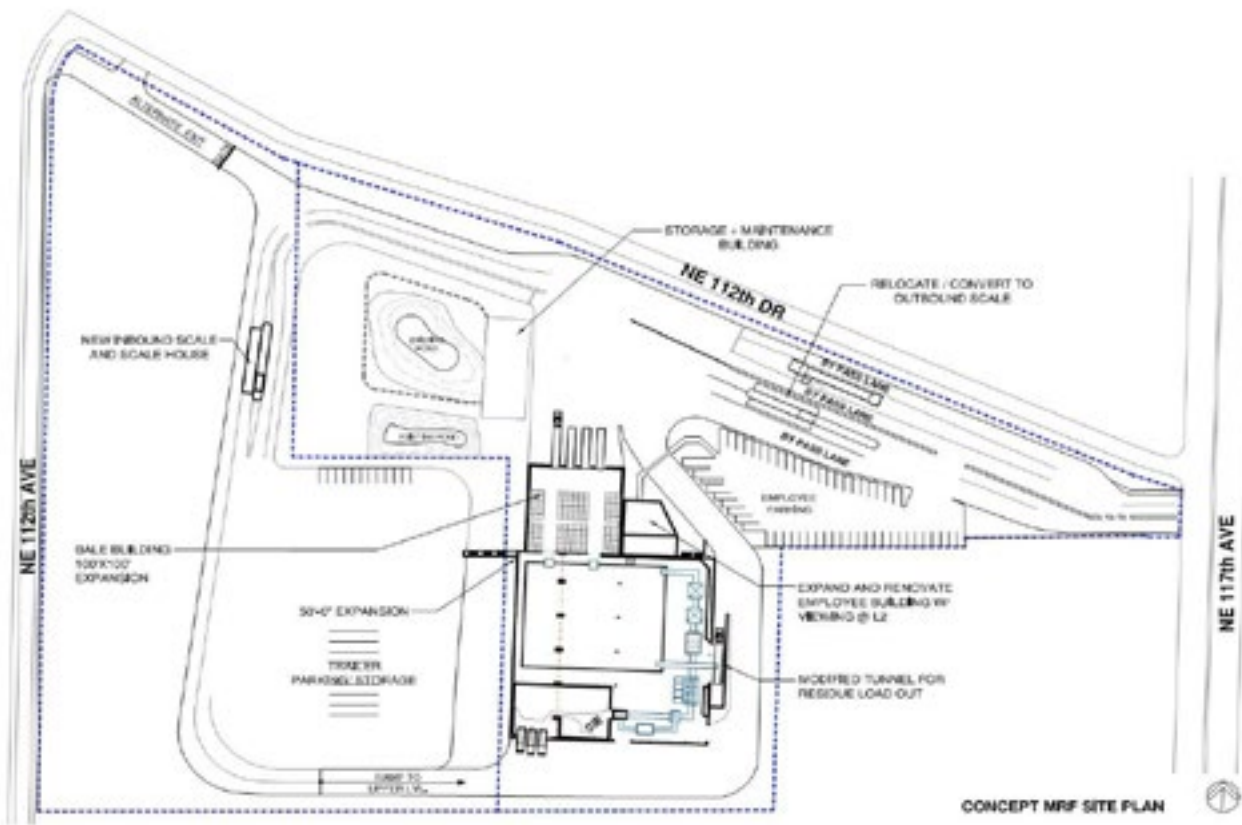
- A minimum site of 12-acres of commercial/industrial zoned property located on a minor arterial road.
- A new transfer station building (approximately 70,000 sf building) to handle up to 1,500 TPD.
- Minimum of two (2) load-out ports equipped with compactors and one top load port to be used as backup and for other materials.
- A recycling/HHW drop-off center.
- Preferably a separate or split access drive for collection trucks to separate from self-haul traffic for safety reasons.
- Separate scales for weighing collection trucks with RFID readers and the capability to weighout vehicles.
- Parking area for staging trailers and containers.
- Office and employee break/restroom and training area.
- Possible education center for tours.

This facility would also incorporate green design features such as natural lighting, recycled-content building materials, water conservation features, renewable energy features, modern odor, and dust control systems.

6.7 Option to Convert CTR into a Materials Recovery Facility

If Option 3 was implemented and CTR was closed to receiving MSW from both commercial collection trucks and self-haul, one option to consider would be to repurpose the facility into a MRF. Re-purposing CTR would result in lower system costs since to site, permit and construct a MRF at a new location would require more capital. **Figure 18** shows a concept for converting CTR to a new MRF.

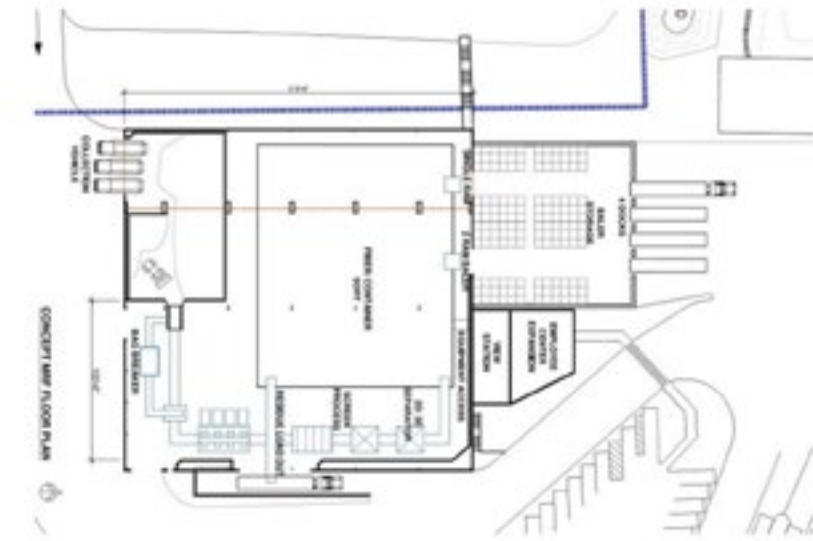
Figure 18: Concept MRF Site Plan



As shown on the conceptual floor plan the primary expenditure to convert CTR would be to expand the structure by adding a bale storage and shipping building on the north side.



Figure 19: Convert CTR to MRF - Floor Plan



Organics Management for North Service Area

Pending an organics feasibility study, it is recommended that space be allocated for the collection of both yard debris and source separated commercial food waste for reloading in any proposed facility. In the event of the siting of a full service transfer station, proper space should be allocated for preprocessing equipment to provide flexibility.

Estimated Construction Cost for North Service Area Options

Investments in the future needs of CTR beyond Phase 1 and Phase 1A (optional) will need to be made depending on the negotiations with CRC and the County and consideration of options relating to the North Service Area Options. The options for consideration have been described previously. The summary of the three options are:

- Option 1: Make Major Improvements at CTR to Address Current and Future Service Needs.
- Option 2: Make Minimal Improvements at CTR and Site/Build a New North Satellite Transfer Station to Accept Primarily Waste from Self-Haul Customers.
- Option 3: Replace CTR with New Transfer Station at a New Location.

Option one has some issues that would make it an unlikely choice. At the back of the property is an old inert landfill and stability for building is questionable on this part of the site. There is also a different zoning for the back lot of CTR meaning a conditional use review would be needed to develop it and the neighborhood characteristics have changed since the site was first developed making any expansion much more difficult. It is recommended that the County conduct further evaluation of these options once negotiations are complete. A decision on the MRF could also influence preference for one option over another. With the second two options being the most likely of the three, preliminary costs of those were developed.

North Service Options (New Transfer Station or Satellite Convenience Center)

Construction costs are estimated to be \$18M to expand CTR. This does not include the cost for the Phase 1 improvements to add a new perimeter road and scale at CTR of \$3.5M. The options to site a new transfer station range from an estimated \$25M for a smaller convenience center to \$34M for a totally new transfer



station to serve the north service area for the next 25 years. It is recommended to proceed with the Phase 1 improvements at CTR and further evaluate the North Service Options in order to develop a planned approach for future growth and needs in the County.

Construction cost estimates were made for each phase of the capital improvements for the West Van Transfer and Recycling Facility. These estimates are based on construction costs for specific items from projects completed in Clark County or similar projects in the Pacific Northwest in 2023. The cost estimates represent a “Class 3 planning level” cost estimate meaning it carries a variance range of plus 30% to minus 20%.

Table 9: Construction Cost Estimate – North Service Options and CTR

North Service Option and CTR Construction Cost Estimates	
New Transfer Station	\$34,000,000
Satellite Convenience Center	\$25,000,000
CTR Expansion (Excludes Option 1A)	\$3,500,000

6.8 Recommended Implementation Schedule

It is important to **expedite the construction of the Phase 1 improvements** to eliminate vehicles from queueing on to Hwy. 503. The County, working with its partners, will need to **further evaluate the options for serving the north service area for the long term**. More information related to the potential of developing on the adjacent parcel just west of CTR is needed as well as evaluating options to site a new transfer station. The County will need time to make any decisions and it may take several years to permit any of the options so Phase 1 improvements will be crucial. The CIP can use the planning level cost information to prepare a financial plan to fund the ultimate decision for building the facilities needed to serve the north service area.



Chapter 7 – Washougal Transfer Station (Washougal)

7.1 Introduction

Washougal began operations in 2009 and is operated by CRC. The facility is located on a 4.6-acre site in the Port of Washougal. Customers enter from Grant Street to a scale house complex that includes one inbound scale and one outbound scale. Each customer must be weighed, and fees are assessed based on total waste disposed. The facility includes an 80-by-60-foot transfer station building (4,800 sf) for customers to unload waste. Transfer trucks enter the east side through a depressed tunnel for loading trailers that are transported to the Wasco Landfill in The Dalles, Oregon. The station operates as a lift-and-load, meaning the bottom of the tunnel is only eight ft below the tipping floor. A front loader is used to lift waste about nine ft to load trailers. This operation does reduce the time to load trailers, but waste can spill off the sides and onto the tunnel floor, which requires regular cleaning.

The transfer station has three (3) 22-foot-wide access doors located on the west side where collection trucks unload. This design allows for up to six (6) vehicles to unload at one time. The layout of the facility is shown in Figure 20.

Figure 20: Current Washougal Site Plan



The facility is open six days per week (Monday-Saturday) for commercial collection trucks from 7 a.m. to 5 p.m. The transfer station is open to the public and self-haul traffic on Wednesdays and Fridays from 7 a.m. to 5 p.m., and Saturday from 8 a.m. to 4 p.m. When the facility is open to self-haul customers commercial collection trucks can use a 22-foot roll-up door on the south side to unload.

The facility also provides a drop-off center where customers can bring commingled and source-separated materials to recycle. The drop-off center is open to the public Monday through Friday from 7 a.m. to 5 p.m. and Saturday from 8 a.m. to 4 p.m. Customers can drop off HHW every third Saturday of the month from 8 a.m. to 4 p.m.

In Phase 1 RSWSS, an assessment of the conditions of Washougal was conducted. Some minor repairs are required but primary structures and site appear in good condition.



7.2 Summary of Phase 1 RSWSS – Assessment

The assessment of the transfer station operations was made on Wednesday, February 12, 2020. The site visit included a meeting with the site manager and a review of current conditions. This operations review focused on how the site manages traffic and waste handling and loading under the present conditions. The assessment will consider how the current facilities can manage future waste volumes and traffic to service the eastern portion of the County. During this same visit, a physical condition assessment was made by structural and civil engineers. A full report of the physical site conditions is presented in RSWSS Phase 1 Report Appendix D, Conditions Assessment (see Appendix L).

Conditions Assessment

The limited structural and site improvement conditions assessment reveals most of the assets at the site are in good condition except for areas of pavement, which are in fair condition.

- The transfer station is in **good** condition. Siding damage behind the trailer lift-and-load area was observed. The damage is not structural. However, the damaged siding should be repaired to prevent potential corrosion problems due to moisture penetration.
- The HHW canopy, the scale house, and the administration office are in **good** overall condition. No short-term action is needed.
- The gravel storage area is in **good** condition. No short-term action is needed.
- The public recycling area is in **good** condition. Small areas of cracked pavement were observed. No short-term action is needed. The cracked pavement should be repaired in the future.
- The drive aisles that course through the site are paved with asphalt concrete pavement. In general, the paving is in **good** condition except for in the truck maneuvering areas. We recommend the worn surface areas be repaired or replaced.
- The storm facilities, the sanitary system, and the water system are overall in **good** condition. No short-term action is needed.

The structural and civil conditions assessments were limited to those areas that are readily accessible and visible to field staff. Concealed conditions that become exposed in the future may change our current recommendations made here.

Operational Assessment

In Phase 1 during the site visit, the site manager for CRC reported the facility has no significant operating deficiencies. At times, traffic can back up to the street, but it is not a routine condition. However, this is based on the number of customers and waste volumes having remained similar in the past few years. With moderate growth in customer traffic on Wednesdays and Saturdays, additional unloading stalls are needed. Based on recent data in 2021, the number of inbound trips has increased by nearly 25% since 2019 placing a demand for providing more stalls to unload.

It was reported that commercial trucks will unload using the south door. Waste can then be pushed and lifted to dump into trailers on the east side of the building. Because the building is only 60 ft wide with only 45 ft available for storage of waste at certain times, waste can spill out of the building temporarily. This is not a routine event but is an indication of the limited surge or storage capacity of the station. On days when self-haul customers are unloading, there could be interruptions from unloading until the waste is clear from the tipping floor to allow self-haul access to certain stalls.

The recycling and HHW drop-off areas are accessible from Grant Street, even when the station is closed to self-haul customers. The overall space is sufficient for managing the recycling needs of the community.

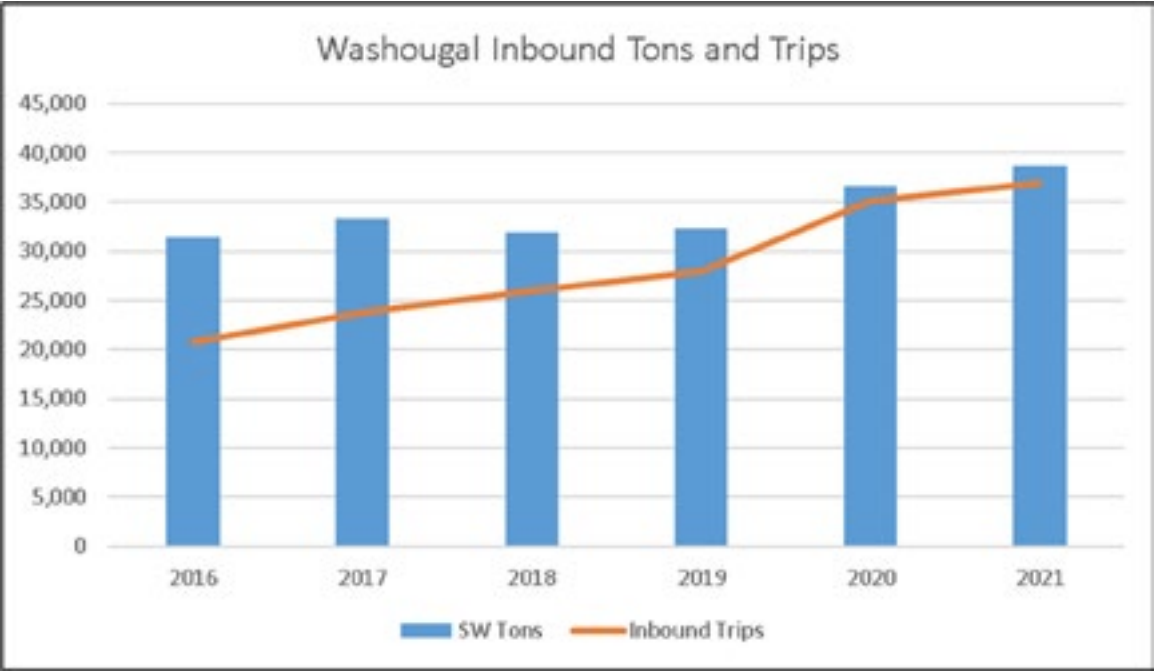


Likewise, the HHW facilities are sufficient for managing materials dropped off. The only drawback is that when the HHW is open, traffic can back up and temporarily impede access to the recycling drop-off area. Fortunately, the HHW facility was designed to allow for two drive-through lanes for customers.

Washougal tons, trips, and capacity is based on the 2021 data. Washougal receives on average about 125 TPD assuming a six-day week operation and 150 TPD if a five-day operational week is assumed. The five-day average should be considered as most of the waste is received during this period. Most customers on Saturday are self-haul vehicles that have small loads.

As shown in **Figure 21** both the trips and total tons received have increased steadily over the past three years. This table has been updated with current numbers from the original Phase 1 report.

Figure 21: Washougal Inbound Tons and Trips 2016-2021

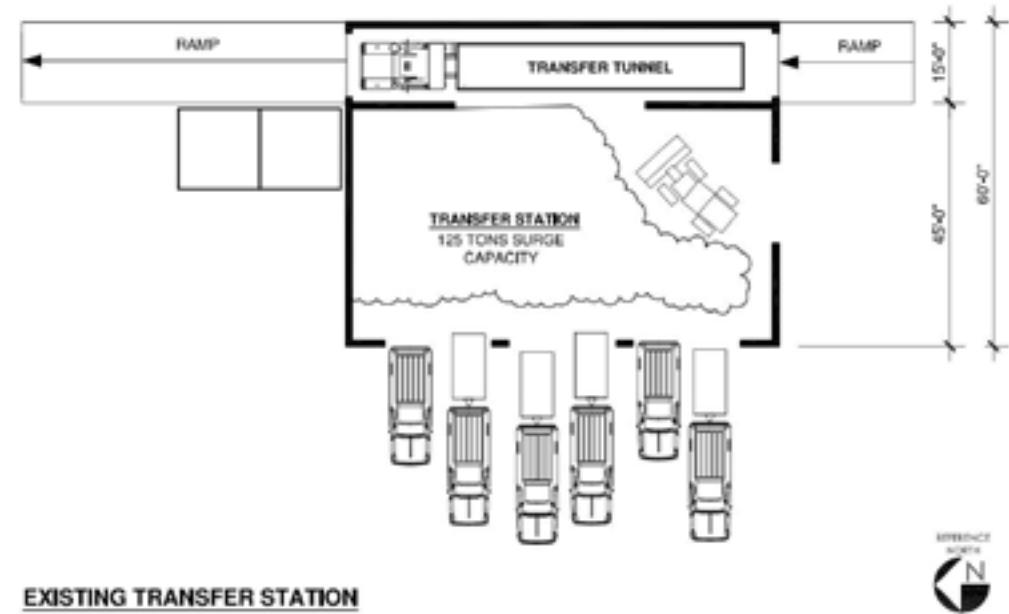


Existing Tip Floor Operation

The existing tip floor operation shown in **Figure 22** on the next page consists of an area that is approximately 40 ft x 60 ft or 2,400 sf. Accounting for the area to operate equipment to load transfer trailers leaves about 2,000 sf of surge capacity assuming no vehicles are unloading in the building. If the station receives 125 TPD the surge capacity requires about 1,700 sf to temporarily store waste. If the station receives 150 TPD, the needed surge capacity increases to 2,000 sf based on the current waste volume received the facility is basically at full capacity.



Figure 22: Washougal Existing Tipping Floor



Likewise, there are only six stalls available to unload the self-haul customers on the west side of the station. Based on 2021 data, Washougal receives about 200 self-haul customers per day over the three days of operation. This level of traffic suggests that six stalls is generally adequate for unloading this number of customers without causing major onsite queue issues. However, there could be certain times of the year where there are longer wait times to unload. During this period, the commercial trucks primarily unload on the south side of the station. Although the data suggest that a single stall is nominally adequate for unloading commercial collection trucks, it is more desirable to have at least two or preferably three stalls during peak hours. Some initial improvements were noted in the Phase 1 report. These include:

- 1. Expand the access lane to the HHW facility to improve traffic flow and safety.
- 2. Add a steel backslash to protect the siding from damage caused from loading trailers and consider adding a short push wall on the tip floor side to increase surge capacity. This should reduce possible spillage of waste from the top-load operation.
- 3. Expand the transfer station building to accommodate future growth.
- 4. Increase the capacity of the scale complex and reduce potential of traffic backing onto Grant Street.

In the RSWSS Phase 1 Report (completed October 2021) it was noted that Washougal will need to be expanded soon. However, the County is currently considering the option to expand the number of days Washougal is open to receive self-haul customers. It is expected to help relieve some of the traffic issues at CTR. This decision may also impact the timeframe for expanding the existing Washougal Transfer Station as the tip floor does not have the capacity to handle more waste generated by growth or by decisions to expand the operating hours for self-haul customers.

Phase 2 – Washougal Facilities Plan

Using the preliminary analysis and findings from the Phase 1 RSWSS the facilities needed to serve the unincorporated eastern county and the cities of Camas and Washougal have been updated.



7.3 Basis of Master Plan for Facility Improvements

Based on the findings from Phase 1 RSWSS and the recently passed HB 1799, the updated design data in **Table 10** is recommended to be the basis of the Washougal Master Plan. This Basis of Master Plan considers that new census data and waste quantities received have resulted in new projections. Population in the two cities is expected to be approximately 50,000 in 2040. It is also assumed that another 50,000 people representing growth in the urbanized areas if east county and parts of the incorporated City of Vancouver may use the Washougal Transfer Station. Thus, for design purposes it is assumed that the amount of waste received at the station could exceed 80,000 TPY by 2040.

Currently the station averages 25 self-haul vehicles per hour. With a stall being able to handle five (5) vehicles per hour, the current need is five to six stalls. Based on projections of 50 vehicles per hour in 2040, the need increases to 10 stalls.

Table 10: Washougal - Basis of Master Plan Design Data (Updated per 2020 Census)

Category		Existing (2021)	2040 Projections	% Change
Waste Quantities (MSW)				
Annual	Tons	38,638	83,097	115%
Average	Tons/Day	125	290	132%
Peak	Tons/Day	150	350	133%
Customer Tons				
WCW				
All Commercial	Annual Tons	32,040	68,000	112%
	Ave Daily	120	193	
Self-Haul /Cash	Annual Tons	6,300	15,000	138%
	Weekly Tons (3 day)	121	288	138%
Trips				
All Commercial	Annual	7,220	15,000	108%
	Daily (5 day)	28	60	114%
Self-Haul/Cash	Annual	29,669	66,000	123%
	Ave Daily (3 day)	190	210 (6 day)	11%

Notes

#1 Source-Washington State – OMB

Organics Management

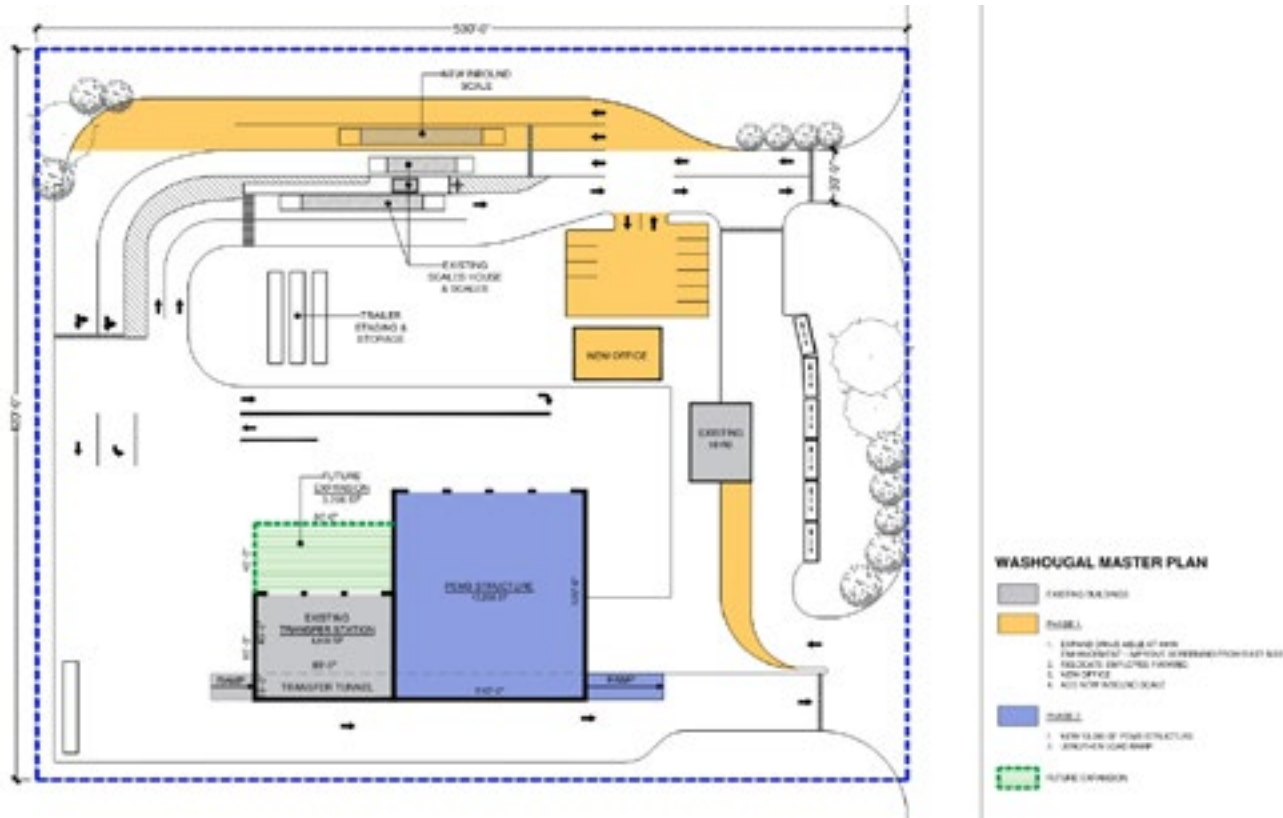
Washougal processed approximately 48 tons of yard debris in 2021 and no source separated commercial food waste was received. This volume is very little when compared to 32,000 tons of garbage collected on-site. With the passage of HB 1799, the design for Washougal will include the continued collection of yard debris and provide options for expanding reload capacity in the future. The site as currently used is not supportive of any preprocessing options for organic material.



7.4 Description of Improvements of Master Plan

To meet the needs of the service area, there are improvements that should be planned to provide more unloading stalls and to add tipping floor space. Additional load out capacity is desirable. This site map in **Figure 23** below shows four improvements to be included in the Capital Improvements Plan for Washougal.

Figure 23: Site Map Showing Improvements



These improvements are as follows:

- 1. A short-term improvement mentioned by the operator was to expand the access lane to the HHW facility. This is a minor investment to improve traffic flow and safety and could be completed in the near future.
- 2. Add screening on the east side of the HHW building to reduce exposure to the elements.
- 3. Add a steel backsplash and chute along the east side of the building in the load-out tunnel. This backsplash will protect the siding from damage caused from loading trailers. It should also reduce possible spillage of waste from the top-load operation. Also, consider adding a short push wall on the tip floor side to increase surge capacity.
- 4. Expand the transfer station by adding a new 13,200 sf PEMB structure and paving the yard to increase capacity. This will include expanding the below grade loading tunnel.
- 5. Expand the entrance road to increase the capacity of the scale complex and reduce potential of traffic backing onto Grant Street.
- 6. Build a new office or relocate the existing building and relocate parking.
- 7. Provide space for trailer storage and other storage.
- 8. Consider future expansion at the existing transfer station entrance.



7.5 Estimated Construction Cost for Washougal Transfer Station Capital Improvements

Construction cost estimates were updated from the Phase 1 Report. The primary increase in these costs relates to the updated Basis of Master Plan data that suggests the facility is currently operating above capacity both in managing traffic and waste flows. Traffic for self-haul customers has increased over the past two years and projections of waste to be received at the facility are significantly higher. Thus, a much larger expansion is required to meet this future demand.

Construction cost estimates were made for each phase of the capital improvements for the West Van Transfer and Recycling Facility. These estimates are based on construction costs for specific items from projects completed in Clark County or similar projects in the Pacific Northwest in 2023. The cost estimates represent a “Class 3 planning level” cost estimate meaning it carries a variance range of plus 30% to minus 20%.

Table 11: Construction Cost Estimate – Capital Improvement Plan

Washougal Transfer Station Construction Cost Estimates	
New Access Road and Scale/New Parking Description: 1. Expand the entrance road and install dedicated scale for commercial vehicles.	\$600,000
New Transfer Station Expansion Description: 1. Construct a new PEMB structure (120' x 110'), extend transfer tunnel, build new office, or relocate existing office and create new parking for employees.	\$4,100,000
Total Construction for Option w/ New Office	\$4,700,000
Total Construction for Option Relocation of Existing Office Assuming Use of Existing Office (Reduces Total ~ \$ 700,000)	\$4,000,000
Total Estimated Construction Cost for CIP	\$4,700,000

7.6 Recommended Implementation Schedule

This facility is already operating beyond capacity and should be a priority for the County. Design and construction for expanding the Washougal Transfer Station should be completed in the next three years. The master site plan does suggest a phased construction to enable the facility to remain in operation during construction. Further details are included in the CIP.



8.6 Washougal Recommendations

- 1. The County should proceed with plans to expand Washougal. This would include providing survey and geotechnical data by the end of 2023. Final programming and design should then begin in 2024. It would be desirable to have the new expanded facility operational by the end of 2026.

8.7 West Van Recommendations

- 1. The County should proceed to complete site survey and geotechnical information by mid-2024. This would include gaining approval to extend city water and possibly sewer to the site. Design of first phase improvements could proceed in 2024 with construction in 2025.
- 2. A determination of a final schedule to remove the MRF should be made by the end of 2023. This would enable the County to make decisions on expanding the organics management improvements.

The recommendations and proposed schedule of capital improvements are further outlined in the CIP. The County will need to monitor the progress of these recommended actions and update the CIP annually.



Chapter 9 – Clark County Regional Solid Waste System Capital Improvement Plan (CIP)

9.1 Regional Solid Waste System Study – Findings for Capital Improvement Needs

The findings of the Phase 1 RSWSS and Facility Plan conclude the existing transfer stations do not have the capacity to manage current waste flows and traffic from customers. All three transfer stations experience operating deficiencies to provide services to customers. CRC has adapted to these conditions to operate safely, but the facilities are undersized to efficiently manage the current customers and waste volumes and cannot handle the increase in waste generated from future growth in the County. During peak periods at CTR, traffic will back onto Hwy 503 from both directions as they wait to enter the facility to weigh in and unload. At both West Van and Washougal customer traffic can also back onto the public right of way. Currently the facilities do not provide sufficient stalls for customers to unload.

In addition, there are no planned facilities to handle other waste streams or integrate programs to reduce waste disposed. This includes the need to handle mixed organics where collection programs for food waste mixed with yard waste from cities is already straining the tip floor space and operations at West Van. The amount is expected to increase significantly with the implementation of HB 1799 requirements by 2030. As acknowledged in the 2023 SWMP update, the County plans to evaluate the needs and opportunities to accept and process construction and demolition waste. The infrastructure required to meet the demands of these trends needs to be incorporated into modernizing the regional system.

In the Phase 1 RSWSS, JRMA completed an assessment of the current processing equipment at the West Van MRF. A MRF feasibility study was prepared and concluded that a new equipment line should be installed using advanced processing technology. The new equipment could be installed at West Van if expanded or at a new facility in the County. A new MRF could be constructed at a different location. Removing the processing equipment from the West Van Transfer Station would free up approximately 45,000 sf of enclosed structure to be used for other services. There is the option to repurpose CTR as a MRF if the County decides to build a new transfer station to serve the north service area.

The updated facilities plans for each transfer station acknowledges the need to provide space to receive and transfer mixed organics. The West Van CIP includes a plan to expand the existing structure to provide a covered area to receive food source separated food waste from commercial generators and mixed organics collected at residences. A new top load out station will allow the material to be transported to a compost facility. The West Van plan also provides the flexibility to construct mixed waste organics processing facilities such as aerated static pile composting (ASP) or possibly an anaerobic digester unit(s).

9.2 Capital Improvement Plans

With completion of the Facility Plan, the major improvements needed to upgrade and expand the County have been defined. The following table lists the estimated capital to be budgeted over the next seven (7) years. Referred to as the Baseline CIP, these improvements are necessary to address both immediate deficiencies at the facilities while providing the flexibility to make additional investments to expand operations and provide solid waste and recycling facilities needed over the next 25 years.



Table 12: CIP Baseline Projections for Existing Transfer Stations

Capital Improvement Plan – Baseline Projections Estimates	
CTR – Phase 1	\$6,500,000
Washougal – Phased Construction Plan	\$4,700,000
West Van – Phased Construction Plan	\$15,300,000
Total Estimated Capital For Baseline CIP	\$26,500,000

The Baseline CIP will need to be updated annually to reflect changes to the projected revenue requirements. The construction cost information is based on projects in the region completed in 2023. It assumes that 2023 construction costs will increase by 3.5% annually, based on recent data.

9.3 Schedule and Key Assumptions for Implementing the CIP

CTR/ North Service Area

It is recommended that the County begin the initial phases to execute design and construction improvements at each facility. The highest priority is to build the Phase 1 improvements at CTR. During peak periods traffic continues to queue onto Hwy 503. These improvements will provide the queue space to rectify this condition and provide flexibility to operate with less onsite congestion at times. The Baseline CIP also includes a budget to expand the transfer station on the existing property referred to Phase 1A. This improvement is not scheduled to be made until 2026 and may not be implemented depending on which option the County decides to pursue for managing waste in the north service area.

The decision of which option to pursue in the north service area is expected to be complete by 2026. The Regional Facilities identified three options listed below.

Table 13: CTR and North Service Options Cost Estimates

North Service Option and CTR Construction Cost Estimates	
Build New Transfer Station	\$34,000,000
Satellite Convenience Center	\$25,000,000
CTR Expansion (Excludes Option 1A)	\$18,000,000

CTR currently receives 60% of the waste generated in the County and is expected to experience the largest amount of population growth based on information from the growth management plan. Over the next two years the County will need to consider the timeframe and process associated with siting and permitting a new site versus expanding CTR onto the adjacent property. Another factor to consider in this decision is the question of public ownership of the regional system. At this time the County has leaned towards a preference to own the system and contract with a private company to operate facilities.

Assuming a decision on which option is chosen, the County will need to update the CIP to anticipate the future expenditures. Based on 2023 cost estimates, that could range from \$18M to \$34M plus inflationary cost. However, these costs are based on conceptual master plans as presented in the Facility Plan. Further analysis of the options with additional programming and design development will provide updated and more accurate



cost information. The JRMA consultant team has prepared CIP projections for each option to be used for financial planning purposes.

Washougal Transfer Station

Improvements at Washougal are considered a lessor priority but preliminary sitework should begin soon. Over the past two years the amount of waste received and number of self-haul customers have increased by 20% and 32% respectively. Thus, on peak days the amount of waste can exceed 150 TPD. As discussed in the Facilities Plan, the transfer station does not have the capacity to handle the surge during these events. For these reasons Washougal should be considered a priority, however CRC may implement measures to minimize impacts on operations until the facility is expanded.

Initial work to begin planning for making improvements could include conducting a site survey and preparing final programming and design development by the end of 2023. The decisions made to make improvements may also need to consider ownership, as the City of Washougal has the right to pursue this option. If these activities do proceed, final design could begin in 2024 and construction in 2025.

Other policies that may impact the timeline for making improvements at Washougal relate to possibly increasing the number days it is open to self-haul customers and establishing a minimum fee. Currently, Washougal is only open for self-haul customers three days per week (Wednesdays, Fridays, and Saturdays).

West Van

The West Van facility is the primary materials handling facility in the County. Located at the Port of Vancouver it not only operates as a transfer station, but also receives and processes all recycled materials, yard waste and mixed organics collected in the County. Solid waste is transferred less than a half mile on a private road to the barge operation, recyclables are processed and shipped to markets and organics are sent to Dirt Huggers, a compost facility in the Columbia Gorge near The Dalles, Oregon.

Similar to the other stations, self-haul traffic backs up onto Old Lower River Road and the limited space for onsite queue adds to congestion that impacts operations. The master plan prepared in this report presents revisions to the site circulation and provides configuration of on-site operations to reduce congestion and improve operating efficiency. It also includes an extension of the City water line to upgrade fire suppression and removal of obsolete structures.

The master plan provides information for creating the structures and space to manage future waste streams such as organics, construction and demolition wastes and/or other services required by the County and its partners. It presents a multi-year construction plan to allow improvements to be made while maintaining the necessary operations and services required.

The most critical element of completing the makeover of West Van is the decision whether to relocate the MRF. Anticipated to be completed over the next five years, the removal of equipment from this facility will open up approximately 45,000 sf of the enclosed structure. This space can then be re-purposed for managing mixed organics or other services.

The Baseline CIP acknowledges these events and describes the improvements to be made over the next seven years. With very limited space to manage the growing amount of mixed organics collected from both the Cities of Vancouver and Ridgefield, the plan shows the need to expand the existing MRF building in 2025. Until a firm decision and schedule for relocating the MRF is known, this improvement should be implemented.

If the MRF is relocated, recycled materials received at West Van will need more space for transferring to the new location. The master plan includes the expansion of the recycling and HHW drop off facilities to improve services and promote efficient operations.

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Prepared for
Environmental Health Department



Clark County

Department of Solid Waste

Regional Solid Waste System Study

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Table of Contents

Summary Report 1

Phase 1 - Regional Solid Waste System Study 1

 Chapter 1 – Introduction..... 1

 Background 1

 Chapter 2 – Waste Generation Projections 2

 Key Issues 2

 Findings 2

 Chapter 3 – Operational Efficiencies and Impacts from Traffic and Public Self-Haul..... 2

 Key Issues 3

 Findings 3

 Chapter Recommendations 3

 Chapter 4 – Regional Transfer Stations Operations and Conditions Assessment 3

 Key Issues 4

 Findings 4

 CTR Findings..... 4

 West Van Findings 5

 Washougal Transfer Station Findings 5

 Chapter 5 – North Area Service Options 6

 Findings 6

 Chapter 6 – Capital Needs Assessment and Financial Analysis 6

 Findings – Capital Improvement Needs..... 6

 Findings – Financial Analysis to Address Capital Improvement Needs 7

 Chapter 7 – MRF Feasibility Report 7

 Findings of MRF Feasibility Study 8

 Chapter 8 – Summary: Key Findings and Recommended Actions 8

 Findings..... 9

 Phase 1 Recommendations..... 13

 Phase 2 Study..... 14

Summary Report

Phase 1 - Regional Solid Waste System Study

Chapter 1 – Introduction

The JRMA Consultant Team completed the first phase of the Regional Solid Waste System Study (RSWSS) for Clark County (County). This document provides a summary of the findings and recommendations to be discussed with stakeholders to provide a direction for moving forward with Phase 2. It also outlines the critical decisions that are needed for making the necessary investments in the solid waste system to efficiently manage waste and recyclables for the next 20 years.

Background

The current solid waste system evolved from a set of events in the early 1990s that resulted in the closing of local landfills and reliance on large regional landfills in eastern Oregon and Washington to dispose of waste. This led the County to contract with Columbia Resources Company, a wholly-owned subsidiary of Waste Connections of Washington (WCW), to build two transfer stations, West Vancouver Material Recovery Facility and Transfer Station (West Van) and Central Transfer and Recycling Center (CTR), to receive waste and re-load into larger trailers/containers for transportation to Finley Buttes Landfill located in Boardman, Oregon. Most of the County’s waste is transported by barge, which is a separate contract, with Tidewater Barge Company. A third transfer station was constructed in 2009 in Washougal to manage waste in the eastern part of the County. Waste from the Washougal Transfer Station (WTS) is transported via semi-tractor-trailer to the Wasco County Landfill near The Dalles, Oregon. Waste Connections owns both Finley Buttes and Wasco County landfills. Over the past 30 years, no significant improvements or expansions have been completed on the transfer system.

The agreement with WCW has been in place since 1991 and is a contractual relationship with the County and cities for operating transfer stations, material recovery facility (MRF) at West Van, and transporting and disposing of waste. The contract timeframe has been extended until December 31, 2021. It provides for another five-year extension until December 31, 2026.

A crucial provision in the contract allows the County to take ownership of the transfer station system by January 1, 2026, provided WCW is notified by December 31, 2025. The intent for providing this option was the fact that the existing transfer station has been paid for by ratepayers; therefore, these facilities should become public property. This contract provision assumes the County intends to exercise this option. The regional study considers options available for the County to exercise the ownership provision.

The purpose of the RSWSS is as follows:

- 1. Provide a comprehensive financial review of the cost of services and operation of the facilities.
- 2. Complete a comprehensive assessment of the physical condition of the existing facilities to identify repairs, equipment, and infrastructure replacement, and estimate the respective costs.
- 3. Assess operational conditions of each facility and necessary capital investments needed to enhance existing operations and meet the demands of future waste volumes.
- 4. Consider changes to waste and recycling collection services that could reduce self-haul traffic at the transfer stations.



5. Prepare a 20-year Capital Improvement Plan (CIP).
6. Engage the regional partners and stakeholders to review the study findings and develop a strategy for the system's future development.

A summary of key issues and findings by Chapter from the RSWSS, as well as recommendations, if applicable, follow below.

Chapter 2 – Waste Generation Projections

Key Issues

1. With the expected growth in the County, how much waste will be generated over the next 15 years?
2. Where will the waste be generated, and what are the impacts on the transfer station system?
3. How does this increase in waste volume impact each transfer station?
4. As the County evaluates ownership options, what is the existing condition of the transfer station structures and site features?
5. What is the cost of making improvements to address minor repairs or deficiencies at each station?

Findings

The project team completed estimates of the amount of waste to be managed by the solid waste system using population projections provided by the Office of Financial Management (OFM).

1. Clark County's population is expected to grow from 490,000 to 643,000 people by 2040.
2. Waste generation is estimated to increase from 390,000 tons per year (TPY) to almost 520,000 TPY by 2040, an increase of 130,000 TPY, or 33% in the next 20 years.
3. Based on assumptions presented in the County's Growth Management Plan, a range of 58% to 70% of this growth will occur in the CTR service area. The Cities of Battleground, Ridgefield, and La Center are expected to more than double in population by 2040.

The population growth is estimated to generate 130,000 tons of additional waste per year that must be managed by the transfer station system.

Chapter 3 – Operational Efficiencies and Impacts from Traffic and Public Self-Haul

Self-haul traffic at the transfer stations has increased, particularly at CTR. Continuing to provide a safe level of service at the transfer stations will require additional improvements and expansion at all facilities. Almost 30% of the self-haul customers have less than 200 pounds (lbs.) per load; these are very small loads that accentuate the traffic challenges at CTR.

Several cities have instituted universal collection services for all households and businesses. However, in the unincorporated areas of the County and within the City of Battleground, subscribing to regular collection services is optional. The cost to handle the traffic and loads at the transfer stations exceeds the cost for households to subscribe to regular collection services. Chapter 3 presents options that may be adopted to possibly incentivize customers to consider subscribing to collection services, which could effectively reduce the number of self-haul trips to CTR.



Key Issues

1. Would self-haul traffic at the transfer stations decline if universal waste and recycling collection services were required throughout the County?
2. Based on the current rate structure, are self-haul customer rates covering the cost for service at the transfer stations?
3. Could changes in the collection services, such as the expansion of bulky waste collection, reduce traffic at the transfer stations?
4. Are there changes to the rate policies that would incentivize individuals to subscribe to collection services, and therefore, reduce traffic?

Findings

1. Specific data that suggests a correlation between enacting universal services and the reduction of traffic at the transfer stations are not available.
2. Adopting universal service and expanding the collection services for bulky items is a common practice that may reduce self-haul traffic at transfer stations.
3. Self-haul customers with loads less than 400 lbs. are not charged rates that cover the cost of services provided at transfer stations. To offset this cost customers with small loads at the transfer stations are being subsidized by the large volume collection route trucks. In other words, customers that subscribe to waste collection services are subsidizing the low-volume self-haulers that use the transfer station system.
4. A survey of transfer stations throughout the Pacific Northwest demonstrated it is common that a minimum rate is charged for the self-haul customers at these facilities. In most cases, the minimum fee is assessed to a minimum load weight between 300 to 460 lbs. The minimum fee charged for these loads ranges from \$18 to \$30 per vehicle (2020 Data).
5. Establishing a minimum fee of \$25 would be equivalent to the current charge for 400 lbs. at the County transfer stations.
6. The County should consider opening both West Van and Washougal transfer stations on Sundays to self-haul customers. The additional hours of operation may reduce traffic at CTR.

Chapter Recommendations

1. The Solid Waste Management Plan Update process should further evaluate expanding universal services and programs for the collection of bulky waste items for residences.
2. Adopt a minimum fee at transfer stations that covers the actual cost of services.
3. Expand the operating hours at both West Van and Washougal.

Chapter 4 – Regional Transfer Stations Operations and Conditions Assessment

The County is proceeding with negotiations with CRC to continue operations of the transfer station system. Phase 1 of the regional study focused on reviewing the current conditions of the three stations to determine what improvements are needed to maintain safe and efficient services to residences and businesses.

Key Issues

1. What is the physical condition of each station, and what repairs and/or replacements are required to maintain operations?
2. What improvements are needed to enhance operations and meet the future waste volumes of the areas served by each transfer station with the expected growth within the County?
3. What are the entrance improvements needed at CTR to mitigate off-site queueing onto Highway (Hwy.) 503, and how soon can they be completed?

Findings

The engineering team conducted a condition assessment of each transfer station to inspect physical assets and review operations.

CTR Findings

1. Working with the County and Washington State Department of Transportation (WSDOT), CRC has proceeded with construction to modify the entrance off Hwy. 503 to provide two inbound lanes for vehicles to access the station. The new entrance would allow those vehicles traveling from the south to make a left turn into a dedicated lane. These vehicles would not need to compete with traffic making a right turn from the north. Construction is expected to be completed by the end of 2021.
2. The transfer station building has been maintained and is in good condition. Some minor repairs are recommended.
3. The current CTR facilities began receiving waste in 1992 when the entire County generated less than 200,000 TPY. In 2020 the entire transfer station system handled over 370,000 tons with CTR receiving 230,000 tons. There have been no major improvements or expansions to the facility since it was constructed.
4. Over the next 15 years, the north portion of the County is expected to grow and generate between 64,000 and 75,000 more tons of waste per year. CTR could receive an additional 300 tons per day (TPD) plus more traffic.
5. CTR receives over 60% of all waste generated in the County. At peak periods, CTR receives about 1,000 TPD and can have between 900 and 1,000 vehicles on a weekend day. As a result, there are several deficiencies and significant improvements are needed to handle the current waste quantities and customer traffic.
 - a. Even with the new entrance improvements, there is insufficient queue space to handle the current traffic. An additional inbound scale is needed onsite to provide onsite queueing for self-haul customers.
 - b. The existing transfer station building does not provide sufficient space for vehicles to unload and for managing waste quantities received.
 - c. With only one compactor, the loadout capacity is only 900 tons over 12 hours. Also, if the compactor is out of service for repairs, there is no backup. This can result in reduced payloads in transfer trailers and increased costs.
 - d. The current site circulation should be revised for safety purposes by mitigating the mixing of commercial trucks and transfer trucks with self-haul traffic.

- e. If the facility is upgraded, then such improvements should include mitigation measures to reduce potential impacts on the neighboring residential developments.
6. There are three options for addressing current conditions and for serving the north/central part of the County.
 - a. Make major improvements to CTR to address current and future needs.
 - b. Make minor improvements to CTR and build a new satellite transfer station to serve the growing population in the Ridgefield, Battleground, and La Center area.
 - c. Build a new transfer station to serve this area at a new location.

These options are discussed in Chapter 5 – North Area Serve Options.

West Van Findings

1. The transfer station is in fair condition with damage to some building columns. Repairs should be made in the future.
2. All other support structures are in good or satisfactory condition.
3. Bay 1 is dedicated to receiving and transloading organic materials with food waste. It is expected that programs for collecting food waste will be expanded, and Bay 1 will not have sufficient space to manage this material.
4. The MRF process line will need additional equipment to improve throughput and enhance the quality of recovered materials to meet market conditions. These improvements can be made; however, a new process line will need to be installed either at West Van or possibly at a new location. The MRF Feasibility Report is provided in Chapter 7 of this Phase 1 Report.

Washougal Transfer Station Findings

The condition of the transfer station is good; however, there are some improvements to the loadout area that should be made to protect the building panels and to enhance loadout operations. A concept plan for improvements and expansions was prepared. These improvements are as follows:

1. A short-term improvement to expand the access lane to the household hazardous waste (HHW) facility is needed. This is a minor investment to improve traffic flow and safety and could be completed in the near future.
2. A steel backsplash and chute along the east side of the building in the loadout tunnel should be added. This backsplash will protect the siding from damage caused by loading trailers. It should also reduce the possible spillage of waste from the top-load operation. Also, adding a short push wall on the tip floor side to increase surge capacity should be considered.
3. To increase capacity and provide long-term services the station should be expanded in the next five years. This would include expanding the transfer station building and paving to accommodate additional traffic. The new building can include a lean-to on the north side to provide storage of special waste.
4. In the Long-term, the entrance road can be widened to increase the capacity of the scale complex and reduce the potential of traffic backing onto Grant Street.

Chapter 5 – North Area Service Options

Three options were evaluated to address the current traffic deficiencies of the existing CTR facility as well as to manage the increased waste volume from the expected population growth.

Option 1 – Upgrade and expand CTR to accommodate volume capacity to 2040. The estimated cost is \$14M to \$17M.

Option 2 – Minimal improvements to CTR and construct a new satellite transfer station to serve the northern part of Clark County. The estimated cost is \$14M to \$16M.

Option 3 – Replace CTR with a new transfer station at a different location for an estimated cost of \$25M to \$30M.

Findings

1. Construction costs needed to build the infrastructure for serving the north region of the County is estimated to range from \$14M to \$17M for Options 1 and 2 to as much as \$30M for Option 3, assuming a new transfer station is sited.
2. Making major improvements at CTR (Option 1) is estimated to be the lowest overall operating cost for managing the waste generated over the next 15 years. The cost to make these improvements is estimated to be about \$17M. This does account for the cost of purchasing the adjacent parcel needed for this expansion. The adjacent parcel located on the west side is owned by WCW. The parcel is part of a former closed landfill, and this option assumes the underlying soil conditions are suitable for building structures. Further analysis is needed to verify these conditions. Also, the adjacent properties on the north and west sides of CTR include new residential developments. It is assumed land use permits will need to be obtained for this expansion. The major improvements prepared as part of this study have demonstrated that CTR can be constructed in phases to keep the facility operating during the construction period.
3. Both Option 2 and 3 are reasonable solutions for meeting the long-term service needs but both will require siting a new facility. County zoning does allow transfer stations to be approved on most zones through a conditional use process.
4. In addition to cost, other considerations may impact the decision for serving this area, including the expansion of residential development adjacent to CTR, ingress and egress limitations for customers off Hwy. 503, and potential issues related to underlying soil conditions on the adjacent west property that could impact the expansion of CTR.

Chapter 6 – Capital Needs Assessment and Financial Analysis

The conditions assessment presented in Chapter 4 and the North Area Service Options in Chapter 5 resulted in defining the needs for making capital improvements to the three transfer stations. Conceptual plans were prepared for both CTR and Washougal. For West Van, the improvements for new equipment for the MRF are listed, but no concept plans were developed. Instead, it is recommended that a master site plan be prepared for the complex once a decision for a new MRF processing system is made.

Findings - Capital Improvements Needs

1. The County will need to decide on the long-term solution for serving the north-central part of the County

either by planning further expansion of CTR or by siting a new transfer station.

2. Over the next 10 years, the County and its partners will need to invest an estimated \$25M to \$50M to upgrade and expand the existing transfer stations and MRF. The broad cost range reflects the fact the County could decide to replace CTR and build a new transfer station.
3. Phase 1 of the CTR improvements includes extending the inbound traffic lane and adding a new scale on the west side property. The improvements will eliminate inbound customer traffic from queuing onto Hwy. 503. This could also include building an access ramp to the south end of the existing transfer station. This improvement is estimated to cost about \$3M assuming the underlying soil conditions of the adjacent west property are acceptable.
4. Improvements to upgrade and expand the Washougal Transfer Station at an estimated cost of between \$1M and \$2M will need to be made over the next five years.
5. CRC has made some initial improvements to the West Van MRF processing system that will enhance system performance. In the long term, a new processing system will be needed.

Findings - Financial Analysis to Address Capital Improvements Needs

The JRMA project team completed a review of the total cost of operating the regional system. Working in cooperation with WCW, the financial analysis examined the current cost of operating the system for 2019. The purpose was to determine the actual cost of just operating the transfer station and recycling facilities. The financial review was conducted within the guidelines provided for in the contract between the County and WCW. The analysis provides information that will enable the County to evaluate impacts on rates for making capital improvements.

1. The total cost of operating the three transfer stations is reported to be \$8.9M in 2019. This includes full services from operating the gatehouses, managing traffic and waste volumes, and loading into transfer trailers. It also includes CRC's internal transport operations to shuttle boxes and stage rolling stock and maintaining the physical infrastructure at each facility. It does not include long haul transportation to either the Wasco Landfill in The Dalles, Oregon by truck or Finley Butte Regional Landfill in Boardman, Oregon by barge.
2. Based on the financial information provided it appears that the transfer stations have been fully depreciated. However, there may be some equipment still being paid for by CRC.
3. The current rates generate revenue well above the current cost to operate the transfer station system and for transport and disposal of waste. Assuming facilities have been fully depreciated and paying the vendor an operating margin of 15%, the current rates generate about \$5M in surplus revenue that could be allocated to make capital improvements at facilities. Over a ten-year period, this would generate approximately \$50M.
4. Establishing a dedicated capital improvement fund with funds generated from current revenue would negate the need to borrow monies for the needed capital improvements.

Chapter 7 – MRF Feasibility Report

The County and each of the cities offer a range of recycling services to residences and businesses. The primary service is the collection of commingled recyclable materials from single-family and multi-family residences. The materials collected are taken to the West Van MRF to be processed for delivery to markets. The current equipment used to process recycled materials has been in operation since 2008.

Recognizing the importance of maintaining and potentially expanding recycling programs the project team completed a thorough review of the MRF operating system. This assessment evaluated both the physical condition and the operating performance of the equipment line. As part of this assessment, the team considered the impacts on markets for recycled materials resulting from China's decision to restrict imports of materials (aka. The China Sword).

Findings of MRF Feasibility Study

1. The current equipment line has been well maintained and relies largely on the use of outdated technologies. This, combined with demand by markets for higher quality materials, results in operating the system on average at 15 tons per hour (TPH) well below the design rate of 20-25 TPH.
2. Currently, the County generates about 60,000 TPY of recycled materials. The current diversion rate is about 67% with 33% of the materials received being transported to landfills. The rate of discards or contaminants is a result of two factors. One, the amount of non-recyclable material being collected from generators of recycled material must be reduced. Two, the MRF processing line will need to be upgraded to improve performance to produce higher quality materials at a reduced cost.
3. The assessment identified a list of potential equipment to be installed to improve performance and reduce cost. CRC has since installed several robotic units and added optical sorters that have contributed to reducing operating costs.
4. The County should begin planning to have a new equipment line installed. The retrofits to the existing process line will provide short-term benefits for processing current materials but will need to be replaced with a new system employing more advanced technologies to be more cost-effective and recover more materials.
5. The feasibility study considered several options for replacing the current process line. They included the following:
 - a. Install a new equipment line at West Van
 - b. Site and build a new MRF facility to be centrally located in relation to where recyclables are generated and collected.
 - c. Converting CTR to a MRF facility and siting a new transfer station to serve the north/central County area.
6. Installing an advanced processing system is estimated to cost between \$15M and \$18M and would result in reducing the unit operating cost from an average of \$127 per ton to an estimate of \$100 per ton assuming the current materials (i.e., 60,000 TPY).
7. A new MRF equipment line at a more central location would be the most cost-effective option, assuming the County and its operator could increase the number of materials being processed. The feasibility analysis considered the cost if the number of materials processed was to be increased to 100,000 TPY. This would mean importing materials from other jurisdictions or processing other materials such as high-grade commercial loads.

Chapter 8 – Summary: Key Findings and Recommended Actions

Completion of the Phase 1 of the RSWSS provides a list of key findings for the County and cities to review and decide what facility improvements are needed to manage the region's solid waste system and recyclables for

the next 20 years. Although the three transfer stations have been well maintained there have been no significant investments at either CTR or West Van in over 25 years. The Washougal Transfer Station was constructed in 2009.

Since the construction of these facilities, the population of the County has more than doubled. Over the past 10 years, the amount of waste being generated increased from 230,000 tons in 2010 to nearly 400,000 TPY in 2020, an increase of 75%. OFM projects Clark County's population may grow to as many as 612,000 people or a 22% increase by 2035.

The three transfer stations operating today were not designed to handle the current volume of traffic and waste quantities being received. Decisions to make improvements have been stalled by the current contractual arrangements with CRC. The County has notified CRC of its intent to extend the operating contract for five years as stipulated in the current agreement. No decision has been made regarding the question of ownership. The County has the right to purchase the transfer stations by notifying CRC prior to December 31, 2025.

Findings

1. The County and local jurisdictions will need to invest between \$25M to as much as \$50M in the solid waste system to efficiently manage the current and future waste projected from growth.
2. CTR has made improvements to help mitigate ingress and egress from Hwy. 503, but this will not eliminate customers from stacking into Hwy. 503. The Phase 1 Report includes concept plans to improve and eliminate this condition.
3. The revenue generated from the current rates can provide sufficient funds to pay for necessary capital improvements over the next ten years.

Description of Scenarios for System Improvements

The Phase 1 Report has identified three scenarios for developing the infrastructure needed to meet the needs of the solid waste system for the next 20 years. In addition to the capital improvements required for the system, it provides the background information necessary to understand the critical issues related to the current contract extension and system ownership.

Each scenario is described and accompanied by a preliminary cost estimate to construct the improvements. A list of advantages and disadvantages is also provided for decision-makers to consider when comparing one scenario vs. another.

Scenario 1 – Upgrade all Existing Facilities to Serve the County

This scenario is based on the decision to upgrade all existing transfer stations and retain the MRF operations at West Van. It reflects the assumption that the current facilities are located adequately to satisfy the long-term needs of the solid waste systems and makes no changes that would affect the collection services.

- 1. Limited expansion of the CTR to serve as the primary transfer and recycling facility for the next 20 years.**

This Report identified several options for making improvements to CTR, so it can operate more efficiently and handle the impacts from growth in this part of the County. The preferred option will require gaining approval to expand onto the adjacent property west of the existing site. The adjacent property is a closed construction and demolition landfill. Before any new structures are built, the environmental and subsurface conditions will need to be investigated further. Land use approval of an expansion will need

to be completed. New residential developments have been built on both the north and west sides of CTR potentially complicating efforts to permit expansion of the facility onto this property.

CTR – Improvements to expand the current structure; and improve circulation to eliminate off-site queue
\$14M to \$17M

2. Expand Washougal Transfer Station

The Washougal Transfer Station is experiencing the impacts of growth in both Camas and Washougal and the eastern part of the County. The building will need to be expanded to manage the increase in customer traffic and the amount of waste received. The cost for making improvements is estimated to range from \$1.5M to \$2M.

Washougal TS Improvement
\$1.5M to \$2M

3. West Van MRF Improvements

There are no immediate capital needs to expand the West Van Transfer Station. The facility can handle the customer traffic and waste received in the near future. However, space is limited for handling other waste streams in particular food waste that is collected from select generators as part of a pilot program. It is expected that the food/organics waste streams will expand as programs to separate food waste expand. The report has recommended that a master plan for the entire site be prepared to consider how this valuable resource can be developed to handle other waste streams such as food waste and construction/demolition debris.

In this scenario, the plan would be to replace the existing MRF processing equipment line at West Van. As the old system is removed and new equipment is installed, the County would be required to transport commingled recyclables out of the County to other MRFs operating in the region (Estimated 9 to 12 months). This cost is not included in this analysis.

West Van Improvements
\$4M to \$6M

Scenario 1: Total Estimated Construction Cost Over Next 10 Years \$19.5M to \$25M

Scenario #1 System Impacts

Upgrading all existing facilities appears to be the most expedient approach for system improvements and initially requires less capital than the other scenarios. Collection services will not be impacted and will remain as is current. It does not improve collection services for commingled recycled materials that must travel to West Van to unload. As the north/central portion of the County continues to grow, more collection vehicles will need to make the trip to West Van to unload possibly twice a day.

Expanding CTR onto the adjacent property may encounter challenges from neighbors to develop this property given the changing nature of the area. Also, in the future, all customers leaving the site must turn right. The customers traveling from the north county will need to travel south on Hwy. 503 and find a new route for return to their origin.

Advantages

- 1. Requires the least capital cost
- 2. Does not require siting any new facilities in the near future
- 3. Makes use of existing facilities

Disadvantages

- 1. Access to CTR off Hwy. 503 is less than ideal
- 2. CTR will continue to operate adjacent to residential properties
- 3. Land use approval of CTR expansion may have challenges
- 4. MRF at West Van requires the longest travel times for commingled collection trucks
- 5. When a new recycling processing line is installed at West Van materials will need to be transported to an out-of-County MRF facility for 9-12 months
- 6. Provides no space for new facilities that may be needed to process organics or construction and demolition waste, or other infrastructure identified by CSWMP
- 7. West Van facilities may need to be expanded in the future

Scenario 2 – Upgrade CTR and Washougal – Build a New MRF

This approach is based on expanding CTR but recognizes the benefit of building a new MRF at a central location to be determined. It also allows the space vacated by removing the MRF processing equipment at West Van (approximately 45,000 sf of enclosed space) to be used for other purposes to meet the future needs of the solid waste system. Examples include processing organics and/or processing construction and demolition waste at West Van.

- 1. **Build a New MRF for Recycled Materials**
\$25M to \$30M
- 2. **Make Improvements at CTR and Washougal per Scenario 1**
\$15M to \$19M

Scenario 2: Total Estimated Construction Cost Over Next 10 Years
\$40M to \$49M

Scenario #2 System Impacts

This approach continues the theme of upgrading and expanding CTR and Washougal Transfer Stations. It recognizes that locating a new MRF in a more central location may result in the least transportation cost to the system in the long term. It requires time to site and build a new facility and therefore will require additional capital investments. Assuming the County would contract this to a private vendor, the vendor would be responsible for siting and building the facility.

Advantages

- 1. Makes use of existing transfer stations
- 2. If centrally located the new MRF should reduce costs attributed to collecting comingled materials (Preliminary estimate is about \$1M per year based on current collection services)
- 3. Processing recyclables at West Van can operate while a new processing system is installed at the new MRF
- 4. Provides flexibility by creating space at West Van that can be re-purposed for future options

Disadvantages

- 1. Requires the largest capital investment of the three scenarios
- 2. Access to CTR off Hwy. 503 is less than ideal

- 3. CTR continues to operate in a residential environment
- 4. Land use approval of expansion may have challenges
- 5. Requires siting a new MRF facility

Scenario 3 – Build New Transfer Station to Serve North/Central County and Convert CTR to MRF

This approach is based on siting a new transfer station to replace CTR. It recognizes the current CTR site is not the best location given the disadvantages listed in the previous scenarios. Several factors weigh into such a decision. First, direct access off Hwy. 503 is less than desirable given high traffic volumes. Second, the surrounding neighborhood has been developed with more residential property adjacent to the station. Third, expansion of the facility will require building on the adjacent old landfill property on the west side. Rather than retrofit CTR with less-than-ideal conditions, the County would proceed with a siting study to identify a suitable property for developing a new transfer station. Once the new transfer station is operational (est. five years), CTR would be converted to a new MRF. After the new equipment line is installed at CTR the old system at West Van would be removed and the space at West Van can be re-purposed (approximately 45,000 sf).

1. Build a Transfer Station	\$26M to \$30M
2. CTR – Phase 1 Circulation and Traffic enhancements	\$3M
3. Retrofit CTR to MRF	\$7M to \$8M
4. Washougal TS Improvements	\$1M to \$2M
Scenario 3: Total Estimated Construction Cost Over Next 10 Years	\$37M to \$43M
Scenario #3 System Impacts	

This scenario requires the County to site a new transfer station. It also takes advantage of the current infrastructure by converting CTR to an MRF. This will result in CTR receiving only commingled collection trucks (less than 100 vehicles per day) versus the current customer traffic (800 to 1,000 vehicles per day). The facility will receive only recycled materials five days per week with, possibly, a few trips on Saturday. This will have a significant positive safety impact on traffic on Hwy. 503 over the current conditions. Also, the adjacent residences will not be impacted by the traffic at the gatehouse and operations into evenings and on weekends.

Locating and permitting a site to build a new transfer station will require time to gain approval and permits but may be best in the long run. First, it can be built to handle the customer traffic expected from population growth and manage the future waste volumes generated in the North County region. A new site can potentially be developed in a more commercial/industrial area that has good access to arterials and primary collector streets.

Advantages

- 1. Makes use of existing transfer stations
- 2. Requires less capital than scenario 2
- 3. When the new transfer station is operational CTR can be converted to a MRF only operation
- 4. Existing MRF can continue to operate while CTR is converted avoiding transportation of recyclable materials to an out-of-county facility
- 5. CTR MRF is centrally located and can reduce costs attributed to collecting commingled materials
- 6. Provides flexibility by creating space at West Van that can be re-purposed for future operations

- 7. Has the potential to provide the lowest system cost by building a new more efficient transfer station and reducing overall system collection and transportation costs
- 8. Eliminates safety risk of having high customer traffic access off Hwy. 503
- 9. Avoids development onto the adjacent property at CTR

Disadvantages

- 1. Requires more capital than scenario 1
- 2. Requires time to site and permit new transfer station

Phase 1 Recommendations

Each of the scenarios described will provide the necessary infrastructure for managing solid waste and recyclables for the next 20 years or longer. The decision of which scenario to implement will require input from stakeholders and a decision regarding future ownership. The following recommendations can be reviewed and considered while work is in progress on Phase 2. The Phase 2 work is designed to provide additional information to aid in making final decisions on the preferred scenario.

- 1. The County should establish a fair operating margin to compensate CRC for continuing with operations of solid waste facilities for the next five years or for a set period to be determined.
- 2. Revenues generated above the cost of services plus the established operating margin should be remitted to the County. The remitted revenues will be encumbered for future solid waste system facilities and improvements.
- 3. The County should establish a facility Renewal and Replacement (R&R) evaluation process and a dedicated fund that will maintain system assets.
- 4. The County should approve funds for implementing Phase 1 of the CTR site improvements to eliminate any potential for inbound customers from queueing onto the public right of way on State Hwy. 503. The improvements include extending the entrance road and new scale onto the adjacent property located west of the current transfer station. Details of these improvements should be negotiated as part of the contract extension.
- 5. The County should establish a minimum rate for all customers using the transfer stations. Under the current tip fee policies, customers that bring less than 300 pounds are not paying the cost of services. Implementing this policy may also provide an incentive to subscribe to regular collection services or cause customers to make fewer trips by consolidating their loads.
- 6. The County should extend the hours of operations at both the West Van and Washougal transfer stations.

Phase 2 Study

The results of the Phase 1 Report have detailed specific operational and master planning questions that need to be addressed as part of developing and implementing a 10-year CIP. The key questions to be answered are as follows:

- Should CTR continue to operate as the primary transfer station over the next 20 years or should a new transfer station facility be built?
- Should the MRF continue to operate at West Van or should the MRF be sited at a more central location

to where materials are generated thus reducing overall collection and transportation costs and using the vacated space for other system needs?

The County and the cities are currently negotiating to extend the contract with CRC until December 31, 2026. The negotiation is expected to clarify the direction the County will take regarding future ownership of the system. Negotiations should determine how the future capital improvements will be paid for under the current rate structure.

Phase 2 of the Regional Study includes the following tasks to provide additional information for decision-makers.

1. Complete the search to locate a new transfer station to serve the north/central parts of the County. The siting study should identify the preferred site for building a new station.
2. Complete subsurface investigations on the property west of CTR to determine the conditions or limitations for consideration of the option to expand CTR.
3. Complete the CSWMP. A priority of the CSWMP will be to identify needs for additional facilities for managing waste in the future. Two items that have been discussed while completing the Phase 1 Report are the need to manage food waste as part of a regional organics management strategy and providing facilities to handle construction and demolition waste.
4. Complete a detailed plan for expanding the Washougal transfer station.
5. Complete the Renewal and Replacement /CIP financial plan for the regional system.

Phase 2 of the Regional Study is expected to be completed within the next 24 months and will be coordinated with Phase 3 – Update of the CSWMP.

Appendix B: Basis of Master Plans: West Vancouver Materials Recovery Center, Central Transfer and Recycling, Washougal Transfer Station

West Vancouver Materials Recovery Center Facility Master Plan

Basis of Master Plan Report

Prepared by JRMA
February 7, 2023

Introduction

This document reviews the findings from the 2021 Phase 1 Regional Solid Waste System Study (RSWSS) and establishes information needed to consider what improvements/modifications and used to prepare a master plan for the West Vancouver Materials Recovery Center (West Van). Preparing a master plan for West Van was a key recommendation from the RSWSS. Please see **Appendix A** for a summary of the findings and recommendation from the RSWSS for the West Van facility. The master plan will identify the infrastructure required for managing solid waste and recycling services over the next 20 years.

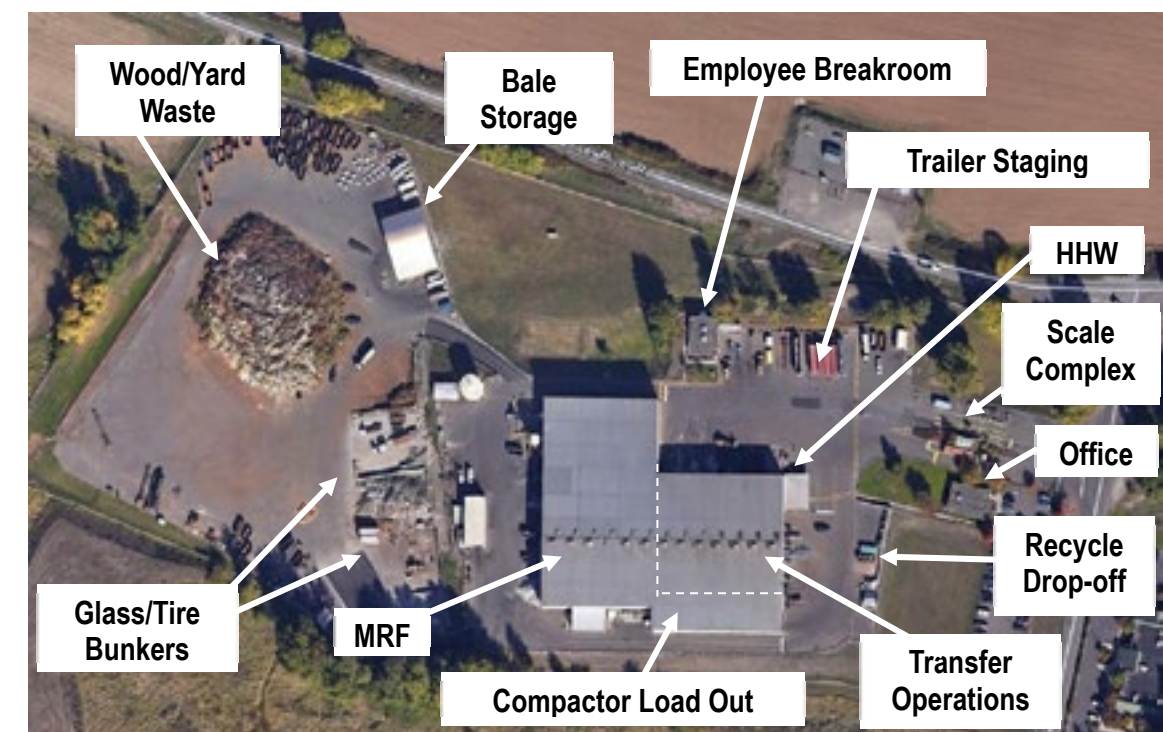
In Phase 1 RSWSS an assessment of the conditions of the West Van was conducted. Some minor repairs are required but primary structures appear in good condition. Based on the current negotiations with Columbia Resource Company (CRC), it is understood the MRF will be relocated to another site within five years (January 2028).

Background and Existing Conditions

West Van is located on a 21+ acre site off Old Lower River Road at the Port of Vancouver. It was constructed in 1993 to receive municipal solid waste (MSW) from commercial collection trucks and self-haul customers. MSW is loaded into containers that are shuttled 0.5 miles to a barge loading facility located on the Columbia River. Waste is then barged more than 200 miles to the Finley Buttes Regional Landfill in Boardman, Oregon.

The property includes a large 91,100 square foot (sf) pre-engineered metal building (PEMB) that receives waste from self-haul customers and Waste Connection of Washington (WCW) collection trucks from residential and commercial accounts. The transfer operations occupy 46,000 sf of the structure while the MRF receiving and processing operations use the remaining 45,100 sf.

Figure 1: West Vancouver Recovery Center



In addition to the transfer station and MRF operations, West Van provides approximately seven acres on the north side of the site for managing other waste streams. This includes space for receiving and processing yard debris and wood waste and dedicated bunkers to receive mixed glass and inert waste such as concrete and rock deposits. Tires are also received and temporarily stored before being transferred for processing. It also provides supplemental storage for baled materials in a canopied area and for parking rolling stock and container storage. These operations are performed outdoors except for the bale storage canopies.

West Van Waste Quantities

The West Van facility receives 30% of all waste generated in the County. As shown in **Table 1** the total amount of waste received from 2016 to 2021 has increased marginally from 102,798 tons per year (TPY) to 116,719 TPY or 14%. This may be attributed to the fact that most of the growth in the County is occurring in the central portion of the County and in the cities of Battle Ground and Ridgefield. **Figure 2** shows the year-over-year growth in tons and vehicle trips.

Based on recent history, West Van receives an average of 400 tons per day (TPD) and peaks can be 450 TPD. Assuming 30 tons per shipping container and a filling of three compactor loads per hour, all waste can be removed to be barged in five to six hours.

However, the number of trips entering the facility has increased by 53% mostly due to an increase in cash customers from 39,000 in 2016 to over 64,000 in 2021 or 66%.

Table 1: West Van Historic Waste Quantities and Traffic

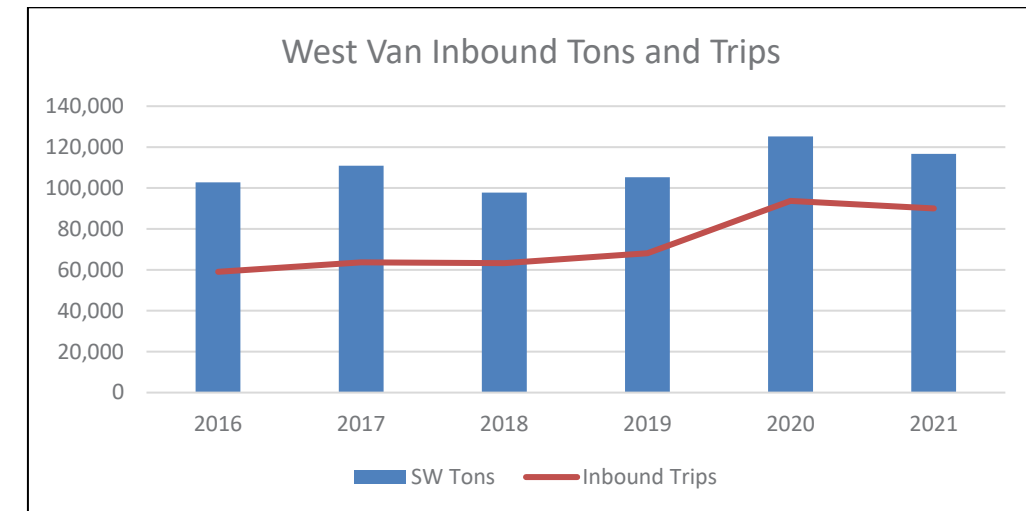
West Van							
Tons	2016	2017	2018	2019	2020	2021	5 - Year Av.
Cash	15,683	19,732	17,694	17,841	22,742	26,620	20,926
Commercial	43,564	44,380	38,335	30,361	16,107	18,971	29,631
Route Trucks	21,172	22,955	21,838	31,495	51,765	42,128	34,036
WCW Drop Box	22,379	23,798	19,925	25,602	34,633	28,999	26,591
Total Tons:	102,798	110,865	97,792	105,299	125,247	116,719	111,184

Inbound Trips	2016	2017	2018	2019	2020	2021	5 - Year Av.
Cash	39,003	42,805	43,299	45,674	66,591	64,556	52,585
Commercial	10,951	11,425	11,197	10,802	10,839	11,247	11,102
Route Trucks	2,766	2,877	2,926	4,134	6,430	5,585	4,390
WCW Drop Box	6,340	6,569	5,809	7,465	9,839	8,599	7,656
Total Trips:	59,060	63,676	63,231	68,075	93,699	89,987	75,734

Whereas the increase in the total amount of waste received has minimal impacts on operations, the increased number of cash customers creates bottlenecks in day-to-day operations. First, there is limited stacking/queue space before and after the scales; and second there are limited number of stalls for cash customers to unload. The impacts create congestion in site circulation that must be managed for keeping operations safe.

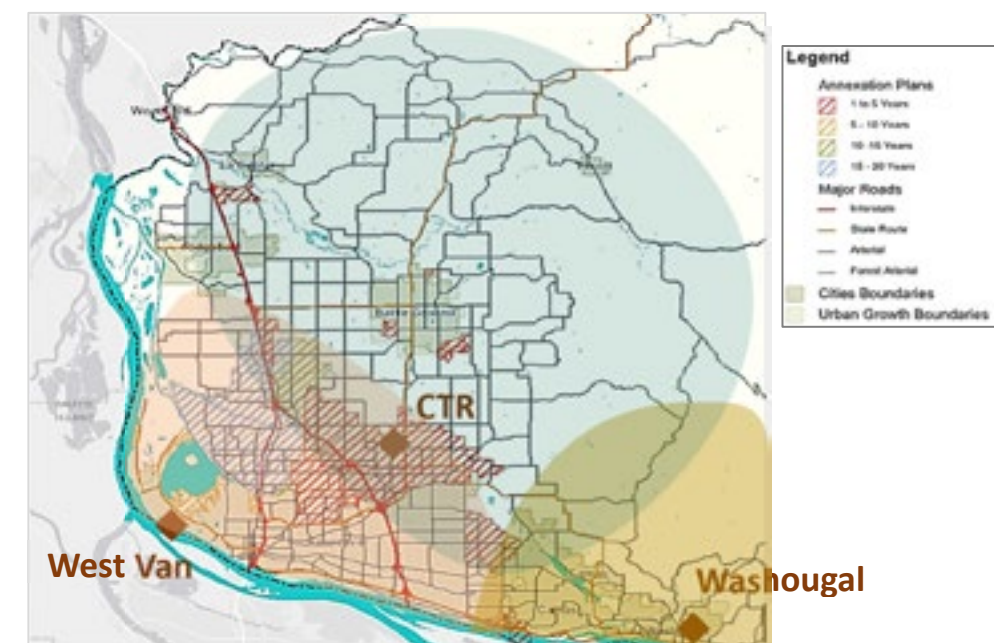
Tons received and traffic volume at West Van were updated with 2021 data. **Figure 2** illustrates that both waste received and number of trips to the transfer station declined from 2020, however remain above the previous four years.

Figure 2: West Van Inbound Tons and Trips



In **Figure 3** the estimated service areas for each transfer station are shown. The estimated service area for West Van is shown in light tan and overlaps in service areas with both CTR and Washougal. The hatched areas are projected for the expansion of the urban growth boundary as reported by Clark County Growth Management Plan. It demonstrates that the West Van service should experience an increase in density in future years thus the waste volume delivered should increase.

Figure 3: Map of County with Annexation



needed to existing facilities and what modifications and expansions were needed to address long term solid waste services for the regional system.

1. Based on current negotiations with CRC it is expected the MRF will be relocated to another site.
2. The 2020 census data reveals the population in Clark County is higher than previous data and projections.
3. The number of stalls for unloading will need to be increased. The number of cash customers using the facility has increased significantly in the last two years. In 2021 the number of cash customers increased to about 65,000, an increase of 20,000 vehicles.
4. The State has passed new legislation requiring local governments to reduce the amount of food waste being disposed of in landfills.
5. The current food/yard waste collection programs in the City of Vancouver continue to grow and the City of Ridgefield has also started a similar program. This will require more space to be dedicated to handling food waste and/or mixed organics.
6. The City and County are considering public ownership options for the regional transfer station system.
7. The City has extended water service to this area. Assuming the facility can connect to provide water service the existing well and pump system can be replaced and relocated.

Existing Tip Floor Operations

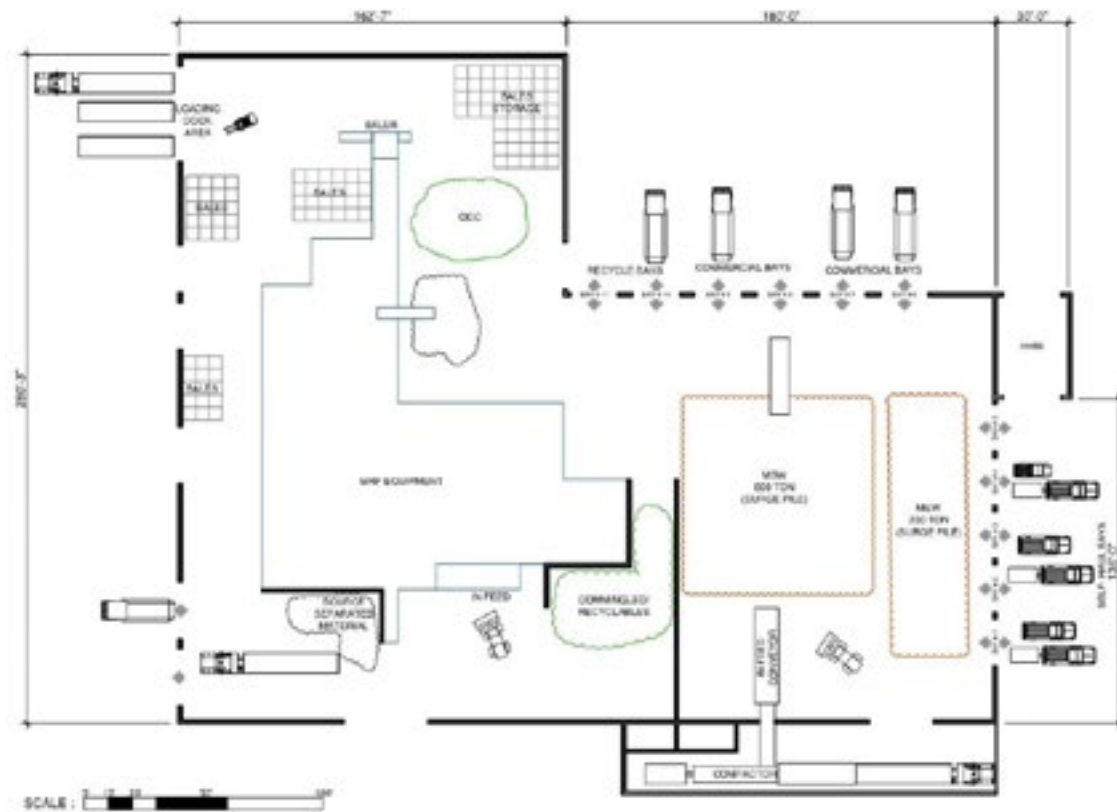
The current tip floor arrangement shown in **Figure 4** demonstrates that the facility does have sufficient space to receive and temporarily store 450 TPD. However, the amount of space needed is dependent on the load out capacity or time needed to remove all waste from the tip floor. A single compactor can load a container/trailer with 30 tons of waste in about 25 minutes or about 60 TPH. The amount of waste for each container could be more or less than 30 tons depending on the materials being loaded. It would take eight hours of continuous loading operations to remove 600 tons, and does not include interruptions in services whether it be equipment downtime or availability of containers to load. Also, West Van has no contingency if the compactor is out of service for extensive repairs.

Transfer Station Service Area	Assuming 50% UGB Growth in <u>Central Area</u>			Assuming 70% UGB Growth in <u>Central Area</u>		
	<u>Population</u>	<u>% Change of Waste</u>	<u>Additional Waste (TPY)</u>	<u>Population</u>	<u>% Change of Waste</u>	<u>Additional Waste (TPY)</u>
<u>Service Areas</u>						
<i>Growth in City of Vancouver in North/Central County</i>	40,961		41,780	57,706		58,860
<i>Growth in Unincorporated North/Central County</i>	49,227		50,212	49,227		50,212
<i>Growth in North Cities</i>	26,968		27,507	26,968		27,507
CTR Service Area:	117,156	54%	88,734	133,901	62%	101,416
<i>Growth in City of Vancouver (25% of City & County)</i>	20,840		21,257	20,480		20,890
<i>Growth in unincorporated East County – Assume 20%</i>	19,112		19,494	19,112		19,494
<i>Growth in East Cities</i>	18,748		19,123	18,748		19,123
Washougal Service Area:	58,700	27%	44,459	58,340	27%	44,187
West Van Service Area:	40,961	19%	31,024	24,576	11%	18,614
Total:	216,817	100.0%	164,217	216,817	100%	164,217

Using these preliminary projections, the increase in waste received at West Van is not that significant. However, additional space on the tip floor is needed to manage surges in waste quantities and perhaps an additional compactor to load containers. With just one compactor that means that when the compactor is out of service for repair there is no backup system. Also, the facility needs to be retrofitted to provide additional stalls for cash or self-haul customers to unload.

In Phase 1 RSWSS a conditions assessment was conducted in 2019. From this review it was determined there were no immediate facility deficiencies to be addressed. The main transfer station and MRF structure were determined to be in good condition. However, many of the support structures were constructed in the 1990s and may be obsolete or in need of major renovation in the longer term. It was recommended that a site Master Facilities Plan be prepared to consider what improvements were

Figure 4: Existing West Van Floor Plan



Another factor related to the capacity of the transfer station is the number of stalls available for customers to unload. As shown in **Figure 4** there are currently five 20 ft roll up doors (referred to as Bays 1-5) located on the south side of the building for self-haul or cash customers to unload. Each door opening may accommodate two self-haul vehicles to unload thus providing 10 stalls to unload. However, the door farthest to the west (Bay 1) is currently dedicated to accepting mixed food waste and yard debris collected in both the Cities of Vancouver and Ridgefield and is not available for self-haul customers. Bay 5 is limited for unloading as it must remain unavailable when the household hazardous waste (HHW) is open to accept materials. This leaves only three bays and six stalls that can be used to unload self-haul customers. Based on information in the Phase 1 RSWSS, during peak hours from 9 a.m. to 3 p.m. West Van experiences between 40 and 45 vehicles per hour. On average the typical self-haul customer will use 10 minutes to unload including the time to back in and exit. This means that a stall can handle five vehicles per hour. With only six stalls available on a consistent basis, the facility can handle on average, thirty vehicles per hour, which is much less than what is needed.

The County is considering opening West Van to self-haul customers on Sundays which may result in spreading out the current volume. It could result in more traffic particularly if some of CTR's current customers decide to use West Van. If all doors are dedicated to accepting self-haul customers, it appears there would be 10 stalls available and sufficient to handle the current volume of customers. But

changes to the circulation pattern should be considered to assure there is adequate queue space between the scales and the stalls.

On the east side of the transfer station there are six 20 ft doors (referred to Bays 6-11) for collection trucks to unload. One bay is used for access of the front loader equipment. All compactor and roll off trucks hauling waste use three bays (Bays 7-9) thus providing four to six stalls to unload. These vehicles will unload in approximately five minutes thus, conservatively each bay can receive about eight vehicles per hour. Currently, 50 to 60 collection trucks enter the facility each day with possibly 16 vehicles at peak hours. Thus, a minimum of three stalls will need to be available.

Bays 10 and 11 are used by trucks with commingled recyclables that serve the entire County. There are about 60 collection trucks with recyclable materials that arrive at West Van five days per week. A few trucks (less than 10) also deliver recyclables on Saturday. As long as the MRF continues to operate at West Van these stalls must remain dedicated to unloading the recycling collection trucks. If the MRF is relocated, then these stalls can be used by other customers.

Existing Traffic Circulation

Access to the West Van facility is from a local service road used by several local businesses including the barge loading operations to transport waste to the Finley Butte Regional Landfill. The facility entrance is just 200 ft west of NW Old Lower River Road. All traffic entering and exiting the facility uses this one access point as shown in **Figure 5**.

Figure 5: West Van Entrance and Scale Complex



When entering the site all traffic is directed to a single scalehouse complex that has three inbound and two outbound lanes. All inbound customers must use a single lane with a scale to weigh in. CRC recently installed a second scale dedicated to allowing commercial collection trucks to use a separate lane to weigh in. The third lane is a bypass lane used by transfer trailers and commodity trucks to enter the facility without being weighed. The commodity trucks are used to ship recycled materials to markets.

After weighing in the scale complex self-haul customers are directed to turn left where they queue up for an available stall to unload at the transfer station. Self-haul customers can also access either or both the recycling and HHW waste drop off areas. WCW collection trucks will enter the same access lane and proceed to unload on the east side of the transfer station and MRF.

Currently, traffic can back up off the service road and onto Old Lower River Road. Since this road has very little through traffic it does not create a significant congestion problem at the intersection, but it is not a desirable condition. The new scale serving the commercial trucks will help to relieve the potential for backup onto the Old Lower River Road.

All traffic including self-haul customers, collection trucks, transfer trailers, and commodity trucks must exit at this same entrance. Vehicles that need to weigh out use the outbound scale lane while other vehicles can use the bypass lane.

The site circulation near the entrance is quite congested at times. This is a result of the close proximity of the entrance to the main transfer station building and where vehicles unload. It is further complicated due to the location of the HHW and the recycle drop off area. Site circulation for the various customers using the facilities has evolved over the many years of operations as new services and programs have been adopted. **Figure 6** captures the complexity of traffic patterns.

Figure 6: West Van Traffic Patterns



Master Plan Considerations

Near Term Issues

1. A critical need is to establish the location and facilities needed for top loading operations. An immediate need is to have capabilities to top load food waste/mixed organics.
2. Extend the city waterline to provide water service and replace the current ground water pump and tank system used for fire suppression.
3. Consider the location for the second compactor.
4. Develop plans to reduce congestion and eliminate offsite queue issue.
 - a. Consider adding a new access for transfer trailers/containers off Old Lower River Road.
 - b. Consider a new exit road for containers being shuttled to the barge facility.

Longer Term Issues

The West Van facility is located on 21 acres. The back seven acres are currently used for receiving and processing yard debris and wood waste. It also includes a bale storage structure and container/bin storage and other support activities. The County should consider how this space can best be used to provide waste management and recycling services in the future.

Also, the MRF processing operations are expected to be relocated to a new facility. Once the equipment line is removed the space can possibly be used for other services. Options may include:

1. Receive and process C/D materials.
2. Process organics – including food waste, green waste, and wood waste.
3. Other operations as deemed necessary for providing waste management and recycling services.

Organics Management

The State of Washington recently passed HB 1799 that directs local jurisdictions to reduce organic materials disposed in landfills by 75% before 2030. In 2021, the County generated 415,000 tons of MSW. Based on a waste composition study prepared for the City of Tacoma (2014) food waste represents about 20% of MSW. Using this data indicates the County discarded of 83,000 tons of food waste in 2021. If 75% is removed, the County would need to find an alternative for 62,000 tons of organics. The volume of organics collected at West Van would be about 35,000 tons in 2040.

West Van received 23,000 tons of yard debris and wood waste in 2021. Of this total, 11,800 tons were reported to be received from Portland Metro. Therefore, only 11,200 tons of these organic materials were collected in the County. The facility also received almost 1,500 tons of source separated food waste inside the transfer station. These materials are processed and then transported to the Dirt Huggers Compost Facility. One component of the West Van master plan will be to evaluate options for managing organics in response to this new legislation.

Basis of Master Plan Data

Based on the findings from Phase 1 RSWSS (**Appendix A**) and the recently passed HB 1799, the design data in the following **Table 3** and **Table 4** is recommended to be the basis of the West Van Master Plan.

Table 3: West Van - Basis of Master Plan Data

Category		Existing	2040 Projection	% Change
Waste Quantities (MSW)				
Annual	Tons	116,719	150,000	29%
Ave Daily	Tons	400	550	38%
Peak Daily	Tons	450	600	33%
Customer Trips				
WCW				
All Commercial	Annual	25,428	33,000	30%
	Daily	110	127	15%
	MSW	50	65	30%
	Recycle	60	75	25%
Self-Haul/Cash	Annual	64,559	84,000	30%
	Daily	227	300	32%
Organics		Tons/Year	Tons/Year	
Yard Waste				
	County	5,514	7,200	31%
	Metro*	11,800	N/A	
Wood				
	County	5,465	7,100	30%
	Metro*	245		
Mixed Organics				
	Source Separated	1,416	1,840	30%
Food Waste – MSW				
	Vegetative	13% 15,173	22,230	47%
	Other	8% 9,200	13,700	49%
		24,373	35,930	47%
Total Organics				
	Source Separated	12,395	16,140	30%
	MSW + SS	36,768	52,070	42%

*Material that originates from the Portland Metro region

Table 4: Clark County Population Projections

Clark County Population Projections					
City or Area	2010 Census	2020 Census	% Increase	2040	2020 to 2040 % Increase
Battle Ground	17,571	20,743	18.05%	29,698	43.2%
Camas	19,355	26,065	34.67%	37,712	44.7%
La Center	2,800	3,424	22.29%	5,060	47.8%
Ridgefield	4,763	10,325	116.78%	16,716	61.9%
Vancouver	161,791	190,915	18.00%	272,837	42.9%
Washougal	14,095	17,039	20.89%	24,140	41.7%
Woodland (part)	0	84		119	42.0%
Yacolt	1,566	1,668	6.51%	2,344	40.5%
Incorporated Clark County:	221,941	270,263	21.77%	388,625	43.8%
% Incorporated:	52.2%	53.7%	2.91%	54.0%	0.5%
Unincorporated Clark County:	203,422	233,048	14.56%	331,503	42.2%
% Unincorporated:	47.8%	46.3%	-3.18%	46.0%	-0.6%
Clark County:	425,363	503,311	18.33%	720,128	43.1%

Source: Washington State - Office of Financial Management, Forecasting and Research Division

Appendix A

Findings from Phase 1 RSWSS

One recommendation was to consider developing a long-term master site plan. This plan would be prepared in conjunction with the evaluation of the infrastructural needs identified from updating the long-term Solid Waste Management Plan. Examples of this are as follows:

1. One system option may be to construct a new MRF in a central location to both collection routes and provide transportation access to regional markets.
2. If the MRF is relocated, it will free up a large building that could be repurposed for other service needs. One concept could be to provide a construction/demolition recycling facility.
3. A decision to reduce food waste and organics from being disposed in landfills as directed by the new state law, the MRF building could be repurposed to process these materials. This is a trend in other states.

The master plan can be prepared to establish how these facilities can be implemented with the caveat they may not be built immediately but can identify the space needs for such operations. By completing the master plan, it would help prevent spending good money after bad money on new facilities.

Central Transfer and Recycling Facility Master Plan

Basis of Master Plan Report

Prepared by JRMA
May 30, 2023

Central Transfer and Recycling (CTR) facility is located on Washington State Route 503 in central Clark County near Brush Prairie. It serves the largest area of the County and is the area projected to have the most growth over the next 20 years.

Figure 1: Current CTR Site Plan



The facility resides on an irregularly shaped parcel of land and includes three main structures that make up the facility operations. The solid waste transfer station is the main structure. There is also a recycling building, an HHW building, and an administrative and operations office building. The facility was originally constructed circa the 1970s. In 1991, a new 38,000 sf transfer station was added to replace the original transfer building. MSW is loaded into containers that are shuttled 13 miles to a barge loading facility located at the Port of Vancouver on the Columbia River near West Van. Waste is then barged more than 200 miles to the Finley Buttes Regional Landfill in Boardman, Oregon. In addition to managing the area's waste, CRC operates a recycling and HHW waste drop-off center. **Figure 1** above provides an aerial photo of the site operations.

The original building was expanded and converted to the recycling and HHW building. An automatic scale system for route trucks was installed in 2012.

Key Findings from Phase 1

Review of CTR Conditions Assessment

The limited structural and site improvement condition assessment reveals that most of the assets at the site are in fair to good condition, except for the recycling building, paved areas east of the boundary retaining wall, and the infiltration portion of the stormwater system. A summary of the key points are as follows:

- The transfer station and HHW buildings (see **Figure 1**), the north boundary retaining wall, and the south boundary retaining wall are in **good** overall condition.

- The recycling building next to the HHW building is in relatively **poor** condition. It is our recommendation that a detailed structural investigation be implemented as part of the planning process when considering public ownership of the site.
- The drive aisles that course through the site are paved with asphalt concrete pavement. Some areas of the paving are in very **poor** condition and require rehabilitation. We recommend worn surface areas be repaired or replaced.
- The east boundary buffer is in **poor** condition due to the trees and tree roots impacting the pavement section and curb. The pavement section and the damaged curb should be repaired or replaced.
- The existing pump station for the sanitary sewer system is a duplex pump system with two pumps that alternate pumping discharge of the sanitary sewer effluent. According to facility staff, one of the pumps failed in September 2019 and was replaced in the fall of 2019. CRC provides routine maintenance of equipment. The pump station is in **good** condition.
- The scale house and the scale booth were not assessed since they were to be replaced in the near future (it was replaced in December 2019). The domestic water system was not assessed since it is owned and maintained by Clark County Public Utilities.

Structural and civil condition assessments were limited to those areas that are readily accessible and visible to the field staff. Concealed conditions that become exposed in the future may change our current recommendations.

Site Circulation and Unloading Stall Capacity

When CTR was constructed in 1991, it was not designed to accommodate the current levels of traffic, or the different activities and services currently provided.

Daily traffic at CTR averages 50 to 60 vehicles per hour. An unloading stall is expected to handle six vehicles per hour, giving 10 minutes per vehicle to maneuver into the stall, unload, and exit. Some vehicles, such as cars and pickups with less waste, will unload faster. However, vehicles with trailers and those with hydraulic tippers typically take longer. Therefore, in non-peak times, 10 to 12 stalls are sufficient for unloading.

During peak times, customer traffic can increase from 80 to as many as 100 vehicles per hour. At this volume, the facility would need to dedicate a minimum of 13 stalls for unloading during peak weekday times and 17 to 20 stalls during peak weekend times. **Figure 2** on the next page shows the tipping floor and vehicle unloading capacity (north is the left side of the figure). With the two northernmost stalls dedicated to source-separated cardboard, green waste, and clean wood (red circled area), there are only 11 stalls for unloading waste. On weekends, CTR can use the south drive aisle to route vehicles to unload. After unloading, these vehicles will exit the southeast door (blue circle) and drive to the outbound scale (green circle).

Also depicted in **Figure 3** is how transfer trucks, when loaded, exit the facility. The truck and trailer must intersect with other outbound traffic and will need to access the scale.

Figure 2: Tipping Floor Capacity



CRC does a good job managing traffic and ensuring vehicles can safely unload in the transfer station. Spotters are located at the entrance and on the tipping floor to guide customers to the appropriate stalls. Although the current facility does not have enough stalls to unload quickly during peak times, there is space for customers to queue onsite before entering the transfer station. However, when exiting the transfer station from the southeast door (blue circle), there is approximately 550 feet before the outbound scale, queue space for 20 to 22 vehicles. Routing vehicles in this direction can reduce the traffic queue exiting the transfer station. However, there is only one scale dedicated to processing all outbound customers and to weigh out transfer trucks.

The amount of customer traffic on weekends and during peak seasons also impacts the overall site circulation. The primary place of congestion is the outbound lanes before the scales. As shown on the site circulation map in **Figure 3**, all traffic must converge on two lanes including transfer trucks loaded with containers bound for the Tidewater loading dock.

Figure 3: CTR Site Circulation



Outbound traffic conditions may be improved by decreasing the time to process customers; however, the physical space for vehicles to line up to be weighed out as well as those to use the bypass lane is very limited. If the station is to make improvements to eliminate the off-site queue, it would also be desirable to consider modifications to remedy both the outbound scale capacity issues and the site circulation restrictions.

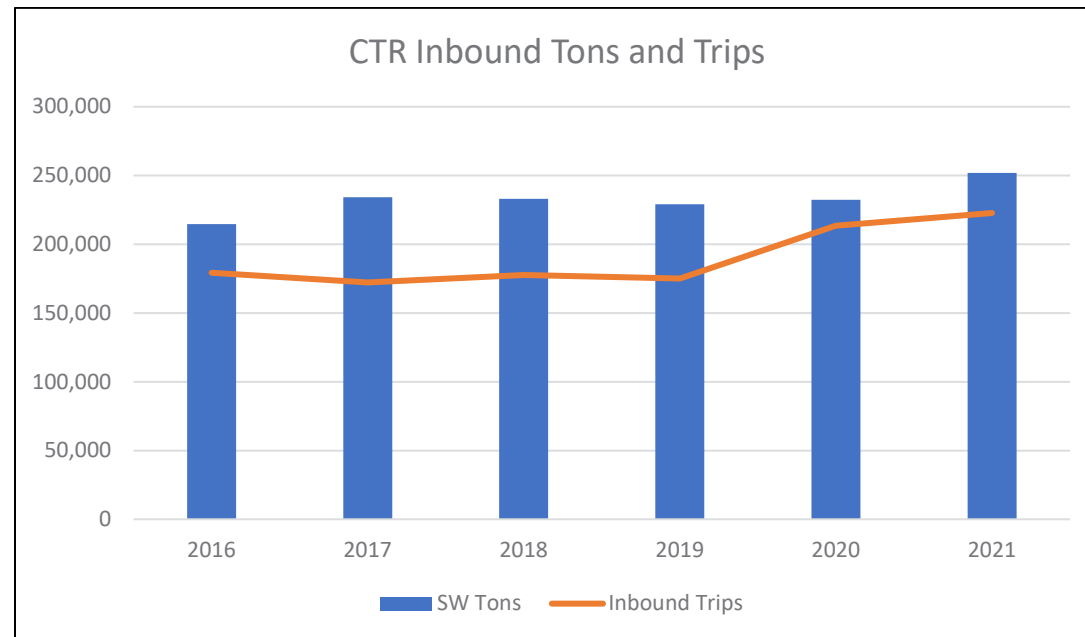
Impacts of Growth Management in CTR Service Area

Clark County has grown about 2% per year since 2010 (approximately 60,000 people from 2010 to 2019), and based on recent data from OFM, it is expected to continue at this rate for the next 20 years. The central and northern portions of the County, served by CTR, are expected to experience most of this growth, as predicted in the Growth Management Plan. The updated waste projections show that projected growth for this area could result in more than 100,000 tons of additional waste being generated per year in the next 20 years.

Growth has resulted in increased development of adjacent properties around CTR. The apartment complex on the northside of CTR has expanded, and now sits within 15 feet of the north retaining wall. Property on the west side of 112th street has been developed with new single-family houses. On the south side of the transfer station, a storage unit facility and private school were recently constructed. CRC owns eight acres located on the west side of CTR, providing a buffer between the new residential development and the transfer station. A new scale complex designed to eliminate off-site queueing problems is proposed by CRC for this property. These recent changes in the development of adjacent properties will need to be considered in deciding future changes to operations and future facility improvements.

CTR continues to experience increases in total waste volumes and the number of customers using the facility. The following is updated data that shows the increase over the past 2 years. Also, CTR is the only transfer station open on Sundays and therefore must serve the entire County. The traffic on weekends may be impacted if the County decides to expand the hours of operations at the Washougal and West Van transfer stations.

Figure 4: CTR Inbound Tons and Trips



Considering the increase in volume and number of self-haul customers, CTR is currently at operating capacity. This operating capacity is based on current waste quantities and hours of operation at about 900 TPD. If the waste exceeds the capacity, CRC will process the waste to ensure it is removed from the tip floor and not stored overnight. There were several observed deficiencies during the consultant team's site visits and review of data. It is important to understand that these deficiencies are a result of the physical conditions and limitations of the original design to handle the increase in customers and waste volume experienced over the past 30 years. CRC executes day-to-day operations to manage the current waste streams and traffic in a safe and efficient manner, given these physical constraints.

Tons received and traffic volume at West Van were updated with 2021 data. **Figure 4** illustrates that both waste received and traffic on site continue to grow at CTR.

Based on the assessment of current operations, the following site constraints and deficiencies were noted (as shown in **Figure 5**).

1. **Scale Capacity:** CRC is considering adding a second in-bound scale to increase the queuing for in-bound traffic.
2. **Tipping Floor Space:** The current facility does not have sufficient space for vehicles to unload and limited space to handle surges in waste volumes.
3. **Congestion at Exit Lanes:** All traffic exiting the site must make a left turn into two outbound lanes. Transfer trucks are subjected to a hairpin-like turn and therefore use both lanes to access one outbound scale. The competition for the outbound scale and exiting is not a desirable condition and is exacerbated by the increase in waste quantities and increase in self-haul traffic.
4. **Compactor Load-Out Capacity:** With the current operating hours (12 per day), the compactor can only load out about 900 TPD. CTR averages between 800 and 900 TPD. There are some days during peak periods where CTR receives between 900 and 1,100 tons. CRC reported that on occasions when waste of more than this capacity is received, they will

load this material into trailers/containers to ensure it is not stored overnight.

Figure 5: CTR Operations Assessment



Summary of CTR Conditions

The CTR was not designed to handle the current waste volume and traffic conditions. The demand for services has increased greatly, particularly in the past five years. CTR is centrally located, has been well-maintained, and is in relatively good condition. There are improvements that can be made to not only deal with the current off-site queue, but also to improve overall site circulation and enhance the material handling needs. Changes could include expanding the transfer station building to provide space for unloading and floor storage. The additional areas would provide space for unloading construction and demolition (C&D) waste for processing that could divert this material from the landfill. Added space to handle green waste and wood could also contribute to higher material recovery. The key question to address is what level of investment should be made at CTR in conjunction with other regional service needs.

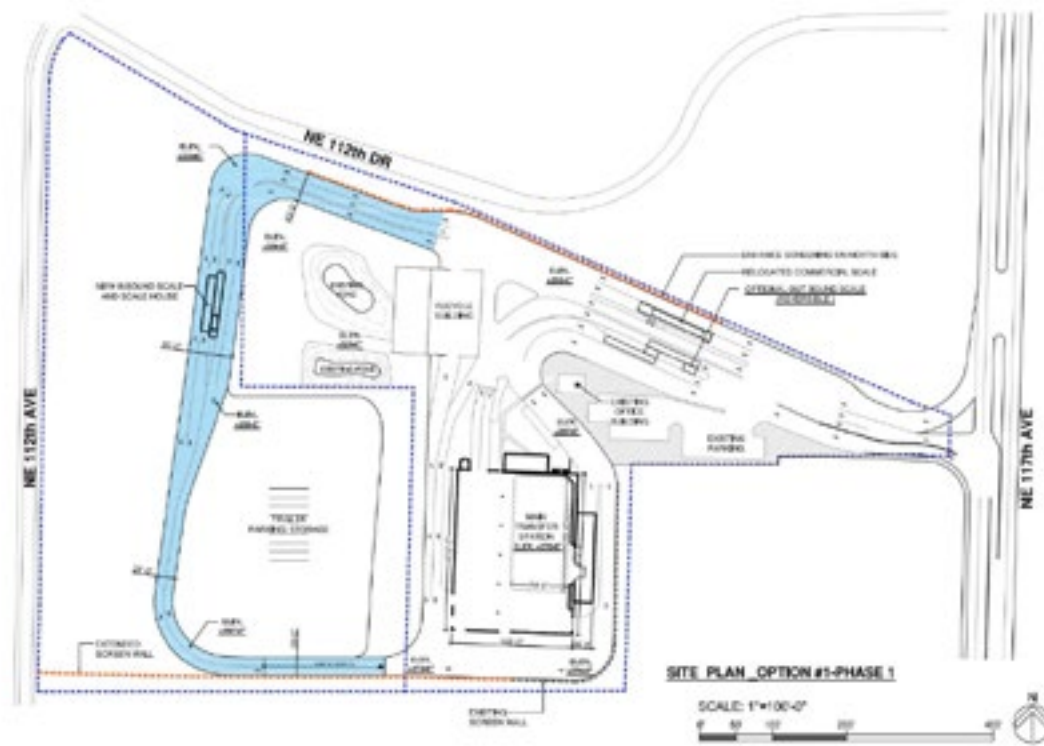
The answer to this question remains to be determined. In Phase 1 RSWSS, Chapter 5 – North Area Service Options presented what facilities are needed to serve this area. In Chapter 5, four options were developed. Drawings for those can be found in Appendix A of the RSWSS. The report identified two short-term improvements and settled on option 1.

The most immediate need identified in the system was to make improvements at CTR to address safe ingress and egress off Hwy 503. The first step was to modify the entrance to allow for two separate lanes entering the facility. This improvement is complete and there are no left turns permitted when exiting the station. Now all vehicles exiting CTR can only turn right and travel south on Hwy 503. Customers originating from north of CTR, such as Battle Ground, Ridgefield, La Center, and Yacolt must find a route to return to the north county.

The second improvement was to add lanes for inbound customers and eliminate any vehicles from queuing off-site onto the highway shown in **Figure 6**. This would allow customers to travel a much

longer entrance road to a new scale for weighing in. This was not completed and is included in the master plan improvements.

Figure 6: Proposed Inbound Lane Addition



To address the question of how to best serve the north and central portion of the county, the Phase 1 report evaluated the options for serving the north service area. These three options were compared to the options for making improvements at CTR. The north-central portions of the County are projected to experience the largest percentage of growth over the next 20 years. This growth has resulted in increased waste volumes and traffic at CTR and the need to make investments in facilities to manage the current conditions. However, to improve current deficiencies at CTR and manage future growth in this service area, additional investments in the system will be necessary. Updated projections show an increase in volumes to all County facilities with CTR expected to experience an increase of more than 100,000 TPY or 40% by 2040. The options for meeting the future infrastructure needs of the northcentral County were identified in the Phase 1 report.

The three distinct options identified are summarized as follows:

1. Make major improvements at CTR to address current and future service needs.
2. Make minimal improvements at CTR and site and build a new satellite transfer station to serve the northernmost portion of the County and relieve some of the customer traffic using CTR.
3. Replace CTR with a new transfer station designed to handle future growth. This alternative recognizes the need to minimize impacts to the residential properties adjacent to CTR; it is important that CTR be a good neighbor.

For each option, conceptual facility plans were developed to provide planning level construction cost estimates.

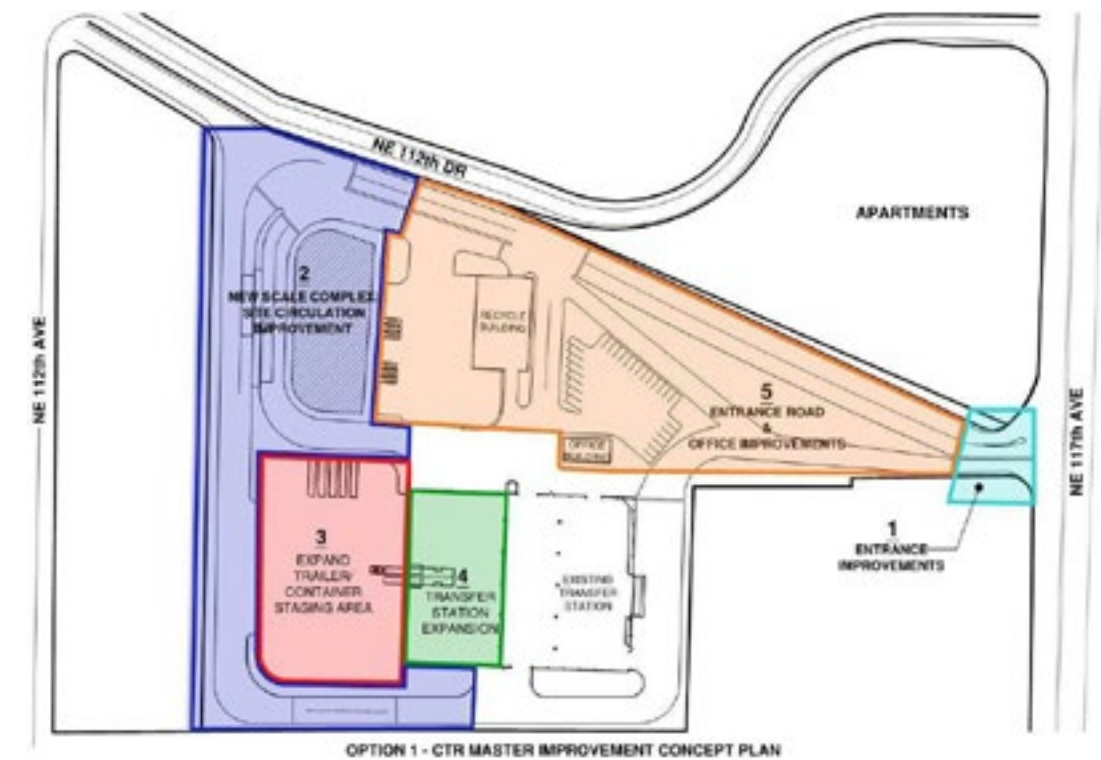
Decisions on a new transfer station and whether to move the MRF to a new location from its current location at West Van have not been made since the Phase 1 report was finalized. There has also been no decision made on the ownership of the facilities, so a summary of each developed option is as follows.

Option 1: Make Major Improvements at CTR to Address Current and Future Service Needs

This option assumes the CTR Transfer Station will make major improvements to address the current operational deficiencies and provide the infrastructure to manage waste resulting from growth in the central and northern part of the County. Improvements at CTR will be made to meet capacity needs for the next 25 plus years.

JRMA prepared several concept site plans that incorporate significant improvements to meet the needs of CTR's future conditions. These have been reviewed by the County and CRC and are the basis of the improvements listed; however, more analysis is needed to develop a final site master plan. A primary guiding principle in developing the new site plan has been the need to construct the facilities while maintaining the current operations. Therefore, the intent of the infrastructure improvements is to meet the capacity needs in a phased approach so that the facility can remain open to customers during the construction period. These improvements are captured in **Figure 7 below**.

Figure 7: Option 1 – CTR Improvements



The option to expand CTR was used in the Phase 1 RSWSS to identify the capital investments needed to address near term deficiencies in current operations and to evaluate the best approach for expanding the facility to meet demands of the north services area. To meet this demand, the facility would require

expansion onto the adjacent property owned by CRC. As a result, the report identified several issues that need to be addressed prior to making a final decision on whether to expand CTR.

First, this adjacent property would need to obtain a land use permit to allow the planned expansion. Recognizing that the adjacent properties are now zoned for residential and have been developed will need to be considered if CTR is to expand onto adjacent property. In contrast, if a decision was to close CTR and build a new transfer station it also is subject to a siting and permitting process.

Second, the adjacent property is believed to have been part of an old landfill that closed many years ago. This raises questions as to what impacts these conditions may have in redeveloping the adjacent parcel.

Third, the only access to the facility is off Hwy 503, a major north/south transportation corridor in the County. The entrance to CTR has been improved to enhance safe ingress and egress by eliminating the left turn for outbound traffic. Also, the Washington Department of Transportation will not permit a traffic signal to be installed. Thus, the site will need to contend with the high traffic volume on a long-term basis with the current entrance. Although certain improvements included in the site plan can relieve queueing onto the public right of way, traffic on Hwy 503 will increase as the north area of the county grows.

Option 2: Make Minimal Improvements at CTR and Site/Build a New North Satellite Transfer Station to Accept Primarily Waste from Self-Haul Customers

This option assumed minimal investments at CTR. The improvements were targeted to advance onsite conditions to handle existing traffic. It recognized that adding any more traffic with access off Hwy 503 and accepting more waste at CTR as the region grows is less desirable. However, CTR is centrally located and with minimal investments, the facility can handle current traffic more efficiently. **Figure 8** on the next page depicts the proposed improvements to the existing CTR facility to address the immediate needs. In addition to improving site circulation and eliminating offsite queueing, a small building constructed on the west side of the existing transfer station may be feasible. This new structure is considered an optional investment to address self-haul customer traffic and provide additional unloading stalls. The improvements to CTR are expected to include the following features:

1. Modify entrance to accommodate lane separation for onsite queue and possibly construct access to the adjacent property on the west side like option 1.
2. Regrade and pave the back property to provide an area for staging trailer/containers for transport to the disposal site. An access ramp to the south side of the transfer station would be constructed.
3. Add new scales and gatehouse to handle self-haul traffic during peak hours on WCW property on CTR's west side.
4. Expansion onto the adjacent west property is predicated on the assumption that the underlying soil conditions are suitable to support new structures and that land use approval is obtained.

These are minimal improvements to mitigate near-term operating deficiencies, assuming a long-term plan of siting and building a new satellite transfer station/convenience center to serve the north area.

The expanded transfer station would serve to improve overall operations until a satellite station was sited and constructed. Under this approach once the satellite station is operational, CTR would only receive waste from commercial collection trucks. This would positively impact neighbors by reducing

traffic since the facility would not receive waste from self-haul customers. Also, impacts on neighboring properties would be greatly reduced on weekends with no self-haul traffic and limited operations.

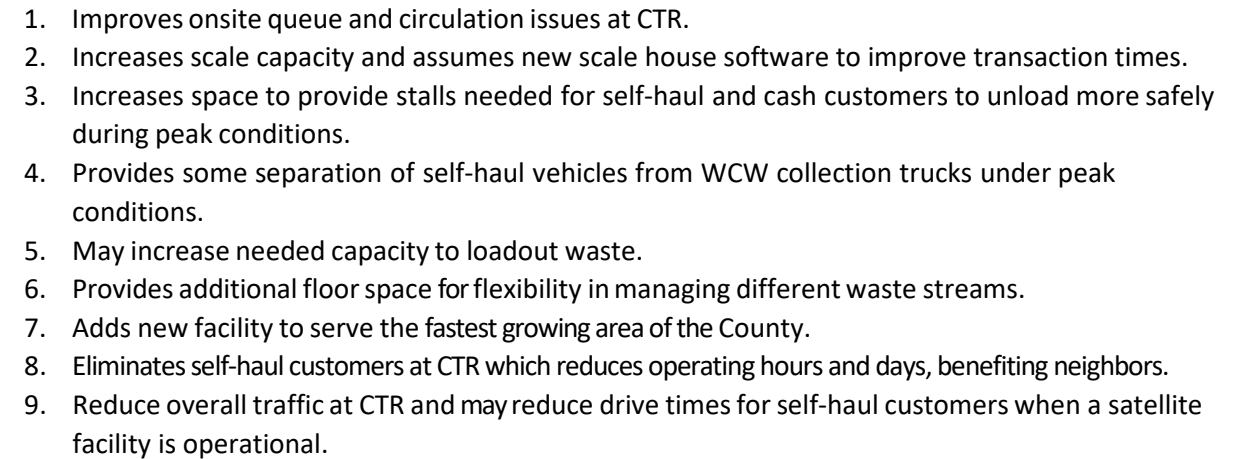
Figure 8: CTR Improvement Option



Option 2 also includes siting a satellite transfer station often referred to as a “convenience center” to receive waste from self-haul customers. The new convenience center would be a smaller structure but large enough to ensure capacity to handle future growth. Typically, convenience centers are open seven days per week but the days and hours for operations can vary depending on the local jurisdiction’s policies and practices.

Figure 9 on the next page shows a concept plan for a typical satellite facility. The actual size and site configuration will vary based on local conditions and determined by the desired services to be provided.

Benefits of this new north area facility include:



Option 3: Replace CTR with New Transfer Station at a New Location

The CTR Transfer Station was not designed to handle the traffic and quantities of waste currently received. Over the past five years, there have been many new developments in the surrounding properties. This includes new residential developments as well as a new school and church. With the expected growth, the County may decide that it may not be the best long-term site to invest in. One option is to make minimal investments in CTR to address immediate operational needs and establish a new location to serve the long term.

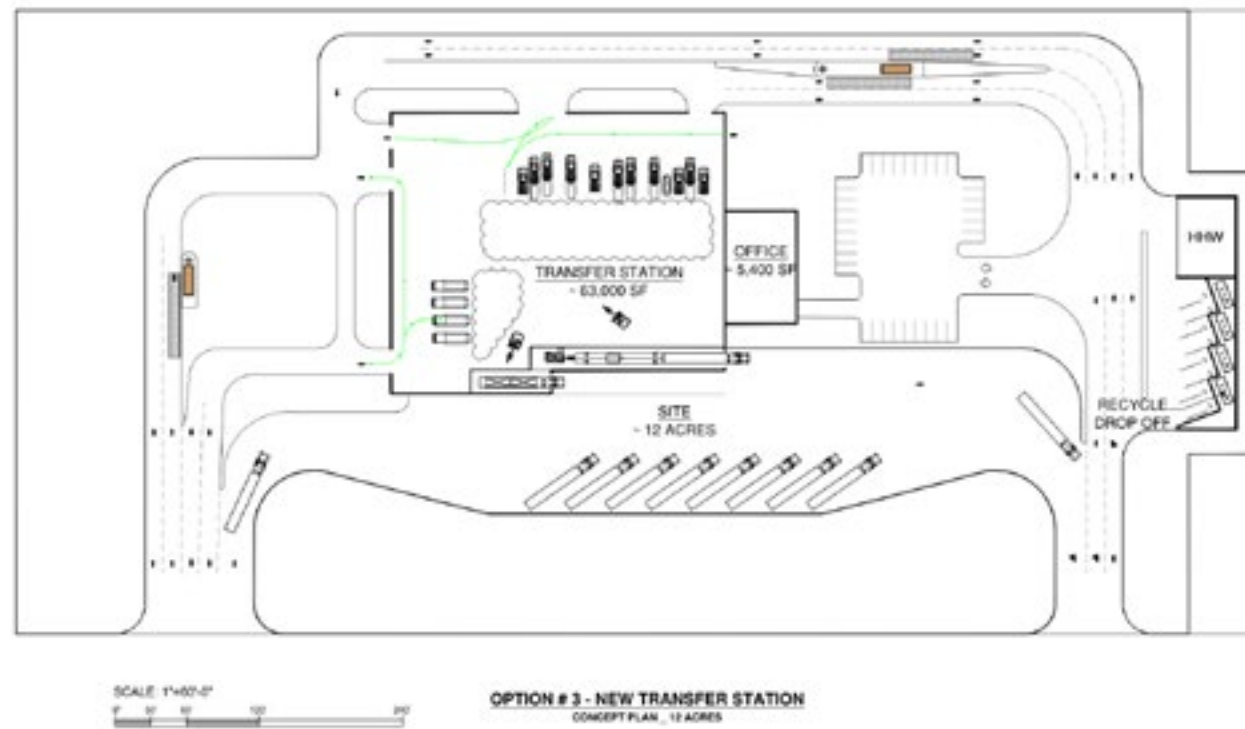
To provide future waste management and recycling services, a modern transfer station would be sited and constructed. Ideally, the new station would still be somewhat central to most of the population it serves and be located on commercial/industrial zoned property with access off an arterial or major collector street. It would be located to serve the current service area as well as the growing area of the North County cities. **Figure 10** below shows the proposed concept site plan for a new transfer station to replace CTR.

Features for a new northern area satellite transfer station may include:

1. A minimum site of six acres of commercial/industrial zoned property is located on a minor arterial road. However, it would be desirable to have seven to ten acres.
2. A new convenience center/transfer station (Estimated to be approximately 16,000 to 20,000 sf building) to handle up to 400 TPD.
3. Recycling /HHW drop-off center.
4. Scale complex with one inbound and one outbound scale and gatehouse.
5. Top load trucks from the floor and no compactor.

It would be expected to take a minimum of three years to site and permit the new facility, but this is just an estimate, and permitting a new site could be longer depending on local zoning requirements. This assumes that conducting the siting process with public involvement would take 12 to 18 months. The timeline for zoning approval would be similar (12 to 18 months) considering it would require a conditional use process. Design and construction would occur over two years meaning a new facility may take a minimum of five years before it would be operational.

Figure 10: Option 3 – New Transfer Station



The following describes the key features of a new transfer station:

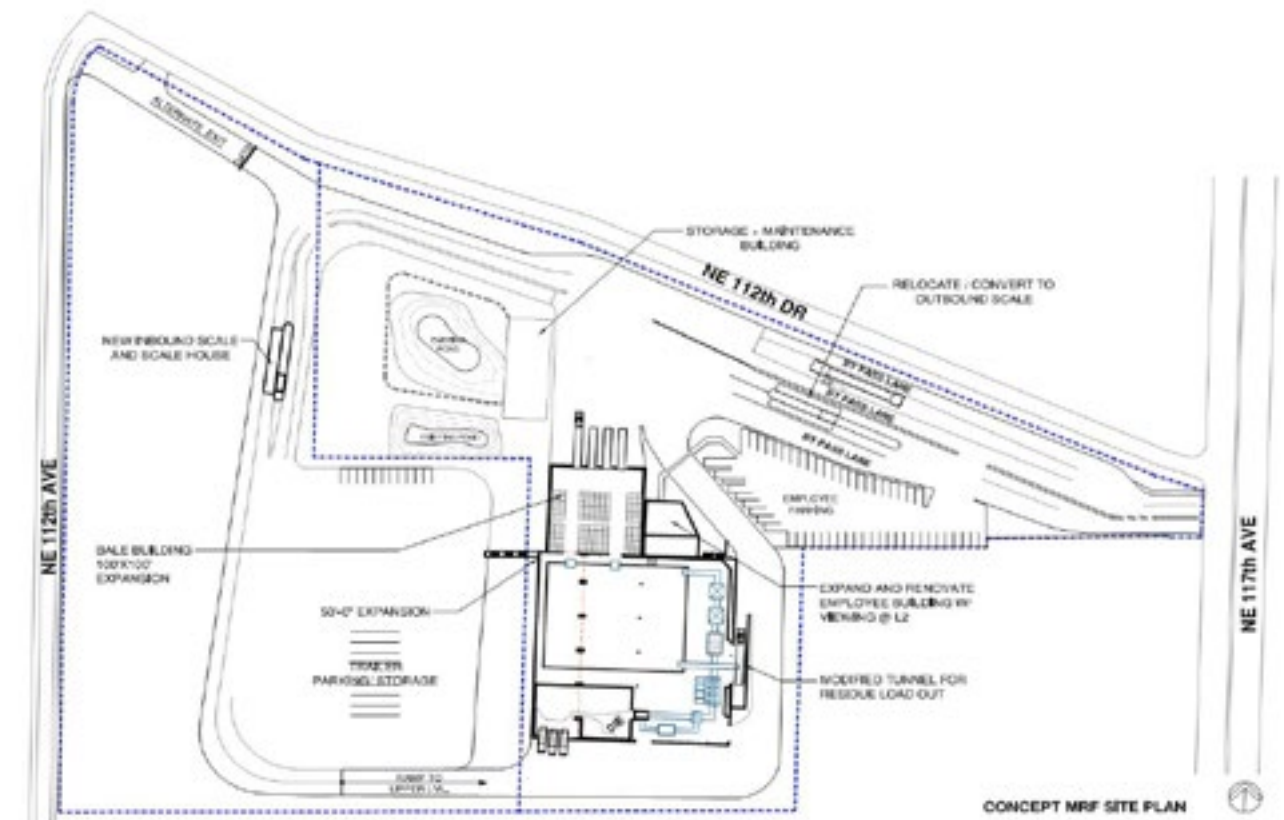
- A minimum site of 12-acres of commercial/industrial zoned property located on a minor arterial road.
- A new transfer station building (approx. 70,000 sf building) to handle up to 1,500 TPD.
- Minimum of two (2) load-out ports equipped with compactors and one top load port to be used as backup and for other materials.
- A recycling / HHW drop-off center.
- Preferably a separate or split access drive for collection trucks to separate from self-haul traffic for safety reasons.
- Separate scales for weighing collection trucks with RFID readers and the capability to weigh out vehicles.
- Parking area for staging trailers and containers.
- Office and employee break/restroom and training area.
- Possible education center for tours.

This facility would also incorporate green design features such as natural lighting, recycled-content building materials, water conservation features, renewable energy features, modern odor, and dust control systems.

MRF Option: If CTR Closed

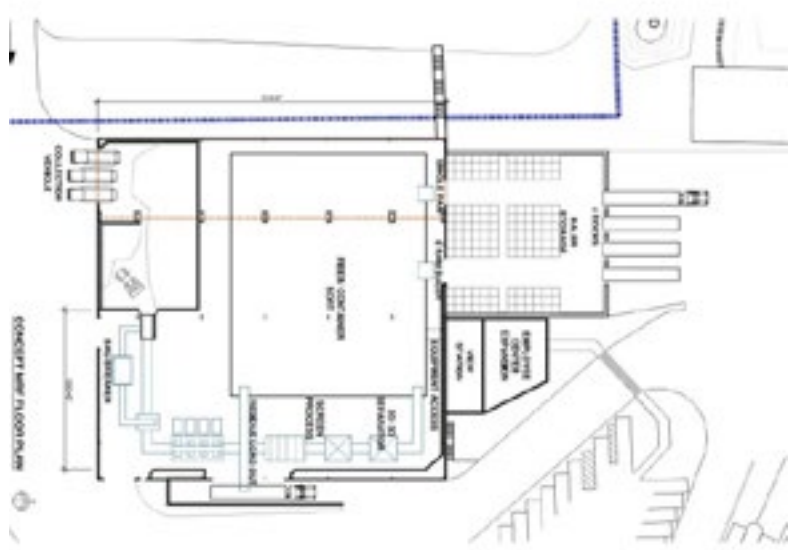
If CTR was closed to receiving MSW from both commercial collection trucks and self-haul, one option to consider would be to repurpose the facility into a MRF. Repurposing CTR would result in lower system costs since to site, permit and construct a MRF at a new location would require more capital. **Figure 11** shows a concept for converting CTR to a new MRF.

Figure 11: Concept MRF Site Plan



As shown on the conceptual floor plan the primary expenditure to convert CTR would be to expand the structure by adding a bale storage and shipping building on the north side.

Figure 12: Convert CTR to MRF - Floor Plan



Basis of Master Plan Data for North Service Area

Based on the findings from Phase 1 RSWSS and the recently passed HB 1799, the updated design data in **Table 1** and **Table 2** is recommended to be the basis of the West Van Master Plan. This Basis of Master Plan considers that new census data and waste quantities received have resulted in new projections.

Table 1: CTR - Basis of Master Plan Data (Updated per 2020 Census)

Category	Existing <u>Transfer Station</u>			Future (20 Years)
Building Space				
		38,000 sf - 36,136 excl. loadout		Space need defined by criteria
Waste Quantities				
Annual	Tons	251,847		353,263
Average	Tons/Day	900		1,200
Peak	Tons/Day	1,100		1,400
Traffic/Unloading Capacity				
Commercial	Ave Per Day	100		130
	Ave Per Hour	25		30
Commercial Stall		4 to 5		5
Self-Haul Weekday	Peak	600		780
	Per Hour	70		90
Weekday Stalls		14		18

Self-Haul Weekend	Per Hour	100	130
Weekend Stalls		20	26
*Assumes 1 stall is 5 cars an hour			
Operating Space			
Available area to stack waste, handle surge, and load trailers. Excludes maneuvering and stall for unloading			
Need		13,000 sf	18,000 sf (1 day storage + 10% operations)
Available		11,000 sf	
Average		900 TPD	1,200 TPD
		30 ton payload	
		30 trailer loads	
		25 minutes 12.5 hours*	16 hours @ existing
Peak		1,100 TPD	1,400 TPD
		15 hours*	20 hours @ existing
*Assumes no disruptions			
Trailer Parking			
		Space for 4	Assume 8 trailers for staging
		Minimum 6,000 sf	12,000 sf
Scale Capacity/Transactions			
Inbound - 1 - SH scale		80 vehicle/hour	120 vehicle/hour
Outbound - 1 SH scale shared with transfer trailers		80 vehicle/hour	120 vehicle/hour
*Note both inbound and outbound scales at 45 seconds/transaction			

Table 2: Clark County Population Projections

Clark County Population Projections					
City or Area	2010 Census	2020 Census	% Increase	2040	2020 to 2040 % Increase
Battle Ground	17,571	20,743	18.05%	29,698	43.2%
Camas	19,355	26,065	34.67%	37,712	44.7%
La Center	2,800	3,424	22.29%	5,060	47.8%
Ridgefield	4,763	10,325	116.78%	16,716	61.9%
Vancouver	161,791	190,915	18.00%	272,837	42.9%
Washougal	14,095	17,039	20.89%	24,140	41.7%
Woodland (part)	0	84		119	42.0%
Yacolt	1,566	1,668	6.51%	2,344	40.5%
Incorporated Clark County:	221,941	270,263	21.77%	388,625	43.8%
% Incorporated:	52.2%	53.7%	2.91%	54.0%	0.5%
Unincorporated Clark County:	203,422	233,048	14.56%	331,503	42.2%
% Unincorporated:	47.8%	46.3%	-3.18%	46.0%	-0.6%
Clark County:	425,363	503,311	18.33%	720,128	43.1%

Source: Washington State - Office of Financial Management, Forecasting and Research Division

Basis of Master Plan Additional Considerations

Prior to making any large investments at CTR a decision on which option is best for serving the north/central county should be implemented. However, each of the options will require several years to site and permit. Even after the permits are secured final design and construction will require a minimum of two to three years. Given this timeline improvements at CTR should be to eliminate potential for offsite queueing onto Hwy 503. Also, the option to expand the existing structure and provide added tip floor space may be beneficial in both the short run and for the long term if Option 2 is selected.

Organics Management

CTR processed approximately 1,500 tons of yard debris in 2021 and no source separated commercial food waste. This material is reloaded and sent to Dirt Hugger, a compost facility in Dallesport WA. With the passed HB 1799, the design for CTR will include the continued collection of yard debris and provide options for expanding reload capacity in the future. The site as currently used is not supportive of any preprocessing options for organic material.

Pending an organics feasibility study, it is recommended that space be allocated for the collection of both yard debris and source separated commercial food waste for reloading in any proposed facility. In the event of the siting of a full service transfer station, proper space should be allocated for preprocessing equipment to provide flexibility.

North Service Area Options

Investments in the future needs of CTR will need to be made depending on the negotiations with CRC and the County and consideration of options relating to the North Service Area Options. The options for consideration have been described in the Summary of CTR section of this report. The three options are:

- Option 1: Make Major Improvements at CTR to Address Current and Future Service Needs
- Option 2: Make Minimal Improvements at CTR and Site/Build a New North Satellite Transfer Station to Accept Primarily Waste from Self-Haul Customers
- Option 3: Replace CTR with New Transfer Station at a New Location

Option one has some issues that would make it an unlikely choice. At the back of the property is an old inert landfill and stability for building is questionable on this part of the site. There is also a different zoning for the back lot of CTR meaning a conditional use review would be needed to develop it and the neighborhood characteristics have changed since the site was first developed making any expansion much more difficult. It is recommended that the County conduct further evaluation of these options once negotiations are complete. A decision on the MRF could also influence preference for one option over another.

Washougal Transfer Station Master Plan

Basis of Master Plan Report

Prepared by JRMA
January 10, 2023

Introduction

This document reviews the findings from the 2021 Phase 1 Regional Solid Waste System Study (RSWSS) as well as incorporates updates in data and changes since publication. This document will highlight information needed for consideration of what improvements/modifications should be prioritized and used to prepare a master plan for the Washougal Transfer Station (Washougal). Preparing a master plan for Washougal was a key recommendation from the RSWSS. The master plan will identify the infrastructure required for managing solid waste and recycling services over the next 20 years.

Background and Existing Conditions

Washougal began operations in 2009 and is operated by Columbia Resource Company (CRC). The facility is located on a 4.6-acre site in the Port of Washougal. Customers enter from Grant Street to a scale house complex that includes one inbound scale and one outbound scale. Each customer must be weighed, and fees are assessed based on total waste disposed. The facility includes an 80-by-60-foot transfer station building (4,800 sf) for customers to unload waste. Transfer trucks enter the east side through a depressed tunnel for loading trailers that are transported to the Wasco Landfill in The Dalles, Oregon. The station operates as a lift-and-load, meaning the bottom of the tunnel is only eight feet (ft) below the tipping floor. A front loader is used to lift waste about nine ft to load trailers. This operation does reduce the time to load trailers, but waste can spill off the sides and onto the tunnel floor, which requires regular cleaning.

The transfer station has three 22-foot-wide access doors located on the west side where collection trucks unload. This design allows for up to six (6) vehicles to unload at one time. The layout of the facility is shown in **Figure 1**.

Figure 1: Current Washougal Site Plan



The facility is open six days per week (Monday-Saturday) for commercial collection trucks from 7 a.m. to 5 p.m. The transfer station is open to the public and self-haul traffic on Wednesdays and Fridays from 7 a.m. to 5 p.m., and Saturday from 8 a.m. to 4 p.m. On these days commercial collection trucks can use a 22-foot roll-up door on the south side to unload. This allows self-haul customers to use the west side doors to unload on these days.

The facility also provides a drop-off center where customers can bring commingled and source-separated materials to be recycled. The drop-off center is open to the public Monday through Friday from 7 a.m. to 5 p.m. and Saturday from 8 a.m. to 4 p.m. Customers can drop off household hazardous waste (HHW) every third Saturday of the month from 8 a.m. to 4 p.m.

In Phase 1 RSWSS an assessment of the conditions of Washougal was conducted. Some minor repairs are required but primary structures and site appear in good condition.

Washougal Transfer Station Waste Quantities

Washougal received 38,638 tons in 2021 representing about 10% of the County’s waste. **Tables 1 and 2** summarize solid waste tonnage and customer (vehicle) trips made annually to Washougal over the past six years. Total waste received increased by almost 20% over the past two years while the number of trips increased by nearly 32%. This has occurred even though the station is open to receive waste from self-haul customers only three days per week (Wednesday, Friday, and Saturday).

Table 1: Washougal Annual Solid Waste Tonnage by Customer Type

Solid Waste Tons	2016	2017	2018	2019	2020	2021	5-Year Ave. (2017-2021)	% Ave. of Total
Cash	3,318	4,263	4,446	5,177	6,700	6,598	5,437	16%
Commercial	220	421	397	836	335	442	486	1%
Route Trucks	14,539	14,914	15,090	15,104	16,776	18,579	16,093	47%
WCW Drop Box	13,295	13,816	11,987	11,209	12,756	13,019	12,557	36%
Total Tons	31,372	33,414	31,919	32,326	36,566	38,638	34,573	

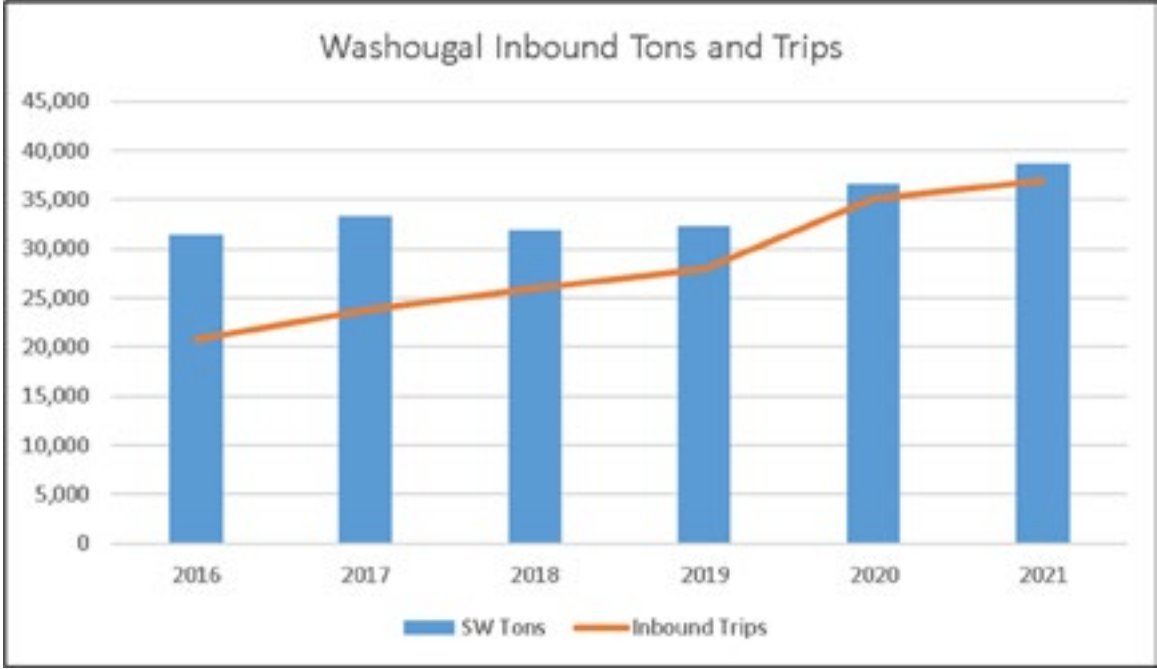
Table 2: Washougal Annual Customer (Vehicle) Trips

Inbound Trips	2016	2017	2018	2019	2020	2021	5-Year Ave. (2017-2021)	% Ave. of Total
Cash	14,923	17,542	19,678	21,703	28,411	29,669	23,401	78%
Commercial	328	416	364	512	291	582	433	1%
Route Trucks	1,701	1,769	1,976	1,931	2,163	2,305	2,029	7%
WCW Drop Box	3,841	4,049	3,938	3,855	4,202	4,333	4,075	14%
Total Trips	20,793	23,776	25,956	28,001	35,067	36,889	29,938	

Based on the 2021 data, Washougal receives on average about 125 tons per day (TPD) assuming a six-day week operation and 150 TPD if a five-day operational week is assumed. The five-day average should be considered as most of the waste is received during this period. Most customers on Saturday are self-haul vehicles that have small loads.

As shown in **Figure 2** both the trips and total tons received have increased steadily over the past three years.

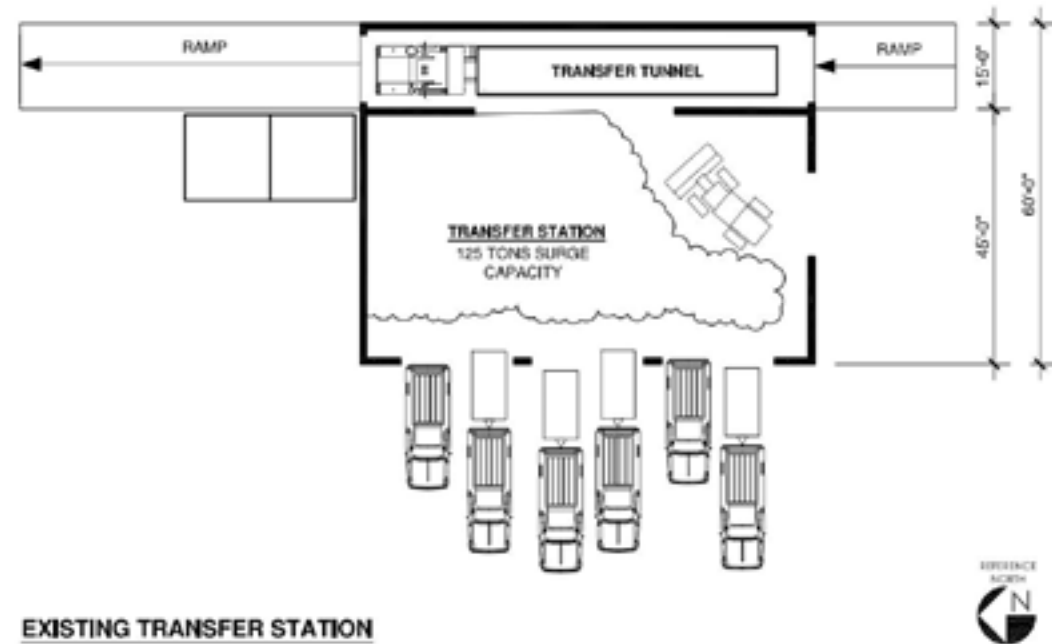
Figure 2: Washougal Inbound Tons and Trips 2016-2021



Existing Tip Floor Operation

The existing tip floor operation shown in **Figure 3** consists of an area that is approximately 40 ft x 60 ft or 2,400 sf. Accounting for the area to operate equipment to load transfer trailers leaves about 2,000 sf of surge capacity assuming no vehicles are unloading in the building. If the station receives 125 TPD the surge capacity requires about 1,700 sf to temporarily store waste. If the station receives 150 TPD the needed surge capacity increases to 2,000 sf based on the current waste volume received the facility is basically at full capacity.

Figure 3: Washougal Existing Tipping Floor



Likewise, there are only six stalls available to unload the self-haul customers on the west side of the station. Based on 2021 data, Washougal receives about 200 self-haul customers per day over the three days of operation. This level of traffic suggests that six stalls is generally adequate for unloading this number of customers without causing major onsite queue issues. However, there could be certain times of the year where there are longer wait times to unload. During this period, the commercial trucks primarily unload on the south side of the station. And, although the data suggest that a single stall is nominally adequate for unloading commercial collection trucks it is more desirable to have at least two and preferably three stalls during peak hours.

In the RSWSS Phase 1 Report (completed September 2020) it was noted that the Washougal will need to be expanded soon. However, the County is currently considering the option to expand the number of days Washougal is open to receive self-haul customers. It is expected to help relieve some of the traffic issues at Central Transfer and Recycling Center (CTR). This decision may also impact the timeframe for expanding the existing Washougal as the tip floor does not have capacity to handle more waste generated by growth or by decisions to expand the operating hours for self-haul customers.

Potential site improvements identified in the Phase 1 Report are discussed further in the Transfer Station Condition Assessment section of this document.

Waste Projections for Washougal

The population of the cities of Camas and Washougal is projected to increase from 43,104 (2020 Census) to 61,852, an increase of almost 19,000 people, by 2040. The amount of growth in the unincorporated areas in the eastern part of the County is more difficult to project. Based on assumptions made in the waste projections, it is estimated that 11,000 more people could live in the unincorporated portions of eastern Clark County. In total, 28,000 additional people are projected to be served by the Washougal Transfer Station.

Figure 4: Map of County with Annexation

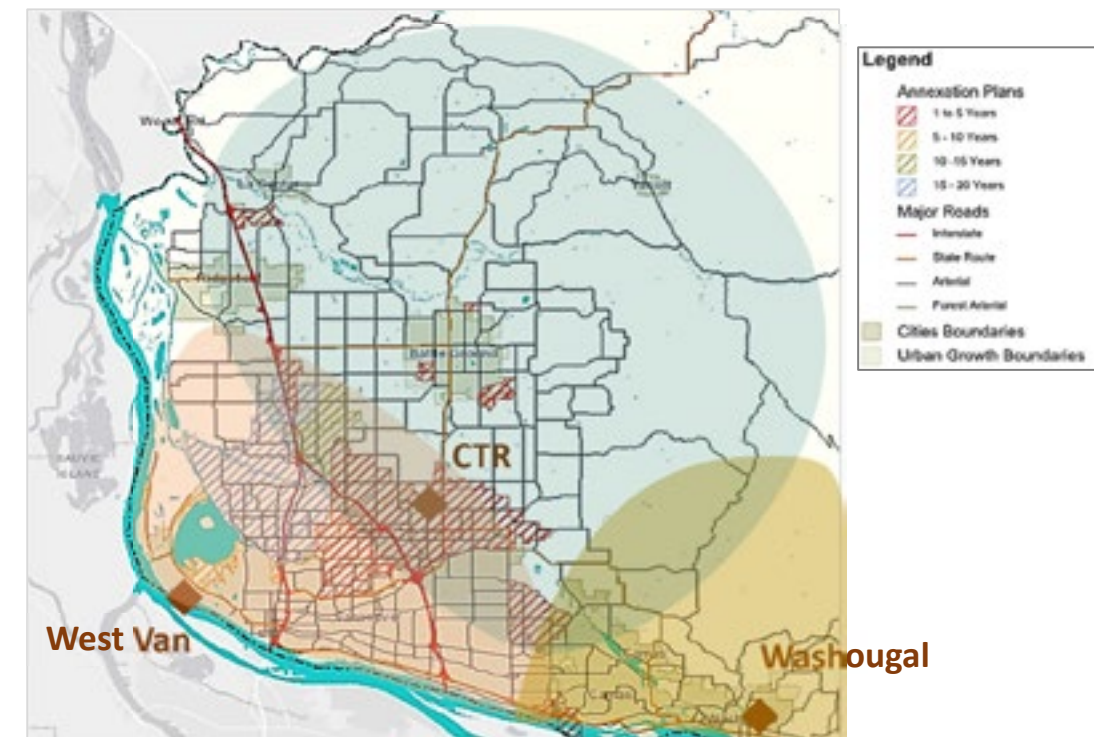


Table 3 below shows that the County will generate an additional 106,000 tons per year (TPY) by 2040. Under both assumptions, waste generated in the Washougal service area increases 21.2%.

Table 3: Estimated Service Area Waste Projections

Transfer Station Service Area	Assuming 50% UGB Growth in <u>Central Area</u>			Assuming 70% UGB Growth in <u>Central Area</u>		
	<u>Population</u>	<u>% Change of Waste</u>	<u>Additional Waste (TPY)</u>	<u>Population</u>	<u>% Change of Waste</u>	<u>Additional Waste (TPY)</u>
<u>Service Areas</u>						
<i>Growth in City of Vancouver in North/Central County</i>	40,961		41,780	57,706		58,860
<i>Growth in Unincorporated North/Central County</i>	49,227		50,212	49,227		50,212
<i>Growth in North Cities</i>	26,968		27,507	26,968		27,507
CTR Service Area:	117,156	54%	88,734	133,901	62%	101,416
<i>Growth in City of Vancouver (25% of City & County)</i>	20,840		21,257	20,480		20,890
<i>Growth in unincorporated East County – Assume 20%</i>	19,112		19,494	19,112		19,494
<i>Growth in East Cities</i>	18,748		19,123	18,748		19,123
Washougal Service Area:	58,700	27%	44,459	58,340	27%	44,187
West Van Service Area:	40,961	19%	31,024	24,576	11%	18,614
Total:	216,817	100.0%	164,217	216,817	100%	164,217

With this growth, the increase in waste will be about 23,000 TPY over the next 15 to 20 years. When added to the current waste volume of 32,000 TPY, the projected total waste is estimated to be about 55,000 TPY. This estimate suggests the amount of waste received at the Washougal will increase to about 1,060 tons per week. With only 7% delivered on Saturdays, the weekday volume could be between 970 to 1,000 tons. Although weekday volumes could average 200 TPD, if Wednesdays remain open to self-haul, the amount of waste received on that day could be as much as 250 tons.

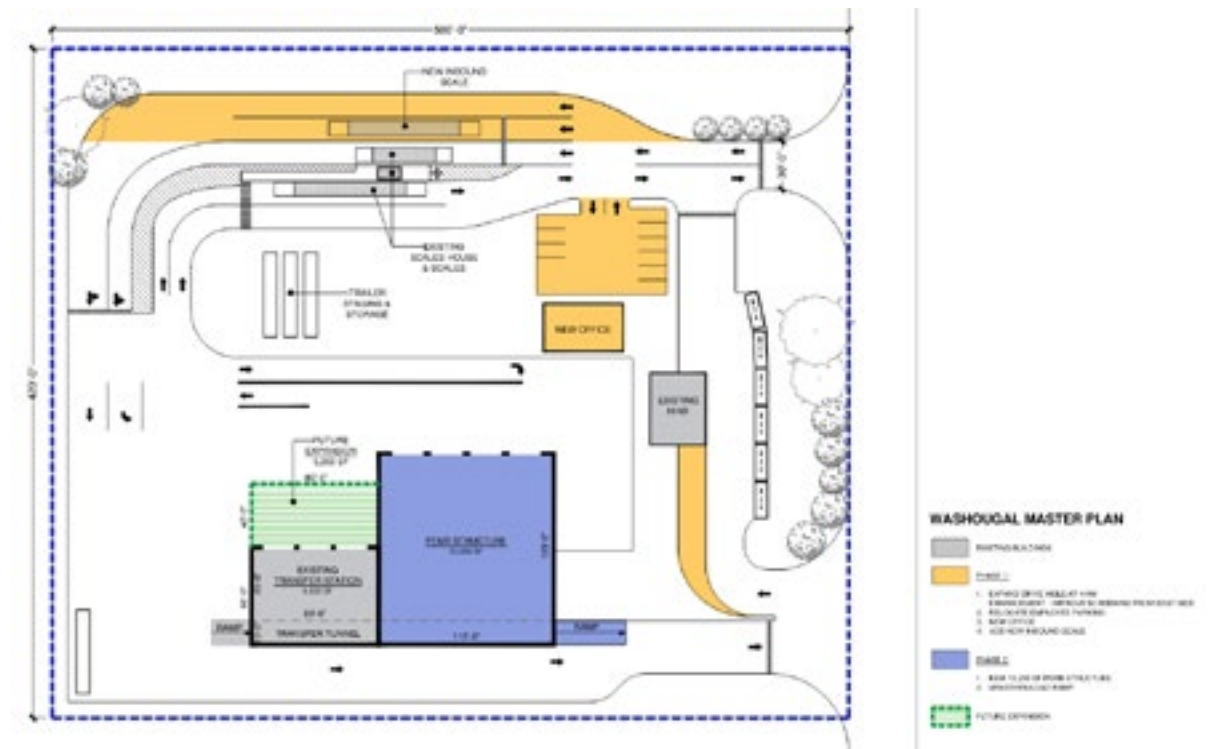
Transfer Station Conditions Assessment

Washougal is currently operating at its capacity but with no critical operating deficiencies. The County may consider opening the station for self-haul customers for additional days of the week. Assuming this would result mainly in distributing the current customers over a longer period, not increasing overall transactions, this may resolve any near-term need to add more stalls. This is similar to what occurred when the CRC opened the station to self-haul customers on Fridays in 2018.

The only other minor improvement to consider would be to add a push wall to stack waste along the trailer tunnel. This could provide additional stacking for waste prior to loading and reduce spillage when loading trailers.

To address the overall needs of the facility to meet the needs of the service area, there are several improvements that should be planned to provide more unloading stalls and to add tipping floor space. This site map in **Figure 5** on the next page shows seven improvements to be included in the Capital Improvements Plan for the Washougal.

Figure 5: Site Map Showing Improvements



1. A short-term improvement mentioned by the operator was to expand the access lane to the HHW facility. This is a minor investment to improve traffic flow and safety and could be completed in the near future.
2. Add screening on the east side of the HHW building to reduce exposure to the elements.
3. Add a steel backplash and chute along the east side of the building in the load-out tunnel. This backplash will protect the siding from damage caused from loading trailers. It should also reduce possible spillage of waste from the top-load operation. Also, consider adding a short push wall on the tip floor side to increase surge capacity.
4. Expand the transfer station building with a 10,000-sf addition and pave the yard to increase capacity including expanding below grade loading tunnel. The new building can include a lean-to on the north side to provide storage of special waste.
5. Expand the entrance road to increase the capacity of the scale complex and reduce potential of traffic backing onto Grant Street.
6. Build a new office and parking, free up space for trailer storage and other storage.
7. Consider future expansion at the existing transfer station's entrance.

The 2020 Phase 1 report expected growth in the service area to increase waste volumes at the facility by as much as 21% in the next 20 years, and that these improvements could be scheduled over the next

three to six years, however three years has passed since that report and these recommendations should be given greater priority.

Basis of Master Plan Data

Based on the findings from Phase 1 RSWSS and the recently passed HB 1799, the design data in the **Table 4 & 5** is recommended to be the basis of the West Van Master Plan. This basis of design considers that new census data and waste quantities received have resulted in new projections.

Table 4: Washougal - Basis of Master Plan Data

Category		Existing (2021)	2040 Projections	% Change
Waste Quantities (MSW)				
Annual	Tons	38,638	83,097	115%
Average	Tons/Day	125	290	132%
Peak	Tons/Day	150	350	133%
Customer Tons				
WCW				
All Commercial	Annual Tons	32,040	68,000	112%
	Ave Daily	120	193	
Self-Haul /Cash	Annual Tons	6,300	15,000	138%
	Weekly Tons (3 day)	121	288	138%
Trips				
All Commercial	Annual	7,220	15,000	108%
	Daily (5 day)	28	60	114%
Self-Haul/Cash	Annual	29,669	66,000	123%
	Ave Daily (3 day)	190	210 (6 day)	11%

Notes
 #1 Source-Washington State – OMB

Table 5: Clark County Population Projections

Clark County Population Projections					
City or Area	2010 Census	2020 Census	% Increase	2040	2020 to 2040 % Increase
Battle Ground	17,571	20,743	18.05%	29,698	43.2%
Camas	19,355	26,065	34.67%	37,712	44.7%
La Center	2,800	3,424	22.29%	5,060	47.8%
Ridgefield	4,763	10,325	116.78%	16,716	61.9%
Vancouver	161,791	190,915	18.00%	272,837	42.9%
Washougal	14,095	17,039	20.89%	24,140	41.7%
Woodland (part)	0	84		119	42.0%
Yacolt	1,566	1,668	6.51%	2,344	40.5%
Incorporated Clark County:	221,941	270,263	21.77%	388,625	43.8%
% Incorporated:	52.2%	53.7%	2.91%	54.0%	0.5%
Unincorporated Clark County:	203,422	233,048	14.56%	331,503	42.2%
% Unincorporated:	47.8%	46.3%	-3.18%	46.0%	-0.6%
Clark County:	425,363	503,311	18.33%	720,128	43.1%

Source: Washington State - Office of Financial Management, Forecasting and Research Division

Appendix D: Drawings

Figure 1: West Van Site Plan

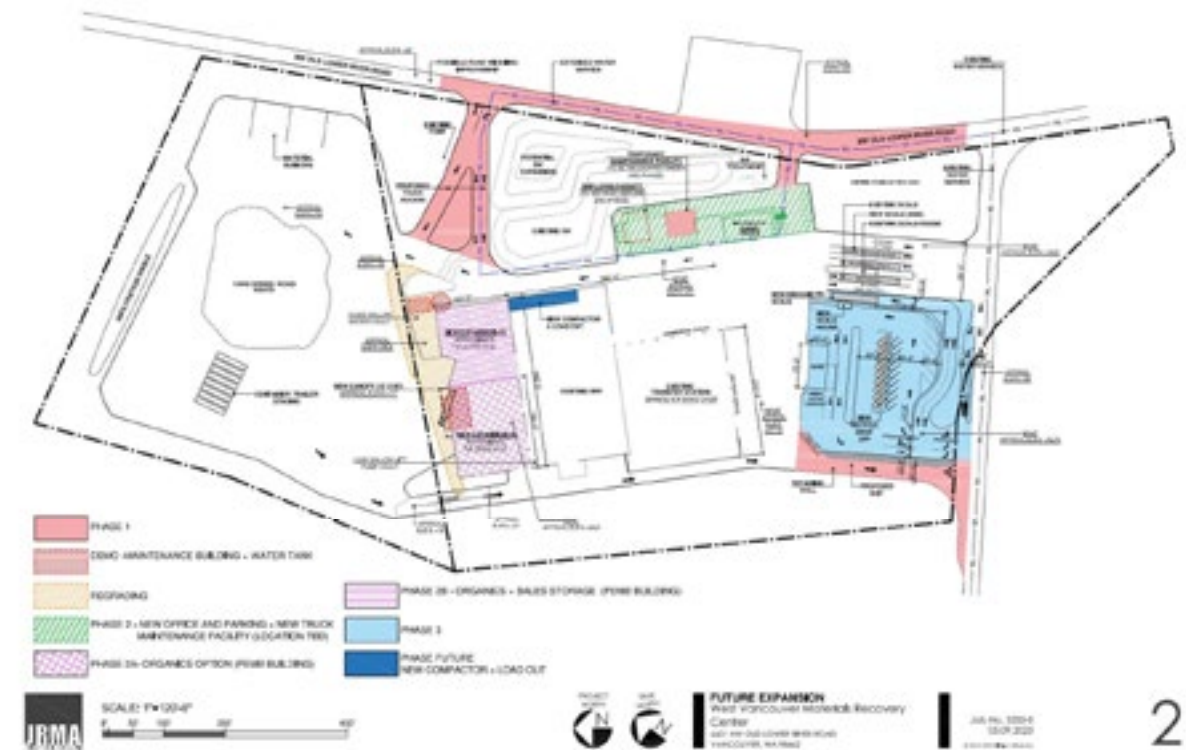
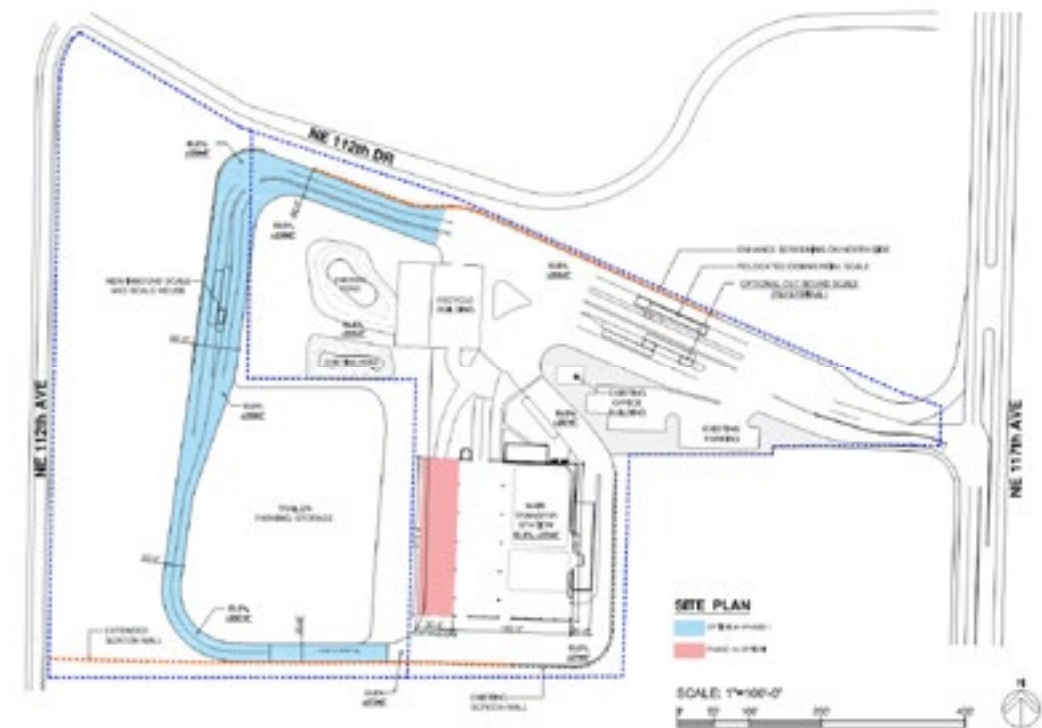


Figure 2: CTR Improvement Option



A detailed architectural floor plan of a concrete water tank. The plan shows a large central rectangular area labeled 'TANK (CONCRETE)'. To the left of the tank is a 'COLLECTOR TANK' with several vertical pipes. Below the collector tank is a 'WATER TREATMENT' unit. To the right of the tank is a 'PUMP ROOM' containing a 'PUMP' and a 'MOTOR'. Further right is a 'STAIRS' area. The plan also shows various pipes, valves, and structural elements. Dimensions are indicated with lines and numbers.

[illegible]



APPENDIX J: Equity Assessment and Action Plan



Clark County Solid Waste and Recycling

A future where less waste is generated.

To provide equitable services and infrastructure, that equip everyone to sustainably manage waste.

Community: We collaborate with community members and partners to educate, inspire, and foster accessible use of the solid waste system.

Environment: We recognize the natural environment is our life support system. Protecting it is critical to our health and resiliency.

Equity: We respect all people and serve with transparency to provide unbiased and fair services.

Quality: We build efficient and effective programs and services using the best available science and research.

Introduction

The purpose of this plan is to provide a current assessment of equity in the Clark County solid waste system and set goals to improve conditions. This plan will identify needed actions that ensure the solid waste system is providing services and opportunities for all.

There are various internal and external elements that must be considered to evaluate equity conditions in the solid waste system. Internal elements are processes happening within Clark County Solid Waste and Recycling that impact the system. External elements are observable results of Clark County Solid Waste and Recycling work, such as the public experience, solid waste infrastructure, and environmental impacts.

Internal considerations assessed in this plan:

- Capital projects, contracts, and procurement
- Education and outreach planning
- Employee development and training
- Governmental advisory groups
- Policies and ordinances
- Rate structures

External considerations assessed in this plan:

- Community partners
- Costs for services
- Customers
- Education opportunities
- Environment
- Public advisory committee
- Costs
- Services and infrastructure

Internal considerations

Capital projects, contracts, and procurement

Methodical and consistent practices are used to ensure fair, responsible, and cost-effective spending of public funds. Purchasing standards give all qualified vendors equal opportunity and comply with regulations for ethical practices in public contracting.¹⁹

Clark County Solid Waste and Recycling manages various contracts to serve the public. See Exhibit A for a list of active contracts.

Education and outreach planning

A major function of the Clark County regional solid waste system is to provide education and coordinate outreach efforts to the residents, businesses, and schools in Clark County. This work aims to give residents and businesses the knowledge and tools to manage waste in ways that protect the environment and public health.

Clark County Solid Waste and Recycling has four education and outreach programs, including the Composter Recycler training program, Green Business certification and education program, Green Neighbors residential education program, and Green Schools program. Clark County Solid Waste and Recycling also requires the county’s recycling contractor, Waste Connections of Washington, to employ recycling educators to conduct their own outreach and education to customers.

Education planning includes:

- Staff attendance at community events
- Engaging community organizations
- Strategic planning of workshops and classes

- Developing strategies to engage underserved audiences
- Data-based decision making
- Maintenance of online and printed resources
- Collaboration with Waste Connections educators
- Collaboration with the City of Vancouver

Employee development and training

Clark County Public Health provides staff with resources for learning and professional development. Employees and managers work together to set quarterly and annual goals for development and learning. The goal is to have a competent and culturally aware workforce, and for staff to develop Public Health core competency skills, including:¹⁶

- | | |
|---|---------------------------------|
| Data analytics and assessment | Community partnerships |
| Policy development and program planning | Public health science |
| Communication | Management and finance |
| Health equity | Leadership and systems thinking |

All Clark County staff take mandatory trainings on topics including ethics, microaggressions, and workplace violence prevention. In addition, Solid Waste and Recycling staff receive a minimum of one equity training annually, conducted by a professional consultant.

Governmental advisory groups

Solid Waste and Recycling is advised by two interlocal advisory committees. The Regional Solid Waste System Steering Committee is made up of the Public Works directors of each city within the county, advising on solid waste issues and plans. The Lechner Landfill Oversight Committee advises on the management and maintenance of the closed Lechner Landfill in Vancouver. The committee consists of the county Public Health director, the county Solid Waste and Recycling project manager(s), county legal counsel, the county financial analyst, the City of Vancouver Public Works director, City of Vancouver legal counsel, and a designated representative of Clark County Public Health.

Policies and ordinances

Work is directed by federal, state, and local laws and regulations. These are defined in the Revised Code of Washington (RCW), the Washington Administrative Code (WAC), and the United States Code.^{14, 18, 22} Regulations direct the priority projects for the county. Local ordinances are passed by the Clark County Council into the Clark County Code.⁹ There are various ordinances related to solid waste, recycling, and environmental protection.

Rate structures

Clark County Solid Waste and Recycling staff review and approve rates charged by the private contractors, Waste Connections and Columbia Resource Company, for transportation, processing, and disposal of solid waste, recycling, and yard debris.

Rates for curbside services are set in the county’s collection contracts with Waste Connections (See Exhibit A). Rates are adjusted annually using inflation indices produced by the United States Bureau of Labor Statistics. Clark County reviews and approves all changes to rates.

Solid waste (garbage) disposal rates are set through the county’s contract with Columbia Resource Company (See Exhibit A). The cost to dispose of garbage is known as a tipping fee. The fee is adjusted annually using the previous year’s consumer price index produced by the United States Bureau of Labor Statistics. Clark County reviews and approves all rate adjustments. In addition to the tipping fee, solid waste delivered to the transfer stations is subject to a \$10.00 transaction fee.

External considerations

Community partners

Clark County Solid Waste and Recycling partners with local organizations and agencies to provide educational opportunities and events that strengthen connections with community members. Partners include:

- Clark County Clean Water⁸
- Fort Vancouver Regional Libraries¹¹
- Lower Columbia Nature Network¹⁵
- Washington State University, Clark County Extension²³
 - SNAP-Ed
 - Master Gardeners
- Vancouver Farmers Market¹⁷
- Watershed Alliance of Southwest Washington²⁵

Costs for services

Residential and commercial customers in Clark County pay rates for solid waste services. There are no assistance programs for low-income customers. Waste Connections is responsible for the billing of customers. Waste Connections policy states that bills unpaid for 90 days result in cessation of pick-up services, following several notifications to the customer.

Customers

The demographics of Clark County residents are shown in Figures 1–3. This is an accurate representation of customers subscribed to curbside solid waste services. The demographics of customers self-hauling waste to the transfer stations is unknown, so it is unknown if the facilities are being used equally by everyone.

Figure 1: Graphic displaying the race by ethnicity (Hispanic or Latino) in Clark County and Washington State.⁵

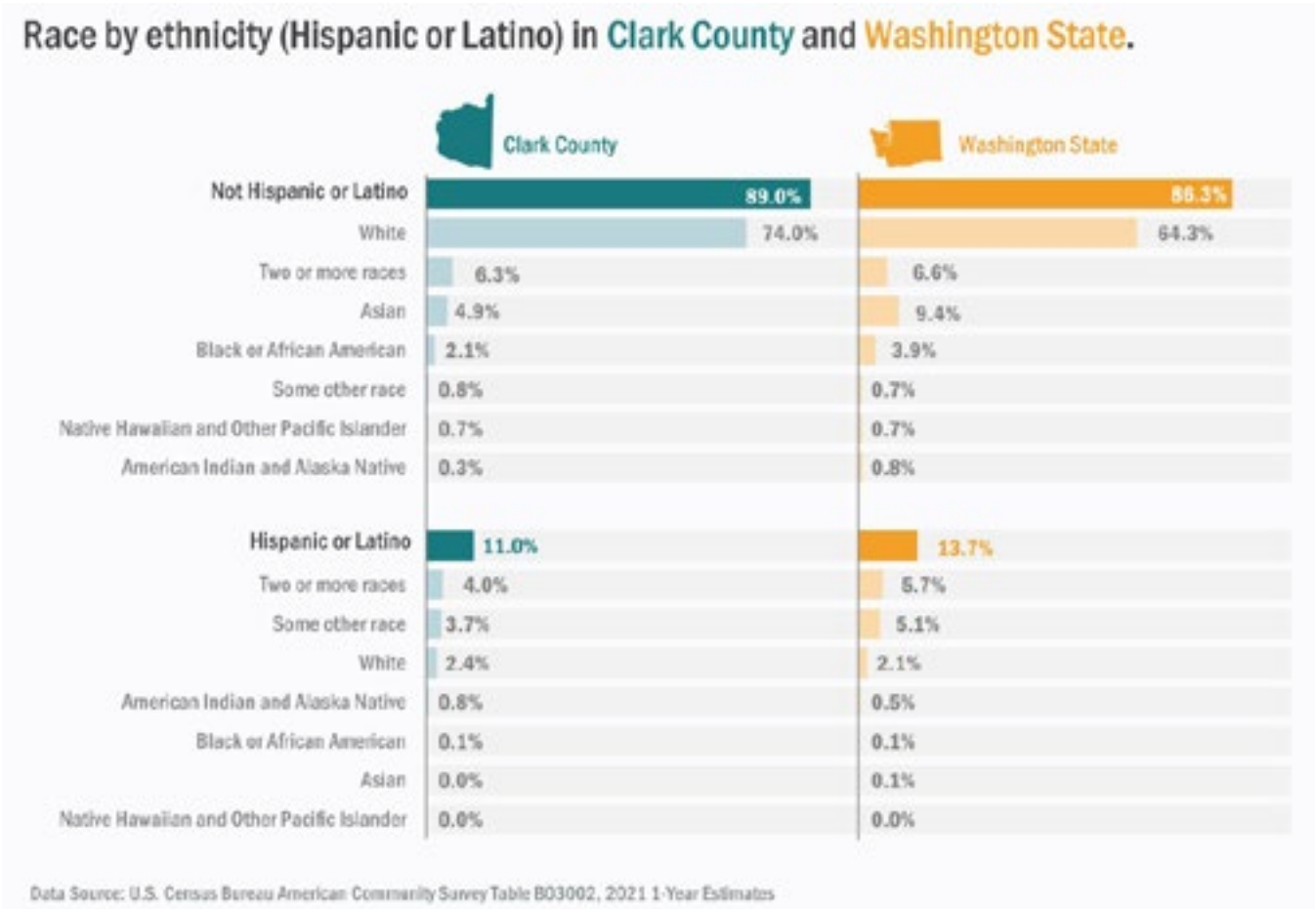


Figure 2: Graphic displaying the languages spoken in Clark County.⁵

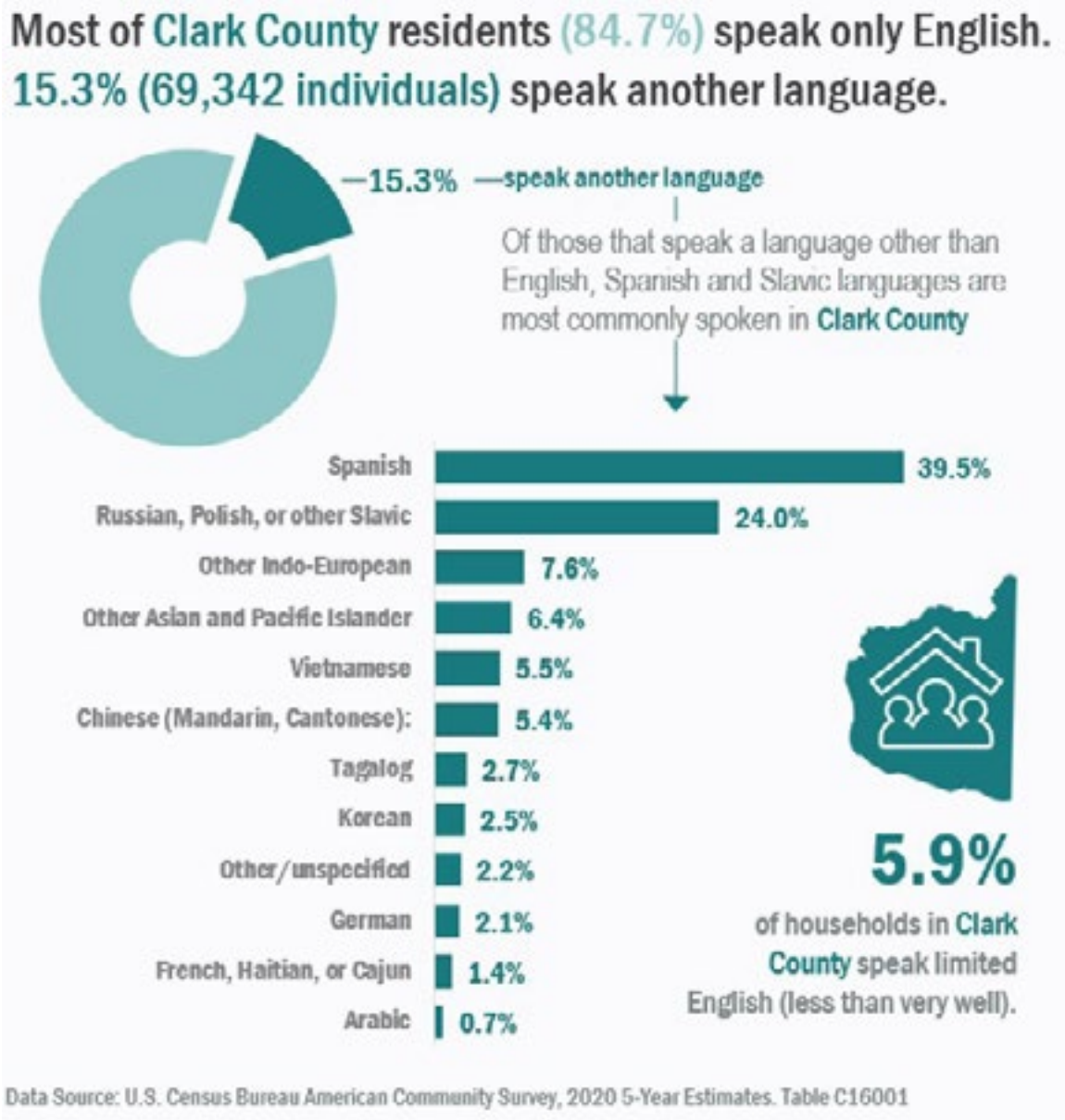
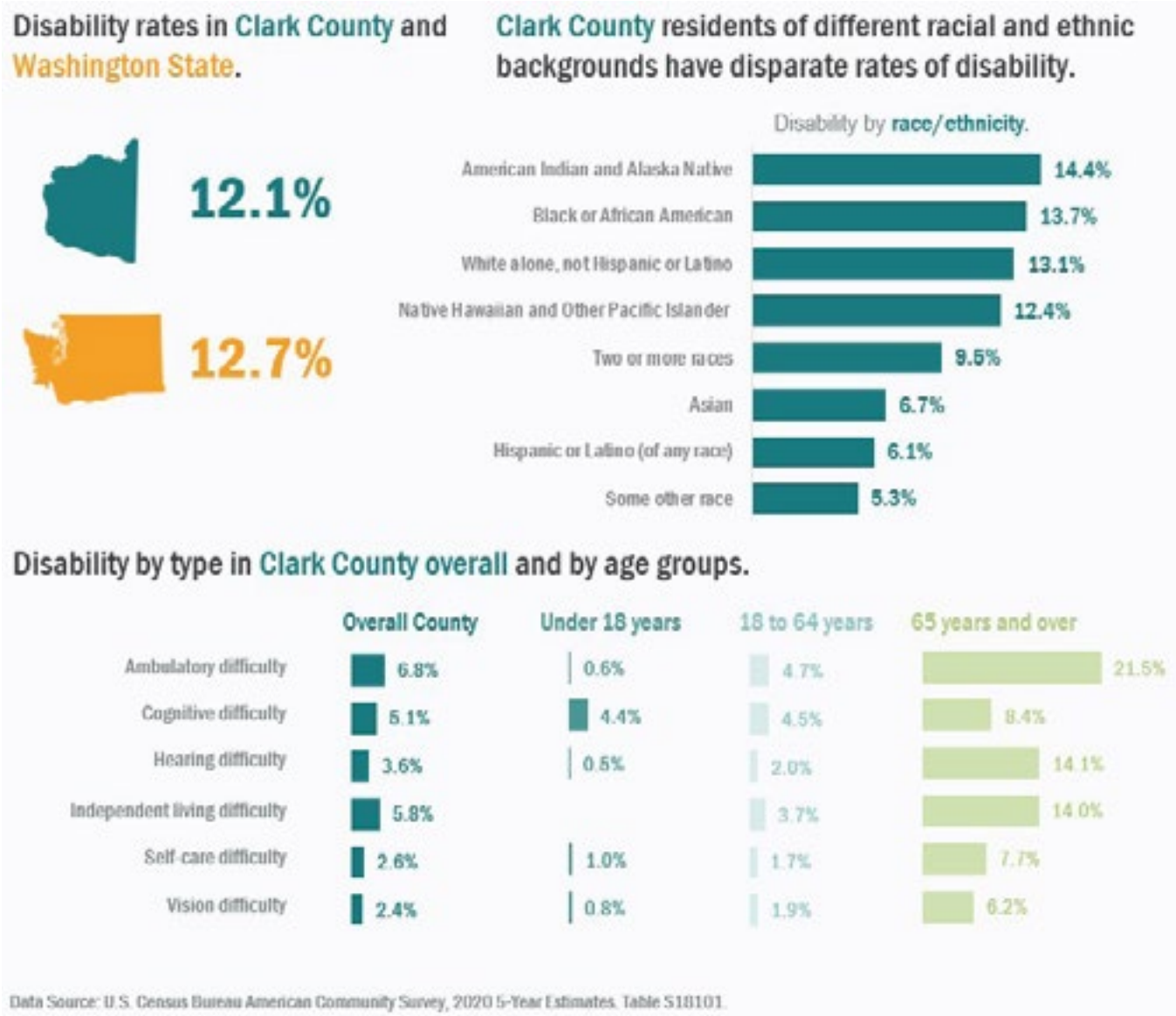


Figure 3: Graphic displaying the disability rates and types of disability by age and racial and ethnic backgrounds in Clark County and Washington State.⁵



Education opportunities

The public engages with solid waste outreach programming through various opportunities, including:

- Free online and in-person classes
- Free resources such as backyard compost bins, worm bins, and green cleaning kits
- Interacting with staff present at community events
- Interacting with Clark County Green Schools staff during staff visits to schools
- Access to a wide variety of online resources and tools^{1, 2, 3, 4, 6}
- Access to printed resources during in-person interactions

The community has access to a variety of online and printed resources to learn topics of waste reduction, reuse, recycling, and disposal in Clark County. Some resources are available in multiple languages, though currently, not all resources are translated. See Table 1. All translations are completed through a professional contractor. All materials printed by Clark County include contact information for accessing the Americans with Disabilities Act telecommunication relay service.¹³

Table 1: A table of primary printed and online educational resources and the language(s) the resource is available in as of 2024. Languages identified are the top languages used by Clark County residents.⁵

Educational Resource	English	Spanish	Russian	Vietnamese	Chinese	Tagalog	Korean
All solid waste content on clark.wa.gov	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recycling A-Z online directory	Yes	Yes	Yes	Yes	Yes	No	Yes
RecycleRight mobile application	Yes	Yes	Yes	Yes	Yes	No	Yes
Green programs websites	Yes	In progress	In progress	In progress	In progress	In progress	In progress
Comprehensive Solid Waste Management Plan	Yes	No	No	No	No	No	No
Annual recycling guides mailed to customers	Yes	Partial	Partial	Partial	Partial	No	Partial
Recycling Done Right Guide	Yes	Yes	Yes	Yes	No	No	No

Environment

Water: 95% of clean water used in Clark County is sourced from groundwater.

Wildlife: Clark County is home to several endangered or threatened species that are protected from industrial zoning such as siting new solid waste facilities. Species include northern spotted owl, bull trout, steelhead trout, coho salmon, chinook salmon, chum salmon, Bradshaw’s desert-parsley, water howellia,

North American wolverine, and the Brush Prairie pocket gopher.⁷

Pollution: See the **Clark County Moderate Risk Waste Plan** for information about pollution and pollution prevention in the county.

Public advisory committee

RCW 70A.205.110 requires an advisory committee to provide informed advice to the county regarding waste management issues and planning.²⁰ The Solid Waste Advisory Commission is made up of various representatives from the community, appointed by Clark County Council. Members represent various public interests including agriculture, county at-large, business, City of Vancouver, north county, public interest groups, small cities and towns, solid waste industry, southeast county, and southwest county. Meetings are recorded for compliance with the Washington State Open Public Meetings Act.²¹

Costs

Customers subscribed to curbside waste services pay various rates to Waste Connections, the contracted hauler for residential properties in Clark County. Waste Connections services include curbside pick-up of garbage, recycling, yard debris, and bulky items. Costs for curbside services vary depending on waste type, location within the county, and household type (single-family unit or multifamily unit). Costs for waste drop-off at the transfer stations varies by waste type and may be subject to an additional \$10 transaction fee. Current rates can be viewed on the Waste Connections of Washington website.²⁴

Services and infrastructure

There are three solid waste transfer stations in Clark County, and each has a household hazardous waste facility onsite with separate hours of operations. **Table 2** lists the locations and hours of operations of each facility.

Customers in Clark County can manage their waste and recycling by:

1. Subscribing to collection services at their location

2. Self-hauling to the transfer stations

3. Self-hauling to annual recycling events organized by their city (residents only)

4. Self-hauling to the household hazardous waste facilities (residents only)
5. Self-hauling to annual household hazardous waste events organized by the county (residents only)

6. Self-hauling to retail or other service locations participating in recycling programs

7. Mailing items using available state product stewardship programs or paid mail-in kits

Table 2: A table listing name, location, and public hours of operation of each transfer station in Clark County, and hours of operation of the onsite household hazardous waste facilities.

Central Transfer and Recycling Center (CTR)	West Vancouver Materials Recovery Center (West Van)	Washougal Transfer Station (WTS)
11034 NE 117th Ave. Vancouver, WA 98662	6601 NW Old Lower River Rd. Vancouver, WA 98660	4020 S Grant St. Washougal, WA 98671
Monday–Friday, 6am–6pm Saturday and Sunday, 8am–4pm	Monday–Friday, 6am–6pm Saturday, 8am–4pm	Wednesday and Friday, 7am–5pm Saturday, 8am–4pm
Household hazardous waste hours: Friday, Saturday, and Sunday, 8am–4pm	Household hazardous waste hours: Friday and Saturday, 8am–4pm	Household hazardous waste hours: First and third Saturday of the month, 8am–4pm

Materials to self-haul to the transfer stations at no cost:

- Electronics accepted in E-Cycle Washington program: televisions, computers, laptops, monitors, tablets, e-readers, and portable DVD players
- Household hazardous waste (residents only): adhesives, aerosols, antifreeze, batteries, fertilizers, cleaners, e-cigarettes, fuel, medical sharps, mercury-containing items, motor oil, paints, pesticides, solvents, and others
- Lights accepted in LightRecycle Washington program: compact fluorescent lights, fluorescent tubes, and high intensity discharge lamps
- Plastic bags/film
- Scrap metal
- Shredded paper
- Standard recyclables: paper, cardboard, plastic bottles/jugs/tubs, metal cans, glass bottles/jars, etc.

Materials to self-haul to transfer stations for a rate and \$10 transaction fee:

- Asbestos

➤ Freon-containing items: air conditioners, refrigerators, and freezers

➤ Garbage

➤ Large appliances
- Paper to be shredded onsite

➤ Tires

➤ Wood

➤ Yard debris

Standard curbside collections at single family and multifamily properties (for a fee):

- Mixed recycling

➤ Garbage

➤ Glass recycling

Recycling add-ons only at single family properties (no added fee):

- Antifreeze
- Batteries (no lead acid or lithium ion)
- Motor oil

Curbside yard and food waste (for a fee):

- Organics service (yard debris plus food waste) is available in city limits of Vancouver and Ridgefield
- Yard debris service is available countywide

Bulky item pick-up (fees vary by item and location):

- Customers in unincorporated Clark County must pay a fee plus transportation cost for each bulky item pick-up
- Customers in City of Vancouver city limits have free bulky item pick-up options

Clean-up events (no fee):

- Clark County coordinates three annual events in northern Clark County for residents to drop off household hazardous waste. Household hazardous waste includes aerosols, antifreeze, batteries, chemical fertilizers, cleaners, fire extinguishers, fuel, and more.
- The City of Ridgefield coordinates an annual clean-up event for city residents to drop off non-hazardous items including bulky waste, scrap metal, yard debris, cardboard, electronics, and tires.
- The City of Vancouver coordinates multiple neighborhood clean-up events within city limits for residents to drop off non-hazardous items including bulky waste, yard debris, and scrap metal.
- The Town of Yacolt coordinates an annual clean-up event for town residents to drop off non-hazardous items including bulky waste.

Recommendations

1. Collect and use data

Recommendations		0-1 year	1-3 years	3-5+ years	Goals
1.1	Gather and analyze voluntary demographic data from registrants of Solid Waste programs, classes, and workshops.	X	X	X	Improve demographic data collection to better inform our outreach practices to reach more diverse communities.
1.2	Gather and analyze voluntary demographic data of customers self-hauling to the transfer stations and household hazardous waste facilities.		X	X	Improve demographic data collection to better inform our solid waste services to reach more diverse communities.

2. Diversify community engagement

Recommendations		0-1 year	1-3 years	3-5+ years	Goals
2.1	Partner with local organizations to provide solid waste services to more diverse communities.		X	X	Improve the quality of solid waste services by partnering with at least five local organizations to reach more diverse communities.

3. Improve language accessibility

Recommendations		0-1 year	1-3 years	3-5+ years	Goals
3.1	Provide outreach materials and resources in multiple languages.	X	X	X	Translate all outreach materials and resources into the three most common languages other than English.
3.2	Offer classes and workshops at community rooms and centers in multiple languages.	X	X		Increase the number of classes and workshops at community rooms and centers offered in multiple languages.
3.3	Create culturally relevant outreach materials.		X	X	Improve the quality of outreach materials and resources by using culturally relevant language and content.
3.4	Add signage in multiple languages at the transfer stations.			X	Improve accessibility by adding at least the three most common languages to signage at the transfer stations.
3.5	Use Government Alliance on Race and Equity (GARE) resources to ensure use of inclusive and common language. ¹²	X	X	X	Improve our diversity, equity, and inclusion knowledge and practices by using GARE resources.

4. Increase accessibility to solid waste services

Recommendations	0-1 year	1-3 years	3-5+ years	Goals
4.1 Provide vouchers or discounts to unincorporated county customers for bulky item pick-up or bulky item self-haul.			X	Increase the number of vouchers or discounts offered to unincorporated county customers for bulky item pick-up or bulky item self-haul.
4.2 Provide more satellite recycling drop-off locations for batteries prior to statewide battery stewardship law implementation to occur in 2027.	X	X		Increase the number and geographic diversity of satellite drop-off locations for batteries.
4.3 Expand hours of operation of the household hazardous waste facilities to accommodate residents with non-traditional work schedules.			X	Increase the number of hours of operation of the household hazardous waste facilities at transfer facilities.
4.4 Increase the number of sites in the We Compost program.	X	X	X	Increase the number and geographic diversity of We Compost sites to reach more community members.

EXHIBIT A: Solid Waste Contracts

Active contracts as of 2024, excluding interlocal agreements, with summaries of equity and/or environmental considerations built into each project.

Contract or capital project	Summary of work	Status	Equity and environmental considerations built into project
CCPH Advanced Chemical Transport Household Hazardous Waste (HHW) Collection HDC.2040	Contract for the collection and disposal of HHW at annual collection events	Active contract Expires 2026	Increase rural access to safe HHW disposal. Pollution prevention practices. HHW recycling outlets prioritized over disposal/incineration.
CCPH City of San Francisco SWEO Interlocal HDC.1626	Interlocal agreement providing county access to online Zero Waste Signmaker tool	Active contract Expires 2025	Free public access to customized recycling posters to improve waste practices. Allows disposal signage to be standardized, accessible, and understandable.
CCPH Columbia Land Trust Backyard Cert HDC.1503	Assistance, resources, and recognition to private property owners for maintaining their yard/gardens to benefit the environment	Active contract Expires 2025	Program goals to reduce chemical use in yards/gardens to protect wildlife, native vegetation, and stormwater.
CCPH Columbia Resource Company Solid Waste Recycling Transfer Transport HDC.964	Operations of the transfer stations and HHW facilities	Active contract Expires 2027	Compliance with all environmental permits and regulations. Litter prevention and clean-up. Hazardous waste management.
CCPH Columbian Advertising SWEO HDC.1750	Advertising space in The Columbian newspaper	Active contract Expires 2025	Environmental education reaching audiences that read print media.

Contract or capital project	Summary of work	Status	Equity and environmental considerations built into project
CCPH ED Productions LLC SWEO Videographer HDC.1631	Event videography services to highlight various educational projects.	Active contract Expires 2024	Environmental education for audiences that watch video media.
CCPH Formations Web Design and Maintenance HDC.1449	Design and maintenance of educational websites	Active contract Expires 2024	Accessible website design. Use of software for website translations, monitored for accuracy.
CCPH JR Miller RSS Presentation Support HDC.2134	Regional solid waste systems study presentations.	Active contract Expires 2024	n/a
CCPH Maul Foster Solid Waste Management Plan Formatting HDC.2115	Design and formatting of the Comprehensive Solid Waste Management Plan	Active contract Expires 2025	Improve accessibility and readability of the plan through thoughtful document editing and design.
CCPH Parametrix Contract Negotiator HDC.1567	Contract negotiation service for the CCPH Columbia Resource Company Solid Waste Recycling Transfer Transport HDC.964 contract	Active contract Expires 2024	Independent facilitation ensures ethical contracting between public and private entities, to provide the best benefit to the public.
CCPH Parametrix Triennial Inspections HDC.2126	Engineering and architectural inspections of the transfer stations	Active contract Expires 2026	Inspection of environmental protection systems including stormwater infrastructure, litter barriers, etc.
CCPH PSU CES Residue Study Interlocal HDC.2091	Contractor to conduct waste audits of recycling residual material and report findings	Active contract Expires 2026	Identification of residual materials informs operations and education to best benefit the recycling process and environment.
CCPH SCS Engineers Lechner Landfill HDS.2119	Engineering services and environmental monitoring at the closed landfill in Clark County	Active contract Expires 2028	Environmental maintenance and monitoring of the closed landfill to protect the environment and reduce impact and nuisance to surrounding properties.
CCPH VanCougar SWEO Advertising HDC.2258	Agreement for advertising space in the VanCougar news magazine.	Active contract Expires 2024	Environmental education for audiences that read print media.
CCPH Washington Green Schools dba EarthGen HDC.973	Terms for waste audits, technical assistance, outreach, awards, and website for schools participating in Clark County Green Schools program	Active contract Expires 2024	Waste reduction in schools. Recognition for participating schools. Training for teachers. Accurate data collection through conducting waste audits.
CCPH Waste Connections Recyclables Collection HDC.855	Recycling collection service for residential properties in unincorporated Clark County, La Center, Ridgefield, and Yacolt	Active contract Expires 2028	Accessible customer service requirements. Environmental benefits of every other week collections. Diverse types of recyclable materials accepted. Elderly assistance program. Education requirements.
CCPH Waste Connections Yard Debris HDC.858	Yard debris collection for residential properties in unincorporated Clark County, Battle Ground, La Center, Ridgefield, and Yacolt	Active contract Expires 2025	Environmental benefits of diverting yard debris from landfill. Accessible customer service requirements.

Contract or capital project	Summary of work	Status	Equity and environmental considerations built into project
CCPH Waste Control, Inc. Subcontract HDC.856	Subcontract for residential recyclables collection along the Clark County and Cowlitz County border	Active contract Expires 2028	Compliance with the primary contract: CCPH Waste Connections Recyclables Collection HDC.855.
CCPH WSU Master Gardener HDC.2168	Agreement to support the master gardener program, which promotes practices that reduce or eliminate need for garden chemicals	Active contract Expires 2024	Education to reduce use of harmful chemicals in households to protect public health and the environment. Community partnership allows for more diverse outreach.
CCPH Will Hornyak Storyteller HDC.1543	Presentations and workshops teaching students about recycling, waste reduction, and composting	Active contract Expires 2024	Environmental education for K-12 students. Partnership allows for more diverse outreach.

EXHIBIT B: 2023 Solid Waste Survey Results

Clark County Solid Waste and Recycling conducted a widespread survey about solid waste services in 2023. The purpose of the survey was to gain insight into how county residents manage various wastes, what is important to residents, and how residents interact with the solid waste system. The survey was primarily available to take online, and printed copies were passed out at in-person events. It was taken by 1,665 community members and this Exhibit details the results and findings from the survey.

Key insights

Survey responses provided a wide lens to how residents engage with the solid waste system, what is important to the community, and where there are opportunities to improve services and education.

What residents value most regarding waste management:

- At-home waste and recycling services are available and easy
- Convenient drop-off locations and events for wastes not collected at home
- Environmental protection
- Reducing waste going to the landfill

Notable findings for waste management behavior:

- 78% of residents dispose of food waste in the garbage
- 20% of residents dispose of hazardous waste in the garbage, and 11% stockpile it at home

Customer service insights:

- Most residents will use online resources and/or contact Waste Connections for waste management information

- Based on written comments, there is need to inform residents of their curbside recycling options, such as the no-cost option to upgrade to a larger recycling cart

Survey response summary

Percentages of survey respondents using identified disposal methods for garbage:

Curbside or multifamily enclosure	Self-haul bulky or extra items to the transfer station	Self-haul all garbage to the transfer station	Respondent does not have garbage
99%	23%	2%	0.4%

Percentages of survey respondents using identified disposal methods for food waste:

Dispose as garbage	Compost at home	Curbside organics service	Respondent does not have food waste	Drop off at community compost location
78%	20%	13%	3%	0.5%

Percentages of survey respondents using identified disposal methods for yard waste:

Curbside organics or yard debris service	Compost at home	Respondent does not have yard waste	Burning at home	Drop off at transfer station or other drop off site	Dispose as garbage
68%	19%	10%	8%	7%	6%

Percentages of survey respondents using identified disposal methods for household hazardous waste:

Drop off at a household hazardous waste facility	Dispose as garbage	Respondent does not have hazardous waste	Stockpile at home
59%	20%	17%	11%

The list below is the average ranking of the services and infrastructure that are most important to survey respondents, listed in order from most important to least important overall.

- Having waste and recycling services at home
- Drop-off events for wastes and recyclables not accepted curbside
- Access to convenient drop-off locations
- Having a transfer station that is convenient for me
- Having waste information available in my language
- Having better options for waste management at multifamily complexes

The list below is the average ranking of the ideas and values that are most important to survey respondents, listed in order from most important to least important overall.

- Waste management at home is easy
- Protect the environment

- 3. Keep waste out of the landfill
- 4. Litter and pollution are not present in the neighborhood
- 5. People and pets in the household stay healthy
- 6. People in need have financial assistance to dispose their waste
- 7. Kids learn about reducing waste, composting, and recycling
- 8. I am informed about how to use local services
- 9. I can teach others about reducing waste, recycling, composting, etc.

How residents find solid waste information if they have questions or concerns:

Search online	Contact Waste Connections	Ask friends	Don't know how to get information	Contact Clark County	Contact their city	Ask in person
65%	60%	18%	6%	6%	3%	1%

Summary of written comments:

- Residents ask questions in-person at the transfer stations
- Requests for curbside organics service in unincorporated county
- Comments and questions indicating need for increasing awareness about the drop-off services available at the transfer stations
- Requests about at-home services including cart sizes and service frequency
- Concerns about recycling contamination
- Concerns about inequitable waste reduction education
- Mixed positive and negative feedback for Waste Connections customer service
- Concerns about disadvantages that affect ability to self-haul bulky items for disposal
- Concerns about waste services for the disabled and elderly
- Concerns about pollution from Waste Connections collection vehicles and waste facilities
- Comments indicating inaccuracies on the Recycling A-Z directory
- Concerns about vectors in garbage and organics carts
- Requests for more recycling options for electronics, clamshell plastics, textiles, shredding, and block foam
- Concerns about how disposal and recycling rates are determined

Demographics of survey respondents (provided voluntarily)

Home location

Unincorporated Clark County	City limits of a city operating an independent recycling contract	City limits of a city serviced under the county recycling contract
49%	35%	15%

Gender

Female	Male	Prefer not to answer	Prefer to self-describe	Non-Binary
70%	19.5%	9%	1%	0.5%

Race and ethnicity (respondents were able to select multiple)

White	Prefer not to answer	Hispanic or Latino	Asian or Asian American	American Indian or Alaska Native	Black or African American
80.9%	13.2%	3.5%	2.1%	1.5%	0.9%

Annual household income

Over \$125,001	\$75,000 to \$125,000	\$50,001 to \$75,000	\$25,001 to \$50,000	Under \$25,000
37%	34%	16%	9%	4%

Language

- 99% of respondents use English as their primary speaking and reading language

Ages of members of the household

- 45% of respondent households have children aged 0-18
- 55% of respondent households do not have children aged 0-18

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APPENDIX K: Remedial action sites

Remedial action sites

Remedial Action Sites in Clark County as noted by the Washington Department of Ecology's Toxics Cleanup Program as needing investigation or undergoing hazardous waste cleanup activity. Pulled from *Ecology's All Cleanup Sites in Washington State* March 2024. This list is not inclusive of all disposal sites as listed in Appendix G as the data is limited to information provided by the Ecology database.

Cleanup site name	FS ID	Site Cleanup status	Rank	City
4512 Kauffman Ave HOT	53943	Awaiting Cleanup		VANCOUVER
5 CORNERS GAS & GROCERY 211542	44936243	Cleanup Started		VANCOUVER
726 NE 5th Ave Camas	9620	Awaiting Cleanup		CAMAS
7-Eleven Store 24279	43476655	Cleanup Started		VANCOUVER
A & B RADIATOR	22283	Awaiting Cleanup	2 – Moderate-High Risk	VANCOUVER
A & B RADIATOR LUST	22283	Cleanup Started		VANCOUVER
Abandon Tank Site	52841299	Cleanup Started		VANCOUVER
ACGH JOINT VENTURES	9954245	Cleanup Started		VANCOUVER
Allen Residential Property	62681	Awaiting Cleanup		WASHOUGAL
AMERICAN RV STORAGE	90752948	Awaiting Cleanup	3 – Moderate Risk	VANCOUVER
B & B FOOD MART	84611568	Cleanup Started		VANCOUVER
Baldassano Residential Property	61559	Awaiting Cleanup		LA CENTER
Barker Residential HOT	86421	Cleanup Started		VANCOUVER
Battle Ground Chevron	23782	Cleanup Started		BATTLE GROUND
Battle Ground Farm & Home	32749129	Cleanup Started		BATTLE GROUND
Battle Ground Mini Mart 805	9977600	Cleanup Started		BATTLE GROUND
Battle Ground School District 119	81695495	Cleanup Started		BATTLE GROUND
BNSF Rail MP 130	99997172	Awaiting Cleanup		UNSPECIFIED
BNSF Railway Company Vancouver	1048	Cleanup Started	1 – Highest Assessed Risk	VANCOUVER
Bollin Property	86335	Cleanup Started		VANCOUVER
BPA Alcoa Substation	1057	Awaiting Cleanup		VANCOUVER
Brazier Forest Industries	33837982	Cleanup Started		VANCOUVER
BRODIE PROPERTY	14787	Awaiting Cleanup		BRUSH PRAIRIE
Broken Skull Range	73853	Awaiting Cleanup		YACOLT
Burlington Environmental LLC Washougal	1018	Cleanup Started	1 – Highest Assessed Risk	WASHOUGAL
BUSY MART	36344431	Cleanup Started		BATTLE GROUND
CALHOUN PROPERTY	6928703	Awaiting Cleanup		VANCOUVER
Camas Port of Washougal	54565663	Cleanup Started		WASHOUGAL
Cameron HOT	30443	Awaiting Cleanup		VANCOUVER
CARIBOU REALTY GROUP	34583642	Cleanup Started	2 – Moderate-High Risk	VANCOUVER
CFM Site	73713224	Cleanup Started		BATTLE GROUND

Cleanup site name	FS ID	Site Cleanup status	Rank	City
Chelatchie Prairie General Store	33415834	Cleanup Started		AMBOY
Chelatchie Tank Farm	30204	Awaiting Cleanup	4 – Low-Moderate Risk	AMBOY
Chevron Bulk Plant 61001854	1060	Cleanup Started	1 – Highest Assessed Risk	VANCOUVER
Christensen Family Properties	94656347	Cleanup Started		VANCOUVER
Clark Co Maintenance Facility	88286851	Cleanup Started		VANCOUVER
Clark Co PUD	25333536	Cleanup Started		VANCOUVER
Clark County Public Works 119th St	36151	Cleanup Started		VANCOUVER
Collins Property	995845	Awaiting Cleanup		VANCOUVER
Columbia Adventist Academy CSWGP	17263	Awaiting Cleanup		BATTLE GROUND
Columbia Machines	45241242	Cleanup Started		VANCOUVER
Columbia Rock Concrete Products Inc	5016308	Awaiting Cleanup	2 – Moderate-High Risk	CAMAS
Commercial Radiator Service	98665473	Cleanup Started	4 – Low-Moderate Risk	VANCOUVER
Conway Property	8341	Awaiting Cleanup		RIDGEFIELD
COPELAND GROCERY	68829522	Cleanup Started		WOODLAND
COV Bella Vista Circle	9415	Awaiting Cleanup		VANCOUVER
Creative Smiles PLLC	12962	Awaiting Cleanup	2 – Moderate-High Risk	VANCOUVER
CRITES PROPERTY	9189718	Awaiting Cleanup		VANCOUVER
Custom Care Cleaners	1049	Cleanup Started	5 – Lowest Assessed Risk	VANCOUVER
DaMaari Terrace Subdivision	4685998	Awaiting Cleanup		VANCOUVER
DEGAGNE PROPERTY	3511806	Awaiting Cleanup		VANCOUVER
Dioxin Release at Mill St & N Railroad Ave	99997906	Awaiting Cleanup		UNSPECIFIED
Domino's Pizza	6110	Cleanup Started		VANCOUVER
DRAPER'S CITY CLEANER	82713854	Cleanup Started		BATTLE GROUND
DUNMIRE PROPERTY	8110344	Awaiting Cleanup		VANCOUVER
East County Auto	94778244	Awaiting Cleanup		WASHOUGAL
Electro Tech Metal Finishing LLP	74748387	Cleanup Started	2 – Moderate-High Risk	VANCOUVER
Emerald Petroleum Services Inc Transfer	47231541	Cleanup Started		VANCOUVER
Estate of Mary E MacKay	1619881	Awaiting Cleanup		VANCOUVER
Evergreen Tire Center	71190	Cleanup Started		VANCOUVER
Evergreen Transportation Center	41729854	Cleanup Started		VANCOUVER
Excel Designs Inc	19464	Awaiting Cleanup		VANCOUVER
Exterior Wood Inc	33568379	Cleanup Started		WASHOUGAL
Exxon Bill Needer	95191884	Cleanup Started		WASHOUGAL
Fargher Lake Grocery	1045	Cleanup Started	3 – Moderate Risk	YACOLT
Fischer Property Nursery	2816247	Awaiting Cleanup		BATTLE GROUND

Cleanup site name	FS ID	Site Cleanup status	Rank	City
Fleischer Property	20708	Cleanup Started		VANCOUVER
Flowserve Corp	12775317	Awaiting Cleanup		VANCOUVER
Foulks Residential HOT	68955	Awaiting Cleanup		RIDGEFIELD
Fourth Plain Chevron	34692169	Cleanup Started		VANCOUVER
Fourth Plain Portland Shopping Center LLC	39916	Awaiting Cleanup		VANCOUVER
Franz Bakery Warehouse	47124354	Cleanup Started		VANCOUVER
Fred Meyer Fuel #140	21578	Cleanup Started		VANCOUVER
Fred Meyer Inc Hazell Dell	29822132	Cleanup Started	3 — Moderate Risk	HAZEL DELL
Freund Residential HOT	30590	Awaiting Cleanup		VANCOUVER
Frito Lay Vancouver	81587474	Cleanup Started		VANCOUVER
Fruit Valley Industrial Holding LLC	61235	Cleanup Started		VANCOUVER
Gary Brown Photography	65134218	Awaiting Cleanup	2 — Moderate-High Risk	VANCOUVER
Gary Gilbert DDS	20814	Awaiting Cleanup	2 — Moderate-High Risk	VANCOUVER
GDGE Land & Development LLC Stockpile	63371	Awaiting Cleanup		VANCOUVER
GEM EQUIPMENT	75145467	Cleanup Started		VANCOUVER
General Chemical Corp Vancouver Works	1011	Awaiting Cleanup	5 — Lowest Assessed Risk	VANCOUVER
Gent Drum Site	21628	Awaiting Cleanup		YACOLT
Georgia-Pacific Camas Business Center	78452582	Cleanup Started		CAMAS
Georgia-Pacific Consumer Products	66765272	Cleanup Started		CAMAS
Graces Cleaners	86416754	Cleanup Started		BATTLE GROUND
Great Western Malting	41573682	Cleanup Started		VANCOUVER
GRESETH PROPERTY	5458	Cleanup Started		CAMAS
Grozav Property	5782	Awaiting Cleanup		VANCOUVER
Hannah Motor Company	12126843	Cleanup Started		VANCOUVER
HANSEN DRILLING CO INC	77926534	Cleanup Started		VANCOUVER
Hazel Dell Auto Care Center	66578798	Cleanup Started		VANCOUVER
Hazel Dell McDonalds	14633	Awaiting Cleanup		VANCOUVER
HEISSON STORE	34852941	Cleanup Started		HEISSON
HIGGINS RESIDENTIAL PROPERTY	7847284	Awaiting Cleanup		YACOLT
HI-WAY FUEL	22538744	Cleanup Started		WASHOUGAL
HOCKINSON MARKET	14357917	Cleanup Started		BRUSH PRAIRIE
HUNTINGTON PROPERTY	7402565	Awaiting Cleanup		VANCOUVER
I-5 SB MP17	42691	Awaiting Cleanup		UNKNOWN
IPC Plywood Mill	1031	Awaiting Cleanup	5 — Lowest Assessed Risk	AMBOY
IPC Solid Waste Site	1032	Awaiting Cleanup	2 — Moderate-High Risk	AMBOY
JIMMY W EVANS	51675496	Cleanup Started		RIDGEFIELD

Cleanup site name	FS ID	Site Cleanup status	Rank	City
Johnson Property Auto Dismantling	3952832	Awaiting Cleanup		RIDGEFIELD
JUMBOS CAR WASH & GAS	96316853	Cleanup Started		VANCOUVER
KOCH TRACTOR	1061	Awaiting Cleanup	3 — Moderate Risk	RIDGEFIELD
Koppe Metals South Property	4754445	Awaiting Cleanup	2 — Moderate-High Risk	VANCOUVER
Lacamas Lake Lodge	24194	Cleanup Started		CAMAS
Lahti Property	23197	Awaiting Cleanup		VANCOUVER
LAKE MERWIN CAMPERS HIDEAWAY	84722352	Cleanup Started		AMBOY
LAKE STORE JAMES E PIDGEON	86115375	Cleanup Started		CAMAS
LARSONS DRY CLEANER	75243248	Cleanup Started	2 — Moderate-High Risk	VANCOUVER
Lincoln Cleaners NE Parkway Dr	78633645	Cleanup Started		VANCOUVER
Linde LLC	13992714	Cleanup Started		VANCOUVER
Lock Property	1488108	Awaiting Cleanup		RIDGEFIELD
MACIEL PROPERTY	2682336	Awaiting Cleanup		VANCOUVER
Main St Auto Care	75854	Awaiting Cleanup		VANCOUVER
Malcolm Montague	12436367	Cleanup Started	2 — Moderate-High Risk	VANCOUVER
Manor Highway Auto Sales	3780556	Awaiting Cleanup		VANCOUVER
Martin Residential HOT	46137	Cleanup Started		VANCOUVER
MATZEN PROPERTY	938507	Awaiting Cleanup		VANCOUVER
McKee Logging	94946182	Cleanup Started		RIDGEFIELD
Miltons Dry Cleaners	19779	Cleanup Started	2 — Moderate-High Risk	VANCOUVER
Moore Wrecking Yard	46073	Awaiting Cleanup		YACOLT
Mountain View Business Park Petroleum	21388	Cleanup Started		RIDGEFIELD
Neumiller Property	84710	Awaiting Cleanup		BRUSH PRAIRIE
NORTHWEST INVESTMENTS	20915	Cleanup Started	2 — Moderate-High Risk	VANCOUVER
Ott Property	6514915	Awaiting Cleanup		VANCOUVER
OVIATT PROPERTY	6590264	Awaiting Cleanup		RIDGEFIELD
PACIFIC COGENERATION INC	1066	Awaiting Cleanup		VANCOUVER
Pacific Wood Treating Corp	1019	Cleanup Started	1 — Highest Assessed Risk	RIDGEFIELD
Paradise Truck Stop	30753149	Cleanup Started		RIDGEFIELD
Park Laundry Site	8100630	Cleanup Started	3 — Moderate Risk	RIDGEFIELD
Pendleton Woolen Mills	1020	Cleanup Started		WASHOUGAL
Philpot	12088	Cleanup Started		CAMAS
Pinkertons Auto Repair	95817965	Cleanup Started		VANCOUVER
Plaid Pantry 112	9158935	Cleanup Started		VANCOUVER
Plaid Pantry 112 Solvent Release	9158935	Awaiting Cleanup		VANCOUVER
Port of Vancouver Rail Release	3120	Cleanup Started		VANCOUVER

Cleanup site name	FS ID	Site Cleanup status	Rank	City
WA DOT Ridgefield	92866148	Cleanup Started		RIDGEFIELD
WA DOT SHELL DENNIS MEADOWS	46933333	Cleanup Started	3 — Moderate Risk	VANCOUVER
WA DOT Vancouver	1050	Cleanup Started	5 — Lowest Assessed Risk	VANCOUVER
WA PARKS BATTLEGROUND STATE PARK	77432389	Awaiting Cleanup	2 — Moderate-High Risk	BATTLE GROUND
WA WSU Vancouver Res & Ext	57753233	Cleanup Started		VANCOUVER
WAL MART STORE 2947	14975986	Cleanup Started		VANCOUVER
Warman Farm Gas Tank	48001	Awaiting Cleanup		VANCOUVER
Wastequip Washington	46726523	Awaiting Cleanup		RIDGEFIELD
Wayside Gas	15491331	Cleanup Started		BATTLE GROUND
Wells Residence	3988393	Cleanup Started		RIDGEFIELD
Wertz and Weeks Properties	3612707	Awaiting Cleanup	2 — Moderate-High Risk	RIDGEFIELD
Western Station Corp	46254644	Cleanup Started		VANCOUVER
Whatley Pit Decant Facility	7838213	Cleanup Started		VANCOUVER
Wildlife League Property	4884	Cleanup Started		CAMAS
Willamette Dental Vancouver	22584	Awaiting Cleanup		VANCOUVER
William Schueter Living Trust	30538	Cleanup Started		VANCOUVER
WSDOT ROW	16424	Cleanup Started		BATTLE GROUND
WSDOT ROW I-5 NB at Hwy 501	57300	Cleanup Started		VANCOUVER
WSDOT SR 502	21936	Cleanup Started		BATTLE GROUND
Xiaoping Ding and Fuha Holly Guo Property	20551	Awaiting Cleanup		VANCOUVER
Z MART	98615159	Cleanup Started		RIDGEFIELD



APPENDIX L: Designated recyclables list

Designated recyclables list

All materials collected curbside on the below list are collected by the G-certified hauler in unincorporated areas of the county, and in cities that default to the G-certified hauler for their services.

Material Category	Material	Collection Method Curbside (C) Drop-off (DO) Bulky item request (B) Other – briefly describe	Customers served Single-family (SF) Multifamily (MF) Self-haul (SH)	Required by minimum service ordinance if applicable	Notes commingled, source separated, color of cart, program listing for specific materials etc.
Paper	Mixed paper	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Paper	Newspaper	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Paper	Cardboard	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Paper	Milk and juice cartons (no foil)	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Paper	Aseptic containers (milk, juice, soup)	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Paper	Poly-coat food boxes (dry and frozen)	Not collected	Not collected	Not collected	Not collected
Metal	Aluminum cans	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Metal	Steel and tin cans	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Metal	Scrap metal	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Metal	Aluminum foil	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Plastic	Plastic bottles, jugs and jars (#1 and #2)	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Plastic	Dairy tubs (#5)	C, DO	SF, MF, SH	Locations vary	Commingled blue cart
Plastic	Plastics (#3-7)	Not collected	Not collected	Not collected	Not collected
Glass	Glass bottles and jars	C, DO	SF, MF, SH	Locations vary	Dark green bin
Organics	Yard debris	C, DO	SF, MF, SH	No	Green yard debris or organics cart
Organics	Food waste	Locations vary for C	SF, MF	No	Green organics cart
Organics	Food-soiled paper	Not collected	Not collected	Not collected	Not collected
Organics	Compostable packaging and/or service ware	Not collected	Not collected	Not collected	Not collected
Organics	Food processing waste	Other	Commercial	No	Facility drop boxes
Organics	Fats oils and grease	Not collected	Not collected	Not collected	Not collected
Other Recyclables	Paint	DO, Other	SH	No	PaintCare program
Other Recyclables	Electronics	DO, Other	SH	No	E-cycle Washington
Other Recyclables	Light bulbs	DO, Other	SH	No	LightRecycle Washington

Material Category	Material	Collection Method Curbside (C) Drop-off (DO) Bulky item request (B) Other – briefly describe	Customers served Single-family (SF) Multifamily (MF) Self-haul (SH)	Required by minimum service ordinance if applicable	Notes commingled, source separated, color of cart, program listing for specific materials etc.
Other Recyclables	Textiles	DO, Other	SH	No	DO at retail locations
Other Recyclables	Batteries	C, DO	SF, SH	No	Collected curbside outside the blue cart
Other Recyclables	Used oil/antifreeze	C, DO	SF, SH	No	Collected curbside outside the blue cart
Other Recyclables	Mattresses	DO, B	SF, SH	No	Can be requested for bulky item pickup
Other Recyclables	Tires	DO, B	SF, SH	No	Can be requested for bulky item pickup
Construction & Demolition	Wood waste (unpainted, untreated)	DO	SH	No	Drop boxes may be requested
Construction & Demolition	Concrete	DO	SH	No	Drop boxes may be requested
Construction & Demolition	Asphalt pavement	DO	SH	No	Drop boxes may be requested
Construction & Demolition	Plate glass	Not collected	Not collected	Not collected	Not collected

*UTC-Regulated Haulers

- G-101 Waste Control, Inc – servicing Woodland vicinity
- G-253 Waste Connections of Washington – servicing remainder of Clark County
- G-118 Basin Control, Inc – Inactive

Area and Jurisdiction	Regulatory Authority	Service Provider	Mandatory Collection	Ordinances
Battle Ground	WUTC	G-253	No	
Camas	City of Camas	G-253	Garbage and recycling	Refuse Collection and Disposal Chapter 13.80
La Center	WUTC	G-253	No	
Ridgefield	WUTC	G-253	Garbage and recycling	8.12.020 – Universal compulsory solid waste collection.
Vancouver	City contracted	G-253	Garbage and recycling	VMC/6.12.110
Washougal	City contracted	G-253	Garbage and recycling	Chapter 7.06
Yacolt	WUTC	G-253	No	
Unincorporated Clark County	WUTC	G-253	Subscription based, recycling mandated with subscription of weekly and EOW MSW	



APPENDIX M: Inventory of dangerous waste generators

Inventory of dangerous waste generators

The following inventory was generated from the Washington State Department of Ecology database, listing all small, medium, and large quantity generators of hazardous waste in Clark County. The data comes from the Hazardous Waste and Toxics Reduction Program’s database, Turbo Waste. The database is populated with data provided by hazardous waste generators’ annual reports to Ecology. State generator code designations (LQG/MQG/SQG/XQG) are based on Washington’s dangerous waste rules (LQG= large quantity generator, MQG=medium quantity generator, SQG=small quantity generator, and XQG=nongenerator). Data was received from Ecology March 2024.

Handler ID	Handler name	Status	Street Address	City	State	Zip
Large Quantity Generator						
WAH000047756	Albina Asphalt 1300 W 8th St	LQG	1300 W 8th St	Vancouver	WA	98660
WAR000006387	Analog Devices Inc	LQG	4200 NW Pacific Rim Blvd	Camas	WA	98607
WAH000035680	Church & Dwight Co Inc	LQG	6350 NE Campus Dr	Vancouver	WA	98661
WAH000057660	Composites One LLC Vancouver	LQG	12301 NE 56th St	Vancouver	WA	98682
WAD082631722	Exterior Wood Inc	LQG	2685 Index St	Washougal	WA	98671
WAD009042896	Georgia Pacific Consumer Operations LLC	LQG	401 NE Adams St	Camas	WA	98607
WAH000046258	Graphic Packaging International LLC	LQG	900 SE Tech Center Dr	Vancouver	WA	98683
WAH000049766	IND LLC	LQG	18110 SE 34th St Bldg 5	Vancouver	WA	98683
WAR000008565	Kemira Chemicals Inc Washougal Plant	LQG	1150 S 35th St	Washougal	WA	98671
WAH000055546	KINDER MORGAN BULK TERMINALS LLC	LQG	2701 NW Harborside Dr	Vancouver	WA	98660
WAH000054006	Kyocera International Inc	LQG	18110 SE 34th St	Vancouver	WA	98683
WAD980982383	Kyocera International Inc	LQG	5701 E Fourth Plain Blvd	Vancouver	WA	98661
WAD988505459	Mercury Plastics Inc	LQG	3807 SE Hidden Way	Vancouver	WA	98661
WAD980981286	Nalco Co	LQG	5210 Fruit Valley Rd	Vancouver	WA	98660
WAD050956671	NuStar Terminals Svcs Inc	LQG	2565 NW Harborside Dr	Vancouver	WA	98660
WAH000040989	Pacific Crest Building Supply	LQG	5901 S 11th St	Ridgefield	WA	98642
WAD980833099	SEH America Inc	LQG	4111 NE 112th Ave	Vancouver	WA	98682
WAD000711556	Tesoro Logistics Operations LLC	LQG	2211 St Francis Ln	Vancouver	WA	98660
WAD009051871	Tetra Pak Materials LP	LQG	1616 W 31st St	Vancouver	WA	98660
WAD988521043	Tidewater Industrial Center	LQG	6305 NW Old Lower River Rd	Vancouver	WA	98660
WAH000057695	Trimaco Inc Ridgefield	LQG	7000 S 10th St Bldg 100	Ridgefield	WA	98642
WA1891406349	US DOE BPA Ross Complex	LQG	5411 NE Hwy 99	Vancouver	WA	98666

Handler ID	Handler name	Status	Street Address	City	State	Zip
WAH000022204	US Water Services Inc	LQG	2700 W Firestone Lane	Vancouver	WA	98660
WAH000002246	Wafer Tech LLC	LQG	5509 NW Parker St	Camas	WA	98607
Medium Quantity Generator						
WAD980976625	Allweather Wood LLC	MQG	725 S 32nd St	Washougal	WA	98671
WAH000052256	Blackfly Investment LLC Vancouver	MQG	14401 SE 1st St	Vancouver	WA	98684
WAH000040816	CARIBOU REALTY GROUP	MQG	8914 NE St Johns Rd	Vancouver	WA	98665
WAD009055211	Chemtrade Solutions LLC Vancouver	MQG	2611 W 26th St Extension	Vancouver	WA	98666
WAH000010082	Chevron 208889	MQG	1900 E 162nd Ave	Vancouver	WA	98684
WAH000056995	Christensen Shipyards, LLC	MQG	2301 SE Hidden Way Bldg 37c	Vancouver	WA	98661
WAH000059705	City of Vancouver Water Station 7	MQG	11595 SE 16th St	Vancouver	WA	98684
WAH000034901	CLARK PUBLIC UTILITIES RIVER RD	MQG	5201 NW Lower River Rd	Vancouver	WA	98660
WAH000057435	Dept of Ecology Vancouver Field Office	MQG	12121 NE 99th St	Vancouver	WA	98682
WAR000000273	Ershigs Inc	MQG	5985 S 6th Way	Ridgefield	WA	98642
WAH000003145	Hewlett Packard Co Vancouver	MQG	1115 SE 164th Ave	Vancouver	WA	98684
WAH000024284	Home Depot 4718	MQG	8601 NE Andresen Rd	Vancouver	WA	98665
WAH000026840	Home Depot 4738	MQG	330 SE 192nd Ave	Vancouver	WA	98683
WAH000060475	Hudsons Bay High School	MQG	1601 E Mcloughlin Blvd	Vancouver	WA	98663
WAH000047305	JT MARINE INC	MQG	2301 SE Hidden Way Ste 100	Vancouver	WA	98661
WAH000048160	Long Painting Co Vancouver	MQG	1120 NE 146th St	Vancouver	WA	98685
WAH000050668	Lowes Home Centers LLC 1632	MQG	11413 NE 76th St	Vancouver	WA	98662
WAH000050787	Lowes Home Centers LLC 2954	MQG	18801 SE Mill Plain Blvd	Vancouver	WA	98683
WAD988520235	Mitchell Bros Truck Line Inc	MQG	2303 SE Hidden Way Bldg 17	Vancouver	WA	98661
WAH000057650	nLIGHT Inc Camas	MQG	4637 NW 18th Ave	Camas	WA	98607
WAH000013912	nLIGHT Photonics Corp	MQG	5408 NE 88th St Bldg E	Vancouver	WA	98665
WA0000105767	Oregon Iron Works Inc 3001	MQG	3515 SE Columbia Way Bldg 48	Vancouver	WA	98661
WAH000032324	Pacific Powers Products 6th Way	MQG	6100 S 6th Way	Ridgefield	WA	98642
WAD071824080	Printforia Vancouver	MQG	3201 NW Lower River Rd	Vancouver	WA	98660
WAH000058245	Printforia Washougal	MQG	4060 S Grant St Ste 100	Vancouver	WA	98671
WAD154018436	Sapa Extrusions	MQG	2001 Kotobuki Way	Vancouver	WA	98660



APPENDIX N: Clark County municipal solid waste data

MSW tonnage projections based on anticipated population growth

With an increase in population comes an increase in the amount of solid waste being produced. Population and tonnage projections help plan for future capacity needs at the transfer stations.

Table N1: MSW tonnage projections based on anticipated population growth

Year	2023	2024	2025	2026	2027	2028	2029	2030
Estimated population	527,400	535,453	543,507	551,285	559,330	567,356	575,352	583,307
Estimated MSW tonnage	400,697	406,815	412,934	418,844	424,956	431,054	437,129	443,173
Population data: Washington State Office of Financial Management								
Population data link: https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050								
Tonnage data: CRC Solid Waste Activity Reports								

Annual inbound solid waste tonnage by facility

Inbound tonnage data illustrate how much solid waste is entering the transfer stations through residential, multifamily, and commercial collection services combined. The amount of solid waste being generated is impacted by our population growth as well as consumption choices made by the community.

Table N2: Annual inbound solid waste tonnage by facility

	2018	2019	2020	2021	2022	2023	6 yr avg	% of 6 yr avg
CTR	233,044	229,036	232,426	251,847	242476	242090	238,487	60.8%
West Van	97,792	105,299	125,247	116,719	130981	126573	117,102	29.9%
WTS	31,919	32,326	36,566	38,638	39849.4	40798	36,683	9.4%
Total	362,755	366,661	394,239	407,204	413,306	409,461	392,271	100.0%
Source: CRC Solid Waste Activity Reports								

Annual customer (vehicle) trips by facility

Counting inbound vehicles illustrates how many self-haul customers are entering the transfer stations, including both residential and commercial customers. This data does not include curbside service trucks in the vehicle count.

Table N3: Annual customer (vehicle) trips by facility

	2018	2019	2020	2021	2022	2023	6 yr avg	% of 6 yr avg
CTR	177,703	174,982	213,410	222,730	230341	230796	208,327	62.2%
West Van	63,231	68,075	93,699	89,987	128282	125187	94,744	28.3%
WTS	25,956	28,001	35,067	36,889	28097	38252	32,044	9.6%
Total	266,890	271,058	342,176	349,606	386,720	394,235	335,114	100.0%
Source: CRC Solid Waste Activity Reports								

Outbound tonnage

Outbound tonnage data illustrate how much solid waste is being sent to the landfills. Showing outbound tonnage per year will reflect changes in population and potential impacts from waste reduction and recycling education efforts while outbound data per facility allows regional planners to evaluate staffing and potential traffic impacts based on how busy the transfer station is.

Table N4: Outbound tonnage

	2018	2019	2020	2021	2022	2023	6 yr avg	% of avg total
CTR	228,018	225,708	225,416	245,333	234,585	232,571.7	231,939	59.0%
West Van	117,984	120,906	118,986	135,915	131,591	121,406.29	124,465	31.7%
WTS	32,020	32,260	36,696	38,244	39,454.6	40,535.66	36,535	9.3%
Total	378,022	378,874	381,098	419,492	405,630.6	394,513.65	392,938	100.0%
Source: CRC Solid Waste Activity Reports								

Outbound containers

Outbound containers reflect the number of containers that are filled with municipal solid waste to be brought to the landfill. Containers from West Van and CTR are transported by truck to Tidewater Barge where the waste is barged to Finley Buttes Landfill. Containers from WTS are transported by truck to the Wasco County Landfill. The use of annual data reflects changes over time.

Table N5: Outbound containers

	2018	2019	2020	2021	2022	2023	6 yr avg	% of avg total
CTR	7,777	7,843	7,583	8,177	8,097	7,874	7,892	58.3%
West Van	4,189	4,186	4,129	4,317	5,061	4,565	4,408	32.6%
WTS	1,041	1,062	1,246	1,286	1,355	1,425	1,236	9.1%
Total	13,007	13,091	12,958	13,780	14,513	13,864	13,536	
Source: CRC Solid Waste Activity Reports								

A waste stream analysis examines the quantity and composition by sampling the municipal solid waste from predefined waste generating groups (e.g. single-family, multifamily, commercial) to determine the material components. Performing a waste stream analysis is a priority of the Clark County regional solid waste system and is included as an action item in the implementation plan.

Category	1993	1995	1999	2003	2008	2012
Paper	26.2%	23.3%	21.8%	19.2%	18.3%	14.6%
Newspaper	1.8%	2.0%	2.1%	1.6%	1.0%	0.7%
Cardboard	4.7%	5.3%	4.7%	4.0%	4.7%	3.1%
Office and Computer	0.9%	0.9%	0.9%	–	–	–
Mixed Waste Paper	7.7%	6.7%	4.2%	7.0%	5.8%	4.5%
Magazines	–	–	1.1%	–	–	–
Milk Cartons, Other	–	–	0.2%	–	0.2%	0.2%
Non-Recyclable Paper	11.1%	8.4%	8.5%	6.5%	6.5%	3.7%
Plastic	10.4%	11.6%	12.9%	11.5%	13.2%	13.7%
PET Bottles	0.2%	0.4%	0.4%	2.2%	0.8%	0.74%
HDPE Bottles	0.6%	0.7%	0.5%	–	0.6%	0.45%
Bottles 3-7	–	–	0.1%	–	0.1%	0.06%
Tubs	–	–	–	–	–	0.22%
Film and Bags	–	–	–	–	–	5.20%
Plastic Packaging	3.9%	6.9%	6.8%	7.7%	7.4%	0.36
Other Plastic Products	5.4%	3.0%	4.3%	1.7%	3.7%	6.06%
Expanded Polystyrene	0.3%	0.6%	0.8%	–	0.6%	0.62%
Metal	6.2%	6.6%	7.2%	7.1%	6.8%	6.0%
Aluminum Cans	0.4%	0.4%	0.4%	0.3%	0.3%	0.3%
Aluminum Containers	0.1%	0.1%	0.1%	–	–	–
Tin Cans	0.9%	1.1%	0.9%	–	0.9%	0.6%
Mixed Metals/Materials	2.2%	1.5%	2.9%	3.3%	2.4%	3.3%
Ferrous Metals	2.1%	2.5%	2.1%	3.1%	2.8%	1.4%
White Goods	0.3%	0.6%	0.2%	–	–	–
Non-Ferrous Metals	0.2%	0.3%	0.3%	0.2%	0.3%	0.6%
Aerosol Cans	–	0.1%	0.2%	0.1%	–	–
Glass	2.7%	2.7%	3.2%	2.2%	2.8%	2.5%
Clear Bottles	1.4%	1.4%	1.5%	1.0%	1.0%	0.9%
Brown Bottles	0.4%	0.4%	0.7%	0.5%	0.5%	0.5%
Green Bottles	0.3%	0.4%	0.4%	0.3%	0.3%	0.4%
Non-Recyclable Glass	0.6%	0.5%	0.5%	0.5%	0.9%	0.8%
Organic	28.9%	26.8%	26.3%	29.5%	17.7%	22.7%
Food Wastes	12.1%	11.9%	14.5%	15.3%	16.3%	20.4%
Yard Debris	5.8%	4.1%	3.3%	3.8%	1.5%	2.3%

Source: Historical Waste Stream Analysis reports

To obtain data about the composition of disposed waste in the state of Washington, the Washington State Department of Ecology commissioned a contractor to conduct a four-season municipal solid waste characterization study in 2020-2021. The following table represents data from the southwest region, including samples taken from the West Vancouver Materials Recovery Facility in Vancouver.

Table N8: Southwest WGA Overall Disposed Waste Sector, Detailed Composition, 2020-2021

Material	Est. Percent	+ / -	Est. Tons	Tons + / -	Material	Est. Percent	+ / -	Est. Tons	Tons + / -
PAPER	18.5%	3.1%	92,721	15,428	WOOD DEBRIS	16.9%	3.1%	84,737	15,751
PAPER PACKAGING	10.1%	2.1%	50,451	10,276	Natural Wood	0.1%	0.1%	307	335
Newspaper Packaging	0.0%	0.0%	0	0	Treated Wood	0.3%	0.2%	1,672	1,065
Cardboard & Kraft Packaging	4.4%	0.9%	22,215	4,626	Painted Wood	4.9%	1.8%	24,611	8,925
Mixed/Low-grade Paper Packaging	2.8%	1.8%	14,139	8,841	Dimensional Lumber	3.3%	1.3%	16,546	6,352
Aseptic Containers	0.1%	0.0%	428	131	Engineered Wood	2.7%	1.0%	13,300	4,921
Gable Top Containers	0.1%	0.1%	642	264	Pallets & Crates	3.0%	1.7%	15,141	8,425
Other Polycoated Packaging	0.0%	0.0%	190	90	Other Untreated Wood	0.0%	0.0%	156	122
Compostable Paper Packaging	2.1%	0.7%	10,607	3,749	Wood By-products	0.8%	0.8%	3,805	3,779
R/C Paper Packaging	0.4%	0.1%	2,230	570	R/C Wood Debris	1.8%	0.8%	9,199	4,116
PAPER PRODUCTS	8.5%	2.1%	42,270	10,258	CONSTRUCTION MATERIALS	12.3%	3.4%	61,357	17,158
Newspaper Products	0.2%	0.1%	1,239	375	Plastic Lumber	0.0%	0.0%	90	77
Cardboard & Kraft Paper Products	1.1%	1.8%	5,738	9,155	Insulation	1.1%	1.8%	5,722	8,805
Magazines	0.1%	0.1%	716	435	Asphalt Paving	0.0%	0.0%	0	0
High-Grade Paper Products	0.2%	0.1%	1,136	545	Concrete	2.0%	1.3%	10,017	6,723
Other Groundwood Paper Products	0.0%	0.1%	209	342	Drywall	3.0%	1.9%	15,034	9,684
Mixed/Low-grade Paper Products	1.7%	0.5%	8,737	2,636	Carpet	1.0%	0.8%	5,052	3,759
Compostable Paper Products	3.7%	0.7%	18,591	3,482	Carpet Padding	0.4%	0.6%	1,890	2,850
R/C Paper Products	1.2%	0.8%	5,903	4,027	Soil, Rocks, & Sand	1.3%	0.9%	6,265	4,545
PLASTIC	16.1%	2.8%	80,705	14,188	Asphalt Roofing	0.6%	0.8%	2,968	4,120
PLASTIC PACKAGING	11.1%	2.6%	55,703	12,952	Plastic Floor Covering	0.0%	0.0%	0	0
#1 PETE Plastic Bottles	0.6%	0.1%	2,758	555	Ceramics & Brick	0.2%	0.2%	1,210	1,033
#1 PETE Plastic Non-bottles	0.4%	0.1%	2,046	397	R/C Construction Materials	2.6%	1.4%	13,108	6,902
#2 HDPE Plastic Natural Bottles	0.2%	0.1%	927	253	CONSUMER PRODUCTS	6.1%	1.5%	30,394	7,363
#2 HDPE Plastic Jars and Tubs	0.3%	0.2%	1,735	1,206	Televisions - LCD	0.2%	0.2%	879	1,028
#2 HDPE Plastic Colored Bottles	0.1%	0.0%	614	128	Televisions - CRT	0.0%	0.0%	0	0
#3 PVC Plastic Packaging	0.0%	0.0%	9	12	Television Peripherals	0.0%	0.0%	0	0
#4 LDPE Plastic Packaging	0.0%	0.0%	8	9	Computer Monitors - CRT	0.0%	0.0%	0	0
#5 PP Plastic Packaging	0.7%	0.1%	3,502	670	Computer Monitors - LCD	0.0%	0.0%	0	0
#6 PS Plastic Packaging	0.1%	0.0%	681	219	Computers	0.1%	0.1%	307	497
#7 Other/Unknown Plastic Packaging	2.4%	1.8%	11,899	9,099	Computer Peripherals	0.0%	0.0%	0	0
Expanded Polystyrene Packaging	0.9%	0.2%	4,516	1,199	Computer Printers	0.1%	0.2%	646	814
PLA Compostable Packaging	0.0%	0.0%	45	46	Audio Equipment	0.0%	0.0%	0	0
Plastic Merchandise Bags	0.3%	0.0%	1,730	219	Electronic Gaming Equipment	0.0%	0.0%	0	0
Packaging Film Plastic	2.4%	0.5%	12,227	2,693	Other Consumer Electronics	0.0%	0.0%	0	0
Transportation Packaging Film Plastic	1.2%	0.6%	5,758	3,094	Textiles- Organic	1.5%	0.4%	7,607	1,916
Flexible Plastic Packaging	0.1%	0.0%	342	87	Textiles- Synthetic/Mixed/Unknown	0.7%	0.3%	3,719	1,334
R/C Plastic Packaging	1.4%	1.6%	6,907	7,971	Shoes/Purses/Belts	0.1%	0.1%	509	316
PLASTIC PRODUCTS	5.0%	1.1%	25,002	5,500	Tires & Other Rubber	0.4%	0.5%	2,216	2,306
#1 PETE Plastic Products	0.0%	0.0%	0	0	Furniture	2.5%	1.2%	12,640	6,178
#2 HDPE Plastic Products:	0.0%	0.0%	54	88	Mattresses	0.4%	0.5%	1,870	2,385
#3 PVC Plastic Products	0.0%	0.0%	39	64	R/C Consumer Products	0.0%	0.0%	0	0
#4 LDPE Plastic Products	0.0%	0.0%	0	0	HAZARDOUS AND SPECIAL WASTES	0.8%	0.4%	4,013	2,072
#5 PP Plastic Products	0.0%	0.0%	49	49	Pesticides	0.0%	0.0%	1	2
#6 PS Plastic Products	0.0%	0.0%	103	47	HID/UV/Germicidal Lamps	0.0%	0.0%	0	0
#7 Other/Unknown Plastic Products	0.9%	0.3%	4,612	1,371	Compact Florescent Lamps	0.0%	0.0%	16	17
PLA Compostable Products	0.0%	0.0%	25	19	Florescent Tubes	0.0%	0.0%	0	0
Plastic Garbage Bags	1.2%	0.2%	5,949	1,155	Water-based Paint	0.3%	0.4%	1,311	1,933
Plastic Non-bag Film Products	0.9%	0.9%	4,574	4,730	Solvent-based Adhesives/Glues	0.0%	0.0%	0	0
Bulky Rigid Plastic Products	1.0%	0.4%	4,993	1,865	Water-based Adhesives/Glues	0.0%	0.0%	48	46
R/C Plastic Products	0.9%	0.5%	4,604	2,392	Oil-based Paint	0.0%	0.0%	0	0
GLASS	1.5%	0.5%	7,645	2,252	Lacquer/Varnish/Urethane Coatings/Stains	0.0%	0.0%	0	0
Clear Glass Containers	0.7%	0.2%	3,599	948	Field & Lawn Markings	0.0%	0.0%	0	0
Green Glass Containers	0.4%	0.2%	1,764	879	Primers/Sealings/Coatings	0.0%	0.0%	48	78
Brown/Other Colored Glass Containers	0.2%	0.1%	1,105	669	Water Repellents & Waterproofers	0.0%	0.0%	0	0
Plate Glass	0.0%	0.0%	158	164	Solvents	0.0%	0.0%	0	0
Non-glass Ceramics	0.1%	0.1%	611	534	Caustic Cleaners	0.0%	0.0%	69	64
R/C Glass	0.1%	0.1%	408	313	Dry-cell Batteries- Single Use	0.0%	0.0%	106	57
METAL	4.8%	1.1%	24,150	5,451	Dry-cell Batteries- Rechargeable	0.0%	0.0%	0	0
Aluminum Beverage Cans	0.4%	0.1%	1,908	608	Wet-cell Batteries	0.0%	0.0%	0	0
Aluminum Foil/Containers	0.2%	0.1%	890	301	Gasoline/Kerosene	0.0%	0.0%	42	68
Other Aluminum	0.1%	0.1%	611	303	Motor Oil	0.0%	0.0%	0	0
Other Non-ferrous Metal	0.1%	0.1%	617	385	Antifreeze	0.0%	0.0%	0	0
Food Cans - Tinned	0.4%	0.1%	1,971	440	Other Vehicle Fluids	0.0%	0.0%	0	0
Food Cans - Coated	0.0%	0.0%	201	153	Oil Filters	0.1%	0.1%	313	474
White Goods	0.2%	0.2%	1,051	1,166	Explosives	0.0%	0.0%	0	0
Other Ferrous Metal	2.0%	0.8%	10,042	4,103	Medical Wastes	0.2%	0.1%	1,155	737
R/C Metal	1.4%	0.6%	6,860	2,992	Sharps	0.0%	0.0%	10	10
ORGANICS	17.3%	2.8%	86,526	13,782	Pharmaceuticals & Vitamins	0.0%	0.0%	124	150
Edible Food Waste- Vegetative	6.0%	1.5%	29,909	7,443	Other Cleaners/Chemicals	0.0%	0.0%	69	113
Inedible Food Waste- Vegetative	3.4%	0.6%	17,032	3,247	Personal Care Products	0.1%	0.0%	314	142
Edible Food Waste- Meats/Fats/Oils	1.4%	0.6%	7,133	2,879	Other Potentially Hazardous Wastes	0.1%	0.1%	387	454
Inedible Food Waste- Meats/Fats/Oils	0.4%	0.3%	2,207	1,329	RESIDUALS	5.6%	2.3%	27,825	11,294
Yard/Garden Waste- Leaves and Grass	0.5%	0.4%	2,343	2,055	Disposable Diapers	2.6%	0.6%	12,990	3,107
Yard/Garden Waste- Prunings	0.7%	0.4%	3,302	2,247	Ash	0.0%	0.0%	0	0
Animal Manure	2.2%	0.6%	10,801	3,037	Dust	0.0%	0.0%	40	45
Animal Carcasses & Offal	0.0%	0.0%	0	0	Fines/Sorting Residues	1.0%	0.3%	5,081	1,262
Food Processing Wastes	2.4%	2.2%	11,854	11,169	Sludges & Other Special Industrial Wastes	1.9%	2.2%	9,714	11,004
R/C Organics	0.4%	0.2%	1,946	794					
Estimated Origin Specified Disposed Tons			500,073		Confidence intervals calculated at the 90% confidence level. Percentages for material types may not total 100% due to rounding.				
Sample Count			104						

Table N9: Southwest WGA Commercial Disposed Waste Sector, Detailed Composition, 2020-2021

Material	Est. Percent	+ / -	Est. Tons	Tons + / -	Material	Est. Percent	+ / -	Est. Tons	Tons + / -
PAPER	19.8%	5.5%	54,283	15,050	WOOD DEBRIS	18.1%	5.1%	49,462	13,935
PAPER PACKAGING	11.4%	3.7%	31,294	10,055	Natural Wood	0.1%	0.1%	165	257
Newspaper Packaging	0.0%	0.0%	0	0	Treated Wood	0.4%	0.3%	1,047	898
Cardboard & Kraft Packaging	5.2%	1.6%	14,355	4,264	Painted Wood	4.6%	2.9%	12,474	7,824
Mixed/Low-grade Paper Packaging	3.5%	3.2%	9,587	8,816	Dimensional Lumber	3.8%	1.9%	10,528	5,140
Aseptic Containers	0.0%	0.0%	85	67	Engineered Wood	2.3%	1.2%	6,297	3,322
Gable Top Containers	0.1%	0.1%	275	240	Pallets & Crates	4.6%	2.8%	12,558	7,733
Other Polycoated Packaging	0.0%	0.0%	26	43	Other Untreated Wood	0.0%	0.0%	0	0
Compostable Paper Packaging	2.2%	1.3%	6,031	3,636	Wood By-products	1.4%	1.4%	3,805	3,779
R/C Paper Packaging	0.3%	0.2%	936	446	R/C Wood Debris	0.9%	0.8%	2,588	2,255
PAPER PRODUCTS	8.4%	3.6%	22,989	9,952	CONSTRUCTION MATERIALS	17.5%	5.9%	47,904	16,156
Newspaper Products	0.0%	0.0%	119	92	Plastic Lumber	0.0%	0.0%	27	45
Cardboard & Kraft Paper Products	2.1%	3.3%	5,651	9,154	Insulation	2.0%	3.2%	5,532	8,802
Magazines	0.1%	0.1%	361	376	Asphalt Paving	0.0%	0.0%	0	0
High-Grade Paper Products	0.3%	0.2%	881	535	Concrete	3.5%	2.4%	9,583	6,686
Other Groundwood Paper Products	0.1%	0.1%	209	342	Drywall	5.3%	3.5%	14,523	9,655
Mixed/Low-grade Paper Products	1.6%	0.9%	4,484	2,417	Carpet	1.3%	1.3%	3,644	3,577
Compostable Paper Products	2.1%	1.1%	5,754	3,007	Carpet Padding	0.6%	1.0%	1,749	2,841
R/C Paper Products	2.0%	1.5%	5,529	4,024	Soil, Rocks, & Sand	0.7%	0.8%	1,790	2,306
PLASTIC	17.9%	5.1%	49,110	13,912	Asphalt Roofing	0.0%	0.0%	109	111
PLASTIC PACKAGING	12.8%	4.7%	35,158	12,822	Plastic Floor Covering	0.0%	0.0%	0	0
#1 PETE Plastic Bottles	0.3%	0.2%	852	419	Ceramics & Brick	0.3%	0.4%	865	978
#1 PETE Plastic Non-bottles	0.2%	0.1%	502	253	R/C Construction Materials	3.7%	2.3%	10,083	6,403
#2 HDPE Plastic Natural Bottles	0.1%	0.1%	305	211	CONSUMER PRODUCTS	2.7%	1.0%	7,510	2,782
#2 HDPE Plastic Jars and Tubs	0.2%	0.2%	650	421	Televisions - LCD	0.0%	0.0%	0	0
#2 HDPE Plastic Colored Bottles	0.0%	0.0%	101	63	Televisions - CRT	0.0%	0.0%	0	0
#3 PVC Plastic Packaging	0.0%	0.0%	0	0	Television Peripherals	0.0%	0.0%	0	0
#4 LDPE Plastic Packaging	0.0%	0.0%	3	3	Computer Monitors - CRT	0.0%	0.0%	0	0
#5 PP Plastic Packaging	0.3%	0.2%	804	428	Computer Monitors - LCD	0.0%	0.0%	0	0
#6 PS Plastic Packaging	0.1%	0.1%	287	200	Computers	0.0%	0.0%	0	0
#7 Other/Unknown Plastic Packaging	4.0%	3.3%	10,945	9,097	Computer Peripherals	0.0%	0.0%	0	0
Expanded Polystyrene Packaging	0.9%	0.4%	2,510	1,054	Computer Printers	0.2%	0.3%	466	760
PLA Compostable Packaging	0.0%	0.0%	33	45	Audio Equipment	0.0%	0.0%	0	0
Plastic Merchandise Bags	0.1%	0.0%	332	122	Electronic Gaming Equipment	0.0%	0.0%	0	0
Packaging Film Plastic	2.1%	0.9%	5,653	2,592	Other Consumer Electronics	0.0%	0.0%	0	0
Transportation Packaging Film Plastic	1.9%	1.1%	5,214	3,033	Textiles- Organic	1.4%	0.6%	3,697	1,580
Flexible Plastic Packaging	0.0%	0.0%	61	34	Textiles- Synthetic/Mixed/Unknown	0.6%	0.4%	1,553	1,040
R/C Plastic Packaging	2.5%	2.9%	6,906	7,971	Shoes/Purses/Belts	0.1%	0.1%	181	180
PLASTIC PRODUCTS	5.1%	1.8%	13,952	5,040	Tires & Other Rubber	0.6%	0.8%	1,613	2,224
#1 PETE Plastic Products	0.0%	0.0%	0	0	Furniture	0.0%	0.0%	0	0
#2 HDPE Plastic Products:	0.0%	0.0%	54	88	Mattresses	0.0%	0.0%	0	0
#3 PVC Plastic Products	0.0%	0.0%	39	64	R/C Consumer Products	0.0%	0.0%	0	0
#4 LDPE Plastic Products	0.0%	0.0%	0	0	HAZARDOUS AND SPECIAL WASTES	1.1%	0.8%	3,036	2,058
#5 PP Plastic Products	0.0%	0.0%	39	46	Pesticides	0.0%	0.0%	0	0
#6 PS Plastic Products	0.0%	0.0%	43	38	HID/UV/Germicidal Lamps	0.0%	0.0%	0	0
#7 Other/Unknown Plastic Products	1.0%	0.5%	2,611	1,288	Compact Florescent Lamps	0.0%	0.0%	4	6
PLA Compostable Products	0.0%	0.0%	18	17	Florescent Tubes	0.0%	0.0%	0	0
Plastic Garbage Bags	0.9%	0.4%	2,524	1,040	Water-based Paint	0.5%	0.7%	1,311	1,933
Plastic Non-bag Film Products	1.6%	1.7%	4,338	4,726	Solvent-based Adhesives/Glues	0.0%	0.0%	0	0
Bulky Rigid Plastic Products	0.5%	0.4%	1,370	1,087	Water-based Adhesives/Glues	0.0%	0.0%	8	13
R/C Plastic Products	1.1%	0.8%	2,917	2,223	Oil-based Paint	0.0%	0.0%	0	0
GLASS	1.1%	0.7%	3,052	2,023	Lacquer/Varnish/Urethane Coatings/Stains	0.0%	0.0%	0	0
Clear Glass Containers	0.5%	0.3%	1,322	793	Field & Lawn Markings	0.0%	0.0%	0	0
Green Glass Containers	0.3%	0.3%	924	785	Primers/Sealings/Coatings	0.0%	0.0%	0	0
Brown/Other Colored Glass Containers	0.3%	0.2%	697	637	Water Repellents & Waterproofers	0.0%	0.0%	0	0
Plate Glass	0.0%	0.0%	0	0	Solvents	0.0%	0.0%	0	0
Non-glass Ceramics	0.0%	0.0%	46	75	Caustic Cleaners	0.0%	0.0%	0	0
R/C Glass	0.0%	0.0%	63	57	Dry-cell Batteries- Single Use	0.0%	0.0%	23	27
METAL	4.4%	1.6%	12,168	4,479	Dry-cell Batteries- Rechargeable	0.0%	0.0%	0	0
Aluminum Beverage Cans	0.4%	0.2%	970	561	Wet-cell Batteries	0.0%	0.0%	0	0
Aluminum Foil/Containers	0.1%	0.1%	355	273	Gasoline/Kerosene	0.0%	0.0%	42	68
Other Aluminum	0.1%	0.1%	234	244	Motor Oil	0.0%	0.0%	0	0
Other Non-ferrous Metal	0.1%	0.1%	329	305	Antifreeze	0.0%	0.0%	0	0
Food Cans - Tinned	0.1%	0.1%	302	185	Other Vehicle Fluids	0.0%	0.0%	0	0
Food Cans - Coated	0.0%	0.0%	8	9	Oil Filters	0.1%	0.2%	292	473
White Goods	0.0%	0.0%	0	0	Explosives	0.0%	0.0%	0	0
Other Ferrous Metal	2.7%	1.4%	7,515	3,967	Medical Wastes	0.3%	0.3%	956	735
R/C Metal	0.9%	0.7%	2,456	1,836	Sharps	0.0%	0.0%	2	2
ORGANICS	12.8%	4.7%	35,096	12,990	Pharmaceuticals & Vitamins	0.0%	0.0%	5	9
Edible Food Waste- Vegetative	4.0%	2.5%	10,928	6,881	Other Cleaners/Chemicals	0.0%	0.0%	69	113
Inedible Food Waste- Vegetative	1.3%	0.8%	3,482	2,237	Personal Care Products	0.0%	0.0%	7	9
Edible Food Waste- Meats/Fats/Oils	1.1%	1.0%	3,136	2,672	Other Potentially Hazardous Wastes	0.1%	0.2%	317	451
Inedible Food Waste- Meats/Fats/Oils	0.5%	0.5%	1,294	1,299	RESIDUALS	4.4%	4.0%	12,147	10,966
Yard/Garden Waste- Leaves and Grass	0.3%	0.5%	937	1,244	Disposable Diapers	0.3%	0.3%	871	813
Yard/Garden Waste- Prunings	0.4%	0.3%	1,105	957	Ash	0.0%	0.0%	0	0
Animal Manure	0.7%	0.5%	1,970	1,392	Dust	0.0%	0.0%	0	0
Animal Carcasses & Offal	0.0%	0.0%	0	0	Fines/Sorting Residues	0.6%	0.2%	1,562	583
Food Processing Wastes	4.3%	4.1%	11,854	11,169	Sludges & Other Special Industrial Wastes	3.5%	4.0%	9,714	11,004
R/C Organics	0.1%	0.1%	390	313					
Estimated Origin Specified Disposed Tons			273,767	Confidence intervals calculated at the 90% confidence level. Percentages for material types may not total 100% due to rounding.					
Sample Count			48						

Table N10: Southwest WGA Residential Disposed Waste Sector, Detailed Composition, 2020-2021

Material	Est. Percent	+ / -	Est. Tons	Tons + / -	Material	Est. Percent	+ / -	Est. Tons	Tons + / -
PAPER	23.3%	1.9%	32,663	2,687	WOOD DEBRIS	2.2%	1.0%	3,134	1,440
PAPER PACKAGING	10.8%	1.1%	15,208	1,547	Natural Wood	0.1%	0.2%	134	215
Newspaper Packaging	0.0%	0.0%	0	0	Treated Wood	0.1%	0.2%	175	271
Cardboard & Kraft Packaging	3.5%	0.9%	4,968	1,313	Painted Wood	1.0%	0.9%	1,464	1,234
Mixed/Low-grade Paper Packaging	3.0%	0.4%	4,152	610	Dimensional Lumber	0.3%	0.2%	483	314
Aseptic Containers	0.2%	0.1%	307	109	Engineered Wood	0.4%	0.3%	530	450
Gable Top Containers	0.2%	0.1%	345	106	Pallets & Crates	0.1%	0.2%	158	255
Other Polycoated Packaging	0.1%	0.1%	157	79	Other Untreated Wood	0.1%	0.1%	113	102
Compostable Paper Packaging	3.1%	0.6%	4,320	864	Wood By-products	0.0%	0.0%	0	0
R/C Paper Packaging	0.7%	0.1%	959	202	R/C Wood Debris	0.1%	0.0%	77	47
PAPER PRODUCTS	12.4%	1.5%	17,456	2,172	CONSTRUCTION MATERIALS	1.4%	0.9%	1,913	1,299
Newspaper Products	0.8%	0.3%	1,067	359	Plastic Lumber	0.0%	0.0%	0	0
Cardboard & Kraft Paper Products	0.1%	0.1%	84	136	Insulation	0.0%	0.0%	17	27
Magazines	0.2%	0.2%	317	216	Asphalt Paving	0.0%	0.0%	0	0
High-Grade Paper Products	0.1%	0.1%	198	82	Concrete	0.0%	0.0%	0	0
Other Groundwood Paper Products	0.0%	0.0%	0	0	Drywall	0.0%	0.0%	0	0
Mixed/Low-grade Paper Products	2.5%	0.6%	3,493	816	Carpet	0.4%	0.6%	551	887
Compostable Paper Products	8.6%	1.2%	11,999	1,627	Carpet Padding	0.1%	0.2%	140	227
R/C Paper Products	0.2%	0.1%	297	161	Soil, Rocks, & Sand	0.7%	0.7%	1,029	1,013
PLASTIC	17.2%	1.2%	24,177	1,644	Asphalt Roofing	0.0%	0.0%	0	0
PLASTIC PACKAGING	12.6%	0.9%	17,721	1,232	Plastic Floor Covering	0.0%	0.0%	0	0
#1 PETE Plastic Bottles	1.3%	0.2%	1,760	350	Ceramics & Brick	0.0%	0.1%	50	80
#1 PETE Plastic Non-bottles	1.0%	0.2%	1,407	290	R/C Construction Materials	0.1%	0.1%	127	204
#2 HDPE Plastic Natural Bottles	0.4%	0.1%	572	131	CONSUMER PRODUCTS	3.8%	1.0%	5,394	1,348
#2 HDPE Plastic Jars and Tubs	0.2%	0.1%	230	137	Televisions - LCD	0.2%	0.4%	343	551
#2 HDPE Plastic Colored Bottles	0.3%	0.1%	463	106	Televisions - CRT	0.0%	0.0%	0	0
#3 PVC Plastic Packaging	0.0%	0.0%	9	12	Television Peripherals	0.0%	0.0%	0	0
#4 LDPE Plastic Packaging	0.0%	0.0%	6	9	Computer Monitors - CRT	0.0%	0.0%	0	0
#5 PP Plastic Packaging	1.8%	0.4%	2,591	512	Computer Monitors - LCD	0.0%	0.0%	0	0
#6 PS Plastic Packaging	0.3%	0.1%	381	88	Computers	0.0%	0.0%	0	0
#7 Other/Unknown Plastic Packaging	0.6%	0.1%	898	210	Computer Peripherals	0.0%	0.0%	0	0
Expanded Polystyrene Packaging	1.1%	0.3%	1,502	440	Computer Printers	0.0%	0.0%	0	0
PLA Compostable Packaging	0.0%	0.0%	9	7	Audio Equipment	0.0%	0.0%	0	0
Plastic Merchandise Bags	0.9%	0.1%	1,330	178	Electronic Gaming Equipment	0.0%	0.0%	0	0
Packaging Film Plastic	4.4%	0.5%	6,240	697	Other Consumer Electronics	0.0%	0.0%	0	0
Transportation Packaging Film Plastic	0.0%	0.0%	64	37	Textiles- Organic	2.4%	0.7%	3,378	1,051
Flexible Plastic Packaging	0.2%	0.1%	258	77	Textiles- Synthetic/Mixed/Unknown	0.8%	0.4%	1,150	578
R/C Plastic Packaging	0.0%	0.0%	1	2	Shoes/Purses/Belts	0.2%	0.2%	291	257
PLASTIC PRODUCTS	4.6%	0.8%	6,455	1,099	Tires & Other Rubber	0.2%	0.1%	233	205
#1 PETE Plastic Products	0.0%	0.0%	0	0	Furniture	0.0%	0.0%	0	0
#2 HDPE Plastic Products:	0.0%	0.0%	0	0	Mattresses	0.0%	0.0%	0	0
#3 PVC Plastic Products	0.0%	0.0%	0	0	R/C Consumer Products	0.0%	0.0%	0	0
#4 LDPE Plastic Products	0.0%	0.0%	0	0	HAZARDOUS AND SPECIAL WASTES	0.6%	0.2%	870	236
#5 PP Plastic Products	0.0%	0.0%	0	0	Pesticides	0.0%	0.0%	1	2
#6 PS Plastic Products	0.0%	0.0%	55	25	HID/UV/Germicidal Lamps	0.0%	0.0%	0	0
#7 Other/Unknown Plastic Products	1.1%	0.3%	1,599	401	Compact Florescent Lamps	0.0%	0.0%	2	4
PLA Compostable Products	0.0%	0.0%	7	9	Florescent Tubes	0.0%	0.0%	0	0
Plastic Garbage Bags	2.3%	0.3%	3,186	480	Water-based Paint	0.0%	0.0%	0	0
Plastic Non-bag Film Products	0.1%	0.1%	182	170	Solvent-based Adhesives/Glues	0.0%	0.0%	0	0
Bulky Rigid Plastic Products	0.7%	0.6%	960	838	Water-based Adhesives/Glues	0.0%	0.0%	28	40
R/C Plastic Products	0.3%	0.1%	467	176	Oil-based Paint	0.0%	0.0%	0	0
GLASS	2.4%	0.6%	3,390	786	Lacquer/Varnish/Urethane Coatings/Stains	0.0%	0.0%	0	0
Clear Glass Containers	1.4%	0.3%	1,930	412	Field & Lawn Markings	0.0%	0.0%	0	0
Green Glass Containers	0.5%	0.3%	704	373	Primers/Sealings/Coatings	0.0%	0.1%	48	78
Brown/Other Colored Glass Containers	0.2%	0.1%	271	134	Water Repellents & Waterproofers	0.0%	0.0%	0	0
Plate Glass	0.0%	0.0%	0	0	Solvents	0.0%	0.0%	0	0
Non-glass Ceramics	0.3%	0.4%	408	516	Caustic Cleaners	0.0%	0.0%	54	59
R/C Glass	0.1%	0.1%	77	78	Dry-cell Batteries- Single Use	0.0%	0.0%	47	30
METAL	3.7%	0.5%	5,143	722	Dry-cell Batteries- Rechargeable	0.0%	0.0%	0	0
Aluminum Beverage Cans	0.5%	0.1%	769	198	Wet-cell Batteries	0.0%	0.0%	0	0
Aluminum Foil/Containers	0.3%	0.1%	467	114	Gasoline/Kerosene	0.0%	0.0%	0	0
Other Aluminum	0.0%	0.0%	37	41	Motor Oil	0.0%	0.0%	0	0
Other Non-ferrous Metal	0.1%	0.2%	198	222	Antifreeze	0.0%	0.0%	0	0
Food Cans - Tinned	1.1%	0.3%	1,612	397	Other Vehicle Fluids	0.0%	0.0%	0	0
Food Cans - Coated	0.1%	0.1%	193	152	Oil Filters	0.0%	0.0%	21	33
White Goods	0.0%	0.0%	0	0	Explosives	0.0%	0.0%	0	0
Other Ferrous Metal	0.8%	0.3%	1,117	410	Medical Wastes	0.1%	0.0%	192	47
R/C Metal	0.5%	0.3%	750	464	Sharps	0.0%	0.0%	8	10
ORGANICS	34.5%	2.9%	48,338	4,017	Pharmaceuticals & Vitamins	0.1%	0.1%	113	150
Edible Food Waste- Vegetative	13.0%	1.9%	18,267	2,721	Other Cleaners/Chemicals	0.0%	0.0%	0	0
Inedible Food Waste- Vegetative	8.8%	1.6%	12,372	2,182	Personal Care Products	0.2%	0.1%	290	139
Edible Food Waste- Meats/Fats/Oils	2.5%	0.7%	3,510	955	Other Potentially Hazardous Wastes	0.0%	0.0%	66	52
Inedible Food Waste- Meats/Fats/Oils	0.6%	0.2%	817	261	RESIDUALS	10.9%	1.9%	15,224	2,678
Yard/Garden Waste- Leaves and Grass	0.8%	1.2%	1,155	1,613	Disposable Diapers	8.5%	2.1%	11,964	2,994
Yard/Garden Waste- Prunings	1.5%	1.4%	2,147	2,033	Ash	0.0%	0.0%	0	0
Animal Manure	6.2%	1.9%	8,647	2,687	Dust	0.0%	0.0%	0	0
Animal Carcasses & Offal	0.0%	0.0%	0	0	Fines/Sorting Residues	2.3%	0.8%	3,259	1,102
Food Processing Wastes	0.0%	0.0%	0	0	Sludges & Other Special Industrial Wastes	0.0%	0.0%	0	0
R/C Organics	1.0%	0.5%	1,424	713					
Estimated Origin Specified Disposed Tons			140,246		Confidence intervals calculated at the 90% confidence level. Percentages for material types may not total 100% due to rounding.				
Sample Count			24						

Table N9: Southwest WGA Self-hauled Disposed Waste Sector, Detailed Composition, 2020-2021

Material	Est. Percent	+ / -	Est. Tons	Tons + / -	Material	Est. Percent	+ / -	Est. Tons	Tons + / -
PAPER	6.7%	2.4%	5,774	2,075	WOOD DEBRIS	37.3%	8.4%	32,141	7,199
PAPER PACKAGING	4.6%	1.7%	3,950	1,447	Natural Wood	0.0%	0.0%	9	14
Newspaper Packaging	0.0%	0.0%	0	0	Treated Wood	0.5%	0.6%	450	504
Cardboard & Kraft Packaging	3.4%	1.4%	2,892	1,222	Painted Wood	12.4%	4.8%	10,673	4,113
Mixed/Low-grade Paper Packaging	0.5%	0.3%	401	277	Dimensional Lumber	6.4%	4.3%	5,534	3,718
Aseptic Containers	0.0%	0.0%	36	29	Engineered Wood	7.5%	4.2%	6,473	3,602
Gable Top Containers	0.0%	0.0%	23	25	Pallets & Crates	2.8%	3.9%	2,425	3,334
Other Polycoated Packaging	0.0%	0.0%	7	11	Other Untreated Wood	0.1%	0.1%	43	66
Compostable Paper Packaging	0.3%	0.3%	257	297	Wood By-products	0.0%	0.0%	0	0
R/C Paper Packaging	0.4%	0.3%	334	291	R/C Wood Debris	7.6%	4.0%	6,533	3,443
PAPER PRODUCTS	2.1%	1.4%	1,825	1,216	CONSTRUCTION MATERIALS	13.4%	6.5%	11,540	5,629
Newspaper Products	0.1%	0.1%	53	58	Plastic Lumber	0.1%	0.1%	62	63
Cardboard & Kraft Paper Products	0.0%	0.0%	3	5	Insulation	0.2%	0.3%	174	230
Magazines	0.0%	0.0%	38	31	Asphalt Paving	0.0%	0.0%	0	0
High-Grade Paper Products	0.1%	0.1%	56	64	Concrete	0.5%	0.8%	435	705
Other Groundwood Paper Products	0.0%	0.0%	0	0	Drywall	0.6%	0.9%	512	748
Mixed/Low-grade Paper Products	0.9%	0.8%	760	664	Carpet	1.0%	0.9%	858	739
Compostable Paper Products	1.0%	0.8%	838	660	Carpet Padding	0.0%	0.0%	0	0
R/C Paper Products	0.1%	0.1%	77	67	Soil, Rocks, & Sand	4.0%	4.4%	3,446	3,784
PLASTIC	8.6%	2.6%	7,418	2,254	Asphalt Roofing	3.3%	4.8%	2,860	4,119
PLASTIC PACKAGING	3.3%	1.6%	2,825	1,357	Plastic Floor Covering	0.0%	0.0%	0	0
#1 PETE Plastic Bottles	0.2%	0.1%	146	100	Ceramics & Brick	0.3%	0.4%	295	321
#1 PETE Plastic Non-bottles	0.2%	0.1%	137	99	R/C Construction Materials	3.4%	3.0%	2,899	2,569
#2 HDPE Plastic Natural Bottles	0.1%	0.1%	51	49	CONSUMER PRODUCTS	20.3%	7.8%	17,490	6,683
#2 HDPE Plastic Jars and Tubs	1.0%	1.3%	856	1,121	Televisions - LCD	0.6%	1.0%	536	867
#2 HDPE Plastic Colored Bottles	0.1%	0.0%	50	34	Televisions - CRT	0.0%	0.0%	0	0
#3 PVC Plastic Packaging	0.0%	0.0%	0	0	Television Peripherals	0.0%	0.0%	0	0
#4 LDPE Plastic Packaging	0.0%	0.0%	0	0	Computer Monitors - CRT	0.0%	0.0%	0	0
#5 PP Plastic Packaging	0.1%	0.1%	107	65	Computer Monitors - LCD	0.0%	0.0%	0	0
#6 PS Plastic Packaging	0.0%	0.0%	13	7	Computers	0.4%	0.6%	307	497
#7 Other/Unknown Plastic Packaging	0.1%	0.0%	56	30	Computer Peripherals	0.0%	0.0%	0	0
Expanded Polystyrene Packaging	0.6%	0.4%	504	362	Computer Printers	0.2%	0.3%	180	292
PLA Compostable Packaging	0.0%	0.0%	3	4	Audio Equipment	0.0%	0.0%	0	0
Plastic Merchandise Bags	0.1%	0.0%	67	39	Electronic Gaming Equipment	0.0%	0.0%	0	0
Packaging Film Plastic	0.4%	0.2%	333	210	Other Consumer Electronics	0.0%	0.0%	0	0
Transportation Packaging Film Plastic	0.6%	0.7%	480	609	Textiles- Organic	0.6%	0.3%	532	259
Flexible Plastic Packaging	0.0%	0.0%	22	18	Textiles- Synthetic/Mixed/Unknown	1.2%	0.7%	1,017	602
R/C Plastic Packaging	0.0%	0.0%	0	0	Shoes/Purses/Belts	0.0%	0.0%	38	39
PLASTIC PRODUCTS	5.3%	2.2%	4,594	1,909	Tires & Other Rubber	0.4%	0.7%	370	574
#1 PETE Plastic Products	0.0%	0.0%	0	0	Furniture	14.7%	7.2%	12,640	6,178
#2 HDPE Plastic Products:	0.0%	0.0%	0	0	Mattresses	2.2%	2.8%	1,870	2,385
#3 PVC Plastic Products	0.0%	0.0%	0	0	R/C Consumer Products	0.0%	0.0%	0	0
#4 LDPE Plastic Products	0.0%	0.0%	0	0	HAZARDOUS AND SPECIAL WASTES	0.1%	0.1%	107	63
#5 PP Plastic Products	0.0%	0.0%	10	16	Pesticides	0.0%	0.0%	0	0
#6 PS Plastic Products	0.0%	0.0%	5	7	HID/UV/Germicidal Lamps	0.0%	0.0%	0	0
#7 Other/Unknown Plastic Products	0.5%	0.3%	403	245	Compact Florescent Lamps	0.0%	0.0%	9	15
PLA Compostable Products	0.0%	0.0%	1	1	Florescent Tubes	0.0%	0.0%	0	0
Plastic Garbage Bags	0.3%	0.2%	238	151	Water-based Paint	0.0%	0.0%	0	0
Plastic Non-bag Film Products	0.1%	0.1%	55	61	Solvent-based Adhesives/Glues	0.0%	0.0%	0	0
Bulky Rigid Plastic Products	3.1%	1.5%	2,663	1,263	Water-based Adhesives/Glues	0.0%	0.0%	12	20
R/C Plastic Products	1.4%	1.0%	1,219	867	Oil-based Paint	0.0%	0.0%	0	0
GLASS	1.4%	0.7%	1,203	599	Lacquer/Varnish/Urethane Coatings/Stains	0.0%	0.0%	0	0
Clear Glass Containers	0.4%	0.4%	346	316	Field & Lawn Markings	0.0%	0.0%	0	0
Green Glass Containers	0.2%	0.2%	136	133	Primers/Sealings/Coatings	0.0%	0.0%	0	0
Brown/Other Colored Glass Containers	0.2%	0.2%	137	153	Water Repellents & Waterproofers	0.0%	0.0%	0	0
Plate Glass	0.2%	0.2%	158	164	Solvents	0.0%	0.0%	0	0
Non-glass Ceramics	0.2%	0.1%	157	114	Caustic Cleaners	0.0%	0.0%	15	25
R/C Glass	0.3%	0.3%	268	297	Dry-cell Batteries- Single Use	0.0%	0.0%	36	40
METAL	7.9%	3.5%	6,839	3,022	Dry-cell Batteries- Rechargeable	0.0%	0.0%	0	0
Aluminum Beverage Cans	0.2%	0.1%	170	123	Wet-cell Batteries	0.0%	0.0%	0	0
Aluminum Foil/Containers	0.1%	0.1%	68	56	Gasoline/Kerosene	0.0%	0.0%	0	0
Other Aluminum	0.4%	0.2%	340	175	Motor Oil	0.0%	0.0%	0	0
Other Non-ferrous Metal	0.1%	0.1%	90	78	Antifreeze	0.0%	0.0%	0	0
Food Cans - Tinned	0.1%	0.0%	57	38	Other Vehicle Fluids	0.0%	0.0%	0	0
Food Cans - Coated	0.0%	0.0%	0	0	Oil Filters	0.0%	0.0%	0	0
White Goods	1.2%	1.4%	1,051	1,166	Explosives	0.0%	0.0%	0	0
Other Ferrous Metal	1.6%	1.1%	1,411	965	Medical Wastes	0.0%	0.0%	6	8
R/C Metal	4.2%	2.7%	3,654	2,317	Sharps	0.0%	0.0%	0	0
ORGANICS	3.6%	2.6%	3,092	2,254	Pharmaceuticals & Vitamins	0.0%	0.0%	6	5
Edible Food Waste- Vegetative	0.8%	0.9%	714	810	Other Cleaners/Chemicals	0.0%	0.0%	0	0
Inedible Food Waste- Vegetative	1.4%	1.0%	1,178	885	Personal Care Products	0.0%	0.0%	18	29
Edible Food Waste- Meats/Fats/Oils	0.6%	0.6%	487	489	Other Potentially Hazardous Wastes	0.0%	0.0%	4	4
Inedible Food Waste- Meats/Fats/Oils	0.1%	0.1%	97	101	RESIDUALS	0.5%	0.4%	454	341
Yard/Garden Waste- Leaves and Grass	0.3%	0.3%	251	267	Disposable Diapers	0.2%	0.2%	154	160
Yard/Garden Waste- Prunings	0.1%	0.1%	50	53	Ash	0.0%	0.0%	0	0
Animal Manure	0.2%	0.3%	183	252	Dust	0.0%	0.1%	40	45
Animal Carcasses & Offal	0.0%	0.0%	0	0	Fines/Sorting Residues	0.3%	0.2%	260	193
Food Processing Wastes	0.0%	0.0%	0	0	Sludges & Other Special Industrial Wastes	0.0%	0.0%	0	0
R/C Organics	0.2%	0.2%	132	155					
Estimated Origin Specified Disposed Tons			86,059	Confidence intervals calculated at the 90% confidence level. Percentages for material types may not total 100% due to rounding.					
Sample Count			32						

Baseline CIP—recommended phase 1 projects

A requirement for solid waste management planning includes a description of capital project needs over the next 20 years. Below are estimates identified during the Regional Solid Waste System Study (Appendix I).

Table N7: Transfer Station 20 Year—Capital Improvements Program

Description		2024 Cost Estimate	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033–43
CTR — Phase 1 and 1A Improvements												
Phase 1	Provide onsite queue capacity. Access road on adjacent parcel. Ramp to south entrance to transfer station. New scale with bypass lanes.	\$3,500,000	\$800,000	\$2,700,000	—	—	—	—	—	—	—	—
Phase 1A	Option to expand existing transfer station on west side of existing building. The 11,000 sf expansion would be on existing property	\$3,000,000	—	—	\$200,000	\$2,800,000	—	—	—	—	—	—
Total CTR Improvements (2024\$)	—	\$6,500,000	\$800,000	\$2,700,000	\$200,000	\$2,800,000	\$0	\$0	\$0	\$0	\$0	\$0/yr
Annual Budget (Cost in Budget Year)	—	—	\$800,000	\$2,794,500	\$214,245	\$3,104,410	\$0	\$0	\$0	\$0	\$0	\$0/yr
Accumulated Budget	—	\$6,913,155	\$800,000	\$3,594,500	\$3,808,745	\$6,913,155	\$6,913,155	\$6,913,155	\$6,913,155	\$6,913,155	\$6,913,155	\$6,913,155/yr
West Van Transfer Station Improvements		2024 Cost Estimate	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033–43
Phase 1 Site Improvements		—										
Access improvements	New exit ramp and entrance off Old Lower River Rd.	\$1,400,000	—	—	\$400,000	\$1,000,000	—	—	—	—	—	—
Phase 2 — Utilities /site work	Water line extension : Retaining structure for top load	\$2,000,000	—	—	—	\$300,000	\$1,700,000	—	—	—	—	—
Phase 2B	Expansion for organics and top load	\$6,700,000	—	—	—	—	\$1,000,000	\$4,000,000	\$1,700,000	—	—	—
Phase 3 — New Office Center	Relocate office and new employee parking	\$2,200,000	—	—	—	—	—	—	—	\$1,100,000	\$1,000,000	—
Phase 4 — New Recycle /HHW Center	New Entrance and HHW / Recycle Drop off Center	\$3,000,000	—	—	—	—	—	—	—	\$1,500,000	\$1,500,000	—
Total West Van Improvements (2024 \$)	—	\$15,300,000	\$0	\$0	\$400,000	\$1,300,000	\$2,700,000	\$4,000,000	\$1,700,000	\$2,600,000	\$2,500,000	\$0/yr
Annual Budget (Cost in Budget Year)	—	—	\$0	\$0	\$428,490	\$1,441,333	\$3,098,312	\$4,750,745	\$2,089,734	\$3,307,926	\$3,292,023	\$0/yr
Accumulated Budget	—	\$18,408,563	\$0	\$0	\$428,490	\$1,869,823	\$4,968,135	\$9,718,881	\$11,808,615	\$15,116,541	\$18,408,563	\$18,408,563/yr
Washougal		2024 Cost Estimate	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033–43
Transfer Station Improvements		—										
Site Improvements	—	\$600,000	\$200,000	\$400,000	—	—	—	—	—	—	—	—
Building Expansion	—	\$4,100,000	—	\$2,000,000	\$2,100,000	—	—	—	—	—	—	—
Total Washougal Improvements (2024 \$)	—	\$4,700,000	\$200,000	\$2,400,000	\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0/yr
Actual Budget (Cost in Budget Year)	—	—	\$200,000	\$2,484,000	\$2,249,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0/yr
Accumulated Budget	—	\$4,933,573	\$200,000	\$2,684,000	\$4,933,573	\$4,933,573	\$4,933,573	\$4,933,573	\$4,933,573	\$4,933,573	\$4,933,573	\$4,933,573/yr
Total Improvements (2024 \$)		\$26,500,000	\$1,000,000	\$5,100,000	\$2,700,000	\$4,100,000	\$2,700,000	\$4,000,000	\$1,700,000	\$2,600,000	\$2,500,000	\$0/yr
Accumulated CIP—Revenue Requirements in Budget Year		—	\$1,000,000	\$5,278,500	\$2,892,308	\$4,545,743	\$3,098,312	\$4,750,745	\$2,089,734	\$3,307,926	\$3,292,023	\$0/yr
Total Accumulated Budget		\$30,255,291	\$1,000,000	\$6,278,500	\$9,170,808	\$13,716,551	\$16,814,863	\$21,565,608	\$23,655,342	\$26,963,268	\$30,255,291	\$30,255,291/yr

Phase 2 — Facilities Plan—Key Assumptions (2023)

CTR — Phase 1: 1. Complete site evaluation and design in 2024 | 2. Complete permitting and begin construction by end of 2024 | 3. Complete Construction of Phase 1A in 2027 if County decides not to expand CTR onto adjacent parcel | 4. Assumes County decides to site and build satellite Transfer Station and dedicate CTR to commercial only | 5. If by 2026 County sites new transfer station phase 1A would not be constructed.

West Van: 1. West Van start date has been set at 2026 due to staff capacity concerns however every attempt to begin work in 2024 should be made | 2. Phase 1 and 2 should proceed to permitting and design in 2026 | 3. If by end of 2024 the MRF is to remain for extended period (3-5 years); then design and construction should proceed with Option 2A or 2B | 4. CIP assumes building Option 2B — full expansion of MRF building to manage organics and increase bale storage; however if the decision if to build only 2A the budget can re deuced by \$3M | 5. All CIP improvements to be in place by 2030

Washougal: 1. Planning and design of Washougal Improvements should proceed in 2023 | 2. Site plan assumes new office complex and new location. | 3. If the final plan is revised to relocate existing office the budget is expected to be reduced by about \$600,000



APPENDIX O: List of education and outreach programs

Summary of existing solid waste education and outreach programs			
Program Description	Led by	Audience	Delivery method
Student Summits — events for student green teams to learn more about sustainability and environmental justice and connect with other green teams working on sustainability projects and initiatives at their schools	Green Schools	Students	In person Virtual
WasteBusters – online pledge program to promote waste prevention	Green Neighbors	Residents	Web-based
Green Business certification – issues certification to businesses meeting criteria for sustainable practices.	Green Business	Businesses	In person
Morning Blend — Coordinate and support informal one hour peer to peer meetings for businesses to share best practices	Green Business	Businesses	In person
Fall Leaves Coupons – Coordinated outreach effort to connect Vancouver and Clark County residents with an annual coupon for free leaf disposal.	City of Vancouver Clark County Public Works Green Neighbors	Residents	Printed materials In person
RecycleRight app and Recycling A-Z Directory — Maintain the web and mobile based resource to assist residents in proper recycling of hard to recycle items. Through this resource residents can view, download, and print collection schedules, request collection of bulky items or electronic waste, and sign up for alerts.	City of Vancouver Waste Connections Columbia Resource Company Green Neighbors	Residents	Web-based



APPENDIX P: SWAC bylaws

**CLARK COUNTY
SOLID WASTE ADVISORY COMMISSION
BYLAWS AND RULES**

I. PURPOSE

- A. The Clark County Solid Waste Advisory Commission (SWAC) has been established by [Chapter 24.16](#) of the Clark County Code, pursuant to [RCW 70A.205.110](#). The powers, purpose, and scope of the Clark County SWAC shall be limited to those described in [Chapters 24.12.110](#) and [24.16.020](#) of the Clark County Code and set forth in these bylaws.

II. COMPOSITION AND TERMS

- A. Members - The SWAC shall be composed of at least **ten (10)** members who shall provide ongoing public input, coordination, and information exchange between the SWAC and the groups they represent and serve without compensation.
- B. Appointment - Members shall be appointed by the Clark County Councilors with recommendations from the Solid Waste Program staff ("Staff") and shall represent the following interests
- City of Vancouver
 - Clark County Business
 - Southeast Clark County
 - Agriculture
 - Small Cities & Towns
 - Solid Waste Industry
 - Southwest Clark County
 - Public Interest Groups
 - North Clark County
 - County-at-Large
- C. Terms - Each member's term shall be for three (3) years' duration, and all vacancies shall be filled within sixty (60) days. Members may be reappointed to serve consecutive terms.

III. OFFICERS

- A. The officers of SWAC shall consist of a Chair and Vice-Chair elected by a majority of the appointed members of SWAC.
- B. The election of officers shall take place when an office becomes vacant, either at the current officer's last meeting in office, or the meeting immediately following the notice of a vacancy of office.
- C. In the event of a vacancy in the position of Chair, the Vice-Chair will assume the position of Chair to complete the remainder of the Chair's term. In the event of a vacancy in the position of Vice-Chair due to the Vice-Chair assuming the position of Chair or for any other reason, the Vice-Chair position shall be replaced by majority vote of all members of SWAC to complete the remainder of the Vice-Chair's term.
- D. The term for each officer shall be two years unless the officer's position on SWAC expires or becomes vacant earlier.

- E. There is no limit to the number of terms an officer may serve.

IV. ATTENDANCE

- A. Members will notify the Chair and Staff if the member is unable to attend and provide reason, if no reason or notification is provided the absence shall be considered unexcused.
- B. In the event a member is absent from over 50 percent of all meetings during a twelve (12) month period or has accrued two (2) or more unexcused absences, that member shall lose his/her position on SWAC, barring exceptional circumstances that will be considered on an individual basis by the Officers and Staff.

V. MEETINGS

- A. Regular meetings of SWAC will be held quarterly on the first Thursday with a minimum of four (4) meetings per year held in February, May, August, and November.
- B. Special meetings may be called by the Chair or by majority vote of the commission.
- C. When expedient and/or necessary, SWAC meetings may be held virtually via available technology(ies) with notification and communication following regular processes.
- D. Informal or extra meetings of the SWAC which are educationally focused or that incorporate site tours towards the objective of familiarizing members with background, facilities or programs may be scheduled from time to time, or on a periodic schedule, as warranted.
- E. A meeting may be canceled by the Chair for lack of a quorum, scheduling conflicts, or lack of need to meet.
- F. The conduct of meetings shall be governed by Robert's Rules of Order, unless these bylaws conflict, in which case these bylaws shall supersede.
- G. The Chair shall preside over the meetings of SWAC. In the absence of the Chair, the Vice-Chair shall preside. In the absence of both officers, the members present shall select from among themselves a Chair Pro-Tem who shall preside over the meeting until the return of one of the officers.
- H. Quorum -A simple majority of filled seats.
- I. Voting
 - i. Minutes of previous meetings may be approved by majority vote of the members present at the meeting for which the minutes were prepared.
 - ii. Approval of all other actions will require a majority vote of the entire membership of SWAC.

- iii. A vote may be taken by email with the approval of the Chair.
- iv. In the event of a tie, the Chair will decide the vote.

VI. COMMITTEES

- A. The SWAC may choose to form standing or ad hoc committees to accomplish particular assignments and purposes related to either optimal functioning of the SWAC or in support of policy positions relevant to the Clark County Solid Waste Management Program. Examples of standing committees includes recruitment, or review and input on state legislative proposals and priorities. Ad hoc roles for individual or multiple SWAC members might include support to staff in the review of consultant projects or in the selection of vendors.
- B. Standing Committees shall be established through approval of a Charter which is developed and reviewed, then adopted by the full SWAC membership by vote at a regular or special meeting or through email. Individuals or multiple SWAC members agreeing to participate in an ad hoc role for a limited term may be noted in the meeting minutes following a statement of the purpose and agreement by an appointed SWAC member(s) to participate in a specific project that may require additional time.

VII. STAFF

- A. The SWAC shall be staffed by the Clark County Solid Waste Program, as necessary, to provide support to the SWAC.
- B. Solid Waste Program Staff shall serve in a professional capacity as the SWAC's technical advisory and administrative officer/ s.
- C. Minutes will be prepared by Staff and distributed prior to the next regularly scheduled meeting.
- D. Agendas will be prepared by Staff from input from the Chair.
 - i. Staff will engage with Chair one month prior to regular meetings, to identify agenda items.

VIII. COMMUNICATIONS

- A. Communications related to SWAC topics or the Solid Waste Program, outside of meetings, by a SWAC member to outside groups, policy makers, or the media shall be directed through the SWAC Chair and the Solid Waste Program Manager, unless in an assigned capacity as a SWAC representative.
- B. Communications by SWAC members with Clark County staff, related to SWAC topics, shall be directed through the Chair and the Solid Waste Program Manager.

- C. SWAC members shall keep any confidential information acquired during their service protected and secured.

IX. AMENDMENTS

- A. These Bylaws and Rules may be amended at any regular or special meeting of SWAC by majority vote of the entire SWAC membership. Amendments should be submitted in writing for discussion prior to the meeting. Final action will not be taken until a subsequent meeting. These bylaws will be reviewed at least every two years (normally odd years) at the Spring meeting.

X. SEVERANCE CLAUSE

- A. Should any portion of these bylaws be declared unconstitutional or otherwise contrary to law, such decision shall not affect the validity of the remaining portion of these Bylaws and Rules.

Revised – March 17, 2021

These Bylaws and Rules are hereby amended and adopted in a duly noticed meeting held on May 6, 2021, by a majority vote by a majority of the SWAC members.


SWAC Chair

05/17/21

Date



APPENDIX Q: RSWSSC bylaws

**Regional Solid Waste System Steering Committee
Bylaws**

Article I.
Membership

The Regional Solid Waste System Steering Committee (RSWSSC) shall be comprised of the Public Works Directors or their designees from the Cities of, Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, the town of Yacolt and the Public Health Director for Clark County which is the lead agency for the regional effort. Members must be a signatory to an inter-local agreement with Clark County.

Article II.
Meetings of Members

Members shall meet semiannually throughout the year. Special meetings may be called by three members with at least 21 days notice to the lead agency who will inform all members. No business shall be conducted at a meeting unless a quorum is present. A quorum is defined as 50% of the membership plus one.

At least annually, the RSWSSC will review the recommendations set forth in the Comprehensive Solid Waste Management Plan so that necessary program funding may be incorporated into budgets and the results evaluated.

Article III.
Purpose of Committee

A project of the RSWSSC is the assessment and study of the practicality, advantages, disadvantages, and cost of forming a separate solid waste district, or other organizational structure(s), that would improve service to citizens and further the objectives of our regional solid waste program.

The meetings of the RSWSSC shall be a forum whereby system members may share information pertinent to the efficient and safe disposal of solid waste and efforts to reduce or divert solid waste from the landfill.

RSWSSC meetings are an opportunity for members to articulate their organizations' priorities so that both the shared and divergent priorities receive due professional consideration among partners in the system, thereby providing sound direction for the development and maintenance of the Regional Solid Waste System.

The RSWSSC will provide recommendations to policy-makers and elected officials on the budget process and monitor progress towards accomplishing the priorities for waste reduction, waste recycling, and other programs and goals set forth in the Comprehensive

Solid Waste Management Plan, and shall play an important role in matters related to development of the Regional Solid Waste System.

The RSWSC members will have sufficient familiarity with regional programs and technical issues to provide knowledgeable review and comment into the following activities:

- Annual work plan process.
- Coordinated efforts to develop and bid contracts related to solid waste planning, programs or logistical systems.
- Initiatives to review and test technological advances.
- Program marketing efforts.

Article IV
Powers and Duties of the Committee

- Decision making process on special waste issues that are not clearly addressed under the existing collection, transfer and disposal contracts.
- All decisions by the group must be approved by a 2/3 vote of the members present including the lead agency.
- Develop an emergency management and response plan including a system for managing disaster debris and alternative disposal options
- Develop mutual aid contracts and/or joint vendor contracts – share resources and support.
- Address jurisdictional authority and responsibility left unclear by existing agreements and contracts.
- Participate in long term planning guidelines for development of SWMP.
- Implement the plan: annual review and coordinate budget development
- Receive an annual report to the committee from staff.

Article V
Bylaw Changes

- No change may be made to these bylaws that is in conflict with any written agreement or contract between the parties or is in conflict with the adopted SWMP.
- Changes to these bylaws require a unanimous vote of all current members.



APPENDIX R: Ecology compliance checklist

Solid Waste Management Planning Element	Regulation or Ordinance	Location in plan
A detailed inventory and description of all existing solid waste handling facilities including an deficiencies in meeting current solid waste handling needs.	RCW 70A.205.045(1)	Section 10.2 Conditions assessment
The estimated 20 year needs assessment for solid waste handling facilities	RCW 70A.205.045(2)	RSWSS Appendix I Appendix N
Review of federal, state, and local regulations and ordinances related to solid waste planning	RCW 70A.205.045(3)(a)	Section 1.4 Required content Appendix F
Consideration given to the comprehensive land use plan of each jurisdiction	RCW 70A.205.045(3)(b)	Section 1.6 Relationship to other plans
Plan supportive of state's solid waste management plan and solid waste priorities	Recommended by Ecology	Section 1.6 Relationship to other plans
Financing Solid Waste Infrastructure and Operations – Six year capital program for solid waste facilities	RCW 70A.205.045 (3)(c)	Section 11.9 Capital needs and financing plan Appendix I
Financing Solid Waste Infrastructure and Operations – Plan for financing both capital and operational expenditures	RCW 70A.205.045 (3)(d)	Chapter 11 : Funding and financing Appendix I
Surveillance and control – permitting solid waste facilities, address illegal dumping and accumulation, enforcement	RCW 70A.205.045 (4)	Chapter 3 : Enforcement
"Waste collection – Description of service areas and needs for each jurisdiction - WUTC or local - contracts - population density of each area served - projected needs of each jurisdiction for next 6 years"	RCW 70A.205 (5)	Chapter 9 : Solid waste collection
Waste collection – Determination of service level (urban and rural designation)	RCW 70A.205.050	Section 9.2 Urban-rural designation
Waste reduction and recycling programs – Reduce waste generated	RCW 70A.205.045 (6)	Chapter 4 : Waste reduction Appendix O
Waste reduction and recycling programs – Incentives and mechanisms for source separation	RCW 70A.205.045 (6)	Chapter 5 : Recycling
Waste reduction and recycling programs – Recycling opportunities	RCW 70A.205.045 (6)	Section 5.5 Existing recycling education and outreach programs
Identification and prioritization of waste reduction strategies	RCW 70A.205.045(7) (a)	Chapter 4 : Waste reduction Chapter 6 : Organics
Recycling and waste diversion – Urban services (must include source separation)	RCW 70A.205.045 (7)(b)(i)	Chapter 5 : Recycling
Recycling and waste diversion – Rural services (must include source separation)	RCW 70A.205.045 (7)(b)(i)	Chapter 5 : Recycling
Recycling and waste diversion – Non-residential monitoring	RCW 70A.205.045 (7)(b)(ii)	Chapter 5 : Recycling
Recycling and waste diversion – Organics management	RCW 70A.205.045 (7)(b)(iii)	Chapter 6 : Organics Chapter 9 : Solid waste collection

Solid Waste Management Planning Element	Regulation or Ordinance	Location in plan
Recycling and waste diversion – Education programs	RCW 70A.205.045 (7)(b)(iv)	Embedded into chapters, intro to green programs Appendix O
Recycling and waste diversion – Designation of recyclable materials	RCW 70A.205.045(7)(c)	Section 5.3 Designated recyclable material list Appendix L
Recycling and waste diversion – Process for modifying list	Recommended by Ecology	Section 5.3 Designated recyclable material list
Recycling and waste diversion – Description of markets	RCW 70A.205.045(7)(c)	Section 5.3 Designated recyclable material list
Recycling and waste diversion – Description of waste composition	RCW 70A.205.045(7)(c)	Section 5.2 Conditions assessment Appendix N
Assessment of plan costs on solid waste collection (WUTC review)	RCW 70A.205.045 (8)	Appendix C
Facility siting requirements	RCW 70A.205.110 & RCW 70A.205.045 (9)	Appendix I
Contamination reduction and outreach plan	RCW 70A.205.045 (10)	Section 5.4 Contamination reduction and outreach plan
SEPA documentation	Required by Ecology	Appendix B
Interlocal agreements	Required by Ecology	Appendix D
Resolution of plan adoption from all jurisdictions	Required by Ecology	Appendix E
SWAC participation	RCW 70A.205.110	Section 1.4 Required content Section 1.8 The Solid Waste Advisory Committee
Evidence of public meeting(s)	Required by Ecology	Section 1.4 Required content
Change log of comments and responses from Ecology and WUTC review	Required by Ecology	Appendix S
Locally defined amendment and revision process	Recommended by Ecology	Section 1.11 Process of updating the plan
SWAC Bylaws	Recommended by Ecology	Appendix P
RSWSSC Bylaws	Recommended by Ecology	Appendix Q
Moderate risk waste plan	RCW 70A.300.310	Chapter 7 : Moderate risk wastes



APPENDIX S: Ecology comments

2025–2030 Clark County
COMPREHENSIVE SOLID AND HAZARDOUS WASTE
MANAGEMENT PLAN (Plan)

This review is grouped into four sections

- Section A – Required revisions to meet the minimum requirements for Plan approval.
- Section B – Recommended revisions to expand on or update information in the Plan and improve consistency with local Plans statewide.
- Section C – Minor edits to correct typos and improve clarity and readability.
- Section D – What to include in your final submittal packet.

Section A: Revisions required for Plan approval

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
1	Appendix C, pg. 212	Utilities and Transportation Commission (UTC) six-year cost assessment During the UTC’s review of the cost assessment questionnaire (CAQ), it was found that the estimated tip/disposal fee forecast section did not provide the required fee data. The UTC was then provided with an updated CAQ and completed their review. Per previous communication from the UTC and Ecology, remove “in contract negotiations – determining tip fees now” and replace with the required data provided to the UTC during their review. Additionally, the CAQ submitted only covered years 2023-2028. Please add years 2029 and 2030 with the required data from the updated CAQ provided to the UTC. Finally, please discuss if impacts from the new contract are anticipated to affect the numbers provided to UTC, and if so, what that impact may look like.	Edits can be found in Appendix C – page 232 Removed “in contract negotiations...” Added years 2029 and 2030 Updated 2025 MSW tip fees to actual instead of projection. Since the fee adjustments are based on CPI and PAAD 5, these are estimates. Used an updated percentage to estimate future tip fees based on 2024 increases (4.55%). Updated the bottom of the UTC questionnaire to reflect edits in GRAM email sent 11/5/24.
2	Chapter 5 Recycling, 5.2 Conditions Assessment, pg. 59	Description of waste composition In Appendix R, Ecology Checklist, description of waste composition is stated to be located in section 5.2 of the Plan. In this section waste composition is discussed generally as changing due to various conditions, but no actual waste composition is shown. Add detailed waste composition descriptions in the form of text or a data table per RCW 70A.205.045(7)(c) or reference the appendix that this data is located in. Ecology highly recommends the use of the Washington Waste Characterization Study (2020 – 2021) for this section and discourages the use of the 2012 data. The Washington Waste Characterization Study (2020-2021) sampled in Clark County. Insertion of pages 89-93 of the study into the Plan would largely satisfy this requirement. The Plan states, “...from predefined waste generating groups...” in both Appendix N and in this section but does not identify who the generators are. Please identify the predefined generators.	While we intentionally omitted the 2020-2021 data as it was not representative of the entire regional system, we understand the desire for updated numbers and have added the specified tables to Appendix N: Clark County municipal solid waste data. Text was added at the end of section 5.2 on page 59 to introduce the tables and refer to the appendix. Added (e.g. single-family, multifamily, commercial) to both areas mentioned. Pages 60 and 510.

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
3	Chapter 5 Recycling, 5.3 Designated recyclable materials list, pg. 63	Designated Recyclables List: process for modifying, etc. On page 64 it says batteries are not on the list, but on page 63, “Household batteries” is one of the bullets. Please clarify. There is also a Designated Recyclables List in Appendix L. Please reference Appendix L here and if there will be two lists, explain why and the differences between them. The same should be done with the list found in the (updated through 2030) UTC Cost Assessment Questionnaire. As noted in comment 4 regarding the Organics Management Laws, the Designated Recyclables List must include Organic Materials starting in at least 2027, and specifically include food starting in at least 2030. This pertains to those areas in Organics Recycling Collection Areas. From a residential collection viewpoint, the UTC looks to this list to ensure the g-certificated hauler is in compliance with your Plan by collecting the specified materials. From a non-residential viewpoint, the UTC also looks to what is identified as a recyclable material in the Plan. That is because landfill-bound waste generated from non-residential sources in g-certificate-served areas belongs to the g-certificated hauler. Only materials identified as a recyclable material in the Plan may be picked up by a different hauler for recycling via Chapter 81.80 RCW. The list as currently written is only for single-family curbside recycling. Please include mention of non-residential recyclable materials, including at least organic materials and food per the above 2027 and 2030 deadlines. There is mention of support for commercial composting in areas such as section 6.4, but discussion near the Designated Recyclables List would be helpful. In Appendix R, Ecology Checklist, a process for modifying the list is stated to be in section 5.3 of the Plan but does not seem to be there. Update Plan to include language on a process for modifying the designated recyclables list. An example process can be found in the Thurston County Solid Waste Management Plan for Years 2021 to 2026 pg. 85 of the Plan. The Guidelines for Development of Local Comprehensive Solid Waste Management Plans and Plan Revisions also offers an example process at the end of Appendix F, also offers an example process at the end of Appendix F.	Removed discrepancy on the first sentence, second paragraph of page 64 Appendix L was referenced in the last sentence of the first paragraph on page 64. Updated language to highlight more. Add “organic materials/food (see Chapter 6: Organics) to the designated recyclables list on page 64.” Replaced the lead into the list of designated recyclables to be “residential and commercial services:” on page 64 Some of this language was included in the Description of markets section. Updated the section to include Process for modifying the designated recyclable list as a separate section with separate heading for clarity as well as added additional information to show it will be managed through a review process. Page 65

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
4	Chapter 6 Organics, pg. 74	Organics Management Law 1.0 & 2.0 RCW 70A.205.040(3)(a) requires Solid Waste Management Plans (SWMPs) developed, updated, or amended after July 1, 2024, to consider transition to collection requirements in RCW 70A.205.540, as well as identifying both priority areas to site organic management facilities and volumetric capacity required to manage the County's organic materials consistent with the goals of RCW 70A.205.007. There is some discussion in section 6.4, however, please do the following to meet the requirements. More detail may be found in the draft Guidelines for Siting, Capacity, and ORCAs on Box. • Priority areas for organic materials management facilities: Identify specific area(s) within Clark County that fit the criteria as described in RCW 70A.205.040(3)(a)(i). A map is recommended, but not required. Please take the following steps to ensure identified sites are not in overburdened communities. • First, an organics management facility should not be in any of the 16 areas identified as overburdened communities based on total levels of cumulative air pollution. The list of areas can be found on Ecology's Improving air quality in overburdened communities webpage. • Secondly, use the Council on Environmental Quality's Climate and Economic Justice Screening Tool, or CJEST. The addresses of potential sites should be entered into the CJEST tool. The tool will immediately identify if the identified location is disadvantaged. If it is identified as disadvantaged, an organics management facility should not be sited at that location. The CJEST tool assumes that if a location has at least one environmental burden and an associated socioeconomic burden, the community is identified as disadvantaged. • Capacity needed: Identify the organic materials management facility volumetric capacity required to support the County in reaching the goal to reduce annual organics going to landfill by 75% compared to 2015 levels. To view Ecology's approximation of the volume of 75% of the organic materials Clark County disposed of in 2015, see the Estimated 75% of County OM Disposal in 2015 spreadsheet on Box. • Communicate the above to your Planning Dept. for use in the Comprehensive Plan: Show the communication between the leads on this Plan and the leads for the Clark County Comprehensive Plan regarding the above, so they may use it to fulfill their obligation to reflect this in the Comprehensive Plan. • Plan ahead for meeting Organics Recycling Collection Area (ORCA) obligations: To show consideration of the transition to the requirements of RCW 70A.205.540, first look at the Organics Recycling Collection Areas map and related Local Government Requirements Workbook to help distinguish the areas where the requirements will apply. Then, for each Organics Recycling Collection Area, show how the County and its city partners intend to meet the requirements that phase in during 2027 and 2030. Which areas plan to apply for an exemption from Ecology, and on what grounds? What contracts or ordinances will need drafted? Etc. Also consider if ORCA boundaries might change during the years covered by your Plan. For example, are any jurisdictions on the cusp of the 25,000-population threshold? Include in your Plan the intention to check the map and workbook annually and bring any new areas into compliance in a timely manner. • As part of ORCA planning, check your Designated Recyclables List: Ensure your Designated Recyclables List includes organics, and includes food waste starting at least in 2030. This positions the County to comply with the ORCA requirements. Note that designating an item as recyclable is not the same as stating it is collected in some or all of your planning area. On the residential side, a g-certificated hauler must comply with services as outlined in a Solid Waste Management Plan, and thus this is important for provision of the ORCA services needed in 2027 and 2030. On the non-residential side, designating a material as recyclable in a Solid Waste Management Plan ensures a transporter of recyclables seeking to collect these materials from non-residential sources may do so under Chapter 81.80 RCW. A summary of Organics Management Law 1.0 and 2.0 can be found here: Organics Management Law - Washington State Department of Ecology. Other resources in regards to Plan development can be found in Ecology's Box library under, Organics Management Laws & Resources.	Chapter 6 in its entirety has been rewritten to incorporate the identified changes in section 6.3 Organics management law. Note that the Council on Environmental Quality's resource was not able to be opened by the link provided. Nor was it available when attempting a general search online.

Comment Number	Plan section – page #	Comments	Clark County Include section & page #s if applicable
5	Chapter 9 Solid Waste Collection, pg. 124	Population density of each area served In Appendix R, Ecology Checklist, population density of each area served is stated to be located in Chapter 9 of the Plan, but it is not clearly stated anywhere in the chapter. Add clear information on population density of each area served per RCW 70A.205.045(5)(c). A great place to add it would be in or near Table 2.2.1. Population density by county and city/town can be found in the tables on this Office of Financial Management (OFM) webpage. To find the population density of the unincorporated area, Ecology summed the square miles of the cities as shown in the tables and subtracted that from the county area. Then we divided the city population (available on this other OFM webpage) by the square miles of unincorporated area, and got 451.5 persons per square mile. This density could be used as an approximation or starting point for the population densities of the areas served by the g-certificated haulers. Ecology has provided the starting population density data for you that can be found in the Clark County's Box folder under Data.	Table added to page 32
6	Chapter 9 Solid Waste Collection, 9.2 Conditions Assessment, pg. 125	Urban vs rural and the service levels As noted in Section 9.2, RCW 70A.205.045(7)(b)(i) requires certain levels of recycling service, depending on if an area is designated as urban or rural. Section 9.2 does not provide detail regarding which areas are designated urban or rural, nor if each area is receiving the minimum services required per RCW 70A.205.045(7)(b)(i). It appears from the Plan that curbside recycling is offered to all residences, including multifamily, in all incorporated and unincorporated areas countywide. If this is correct, then please add a statement to that effect to show all areas are receiving adequate services to meet RCW 70A.205.045(7)(b)(i). A closely related RCW is 70A.205.050. While Section 9.2 notes how Clark County would determine if an area is urban or rural in general terms, it stops short of actually clearly defining those criteria, nor doing any such designation of areas. It may be useful to use the Comprehensive Plan map and its coding of areas as urban or rural, with some clarification as needed. This would allow you to default to the Comprehensive Plan's criteria, which almost certainly align with the criteria as outlined in 70A.205.050. There are other options, but at the end of the day, the Plan needs to convey which portions of the planning area are designated as urban, and which are rural, and the criteria by which that determination was made (which may be broadly stated if referring to the County Comprehensive Plan).	Updated entire section 9.2 Urban-rural designation for clarity and to provide link to the Clark County Comprehensive Plan maps. Page 135
7	Appendix C of Appendix I, page, pg. 443	Make legible the summarized financial data in the Regional Solid Waste System Study Appendix C of Appendix I, which would give the financial estimate for the 20-year capital improvements program, is illegible. Please provide the table in a different format or ensure it can be read. This helps satisfy both RCW 70A.205.045(2) and RCW 70A.205.045(3)(c).	Appendix N was updated to include this table in a new format to make it legible. The table as shown in Appendix I remains as that was part of the final report.
8	Chapter 11 Funding and Financing, pg. 158, and Chapter 12 Implementation Schedule, 12.3 Implementation Schedule pg. 171	Funding the solid waste system – six years While the Plan adequately identifies facility needs and the capital improvement costs for the planning period mainly via The Summary of Phase 1 Report, Regional Solid Waste System Study presented as Appendix I of the Plan, the Plan needs more in regard to the operations. This should show revenues and expenditures during the planning period. For an example, see Kitsap County's Solid and Hazardous Waste Plan 2019-2022. Table 12.3.1 discusses recommendations/actions and their timeline but project costs are not included, despite introductory text implying it would. This may be one area to provide the data.	The entire chapter 11 has been updated to align with the newly signed Master Service Agreement. Removed reference to cost from table 12.3. Added notes for next review to add a cost column to this table.

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
9	Various locations within the Plan	New CRC Contract During Ecology’s review of the Plan, a new contract with CRC was negotiated with Clark County and City of Vancouver. Though the Plan is a snapshot in time and does mention the development of the contract, this is a significant update, and the details of that contract should be reflected within the Plan. Please provide an overview of the contract, major changes and the financial impact of the contract.	Updated actions in 12.3.1 to reflect MSA has now been signed. Updated planning area section to include public ownership. Added additional transfer and disposal action item for initiating an environmental site assessment per MSA. Page 166 Capacity language was updated Page 151 Transportation and disposal contracts was updated Page 162 Evaluation of ownership options was updated



Section B: Recommended revisions

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
10	Cover	Retitle to reflect the Hazardous Waste Management Plan While the bulk of this plan is the Comprehensive Solid Waste Management Plan required by Chapter 70A.205 RCW, it is very significant that the Local Hazardous Waste Plan required by Chapter 70A.300 RCW is also found herein. They are separate plans with separate requirements. Please update the title on the cover to reflect both plans, such as, “Comprehensive Solid and Hazardous Waste Management Plan”. (The Contamination Reduction and Outreach Plan mentioned in the Executive Summary is not necessary to call out, as it is ultimately an element of the overall Comprehensive Solid Waste Management Plan.)	Received email from Ecology on 11/13/24 with the understanding that this will be put in the parking lot until next revision.
11	Chapter 1 Background and Administration, 1.11 Process of updating the Plan, pg. 24	Plan amendments and revisions Ecology applauds Clark for including a locally-defined amendment process. However, the paragraph describing the process at the top of page 24 could use more clarity. Who does the approving of the decision to move forward with the amendment? What does ratification look like (does each signatory to the plan adopt the amendment in the same manner in which they adopted the original plan)? See Ecology’s Guidelines for Development of Local Comprehensive Solid Waste Management Plans and Plan Revisions, Appendix G for an example process.	Revised language to include who moves forward and ratification process using the Guidelines as reference. See Section 1.11 starting on page 23
12	Chapter 3 Enforcement, 3.2 Regulating Agencies, pg. 40	RCW 170A.205.130 The Plan presents bullets that address CCPH’s enforcement responsibilities. The bullet referring to landfills states: “CCPH’s responsibilities for processing and evaluating permits for solid waste disposal facilities are defined in RCW 70A.205.130. These state regulations require jurisdictional health departments to evaluate solid waste permit applications...” RCW 170A.205.130 is “statute” or “law”, rather than “regulations”. (The term “regulations” would refer to Washington Administrative Code (WAC). Remove “These state regulations require” and replace with either “This statute requires” or “This law requires”.	Suggested edit accepted and implemented - Updated page 40 to say “This statute requires”

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
13	Chapter 5 Recycling, starts pg. 58 Other relevant locations within the Plan	Residential designated recyclable materials lists between cities In this chapter it is discussed that the County and the six cities and one town develop and support a regional solid waste system that offers consistency. If accurate, and the cities share consistency between their lists, include the following language or similar near the designated recyclable materials list in this chapter or other relevant locations within the Plan: “The County and cities maintain consistency in accepted residential recyclable materials lists in an effort for harmonization and to reduce contamination.” The above language was drafted based on the consistency language found in regards to the Residential Outreach Work Group (ROW) on page 70. If not accurate, please explain the differences between the jurisdictions’ accepted residential recyclable materials lists.	Suggested edit was altered as the statement provided was very similar to the introduction paragraph talking about statewide uniformity. Added a leading sentence to clearly state this belief is shared locally. See introductory statement in the third paragraph under 5.3 Designated recyclable material list pg 64
14	Chapter 7 Moderate Risk Waste, 7.2 Conditions assessment, pg. 88	Use of permit The Plan states, “Fully regulated businesses are required to have a dangerous waste permit and may be subject to inspections from Ecology staff.” While this is true of treatment, storage, and disposal facilities, this section seems to be referring to Medium and Large Quantity Generators, which are not required to have a permit, but are required to register for an EPA/State ID with Ecology. If this is the proper interpretation, update sentence to “Fully regulated businesses are required to register for an EPA/State ID number and may be subject to inspections from Ecology Staff.”	Suggested edit accepted and implemented – update first paragraph on page 98
15	Chapter 7 Moderate Risk Waste, 7.2 Conditions assessment, final disposal methods, pg. 89	Facilities managing hazardous waste within the jurisdiction RCW 70A.300.350(3)(c) requires an inventory of all generators of hazardous waste, which is found in this Plan in Appendix M. However, it goes on to require an inventory of all facilities managing hazardous waste within the jurisdiction. Update Appendix M to include a list of facilities managing hazardous waste within the jurisdiction or update the list in Appendix M to include some sort of added indicator that a generator is also a facility managing hazardous waste. In reviewing Appendix M, most all facilities managing hazardous waste are included there. Ecology has provided a list of these facilities for reference. Also, include language within the final disposal methods section of Chapter 7 Moderate Risk Waste that points to this information.	Opted to include within the body of the plan in lieu of reworking the appendix. Added the following language to section 7.2 under Final disposal methods “For a list of facilities managing hazardous waste within Clark County, refer to Table 7.2.1” This edit can be found on the top of page 100. Used the table provided by Ecology for reference.

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
16	Chapter 7 Moderate Risk Waste, 7.2 Conditions assessment pg. 90	Commercial dangerous waste This section states, “State laws prohibit commercially generated MRW from being disposed of as municipal solid waste, but not all businesses comply.” Ecology is not aware of any state law that prohibits commercially generated MRW (SQG waste) from being disposed of at a municipal solid waste landfill. On the contrary, WAC 173-303-171(1)(e)(v) explicitly states that a Small Quantity Generator (SQG) may dispose of their dangerous waste at a municipal solid waste landfill. Please update this section accordingly. Even though it is legal, Ecology does not encourage disposal of SQG waste at municipal solid waste landfills. However, if the County is not accepting SQG waste at their MRW facilities, some businesses may see this as their only option. SQGs on a limited budget may not be able to afford disposal through a commercial dangerous waste transporter as the County alluded to in this section. As noted in this section, Clark County has a process to invoice businesses for handling and disposal of dangerous waste. Clark County may consider updating their operations to accept business waste. Many counties across the state operate or support facilities that accept moderate risk waste from both households and SQGs and invoice the SQGs to help cover costs, similar to what the County is already doing. This would reduce the amount of SQG waste disposed of in municipal solid waste, and better meet the obligation to provide a program for MRW per RCW 70A.300.350(1) (a). In section 7.5, it appears that this is an option being considered, but the implementation schedule in Chapter 12 kicks it to the future. Ecology would like to see the County more seriously consider it in the near-term years of this Plan. This also relates to comment number 34, below.	Updated the leading sentence based on this new understanding. See middle of page 101. Accepting SQG waste at the transfer stations is included in the plan as “future” as it is an ongoing conversation while we address barriers such as ownership decisions, traffic impacts, capacity, permitting limitations, additional administrative costs, etc. Including it in the plan as a future goal is of local importance to ensure the conversation continues while we work through other decisions that will impact this decision.
17	Chapter 7 Moderate Risk Waste, 7.3 Expanded recycling or disposal options, pg. 93	Lights HB 1185 passed early this year, making outdated much of the text under the Lights header. Starting January 1, 2029, the sale of mercury containing lights within Washington state will be prohibited (except for lights already in stock or stores, which may be sold until July 1, 2029). Another important change from HB1185 is that daily collection limits increase January 1, 2025, as follows: • Unlimited screw base compact fluorescent lamps. • 15 pin-based compact or linear fluorescent lamps. • Two High intensity discharge lamps. • (There’s also a separate 15-light limit on registered residential curbside collection or mail-back) Finally, the program will now sunset in 2035 (unless a cost-benefit analysis points to ending the program sooner). More information on HB 1185 is on the Washington Legislature page. or in the Legislative Changes 2009-2024 document on Box. Update Plan with new information on mercury containing lights and program impacts. Add link to LightRecycle.org.	Replaced the entire Lights section in 7.3, page 104
18	Chapter 7 Moderate Risk Waste, 7.3 Expanded recycling or disposal options, pg. 94	Motor oil - Chapters 70A.224 and 43.21A RCW: Used oil and PCB BMPs (best management practices) The used oil section addresses how used oil is managed at collection locations but does not mention best management practices within those processes. Update Plan to incorporate best management practices language for used oil. This can be found through EPA’s Preventing and Detecting PCB Contamination in Used Oil guidance.	Added the link to additional best management practices following the listed safety handling practices. Section Motor oil page 105

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
19	Chapter 7 Moderate Risk Waste, 7.3 Expanded recycling or disposal options, pg. 94	Budget reserve for disposal of contaminated oil The Plan should include a budget reserve for disposal of contaminated oil detected at any public used oil collection site administered by the local government per RCW 70A.224.020(1)(e). This could not be found in the MRW Chapter or Chapter 11, update the Plan to include this estimate.	This section of RSW70A.224.020(1)(e) states: An estimate of funding needed to implement the requirements of this chapter. This estimate shall include a budget reserve for disposal of contaminated oil detected at any public used oil collection site administered by the local government. In Clark County, we do not have a public used oil collection site administered by the local government. All oil collection sites are owned and operated by private companies.
20	Chapter 8 Miscellaneous waste, 8.2 Types of miscellaneous waste, pg. 104	Agriculture waste definition The source of the definition in quotes should be identified. It appears to be derived from WAC 173-304 but varies slightly from that rule’s language. Note that it also varies from the more current definition of the term in WAC 173-350. Both of those rules specify that the enumerated wastes must come from farms, which the language here does not. Also, the text subsequently includes agricultural chemicals in the category; these are not explicitly included in the definitions from WAC 173-304 or WAC 173-350. Update Plan to use the definition from WAC 173-350-100, “Agricultural wastes” means wastes from farms resulting from the raising or growing of plants and animals including, but not limited to, crop residue, livestock manure, animal bedding, and carcasses of dead animals. Or identify the source of the definition in quotes.	Changed the definition. Removed all reference to agricultural chemicals. Page 114
21	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 109	Contaminated soils definition The definition described in the Plan appears to be from a previous version of WAC 173-350. The current language defining contaminated soil is: “Contaminated soil” means soil containing one or more contaminants from a release and when moved from one location to another for placement on or into the ground: (a) Contains contaminants at concentrations that exceed a cleanup level under chapter 173-340 WAC, Model Toxics Control Act—Cleanup, that would be established for existing land use at the location where soil is placed; or (b) Contains contaminants that affect pH, and pH of the soil is below 4.5 or above 9.5 or is not within natural background pH limits that exist at the location where soil is placed. Update Plan to include the above current definition of contaminated soil.	Suggested edit accepted and implemented – update on page 119
22	Chapter 10 Transfer and Disposal, 10.2 Conditions assessment, pg. 147	Use of special waste Change “special wastes” to “miscellaneous wastes” or “waste requiring special handling” due to a different legal definition of “special wastes.”	Our fee schedule and contract still call these items special wastes, which creates a consistency problem. We incorporated the following edit to hopefully satisfy both state and local uses of the terms: “Waste requiring special handling such as tires, appliances, and asbestos...” We retained the reference in section 10.2 under Central Transfer and Recycling Center on page 153 as the application is called a “special waste application”.

Comment Number	Plan section – page #	Comments	Clark County Include section & page #s if applicable
23	Appendix H, Facility Categories pg. 311, 312	Use of Special waste In the Limited purpose landfill bullet, change “special wastes” to “miscellaneous wastes” or “waste requiring special handling” due to a different legal definition of “special wastes.” In the Small-scale specialized incinerator bullet, change “special wastes” to “miscellaneous wastes” or “waste requiring special handling” due to a different legal definition of “special wastes.”	Suggested edit accepted and implemented – update on page 318
24	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 111	Disaster debris The section on disaster debris could also mention that documented adherence to proper procedures is important to support requests to the Federal Emergency Management Agency for reimbursement of local costs.	Suggested edits added as a new sentence at the end of paragraph 1 page 121 .
25	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 111	Dredge spoils Sediments typically have never been considered to fall within the MSW handling system, as they aren’t municipal solid waste. They should be evaluated for the need to be handled under a solid waste permit. If sediments contain contaminants at concentrations that exceed a cleanup level under Model Toxics Control Act that would be established for existing land use at the location where the material is to be placed, or that would affect pH, and pH of the soil is below 4.5 or above 9.5 or is not within natural background pH limits that exist at the location where sediment is to be placed, then the sediment needs to be managed under a solid waste permit. Update section with this language instead “Dredge spoils consist of soils and other organic materials generated by dredging operations. Dredge spoils should be evaluated in a manner similar to soils to determine their use as fill may require a solid waste handling permit. This includes characterizing the material to determine if it designates as a dangerous waste, in which case it would need to be managed under the Dangerous Waste Regulations, WAC 173-303. If the material does not, then the evaluation of the material’s contaminants relative the cleanup levels that would apply at the location of the proposed use as fill would need to be performed to determine if that use requires a solid waste handling permit.”	Suggested edits added – replaced paragraph on page 122
26	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 112	Industrial process waste or sludge The Plan here incorrectly states that Ecology regulates industrial process waste or sludge as solid waste in Clark County. By virtue of their being industrial in origin, these materials are by definition solid wastes, and so their handling would be regulated by CCPH Environmental Public Health Division. The biosolids also mentioned here would be regulated directly by Ecology. Update Plan to distinguish between municipal wastewater treatment sludge or industrial wastewater treatment sludge being handled as solid waste, and municipal wastewater treatment sludge being handled as biosolids.	The section received text updates from a regional partner. See section Industrial process waste or sludge, page 122 , and please let us know if additional edits are required.
27	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 114	6PPD & 6PPDQ discussion Ecology recommends mentioning emerging concerns over leachate associated with tires and 6PPD. See Ecology’s Tire anti-degradant (6PPD) and 6PPD-quinone webpage for more information.	Suggested edit added to section Tires pg 124
28	Chapter 10 Transfer and Disposal, 10.2 Conditions Assessment, pg. 141	Transportation and disposal contracts The Plan describes the April 1990 contract between Clark County, the City of Vancouver and CRC as a long-term contract. While acknowledging that the text states that the current contract runs through December 31, 2027, it would be helpful to also identify the original term of that 1990 contract. Has it been extended to that 2027 expiration through the amendments mentioned in the text, or has it always been for 25 years from the start of services in 1992? Update the Plan to clarify the contract’s previous status and describe the new contract in place that was negotiated after this Plan was submitted to Ecology (see comment 9).	This section was rewritten to incorporate the new MSA language with simplified language referencing the old contract to show length of agreement with CRC. Page 151

Comment Number	Plan section – page #	Comments	Clark County Include section & page #s if applicable
29	Chapter 10 Transfer and Disposal, 10.2 Conditions Assessment, pg. 142	Central Transfer and Recycling Center The shipment of containerized waste by barge is described, and the Plan indicates that Tidewater Barge Lines is the contracted transport company that manages all transportation segments from the transfer station to the landfill. Specify within the Plan who the contract is between.	Updated to reflect contract is between Tidewater and CRC. Page 154 .
30	Chapter 10 Transfer and Disposal, 10.2 Disposal sites in Clark County, pg. 150	Rufener Landfill The Rufener Landfill is described as “decommissioned.” Ecology’s records are that the decommissioning was approved by the County Board of Commissioners effective August 20, 2013. If it’s intended that post-closure care is ended, Ecology is missing documentation in our files. Under WAC 173-350-400(6)(g) as it was in place in 2013: (g) The owner or operator shall record maps and a statement of fact concerning the location of the disposal facility as part of the deed with the county auditor not later than three months after closure. Could Clark County provide a copy of the maps and statement of facts, showing that it’s recorded with the deed with the County? If accurate, update the description of the Rufener Landfill to state that the County decommissioned the landfill and ended post-closure care in 2013.	Documentation was submitted to Ecology for verification and approved via email.
31	Chapter 10 Transfer and Disposal, 10.2 Conditions assessment, pg. 154	What considerations should be made to handle the anticipated growing population Does the projection of waste disposed in landfills assume a constant disposed mass per capita over the period, so that the change stated here reflects only population growth? Or does the projection also make assumptions about changes in disposed mass per capita over the period? This section doesn’t discuss planning issues arising from potential changes to the waste inputs to the solid waste system. Such changes seem likely in response to recent legislated policy changes intended to affect waste generation and management. Those policy changes are particularly relevant to organics management. Another local government grappling with a growing population and evolving tonnage makeup is King County. They have completed the “Re+ Plan” as a strategy to not only divert more materials from the landfill, but to outline which materials are being targeted for such diversion via new policies, etc., which in turn informs their current solid waste management planning efforts. More information is on the Re+ Plan webpage. Another strategy they’ve implemented that’s not touched on in the Re+ Plan is a Fixed Annual Charge as part of their rate structure, to help move away from reliance on tip fees as income, since the aforementioned policy changes could impact both the makeup and per capita amount of material coming across the scales.	The resources and suggestions provided in this comment have been reviewed. Note that the projections and analysis as stated in the CSWMP reflect population growth only and was not including waste diversion legislation that is upcoming. At the time of this preliminary draft, planning efforts concerning capacity are reacting to the anticipated growth in Clark County (which is significantly higher than the rest of the state) and are focused on siting the north transfer station, moving or expanding the MRF, and moving toward a regional entity to manage the public ownership of the transfer stations and overall regional system. Our team has referenced the “Re+ Plan” and will take this approach into consideration at the next plan revision. Note that our tip fee structure was just agreed upon our Master Service Agreement and is intended to remain until December 31, 2032.
32	Chapter 10 Transfer and Disposal, 10.5 Planning issues, pg. 155	Pending contract negotiations at time of plan revision In the last paragraph on pg. 155, it is stated that “the initiation of the monthly inspection is pending contract negotiations at the time of this plan revision.” If contract negotiations have concluded, please provide an update on how monthly inspections have or have not been incorporated.	Updated – Chapter 10, Section 10.5 Planning issues, pg 163

Chapter C: Minor edits

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
50	Chapter 1 Background and Administration, 1.10 Administration, pg. 21	Use of a “Approval” vs “Issuance” The last sentence states, “Approval of permits by local health departments may be appealed by Ecology to the Washington Pollution Control Hearings Board.” Ecology may appeal a JHD’s issuance of a permit or of a permit renewal, rather than an approval of a permit, as provided for in RCW 70A.205.130 and RCW 70A.205.135. Update sentence to, “Issuance of permits or of permit renewals by local health departments may be appealed by Ecology to the Washington Pollution Control Hearings Board.”	Suggested edit added to page 21
51	Chapter 7 Moderate Risk Waste, 7.1 Introduction, pg. 86	Clark County Public Health Programs The distinction between the two programs is helpful., but inclusion of language that points out that usually in other counties, these two functions are usually performed by separate departments. Including a sentence about this unusual structure would provide additional clarity. At the end of the paragraph under the header “Clark County Public Health Solid Waste and Recycling Programs” Ecology suggests the following language: “In many other counties, these operations and outreach activities are performed by a separate department from the solid waste enforcement activities, but Clark happens to house them under the same umbrella.” entities are separate in other counties would provide clarity on the structure of Clark County Public Health.	Suggested edit added to page 20 in the Background and Administration chapter. Note that while this structure was accurate at the time the preliminary draft was moved through the public commenting, Clark County Solid Waste & Recycling programs are currently undergoing a reorganization and will be moved to Public Works. This will be updated with the next revision.
52	Chapter 7 Moderate Risk Waste, 7.1 Introduction, pg. 86	Chapter 70A.300.310 RCW Reference The reference to Chapter 70A.300.310 RCW in the third paragraph is the requirement for Ecology to create a hazardous waste management plan. The correct reference for local hazardous waste management plans is RCW 70A.300.350 and RCW 70A.300.360 for amending Plans with used oil recycling elements. Update sentence to “RCW 70A.300.350 outlines the requirement for local government to prepare and implement a plan for the management of hazardous waste, including specific elements for collections, public education, and data collection.”	Suggested edit added to page 96
53	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 106	Ash disposal The Plan discusses ash generated and landfilled by the Georgia-Pacific mill at Camas but doesn’t identify the landfill that receives the mill ash. The subsequent subsection “Paper and mill wastes” should be referenced here to direct readers to a description of GP’s ash disposal.	Added the sentence “For more information on disposal, refer to Paper and mill wastes below.” See top of page 116
54	Chapter 8 Miscellaneous Waste, 8.2 Types of miscellaneous waste, pg. 110	Construction and demolition wastes typo The last sentence of the third paragraph contains a typo. The clause “...will impact a business’ generator status” should be “...will impact a business’s generator status”.	Suggested edit added to page 120
55	Chapter 10 Transfer and Disposal, 10.1 Introduction, pg. 140	Sentence clarity It might be clearer and more accurate to say that “Transfer stations are central collection facilities where solid waste in unloaded from route and commercial collection vehicles or private vehicles and reloaded into larger containers or vehicles for shipment to a landfill or other processing facility.” The text of the second paragraph is unclear. It refers to contractual agreements between waste haulers and municipalities and an interlocal agreement between the County and municipalities. It then references MSW collected by the contracted hauler being delivered to designated transfer facilities operated by CRC. Are there multiple haulers involved, as the first sentence suggests, or only a single hauler, as indicated in the second sentence? Update the Plan to add clarity to the introduction of this chapter.	Suggested edit added to page 150

Comment Number	Plan section—page #	Comments	Clark County Include section & page #s if applicable
56	Chapter 10 Transfer and Disposal, 10.2 Introduction, pg. 140	Carbone decision of 1994 by the US Supreme Court The discussion in the first paragraph describes the so-called Carbone decision of 1994 by the US Supreme Court but doesn’t mention it by name. The name of the decision should be identified, since the second paragraph does then reference it by name.	Suggested edit added to page 151 Added in the first paragraph.
57	Chapter 10 Transfer and Disposal, 10.5 Planning Issues, pg. 153	Term consistency The Plan references HB1181 in two locations. In the first instance, it is identified as E2SHB1181. Please use HB1181 for consistency.	All have been identified and corrected
58	Appendix D, pg. 218	City of Camas ILA Multiple unsigned Camas ILAs included in Plan, please remove.	All have been identified for removal.
59	Appendix L, pg. 486	Designated Recyclables List formatting The text above the table says materials in the minimum service level ordinance are yellow with orange hatching. However, the distinction instead seems to be via a column, which works well. Remove the text about the formatting.	Suggested edit made to page 494
60	Various locations within Plan	Typo LSWFA When Local Solid Waste Financial Assistance is mentioned, it is accompanied by the acronym, LSFWA. The acronym should be LSWFA, update the Plan accordingly.	All have been identified and corrected.
61	Various locations within Plan	Acronyms Review acronyms throughout and consider using long name the first time it appears in a section for accessibility.	Our CSWMP was reviewed by our PIO for use of our internal written style guide standards. This note has been added to parking lot to implement next revision. For the current draft, corrected where identified.

Section D: What to include in your final submittal packet

The items listed below can be uploaded to: Clark County Box Folder.

A transmittal letter formally requesting final Plan review and identifying it as both a Solid and Hazardous Waste Management Plan.

- An electronic version of your Plan. Ideally, your Plan will include all of the below in one PDF.
The required documents include:
 - Your UTC cost assessment – update with the version submitted directly to UTC outside of your preliminary draft, and discuss if impacts from the new contract are anticipated to affect the numbers provided to UTC, and if so, what that impact may look like
 - All SEPA documentation – already submitted with your preliminary draft.
 - Copies of all interlocal agreements – Appendix D
 - Resolutions of adoption from all participating jurisdictions – New resolutions adopting the final draft of the Plan need to be included in your packet.
 - Evidence your SWAC had adequate time to review and advise on the submittal of the final Clark County Plan.
 - Additional documents recommended to be in a Plan include:
 - A response summary indicating how you addressed Ecology’s comments and the public comments you received on the preliminary draft Plan - We suggest you include your responses to Ecology’s comments in the table above and add the response summary to the Plan as an Appendix.
 - Copies of your WSDA and UTC review letters – The WSDA and UTC have already provided you their review letters. We suggest you include them in your Plan in the Appendix with your comment response summary.



**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Clark County Commission on Aging Annual Presentation

GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Representatives from the Clark County Commission on Aging will provide an annual update summarizing their 2024 focus on emergency preparedness. The commission's 2024 Annual Report is attached.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

N/A

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Commission on Aging 2024 Report



2024 Annual Report



Focus on Emergency Preparedness

2024 Commission on Aging

Message from the Chair

Dear Clark County Neighbors,

The Clark County Commission on Aging (COA) had a busy, productive year, providing leadership, advocacy, developing community awareness and spearheading positive change toward an all-age friendly, livable community. It has also been an award-winning year for Clark County's Aging Readiness Plan. The Plan received the 2024 Governor's Smart Communities Award. The Award was given in recognition of outstanding achievement in creating thriving communities in Washington State.

This annual report is focused on the Commission's work during the past year that emphasized emergency preparedness. We conducted a series of presentations that provided guidance on preparing for a variety of scenarios that could dictate whether you need to evacuate or shelter in place. And while you may have missed some of these presentations, you can view them under each meeting date at <https://bit.ly/COA-PREP>.

This report also outlines accomplishments and progress in implementing the strategies spelled out in the Aging Readiness Plan. As we

look forward to the upcoming year, the Commission on Aging will be concentrating on Community Engagement and will continue to implement the priority strategies in each of the existing chapters. We will also continue to nurture our valued relationships with neighbors, community organizations that deliver critical services to our aging population and with county leadership.

Clark County provides a number of opportunities for civic participation and community volunteering experiences. There is a tremendous amount of work being accomplished and services provided by amazing volunteers, many of whom are older adults. This past year, we made two Silver Citizen Awards, to recognize this important and vital work that is being done in the community. See more about Bev Jones and Larry Smith on pages 9 and 10.

The monthly Commission on Aging meetings are now held in a hybrid format. You have the option to attend the meetings in person, virtually using your digital device, or by phone.

Message from the Chair, continued

We welcome you to attend our meetings in the format that works best for you, so we can continue to hear your voices and listen to your concerns and ideas.

The Commission wants to thank all the Clark County neighbors who contributed ideas during our efforts to update this Plan. And while we are pleased to receive the recognition

from the Governor's Office, we have much more work to do. We continue to need to hear from you, so we know what is important and meaningful in helping Clark County become an even more all-age friendly community.



Franklin B. Johnson, MPA, MPP, PMP
Chair, Clark County Commission on Aging

The Commission

The Commission on Aging (COA) was established on May 20, 2012, and is tasked with leading and managing the implementation of the Aging Readiness Plan and fostering countywide awareness, dialogue and insight into challenges and opportunities for residents of all ages, incomes and abilities. The commission is supported by volunteer members appointed by the Clark County Council. Commission members provide leadership, education, advocacy and community awareness and serve as community ambassadors, advising the County Council and other partners.

2024 Members

Mike Anderson
Dick Clairmont
Cass Freedland-*Immediate Past Vice-Chair*
Ken Lund
Franklin Johnson-*Chair*
Donna Mason
Justin Ross-*Vice Chair*
Ellen Rogers
Mel Sanchez
Apryl Schneider
Larry Smith

Our Mission

As community ambassadors, the Commission on Aging provides leadership, advocacy, community awareness and partnerships to initiate change toward an all-age friendly, livable community.

2024 Silver Citizens

Bev Jones and Larry Smith

Clark County recognizes that older adults are valuable contributors to the vitality of this community. To encourage and support older adults for their contributions, the Clark County Commission on Aging established a program to recognize older adults who go above and beyond in service. The co-recipients of the 2024 Silver Citizen Award are Bev Jones and Larry Smith.



The award recognizes the valuable contributions older adults make to the vitality of the community and is open to any county resident 60 years or older who has enhanced the community through their life's work, engagement of others, volunteerism and or other impactful acts of service to the community for any age group.

Bev is known for not only giving selflessly of her time, but joyfully as well. She served the community professionally for 43-years as a nurse, retiring in 2021. Since then, Bev has been an active member of the Battle Ground Lions Club, and in 2016 was honored as the Battle Ground Citizen of the Year. In addition to her work for the Lions Club, Bev has given her time and energies to many organizations including the North Clark County Community Food Bank, Battle Ground Education Foundation, Battle Ground Police Department Shop with a Cop, and Friends of the Library, to name a few.



Larry's resume spans public sector service and volunteer posts that include innumerable boards, committees and commissions. Among those are the SW Chapter of the American Red Cross, Clark County Community Pride Awards Committee, Clark County Parks Foundation, the Clark County Historic Society and Museum, and Meals on Wheels. Larry is perhaps best known for co-founding CMAC (Community Military Appreciation Committee) and for serving the City of Vancouver as both a Councilor and as Mayor Pro Tem. Larry is described as having a great love and loyalty for this community. He has received several awards including the Greater Vancouver Chamber's First Citizen award (2017) which is given annually to a Clark County resident who models the attributes

of good citizenship through leadership, action, civic pride, and cultivates inclusive civic engagement practices. Recipients of this award are individuals who, through their business, volunteering, and philanthropic efforts, improve the lives of those in the community by serving first.

A Remarkable Collaboration

Strengthens Community Connections

Cass Freedland (*Commission on Aging*) talks with Jodi Blackwood (CRESA)

Beginning January 2024, the Commission on Aging (COA) partnered with Clark Regional Emergency Services Agency (CRESA) for monthly conversations that covered many aspects of emergency preparedness and provided detailed examples of how aging adults, their families, and caregivers can be prepared should an emergency arise.

Our year-long partnership began with an excellent overview presentation by Scott Johnson, Emergency Management Division Manager, who introduced us to the significant work of CRESA and outlined ways in which community members can begin to think about preparing for emergencies. Jodi Blackwood, Emergency Management Coordinator, then skillfully refined these conversations over the next year, setting the stage for aging adults to think more broadly and deeply about emergency preparedness at home, in their neighborhoods, and across the region.

This remarkable partnership was truly a mutually beneficial one. Commission

members learned so many important lessons from Ms. Blackwood, such as how to assemble Go-Bags (more below) and how to create robust communication networks with people both living near us and far away from our area. Ms. Blackwood revealed that these monthly conversations were so helpful because they highlighted some of the challenges aging adults may experience and allowed CRESA to build emergency preparedness tools and pinpoint solutions to some of these challenges.

We wanted to share highlights of this collaborative partnership and encourage everyone to consider ways to support aging adults, the most overlooked group when it comes to preparedness. Chapter 6 of the Aging Readiness Plan highlights how emergency preparedness is crucial to maintaining quality of life, an especially urgent issue in Clark County, where over 25% of the population will be 60 years old or better by 2035.

CRESA has been sharing preparedness information through presentations to

senior housing communities, neighborhood groups, and regional organizations for years. But conversations with community members attending monthly COA meetings underscored the need to post information and resources specifically for aging adults on the CRESA website at www.cresa911.org/315/Preparedness-Tips-for-Seniors. It also helped bridge dialogues around difficult issues, such as how to problem-solve mobility concerns (navigating stairways, reliance on assisted transportation) and identifying socially isolated community members. Especially significant has been an increased recognition of the fear aging adults may have about potential emergency/disaster situations, and the importance of outlining strategic elements of an individualized communication plan.

COA members so appreciate the step-wise approach to building a “prepared” lifestyle. We were surprised to learn that only about 100 emergency response personnel are on active duty each day to serve the entirety of Clark County. Therefore, in the event of a local or regional emergency, we must be able to take care of ourselves for an indeterminate amount of time. For this reason, we are encouraged to create an emergency kit and have an easily transportable Go-Bag (wheeled backpack, small carry-on suitcase or tote bag) containing food, water, medications and personal items that can be quickly accessed in case of an emergency.

And because we will want to hear the latest CRESA updates and keep in close communication with loved ones and friends, our personal communication





plan should include a radio (battery or crank), a back-up battery or extra charger for mobile phones, and a sharp-sounding whistle to draw attention. We were reminded to cultivate a good, old-fashioned buddy system, where everyone can stay in touch and communicate our health status to others.

With each monthly presentation, we began to understand that as emergencies unfold, we need to keep a positive mindset and focus on what will happen next. Our ability to remain safe dramatically increases with careful pre-planning, which includes problem-solving individual challenges.

Ms. Blackwood recalls a phone conversation with an older woman concerned about what she should do if she needs to evacuate. She uses a power mobility chair, lives alone, and doesn't drive. When asked if she could talk with a few of her neighbors, she was at first reluctant, but understood that this could be a life-saving connection. Her power

chair is too large and heavy to place in someone's vehicle. However, her "manual" wheelchair can fold up and is transportable, which will allow her to be mobile. If necessary, other people could be her "arms" and push the chair for her. Therefore, it was determined that she would keep the chair in a readily accessible location, along with her Go-Bag. The woman found comfort knowing that her power device could be picked up later, or another found for her to use temporarily. By the time the conversation concluded, she was making notes for her Go-Bag and planning a coffee chat with her neighbors to discuss emergency preparedness and the type of help she may need. She wanted to know how she could support them, as well.

In 2025, please visit cresa911.org and cresa911.org/315/Preparedness-Tips-for-Seniors to build a more connected community that approaches emergency preparedness intentionally, collaboratively, and with the well-being of aging adults in the forefront of our actions.



The Aging Readiness Plan

Summary & Implementation Progress

The original Aging Readiness Plan (ARP or plan) was adopted in 2012. The 10-year update of the ARP was adopted in 2023 after approval from the County Council. The 2023 Clark County Aging Readiness Plan (ARP or plan) is a long-range planning document that assesses the county's readiness to serve as a home for a growing number of older residents.

Each chapter of the ARP is outlined on the page to the right. It includes 18 goals to be implemented through 67

strategies that are intended to improve the community's capacity to support its growing older population and ultimately benefit all ages. These goals and strategies were developed through a multi-pronged outreach approach that included a community and jurisdictional survey; "fireside chats;" community workshops and focus groups with local experts, agency professionals and interested individuals.

As a part of implementing the plan, Commission members and staff gave presentations at several local community meetings in 2024, which included local city council meetings and neighborhood groups. Commission members provided a presence at meetings for the Public Health Advisory Council (PHAC), the Aging and Development Resource Network (ADRN), and the Area Agency on Aging & Disabilities of Southwest Washington (AAADSW) Advisory Council. They also co-sponsored a County Council proclamation for National Caregivers Month with AAADSW. The remainder of this report provides an outline of some of the ARP's goals and strategies and the progress Clark County made in 2024.



The Aging Readiness Plan

Chapter Summary



Healthy Communities

Describes the current opportunities in Clark County for older adults to access healthy food, parks and recreation, and goods and services. It includes strategies to improve and expand access to these resources by creating a welcoming and age-friendly built environment that serves all ages and abilities.



Housing

Provides strategies that address the various housing needs of older adults in Clark County. It summarizes housing types that are geared towards the needs of older adults, like accessory dwelling units and shared housing while also explaining ways that this demographic can better access these housing options including aging-in-place and community.



Mobility

Includes strategies based on the transportation/mobility needs of older adults. It outlines ways that they tend to travel and areas that could use improvement such as public transit, pedestrian facilities, ADA accessibility and others.



Civic Involvement

Includes strategies based on increasing older adults' civic involvement within the county. It reviews ways that older adults can engage with their communities like working, volunteering, attending community events, participating in local government, or advocacy work.



Emergency Preparedness

This chapter provides strategies that outline how older adults could be affected by natural and human-caused hazards such as communicable diseases, wildfires, flooding, extreme heat events, and geologic and seismic hazards. It also outlines ways the county can improve the health and safety of older adults and methods to prepare them for these hazards.

Celebrating Community Implementation Achievements

In addition to the work that the Commission on Aging does directly, we also like to highlight projects in the community that forward the goals and strategies within the Aging Readiness Plan. These can include large and small-scale projects and public and private developments. The following are just a few examples of forward-thinking projects within Clark County in 2024.



Healthy Communities

Goal HC-1: Improve access to healthy food.

The Clark County Food Bank opened the Craig & Linn Dee Stein Vision Center in fall 2024. The new space stands ready to serve as a flexible space offering healthy food resources to those in need. The space will provide access to food, training kitchen, and public meeting space.

Goal HC-2: Create safe and accessible parks, greenspaces, and community gathering spaces.

The City of Battle Ground broke ground on the Kiwanis Park Project which includes installation of six pickleball courts, a low-impact cardiovascular sport growing in popularity with older adults. It is slated for completion in 2025.



Healthy Communities

Goal HC-2: Create safe and accessible parks, greenspaces, and community gathering spaces.

Strategy HC-2.2: Add universal design standards into all park plans. Universal design standards ensure that the built environment is constructed to meet the diverse needs of all community members by addressing barriers to participation.

All new county parks are constructed to meet universal design standards, as described previously. At Hazel Dell Community Park, park staff worked with a consultant to analyze the existing condition of the park and how it is being used. The designer has developed a new parking lot layout with accessible stalls, developed new paved walkway routes to the restroom building, picnic shelters, dispersed picnic areas and play area. At Kline Pond, the public was surveyed at an open house to identify barriers to access. Those barriers (and others as identified by the design consultant) will be addressed during the design process. The intent here is to create accessible parking, circulation paths, restroom and access to the beach.

Strategy HC-2.3: Increase tree canopy/green infrastructure in urbanized areas.

The Clark County Parks Department has a stewardship commitment for our existing tree canopy and green infrastructure. Each year, as part of the major maintenance program, parks staff assesses tree health and develops action plans for sustaining and improving the health of the county's tree canopy. This program allows the county to remove problematic trees, prune dead wood, identify dead trees for stags (habitat) and identify areas for replanting or restoration. The Clark County Parks Department, working with other local agencies, implements tree planting initiatives paid for through federal and state granting programs that may lead to the planting of over 1,000 trees in the County's Urban Growth Area.

The Clark County Legacy Lands program acquires properties in Clark County that are highly valued for their habitat and other qualities that enhance local environment. The County has over 5,000 acres of protected land, mostly focused along streams and lakes.





Mobility

Goal M-2: Increase safe walking and rolling connections.

Clark County's Public Works department constructed and upgraded sidewalk curb ramps, filled in missing sidewalk, and installed upgrades to signal systems at various locations. These efforts were in step with the 2024 preservation and Americans with Disabilities Act (ADA) improvements project. The project also included installation of 55 detectable warning surfaces that provide guidance for visually impaired pedestrians, and 83 new or upgraded ramps at crosswalks.

The City of Battle Ground continues work on a sidewalk connection along SW 20th Avenue that will allow pedestrian access to and from the Magnolia Square Senior Apartments and nearby shopping centers. The city also has an ADA Transition Plan, which addresses gaps and out of compliance facilities, with funding provided through CDBG and the State Ped & Bike grant to implement.

Goal M-3: Design communities for safe walking and rolling for a range of users and abilities.

The City of Ridgefield adopted a 2024 Engineering Standards update that enhanced ADA/accessibility standards, including a new provision for commercial land use developments to ensure a direct accessible pedestrian and bicycle connection between adjacent uses.

COA supported the City of Ridgefield in a "Safe Streets for All" funding application for an ADA Transition and Mobility/Access Plan. This plan will address gaps and barriers in the accessible sidewalk/walkway system and take a holistic review of key trip origins to city owned facilities destinations. The end product will be a program of improvement projects for the city to then seek funding to start implementing

Goal M-4: Promote land use/design codes encouraging walking, rolling & transit use.

The City of Ridgefield is developing an updated Transportation Capital Facilities Plan (CFP) in conjunction with their Comprehensive Plan update. The updated CFP will include multimodal level-of-service standards, vehicle miles traveled reduction measures, as well as identifying trails that could be eligible for transportation impact fees based on a change in state law.



Housing

Goal H-1: Provide a range of housing for multigenerational communities.

Strategy H-1.6: Review zoning codes in each jurisdiction to identify and remove potential barriers to the development of smaller housing units suited to older adults, including ADUs.

The Clark County Council adopted Middle Housing Code Amendments which encourage the development/ redevelopment of smaller dwellings including accessory dwelling units (ADUs), du-tri- and quad-plexes, townhouses, and others that can be built at a neighborhood scale. The code amendments are intended to support greater housing variety and affordability by increasing available housing stock.

Goal H-2: Provide housing that enables people to age in place.

Strategy H-2.4: Promote home weatherization.

Clark County works directly with Clark Public Utilities to qualify low-income residents for the Clark County Home Weatherization program. The program served 75 households during 2024, increasing energy efficiency, housing durability, and safety.

Goal H-3: Support the development of more affordable housing.

Specialized Housing, an Oregon-based nonprofit developer broke ground on Felida Park Senior Housing, a residential development that will serve people 55 years of age and older who make between zero and 50% of the area's median income.

The COA authorized submittal of a comment to County Council in support of affordable housing code changes that will allow affordable rental units to be constructed in mixed use and commercial zones without the current required commercial uses. This code amendment aligns with principles contained within the Aging Readiness Plan that relate to affordable housing for older adults, specifically Goals H-1, H-2, and H-3, as outlined in the letter.





Civic Involvement

CI-2: Support cross-cultural and intergenerational community events.

Strategy CI-2.1: Expand volunteer opportunities for all older adults.

Clark County Community Planning assembled a new Community Advisory Group (CAG) for the Climate Project. The group is comprised of 21 community members who will utilize their broad range of perspectives and experiences to ensure the Climate Element project represents a wide range of community interest in the development of goal and policy recommendations to meet the requirements of new state climate legislation.

In addition to the more than 30 volunteer advisory committees and boards already working on behalf of the county, the Agricultural Advisory Commission was created in order to provide reviews and recommendations to the Clark County Council on issues that affect agriculture in the county in order to enhance and promote the long-term sustainability of agriculture in the community.

CI-3: Continue to offer a variety of engagement opportunities in-person and online.

Strategy CI-3.3: Expand broadband access in all areas of the county.

The Broadband Equity, Access, & Deployment (BEAD) program was created by the federal Infrastructure Investment and Jobs Act of 2021. The BEAD program makes funding available to jurisdictions across the United States to deploy and upgrade broadband networks and facilities in underserved regions. Clark County partnered with the Washington Department of Commerce in a statewide survey effort about high-speed internet access. Data from this survey was analyzed and ultimately identified seven (7) areas across the county that are eligible to receive federally funded broadband improvements. Bidding and construction of infrastructure should occur over the next five years.

Clark County created a new Environmental Justice Coalition (EJC) to facilitate meaningful involvement of populations most impacted by climate impacts and hazards. The EJC meets monthly.



Emergency Preparedness

Goal EP-2: Prepare for natural hazards through education and improved communications.

Strategy EP-2.1: Develop older adult-specific alerts and communications.

Through CRESA's partnership with COA, a new page was added to the CRESA website specifically providing emergency preparedness tips for seniors.

Strategy EP-2.2: Encourage neighborhood and homeowners associations to work with CRESA to educate the community about emergency preparedness and implementing local programs.

The COA hosted monthly "fireside chats" with representatives from CRESA, who presented their "Prepare in a Year" series on emergency preparedness. These conversations underscored the need to post information and resources specifically for aging adults at cresa911.org/315/Preparedness-Tips-for-Seniors. CRESA staff have also been sharing preparedness information through presentations to senior housing communities, neighborhood groups, and regional organizations.





For other formats

Contact the Clark County ADA Office

Voice 564.397.2322

Relay 711 or 800.833.6388

ada@clark.wa.gov

www.clark.wa.gov/aging



COMMUNITY PLANNING

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**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Motion - Award Ridgefield I-5 South Connector Phase 2 Study Contract

GOVERNING LEGISLATION

Revised Code of Washington Title 35 – Cities and Towns, Title 35A Optional Municipal Code
RCW Title 39 Public Contracts and Indebtedness
City Financial Policy #04: Procurement of Goods and Services

PREVIOUS COUNCIL ACTION TAKEN:

Approval to apply to Regional Transportation Council for federal planning grant

SUMMARY/BACKGROUND:

The City of Ridgefield's Transportation Capital Facilities Plan, as well as long range plans of Clark County and the Regional Transportation Council, call for a new transportation connection from south Ridgefield to Interstate Highway 5 (I-5). This future connection would extend from the area of NW Hillhurst Road/NW 31st Avenue to the existing I-5 interchange at NW 219th St./State Route (SR) 502 (Battle Ground exit).

In 2019, the City received Washington State legislative funds to conduct a corridor study on the potential connection routes. In the Spring of 2021 the City partnered with a consultant to conduct this corridor study, including collecting public input through an online open house and property owner interviews. The planning study concluded with a report summarizing the assessment of the seven alternatives, and identified the need for additional state funding to move the project forward to the alternatives selection, environmental review and design stage. The results were presented to Ridgefield City Council and Clark County Council in late 2023.

In 2024, the City was successful in applying for and receiving federal Surface Transportation Block Grant Small Cities Planning funding to advance the project to the next State, which is to complete an alternatives analysis and select a preliminary locally preferred alternative for the Ridgefield/I-5 South Connector Project.

Because much of the potential corridor's alignment travels through unincorporated Clark County, the Preliminary Locally Preferred Alternative (PLPA) selection expected to be a joint decision by the Ridgefield City Council and Clark County Council.

In addition to selecting the PLPA, work will include planning level (Tier I) NEPA and SEPA documents for the preferred alternative. The planning work will include developing a scope and budget for succeeding phases as well as capital cost estimates for Capital Facilities planning. A preliminary footprint design will be produced for the environmental analysis to support the preferred alternative selection and be useful for the Area of Potential Effect (APE) which will be developed in a future stage including the NEPA/SEPA environmental documentation and clearance. This stage of the project will also include

how the existing I-5 at SR 502 (219th Street) Interchange will be modified. The process will involve WSDOT Local Programs, WSDOT Traffic, Design and Planning and Clark County Public Works and Transportation Planning and shall comply with the Local Agency Guidelines (LAG) Manual. The consultant will be tasked with supporting a transportation or capital budget funding request to the State Legislature in 2026 for future phases, including completing the environmental clearance process, design and permits, right-of-way (ROW) and construction (note: these are anticipated to be future, separate procurements).

Staff issued a Request for Qualifications on May 1, 2025, held a pre-submittal meeting on May 8, 2025, and closed the advertisement process on May 22, 2025. Two submittals were received by the deadline:

- Kittelson and Associates, with WSP, JLA, and Apex (formerly PBS) as principal sub-consultants; and
- David Evans and Associates, with PointNorth and Harris Environmental as principal sub-consultants.

WSDOT Local Programs is administering the federal funding and established a Disadvantaged Business Enterprise (DBE) goal of 17% for this stage of the project.

Both teams were interviewed June 3, 2025. Both teams were evaluated using the criteria below:

- Firm Profile (15 weighted factor)
- Professional Qualifications and Expertise of Key Personnel (25 weighted factor)
- Recent Experience with Similar Projects (20 weighted factor)
- Project Approach and Submittal Quality (25 weighted factor)
- References (10 weighted factor)
- DBE Plan/Goal (5 weighted factor)
- Total of 500 points.
- Interview (four questions plus quality, total 250 total points).

Rob Klug of WSDOT Local Programs monitored the interviews.

After careful consideration of the two teams, the team of Kittelson and Associates, with WSP, JLA, and Apex was selected as the highest rated team for scope and budget negotiations. The negotiations were successful. The total contract value is not-to-exceed \$275,000, which covers the work tasks noted below. If awarded, staff will complete the contracting with Kittelson, in coordination with administrative oversight by WSDOT Local Programs.

Project work scope components and task budgets include:

1. Project management and coordination, \$46,000
2. Alternatives Refinement & Transportation Analysis, \$44,300
3. Public Involvement, \$61,300
4. Environmental, \$41,700
5. Preliminary Locally Preferred Alternative, \$55,500
6. Draft and Final Documentation, \$15,000

7. Funding Assistance and Stage III Scoping Support, \$11,200.
8. Expenses are estimated as \$1,860 and are included in the various task budgets.

BUDGET/FINANCIAL IMPACTS:

Funding for the Ridgefield/I-5 South Connection Stage 2 Project is included in the 2025 Capital Budget and Statewide Transportation Improvement Program.

RECOMMENDED ACTION OR MOTION:

Council action is requested on this item.

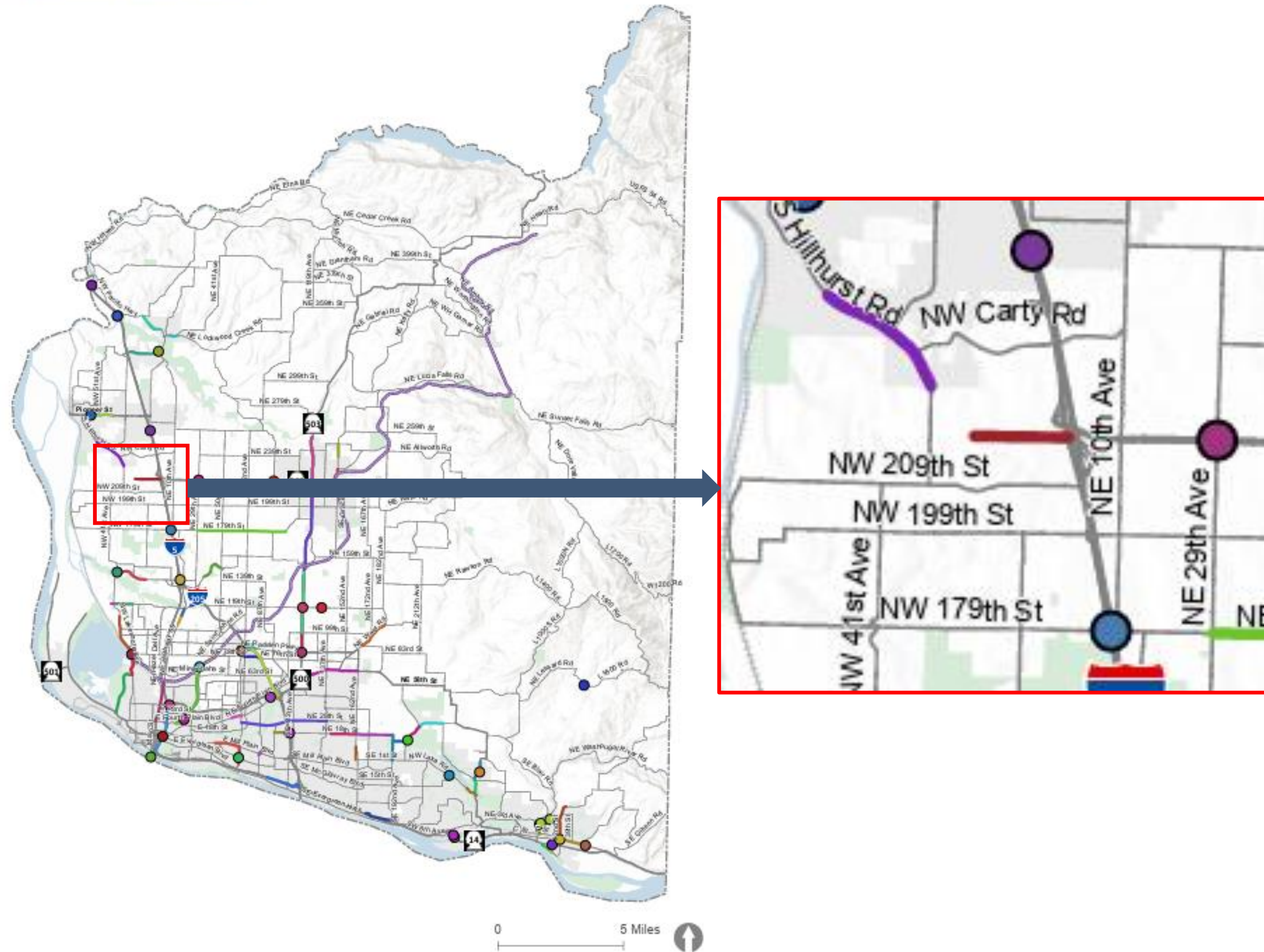
A suggested motion is: "**I move to approve awarding the contract for the Ridgefield/I-5 South Connection Stage 2 consultant contract to Kittelson and Associates for an amount not to exceed \$275,000, plus an additional \$10,000 for contingencies.**".

STAFF CONTACT: Chuck Green, Public Works Director

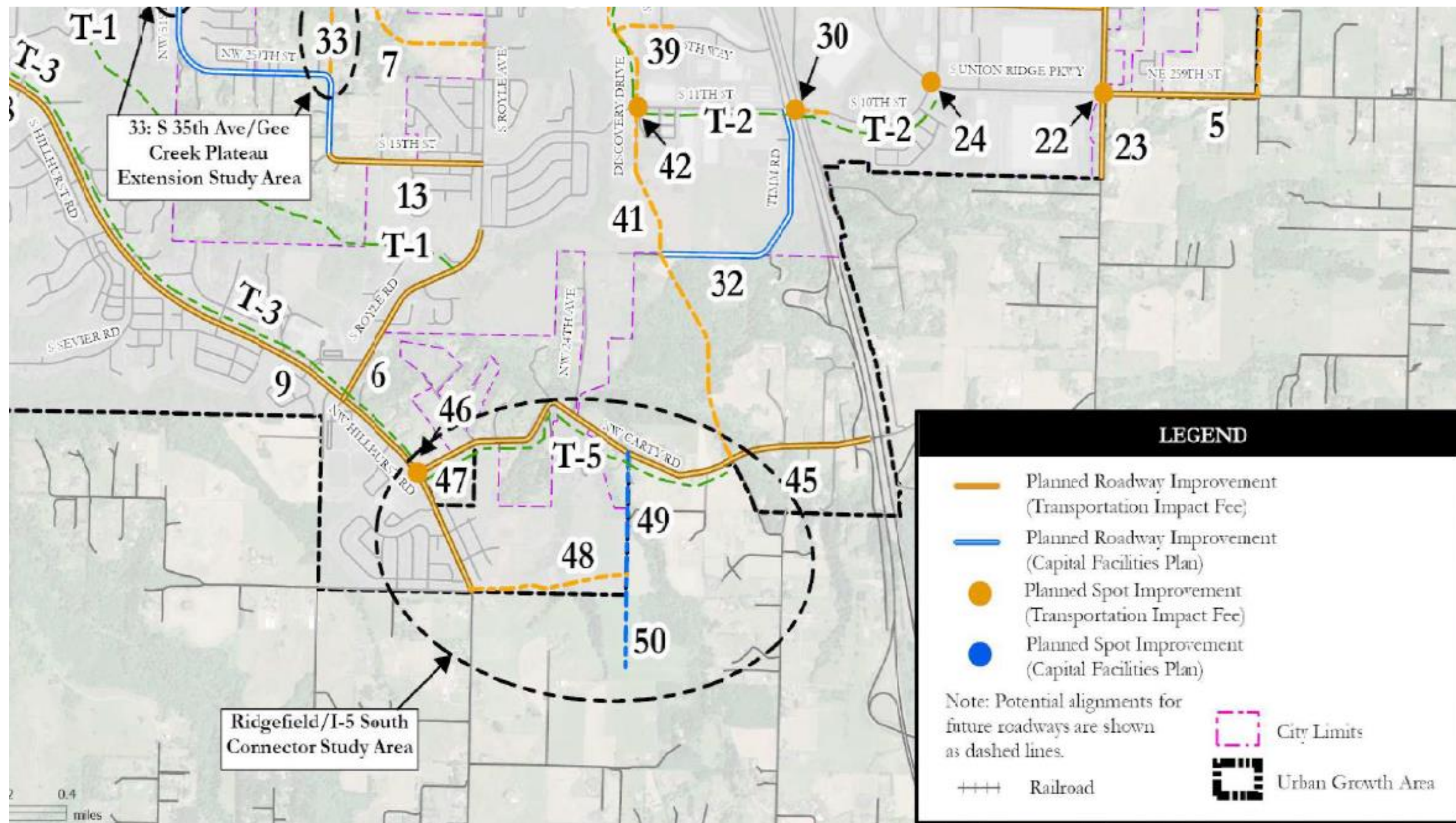
ATTACHMENTS:

1. South Connection Maps
2. Kittelson_South Connector Prelim Schedule
3. 31878 - I-5 South Connector Study Stage II_Scope_Draft_2025-06-16_v2
4. 31878 - I-5 South Connector-Budget_Draft_2025-06-16_KAVersion_v2

Figure E-12. 20-Year RTP Regional Project Map



CURRENT 20-YEAR
REGIONAL
TRANSPORTATION
PROJECTS (RTC)



CITY'S 2025-2045 TRANSPORTATION CAPITAL FACILITIES PLAN UPDATE

MAP OF
ALTERNATIVES
PREVIOUSLY
STUDIED

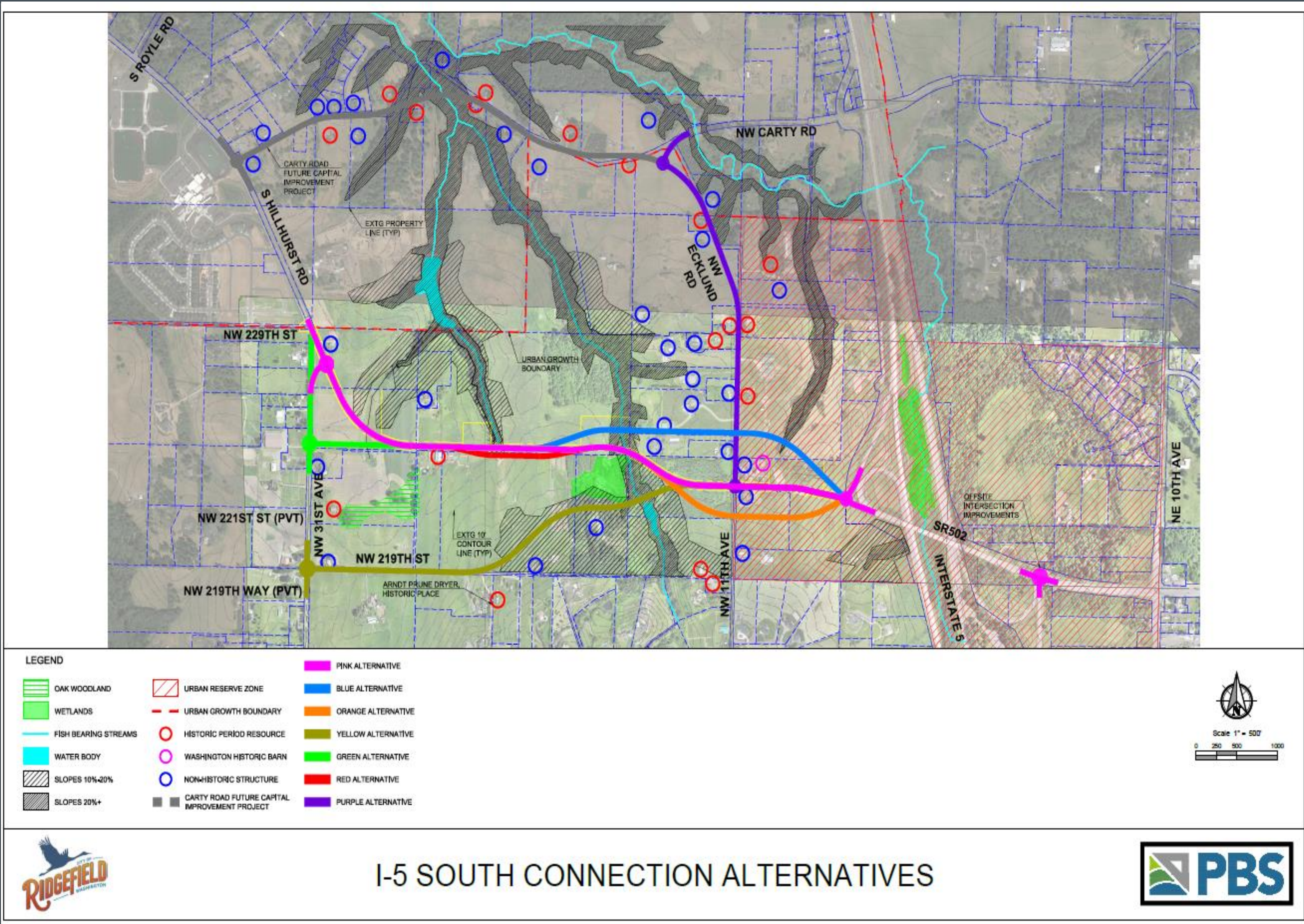


Exhibit 10. Preliminary Schedule

SCHEDULE	Year	2025						2026					
	Month	7	8	9	10	11	12	1	2	3	4	5	6
Task 1 - Project Management & Coordination		☆											
Project Administration, Invoicing and Progress Reports													
Project Management Team (PMT) Meetings		👤	👤	👤	👤	👤	👤	👤	👤	👤	👤	👤	👤
Technical Advisory Committee (TAC) Meetings			👤		👤		👤		👤		👤		
Coordination with WSDOT Local Programs													
Task 2 - Alternatives Refinement & Transportation Analysis													
Baseline Documents (As-Built, Reports, Studies, GIS)													
Traffic Data (traffic counts, crash data)													
Field Inventory and Needs Assessment													
Travel Demand Forecasting													
Future Traffic Analysis													
Task 3 - Public Involvement													
Public Involvement Plan													
Public Outreach (Surveys, Fact Sheets, Open Houses, Stakeholder Engagement)					👂				👂				
City Council Meetings (Support City Staff)													
Task 4 - Preliminary Locally Preferred Alternative													
Alternatives Assessment and Refinement											✂		
Preliminary Cost Estimates													
Graphics and Visualizations													
Task 5 - Environmental													
Tier I NEPA and SEPA Planning-Level Documentation										🌱			
Task 6 - Draft and Final Documentation													
Draft and Final Documentation											📄		📄
Task 7 - Funding Assistance and Stage III Scoping Support													
Assist City staff with Funding Requests													
Scoping and Budgeting for Succeeding Stages & Capital Cost Estimates													

Our project schedule illustrates the interrelated processes to reach project milestones and guide decisions to identify a PLPA that fosters the intended project outcomes.

This Schedule represents a preliminary outline to completing the scope of work.

We will work with the city to refine the schedule and find efficiencies in our work flow to complete Stage II on an agreed upon timeline.

Legend

- ☆ Notice to Proceed
- 👤 PMT Meetings
- 👤 TAC Meetings
- 👂 Open Houses
- ✂ Preliminary Locally Preferred Alternative (PLPA) Selected
- 🌱 NEPA/SEPA Tier I Documentation Complete
- 📄 Draft Documentation
- 📄 Final Documentation

PART A – SCOPE OF WORK

Task	1.0	Project Management and Administration.
Task	2.0	Alternatives Refinement & Transportation Analysis
Task	3.0	Public Involvement
Task	4.0	Environmental
Task	5.0	Preliminary Locally Preferred Alternative
Task	6.0	Draft and Final Documentation
Task	7.0	Funding Assistance and Stage III Scoping Support

CONSULTANT RESPONSIBILITIES

Task 1 Project Management and Administration

- Review and maintain the project schedule, scope, and budget compliance, allocate staff and subconsultant resources as necessary and coordinate with City project manager (PM).
- Develop standardized invoices with backup information and progress status report. Consultant will prepare monthly invoices and progress reports.
- Prepare for and participate in a two-hour project kick-off meeting in Ridgefield. A virtual option can be available via Teams.
- Prepare for and participate in up to eleven (11) one-hour Project Management Team (PMT) virtual Teams meetings. Up to three (3) PMT meetings will include WSDOT Local Programs.
- Prepare for and participate in up to two (2) Technical Advisory Committee (TAC) virtual Teams meetings.
- Prepare for and participate in up to five (5) council meetings to assist in selecting the PLPA. The five meetings include:
 - One (1), one-hour joint City of Ridgefield and Clark County Council work session meeting attended virtually.
 - One (1), one-hour Ridgefield City Council work session attended in-person.
 - One (1), one-hour Clark County Council work session attended in-person.
 - One (1), one-hour Ridgefield City Council decision meeting attended in-person.
 - One (1), one-hour Clark County Council decision meeting attended in-person.

Task 1 Assumptions

- PMT meetings will include the City PM, Kittelson, and as needed, sub-consultants based on meeting topics.
- City will determine the members of the TAC.
- City will lead all council presentation meetings. Consultant will be available to provide support.
- Consultant will provide technical information to City and County staff to use in presentation materials.

Task 1 Deliverables

- Monthly invoices and Project Status Reports
- TAC Meeting Agendas and Meeting Summaries
- Draft and final council presentation materials

Task 2 Alternatives Refinement and Transportation Analysis

Subtask 2.1 - Baseline Documents

- Obtain and review previous studies conducted in the project study area and/or previous concepts developed for this project (Stage I).
- Obtain and review Traffic Impact Studies from recent and on-going developments in the area.
- Obtain and review most recent zoning maps of the City and Clark County.
- Obtain and review as-builts, existing right-of-way maps, aerial photography, topographic survey, and/or other base maps provided by the project team and/or City.

Subtask 2.2 - Traffic Data and Travel Demand Forecasting

- Conduct a field visit in the study area to identify the existing physical and operational characteristics of the study intersections and roadway facilities.
- Prepare an inventory of available traffic counts within the last three years and identify any study intersections that new turning movement counts need to be collected.
- Obtain from the City of Ridgefield weekday AM (7:00-9:00 AM) peak hour and weekday PM (4:00-6:00 PM) peak hour turning movement counts at the following 15 study intersections:
 - Southbound I-5 Ramp Terminal / NE 219th Street (SR502)
 - Northbound I-5 Ramp Terminal / NE 219th Street (SR502)
 - NE 219th Street (SR502) / NE 10th Avenue
 - NE Carty Road / NE 10th Avenue
 - NE 259th Street / NE 10th Avenue
 - Pioneer Street (SR 501) / S 65th Avenue
 - Southbound I-5 Ramp Terminal / Pioneer Street (SR 501)
 - Northbound I-5 Ramp Terminal / Pioneer Street (SR 501)
 - Pioneer Street (SR 501) / S Royle Road (45th Avenue)
 - Pioneer Street (SR 501) / S Hillhurst Road (9th Avenue)
 - S Hillhurst Road / S Royle Road
 - NW Hillhurst Road / NW Carty Road
 - NW Carty Road / NW Ecklund Road
 - I-5 Southbound Ramps/NE 179th Street
 - I-5 Northbound Ramps/NE 179th Street
- Obtain, review, and coordinate base and future year 2045 weekday AM and PM peak hour projected traffic volumes (or most current available) using travel demand model information provided by the Southwest Washington Regional Transportation Council (RTC).

Subtask 2.2 Assumptions

- If any new traffic data is needed, the City will be responsible for providing the new traffic data and/or will authorize an amendment for the Consultant to obtain and summarize the data.
- City will be responsible for any necessary payments to RTC for travel demand model runs for all base and future networks.
- City will provide RTC with land use information for the RTC model.
- Kittelson will coordinate with RTC and City staff to confirm whether the RTC travel demand model land use assumptions are reflective of current and anticipated City development plans based upon approved and anticipated in-process development that may impact the I-5 South Connector project. If RTC's travel demand model assumptions need to be updated, that is assumed to be an RTC responsibility to update.
- Kittelson will coordinate and facilitate a City/RTC/Kittelson meeting to go over all of the model assumptions with City planners and RTC representatives so that everyone understands the RTC model assumptions.
- Kittelson will coordinate and obtain required model runs with RTC on behalf of the City of Ridgefield (RTC to provide model runs directly to City of Ridgefield).
- RTC Model runs will reflect future conditions both with and without the new I-5 South Connector, in both the northern (Carty) and southern (various east/west) alignments.
- The 2045 modeling for the east-west alternatives from Stage 1 will likely show up similarly in the RTC model and thus will be modeled as "Alternative Alignment A" as noted in the scope. There may be post-processing to distinguish individual differences in the modeling for each alternative.
- Kittelson will coordinate with RTC and City staff to confirm whether the RTC travel demand model "build" condition traffic impacts on adjacent interchanges reflect anticipated shifting of trips to the new interchange. If any travel demand model assumptions need to be updated, it is assumed all model updates will be the responsibility of RTC.

Subtask 2.3 - Future Traffic Analysis

- Develop future no-build 2045 weekday AM and PM peak hour turn movement volume projections at the 15 study intersections and update the future no-build 2045 traffic operations analysis for the 15 study intersections prepared in Stage I.
- Summarize future no-build 2045 traffic conditions that will be incorporated into the Traffic Analysis Report.
- Develop future build 2045 weekday AM and PM peak hour turn movement volume projections at the 15 study intersections for up to two (2) alternative alignments to be moved forward with more detail and conduct future build 2045 traffic operations analysis.
 - Alternative Alignment A - East-west alignments/connection between I-5 and Hillhurst. Based on the traffic analysis completed in Stage I, the difference in future traffic volumes/assignments between the original alignment alternatives did not result in any major differences in traffic operations.
 - Alternative Alignment B - Carty Road connection

- Summarize future build 2045 traffic conditions for the two (2) alternatives that will be incorporated into Traffic Analysis Report.

Subtask 2.3 Assumptions

- City will research counts from City and County recent TIAs, WSDOT and RTC. Counts need to be within the last three years.
- The traffic analysis models and analysis files prepared in Stage I will be used for the Stage II traffic analysis. Traffic analysis assumes no simulation.
- WSDOT HSM-based safety analysis is not a part of this scope.

Task 2 Deliverables

- Draft documentation of travel demand model needs for information for City to request of RTC.
- Projected 2045 study intersection weekday AM and PM peak hour turning movement volumes without and with the new I-5 South Connector.
- Summary of future No-Build and Build traffic conditions at the study intersections.

Task 3 Public Involvement

JLA will work with the City and the consultant team to reach out to a broad spectrum of residents and community partners to share information and gather input. We will work collaboratively with the City to craft the public involvement program to ensure a successful project for the City that garners broad community understanding.

Subtask 3.1 – Public Involvement Plan

- JLA will develop a Public Involvement Plan to include key audiences, messaging, outreach activities, schedule and roles for the project team. The Public Involvement Plan will show timelines, milestones and key touch points with stakeholders. It will also provide more detail on the timing and number of stakeholder meetings.

Subtask 3.2 – Consultation with Key Stakeholders

- JLA will work with the city to identify key stakeholder groups, such as neighborhood leaders, emergency service providers, school district officials and key individuals to conduct discussions with them at the outset of the project to understand expectations, gather feedback on intersection alternatives and hear the needs and desires for the improved intersection.

Subtask 3.3 –Open House and Online Open House/Survey

- JLA will coordinate up to two (2) open houses with a corresponding online open house or online survey. These events will provide the community with the opportunity to learn about the project and give feedback on the alignment alternatives being considered by the City and later regarding the Locally Preferred Alternative and next steps. JLA will compile comments and produce a summary report.

Subtask 3.4 –Communications Materials and Content

- JLA will work with City staff and the consultant team to prepare communications materials, including web content, social media content, an updated project fact sheet, mailer, signage/poster and PowerPoint template. Assumes the City will be responsible for production, printing and distribution of all communications materials.

Task 3 Assumptions

- City staff will lead all public involvement activities with assistance from the Consultant team.

Task 3 Deliverables

- Public Involvement Plan
- Stakeholder list (assumes the city will assist with stakeholder identification and contact information)
- Prepare for, conduct and document up to 8 stakeholder interviews with area property owners
- Prepare for and deliver up to two (2) in-person open houses
- Develop two online open houses or surveys
- Prepare two written summaries of open houses and online surveys
- Web content
- Up to three social media posts
- One project fact sheet
- One project mailer to be printed and distributed by the City
- One project sign or poster
- One PowerPoint template Deliverables

Task 4 Environmental

This task will include planning level (Tier I) NEPA and SEPA analysis for the preferred alternative. In this phase, WSP will work with the City to determine the project specific purpose and need statement and prepare a pre-NEPA/SEPA analysis to assist City Council in selecting a preliminary locally preferred alternative (PLPA) to carry into the NEPA/SEPA process.

Subtask 4.1 – NEPA Tier 1 Kickoff

Tier 1 NEPA kickoff will include two primary elements:

- Kickoff meeting with City staff to formalize project details and schedule, identify key stakeholders, and review and confirm approach and deliverables.

The Consultant team will provide the following services to complete the NEPA Tier 1 kickoff:

- Prepare a NEPA Tier 1 kickoff meeting agenda.
- Prepare a brief summary of kickoff meeting action items.

Task 4.1 Assumptions

- Participants of the NEPA Tier 1 kickoff meeting will include staff from the City of Ridgefield, Clark County, and WSDOT Local Programs and Environmental.
- Two (2) WSP staff will attend the kickoff meeting.
- The kickoff meeting will be up to 1 hour in length and held virtually.

Task 4.1 Deliverables

- Draft and final kickoff meeting agenda
- Draft and final kickoff meeting action item summary

Subtask 4.2 - Pre-NEPA/SEPA Planning Process

To inform the NEPA/SEPA process, WSP will undertake an initial evaluation of the “build” alternatives, assessing the potential environmental effects and benefits for each. The findings will be compiled into a single Pre-NEPA/SEPA Planning Report and presented to City Council to assist in selecting the PLPA in Task 4.0.

During this task, the WSP team will conduct right-sized technical analysis for the alternatives to gain a deeper understanding of each alternative’s potential impacts on the identified environmental topic areas. The analysis during the Pre-NEPA/SEPA planning process will build off the prior I-5 South Connection Project Corridor Planning Study (Alternative Analysis Report), prepared by PBS in 2021, and inform the selection of the PLPA. Analysis for each resource will be conducted via desktop analysis.

This task will include the following subtasks.

Subtask 4.2.1 - Agency Coordination

WSP will participate in up to three (3) virtual project coordination meetings, one (1) hour in length, jointly with the City and WSDOT Local Programs and/or FHWA as applicable for the topics to be covered. Prior to each meeting, WSP will discuss the meeting’s agenda and materials needed during a project management meeting described in Task 1.0. The agency coordination meetings will begin during the Pre-NEPA/SEPA process to discuss progress and analysis to resolve questions, provide or receive guidance and/or direction, and conduct general project coordination. WSP will prepare meeting agendas and track decisions and action items.

Subtask 4.2.1 Assumptions

- Two (2) WSP team staff will participate in the three (3) one (1)-hour coordination meetings with WSDOT/FHWA.
- WSP will organize the meeting time and invite the appropriate City and WSDOT Local Programs/FHWA attendees.
- WSP will provide the final meeting agendas and follow up with brief notes and action items.

Subtask 4.2.1 Deliverables

- Up to three (3) draft and final meeting agendas

- Decision and Action Item log, updated 3 times

Subtask 4.2.2 - Identify Purpose and Need

Based on the Alternatives Analysis conducted by PBS (now Apex) in 2021 and continuing coordination with the City, WSP will:

- Prepare a refined purpose and need statement for the project that is sufficient to use for further screening of design concepts and adoption into the future NEPA process.
- Document the purpose statements, and data supporting the needs for the project in a memorandum.
- Update the refined purpose and need statement based on City Council review.
- Share the draft purpose and need statement with WSDOT as part of a coordination meeting described in Task 5.2.1.
- Share the purpose and need with the public as part of the Public Involvement meetings described in Task 3.0.
- Finalize the purpose and need for inclusion in the NEPA/SEPA compliance.

Subtask 4.2.2 Assumptions

- The Consultant team will prepare two drafts and a final Purpose and Need Statement memorandum to address comments received from City, agency, and public reviews.
- The purpose and need will be based on the statement included in the 2020 alternatives analysis that reads as follows: Provide greater access to Ridgefield; and alleviate some of the anticipated congestion around the I-5 interchanges at both Pioneer Street (SR 501) and 179th Street.

Subtask 4.2.2 Deliverables

- Draft Purpose and Need Statement (City and Council review)
- Refined Purpose and Need Statement (Agency and public review)
- Final Purpose and Need Statement

Subtask 4.2.3 - Pre-NEPA/SEPA Analysis

During the Pre-NEPA/SEPA analysis, the WSP will complete the following tasks:

- Prepare a summary of geotechnical conditions and potential concerns based on recent geotechnical investigations completed by others in the project vicinity.
- Summarize system level transportation analysis completed in Task 2.0.
- Summarize high-level noise screening completed by others.
- Summarize and verify via desktop review the following existing conditions:
 - Ecosystems
 - Cultural Resources
 - Hazardous Materials
 - Special Flood Hazard Areas
 - Water Quality and Stormwater

- Land Use and Parks and Recreation
 - Social and Community Resources
 - Visual
- Prepare a summary report and presentation that compiles the information described above, summarizes the potential impacts of all alternatives, and identifies, using a matrix or other format, how each alternative does/does not meet the project purpose and need as refined through Subtask 4.2.2.

Subtask 4.2.3 Assumptions

- Planning level topographic map using Autodesk Civil3D base file with Lidar and GIS available information, including both 2D/3D linework and a 3D surface (TIN), that will provide approximate 1-foot contours of the mapping limits will be provided by others.
- Adjacent plats/developments within the City and/or Clark County will be provided by the jurisdictions to aid in the analysis.
- The City and County will compile and send to the Consultant team recent geotechnical reports, archaeological surveys, wetland and water delineations, etc. completed within the project vicinity.
- In Subtask 4.4, Michael Minor and Associates will conduct high-level noise screening (desktop review) to identify noise receptors within proximity of each alternative and summarize potential differences between the two alternatives.
- Task will use information from and verify (as needed) the archaeology memorandum prepared by Archaeological Investigations Northwest, Inc (2020) for archaeological and cultural resource probability information.
- No field work will occur in this task. Desktop analysis will be conducted to verify, and as needed update, information included in the prior Alternatives Analysis Report.
- No modeling of hydraulic or hydrologic conditions will occur in this task.
- The findings in the Pre-NEPA/SEPA analysis will be discussed with WSDOT at an agency coordination meeting described in Task 4.2.1. WSDOT review and comment on the analysis and report is not included in this task. WSDOT review and comment will occur when the information is adapted for the NEPA/SEPA documentation. WSDOT will keep FHWA informed about the findings of the Pre-NEPA/SEPA analysis as appropriate.

Subtask 4.2.3 Deliverables

- Draft and Final Pre-NEPA/SEPA Planning Analysis Report

Subtask 4.3 Environmental Classification Process

The Consultant team will prepare an environmental classification memorandum that describes the PLPA (Build Alternative) and recommends a NEPA class of action (i.e. Categorical Exclusion [CE], Environmental Assessment [EA] or Environmental Impact Statement [EIS]). The Consultant team and City will meet with WSDOT Local Programs to review the memorandum and then revise the memorandum for FHWA review based on WSDOT input. The Consultant team will revise and finalize the memorandum based on FHWA input.

Subtask 4.3 Assumptions

- A NEPA Environmental Assessment is anticipated.
- Meeting with WSDOT Local Programs to discuss Class of Action Memorandum will occur as part of the coordination meetings described in Task 5.2.1.
- WSDOT Local Programs will provide the NEPA Class of Action Memorandum to FHWA for their review and determination.
- The Class of Action Memorandum will utilize information included in the Pre-NEPA/SEPA Analysis Report.
- The Class of Action Memorandum will be no more than five (5) pages.

Subtask 4.3 Deliverables

- Draft, Revised, and Final Class of Action Memorandum

Subtask 4.4 – Noise Screening

The noise analysis will include a screening level review of potential traffic noise impacts. This review will not meet WSDOT or FHWA criteria for a traffic noise analysis because the project design is not sufficient to provide a report of that level of detail. The propose of the noise review is to aid in the development of alternatives to be carried forward to a FHWA Type 1, NEPA/SEPA level of analysis.

- **Existing Conditions:** This effort will not include any on-site visits or noise monitoring. Existing noise levels will be estimated using information from other projects and standard acoustical formulas t
- **Connector Noise Levels:** A straight-line noise model will be constructed using the FHWA Traffic Noise Model (TNM version 2.5). The best available traffic data will be used in the model to determine the general potential traffic noise levels versus distance. These noise curves can be used to aid in understanding the level of potential noise impacts associated with the project.
- **Alignment Comparison:** Using the existing conditions estimates, and noise levels versus distance from the Connector Noise Levels, potential impacts from the 66 dBA Leq and 10 dB increase criteria will be estimated and summarized using tables and figures.
- **Traffic Noise Abatement:** Where noise impacts are predicted, noise abatement measures will be discussed. Abatement measures could include earth berms and noise barriers. Depressing the highway will only be considered if the design team provides a depressed highway alternative. Overall effectiveness of the noise abatement and highway design measures will be summarized by alternative and potential residual noise impacts will be identified.
- **Noise Screening Memorandum:** A noise screening memorandum will be prepared to aid in the ongoing project deign and to assist with development of final alternative(s)

Subtask 4.4 Assumptions

- General project alignments will be provided by project engineers and will include topographical information and general roadway cross sections.
- Traffic data will be supplied by project traffic engineers.

- Noise screening will aid in identifying critical noise issues that may assist with differentiating between alternatives as part of the Stage 2 alternatives analysis.

Subtask 4.4 Deliverables

- Draft and final noise technical memorandum

Task 5 Preliminary Locally Preferred Alternative

- Work with City staff to develop a “pros/cons” evaluation framework to assess alternatives.
- Refine the preliminary construction cost estimates for the seven alternative alignments identified in Stage I.
- Update the alternatives assessment prepared in Stage I by preparing a “pros/cons” summary, and include Alternative Alignment B - Carty Road connection and work completed in Task 4 Environmental.
- Conduct a workshop with City staff and the TAC to gather input and identify a preliminary preferred alternative.
- Prepare a concept layout of the preliminary locally preferred alternative carried forward from the City/TAC workshop. The graphic will be built off an aerial image and include horizontal geometric design elements (alignments), graphical representations of intersection controls and lane configurations, and roadway cross-sections.

Task 5 Assumptions

- Consultant involvement with assisting City staff with council meetings needed to select a preliminary locally preferred alternative is captured in Task 1.

Task 5 Deliverables

- Preliminary “Pros/Cons evaluation summary.
- TAC meeting summary.
- Concept layout built off an aerial image and include horizontal geometric design elements (alignments), graphical representations of intersection controls and lane configurations, and roadway cross-sections.

Task 6 Draft and Final Documentation

- Prepare one (1) draft document that includes work completed as part of Tasks 2 through 5 and the following elements:
 - Project introduction and background
 - Existing transportation and roadway conditions
 - Future transportation needs and forecast volume development.
 - Future no-build operations analysis and summary
 - Alternatives refinement
 - Future alternatives operations analysis and summary
 - Preliminary locally preferred alternative

- Prepare one (1) revision of the document based on City and County review.

Task 6 Assumptions

- City will take the lead with resolving all conflicting review comments between the City and all other reviewing parties. City will provide one consolidated list of review comments.

Task 6 Deliverables

- Draft document
- Final document

Task 7 Funding Assistance and Stage III Scoping Support

- Provide up to ten (10) hours of support to City staff with funding assistance including a list of potential funding opportunities that the City can elect to pursue.
- Provide a preliminary scope and budget estimate for Stage III (including WSDOT Design Documentation and PS&E).
 - WSP will provide limited support as applicable in the NEPA scoping process, including activities such as: developing a scope of services for the next stage(s), to include completion of the NEPA and SEPA clearance process, preliminary and final design, and permits.

Task 7 Assumptions

- Funding assistance is limited to the ten (10) hours of general assistance that may include phone calls with City staff to help answer questions and/or limited information gathering for a particular funding opportunity.
- WSP will provide limited support as applicable in the NEPA scoping process, including activities such as:
 - Developing a scope of services for the next stage(s), to include completion of the NEPA and SEPA clearance process, preliminary and final design, and permits.

Task 7 Deliverables

- Draft and final preliminary scope of work and budget estimate

REIMBURSABLE EXPENSES

The following reimbursable budget estimate is based on our experience with this project type and the governing agencies. It is an estimate only. Additional budget may be necessary to complete the project.

Customary reimbursable expenses mean the actual expense incurred in direct connection with the project. Vehicle mileage is reimbursed at the current IRS rate for project related travel.

The following project related expenses are reimbursed at cost:

- Copy and Reproduction Services

- Travel Expenses, other than private vehicle mileage
- Express Postage

Project Budget Form

Project Name: I-5 South Connector Study - Stage II
 Project Manager: Yi, Anthony
 KAI Project Number: 31878
 Date: Jun 16, 2025

LABOR ESTIMATE - I-5 South Connector Study - Stage II

Task		WORK TASK/ TASK HOURS	WORK TASK/ TASK COST
001	Project Management & Coordination		
	Project Administration, Invoicing and Progress Reports	85	\$19,268
	Project Kick-off Meeting	21	\$5,347
	Project Management Team (PMT) Meetings	32	\$8,311
	Technical Advisory Committee Meetings (up to 2)	20	\$4,978
	City Council Meetings (up to 5)	26	\$7,827
		0	\$0
	Reimbursable Expense		\$236
Task #001 - Subtotal		184	\$45,967.00
002	Alternatives Refinement & Transportation Analysis		
	Baseline Documents (as-builts, reports, studies, GIS)	14	\$3,157
	Field Inventory	20	\$4,484
	Traffic Data & Travel Demand Forecasting	72	\$12,988
	Future Traffic Analysis	132	\$23,581
		0	\$0
		0	\$0
	Reimbursable Expense		\$103
Task #002 - Subtotal		238	\$44,314.30
003	Public Involvement		
	Public Involvement Plan	12	\$2,069
	Stakeholder Consultation (up to 8 meetings in person or virtual)	74	\$19,570
	Open Houses and Online Open Houses/Surveys (up to two of each plus summaries and materials)	160	\$29,587
	Communications materials and content for web, social media and presentations	52	\$8,975
		0	\$0
		0	\$0
	Reimbursable Expense		\$1,050
Task #003 - Subtotal		298	\$61,251.00
004	Environmental		
	Tier I NEPA and SEPA Planning-Level Documentation	165	\$35,314
	Noise Screening Memorandum	46	\$5,960
		0	\$0
		0	\$0
	Reimbursable Expense		\$450
Task #004 - Subtotal		211	\$41,723.65
005	Preliminary Locally Preferred Alternative		
	Pros/Cons Assessment	8	\$2,084
	Preliminary Cost Estimates	44	\$8,457
	Alternatives Assessment and Refinement	49	\$12,307
	TAC Workshop (PLPA)	28	\$7,261
	PLPA concept layout	136	\$25,396
		0	\$0
	Reimbursable Expense		\$20
Task #005 - Subtotal		265	\$55,523.96
006	Draft and Final Documentation		
	Draft Documentation	60	\$9,846
	Coordination with City and WSDOT	3	\$919
	Final Documentation	22	\$4,248
		0	\$0
		0	\$0
	Reimbursable Expense		\$0
Task #006 - Subtotal		85	\$15,012.42
007	Funding Assistance and Stage III Scoping Support		
	Assist City staff with Funding Requests	10	\$2,489
	Scoping and Budgeting for Succeeding Stages	35	\$8,719
		0	\$0
		0	\$0
	Reimbursable Expense		\$0
Task #007 - Subtotal		45	\$11,208.04
TOTAL HOURS		TOTAL HOURS	TOTAL LABOR
LABOR RATE		1,326	\$273,141
LABOR COST			

Rates shown above are for budgeting purposes only. Additional staff may be billed at the time services are performed.

TOTAL REIMBURSABLES
\$1,859

TOTAL PROJECT BUDGET
\$275,000

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Second Reading of Ordinance No. 1454 - Approving an Updated Transportation Capital Facilities Plan and Amending Chapter 18.070 of the Ridgefield Municipal Code by Adopting an Updated Transportation Impact Fee Project List and Updated Transportation Impact Fees

GOVERNING LEGISLATION

RCW 82.02.060: Impact fees—Local ordinances

CW 36.70A.070: Comprehensive plans—Mandatory elements (Capital Facilities Plans).

PREVIOUS COUNCIL ACTION TAKEN:

Approval of the 2016 Comprehensive Plan and Transportation Capital Facilities Plan
Updates to the Transportation Capital Facilities Plan and Traffic Impact Fee Project List in 2018, 2020, 2022 and 2023

SUMMARY/BACKGROUND:

A capital facilities plan (CFP) is a required element of county and city comprehensive plans. The CFP adopted with a comprehensive plan consists of an inventory of existing capital facilities owned by public entities, a forecast of the future needs for such capital facilities, the proposed locations and capacities of expanded or new capital facilities, and at least a six-year plan that will finance such capital facilities within projected funding capacities. In the case of the Transportation CFP, that six-year plan is the Transportation Improvement Program (currently 2025-2030).

The Ridgefield Transportation CFP was adopted with the 2016 Ridgefield Urban Area Comprehensive Plan and has undergone minor modifications to the CFP map and Transportation Impact Fee project list since. As part of the development of the new 2025-2045 Comprehensive Plan, a new 2025-2045 Transportation Capital Facilities Plan will be presented to Council for adoption later in May. That will then be included as a component of the new Comprehensive Plan as well as that plan's Transportation Element.

An important function of the CFP is to identify the location and functional classification of existing and future public streets in the city. The CFP map is used when developments are planned which determines the frontage improvements to be built by developers.

New this year is the inclusion of Multi-Modal Transportation Trails. These are citywide trails with a transportation focus that would be eligible for Transportation Impact Fees due to a 2023 change in state legislation.

Future roadways shown on the CFP are required to be built by developers as projects in the vicinity develop. Such roadways are also eligible to be added to the Transportation Impact Fee (TIF) list and thereby become TIF-creditable. The TIF project list is included with this CFP.

The development of this CFP also included a new lookup table which calculates the appropriate TIF assessment based on specific land uses and trip generation rates. This has been requested by the development community to expedite the TIF calculation and assessment process, making it more predictable and saves the cost of hiring traffic consultants to provide the calculations and TIF estimates for each project. The adopting ordinance also includes direction to staff to incorporate this lookup table into the Engineering Standards.

Highlights of this CFP include:

- Reference to the Ridgefield/ I-5 South Connector project's study area, rather than a specific alignment, to reflect there are several alternatives still under consideration.
- Reference to the S 35th Avenue/Gee Creek Plateau extension project and the two "build" alternatives carried forward by Council late in 2024 into the Environmental Stage of that project, which is currently underway.
- A new reference to a potential new overcrossing of I-5 north of Pioneer Street (either N 10th Street or N 20th Street), which will be the subject of a future study. The companion future overcrossing south of Pioneer Street is noted as the "S 10th/11th Street overcrossing project" and includes consideration of a roundabout at its eastern terminus at Union Ridge Parkway.
- Removal of a few collector links that have been shown to be financially and/or environmentally infeasible.
- Realignment of several collectors to reflect design and built alignments.
- Proposed new TIF overlay subareas for Gee Creek Plateau and Carty Road, each of which would have a separate TIF assessment for new development.

State-Required Elements

Recent legislation now requires new considerations in Comprehensive Planning and Transportation Capital Facilities Planning:

- Multimodal Level-of-Service: consideration of alternative transportation modes such as bicycles and pedestrians, in addition to vehicles
- Climate Change and Resiliency: measures to reduce vehicle miles traveled and Greenhouse Gases, as well as measures to improve human health and safety.

This draft CFP includes several considerations to address these requirements:

- Master planning in Urban Growth Areas to incorporate safe routes to school and recreation, interconnected sidewalk and trail system providing for more direct trips
- Planned, mixed use hubs to internalize trips as well as encourage walking, bicycling and access to transit
- "Transportation trails", eligible for transportation impact fees, providing alternatives to vehicle trips and increase safety for all users and abilities
- Multimodal level-of-service to address levels of traffic stress for bicycles and pedestrians.

TIF Rates

Using statistics from the National Highway Construction Cost Index (FHWA), WSDOT, and others, construction costs increased as much as 80% between 2018 and 2024, while the Consumer Price Index, the basis for annually indexing TIF rates, rose 26% during that same time period. Accounting for increased construction costs, as well as updating costs for future transportation corridors such as the S 35th Avenue/Gee Creek Plateau extension project, S 10th/11 Street overcrossing of I-5, and a potential new overcrossing of I-5 north of Pioneer Street results in the "base 2045" transportation impact fee rate being approximately \$200 per daily trip over the current rate, an approximate 40% increase.

The current TIF rate is \$545.81 per daily trip (which is also the Commercial TIF rate). Currently, the Single Family TIF rate is \$5,223.33 per Single Family unit (TIF daily rate * 9.57 daily trips per dwelling unit), and the Multi-Family TIF rate is \$3,198.40 per unit (TIF daily rate * 5.86 daily trips per dwelling unit).

There are three options for Council's consideration to be presented at the June 23 meeting for the Citywide TIF:

- Option 1, the "Base" Option, which excludes the TIF share for the N 10th/20th Street future corridor, reduces TIF share for trails from 10% to 5%, and excludes most "short collectors", which results in a TIF rate per daily trip of \$583.31 (7% increase over current)
- Option 2, the Base Option plus increasing the trail TIF share to 5%, as well as adding in short collectors, which results in a TIF rate per daily trip of \$703.08 (29% increase over current)
- Option 3, which is Option 2 plus adding in the N 10th/20th Street future corridor, which results in a TIF rate per daily trip of \$769.45 (41% increase over current).

The table below compares the various Citywide TIF options to the current rate:

TIF Area	Current	Base Option 1	Option 2	
Cost/Daily Trip (also Commercial Rate)	\$545.81	\$583.31	\$703.08	
Single Family Residential (9.57 * daily trip rate)	\$5,223.33	\$5,582.28	\$6,728.48	
Multi-family Residential (5.86 * daily trip rate)	\$3,198.40	\$3,418.20	\$4,120.05	

The proposed TIF Overlay Areas are as follows; these rates are *added to* the Citywide TIF for the total TIF assessment:

- 35th/Gee Creek Plateau Extension: \$1,111.11 per daily trip (current TIF surcharge: \$900.48 per daily trip)
- Carty Road Corridor: \$597.83 per daily trip (no current TIF surcharge).

BUDGET/FINANCIAL IMPACTS:

Adoption of this Capital Facilities Plan and updated Transportation Impact Fee project lists will inform new Transportation Impact Fee rates, which will be a separate action by Council.

RECOMMENDED ACTION OR MOTION:

Council action is requested for Ordinance 1454. A suggested motion is:

"I move to adopt Ordinance 1454 as presented, inserting the Citywide TIF rates as determined by Council during this meeting."

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Transportation CFP_TIF Update Council 06-23-25
2. Ridgefield Transportation Capital Facilities Plan Draft 6-17-25
3. Project Spreadsheet-2025 Network_Base_Reduce Trail TIF 5%_Shorter Collectors Ineligible_no TIF N10th_20th
4. Ridgefield Lookup Table TIF Rates and Adjustments Final_6-16-25

ORDINANCE NO. 1454

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON APPROVING AN UPDATED TRANSPORTATION CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPACT FEE PROJECT LIST, ADOPTING UPDATED TRANSPORTATION IMPACT FEES AND AMENDING CHAPTER 18.070 OF THE RIDGEFIELD MUNICIPAL CODE

WHEREAS, impact fees are authorized for those jurisdictions planning under the Growth Management Act (GMA) and are charges assessed by local governments against new development projects that attempt to recover the cost incurred by government in providing the public facilities required to serve new development; and

WHEREAS, pursuant to the GMA, the City adopted the 2016 Comprehensive Plan which included a Capital Facilities Plan that sets out the long-range plan for the City's transportation system including the transportation projects, forecasts, and potential funding needed to meet the City's long range transportation goals to accommodate growth; and

WHEREAS, the City has previously amended the Capital Facilities Plan by Ordinance No. 1305. to remove the transportation impact fee project list and fee calculation from the City's comprehensive plan and intends by this ordinance to concurrently adopt an updated Transportation Capital Facilities Plan along with a transportation impact fee project list, last updated in 2023 by Ordinance 1397, to give greater flexibility to the City in responding to changes in funding and development; and

WHEREAS, the City Council adopted the Gee Creek Plateau Subarea Plan in 2018 and the Carty Subarea Plan in 2022 and has addressed the transportation capital facilities related to and serving these areas; and

WHEREAS the Capital Facilities Plan and Traffic Impact Fee list have been updated to create separate traffic impact service areas to reflect the transportation projects and impacts specific to these areas; and

WHEREAS, the City has been annually indexing the Transportation Impact Fee rate since 2018; and

WHEREAS, the City's transportation impact fee project list has been developed consistent with the updated Capital Facilities Plan and the City has historically included the transportation impact fee project list and impact fee calculation within the body of the capital facilities plan, although the two lists are statutorily separate; and

WHEREAS, Council held a duly noticed public hearing at their June 12, 2025 regular meeting; and

WHEREAS, the City Council finds that this Transportation Capital Facilities Plan update has been developed consistent with the draft Envision 2045 Comprehensive Plan Update goals and objectives considered by Planning Commission and City Council.

NOW THEREFORE, the City Council for the City of Ridgefield ordains as follows:

Section 1. **Public Interest.** The Ridgefield City Council finds it to be in the public interest to adopt an updated Transportation Capital Facilities Plan and Transportation Impact Fee Project List, and to amend the formula for calculating impact fees within the City's municipal code.

Section 2. **Adoption of Transportation Capital Facilities Plan.** The City Council hereby adopts a Transportation Capital Facilities Plan, as set forth in Exhibit A, attached hereto and incorporated fully by this reference, to provide input to the Transportation Element of the 2045 Comprehensive Plan update.

Section 3. **Adoption of Transportation Impact Fee Project List.** The City Council hereby adopts a Transportation Impact Fee Project List as set forth in Exhibit B, attached hereto and incorporated fully by this reference based on the City's transportation capital facilities plan for purposes of calculation of the Transportation Impact Fee.

Section 4. **Updated Citywide Transportation Impact Fees Adopted.** That the Citywide Transportation Impact Fee is hereby revised as follows on the basis of the calculations set forth in the Transportation Impact Fee Project List adopted herein and the formula set forth in RMC 18.070.080, with such rates to be annually adjusted as provided for in RMC 19.070.080:

Single Family Per Dwelling Unit: \$XXXXXX

Multi Family Per Dwelling Unit: \$ XXXXX

Commercial Per Average Daily Trip: \$XXXXX

Section 5. **New Gee Creek Plateau Transportation Impact Fees Overlay Adopted.** That the Gee Creek Plateau Transportation Impact Fee is hereby adopted as follows on the basis of the calculations set forth in the Transportation Impact Fee Project List adopted herein and the formula set forth in RMC 18.070.080, with such rates to be annually adjusted as provided for in RMC 19.070.080; these TIFs will be assessed in addition to the Citywide TIFs as noted in Section 4:

Single Family Per Dwelling Unit: \$10,633.19

Multi Family Per Dwelling Unit: \$6,511.02

Commercial Per Average Daily Trip: \$1,111.11

Section 6. **New Carty Road Subarea Transportation Impact Fees Overlay Adopted.** That the Carty Road Subarea Transportation Impact Fee is hereby adopted as follows on the basis of the calculations set forth in the Transportation Impact Fee Project List adopted herein and the formula set forth in RMC 18.070.080, with such rates to be annually adjusted as provided for in RMC 19.070.080; these TIFs will be assessed in addition to the Citywide TIFs as noted in Section 4:

Single Family Per Dwelling Unit: \$5,721.12

Multi Family Per Dwelling Unit: \$3,503.21

Commercial Per Average Daily Trip: \$597.83

Section 7. **Update Master Fee Schedule:** The City Planning Director or Finance Director are hereby directed to present to Council for adoption an update to the City's Master Fee Resolution consistent with these fees in Sections 4 through 6 and to annually update such fees for annual inflation

adjustments as set forth in RMC 18.070.080.

Section 8. **Amending RMC 18.070.080.** That Section 18.070.080 is amended as follows:

The impact fee component for streets and roads shall be calculated using the following formula:

$$\text{TIF} = \text{FxTxI} - \text{A}$$

A. "TIF" means the transportation impact component of the total development impact fee.

B. "F" means the transportation impact fee rate per trip in dollar amounts, for each service area. Such rate shall be established in Transportation traffic Impact Fee Project List by estimating the cost of anticipated growth -related roadway projects divided by the projected number of growth - related trips within a service area. The Transportation traffic Impact Fee Project List shall be established by the City Council from projects set forth in the City's adopted capital facilities plan.

C. "T" means the trips generated by a proposed development and calculated by selecting the appropriate land use from the TIF Lookup Table as set forth in the City's most current adopted Engineering Standards; the land use code from the latest version of the Institute for Transportation Engineers (ITE) Trip Generation Manual; or an approved project -specific traffic transportation impact study prepared by a licensed traffic engineer and approved by the City Engineer. In the absence of a land use designation precisely fitting the development proposal, the planning director or designee shall select the most similar designation and may make appropriate adjustments to the trip equation applicable thereto.

D. "A" means an adjustment for the developer's contributions to the transportation system in the form of easements, dedications or payments in lieu of fees as approved by the planning director.

E. "I" means an annual inflation adjustment. Transportation impact fee rates shall be updated annually using the following procedures:

1. The planning director shall calculate annual inflation adjustments in the impact fee rates. The impact fees shall not be adjusted for inflation should the index remain unchanged.

2. The annual inflation adjustment shall be equal to the West Region Consumer Price Index (CPI -U) or Construction Cost Index annual change calculated after the first half of the year.

3. The indexed impact fee rates shall be calculated January 1, or as soon thereafter as the latest index information is available, and shall become effective immediately thereafter. A copy of the indexed impact fee rates shall be provided to the city council but the indexed rates shall become effective without further council review, except for subsection (4).

4. The impact fee rates may only be increased three consecutive years without further council review. In the event that the indexed impact fee rates would rise for a fourth

consecutive year if the index were applied, city council shall review the proposed increase during a public hearing at a regularly scheduled meeting to establish a new impact fee rate.

Section 9. TIF Lookup Table. The Public Works Director or Deputy Director, or City Engineer is hereby directed to bring a Resolution to the Council to revise the City's Engineering Standards to include a new TIF Lookup Table identifying the trips associated with certain land use categories adjusted to local conditions for purposes of calculation of the number of trips generated by a development project.

Section 10. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 11. Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.

Section 12. Effective Date. This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS ____ DAY OF JUNE, 2025.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: June 12, 2025
Second Reading/Passage:
Date of Publication:
Effective Date:



Updates to Transportation Capital Facilities Plan & Impact Fee Program

City Council Meeting
June 23, 2025

Items to be covered

- Final direction on Transportation Impact Fee rate (Citywide rate)
- Action on Project List
- Action on Ordinance.



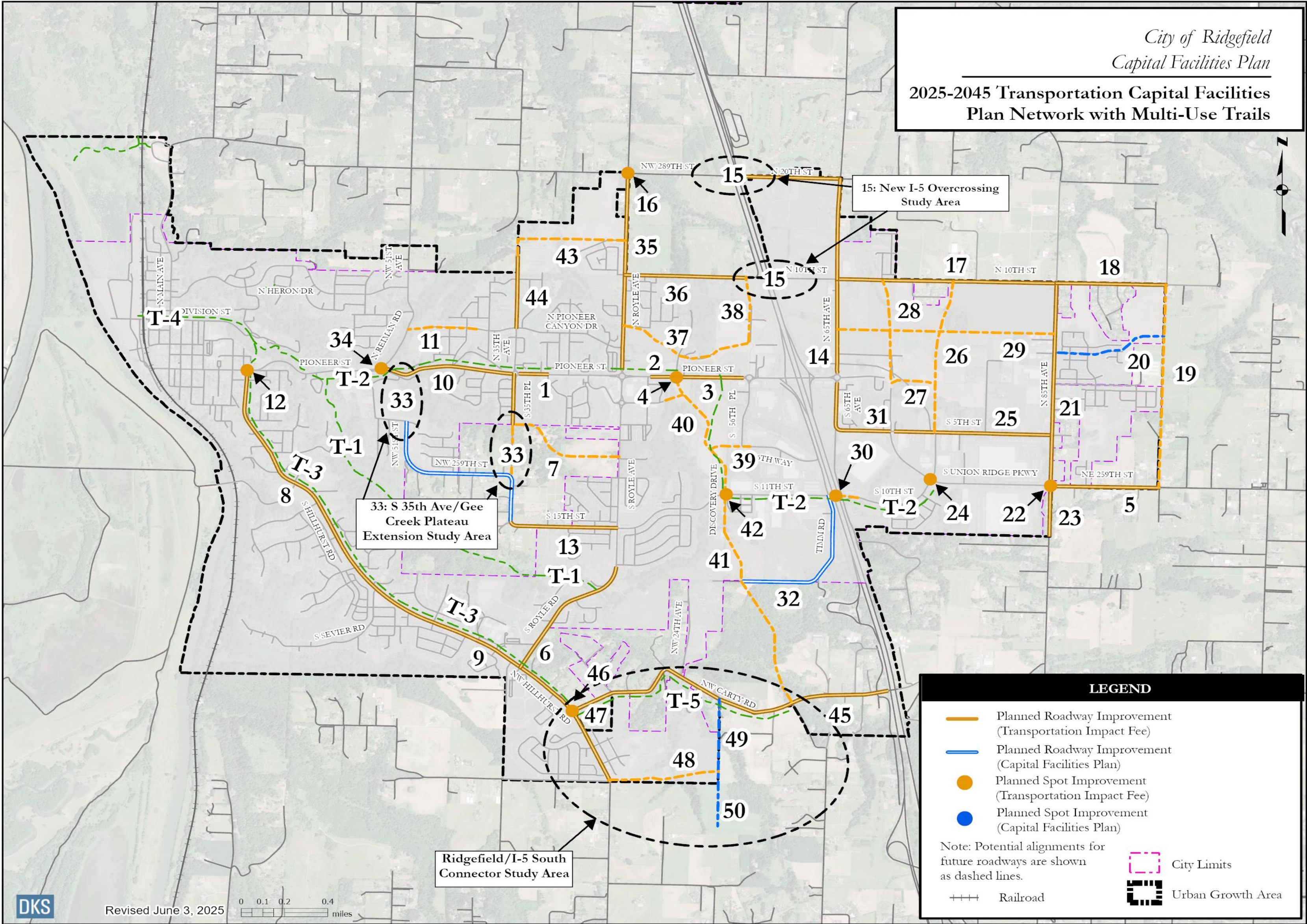
Transportation CFP Policies

1. Implement a Multi-modal Transportation System *which ensures Safety and Security for all users and modes*
2. Enhance Economic Vitality and Quality of Life *through a strong coordination between land use and transportation planning*
3. Enhance Mobility through an *Equitable, Accessible and Sustainable Transportation System*
4. *Ensure the community continues to be engaged in transportation planning and project improvements*

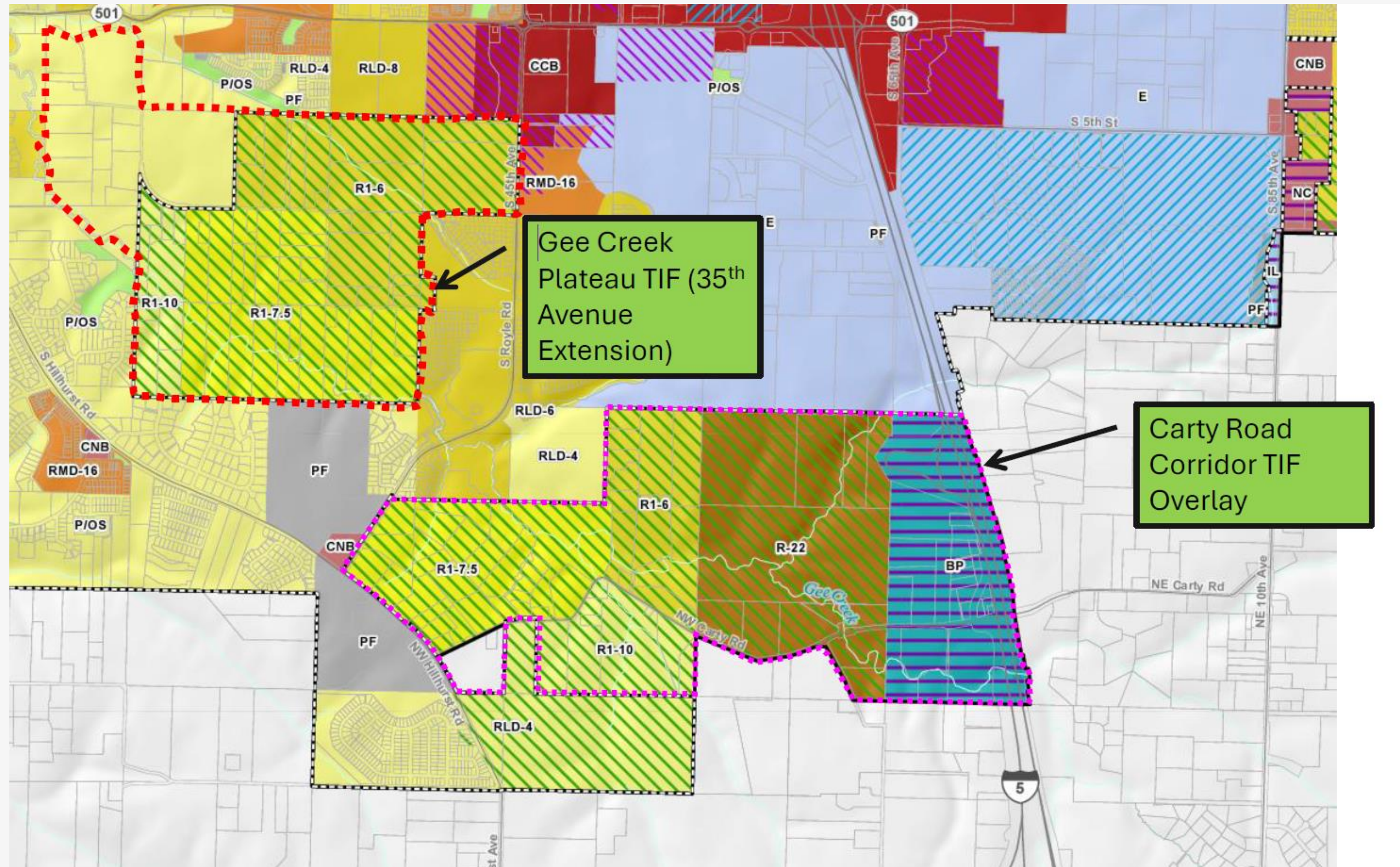
Transportation 2045: New to the CFP

- **Economic Growth (2025-2045)**
 - 8,620 new households, 2,156 new jobs
 - Planning for mixed use growth nodes/hubs,
 - 101,700 new daily trips
- **Major planned corridors**
 - S 35th Avenue/Gee Creek Plateau extension
 - Ridgefield/ I-5 South Connection
 - New I-5 overpasses, north & south of Pioneer
 - Royle Rd North: transportation & water (w/ Cowlitz Tribe, Clark Co., CPU)
- **Multi-modal system**
 - Interconnected, transportation trail system (2023 legislation, TIF eligible)
 - Safe routes to school & recreation in new development planning
 - Climate change: access to EV charging, neighborhood electric vehicles, complete streets
- **Engaging the Community**
 - Council's WAVE initiative
 - Continue and expand involvement in planning & designing projects

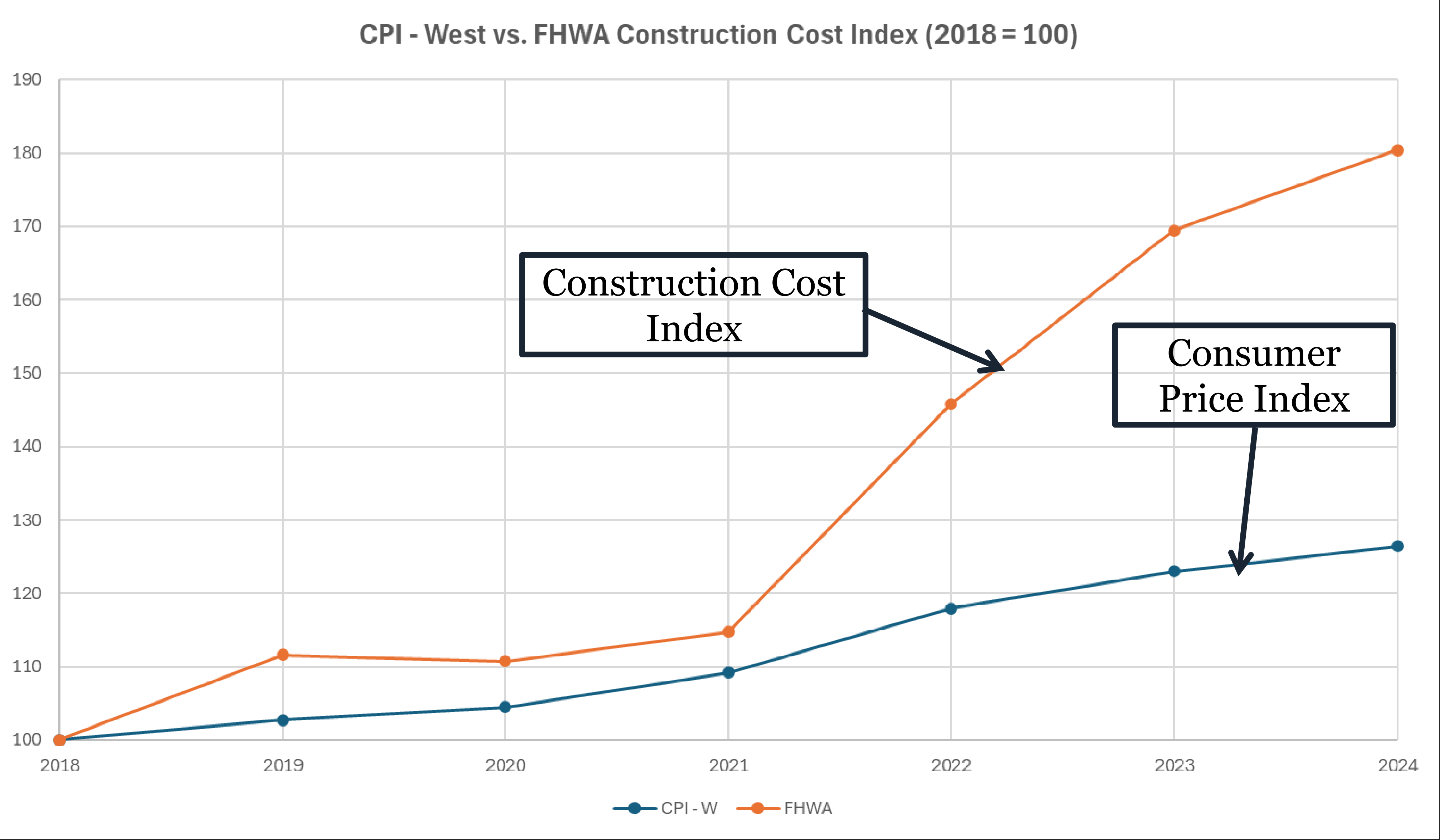
Transportation CFP Project Map



Proposed New Transportation Impact Fee Overlay Areas



Transportation Impact Fee Indexes



Transportation Impact Fees – Cost Considerations

- **Costs for future planned corridors**
 - S 35th Avenue/Gee Creek Plateau extension
 - Ridgefield/ I-5 South Connection
 - New I-5 overpasses, north & south of Pioneer
 - Carty Road Subarea/Corridor
- **Construction Cost Index increased faster than Consumer Price Index, 2018-2024**
 - CPI increased 26%
 - Construction cost index rose 80%
 - TIF indexing has used CPI

TIF Program Components

- **TIF Project List and Rate - Preference:**

1. “Base” Option: excludes TIF share for N 10th/20th Street future corridor, reduces TIF share for trails from 10% to 5%, exclude most “short collectors”
2. Base plus increase trail TIF share to 10%, add in short collectors
3. Option #2 plus add in N 10th/20th Street future corridor

- **New lookup table:**

- Lookup table with trips by land use type
- Reductions for mixed use, trip internalization (i.e. trips don't use arterials)
- Includes reduced rates for affordable, supportive and senior housing
- More predictable and less burdensome process for developers.
- Direct staff to add lookup table to Engineering Standards

Transportation Impact Fees – Citywide TIF Options

- **Current TIF Rate: \$545.81 per daily trip**
- **Option 1 “Base” Rate: \$583.31 (7% increase over current)**
- **Option 2 Rate: \$703.08 (29% increase over current)**
- **Option 3 Rate: \$769.45 (41% increase over current)**

TIF Area	Current	Base Option 1	Option 2	Option 3
Cost/Daily Trip (also Commercial Rate)	\$545.81	\$583.31	\$703.08	\$769.45
Single Family Residential (9.57 * daily trip rate)	\$5,223.33	\$5,582.28	\$6,728.48	\$7,363.64
Multi-family Residential (5.86 * daily trip rate)	\$3,198.40	\$3,418.20	\$4,120.05	\$4,508.98

CFP Update: TIF Overlays

TIF \$/Daily Trip & Commercial

TIF Overlay Area	Current	Proposed
Gee Creek Plateau	\$900.48	\$1,111.11
Carty Road	N/A	\$597.83

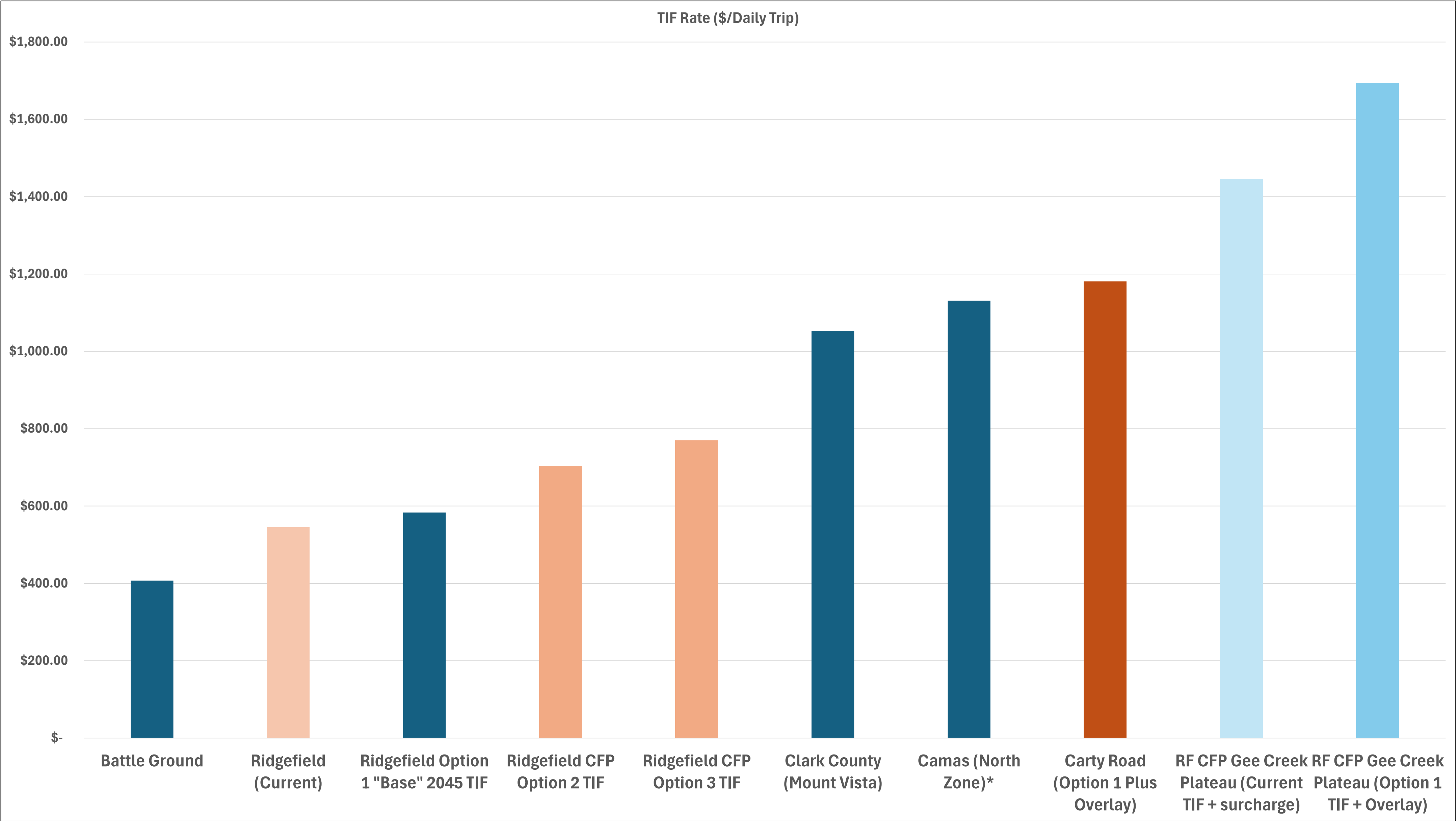
TIF: Single Family Residential (9.57 * Daily Trip TIF Rate)

TIF Overlay Area	Current	Proposed
Gee Creek Plateau	\$8,464.56	\$10,633.19
Carty Road	N/A	\$5,721.12

TIF: Multi-Family Residential (5.86 * Daily Trip TIF Rate)

TIF Overlay Area	Current	Proposed
Gee Creek Plateau	N/A	\$6,511.02
Carty Road	N/A	\$3,503.21

TIF Rate Options - Comparisons



Council Action

Specific Feedback

- Preference for TIF rate option
- Action on Project List
- Action on Ordinance

Next Steps

- Second reading 6/23/25: incorporate TIF preference
- Incorporate CFP into Comp Plan Update
Transportation Element
- Implementing Ordinances & Codes





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City of Ridgefield

2025-2045 Transportation Capital Facilities Plan



May 2025 Draft



Table of Contents

City of Ridgefield.....	1
2025-2045 Transportation Capital Facilities Plan	1
Section 1. Introduction	5
Transportation Capital Facilities Plan.....	5
CFP Requirements	6
Section 2. Policies and Objectives.....	7
Setting Direction for the Plan.....	7
Developing Policies and Objectives.....	7
Section 3. Ridgefield 2025.....	11
Key Destinations.....	11
Current Facilities and Issues.....	11
Public Transportation.....	12
Pedestrians and Bicyclists	13
Drivers	17
Section 4. Transportation Standards.....	18
Functional Classification.....	18
Performance Standards.....	22
Mobility Standards	23
Access Spacing Standards	23
Section 5. Travel Conditions	26
Existing Travel Conditions	26
Motor Vehicle Operations.....	26
Safety Evaluation.....	28
Future Travel Conditions	30
Ridgefield 2045.....	30
Section 6. Project List.....	35
Section 7. Funding.....	41



Current Funding Sources	41
Local funding sources are not administered through state or federal agencies. These funds are generated though taxes, private contributions, and other methods described below.	46
Transportation Impact Fees (TIF)	48
TIF Zone Structure	49
Proposed TIF Overlays	49
Trip Basis	48
TIF Lookup Table	50
Project Cost Shares	51
Trip Generation	51
TIF Rate Calculation	51
Section 8. Climate Change	54
Targeted Growth Strategies	54
Roundabouts	61
Transportation Trails	61

List of Tables

Table 1: Study Intersections	21
Table 2: Street and Access Spacing Standards	25
Table 3: Existing Traffic Conditions	27
Table 4: Intersection Collisions	29
Table 5: Growth 2025-2045, Preferred Land Use Plan	32
Table 6: 2045 PM Future Baseline Peak Hour Intersection Operations	33
Table 7: Transportation Capital Improvements	36
Table 8: Ridgefield Transportation CFP Trip Generation Estimates	52

List of Figures

Figure 1: Existing Transit System	12
Figure 2: Existing Bicycle System with Level of Traffic Stress	15
Figure 3: Existing Pedestrian System with Level of Traffic Stress	16



.....	20
Figure 4: Functional Classification and Study Intersections	20
.....	40
Figure 5: Transportation Capital Improvements	40
Figure 6: Proposed TIF Overlay Districts	50
Figure 7: Targeted Growth Approach	55
Figure 8: Targeted Growth Approach, Maul Area	56
Figure 9: Targeted Growth Approach, North Industrial Area	58
Figure 10: Targeted Growth Approach, McCormick Creek Area	60



Section I. Introduction

Ridgefield has recently been among the fastest growing communities in the State of Washington. The population has surged 85 percent in the last 10 years and more than 15 percent since 2018. The city is tasked with accommodating population and employment growth while maintaining acceptable service levels on its multimodal transportation network. The system must serve regional through traffic, residents, employees and business customers in addition to local growth. With limited funding for transportation improvements, and built and natural environment challenges, the city must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the city and everyone who travels through it.

Transportation Capital Facilities Plan

The Transportation Capital Facilities Plan (CFP) is a long-range plan that sets the vision for a community's transportation system for the next 20 years. The 2025-2045 CFP prepares Ridgefield for accommodating traffic within its Urban Growth Area (UGA) in the best manner possible over the next twenty years. The Transportation CFP's big picture view allows it to guide the city in developing and maintaining acceptable transportation network performance more efficiently than a piecemeal or unorganized approach.

As the transportation element of the city's Comprehensive Plan, the Transportation CFP embodies the community's vision for an equitable and efficient transportation system. It outlines strategies and projects that are important for protecting and enhancing mobility in Ridgefield through the next 20 years. The Transportation CFP is a collection of current inventory, forecasts, past and current project ideas, decisions, and standards into a single document. The city, Clark County, private developers, and state or federal agencies all have a role in implementing elements of the Transportation CFP.

By setting priorities for available and anticipated funds in the 20-year planning period, the Transportation CFP provides a foundation for budgeting, grant writing, and requiring public improvements with private development. The plan also identifies and advocates for the projects and services that the city would like to implement but cannot reasonably expect to fund.



CFP Requirements

The State of Washington Growth Management Act (GMA) requires the Transportation CFP to include:

- An inventory of multimodal transportation facilities and services.
- A summary of land-use assumptions used in estimating travel forecasts.
- A summary of roadway and multimodal Level of Service (LOS) standards and operations.
- A summary of actions to address existing deficiencies (facilities not meeting level of service standards).
- A traffic and multimodal demand forecast for at least ten years (in this case, twenty years based on the preferred alternative land-use plan).
- A list of transportation system needs to meet current and forecasted demand.
- A finance plan that serves as the basis for the six-year transportation improvement program (TIP).



Section 2. Policies and Objectives

This chapter describes how the CFP was developed. The process involved a formal decision-making structure, community engagement, and a structured technical analysis.

Setting Direction for the Plan

A set of transportation policies, objectives, and performance measures were used to guide the project team in the development, evaluation, and prioritization of solutions that best fit the community and provided the basis for policies to support Plan implementation.

Objectives create manageable steppingstones through which the broad vision statement can be achieved. Each objective is supported by more finite **policies**. In contrast to goals, policies should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. The solutions recommended through the CFP should support the policies and objectives.

Developing Policies and Objectives

The Ridgefield Comprehensive Plan policies and objectives are presented below. Policies required by recent legislation related to Growth Management planning requirements are highlighted with an asterisk.

Policy 1: Implement a Multi-modal Transportation System which ensures Safety and Security for all users and modes

Objectives

- 1-1. Develop and incorporate transportation safety goals in transportation plans, programs and project priorities.
- 1-2. Emphasize measures to promote the safety goals of Target Zero, to reduce or eliminate serious and fatal crashes throughout the City's transportation system by 2035 and in work zones by 2030.
- 1-3. Future improvements to intersections of collectors and arterials should first consider roundabouts and effective transportation management strategies in their plans to promote safety and mobility.



- 1-4. Provide safe and reliable priority routes for snow removal, evacuations, or other major disasters or incidents. Continue to coordinate with Clark Regional Emergency Services Agency (CRESA) and other emergency and first responders during these events.

Policy 2: Enhance Economic Vitality and Quality of Life through a strong coordination between land use and transportation planning

Objectives

- 2-1. Provide strong and continuous coordination between transportation planning and land use/, stormwater management, and utilities that increase opportunities to attract family wage jobs and improve economic competitiveness.
- 2-2. Balance land use and economic development with multimodal considerations and managed access to the collector and arterial system.
- 2-3. Incorporate pedestrian, bicycle, vehicular and emergency vehicle cross-circulation standards for commercial land uses into the City's Engineering Standards and Development Code.
- 2-4. Ensure priority freight corridors, including Pioneer Street and Union Ridge Parkway, are well managed and continue to provide quality levels-of-service connecting to I-5.
- 2-5. Adopt parking standards and plans which maintain neighborhood integrity, promote efficient utilization of limited land, and support desired economic development and growth, especially in the downtown area and waterfront.

Policy 3: Enhance Mobility through an Equitable, Accessible and Sustainable Transportation System

Objectives

- 3-1. Allocate resources using a Council-supported prioritization system, considering benefits to safety, mobility, economic development and quality of life.
- 3-2. Respond to climate change with measures to reduce vehicular travel demand and vehicle miles traveled, such as mixed use and multi-modal communities, low- and zero-emissions alternatives, EV deployment of charging stations around the City, complete streets design, and an interconnected trail system.*



- 3-3. Develop and implement multi-modal level of service standards for the collector and arterial system.*
- 3-4. Develop and implement a vision and standards for Complete Streets and micromobility – golf carts, electronically-assisted modes – to increase mobility for those with mobility limitations and those who choose not to drive.
- 3-5. Prioritize equity in local and regional transportation decision-making to mitigate and eliminate barriers related to access, safety, affordability, and health outcomes experienced by people of color, low-income populations, older adults, people with disabilities, and other historically marginalized communities.
- 3-6. Coordinate with C-TRAN and other transit and paratransit providers in transportation planning, land use planning and project development.
- 3-7. Implement the Multimodal System Plan (2016) and updates to Parks and Trails System in transportation planning and incorporate citywide trails into the transportation impact fee system.
- 3-8. Provide for ongoing coordination with the Ridgefield School District to address traffic and transportation issues in the vicinity of schools and continue to assess funding opportunities such as Safe Routes to School and Bicycle and Pedestrian funding.
- 3-9. Continue to seek outside funding and financing to leverage and optimize the use of City funds, including grants and partnerships with partners including the Cowlitz Indian Tribe, Port of Ridgefield, Clark County and the Regional Transportation Council.

Policy 4: Ensure the community continues to be engaged in transportation planning and project improvements

Objectives

- 4-1. Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- 4-2. Seek additional ways to reach out to and solicit input from underserved members of the community who may not normally attend public meetings and open houses.
- 4-3. Continue to add and keep current project pages on Ridgefield Roundtable.



4-4. Continue to coordinate with City partners, including the Cowlitz Indian Tribe, Washington State Department of Transportation, Clark Cowlitz Fire Rescue, Clark County, C-TRAN and other transportation providers in the area.

*Required by recent legislation related to Growth Management planning requirements.



Section 3. Ridgefield 2025

Ridgefield is located along Interstate 5 (I-5), approximately 20 miles north of downtown Portland. Pioneer Street (SR 501) extends west from I-5 to downtown Ridgefield. New development expected in the city will result in increased traffic, particularly along the major corridors leading to and from I-5.

Key Destinations

The first step in planning an effective transportation system is understanding the key destinations throughout the city. These destinations typically fall into the categories of neighborhoods, employment, shopping, schools, civic buildings, park and recreation, and entertainment. Local key destinations are downtown Ridgefield, the Waterfront and future development by the Port of Ridgefield, Costco and Union Ridge Town Center, Ridgefield Administrative and Civic Center, Ridgefield Junction and business parks on both sides of I-5, Ridgefield Outdoor Recreation Complex, and future growth areas including Gee Creek Plateau and the Carty Road corridor. This Transportation Capital Facilities Plan (CFP) also plans for future key destinations, including the mixed-use hub surrounding Royle Road at Pioneer Street, the Ridgefield Community Center, Ridgefield Corporate Center, and areas included in the Ridgefield Urban Growth Area (UGA) expansions included in the preferred Land Use Plan.

Current Facilities and Issues

This section answers the question “What do We Have Now?” Ridgefield’s existing transportation system includes a range of facilities for people who walk, ride bikes, use transit, or drive. The street system includes the *Old* (Downtown area and west-central Ridgefield), the *New* (built by development or City projects in the past 9-10 years), the *Acquired* (Pioneer Street via 2024’s State Route 501 Route Jurisdiction Transfer), and the *Rural* (Recently annexed areas including Gee Creek Plateau, Carty Road, and areas on the east side of the City). Much of the bicycle and pedestrian system, including trails, have been built by private development. An ADA Transition and Mobility/ Access Plan, scheduled to be completed later in 2025, will identify a program of projects to address gaps, barriers and deficiencies in the accessible mobility system. Besides those built by private development, the City has seen new Electric Vehicles charging stations built at Davis Park and the Ridgefield Park-and-Ride.

Public Transportation

C-TRAN's Route 48 provides service to Ridgefield, with stops on Pioneer Street at 47th Avenue, west of 56th Place, and the Junction Park and Ride on 65th Avenue east of I-5 (see Figure 1). Route 48 connects to the 99th Street Transit Center in Vancouver, with approximately two-hour headways. This route only provides southbound service before noon and northbound trips after noon. C-TRAN's The Current on-demand rideshare is available in Ridgefield, providing door-to-door service for the same cost as a regular bus fare. Passengers can schedule rides online or by calling a phone number¹.

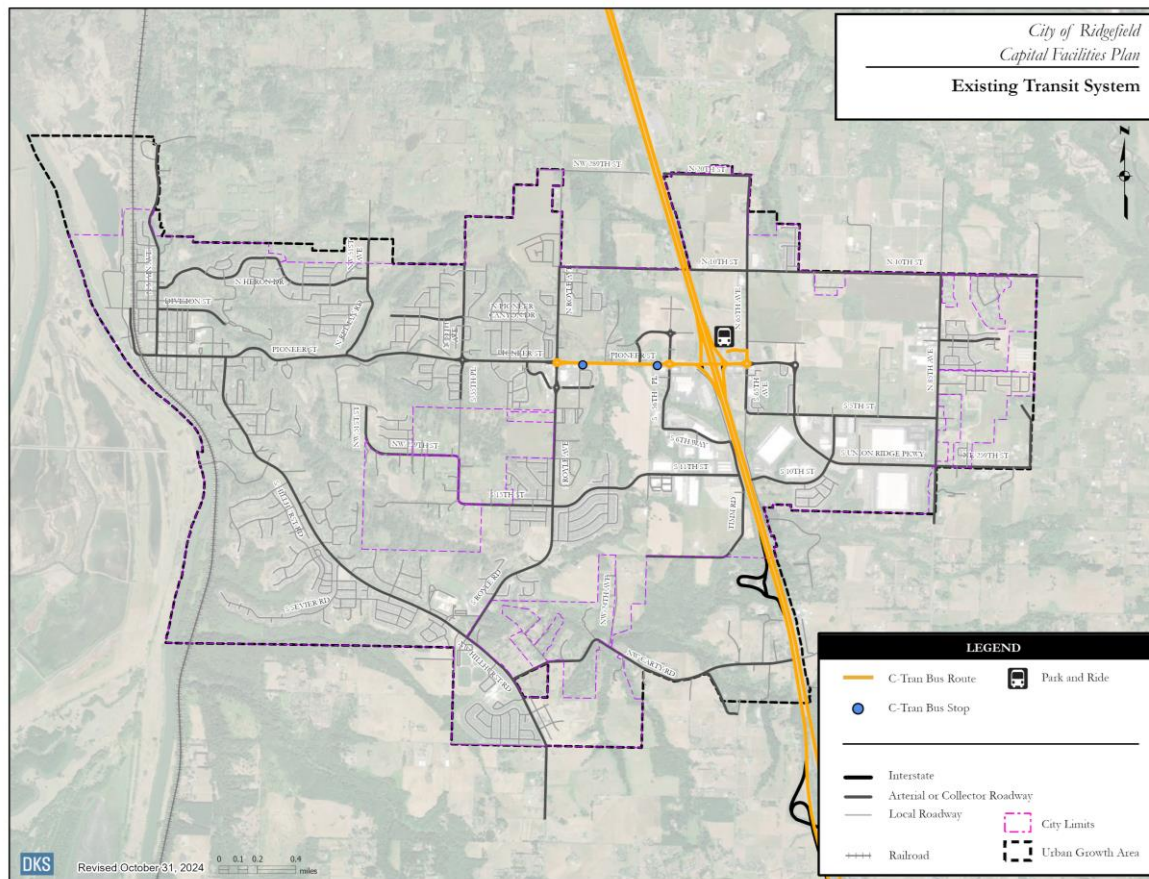


Figure 1: Existing Transit System

¹ <https://c-tran.com/thecurrent>



Pedestrians and Bicyclists

Bicycle and pedestrian facilities were assessed along arterial and collector roadways in the city and shown in Figures 2 and 3. The Ridgefield Multi-modal Transportation Plan (January 2016) was developed to address future needs specific to non-motorized vehicle travel modes. Ridgefield's 2024 Engineering Standards² include requirements for non-motorized uses on streets, such as sidewalks, multi-use and multi-modal trails, and bikeways.

Currently, a 1-mile pedestrian trail exists in Abrams Park, and several other trails extend through the city, including along Gee Creek. Conventional on-street bike lanes exist on portions of Pioneer Street, between Royle Road and 35th Avenue and between Royle Road and 56th Place. The Pioneer Street Widening Project will add multi-use trails on both sides of Pioneer Street from west of Royle Road to 56th Place just west of I-5.

Recent City and developer projects have added bicycle and pedestrian facilities on the Royle Road corridor from S 19th Street to north of Pioneer Street, and on Pioneer Street east of 65th Avenue.

There are also portions with a designated buffer space including near the 35th Avenue roundabout, between 39th Drive and 40th Avenue, and near the transit stop at 47th Avenue. However, gaps in the bike lanes create higher levels of traffic stress along this route particularly considering the higher posted speed limit of 40 miles per hour (MPH) and sight distance limitations.³ While not officially designated bike lanes, the shoulders do provide refuge for bicyclists and pedestrians. Bike lanes are present along portions of Heron Drive, Reiman Road, S 5th Street, Union Ridge Parkway, S. 11th Street, and N 85th Avenue. On other roadways within the city, bicycle users currently share the roadway with motorized traffic.

Intermittent sidewalks exist along portions of Pioneer Street, Hillhurst Road, Reiman Road, 35th Avenue, Royle Road, S 56th Place, Union Ridge Parkway, and 85th Avenue. Sidewalks are also being included in all new developments.

² <https://ridgefieldwa.us/209/Engineering-Construction>

³ Clark County Bike Routes Interactive Map, <https://gis.clark.wa.gov/portal/apps/webappviewer/?id=7acb756876004da7a6207748e82b5111>



The City Council on May 22, 2025 adopted an updated Parks and Trails Capital Facilities Plan. Next year, the City plans on updating the Parks, Recreation, and Open Space Plan⁴ (PROS) Plan (2020). Both plans include consideration of an interconnected trails system to promote active transportation and to reduce vehicle miles traveled.

The City's Multimodal Transportation Plan⁵ (2016) expanded guidance of the development of local transportation projects to further expand the multimodal transportation system and normalize less frequent modes of travel by foot, bicycle, golf cart, or transit. Based on community feedback received at engagement events, key themes included improving access to schools, transit service, downtown circulation/congestion mitigation, and pedestrian and bicycle conditions on Pioneer Street and Hillhurst Road.

Figures 2 and 3 show the existing bicycle and pedestrian systems in Ridgefield. The maps include the respective Level of Traffic Stress (LTS) ratings for each collector and arterial street. LTS is based on the traffic volume, posted speed, and number of lanes of each street segment⁶. LTS 1 indicates a relatively low-stress environment for walking or biking, while LTS 4 indicates a very high-stress environment.

⁴ <https://ridgefieldwa.us/DocumentCenter/View/429/2020-Parks-Rec-Open-Space-Plan-PDF?bidId=>

⁵ <https://ridgefieldwa.us/DocumentCenter/View/428/Multi-Modal-Plan-PDF?bidId=>

⁶ Washinton State Department of Transportation Design Bulletin #2022-01,
<https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf>

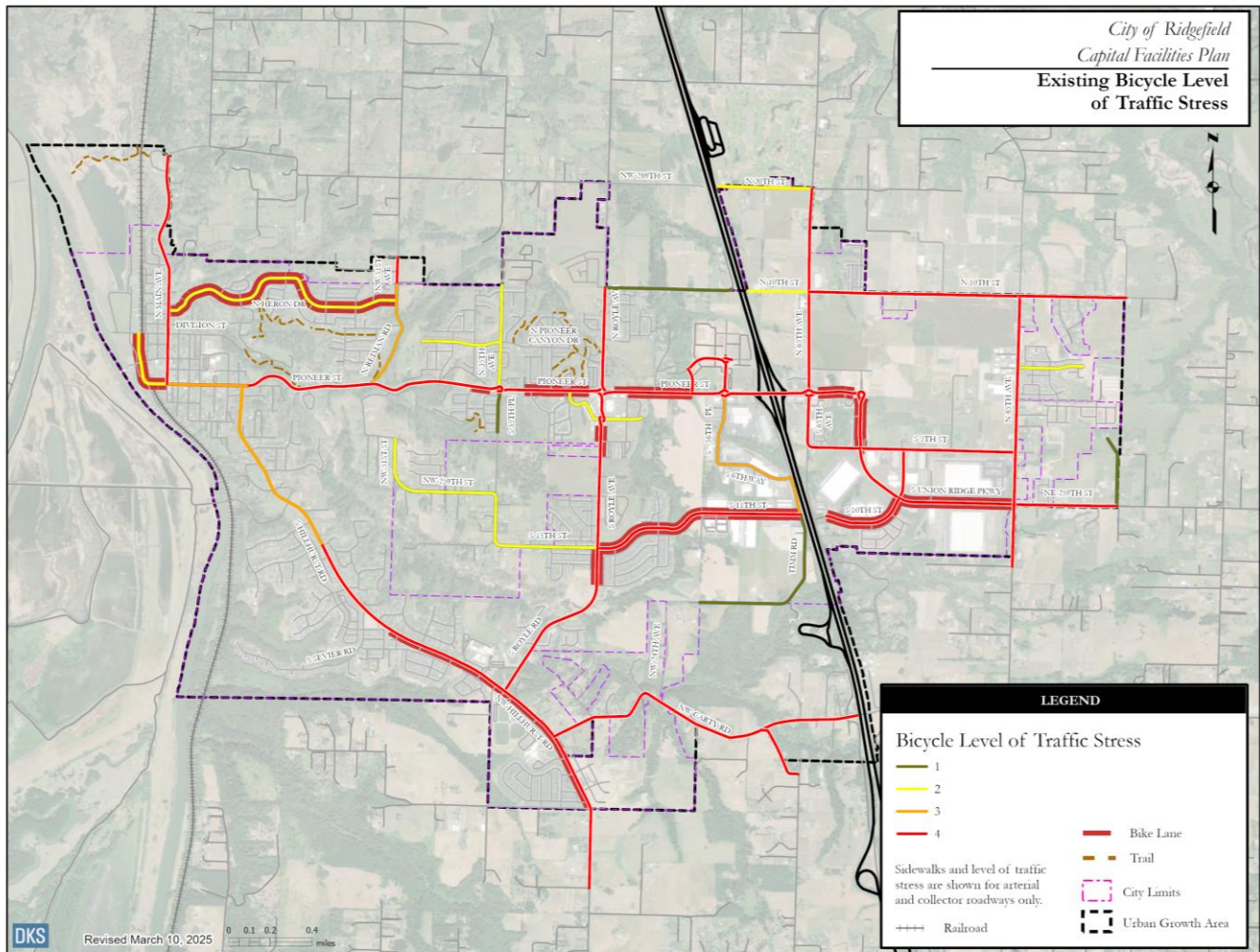


Figure 2: Existing Bicycle System with Level of Traffic Stress

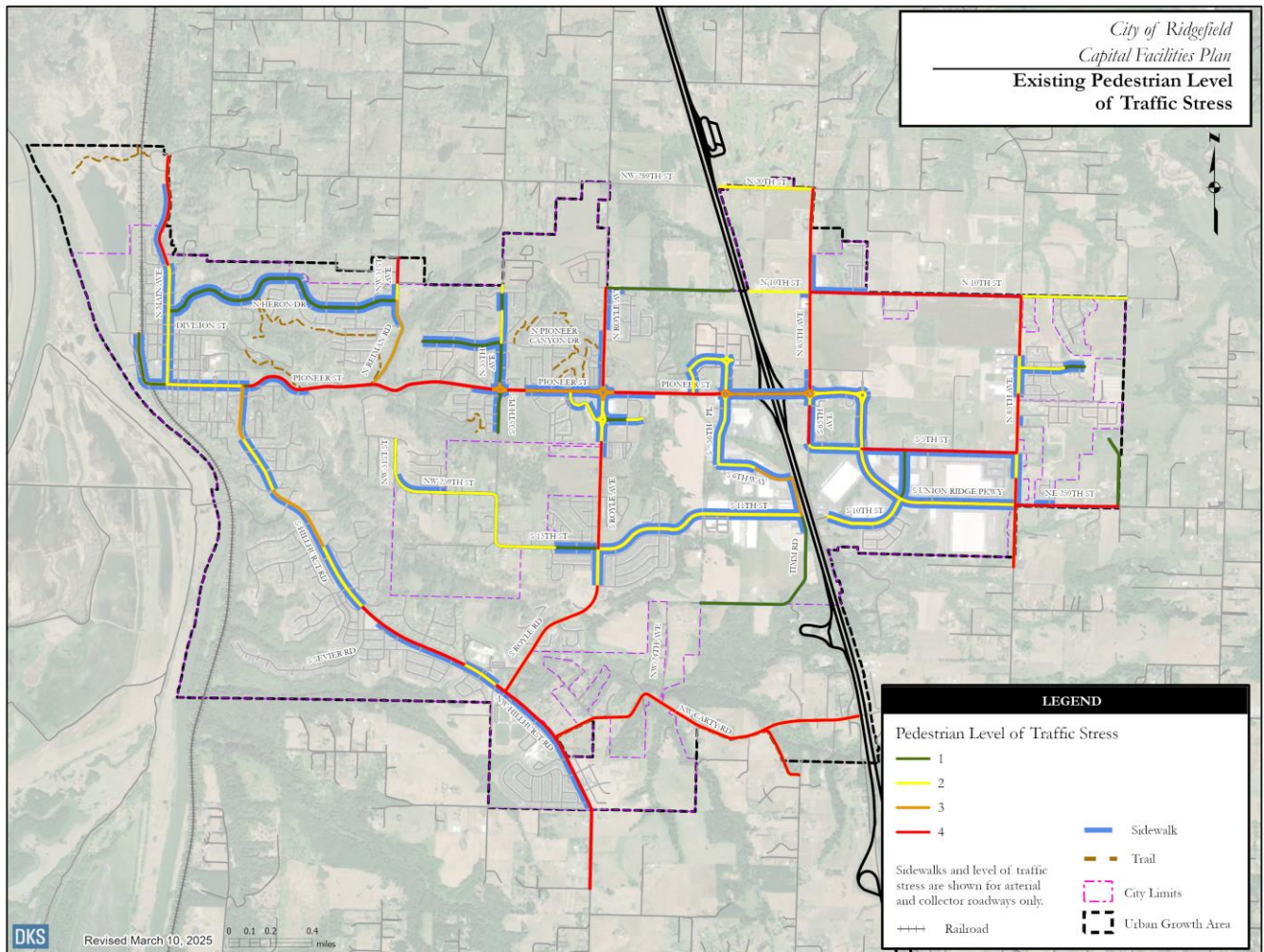


Figure 3: Existing Pedestrian System with Level of Traffic Stress



Drivers

An inventory of the existing arterial and collector street system was prepared using information obtained from the city, Clark County, and field investigations. The existing traffic control, lane configurations, and traffic volumes at study intersections are shown in the Appendix.

The existing street network is made up entirely of two-lane roadways, with the exception of four-lane roadway segments of Pioneer Street and Union Ridge Parkway; the four-lane corridor, when completed, will extend along Pioneer Street and Union Ridge Parkway from 35th Avenue across I-5 to S 10th/11th Street, which will be the eastern terminus of the future S 10th/11th Street overcrossing project. Traffic control on the collector and arterial system is predominantly stop sign controlled or roundabouts. The City currently owns and operates two traffic signals: S Hillhurst Road at S Royle Road, and S Union Ridge Parkway and S 5th Street. Traffic signals at the I-5 ramp intersections with Pioneer are owned and operated by the Washington State Department of Transportation (WSDOT). The highest traffic volumes occur along Pioneer Street, between Royle Road and 65th Avenue.



Section 4. Transportation Standards

The Transportation Capital Facility Plan sets standards and regulations to ensure future development or redevelopment of property is consistent with the city's transportation goals. The following sections summarize the roadway functional classification system, intersection and street mobility standards, and access spacing standards.

Functional Classification

The functional classification of a roadway determines the level of mobility and accessibility for all travel modes and anticipated level of access and usage. The functional classification system recognizes that individual streets do not act independently of one another but instead form a network that serves travel needs on a local and regional level. From highest to lowest intended usage, the functional classifications are: principal arterial, minor arterial, collector, and local streets (see Figure 2). Roadways with higher intended usage generally limit access to adjacent property in favor of more efficient motor vehicle traffic movement (i.e., mobility). Local roadways with lower intended usage have more driveway access and intersections and generally accommodate shorter trips to nearby destinations.

- **Principal (Major) Arterial** roadways serve as the main travel routes through the city. These roadways serve the highest volume of motor vehicle traffic and are primarily used for longer distance regional trips.
- **Minor Arterial** roadways connect many parts of the city and serve traffic traveling to and from principal arterial roadways. These roadways provide greater accessibility to neighborhoods, connect to major activity generators, and provide efficient through movement for local traffic.
- **Collector** roadways connect neighborhoods to minor arterials. These roadways serve as major neighborhood routes and generally provide more direct property access or driveways than arterial roadways. The collector roadways are grouped in the following three subcategories: Standard Collector, Scenic Collector, Industrial/Commercial Collector, and Rural Collector. Industrial/Commercial Collectors have slightly wider lanes than Standard Collectors and include a turn lane/median, while Standard Collectors do not include a turn lane/median. Scenic Collectors have a narrow cross-section than Standard Collectors, do not include parking, and only include sidewalks on one side, while the other Collector Types have



sidewalks on both sides⁷. Rural Collectors are found in outlying areas where roads do not meet the standards for the other 0ther Collector types but serve more traffic than a local road.

- **Local** roadways provide more direct access to residences without serving through travel in Ridgefield. These roadways generally are lined with residences and are designed to serve lower volumes of traffic.

Figure 4 shows the functional classification of Ridgefield’s streets, as well as the study intersections analyzed in the CFP. Table 1 lists the study intersections.

⁷ City of Ridgefield Engineering Standards for Public Works Construction, Volume 1 -Design and Planning, May 2017, <https://ridgefieldwa.us/DocumentCenter/View/425/Engineering-Standards-Volume-1-PDF>

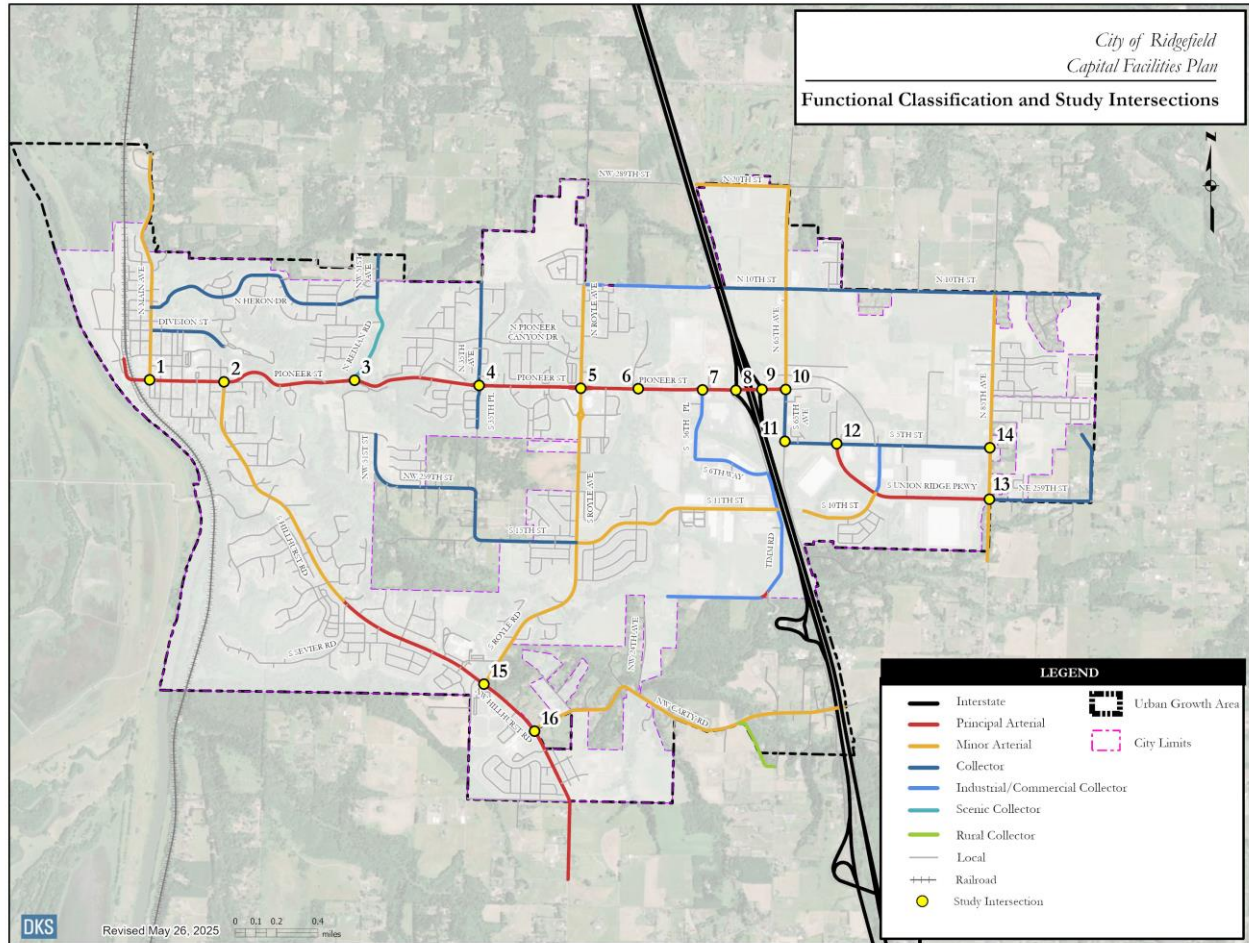


Figure 4: Functional Classification and Study Intersections



Table I: Study Intersections

Intersection	
1	Pioneer Street / Main Avenue
2	Pioneer Street / Hillhurst Road
3	Pioneer Street / Reiman Road
4	Pioneer Street / 35th Avenue
5	Pioneer Street / Royle Road
6	Pioneer Street / 51 st Avenue*
7	Pioneer Street / 56th Place
8	Pioneer Street / I-5 Southbound Ramps
9	Pioneer Street / I-5 Northbound Ramps
10	Pioneer Street/ 65 th Avenue
11	65 th Avenue/5 th Street
12	5th Street/ Union Ridge Parkway
13	Union Ridge Parkway/ 85th Avenue
14	5th Street/ 85th Avenue
15	Royle Road/Hillhurst Road
16	Hillhurst Road/Carty Road



Performance Standards

Transportation standards for intersections and multimodal facilities in Ridgefield provide a metric to assess how well the transportation system is performing. They are the basis for determining operational deficiencies and requiring improvements needed to sustain the transportation system as development and traffic growth occur. Methods used to gauge congestion at intersection and the quality of multimodal facilities are described below.

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.
- **Pedestrian Level of Traffic Stress (LTS) and Bicycle LTS:** A rating given to a road segment or crossing indicating the traffic stress it imposes on pedestrians or bicycles. Levels of traffic stress range from 1 to 4 as follow:
 - LTS 1: Very low traffic stress, suitable for most children and all adults.
 - LTS 2: Low traffic stress, suitable for most adults.
 - LTS 3: Moderate traffic stress, for some adults.
 - LTS 4: High stress, suitable for few adults.



Mobility Standards

All intersections in Ridgefield must operate at or below the adopted mobility standards. Any new development that would cause operations to exceed mobility targets is responsible to provide mitigation, such as improvements to the affected streets and intersections, which could include infrastructure or funding for transportation demand management or alternative transportation modes. The following mobility targets are for streets under the city's jurisdiction.

Signalized Intersections: The intersection as a whole must meet Level of Service (LOS) "D" or better during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m.).

All-way Stop, Two-way Stop, Yield, or Roundabout Controlled Intersections: All movements during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m.) shall be LOS "E" or better.

WSDOT requires a level of service "E" or better for Regionally Significant State Highways (non-HSS) in urban areas⁸. This standard applies to the I-5 ramp intersections on Pioneer Street.

Multimodal Standards

All collector and arterial facilities in Ridgefield must provide a LTS of 2 or better. Facilities that do not meet this standard were identified and included as future transportation projects in the CFP.

Access Spacing Standards

Access management is a broad set of techniques that balance the need to provide efficient, safe, and timely travel with the ability to allow access to individual destinations. Appropriate access management standards and techniques can reduce congestion and accident rates and may lessen the need for construction of additional roadway capacity.

Table 1 identifies the minimum and maximum public street intersection and minimum private access spacing standards for streets in Ridgefield. New streets or redeveloping properties must comply with these standards to the extent practical, as determined by the city. As the opportunity arises through

⁸ Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.



redevelopment, streets not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

No new direct driveway access should be allowed onto Pioneer Street, to preserve its function as a principal arterial, unless no other alternative access can be gained. Public road access shall be kept to a minimum, and full access only provided at collector or arterial roadway intersections with Pioneer Street. Other public roads or private driveways which must intersect Pioneer Street shall be limited to right-turns only.

For other classified arterials and collectors in the city, direct private access onto principal and minor arterials should be minimized or otherwise managed unless no other option exists, while driveway access onto collectors should be managed and spaced appropriately so as not to impede traffic flow or safety. Street and access spacing standards are shown in Table 2.

A new section 2.36, “Commercial Cross Circulation”, has been added to the 2024 Engineering Standards to reflect cross-circulation between adjacent commercial developments: “Pedestrian, bicycle and vehicular cross circulation shall be maintained between adjacent commercial developments, especially to reduce or eliminate the use of the City’s arterial and collector system for trips between adjacent uses. Access shall be no greater than 750 feet in length away from another access point or public connection unless approved otherwise by the City Engineer. A minimum of one cross connection shall be provided. Cross connections shall be designed to accommodate emergency services.

In the event of a secured site or other instances where providing commercial cross circulation may negatively impact public health and safety, requests to waive or modify this requirement shall be submitted through a design modification for review and action by both the Public Works Director and Community Development Director.”



Table 2: Street and Access Spacing Standards⁹

	Principal Arterial	Minor Arterial	Collector	Local
Maximum Block Size (Public Street to Public Street)	N/A	N/A	500 feet*	500 feet*
Minimum Block Size (Public Street to Public Street)	300 feet	300 feet	275 feet	160 feet
Minimum Driveway Spacing (Public Street to Driveway and Driveway to Driveway)	500 feet**	500 feet**	130 feet	None
* If the maximum block size is exceeded, mid-block 15-foot wide pedestrian and bicycle accessways must be provided at spacing no more than 500 feet, unless the connection is impractical due to existing development, topography, environmental constraints, or other factors (as determined by the city engineer).				
** Driveway access should be prohibited, unless no other option is available.				

⁹ 2024 Engineering Standards, adopted October 2024.



Section 5. Travel Conditions

This section summarizes the existing and future travel conditions for the study area.

Existing Travel Conditions

This section summarizes existing travel conditions with an operational analysis of the study intersections and a safety evaluation of the study area.

Motor Vehicle Operations

Motor vehicle operations were evaluated by analyzing the performance of the study intersections. The study intersections are monitored through mobility targets intended to maintain a minimum level of efficiency for motor vehicle travel. Ridgefield mobility targets for intersections are based on level of service (as detailed earlier in this document).

To determine intersection operations, recent turn movement counts were obtained at study intersections during the weekday morning peak period (7 to 9 a.m.), and evening peak period (4 to 6 p.m.). The raw traffic count data is included in the technical appendix.

New traffic counts were not available at all study intersections, so counts used in recent traffic impact analyses (TIAs) were factored to 2024 and calibrated using counts collected in January and March 2024. Please note that for the analysis of existing conditions, the 56th Place roundabout was evaluated without the added trips from the Costco and Union Ridge Town Center development. The 2045 travel conditions account for the trips from that development.

The purpose of the intersection analysis is to determine if the transportation network operates within Ridgefield mobility targets described earlier in this document. Intersections are the focus of the analysis because they are the controlling bottlenecks of traffic flow. The motor vehicle performance evaluation utilized 2000 Highway Capacity Manual methodology¹⁰ for the signalized and unsignalized intersections SIDRA (WSDOT settings) for roundabout intersections. During the peak hours, all study intersections operate well within the adopted mobility standards (see Table 3). The detailed intersection operational analysis is included in the Appendix.

¹⁰ 2000 Highway Capacity Manual, Transportation Research Board, Washington DC, 2000.



Table 3. Existing Traffic Conditions

Intersection			2024 PM Peak		
			Delay (s)	Level of Service	V/C
1	Pioneer Street / Main Avenue	LOS E	8/10	A/A	0.29/0.28
2	Pioneer Street / Hillhurst Road	LOS E	16/11	C/A	0.61/0.22
3	Pioneer Street / Reiman Road	LOS E	9/21	A/C	0.22/0.35
4	Pioneer Street / 35th Avenue	LOS E	12//12	B/B	0.58/0.22
5	Pioneer Street / Royle Road	LOS E	23/19	C/B	0.61/0.66
6	Pioneer Street /Discovery Drive*	LOS E	N/A	N/A	N/A
7	Pioneer Street / 56th Place*	LOS E	48/>300	F/F	1.06/3.12
8	Pioneer Street / I-5 Southbound Ramps	LOS E	21	C	0.93
9	Pioneer Street / I-5 Northbound Ramps	LOS E	C	29	0.79
10	Pioneer Street/ 65 th Avenue	LOS E	11/13	B/B	0.28/0.14
11	65 th Avenue/5 th Street	LOS E	7/8	A/A	0.10/0.13
12	5th Street/ Union Ridge Parkway	LOS D	14	B	0.33
13	Union Ridge Parkway/ 85th Avenue	LOS E	16/19	B/C	0.53/0.41
14	5th Street/ 85th Avenue	LOS E	12/11	B/B	0.43/0.25
15	Royle Road/Hillhurst Road	LOS D	13/10	B/A	0.55
16	Hillhurst Road/Carty Road	LOS E	16/15	C/B**	0.38/0.29

Signalized intersections:

LOS = Level of Service of intersection
V/C = Volume-to-Capacity Ratio of intersection

Stop / Roundabout Controlled intersections:

Delay shown for worst major/minor street movement
LOS = Level of Service for worst major/minor street movement
V/C = Volume-to-Capacity Ratio for worst major/minor movement

*Under construction in 2024

**The Hillhurst/Carty intersection experiences periodic LOS E/F conditions for left-turning traffic from Carty Rd onto Pioneer Street during morning and afternoon school hours.



Safety Evaluation

Safety of the roadways and intersections in Ridgefield was assessed through historic collision data to identify deficiencies. The data along the roadways and intersections was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist collisions.

Collision data from the past five years (January 2019 through December 2023) was obtained from the Washington State Department of Transportation (WSDOT) for all roadways within Ridgefield. Over the past five years, 413 collisions, or an average of about 83 per year, were identified along roadways in Ridgefield. Of these collisions, 113 occurred along I-5, and 130 on Pioneer Street. The collision data is included in the Appendix.

The severity of the collisions was generally low, with most (83%) involving either property damage only (no injuries) or suspected possible injuries. 33 crashes involved suspected minor injuries, 11 involved suspected serious injuries, and 2 were fatal crashes. Of the one fatalities, one occurred on I-5 northbound and involved speeding that led to a vehicle overturning; the other occurred at the intersection of S 11th Street and S Timm Road and involved alcohol.

Intersection Collisions

Table 4 summarizes the number of collisions at several intersections in Ridgefield. The highest number of crashes occurred at the intersections at Royle Road and Pioneer Street, Pioneer Street and 56th Place, and Pioneer Street and the I-5 northbound ramps.



Table 4: Intersection Collisions

Intersection	Total Crashes (2019 to 2023)	Collision Type					Collision Severity	
		Rear-end	Angle	Pedestrian / Bike	Fixed Object	Other	No Apparent Injury	Injury
Pioneer Street / Main Avenue	0	0	0	0	0	0	0	0
Pioneer Street / Hillhurst Road	2	0	0	0	2	0	2	0
Pioneer Street / Reiman Road	2	0	2	0	0	0	1	1
Pioneer Street / 35th Avenue	6	1	2	0	2	1	6	0
Pioneer Street / Royle Road	26	4	7	1	8	6	19	7
Pioneer Street / 56th Place	14	1	1	0	3	9	10	4
Pioneer Street / I-5 Southbound Ramps	4	1	1	0	0	2	3	1
Pioneer Street / I-5 Northbound Ramps	13	6	3	0	2	2	11	2
Pioneer Street/ 65th Avenue	4	1	0	0	3	1	2	2
5th Street/ Union Ridge Parkway	0	0	0	0	0	0	0	0
Union Ridge Parkway/ 85th Avenue	6	0	4	0	2	0	4	2
5th Street/ 85th Avenue	2	1	1	0	0	0	1	1
10th Street/ 65th Avenue	1	1	0	0	0	0	0	1
10th Street/ 85th Avenue	2	0	1	0	1	0	2	0
N 15th Street (289 th St)/ Royle Road	3	0	2	0	1	0	1	2
S 15 th Street/Royle Road	3	0	2	0	0	1	1	2
Hillhurst Road/ Royle Road	3	0	0	0	2	1	1	2



Future Travel Conditions

The following section summarizes the peak hour transportation operating conditions for the planning horizon year of 2045. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support forecasted traffic growth. If intersection mobility standards are not met, then mitigation measures may be necessary to improve network performance.

Ridgefield 2045

Future land use changes and growth in population, housing, and employment within Ridgefield's UGA will have a significant impact on the existing transportation system and will create new travel demands. These growth projections and how they translate to new trips on the transportation network are key elements of the future conditions and performance analysis.

The Southwest Washington Regional Transportation Council (RTC) travel demand model is the primary tool used to determine future traffic volumes in Ridgefield and the surrounding region. RTC forecasts travel changes in response to future land use and transportation scenarios. This model translates estimated land uses into person trips, selects travel modes and assigns motor vehicle trips to the roadway network. The RTC model is an informational tool to assist with decision making, providing objective and quantitative information exploring the potential impacts of alternative transportation system investments.

Forecasted Population and Employment Growth

Understanding the influence of land uses on the transportation system is a key factor in transportation system planning. The amount of land that is to be developed, the types of land uses, and their proximity to each other have a direct relationship to expected demands on the transportation system.

Forecasted growth for the preferred land use alternative was provided by Clark County as part of the Comprehensive Growth Management Plan update. The base year is 2025 with the planning horizon year of 2045.

Table 5 summarizes baseline and projected future totals for households and employment within the Ridgefield UGA, from which traffic growth estimates were made. These values indicate that growth in employment is expected to outpace residential development, both overall and as a percentage increase. Summaries for the Gee Creek Plateau Subarea and the Carty Road Corridor are also included. New traffic impact fee overlay areas are being considered in this CFP to finance new or improved collector corridors serving those areas.



For the purposes of the table below, >80% AMI household units are estimated to generate 9.4 vehicle trips per day, while those at or below 80% AMI are estimated to generate 7 vehicle trips per day. Trip generation includes household-based trips of multiple purposes, along with deliveries, services, school trips, and other typical weekday trips.

Employment trips are based on an assumed average rate of 20 vehicle trips per day per employee, a rough average based on the Institute of Transportation Engineers' 11th Edition of the Trip Generation Manual.

A trip-linking/chaining rate of 10% (reduction to gross number of trips generated) is assumed for the Ridgefield UGA and the Carty Road corridor, where there are mixes of uses beyond just residential, and 5% for Gee Creek Plateau, as that subarea is all residential. The reduction factor also assumes some pass-by or internalization of trips.

Table 5 provides trip estimates for the entire Ridgefield UGA, as well as the Gee Creek Plateau and Carty Road subareas:



Table 5: Growth 2025-2045, Preferred Land Use Plan

Ridgefield UGA Growth & Trip Generation Estimates				
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)
Households > 80% AMI	3,952	9.4/DU	37,267	33,500
Households ≤ 80% AMI	4,669	7/DU	32,683	29,400
Employment	2,156	20/Employee	43,120	38,800
TOTAL TRIPS			113,070	101,700
Gee Creek Plateau Subarea Growth & Trip Generation Estimates				
Households > 80% AMI	701	9.4/DU	6,730	6,400
Households ≤ 80% AMI	926	7/DU	6,482	6,200
Employment	0	20/Employee	0	0
TOTAL TRIPS			13,212	12,600
Carty Road Corridor (Hillhurst to I-5) Growth & Trip Generation Estimates				
Households > 80% AMI	671	9.4/DU	6,442	5,800
Households ≤ 80% AMI	1,481	7/DU	10,367	9,300
Employment*	373	20/Employee	11,190	10,100
TOTAL TRIPS			27,999	25,200
*Carty jobs includes large County BP annexation area (369 jobs) and Maul expansion with RMUO (4 jobs)				
Source: RTC Travel Demand Model				



Motor Vehicle Operations

Motor vehicle conditions were evaluated during the 2045 evening peak hour at the study intersections, with the future operations shown in Table 6. The operations include the planned and funded projects as a baseline. These projects include building a single-lane roundabout at the 85th Ave/Union Ridge Parkway intersection and building a signal at the Pioneer Street/Hillhurst Road intersection.

Several intersections are expected to fail to meet their mobility targets in 2045. These are:

- Pioneer Street/Reiman Road (southbound approach)
- Pioneer Street/Royle Road (southbound approach)
- Pioneer Street/56th Place
- Pioneer Street/I-5 Southbound Ramps
- Pioneer Street/I-5 Northbound Ramps
- S Hillhurst Road/ NW Carty Road

Table 6: 2045 PM Future Baseline Peak Hour Intersection Operations

Node #	Intersection	Mobility Standard	2045 PM Peak		
			Delay (s)	Level of Service	V/C
1	Pioneer Street / Main Avenue	LOS E	9/10	A/A	0.31/0.25
2	Pioneer Street / Hillhurst Road*	LOS E	11/10	B/B	0.58/0.29
3	Pioneer Street / Reiman Road	LOS E	9/46	A/E	0.05/0.65
4	Pioneer Street / 35th Avenue	LOS E	13/14	B/B	0.80/0.31
5	Pioneer Street / Royle Road	LOS E	31/156	D/ F	0.91/ 1.29
6	Pioneer Street / 51 st Avenue	LOS E	13/19	B/B	0.68/0.55
7	Pioneer Street / 56th Place	LOS E	19/>300	E/ F	0.95/ 3.84
8	Pioneer Street / I-5 Southbound Ramps	LOS E	37	D	1.03
9	Pioneer Street / I-5 Northbound Ramps	LOS E	88	F	1.07
10	Pioneer Street/ 65th Avenue	LOS E	15/12	B/B	0.46/0.37
11	5th Street/ Union Ridge Parkway	LOS E	15	B	0.40



Table 6: 2045 PM Future Baseline Peak Hour Intersection Operations

Node #	Intersection	Mobility Standard	2045 PM Peak		
			Delay (s)	Level of Service	V/C
12	Union Ridge Parkway/ 85th Avenue*	LOS E	16/12	B/B	0.49/0.55
13	5th Street/ 85th Avenue	LOS E	21/12	C/B	0.69/0.42
14	5th Street/65th Avenue	LOS E	12/10	B/A	0.47/0.33
15	Hillhurst Road/ Royle Road	LOS E	21	C	0.76
16	S Hillhurst Road/ NW Carty Road	LOS E		E/F	

Bold and red indicates value exceeds capacity ($v/c > 1$) or LOS E.

Signalized intersections:

LOS = Level of Service of Intersection

V/C = Volume-to-Capacity Ratio of Intersection

Stop / Roundabout Controlled intersections:

Delay shown for worst major/minor street movement

LOS = Level of Service for worst major/minor street movement

V/C = Volume-to-Capacity Ratio for worst major/minor movement

* Assumed to be roundabout in 2045



Section 6. Project List

The recommended improvements can be seen in Figure 3, with the project numbers corresponding with those in Table 7. While the estimated project costs are shown, the financial responsibility will be shared by the city, private development and potentially other public agency partners, with the cost shares to be sorted out at when a project is programmed. Not all recommended improvements are required to be in place prior to developing land within the UGA. The need to upgrade the existing streets or construct new ones will be driven by the multi-modal access needs of the adjacent properties. The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to agency approval.

The Transportation CFP identifies several transportation projects that will not have funding by 2045, unless additional sources become available. Some of the projects require city funding and resources beyond what would be available in the time frame of this plan. Others are contingent upon future grants, development, or redevelopment.



Table 7: Transportation Capital Improvements

Project ID	Project Description	Project Extents		Estimated Cost (2024 Dollars)	TIF Eligible
		From	To		
1	Widen Pioneer Street (4 lanes)	35th Avenue	Royle Road	\$5,640,000	Yes
2	Widen Pioneer Street (4 lanes)	Royle Road	Discovery Drive (50th Place)	\$6,000,000	Yes
3	Widen Pioneer Street (4 lanes)	Discovery Drive (50th Place)	56th Place	\$8,000,000	Yes
4	Pioneer Street at Discovery Drive roundabout, extend to N Pioneer Canyon Drive	Pioneer Street	N Pioneer Canyon Drive	\$2,500,000	Yes
5	Improve S 10th Street/NE 259th Street to collector road	S 85th Avenue	S 105th Avenue	\$3,500,000	Yes
6	Widen S Royle Road to minor arterial	Hillhurst Road	S 19th Street	\$13,800,000	Yes
7	Build new east-west collector roadway west of Royle (S 3rd/6th Way)	S 35th Ave	S Royle	\$4,000,000	No
8	Widen Hillhurst Road to minor arterial	Pioneer Street	Sevier Road	\$7,500,000	Yes
9	Complete Hillhurst Road to principal arterial	Sevier Road	UGA/NW 229th Street	\$1,800,000	Yes
10	Replace and improve Pioneer Street through Slide Area	Reiman Road	35th Avenue	\$8,000,000	Yes
11	Build Pioneer Canyon Dr as collector with bridge over canyon (2 lanes)	32nd Avenue	Reiman Road	\$8,000,000	Yes
12	Construct roundabout at Pioneer Street and Hillhurst Road (9th Avenue)	-	-	\$2,000,000	Yes
13	Build S 15th Street to Collector	S Royle Road (45th Avenue)	S 35th Avenue	\$2,000,000	Yes
14	Widen N 65th Avenue to minor arterial	Pioneer Street	N 20th Street (NW 289th Street)	\$11,000,000	Yes



15	Build new Minor Arterial overpass over I-5 (NE 279th/N 10th or NE 289th/N 20th)	N Royle Road	N 65th Avenue	\$22,500,000	No
16	New Roundabout, NW 289th Street/N 20th Street at N Royle Rd.	UGA/N 43rd Ave	N Royle Rd.	\$4,500,000	Yes
17	Widen N 10th Street/NE 279th Street to collector	N 65th Avenue	N 85th Avenue	\$7,100,000	Yes
18	Widen N 10th Street/NE 279th Street to collector	N 85th Avenue	N 105th Avenue	\$3,500,000	No
19	Build new 105th Avenue collector	NE 259th Street/ S 10th Street	NE 279th Street/ N 10th Street	\$7,000,000	No
20	Build new east-west collector roadway (N 4th Street)	N 85th Avenue	N 105th Avenue	\$1,500,000	No
21	Widen 85th Avenue to minor arterial	S Union Ridge Pkwy/S 10th Street	NE 279th Street	\$7,700,000	Yes
22	Build a signal or roundabout at Union Ridge Parkway and 85th Avenue	-	-	\$2,500,000	Yes
23	Widen S 85th Avenue to minor arterial (3 lanes)	S 10th St.NE 259th Street	UGA	\$1,900,000	Yes
24	Build a roundabout at Union Ridge Parkway and S 10th/11th Street crossing corridor	-	-	\$2,500,000	Yes
25	Widen S 5th Street to collector (2 lanes)	Union Ridge Parkway	N 85th Avenue	\$5,300,000	Yes
26	Extend 74th Place as new north-south Industrial/Commercial collector roadway	S 5th Street	N 10th Street/NE 279th Street	\$4,200,000	Yes
27	New east-west Commercial/Industrial collector (extension of Pioneer Street)	Union Ridge Parkway	N 74th Place Collector Extension	\$1,700,000	No
28	New North-South "Campus Collector" (Union Ridge Parkway)	Pioneer Street	N 10th Street/NE 279th Street	\$3,400,000	Yes
29	Build new east-west industrial/commercial collector	N 65th Avenue	N 85th Avenue	\$7,900,000	No



30	Build S 10th/11th Street overcrossing over I-5	Timm Road	Union Ridge Parkway	\$18,000,000	Yes
31	Widen S 65th Avenue/ S 5th Street to collector	Pioneer Street	Union Ridge Parkway	\$2,000,000	Yes
32	Widen Timm Road/ S 20th Way to industrial/commercial collector	S 11th Street	Discovery Drive (50th Place)	\$7,300,000	No
33	S 35th Avenue/Gee Creek Plateau Extension	Pioneer Street	S 15th Street/Gee Creek east-west collector	\$40,000,000	Yes
34	Pioneer Street at Bertsinger/Reiman Road roundabout	-	-	\$3,000,000	Yes
35	Widen N Royle Road to minor arterial	Pioneer Street	N 20th Street/ NW 289th Street	\$5,600,000	Yes
36	Widen N 10th St to industrial/commercial collector	Royle Road	N 56th Place	\$4,400,000	Yes
37	Extend Pioneer Canyon Drive as collector	Discovery Drive (50th Place)	N Royle Road	\$6,913,000	Yes
38	Extend N 56th Place as industrial/commercial collector	Pioneer Canyon Drive	N 10th Street	\$3,600,000	Yes
39	Build S. 6th Way as industrial/commercial collector	S 56th Place	S Discovery Drive	\$2,000,000	Yes
40	Build S Discovery Drive (50th Avenue) as minor arterial	Pioneer Street	S Wells Drive/S 11th Street	\$9,000,000	Yes
41	Build S Discovery Drive as minor arterial	S Wells Drive/S 11th Street	S 20th Way	\$3,400,000	Yes
42	Construct roundabout at S Wells Drive/ S 11th Street and Discovery Drive	-	-	\$2,000,000	Yes
43	Build N 13th Street/east-west collector road	N 35th Avenue	Royle Road	\$9,150,000	Yes
44	Complete N 35th Avenue as collector road	Pioneer Canyon Drive	N 13th Street/east-west collector road	\$1,200,000	Yes



45	Upgrade Carty Road to Carty Road Subarea collector standard	Hillhurst Road	I-5	\$25,000,000	Yes
46	Upgrade Carty Road at Hillhurst Road intersection to roundabout or signal	-	-	\$2,500,000	Yes
47	Build new east-west collector/NW 229th Street	Hillhurst Road	new rural minor collector roadway	\$4,300,000	Yes
48	Build new north-south rural minor collector roadway outside UGA (2 lanes)	Carty Road	New east-west collector/NW 229th Street	\$2,500,000	No
49	South Ridgefield Connection/NW 219th Street extension as rural major collector outside UGA	I-5	South UGA/Hillhurst Road at NW 229th Street	\$40,000,000	No
50	Upgrade Gee Creek Plateau Collector (S 25th Place/S 10th Way/S 35th Place)	S 4th Way	S 15th Street	\$6,000,000	No
T-1	Gee Creek Multi-modal transportation trail	S Royle Road	Pioneer Street/ Abrams Park	\$10,000,000	Yes
T-2	Pioneer Street/Union Ridge Multi-modal transportation trail (minus costs included in #1, #2, #3, #30, #40)	Hillhurst Road	Union Ridge Parkway	\$5,000,000	Yes
T-3	Hillhurst Multi-Modal Trail/Golf Cart lanes	Pioneer Street	Ridgefield Outdoor Recreation Complex	\$5,150,000	Yes
T-4	Division Street multi-modal transportation trail/BNSF overpass	Abrams Park	Waterfront	\$15,000,000	Yes
T-5	Carty Road Multi-modal trail (cost included in #46)	Hillhurst Road	Discovery Drive (50th Place)	N/A	Yes
Total Project Costs				\$399,953,000	
Total TIF Eligible Project Costs				\$ 63,546,000	
Total Non-TIF Eligible Project Costs				\$336,407,000	

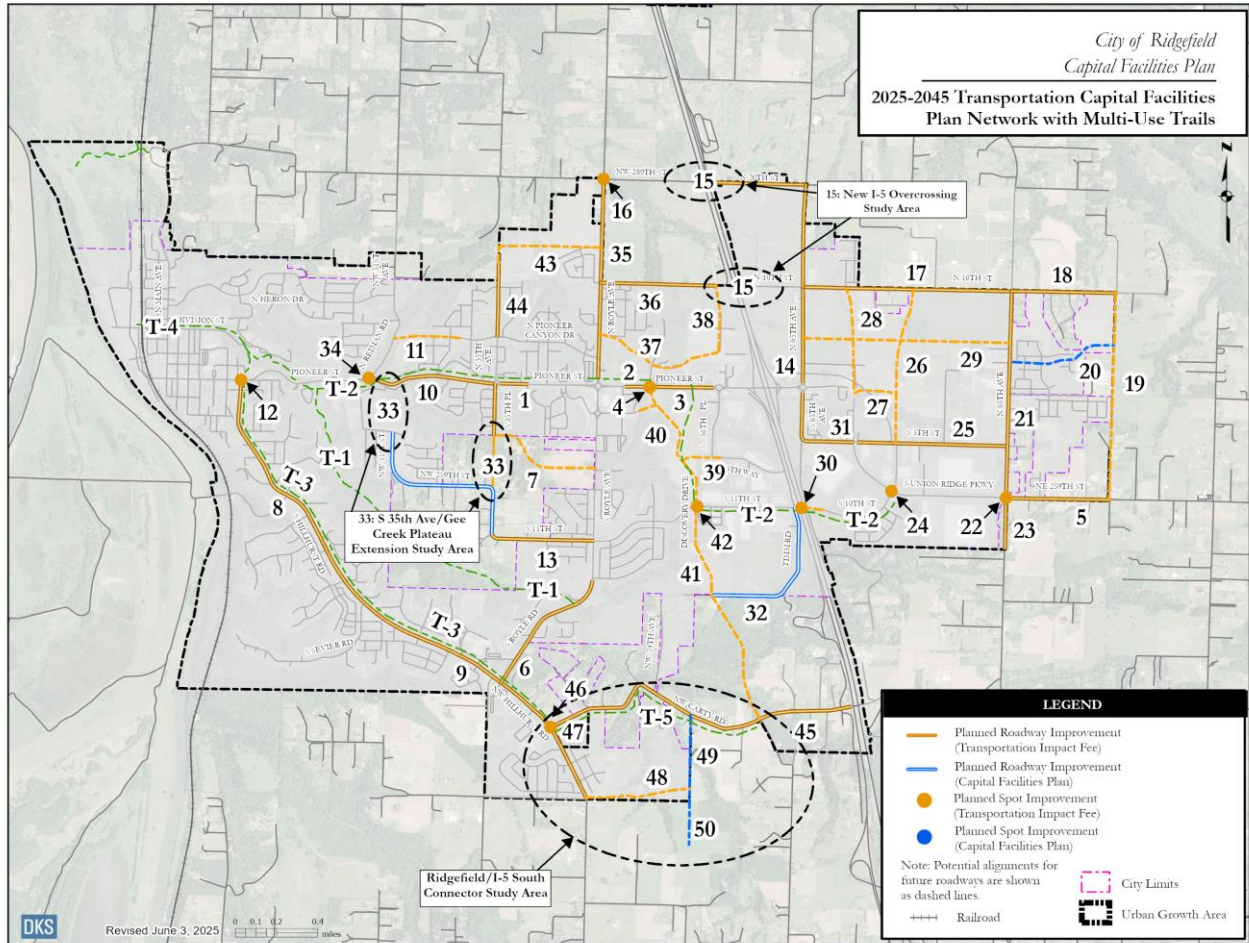


Figure 5: Transportation Capital Improvements



Section 7. Funding

This section details the future transportation funding to help prioritize city investments in the transportation system to meet identified needs over the next 20 years.

Current Funding Sources

The city uses a variety of funding sources for transportation infrastructure, as summarized below.

■ Federal

The federal gas taxes and other transportation fees and taxes are the major federal revenue sources for transportation grants used by the city. The Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015, providing transportation funding for fiscal years 2016 to 2020. In late September 2021, the FAST Act was extended for another year through 2023. In Addition, the Congress approved an additional transportation bill and on November 15, 2021, the President signed into law a \$1.2 trillion bill that reauthorizes the nation's surface infrastructure, which provides additional billions of dollars into existing and new programs to support transportation and many other programs outside of transportation called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). The IIJA includes approximately \$567.5 billion in new transportation funding over the 2023-2026 federal fiscal years.

- Locally, the federal transportation funds that are apportioned to Washington state are divided among Regional Transportation Planning Organizations including the Southwest Washington Regional Transportation Council (RTC) which selects projects for funding. For additional details, see: <https://policy.transportation.org/surface-reauthorization/>. The most recent, approved RTC Transportation Improvement Program can be found here: https://rtc.wa.gov/reports/tip/TIP2025-2028_Final.pdf.
- The FAST and MAP-21 programs focus on preserving the pavements and bridges of the National Highway System. The National Highway System (NHS) consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials.
- The Infrastructure Investment and Jobs Act includes higher funding levels in existing programs for reconstruction projects and the creation of many new programs to support safety improvements, bridges repair/replacements, barrier/culverts enhancements, and other grants



distributed through FHWA and WSDOT.

- **Surface Transportation Block Grant Program (STBG):** The FAST Act converted the longstanding Surface Transportation Program into the Surface Transportation Block Grant Program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program provides flexible funding that may be used for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel on any public road. This includes improvements to roads, pedestrian and bicycle infrastructure, and transit capital projects.

In 2024, Ridgefield was designated as a Small City Urban Area by actions of the Regional Transportation Council. With this action, the Ridgefield federally-designated urban area (primarily the Ridgefield Urban Growth Area) is now eligible for its own funding for the Carbon Reduction Program (CRP) and the Surface Transportation Block Grant (STBG) Program. Between the two programs, Ridgefield has an allocation target of approximately \$800,000 over a five-year period.

- **STP-Bridge Program (STP-Bridge):** Bridges located on the National Highway System (NHS) are eligible for funding under the National Highway Performance (NHPP). However, that leaves the majority of local agency bridges on federally classified, non-NHS roads without dedicated funding.
- **Congestion Mitigation and Air Quality (CMAQ):** The CMAQ program provides funding for transportation projects and programs to help meet National Air Quality Standards specified in the Clean Air Act. Funding is available to projects that reduce congestion and/or improve air quality. Bicycle and pedestrian facilities as well as travel demand management projects are eligible for CMAQ funds.
- **Highway Safety Improvement Program (HSIP):** This program began in 2006 under MAP-21 and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports to the Federal Government describing at least 5% of the state's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. HSIP funds can be targeted to programs addressing: 1) Railway/Highway Crossings, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadways.



- The City's Local Road Safety Plan developed by the Regional Transportation Council provided the background to apply for HSIP projects in 2022. Recently awarded HSIP funds for projects in this TIP were awarded for:
 - Systemic Horizontal Curves Safety Improvements
 - S. Timm Road at S. 11th Street intersection improvements.
- The National Highway Freight Program (NHFP): The National Highway Freight Program was established by Congress in the 2015 Fast Act as a federal-aid highway formula program to improve the efficient movement of freight. Per federal law, the Washington State Department of Transportation (WSDOT) determines how the federal NHFP funds will be used for local projects in Washington state.
- Transportation Alternatives Program (TAP): The Transportation Alternatives Program (TAP) combines previously separate grant programs for Transportation Enhancement, Safe Routes to Schools, recreational trails, and scenic byways.
- Safe Routes to School Program (SRTS): This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS funding may be either state or federal in nature. A new call for projects will occur in early 2024.
- Federal Emergency Management Agency (FEMA): The Federal Emergency Management Agency grants support a broad scope of activities and may be used to recover from state or federally declared disasters and mitigate hazards. Ridgefield pursues grants from FEMA to assist with damage caused by severe storms.
- Federal Lands Access Program (FLAP): The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.



Current FLAP funded projects include:

- Gee Creek North Trail Project, Heron Drive to Main Avenue
- Safe Streets for All Users (SS4A): Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.

The City partnered with the Cowlitz Indian Tribe and Clark County (through the Commission on Aging) to apply for and receive a SS4A grant to complete an ADA Transition and Mobility/Access to Services plan for the City. Also see the section on the Cowlitz Indian Tribe partnership for another partnership project for which grant applications are being discussed and developed.

State

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 49.4 cents per gallon, is shared among the cities, counties, and the State Department of Transportation. This includes dedicating a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB).

- Transportation Improvement Board (TIB): The Washington State Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The Transportation Improvement Board is an independent state agency that distributes and manages street construction and maintenance grants to cities and urban counties throughout Washington State.

Three cents of the statewide gas tax provide revenue for TIB's grant programs. TIB requires multi-agency planning and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

The City of Ridgefield competes with other jurisdictions in Washington State for funds from several TIB grant programs including urban arterial; urban sidewalk; and complete street programs. The current Royle Road improvements, S 15th Street to S 5th Way, received a TIB grant.

Urban Arterial Program (UAP): To qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is a minimum of 20%. Funds are distributed across five regions based on arterial lane miles and population.



Urban Sidewalk Program (SP): This program provides funding for pedestrian projects that improve pedestrian access and mobility. The selection criteria include safety, pedestrian generators, convenience, public support, and project cost.

- Complete Streets: The Complete Streets program is a funding opportunity for local governments that have an adopted complete streets ordinance. TIB approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities. The City has an adopted Complete Streets policy and ordinance and is thus eligible to submit for grants under this program. The Hillhurst School Zone Pedestrian and Bike Safety Project received a TIB Complete Streets grant and will be completed in 2025.
- Pedestrian and Bicycle Program (Ped-Bike): This program strives to reduce pedestrian and bicycle collisions, enhancing safety and mobility for people who choose to walk or bike. Grant awards under this program may utilize state or federal funds at the discretion of WSDOT when awards are announced. The next round of grant applications will begin in the spring of 2024.
- Community Economic Revitalization Board (CERB): This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.
- Public Works Fund (PWF): Created by the 1985 State Legislature and formerly known as the Public Works Trust Fund, the mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The board is authorized to loan money to counties, cities, and special purpose districts to finance the repair, replacement, or creation of domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:
- Public Works Fund (PWF) Construction Loan Program: The PWF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The City has received awards under this program for the following projects:



- Gee Creek Loop storm drainage improvements, enhanced pedestrian crossing (of SR 501/ Pioneer Street) and pavement repairs
- Downtown Stormwater and Water Improvements, including Old Pioneer Way, Riverview Drive and Lake River Outfall. Because these are not transportation projects, they are not included in this TIP.
- **Public Works Fund (PWF) Pre-Construction Loan Program:** The PWF Preconstruction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium. The City has received Pre-Construction loan financing for completion of design, permitting and right-of-way acquisition for the South Royle Road, S 19th Street to Hillhurst Road project.
- **State Capital Funding:** this is funding allocated by the State Legislature under a number of non-transportation, capital project funding categories. One of the categories that the City seeks funding from is Local and Community Projects. The 2025 Legislature approved \$1,545,000 toward the Pioneer Street Slide Alleviation project, which will be available for the 2025-2027 biennium.

Miscellaneous Grants and General Fund Transfers

The city receives grant money, general fund transfers, and other monies. This revenue could be available on a project-specific basis, but none will be assumed for funding the Transportation CFP.

Local

Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.

- **Transportation Impact Fees (TIF):** New real- estate developments and re- developments are assessed transportation impact fees based on their impact to the transportation system. To be eligible for TIF funding, a project must be listed in the City's 20- Year Transportation Capital Facilities Plan's Traffic Impact Fee project list, which is being updated with this CFP.
- **Real Estate Excise Taxes (REET II):** A portion of excise tax collected by the City when property is sold may be dedicated to specific improvement projects with the approval of the City Council. The REET II funding is based upon RCW 82.46.035.



- **Tax Increment Area (TIA):** The City of Ridgefield adopted Ordinance No. 1410 on November 2, 2023 designating the Ridgefield Tax Increment Area (TIA) to support the development of Ridgefield as a regional employment center. The Ridgefield TIA includes developable land suitable for commercial and employment land uses. The TIA serves as an investment in critical infrastructure for future development of living-wage employment and desired services. The City will form a separate fund dedicated to the tax allocation revenues the increment area generates. Bonds will be generated to cover the costs of eligible improvements. Transportation projects eligible for TIA financing include:
 - Pioneer Widening, 50th Avenue Roundabout and N 50th/51st Avenue (Discovery Drive)
 - South 10/11th Street Corridor and I-5 overpass
 - Royle Road corridor
 - Pioneer Canyon Drive
 - N 56th Ave north of Pioneer Street/ SR 501
 - Discovery Drive (also known as S 50th/51st Ave)
 - New east-west collector south of Pioneer (SR 501)
 - Build new north-south connector east of I-5 (Union Ridge Parkway extension).
- **Transportation Benefit District (TBD):** in November 2021, Ridgefield voters approved a ten-year 0.2% sales tax to pay costs associated with pavement preservation projects identified in the Six Year Transportation Improvement Program. The tax was effective April 1, 2022. Revenue from the TBD is annually programmed for pavement management and reconstruction, striping and pavement markings, sidewalks, traffic calming and matching funds for grants involving pavement reconstruction.
- **Frontage Improvement Funding Contribution Agreements (Developer):** A developer may enter into a frontage improvement agreement with or provide financial contributions to the city where the developer pays the city for improvements in lieu of constructing the improvements. In cases where the development abuts a proposed road improvement project, it is often beneficial for the City to construct the improvements as part of the capital project.



Transportation Impact Fees (TIF)

The TIF structure for Ridgefield is designed to determine the fair share of improvement costs that may be charged for new development. Traffic impact fees are therefore only paid by new developments or redevelopment which would add trips compared to its current use. For the purposes of Ridgefield's traffic impact fee program, the bounds of the Ridgefield UGA are also the bounds of the traffic impact fee service area.

In simple terms, the TIF rate is determined by dividing the cost of all necessary improvements required by growth by the number of new trips generated by that growth. The TIF eligible projects (shown in Table 6) are those that are triggered by future growth and expected to be completed within the next 20 years. The non-TIF eligible projects are projects needed in the long-term (7 to 20 years) that are not triggered by growth or those located in the unincorporated UGA.

Criteria for TIF eligible roadways were established as follows:

- Roads classified as principal arterial, minor arterial, and certain collectors
- Roads that serve primarily citywide trips, regional trips or trips over multiple land uses that serve the majority of trips to and from Ridgefield
- Roads that serve to reduce impacts on adjacent facilities

Non-TIF roads on the Capital Facilities Plan would be built by development to comply with city street standards, or would be funded as a public project (or some public/private combination that does not involve TIF).

To help keep the TIF rate "affordable", the parts of the improvements on the TIF program that are TIF-eligible include the **curb-to-curb** "core" roadway section, including travel lanes, stormwater costs, right-of-way costs, bike lane costs and environmental impact mitigation. Frontage improvements that would be required of a development, including landscaping, and sidewalks are not included in TIF calculation. The costs of frontage improvements will be borne by the adjacent development. The portion of collectors and arterials eligible for inclusion on the TIF list that is over and above what would be needed for development local access is the TIF share.

Trip Basis

The Ridgefield TIF implements a daily trip system. Average Daily Trips are used to calculate the TIF Fee. The advantages of using Daily trips are:



- Captures all trips generated by new development
- Captures trips generated by land uses that typically do not generate trips during the peak period (warehousing, medical services, etc.)
- Also captures truck trips that tend to occur outside peak hours

TIF Zone Structure

The Ridgefield TIF includes a single-zone system. By having one zone, the TIF funding pool can be used on any TIF-eligible roadway citywide, and TIF credits can be used regardless of geographic location in the city.

Proposed TIF Overlays

Recent subarea plans have included long-term plans for major transportation investments in the primary corridor serving each of the Gee Creek Plateau and Carty Road subareas.

For Gee Creek Plateau, a new corridor called the 35th Avenue/Gee Creek Plateau Extension is planned and is considered reasonably funded to provide for multimodal transportation between Gee Creek Plateau and Pioneer Street. That corridor is now entering the environmental review stage which will culminate in selection of a preferred alternative which will include a funding plan. A special TIF surcharge has been placed on prior development approvals including Ridgefield Heights and Ridgefield Farm in the amount of \$8,464.54 per dwelling unit, or \$900.48 per daily trip. This CFP includes updated planning-level cost estimates for the new corridor which are higher than what was contained in previous CFPs. The proposed TIF overlay assessment for the Gee Creek Plateau Subarea is \$1,111.11 per daily trip.

For the Carty Road corridor, the recent Carty Road Subarea Plan included a special Collector cross section for Carty Road with a Multi-Purpose Trail to be included on the south side of the roadway. The Carty Road TIF Overlay district would extend from S Hillhurst Road on the west end (including a roundabout at the Hillhurst/Carty intersection) east to I-5, encompassing the area contained within the Urban Holding district (to become ULD-4 when urban services and infrastructure are provided) and future annexation areas encompassing multi-family and business park zoning. The proposed TIF overlay assessment for the Carty Road corridor is \$546.63 per daily trip.

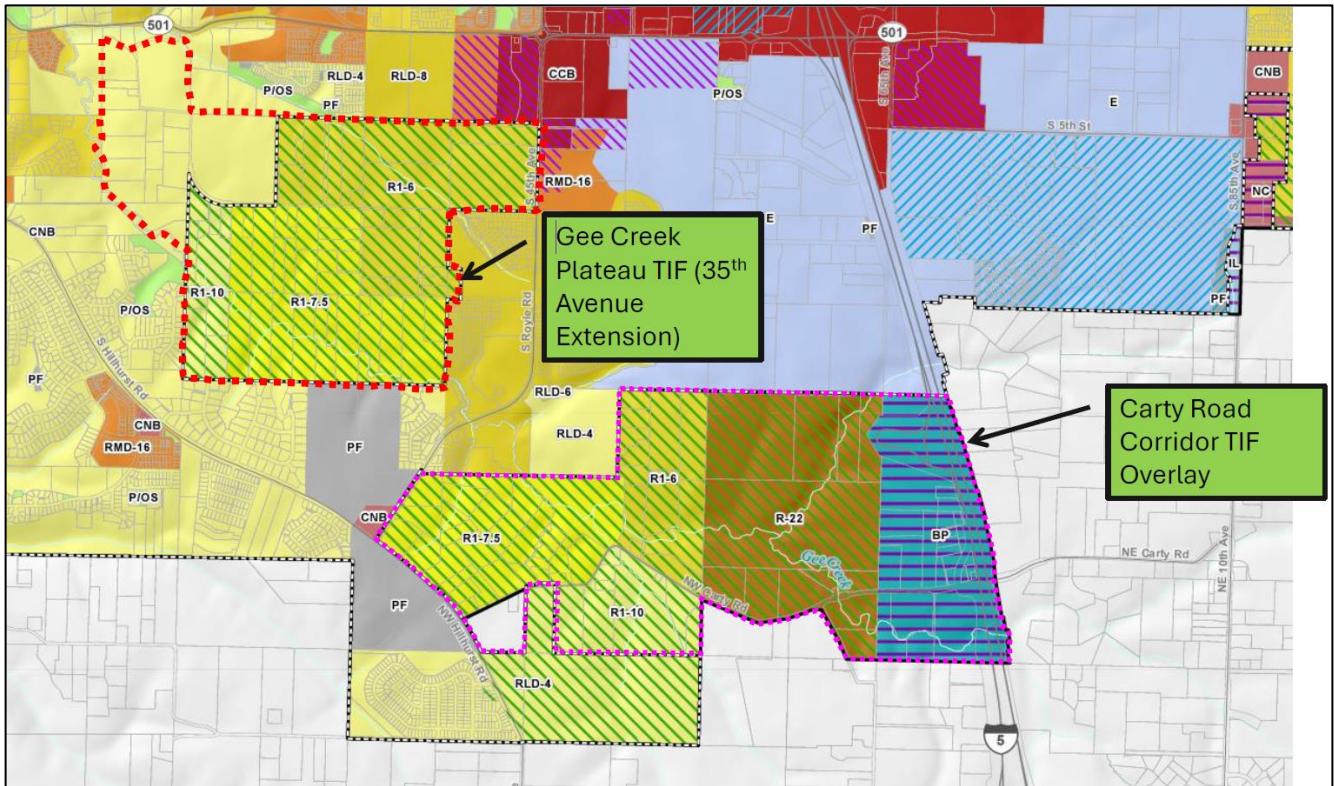


Figure 6: Proposed TIF Overlay Districts

TIF Lookup Table

A review of other jurisdictions around Washington state indicates that they have adopted TIF “lookup tables” of rates by land use type, which provides front-end clarity to estimate TIF rates and costs. For this CFP, a lookup table has been developed using tables from Bellingham and Kennewick, among others.

Included in this table is a “Mixed Use Environment Trip Reduction Factor”. It adjusts ITE Trip Generation Manual trip rates using the ITE Trip Generation Handbook, 3rd Edition, and other case studies, to provide reductions for pass-by, mixed use, internal trips, and/or trips not using the collector/arterial system included in the TIF list of projects. A development proposal can simply look up their proposed use(s), find the corresponding trip rate(s), and estimate their TIF assessment accordingly.



Project Cost Shares

Total project construction costs were estimated using 2024 construction dollars. The project table splits cost responsibility by the following:

- Private: required frontage improvements for developers
- Public: trips already on the system in 2025, growth outside of City
- Grants: typically applied to Public share, developer shares may be used as leverage for larger projects
- Transportation Impact Fees: growth paying for new multi-modal transportation capacity.

The TIF share of costs is based on the curb-to-curb “core road” for each functional classification, minus the private share of what the developer would be required to build anyway if it were a local access facility (i.e. if it were only serving their development).

Trip Generation

The main criterion used in determining the impacts of new development is the number of trips that will be generated. The accepted source of trip generation rates is the "Trip Generation Manual" published by the Institute of Transportation Engineers. To reduce debate during the development review process, many jurisdictions codify a standardized rate for each common development type in their regulations. For small developments it is fairly easy to ascertain the number of new trips by using the standard table. For large developments, a separate traffic study may be appropriate to determine the new trips that would be generated. The cost per trip multiplied by the total trips generated by a particular land use gives the impact fee for that use.

TIF Rate Calculation

It is forecasted that between 2025 and the planning horizon year 2045, there will be an increase of approximately 101,700 net new daily motor vehicle trips over current traffic volumes within the Ridgefield urban growth area. Table 8 shows the proposed TIF assessment rates based on the trip generation estimates and project lists contained in this CFP for the Ridgefield UGA as a whole as well as the two proposed TIF Overlay Districts.



Table 8: Ridgefield Transportation CFP Trip Generation Estimates

Based on 2025-2045 Growth

Ridgefield UGA Growth							
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)	TIF Project Costs	TIF Rate (\$/Daily Trip)	
Households > 80% AMI	3,952	9.4/DU	37,267	33,500	\$63,546,000	\$583.31	
Households ≤ 80% AMI	4,669	7/DU	32,683	29,400			
Employment	2,156	20/Employee	43,120	38,800			
TOTAL TRIPS			113,070	101,700			
Current:						\$545.81	
Option 2, Trails 10% TIF, Add in Collectors:						\$703.08	
Option 3, Option 2 Plus N 10 th /20 th Overcrossing TIF:						\$769.45	
Gee Creek Plateau Subarea							
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)	TIF Project Costs	TIF Rate (\$/Daily Trip)	
Households > 80% AMI	701	9.4/DU	6,730	6,400	\$14,000,000	\$1,111.11	
Households ≤ 80% AMI	926	7/DU	6,482	6,200			
Employment	0	20/Employee	0	0			
TOTAL TRIPS			13,212	12,600			
Current:						\$900.48	
Carty Road Corridor (Hillhurst to I-5)							
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)	TIF Project Costs	TIF Rate (\$/Daily Trip)	



Table 8: Ridgefield Transportation CFP Trip Generation Estimates

Households > 80% AMI	671	9.4/DU	6,442	5,800		
Households ≤ 80% AMI	1,481	7/DU	10,367	9,300		
Employment*	373	20/Employee	11,190	10,100		
TOTAL TRIPS			27,999	25,200	\$13,750,000	\$545.63
					Current:	N/A

*Carty jobs includes large County BP annexation area (369 jobs) and Maul expansion with RMUO (4 jobs).

ITE 11th Edition, Trip Generation Manual. Fitted curve rate used when available.

The proposed TIF rates and fee structure is shown below (table to be finalized at June 23, 2025 Council meeting):

<u>Traffic Impact Fees (City Wide Area)</u>	
Single Family (Per Dwelling Unit)	\$7,363.55 5223
Multi Family (Per Dwelling Unit)	\$4,508.92 319
Commercial (Per Average Daily Trip)	\$769.45 545
<u>Traffic Impact Fees (Gee Creek Plateau Subarea)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$10,633
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$6,511
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$1,111
<u>Traffic Impact Fees (Carty Road Subarea)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$5,721
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$3,503
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$597



Section 8. Climate Change

Recent legislation has included requirements for consideration of Climate Change in developing transportation plans. These include strategies to reduce greenhouse gas emissions, reduce vehicle miles traveled, as well as assess human health and safety.

The policies, objectives and strategies under which this Transportation CFP has been developed guide the projects, plans and programs included here. Additional strategies are included below for parcels contained in the UGA expansion areas as part of the City's Targeted Growth approach included with the Preferred Land Use alternative.

Targeted Growth Strategies

Figure 6 below shows the Targeted Growth Approach areas in the land use plan. Areas 2a, 11 and 12 are the UGA expansion areas included. Areas 4, 9 and 10 are mixed use nodes or hubs where master planning is either underway or will be requested as part of development proposals in these areas. The other areas are within the current Ridgefield UGA but not yet annexed into the City.

UGA Expansion Areas

The three expansion areas are:

- Maul (2a)
- North Industrial Area (11)
- West of McCormick Creek (12).

Targeted Growth Approach

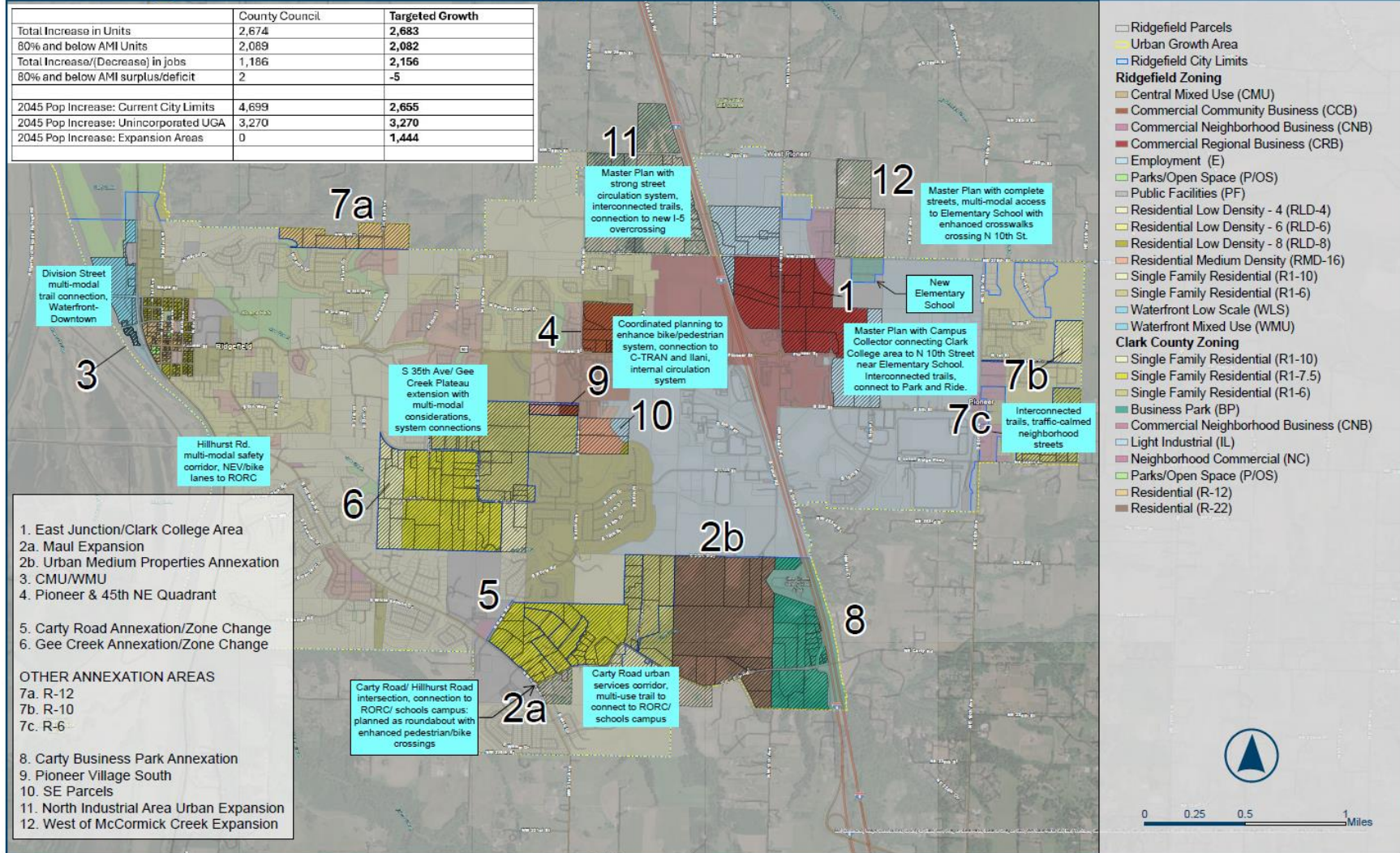


Figure 7: Targeted Growth Approach

Maul

The Maul area is nestled between residential areas on the east, north and south, and the Sunset Ridge/View Ridge schools campus and Ridgefield Outdoor Recreation Complex on the west. There are a variety of considerations for this area, including a new fire station, housing, etc. The property has access to Carty Rd. and S Hillhurst Rd, which will have bicycle and pedestrian facilities along those routes. An enhanced crosswalk crossing Hillhurst was just completed on the north side of the Sanderling Park subdivision connecting to the Schools/RORC campus. What is developed in the Maul site should have safe and direct bicycle and pedestrian connections to encourage non-vehicular modes.

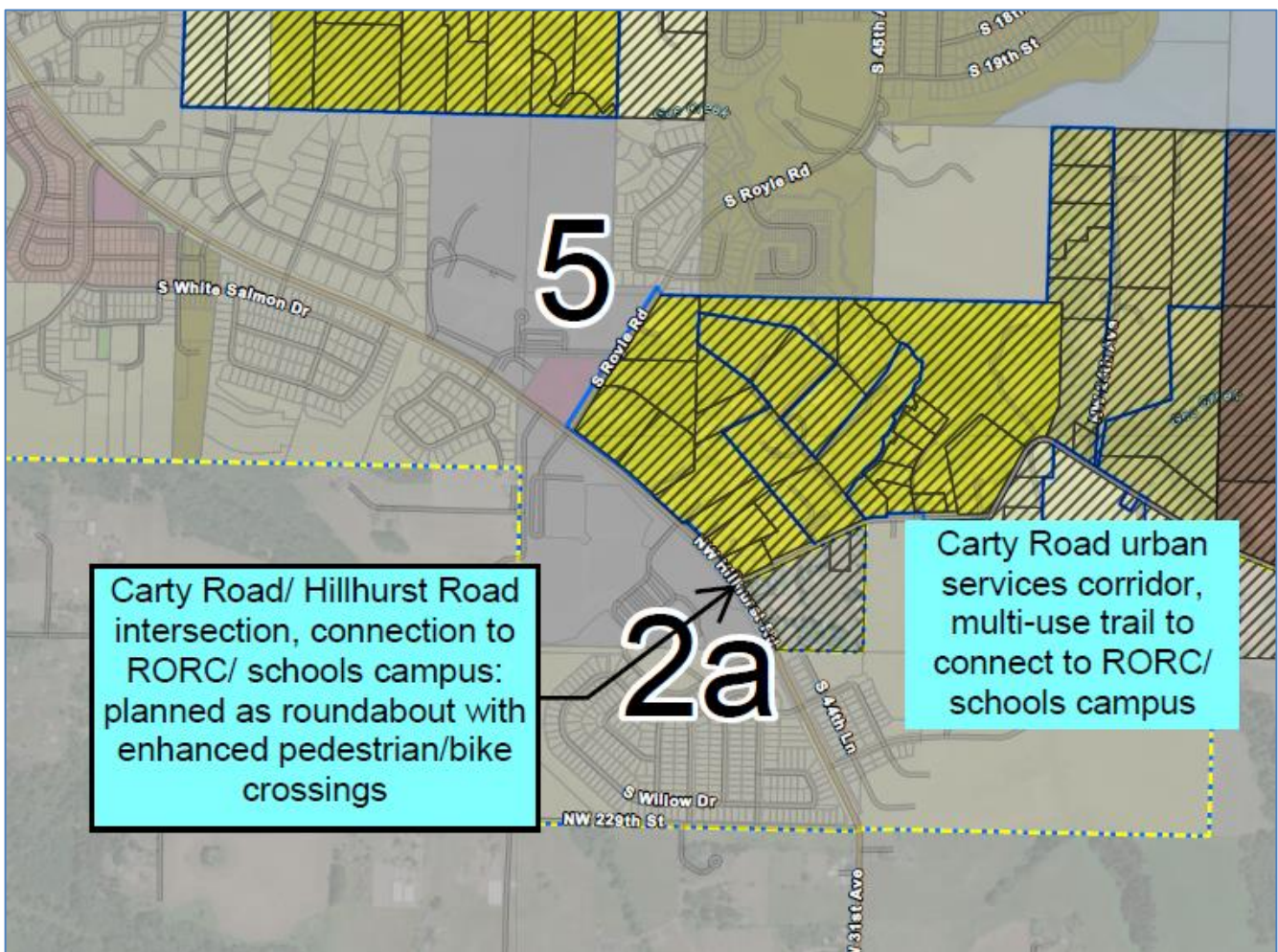


Figure 8: Targeted Growth Approach, Maul Area



North Industrial Area

The north industrial area is planned for a mix of uses. It is bounded by N 10th Street on the south, N 20th Street/NW 289th Street on the north, N Royle Road on the west, and I-5 on the east. This CFP includes planning for a new I-5 overcrossing at either N 10th Street or N 20th Street with a multi-modal trail included.

This area should be master planned prior to individual site plan development proposals in order to encourage the use of active and non-vehicular travel modes within and for trips into and out of this expansion area. Additionally, with the C-TRAN transit route (#48) running north-south on N Royle/NW 31st Avenue between the Ridgefield UGA and the area around Ilani Casino, walk and bicycle connections to transit stops along that corridor should be included in the master planning, with an emphasis on direct and safe routes to and from those stops.

The master planning of the expansion area should also include consideration of local traffic circulation and connections to the Costco/Union Ridge Town Center to the south, and Paradise Pointe and other residential areas to the west. Additionally, master planning should include planning for an interconnected bicycle and pedestrian trail system (or included with street construction) that would be implemented as the area develops.

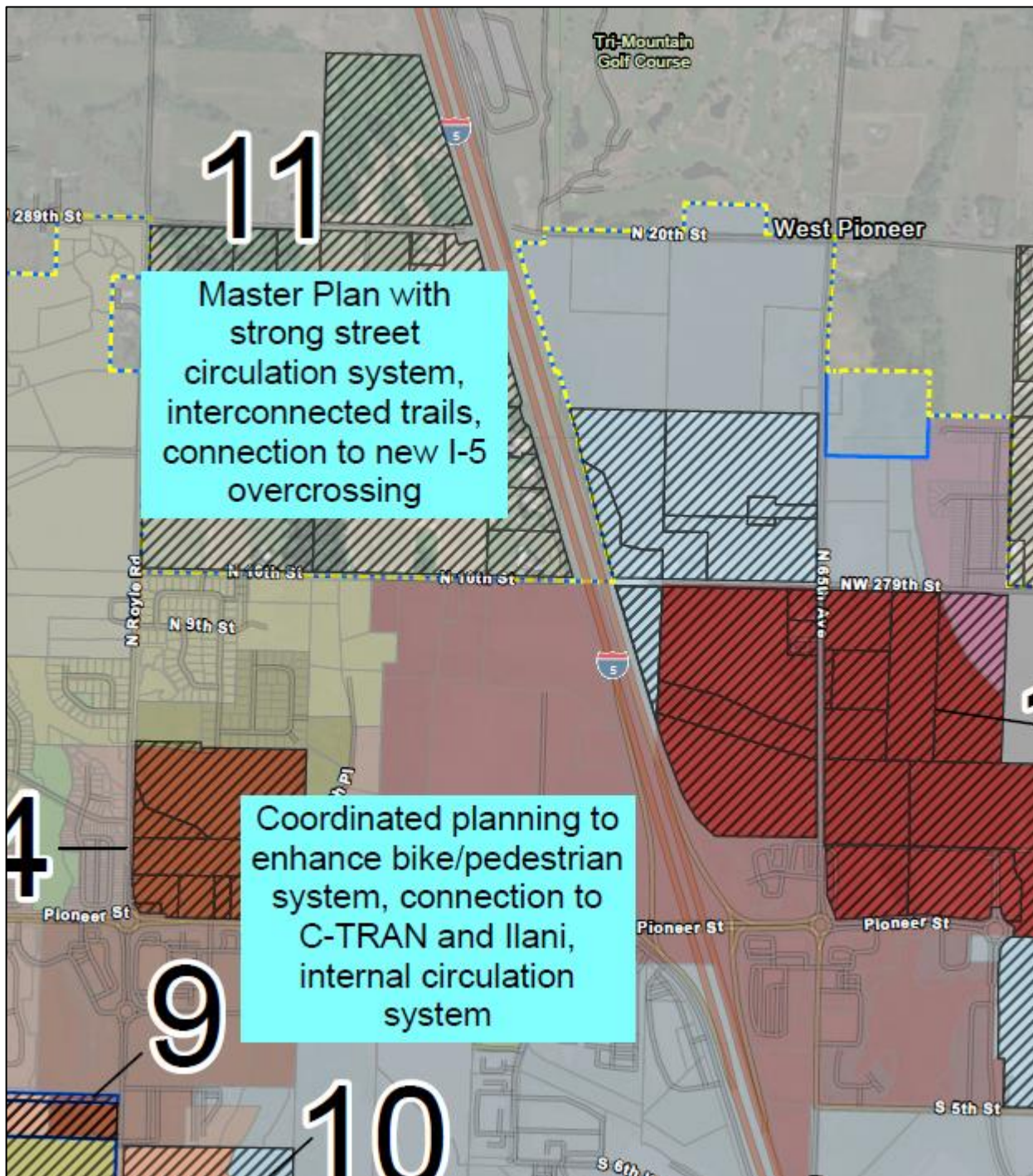


Figure 9: Targeted Growth Approach, North Industrial Area



McCormick Creek Area

This proposed UGA expansion area is primarily residential. It will be bounded by a variety of residential uses to the east, south and west, and rural uses to the north. On the south side, it abuts N 10th Street (NE 279th Street), with the new Ridgefield School District Elementary School contiguous on the south side of N 10th Street.

In the proximity to this expansion area is the Clark College Advanced Manufacturing Center and future phases of Clark College campus expansion. A planned north-south “Campus Collector” will have its northern terminus at N 10th Street in the vicinity of this expansion area. The planned collector should include either multi-purpose trails within the corridor or dedicated bike lanes and wide sidewalks in order to encourage use of non-vehicular modes, to reduce vehicle miles traveled and greenhouse gas emissions.

The Elementary School is being planned for an enhanced crossing of N 10th Street (Rectangular Rapid Flashing Beacons of RRFB with enhanced signage and markings). Experience in Ridgefield (and elsewhere) clearly shows that schools and on-campus recreation facilities and classrooms are increasingly utilized during non-school hours (after school/evenings and weekends, especially)

The McCormick Creek expansion area should be master planned to provide an interconnected and direct multi-modal trail system to this crossing, encouraging the safe use of walking, bicycling and ADA accessible routes to travel to and from the Elementary School and eventually, the expanded Clark College campus.

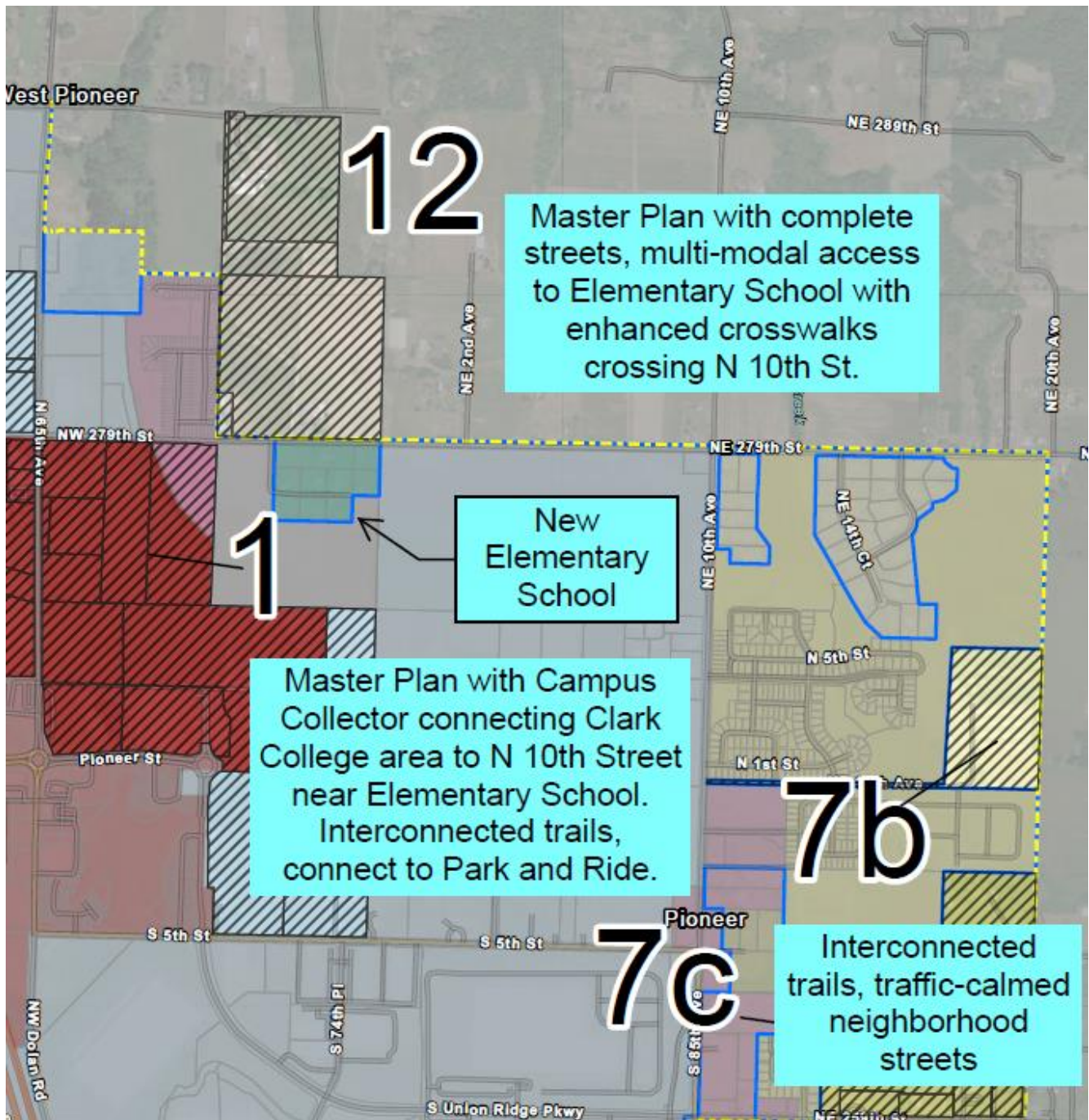


Figure 10: Targeted Growth Approach, McCormick Creek Area



Roundabouts

This Transportation CFP is the first being planned under Transportation Policy 1-3: “Future improvements to intersections of collectors and arterials should first consider roundabouts and effective transportation management strategies in their plans to promote safety and mobility.”

Roundabouts have been shown to provide a high level of mobility and vehicle operations levels-of-service, increasing efficiency and reducing Greenhouse Gas emissions. Additionally, with a reduced number of potential conflict points, they have continually demonstrated a high level of increased safety for all users.

For future project planning and design purposes, this CFP identifies a list of intersections where future projects will first consider roundabouts as part of the Intersection Control Evaluation, a part of the design process. Roundabouts will be the first consideration, with other traffic control such as signals and all-way stop control being secondary in priority.

The figure below shows the current, under-construction, and planned roundabouts included in this CFP.

Transportation Trails

State statutes regarding ability to assess impact fees are found in RCW 82.02.090, Impact fees. In 2023, the Legislature clarified eligibility of projects for which impact fees can be assessed and used to include certain trails serving transportation functions: “The legislature finds that increasing numbers of people are utilizing transportation and commuting options that do not primarily involve the use of public roadways. These options include trails designed to allow for transportation and commuting without the use of motorized transport. These transportation and commuting options provide numerous benefits, including a reduction in greenhouse gas emissions and enhanced connection between communities and job centers. The continued expansion of these options requires the construction and use of public facilities for pedestrians and bicyclists.”

This CFP includes five Transportation Trails which are deemed TIF eligible, in order to encourage use of non-vehicular travel modes to reduce Greenhouse gas emissions as well as vehicle miles traveled (VMT). These are:

- T-1: Gee Creek Multimodal Transportation Trail
- T-2: Pioneer Street/Union Ridge Multi-modal transportation trail
- T-3: Hillhurst Multi-Modal Trail/Golf Cart (Neighborhood Electric Vehicle) lanes
- T-4: Division Street multi-modal transportation trail/BNSF overpass
- T-5: Carty Road Multi-modal trail (part of the Carty Road corridor improvements).

Project ID	Description	From	To	TIF	Total Project Cost	Grant Percent	TIF Overlay Percent*	Tax Increment Area Percent	Public Share Percent	TIF Percent	Private Share Percent	Total
1	Widen Pioneer Street (4 lanes)	35th Ave.	Royle Road	Yes	\$5,640,000	0%	0%	80%	0%	20%	0%	100%
2	Widen Pioneer Street (4 lanes)	Royle Road	Discovery Drive (50th Place)	Yes	\$6,000,000	0%	0%	80%	0%	20%	0%	100%
3	Widen Pioneer Street (4 lanes)	Discovery Drive (50th Place)	56th Place	Yes	\$8,000,000	0%	0%	80%	0%	20%	0%	100%
4	Pioneer Street at Discovery Drive roundabout, extend to N Pioneer Canyon Drive	Pioneer Street	N Pioneer Canyon Drive	Yes	\$2,500,000	0%	0%	80%	0%	20%	0%	100%
5	Improve S 10th Street/NE 259th Street to collector road	S 85th Avenue	S 105th Avenue	Yes	\$3,500,000	0%	0%	0%	30%	30%	40%	100%
6	Widen S Royle Road to minor arterial	Hillhurst Road	S 19th Street	Yes	\$13,800,000	40%	0%	0%	35%	25%	0%	100%
7	Build new east-west collector roadway west of Royle (S 3rd/6th Way)	S 35th Ave	S Royle	No	\$4,000,000	0%	0%	0%	0%	0%	100%	100%
8	Widen Hillhurst Road to minor arterial	Pioneer Street	Sevier Road	Yes	\$7,500,000	20%	0%	0%	20%	30%	30%	100%
9	Complete Hillhurst Road to principal arterial	Sevier Road	UGA/NW 229th Street	Yes	\$1,800,000	0%	0%	0%	20%	35%	45%	100%
10	Replace and improve Pioneer Street through Slide Area	Reiman Road	35th Avenue	Yes	\$8,000,000	30%	0%	0%	70%	0%	0%	100%
11	Build Pioneer Canyon Dr as collector with bridge over canyon (2 lanes)	32nd Avenue	Reiman Road	Yes	\$8,000,000	0%	0%	0%	30%	40%	30%	100%
12	Construct roundabout at Pioneer Street and Hillhurst Road (9th Avenue)			Yes	\$2,000,000	0%	30%	0%	30%	40%	0%	100%
13	Build S 15th Street to Collector	S Royle Road (45th Avenue)	S 35th Avenue	Yes	\$2,000,000	0%	0%	0%	30%	30%	40%	100%
14	Widen N 65th Avenue to minor arterial	Pioneer Street	N 20th Street (NW 289th Street)	Yes	\$11,000,000	0%	0%	0%	30%	30%	40%	100%
15	Build new Minor Arterial overpass over I-5 (NE 279th/N 10th or NE 289th/N 20th)	N Royle Road	N 65th Avenue	No	\$22,500,000	50%	0%	0%	30%	0%	20%	100%
16	New Roundabout, NW 289th Street/N 20th Street at N Royle Rd.	UGA/N 43rd Ave	N Royle Rd.	Yes	\$4,500,000	30%	0%	0%	20%	40%	10%	100%
17	Widen N 10th Street/NE 279th Street to collector	N 65th Avenue	N 85th Avenue	Yes	\$7,100,000	0%	0%	0%	10%	30%	60%	100%
18	Widen N 10th Street/NE 279th Street to collector	N 85th Avenue	N 105th Avenue	No	\$3,500,000	0%	0%	0%	10%	0%	90%	100%
19	Build new 105th Avenue collector	NE 259th Street/ S 10th Street	NE 279th Street/ N 10th Street	No	\$7,000,000	0%	0%	0%	10%	0%	90%	100%
20	Build new east-west collector roadway (N 4th Street)	N 85th Avenue	N 105th Avenue	No	\$1,500,000	0%	0%	0%	0%	0%	100%	100%
21	Widen 85th Avenue to minor arterial	S Union Ridge Pkwy/S 10th Street	NE 279th Street	Yes	\$7,700,000	0%	0%	0%	30%	30%	40%	100%
22	Build a signal or roundabout at Union Ridge Parkway and 85th Avenue	-		Yes	\$2,500,000	0%	0%	0%	40%	60%	0%	100%
23	Widen S 85th Avenue to minor arterial (3 lanes)	S 10th St.NE 259th Street	UGA	Yes	\$1,900,000	0%	0%	0%	30%	30%	40%	100%
24	Build a roundabout at Union Ridge Parkway and S 10th/11th Street crossing corridor	-	-	Yes	\$2,500,000	20%	0%	30%	20%	30%	0%	100%
25	Widen S 5th Street to collector (2 lanes)	Union Ridge Parkway	N 85th Avenue	Yes	\$5,300,000	0%	0%	0%	20%	30%	50%	100%
26	Extend 74th Place as new north-south Industrial/Commercial collector roadway	S 5th Street	N 10th Street/NE 279th Street	Yes	\$4,200,000	0%	0%	0%	10%	30%	60%	100%
27	New east-west Commercial/Industrial collector (extension of Pioneer Street)	Union Ridge Parkway	N 74th Place Collector Extension	No	\$1,700,000	0%	0%	0%	0%	0%	100%	100%
28	New North-South "Campus Collector" (Union Ridge Parkway)	Pioneer Street	N 10th Street/NE 279th Street	Yes	\$3,400,000	20%	0%	0%	10%	20%	50%	100%
29	Build new east-west industrial/commercial collector	N 65th Avenue	N 85th Avenue	No	\$7,900,000	0%	0%	0%	0%	0%	100%	100%
30	Build S 10th/11th Street overcrossing over I-5	Timm Road	Union Ridge Parkway	Yes	\$18,000,000	30%	0%	30%	20%	20%	0%	100%
31	Widen S 65th Avenue/ S 5th Street to collector	Pioneer Street	Union Ridge Parkway	Yes	\$2,000,000	0%	0%	0%	10%	30%	60%	100%
32	Widen Timm Road/ S 20th Way to industrial/commercial collector	S 11th Street	Discovery Drive (50th Place)	No	\$7,300,000	0%	0%	0%	0%	0%	100%	100%
33	S 35th Avenue/Gee Creek Plateau Extension	Pioneer Street	S 15th Street/Gee Creek east-west collector	Yes	\$40,000,000	25%	35%	0%	30%	0%	10%	100%
34	Pioneer Street at Bertsinger/Reiman Road roundabout			Yes	\$3,000,000	0%	0%	0%	50%	50%	0%	100%
35	Widen N Royle Road to minor arterial	Pioneer Street	N 20th Street/ NW 289th Street	Yes	\$5,600,000	0%	0%	0%	30%	30%	40%	100%
36	Widen N 10th St to industrial/commercial collector	Royle Road	N 56th Place	Yes	\$4,400,000	0%	0%	0%	10%	30%	60%	100%
37	Extend Pioneer Canyon Drive as collector	Discovery Drive (50th Place)	N Royle Road	Yes	\$6,913,000	0%	0%	0%	20%	40%	40%	100%
38	Extend N 56th Place as industrial/commercial collector	Pioneer Canyon Drive	N 10th Street	Yes	\$3,600,000	0%	0%	0%	10%	40%	50%	100%
39	Build S. 6th Way as industrial/commercial collector	S 56th Place	S Discovery Drive	Yes	\$2,000,000	0%	0%	0%	10%	40%	50%	100%
40	Build S Discovery Drive (50th Avenue) as minor arterial	Pioneer Street	S Wells Drive/S 11th Street	Yes	\$9,000,000	0%	0%	0%	20%	40%	40%	100%
41	Build S Discovery Drive as minor arterial	S Wells Drive/S 11th Street	S 20th Way	Yes	\$3,400,000	0%	0%	0%	20%	30%	50%	100%
42	Construct roundabout at S Wells Drive/ S 11th Street and Discovery Drive			Yes	\$2,000,000	20%	0%	0%	40%	30%	10%	100%
43	Build N 13th Street/east-west collector road	N 35th Avenue	Royle Road	Yes	\$9,150,000	0%	0%	0%	0%	50%	50%	100%
44	Complete N 35th Avenue as collector road	Pioneer Canyon Drive	N 13th Street/east-west collector road	Yes	\$1,200,000	0%	0%	0%	0%	70%	30%	100%
45	Upgrade Carty Road to Carty Road Subarea collector standard	Hillhurst Road	I-5	Yes	\$25,000,000	0%	50%	0%	10%	10%	30%	100%
46	Upgrade Carty Road at Hillhurst Road intersection to roundabout or signal			Yes	\$2,500,000	20%	50%	0%	10%	20%	0%	100%
47	Build new east-west collector/NW 229th Street	Hillhurst Road	new rural minor collector roadway	Yes	\$4,300,000	0%	0%	0%	0%	50%	50%	100%
48	Build new north-south rural minor collector roadway outside UGA (2 lanes)	Carty Road	New east-west collector/NW 229th Street	No	\$2,500,000	0%	0%	0%	0%	0%	100%	100%
49	South Ridgefield Connection/NW 219th Street extension as rural major collector outside UGA	I-5	South UGA/Hillhurst Road at NW 229th Street	No	\$40,000,000	30%	0%	0%	70%	0%	0%	100%
50	Upgrade Gee Creek Plateau Collector (S 25th Place/S 10th Way/S 35th Place)	S 4th Way	S 15th Street	No	\$6,000,000	0%	0%	0%	0%	0%	100%	100%
T-1	Gee Creek Multi-modal transportation trail	S Royle Road	Pioneer Street/ Abrams Park	Yes	\$10,000,000	30%	0%	0%	65%	5%	0%	100%
T-2	Pioneer Street/Union Ridge Multi-modal transportation trail (minus costs included in #1, #2, #3, #30, #40)	Hillhurst Road	Union Ridge Parkway	Yes	\$5,000,000	30%	0%	0%	65%	5%	0%	100%
T-3	Hillhurst Multi-Modal Trail/Golf Cart lanes	Pioneer Street	Ridgefield Outdoor Recreation Complex	Yes	\$5,150,000	30%	0%	0%	65%	5%	0%	100%
T-4	Division Street multi-modal transportation trail/BNSF overpass	Abrams Park	Waterfront	Yes	\$15,000,000	30%	0%	0%	65%	5%	0%	100%
T-5	Carty Road Multi-modal trail (cost included in #46)	Hillhurst Road	Discovery Drive (50th Place)	Yes	N/A	0%	0%	0%	0%	0%	0%	0%
TOTALS					\$399,953,000							

Land Use Group	ITE Land Use Code	ITE Land Use Category	ITE Daily Trip Rate (1)			
			Unadjusted	Reduction Factor (2)	Net Trip Rate In Mixed-Use Land Use Environment (2)	Trip Basis
Industrial	110	Light Industrial	4.87	20%	3.90	Per 1,000 GFA
	130	Industrial Park	3.37	20%	2.70	Per 1,000 GFA
	140	Manufacturing	4.75	0%	4.75	Per 1,000 GFA
	150	Warehouse	1.71	0%	1.71	Per 1,000 GFA
	151	Mini-warehouse/ self storage	1.45	0%	1.45	Per 1,000 GFA
	154	High-Cube Transload and Storage WH (3)	1.4	10%	1.26	Per 1,000 GFA
	155	High-Cube Fulfillment Center WH (3)	1.81	10%	1.63	Per 1,000 GFA
	156	High-Cube Parcel Hub WH (3)	4.63	10%	4.17	Per 1,000 GFA
	157	High-Cube Cold Storage WH (3)	2.12	10%	1.91	Per 1,000 GFA
	160	Data Center (3)	0.99	10%	0.89	Per 1,000 GFA
	170	Utility (3)	12.29	10%	11.06	Per 1,000 GFA
	180	Specialty Trade Contractor (3)	9.82	10%	8.84	Per 1,000 GFA
Residential	210	Single Family Detached House (4)	9.43	25%	7.07	Per Dwelling Unit
		Single Family Attached- Duplex, Triplex,				
	215	Townhome	7.2	25%	5.40	Per Dwelling Unit
	220	1-2 Story Multifamily Apts/ADU	6.74	25%	5.06	Per Dwelling Unit
	221	3-10 Story Multifamily Apts/Condo	4.54	25%	3.41	Per Dwelling Unit
	222	10+ Story Multifamily Apts/Condo	4.54	25%	3.41	Per Dwelling Unit
	223	Income-Restricted Affordable Housing	4.40	25%	3.30	Per Dwelling Unit
	225	Off-Campus Student 1-2 Story	3.57	25%	2.68	Per Dwelling Unit
	226	Off-Campus Student 3-10 Story (5)	2.57	25%	1.93	Per Dwelling Unit
	227	Off-Campus Student 10+ Story (5) (6)	0.1	25%	0.08	Per Dwelling Unit
	230	1-2 Story w/ Ground-floor Commercial (5) (6)	3.44	25%	2.58	Per Dwelling Unit
	231	3-10 Story w/ Ground-floor Comm. (5) (6)	2.2	25%	1.65	Per Dwelling Unit
	232	10+ Story w/ Ground-floor Comm.	3.1	25%	2.33	Per Dwelling Unit
	240	Mobile Home Park	7.12	25%	5.34	Per Dwelling Unit
	251	Senior Adult Housing - Single-family	4.31	25%	3.23	Per Dwelling Unit
	252	Senior Adult Housing - Multifamily	3.24	25%	2.43	Per Dwelling Unit
	253	Congregate Care Facility (5)	2.21	25%	1.66	Per Dwelling Unit
	254	Assisted Living (5)	2.6	25%	1.95	Per Dwelling Unit
	255	Continuing Care Retirement Commun.	2.47	25%	1.85	Per Dwelling Unit
	260	Recreational Homes	3.55	25%	2.66	Per Dwelling Unit
	265	Timeshare	8.63	25%	6.47	Per Dwelling Unit
	270	Residential Planned Unit Development	7.31	25%	5.48	Per Dwelling Unit
		Supportive Housing				
	TBD	Cottage Homes (Downtown)	6.58	N/A	6.58	Per Dwelling Unit
	TBD	Cottage Homes (Non-Downtown)	9.4	25%	7.05	Per Dwelling Unit
Lodging	310	Hotel (4)	7.99	20%	6.39	Per Room
	311	All Suites Hotel (4)	4.4	20%	3.52	Per Room
	312	Business Hotel (4)	4.02	20%	3.22	Per Room
	320	Motel (4)	3.35	20%	2.68	Per Room
	330	Resort Hotel (4) (6)	3.2	20%	2.56	Per Room
Recreation	411	Public Park	38.5	0	38.50	Per acre
	416	Campground/Rec Vehicle Park (5) (6)	2.1		2.10	Per 1,000 square feet
	420	Marina (5)	24.1		24.10	Per berth
	430	Golf Course (5)	30.38		30.38	Holes
	431	Miniature Golf Course (5) (6)	3.3		3.30	Holes
	432	Golf Driving Range (5)	136.5		136.50	Tees/ Driving Positions
	433	Batting Cages (5) (6)	22.2		22.20	Number of cages
	434	Rock Climbing Gym (5) (6)	14		14.00	Per 1,000 square feet
	435	Multipurpose Recreational Facility (5) (6)	35.8		35.80	Per 1,000 square feet
	436	Trampoline Park (5) (6)	15		15.00	Per 1,000 square feet
	437	Bowling Alley (5) (6)	14.8		14.80	Number of lanes
		(Reserved)			0.00	
	445	Movie Theater (5)	78.09		78.09	Per 1,000 square feet
	462	Professional Baseball Stadium (5)	1.24		1.24	Attendees
	465	Ice Skating Rink (5) (6)	45.17		45.170	Rinks
	470	Bingo Hall (5) (6)	4.8		4.80	Seats
	480	Amusement Park (5) (6)	5		5.00	Employees
	482	Water Slide Park (5)	16.7		16.70	Employees
	488	Soccer Complex (5)	71.33		71.33	Fields
	490	Tennis/ Pickleball Courts (5)	30.32		30.32	Per court/field
	491	Racquet/Tennis Club (5)	27.71	25%	20.78	Tennis Courts
	492	Health/Fitness Club	3.45	25%	2.59	Per 1,000 square feet
	493	Athletic Club (5)	6.29	25%	4.72	Per 1,000 square feet
	495	Recreational Community (5)	28.62	25%	21.62	Per 1,000 square feet
	TBD	Shooting Range			0.00	Per 1,000 square feet
	TBD	Community Center/ YMCA			0.00	Per 1,000 square feet
Institutional	566	Cemetery (5)	6.02		6.02	Acres
	571	Adult Detention Facility	0.98		0.98	Number of beds
	575	Fire and Rescue Station (5) (6)	4.8		4.80	Per 1,000 GFA or Exempt
	580	Museum (5) (6)	1.8		1.80	Per 1,000 GFA or Exempt
	590	Library	72.05		72.05	Per 1,000 GFA or Exempt
Public Education	520	Public Elementary School	2.27		2.27	Per student
	522	Middle School	2.1		2.10	Per student
	525	High School	1.94		1.94	Per student
	528	School District Office	0.05		0.05	Per student
	536	Charter Elementary School (5)	1.85		1.85	Per student
	538	Charter School (5) (6)	7.3		7.30	Per student
	540	Community College (Clark College)	1.15		1.15	Per student & staff/faculty
	550	University/College	1.56		1.56	Per student
Private Education	530	Private School K-8 (5)	4.11		4.11	Per student
	532	Private School K-12 (5)	2.48		2.48	Per student
	534	Private High School (5)	2.17		2.17	Per student
	560,					
	561,					
	562	Religious Services Facility	7.6		7.60	Per 1,000 GFA
	565	Day Care Center/ Preschool	4.9		4.90	Per 1000 GFA
	565	Day Care Center/ Preschool	4.09		4.09	Per student
General Offices (Non-Medic-al)	710	General Multi Use Office > 10K SF	10.84	20%	8.67	Per 1,000 GFA
	712	General Multi Use Office < 10K SF (5)	14.39	20%	11.51	Per 1,000 GFA
	714	Corporate Headquarters Building	7.95	20%	6.36	Per 1,000 GFA
	715	General Single Tenant Office < 10K SF	13.07	20%	10.46	Per 1,000 GFA
	730	Government Office Building	22.59	20%	18.07	Per 1,000 GFA
	731	State Motor Vehicles Dept (6)	2.00	20%	1.60	Daily Customers
						Per 1,000 GFA OR Exempt; reduction
	732	United States Post Office	103.94	20%	83.15	factor for door-to-door mail delivery (non-vehicular)
	750	Office Park	11.07	20%	8.86	Per 1,000 GFA
	760	Research and Development Center	11.08	20%	8.86	Per 1,000 GFA
	770	Business Park	12.44	20%		Per 1,000 GFA
Medical/ Dental/ Physical Ther		Medical/Dental Office - Stand Alone (Mountainview)	36		36.00	Per 1,000 GFA OR Per Chair
	610	Hospital Medical Offices/Facilities	22.32		22.32	Beds
	620	Nursing Home (5)	3.06		3.06	Beds
	630	Clinic	37.6		37.60	Per 1,000 GFA
	640	Animal Hospital/ Veterinary Clinic (5)	21.5		21.50	Per 1,000 GFA
	650	Free-Standing Emergency Room (5)	24.94		24.94	Per 1,000 GFA
	TBD	Physical Therapy (Ridgefield PT)	10	10%	9.00	Per Treatment Room
	TBD	Specialty Dental: Periodontics, Endodontics, Orthodontics	15	10%	13.50	Per Treatment Room with One Exam Room

Land Use Group	ITE Land Use Code	ITE Land Use Category	ITE Daily Trip Rate (1)			
			Unadjusted	Reduction Factor (2)	Net Trip Rate In Mixed-Use Land Use Environment (2)	Trip Basis
Retail/Service	810	Tractor Supply Store (6)	14		14.00	Per 1,000 GFA
	811	Construction Equipment Rental Store (5) (6)	9.9		9.90	Per 1,000 GFA
	812	Building Materials and Lumber Store	17.05		17.05	Per 1,000 GFA
	813	Free-standing Discount Superstore	50.52	29%	35.87	Per 1,000 GFA
	814	Variety Store	63.66		63.66	Per 1,000 GFA
	815	Free-standing Discount Store	53.87	17%	44.71	Per 1,000 GFA
	816	Hardware/Paint Store	8.97	26%	5.97	Per 1,000 GFA
	817	Nursery (Garden Center) (5)	68.13		68.10	Per 1,000 GFA
	818	Nursery (Wholesale) (5) (6)	52.4		52.40	Per 1,000 GFA
	820	Shopping Center > 150,000 SF	37.01	34%	24.43	Per 1,000 GFA
	821	Retail Plaza w/o Grocery 40-150K SF	94.49		94.49	Per 1,000 GFA
	822	Commercial Strip Retail < 40K SF (5)	54.45		54.45	Per 1,000 GFA
	823	Factory Outlet Center	26.59		26.59	Per 1,000 GFA
	850	Full Service Supermarket	93.84	36%	60.06	Per 1,000 GFA
	851	Convenience market-24 hr	762.28	51%	373.52	Per 1,000 GFA
	857	Discount Club	42.46	37%	26.75	Per 1,000 GFA
	858	Farmers Market (5) (6)	179.84		179.84	Acres
	860	Wholesale Market (5) (6)	17.6		17.60	Per 1,000 GFA
	861	Sporting Goods Superstore	23.78		23.78	Per 1,000 GFA
	862	Home Improvement Superstore	30.74	42%	17.83	Per 1,000 GFA
	863	Electronics Superstore	41.05	0%	41.05	Per 1,000 GFA
	864	Toy/Children's Superstore (6)	50		50.00	Per 1,000 GFA
	865	Baby Superstore (6)	18.2		18.20	Per 1,000 GFA
	866	Pet Supply Superstore (6)	35		35.00	Per 1,000 GFA
	867	Office Supply Superstore (6)	27.7		27.70	Per 1,000 GFA
	868	Book Superstore	143.6		143.60	Per 1,000 GFA
	869	Discount Home Furnishing Superstore	20		20.00	Per 1,000 GFA
	872	Bed and Linen Superstore (6)	22.2		22.20	Per 1,000 GFA
	875	Department Store	22.88		22.88	Per 1,000 GFA
	876	Apparel Store	66.4		66.40	Per 1,000 GFA
	879	Arts and Crafts Store	56.55		56.55	Per 1,000 GFA
	880	Pharmacy/Drug Store w/o Drive-Up	90.98	53%	42.34	Per 1,000 GFA
	881	Pharmacy/Drug Store w/Drive-Up	198.4	49%	55.28	Per 1,000 GFA
	890	Furniture Store	6.3	53%	2.96	Per 1,000 GFA
	895	Beverage Container Recycling Depot (6)	101		101.00	Per 1,000 GFA
	897	Medical Equipment Store	6		6.00	Per 1,000 GFA
	899	Liquor Store	107.21		107.21	Per 1,000 GFA
	911	Walk-In Bank (6)	121.3		121.30	Per 1,000 GFA
	912	Bank with Drive Thru Teller/ ATM	100.35	29%	71.25	Per 1,000 GFA
	916	Hair/Nail Salon (6)	12.1		12.10	Per 1,000 GFA
	920	Copy, Print, and Express Ship Store (6)	27.8		27.80	Per 1,000 GFA
Food and Alcohol Service					0.00	
	926	Food Cart Pod (Downtown)	30	0%	30.00	Per food cart
	926	Food Cart Pod (Non-Downtown)	70	25%	52.50	Per food cart
	930	Fast Casual Restaurant	97		97.00	Per 1,000 GFA
	931	Fine Dining Restaurant/Brewpub	84	44%	47.04	Per 1,000 GFA
	932	High Turnover Restaurant	107	43%	60.99	Per 1,000 GFA
	933	Fast Food w/o Drive-Thru	450		450.00	Per 1,000 GFA
	934	Fast Food w/Drive-Thru	467	49%	238.17	Per 1,000 GFA
	935	Fast Food w/ DT Wdw No Indoor Seating	43		43.00	Per number of drive-thru lanes
	936	Coffee/Donut w/ no DT Window	93		93.00	Per 1,000 GFA
	937	Coffee Shop w/Drive Thru	534		534.00	Per 1,000 GFA
	938	Coffee Shop w/Drive Thru No Seating	179	89%	19.69	Per number of drive-thru lanes
	970	Wine Tasting Room/ Wine Bar	46		46.00	Per 1,000 GFA
	971	Brewery Taproom No Kitchen	62		62.00	Per 1,000 GFA
	975	Drinking Place	114		114.00	Per 1,000 GFA
	TBD	Neighborhood Pub/Eatery (Mahoney's)			0.00	Mahoney's to assess.
	TBD	Pizza Delivery Restaurant (Domino's)	120		120.00	Per 1,000 GFA (Study 2024)
Automotive Retail/Services	840	Automobile Sales New	36		36.00	Per 1,000 GFA
	841	Automobile Sales Used	27		27.00	Per 1,000 GFA
	842	Recreational Vehicle Sales	5		5.00	Per 1,000 GFA
	843	Automobile Parts Sales	55	0	55.00	Per 1,000 GFA
	848	Tire Store	28	28%	20.16	Per 1,000 GFA
	849	Tire Superstore	20		20.00	Per 1,000 GFA
	941	Quick Lubrication Vehicle Stop	69.57		69.57	Per 1,000 GFA
	942	Auto Care Center	23.72		23.72	Per 1,000 GFA (Saturday rate)
	943	Automobile Parts & Service Center	16.6		16.60	Per 1,000 GFA
	944	Gas Station	172	58%	72.24	Per pump/ fueling position
	945	Gas Station w/Convenience Market	265	56%	116.60	Per pump/ fueling position
		Gas Station w/Convenience Market & Car Wash (RF Gateway)	446	75%	109.00	Per KSF
	947	Self-Service Car Wash	108		108.00	Per wash/stall
	948	Automated Car Wash (Wash Kings)	38		38.00	Per 1,000 GFA
	949	Car Wash and Detail Center	156.2		156.20	Per wash/stall

- (1) Using ITE Trip Generation Manual, 11th Edition
(2) "Mixed Use Environment Trip Reduction Factor": Based on ITE Trip Generation Handbook, 3rd Edition, and other case studies: reductions for pass-by, mixed use, internal trips, and/or trips not using the collector/arterial system included in the TR list of projects.
(3) Reduction if these facilities have on-site break and meal facilities
(4) Reduction factor assumes blend of residential, office, restaurants and retail
(5) Limited case studies
(6) ITE Peak hour rate converted to daily (x0.6)

"Supportive housing" in this case is defined as "subsidized, leased housing with no limit on length of stay, paired with on-site or off-site voluntary services designed to support a person living with a disability to be a successful tenant in a housing arrangement, improve the resident's health status, and connect residents of the housing with community-based health care, treatment, and employment services." [1]

[1] ENROBSED SECOND SUBSTITUTE HOUSE BILL 1023, Washington State Legislature, signed into law on May 9, 2023.

	Possible future consideration for exemption for Public Facilities
571	ITE has peak hour rate only, multiplied by 10 to convert to daily trips.

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Second Reading of Ordinance No. 1455 - 2025 Budget Amendment

GOVERNING LEGISLATION

Revised Code of Washington Chapter 35A.33 Budgets in Code Cities
City of Ridgefield Financial Policy #07: Budget

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Ordinance No. 1439 pertaining to the 2025 Budget on December 5, 2024.
Council held the first reading of Ordinance No.1455 on June 12, 2025.

SUMMARY/BACKGROUND:

The 2025 budget amendment includes \$7,206,700 in new and reappropriated expenditures and the recognition of new revenue in the amount of \$2,739,700 and the use of existing developer share funding in the amount of \$102,790. The budget request includes \$20,000 in ongoing expenses and the balance of the amendment is related to capital or one-time expenses.

The amendment includes a reappropriation of \$3,612,700 in funding for projects that were in process in 2024 and were expected to be further along in the process by the end of 2024. In addition to the expense of \$3.6 million, the amendment reappropriates the receipt of previously recognized funding in the amount of \$1,907,500 mainly related to grant funds. New 2025 funding requests include \$3,594,000, mainly for capital projects and the acquisition of equipment and properties. New funding recognition includes a total of \$934,990.

The total fund balance impact for all funds is \$4,467,000, including the General Fund in the amount of \$1,019,800 and the Building and Permitting fund for \$19,500. The balance of the fund impact is in capital funds to support the capital infrastructure projects and acquisition of property.

Refer to the attached exhibit "A" of Ordinance No. 1455, for a list of revenue impacts and appropriation requests.

BUDGET/FINANCIAL IMPACTS:

Please refer to Exhibit "A" attached to Ordinance No.1455 and the presentation for details on the amendment.

RECOMMENDED ACTION OR MOTION:

If the City Council chooses to approve Ordinance No. 1455, a motion would be:
"I move to adopt Ordinance No. 1455 as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. 2025 Budget Amendment 1 2nd Reading
2. 2025 Budget Amendment Exhibit A
3. 2025 Budget Amendment Exhibit A1

ORDINANCE NO.

An Ordinance of the City of Ridgefield, Washington Amending Ordinance No. 1439 Pertaining to the 2025 Budget

WHEREAS, the Ridgefield City Council, at its regular meeting on December 5, 2024, adopted Ordinance No. 1439, which adopted the City of Ridgefield 2025 budget; and

WHEREAS, the City of Ridgefield deems it necessary to adjust its forecast for revenue and appropriate additional expenditures in 2025 to the funds that are identified in the attached Exhibit "A" of the 2024 budget amendment; and

WHEREAS, these expenditures were not anticipated at the time of the adoption of the 2025 budget.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to amend the 2025 budget to account for revenues and expenditures that were not anticipated at the time of adoption.

Section 2. Budget Amendment Adopted. Ordinance No. 1439 and the budget of the City of Ridgefield for fiscal year 2025 shall be amended to include the additional receipt and/or reduction of funds and the additional and/or reduction of expenditures addressing the funds shown in the attached Exhibit "A".

Section 3. Severability. Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid; the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

Section 4. Regulatory Conflicts. All other Ordinances and parts of other Ordinances inconsistent or conflicting with any part of this Ordinance are hereby repealed to the extent of the inconsistency or conflict.

Section 5. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make the necessary clerical corrections to this ordinance, including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 6. Effective date. This ordinance shall be in full force and effect five (5) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON ON THE 23rd DAY OF JUNE, 2025.

Matt Cole,
Mayor

ATTEST:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker,
City Attorney

First Reading:	June 12, 2025
Second Reading	June 23, 2025
Date of Publication:	June 25, 2025
Effective Date:	June 30, 2025



2025 Budget Amendment – Ordinance No. 1455
Second Reading June 23, 2025



2025 Budget Amendment – Ordinance No. 1455

2025 Policy Reserves

Fund Balance Source	2025 Reserves	2024 Reserves	% Change	Reserve % to 2025 Budget
General Fund	\$4,165,939	\$4,177,825	(-0.3%)	31%
Community Development (Building Activities)	\$552,158	\$749,600	(-26.3%)	17%
Water Fund	\$1,818,822	\$1,631,738	11.5%	53%
Storm Water Fund	\$975,492	\$766,956	27.19%	53%
Total Policy Reserves (Operating Funds)	\$7,488,501	\$7,326,119	2.2%	
Real Estate Excise Tax (Debt Service GO Bonds)	\$2,350,435	\$2,808,645	(-16.3%)	



2025 Budget Amendment – Ordinance No. 1455

Funding Sources

Fund Source	Amount
General Fund (Includes Street Fund)	\$1,019,800
Community Development (Building Activities)	\$19,500
Real Estate Excise Tax (REET)	\$1,230,710
Park Impact Fee Fund (PIF)	\$377,000
Transportation Benefit District (TBD)	\$25,000
Water System Development Charges (WSDC)	\$1,470,000
Equipment Replacement Fund (ERF)	\$330,000
Grants (Carry Forward Existing Grants)	\$1,366,500
Grants (New Recognition)	\$11,200
Developer Bond	\$850,000
Existing Developer Funding	\$102,790
Partner Funding (CRWWD)	\$500,000
Rental Revenue	\$12,000



2025 Budget Amendment – Ordinance No. 1455

2024 – 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Greely Farms Parkland	Park impact Fees	\$375,000	\$377,000	\$752,000	\$0	Carry forward 2024 budget to purchase Greely Farms parkland. Initial request was to finance over 2 years. Closing was delayed until 2025 and will fund in a single payment.
Royle Rd N 15 th St to 5 th Way	TIB Grant	0	50,000	50,000	121,000	Carry forward for final project work completed in 2025. TIB grant increased to cover additional project expense.
Hillhurst Rd School Zone Safety Project	TIB Grant	22,000	92,000	114,000	98,800	Carry forward 2024 budget to complete project. Carry forward remaining grant funds not expended.
Park Laundry Cleanup	Ecology Grant, Commerce Grant	1,000,000	1,100,000	2,100,000	1,130,000	Carry forward 2024 budget to complete cleanup project. Carry forward remaining grant funding.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Pioneer Widening Sewer Work	CRWWD	\$400,000	\$500,000	\$900,000	\$500,000	Carry forward and increase to budget for change orders related to sewer work in the Pioneer Widening construction budget. Funded by Clark Regional Wastewater District.
Pioneer Widening Water Work	Water SDC	300,000	600,000	900,000	0	Carry forward and increase to budget for change orders related to water work included in the Pioneer Widening construction budget.
Pioneer to Shobert Waterline	Water SDC	950,000	270,000	1,220,000	0	Carry forward \$150,000 expense budget and add additional \$120,000 to cover full design and construction expense.
Purchase 4 Patrol vehicles	Equipment Replace Fund	0	330,000	330,000	0	Carry forward full budget to complete the purchase of 4 hybrid patrol vehicles originally ordered in 2023.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Sander / Deicer Unit	General Fund	\$0	\$96,000	\$96,000	\$0	Carry forward full budget to complete the purchase of the sander unity originally ordered in 2023.
ADA Transition Plan	USDOT Grant, General Fund	0	70,000	70,000	56,000	Carry forward full expense and revenue budget to complete an ADA transition plan. \$56k from a grant \$14k from General Fund transfer for match.
Overlook Park Kiosk	General Fund	0	25,000	25,000	0	Carry forward \$12k in 2024 expense and an additional \$13k for permitting and electrical work. Funded from General fund.
Sanfilippo Boundary Line Adjustment	General Fund	0	25,000	25,000	0	Carry forward full budget from 2024 to complete recording of the purchase and BLA in Abrams Park.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Dev. Cost of Service Study	Building & Permittin g Fees	\$0	\$19,500	\$19,500	\$0	Carry forward of \$19,500 of the 2024 budget to complete the study. Project began in 2024 and was completed in 2025.
Asset Management Project	General Fund	0	16,500	16,500	0	Carry forward of \$16,500 from the 2024 budget for professional service to assist implementation of asset management system.
Farmers Market	WA State Dept. of Ag Grant	0	1,700	1,700	1,700	Carry forward of final budgeted expense and revenue to complete project to assist Ridgefield Farmers Market.
RORC Fieldhouse	General Fund	240,000	40,000	280,000	0	Carry Forward project with increase to expense budget of \$40,000 to complete project. Funded by the General Fund



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Purchase 813 Pioneer St.	REET	\$0	\$488,500	\$488,500	\$77,790	Purchase home on southwest corner of Pioneer and Hillhurst. Land will be required for future intersection improvements.
Purchase 907 Pioneer St.	REET	0	820,000	820,000	0	Purchase home on southeast corner of Pioneer and Hillhurst. Land will be required for future intersection improvements.
Maintenance expense for 813 Pioneer	General Fund	0	10,000	10,000	12,000	Maintenance and repair costs for 813 Pioneer St. Cost is offset by rental income for remaining months of the year.
Maintenance expense for 907 Pioneer	General Fund	0	10,000	10,000	0	Maintenance and repair cost for 907 Pioneer St. Funded from the General Fund.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Splashpad Repairs	Developer Bond, General Fund	\$0	\$1,500,000	\$1,500,000	\$850,000	Potential demolition and repair costs to rebuild splashpad in the event the contractor is unable to repair. Majority paid through performance bond.
Royle Rd South Waterline	Water SDC	0	600,000	600,000	0	Construction project to complete 1 st phase of Royle Rd 19 th St Hillhurst improvements for a new water line.
I-5 South Connector	RTC Grant, General Fund	311,000	0	311,000	(-41,000)	Existing WSDOT grant was not approved to reallocate to this project. Replacing \$42k grant with General Fund match to RTC grant.
Sidewalk Replacement Program	TBD	20,000	25,000	45,000	0	Increase existing budget to cover sidewalk repairs included in Park Laundry cleanup project.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Pioneer & Hillhurst Conceptual Design	Developer Share	\$0	\$25,000	\$25,000	\$25,000	Conceptual design for a potential roundabout at the corner of Pioneer St & Hillhurst Rd. Funded from existing developer share for impacts to the intersection.
Auto Theft Camera Pole	Grant, General Fund	0	15,500	15,500	11,200	Purchase of a mobile auto theft camera pole. 80% of purchase covered by grant funding with a 20% match plus the cost to upgrade to 5G.
Pioneer St. Street Lights Transition	General Fund	0	30,000	30,000	0	Transition of streetlights from WSDOT to City due to transfer of Pioneer St/SR 501. Expense in Street Fund. Funded from a transfer from the General Fund.
Carty Rd. Traffic Study	General Fund	0	25,000	25,000	0	Traffic study to determine developer proportionate share for improvements to Carty Rd. Expense in Street Fund. Funded from a General Fund transfer.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Carty Rd. Programming Study	General Fund	\$0	\$35,000	\$35,000	\$0	Consultant led study to determine a cost estimate and financing plan for infrastructure improvements to Carty Rd. subarea.
WAVE Initiative	General Fund	0	10,000	10,000	0	Initial budget for council initiative for WAVE.
Net Changes			\$7,206,700		\$2,842,490	
Carry Forward			\$3,612,700		\$1,907,500	
New Requests			\$3,594,000		\$934,990	



2024 Budget Amendment – Ordinance No. 1424

Funding	Expense	Revenue
Ongoing Requests	\$20,000	\$12,000
One-Time Requests (New and reappropriated requests)	7,186,700	2,727,700
Developer Share (Existing funding already received from developers)	0	102,790
Transfers to Support Budget Amendment	3,937,710	3,937,710
Fund Balance Impact (Includes fund transfers to support capital projects)	\$4,467,000	



2025 Budget Amendment – Ordinance No. 1455 Fund Balance Impact

Fund	Beginning Fund Balance	Expense	Revenue/ Transfers	Fund Balance Impact	Ending Fund Balance	Policy Reserves
General Fund	\$4,720,677	\$1,044,700	\$24,900	(-\$1,019,800)	\$3,700,877	\$4,165,939
Real Estate Excise Tax (REET)	3,109,118	1,230,710	0	(-1,230,710)	1,878,408	2,350,435
Park Impact Fees (PIF)	823,215	377,000	0	(-377,000)	446,215	0
Transportation Benefit District (TBD)	817,635	25,000	0	(-25,000)	792,635	0
Debt Service	0	-375,000	-375,000	0	0	0
General Capital	3,357,228	5,392,500	5,397,510	5,010	3,362,238	0
Building & Permitting	(-1,315)	19,500	0	(-19,500)	(-20,815)	552,158
Water SDC (WSDC)	2,268,601	1,470,000	0	(-1,470,000)	798,601	0
Equipment Replacement Fund (ERF)	944,603	-330,000	0	(-330,000)	614,603	0





THANK YOU

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
1	Splashpad	-	1,500,000	1,500,000	-	1,500,000	1,500,000	650,000	850,000	(650,000)	General Capital	General Fund, Developer Bond	Demolition and repair expense to rebuild the Overlook Park splashpad.
2	813 Pioneer St Property Purchase	-	488,500	488,500	-	488,500	488,500	410,710	77,790	(488,500)	General Capital	REET, Developer Funding	Purchase of 813 Pioneer St for future intersection improvements to Hillhurst & Pioneer. REET \$410,710, \$77,790 funded through existing developer share for intersection upgrades.
3	813 Pioneer St Maintenance	-	10,000	10,000	-	12,000	12,000	-	12,000	2,000	General fund	General Fund	Maintenance and administrative expense for 813 Pioneer St rental.
4	907 Pioneer St property Purchase	-	820,000	820,000	-	820,000	820,000	820,000	-	(820,000)	General Capital	REET	Purchase of 907 Pioneer St for future intersection improvements to Hillhurst & Pioneer. May be funded from Gen Fund or REET.
5	907 Pioneer St Maintenance	-	10,000	10,000	-	-	-	-	-	(10,000)	General fund	General Fund	Maintenance expense for 907 Pioneer St rental.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
6	Greely Farms Parkland	375,000	-	(375,000)	375,000	-	(375,000)	(375,000)	-	375,000	Debt Service	Park Impact Fees	Remove debt service expense and revenue for final debt payment on Greely Farms parkland. Closing of purchase was delayed to 2025 and will be paid 100% at closing.
7	Greely Farms Parkland	-	752,000	752,000	-	752,000	752,000	752,000	-	(752,000)	General Capital	Park Impact Fees	Carry forward of 2024 budget to purchase Greely Farms parkland. Transfer expense and revenue from debt service fund to General Capital Fund due to delay in closing.
8	RORC Fieldhouse	240,000	280,000	40,000	240,000	280,000	40,000	40,000	-	(40,000)	General Capital	General Fund	Additional expense for change orders related to construction of RORC Fieldhouse.
9	S Royle Rd 15th - 5th Way	-	50,000	50,000	-	121,000	121,000	-	121,000	71,000	General Capital	TIB Grant	Final expenses related to completion of the Royle Rd 15th to 5th Way improvement project. Additional funding provided from TIB for costs incurred on project.
10	i-5 S Connector	311,000	311,000	-	311,000	311,000	-	41,000	(41,000)	(41,000)	General Capital	General Fund	Replace \$41k in grant funding with \$41k General Fund match. City was not successful in transferring previous remaining WSDOT grant to this project.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
11	Sidewalk Replacement Program	20,000	45,000	25,000	20,000	45,000	25,000	25,000	-	(25,000)	General Capital	Transportation Benefit District	Increase expense for sidewalk replacement program to cover sidewalk repairs included in park Laundry Cleanup project.
12	Pioneer & Hillhurst Conceptual Design	-	25,000	25,000	-	-	-	-	25,000	(25,000)	General Capital	Developer Share	Conceptual design for a potential roundabout at the corner of Pioneer St & Hillhurst Rd. Funded from existing developer share for impacts to the intersection.
13	Hillhurst Rd. School Zone Safety Project (HAWK Signal)	22,000	114,000	92,000	17,600	116,400	98,800	-	98,800	6,800	General Capital	TIB Grant	Carry forward expense and full grant amount to complete the project due to delay related to delivery timeline of equipment.
14	Park Laundry Cleanup	1,000,000	2,100,000	1,100,000	1,000,000	2,130,000	1,130,000	-	1,130,000	30,000	General Capital	General Fund, Ecology Grant, Commerce Grant	Carry forward of remaining cost and grant revenues to complete cleanup project.
15	Pioneer Widening - Sewer Work	400,000	900,000	500,000	400,000	900,000	500,000	-	500,000	-	General Capital	Clark Regional Sewer District	Carry forward of funding and increase due to change orders for sewer work associated with the Pioneer Widening Project.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
16	Pioneer Widening - Water Work	300,000	900,000	600,000	300,000	900,000	600,000	600,000	-	(600,000)	Water Utility Capital	Water System Development Charges	Carry forward 2024 expense and additional expense for change orders. Funded from transfer from Water SDC.
17	Pioneer to Shobert Water Line	950,000	1,220,000	270,000	950,000	1,220,000	270,000	270,000	-	(270,000)	Water Utility Capital	Water System Development Charges	Carry forward \$150,000 expense budget and increase of \$120,000 to cover full amount of design and construction expense for project.
18	Royle Rd South Waterline	-	600,000	600,000	-	600,000	600,000	600,000	-	(600,000)	Water Utility Capital	Water System Development Charges	Construction project to complete water line on S Royle Rd from 19th St to Hillhurst.
19	Purchase 4 Patrol Vehicles	-	330,000	330,000	-	-	-	-	-	(330,000)	Equipment Replacement Fund - Public Safety	Equipment Replacement Fund	Carry forward of full budget to complete the purchase and outfitting of 4 hybrid patrol vehicles.
20	Overlook Park Kiosk	-	25,000	25,000	-	-	-	-	-	(25,000)	General Fund Parks	General Fund	Carry forward of \$12,000 in 2024 expense and additional \$13,000 for permitting and electrical work.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
21	Sanfilippo Boundary Line Adjustment	-	25,000	25,000	-	-	-	-	-	(25,000)	General Fund Parks	General Fund	Carry forward of purchase price and settlement amount for closing of a boundary line adjustment for property in Abrams Park.
22	Farmers Market	-	1,700	1,700	-	1,700	1,700	-	1,700	-	General Fund Facilities	WA State Dept. of Agriculture Grant	Carry forward of final expense and grant reimbursement for project to assist Ridgefield Farmers Market.
23	Asset Management	-	16,500	16,500	-	-	-	-	-	(16,500)	General Fund Facilities	General Fund	Carry forward of expense budget for professional service assistance with the asset management software.
24	Sander/Deicer Unit	-	96,000	96,000	-	-	-	-	-	(96,000)	General Fund Facilities	General Fund	Carry forward of expense for sander/deicer unit ordered in 2023 for Hook Truck. Unit was delivered in 2025.
25	Auto Theft Camera Pole	-	15,500	15,500	-	11,200	11,200	-	11,200	(4,300)	General Fund Public Safety	General Fund, Grant	Purchase of a mobile auto theft camera pole. 80% of purchase covered by grant funding with a 20% match plus the cost to upgrade to 5G.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
26	WAVE initiative	-	10,000	10,000	-	-	-	-	-	(10,000)	General Fund City Council	General Fund	Initial budget for council initiative for WAVE.
27	Pioneer St Street Lights Transition	-	30,000	30,000	-	30,000	30,000	30,000	-	(30,000)	Street Fund	General Fund	Transition of streetlights from WSDOT to City due to transfer of Pioneer St/SR 501. Expense in Street Fund. Funded from a transfer from the General Fund.
28	Carty Rd. Traffic Study	-	25,000	25,000	-	25,000	25,000	25,000	-	(25,000)	Street Fund	General Fund	Traffic study to determine developer proportionate share for improvements to Carty Rd. Expense in Street Fund. Funded from a General Fund transfer.
29	Carty Rd. Programming Study	-	35,000	35,000	-	35,000	35,000	35,000	-	(35,000)	Street Fund	General fund	Consultant led study to determine a cost estimate and financing plan for infrastructure improvements to Carty Rd. subarea.
30	ADA Transition Plan	-	70,000	70,000	-	70,000	70,000	14,000	56,000	(14,000)	Street Fund	General Fund, USDOT Grant	Carry forward full expense, grant funding and match transfer from General Fund for the ADA transition plan project. Expense in Street Fund.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
31	Development Cost of Service Study	-	19,500	19,500	-	-	-	-	-	(19,500)	Building & Permitting	Building & Permitting Fees	Carry forward of expense budget to complete cost of service study.
		3,618,000	10,824,700	7,206,700	3,613,600	10,368,800	6,755,200	3,937,710	2,842,490	(4,467,000)			

City of Ridgefield, WA
2025 Budget Amendment #1
Ordinance No. 1455, June 23, 2025

Yellow highlighted needs account string set-up

	Description	Current Budget	Adjustment Amount	New Adjusted Budget
001				
001-76-597-00-0076	Transfer to Capital - Parks	\$ 1,270,000.00	\$ 731,000.00	\$ 2,001,000.00
001-19-518-10-4058	813 Pioneer St Maint/Util	\$ -	\$ 10,000.00	\$ 10,000.00
001-19-518-10-4059	907 Pioneer Maint/Util	\$ -	\$ 10,000.00	\$ 10,000.00
001-00-362-50-000	Long Term Leases/Rentals	\$ 10,000.00	\$ 12,000.00	\$ 22,000.00
001-76-594-80-6076	Ideign Interactive Sign-Overlook	\$ -	\$ 25,000.00	\$ 25,000.00
001-76-594-80-6077	Sanfilippo Property Purchase	\$ -	\$ 25,000.00	\$ 25,000.00
001-19-594-18-6079	Farmers Market Enhancements	\$ -	\$ 1,700.00	\$ 1,700.00
001-00-367-00-0009	WSDA - Farmers Market	\$ -	\$ 1,700.00	\$ 1,700.00
001-19-518-10-4080	Asset Mgmt Consultant Svc	\$ -	\$ 16,500.00	\$ 16,500.00
001-19-594-18-6075	Sander/Deicer Unit	\$ -	\$ 96,000.00	\$ 96,000.00
001-21-594-21-6070	Auto Theft Camera Pole	\$ -	\$ 15,500.00	\$ 15,500.00
001-00-367-00-0010	WA Auto Theft Prevention Authority	\$ -	\$ 11,200.00	\$ 11,200.00
001-11-511-60-4023	WAVE Program	\$ -	\$ 10,000.00	\$ 10,000.00
001-42-597-00-0101	Transfer to Street Fund	\$ 905,000.00	\$ 104,000.00	\$ 1,009,000.00
		\$ 2,185,000.00	\$ 1,069,600.00	\$ 3,254,600.00
101				
101-42-542-30-4017	Street Lights Install/Repairs	\$ 60,000.00	\$ 30,000.00	\$ 90,000.00
101-42-397-00-0001	Transfer from Gen Fund	\$ 905,000.00	\$ 104,000.00	\$ 1,009,000.00
101-42-542-30-4074	Carty Rd Traffic Strudy	\$ -	\$ 25,000.00	\$ 25,000.00
101-42-542-30-4075	Carty Rd Programming Study	\$ -	\$ 35,000.00	\$ 35,000.00
101-42-542-69-4000	ADA Transition Plan	\$ -	\$ 70,000.00	\$ 70,000.00
101-00-333-20-2006	USDOT - ADA Transition Plan	\$ -	\$ 56,000.00	\$ 56,000.00
		\$ 965,000.00	\$ 320,000.00	\$ 1,285,000.00
105				
105-76-597-00-0076	Transfer to Capital Parks	\$ 500,000.00	\$ 1,230,710.00	\$ 1,730,710.00
		\$ 500,000.00	\$ 1,230,710.00	\$ 1,730,710.00
114				
114-76-597-00-0076	Transfer to Capital Parks	\$ 640,000.00	\$ 377,000.00	\$ 1,017,000.00
		\$ 640,000.00	\$ 377,000.00	\$ 1,017,000.00
115				
		\$ -	\$ -	\$ -
150				
150-42-597-42-0150	Transfer to Cap-Streets	\$ 895,000.00	\$ 25,000.00	\$ 920,000.00
		\$ 895,000.00	\$ 25,000.00	\$ 920,000.00
200				
200-00-397-76-0114	Transfers in PIF Debt Service	\$ 375,000.00	\$ (375,000.00)	\$ -
200-76-591-76-7003	Greely Farms Land - Principal	\$ 375,000.00	\$ (375,000.00)	\$ -
		\$ 750,000.00	\$ (750,000.00)	\$ -
300				
300-76-397-00-0014	Transfer from PIF Fund	\$ 265,000.00	\$ 752,000.00	\$ 1,017,000.00
300-76-594-76-6063	Greely Farms Parkland Purchase	\$ -	\$ 752,000.00	\$ 752,000.00
300-76-594-76-6065	Overlook Park Splashpad Const	\$ -	\$ 1,500,000.00	\$ 1,500,000.00
300-76-367-00-0009	Splashpad Developer Bond	\$ -	\$ 850,000.00	\$ 850,000.00
300-76-397-00-0076	Transfer from GF-Parks	\$ 1,270,000.00	\$ 690,000.00	\$ 1,960,000.00

300-76-397-00-0105	Transfer from REET - Parks	\$ 500,000.00	\$ 1,230,710.00	\$ 1,730,710.00
300-42-595-20-6023	813 Pioneer St Acquisition	\$ -	\$ 488,500.00	\$ 488,500.00
300-42-595-20-6024	907 Pioneer St Acquisition	\$ -	\$ 820,000.00	\$ 820,000.00
300-76-594-76-6079	RORC Fieldhouse Installation	\$ 240,000.00	\$ 40,000.00	\$ 280,000.00
300-42-595-30-6057	S Royle Rd 15th St to 5th Way	\$ -	\$ 50,000.00	\$ 50,000.00
300-00-334-03-8001	TIB Grant S Royle Fd-Fieldcrest	\$ -	\$ 121,000.00	\$ 121,000.00
300-00-334-03-6002	I-5 Access Grant - Design	\$ 41,000.00	\$ (41,000.00)	\$ -
300-42-397-00-0001	Transfer from GF - Street Proj	\$ 362,230.00	\$ 41,000.00	\$ 403,230.00
300-42-397-00-0150	Transfer from TBD - Street Proj	\$ 895,000.00	\$ 25,000.00	\$ 920,000.00
300-42-595-30-6044	Sidewalk Replacement Program	\$ 20,000.00	\$ 25,000.00	\$ 45,000.00
300-42-595-10-6010	Pioneer/Hillhurst Conceptual Design	\$ -	\$ 25,000.00	\$ 25,000.00
300-42-595-64-6008	Hillhurst School Zone Sfty Con	\$ 22,000.00	\$ 92,000.00	\$ 114,000.00
300-00-334-03-8000	TIB-Complete Streets Hillhurst	\$ 17,600.00	\$ 98,800.00	\$ 116,400.00
300-00-334-03-1000	Ecology RAG - Park Laundry	\$ 900,000.00	\$ 1,026,000.00	\$ 1,926,000.00
300-00-333-66-0000	Park Laundry Acquisition - EPA	\$ -	\$ 104,000.00	\$ 104,000.00
300-19-594-59-6002	Park Laundry Cleanup	\$ 1,000,000.00	\$ 1,100,000.00	\$ 2,100,000.00
300-42-595-80-6003	Pioneer Widening Sewer Work	\$ 400,000.00	\$ 500,000.00	\$ 900,000.00
300-42-367-00-0005	CRWWD - Sanitary Force Main	\$ 400,000.00	\$ 500,000.00	\$ 900,000.00
		\$ 6,332,830.00	\$ 10,790,010.00	\$ 17,122,840.00

402

402-58-558-50-4032	Building & Planning Fee Review	\$ -	\$ 19,500.00	\$ 19,500.00
		\$ -	\$ 19,500.00	\$ 19,500.00

410

410-34-594-34-6003	Pioneer Widening Water Line	\$ 300,000.00	\$ 600,000.00	\$ 900,000.00
410-34-397-00-0416	Transfer from Water SDC	\$ 6,955,000.00	\$ 1,470,000.00	\$ 8,425,000.00
410-34-594-34-6066	Pioneer to Shobert Water Line	\$ 950,000.00	\$ 270,000.00	\$ 1,220,000.00
410-34-594-34-6056	Royle Rd Water Main	\$ -	\$ 600,000.00	\$ 600,000.00
		\$ 8,205,000.00	\$ 2,940,000.00	\$ 11,145,000.00

416

416-34-597-00-0400	Transfer to Utility Capital	\$ 6,955,000.00	\$ 1,470,000.00	\$ 8,425,000.00
		\$ 6,955,000.00	\$ 1,470,000.00	\$ 8,425,000.00

501

501-21-594-21-6000	Capital Purchases	\$ -	\$ 330,000.00	\$ 330,000.00
		\$ -	\$ 330,000.00	\$ 330,000.00

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Approval of Resolution No. 667 - Master Fee Schedule Update

GOVERNING LEGISLATION

RMC Chapter 3.70 - Fees for Services

PREVIOUS COUNCIL ACTION TAKEN:

City Council passed Resolution No. 299 establishing the Master Fee Schedule on August 2, 2005. Council has since passed multiple revisions to the Master Fee Schedule, the most recent being Resolution No. 661 on March 13, 2025.

SUMMARY/BACKGROUND:

The Ridgefield police department is currently implementing a body-worn and in-car camera program. The updated fee schedule adds a new fee to section G: Other Fees and Permits to incorporate statutory fees for public records requests related to the camera program. In addition, a new fee is added for a Dangerous Dog License and updates to the Hobby Kennel and Commercial Kennels Licenses, and the concealed weapon permit application fee in section G.

The fee schedule includes updates to the facility rentals in section F for Park and Facility Rental and Special Events. The update is a new fee related to the community space at the TMI building at 101 Mill Street.

The final update incorporates changes to the traffic/transportation impact fee (TIF) adopted by the City Council through Ordinance No. 1454.

Traffic Impact Fees (City Wide Area) (1)(5)

Single Family (Per Dwelling Unit)	TBD Per Ordinance No. 1454 5223.33
Multi Family (Per Dwelling Unit)	TBD Per Ordinance No. 1454 3198.4
Commercial (Per Average Daily Trip)	TBD Per Ordinance No. 1454 545.81

Traffic Impact Fees (Gee Creek Plateau Subarea) (1)(5)

Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$10,633.19
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$6,511.02
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$1,111.11

Traffic Impact Fees (Carty Road Subarea) (1)(5)

Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$5,721.12
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$3,503.21
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$597.83

TMI Building Community Space *

Per Hour	\$25.00
Cleaning Fee/Deposit	\$95.00

* City Partner applications may receive a reduced or waived fee.

Body Worn and In-Car Camera Recording Preparation (per minute of footage)	\$0.73
Deposit for requests of footage less than 240 minutes	\$0.00
Deposit for requests of footage of 240 minutes or more	\$250 or 10% of the estimated cost

Concealed Weapon Permit

Concealed Weapon Permit Application (Good for 5 Years)	\$48.00 49.25
Concealed Weapon Permit Renewal	\$32.00
Late Renewal Penalty	\$42.00
Replacement Permit	\$10.00

Dog Licenses

Spayed or Neutered – Annual Fee	\$20.00
Not Spayed or Neutered – Annual Fee	\$30.00
Lifetime Dog License (Altered or Unaltered) Non-Transferrable	\$50.00
Dangerous Dog License - Initial Fee	\$300.00
Dangerous Dog License - Annual Renewal Fee	\$100.00
Hobby Kennels (5-10 Dogs) - Annual Fee	\$25 per dog 50

Commercial Kennels (11+ Dogs) - **Annual Fee**

\$100.00

*Plus Actual Cost of Publication of Notice (RCW 63.21.030)

BUDGET/FINANCIAL IMPACTS:

No significant impacts are anticipated on the fee updates for rental, dog licensing and public records requests. Pending the adoption of the new TIF fees, there is a potential for increased traffic/transportation impact fees. Refer to the table in the summary and attachment A.

RECOMMENDED ACTION OR MOTION:

To adopt the proposed updates to the Master Fee Schedule:

"I move to adopt Resolution No. 667 as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. 06.2025 Master Fee Schedule Exhibit A

RESOLUTION NO. 667

A RESOLUTION OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING AND SUPERSEDING RESOLUTION NO. 661 (MASTER FEE SCHEDULE)

WHEREAS, it is the general policy of the City to establish fees that are reflective of the cost of services provided by the City; and

WHEREAS, the Ridgefield City Council approved Resolution No. 299 at a regular meeting held on August 2, 2005, establishing a Master Fee Schedule to provide cost recovery for the provision of providing various municipal services; and

WHEREAS, the Ridgefield City Council approved additional resolutions after this time period that added services, delegated authority, and modified and/or updated fees; and

WHEREAS, the Ridgefield City Council approved Resolution No. 661 as the most recent update to the Master Fee Schedule; and

WHEREAS, the Ridgefield City Council adopted a new body-worn camera and in-car camera program for the Ridgefield Police Department; and

WHEREAS, the Ridgefield City Council needs to adopt new fees for public record requests for body-worn and in-car camera video footage; and

WHEREAS, the Ridgefield City Council needs to adopt new fees for services related to dog licensing and rental of community space; and

WHEREAS, updates to existing fees have been identified as a need to provide existing services; and

NOW THEREFORE, be it resolved by the City Council of the City of Ridgefield, Washington, as follows:

Section 1. Public Interest. The City Council for the City of Ridgefield, Washington finds that it is in the public interest to amend and supersede the previously approved Master Fee Schedule to address costs associated with providing services.

Section 2. Supersede Previous Resolutions. This Resolution, inclusive of Exhibit "A" attached hereto, shall supersede in its entirety Resolution No. 661 previously passed by the Ridgefield City Council.

Section 3. Adjustments. The Ridgefield City Council amends the Master Fee Schedule to include the attached Exhibit "A".

Section 4. Effective Date. This Resolution shall be in full force thirty (30) days after adoption.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON
THIS 23RD DAY OF JUNE, 2025.

CITY OF RIDGEFIELD

Matt Cole, Mayor

Attest:

Julie Ferriss, City Clerk



A. City Personnel Costs (hourly rate)	
Building Official	\$100.00
Building Inspector	\$85.00
Public Safety	\$110.00
Public Works	
Facilities Maintenance Worker (Parks and Streets)	\$85.00
Water Maintenance Worker	\$100.00
Stormwater Maintenance Worker	\$100.00
Park Caretaker	\$55.00
All Other City Personnel	Actual Cost + 10%
B. Land Use Planning Permits	
* Cost Recovery. The City reserves the right to use the services of outside professional consultants. All external consultant fees will be passed on to the applicant and must be paid in full prior to final approval.	
Payment. All fees are due at the time an application is submitted.	
Simultaneous Development Permit Submittal. Applicants may submit for Land Use, Public Works/Engineering and Building permits simultaneously. Public Works/Engineering and Building permits shall not be issued until final Land Use permits have been issued	
Refunds. The Community Development Director (Director) shall refund the full amount of any fee paid hereunder which was erroneously paid or collected. The Director may authorize refunding of not more than 80 percent of a fee paid when an application has been withdrawn or canceled before any work has been done under an application review or before any plan reviewing has been done. All refund requests must be submitted in writing by the original applicant, or include an authorization from the original applicant, within 180 days from the date of application.	
External Review:	
Land use, plan review, engineering plan review, building plan review, structural engineering review, hearings examiner (excluding appeals), etc.	*City Cost
Annexation:	
Notice of Intent	\$500.00
Notice of Petition to Annex	\$2,200.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Appeal:	
Review by recognized City Neighborhood Organization or HOA	\$275.00
Appeal involving an individual single-family residence or duplex	\$400.00
All land use appeals to Hearing Examiner	\$2,200.00
Archaeological Pre-Determination Review	\$400.00
Boundary Line Adjustment	\$440.00
Comprehensive Plan Amendment/Zone Change Request	
Comprehensive Plan	\$3,300.00
Zone Change Request	\$4,125.00
Conditional Use Permit:	
New Use	\$4,125.00
Existing Use – Minor Alteration	\$500.00
Existing Use – Major Alteration	\$2,200.00
Covenant Release: Full or Partial	\$1,100.00
Critical or Sensitive Area Review (Fee for Each Required Review)	
Fish & Wildlife Habitat Conservation Areas	\$675.00
Frequently Flooded Areas	\$675.00
Geologic Hazard Areas	\$675.00
Wetlands	\$675.00
Critical Aquifer Recharge Areas	\$675.00
Minor Exception Request	\$675.00
Reasonable Use Exception Request	\$675.00
Development Agreement	\$1,100.00
Development Agreement – Amendment	\$825.00
Director's Interpretation	\$400.00
Extensions of Land Use Approval:	
Preliminary PUD or Preliminary Plat	\$400.00
All Others	\$175.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Final Plat:	
Final Subdivision Plat	\$2,200.00
Final Short Plat	\$550.00
Final Large Lot Plat	\$550.00
Final Binding Site Plan	\$550.00
Map of Dedication:	
Map of Dedication (not part of another land use application)	\$550.00
Amendment to a Map of Dedication Type 1 and Type II	\$550.00
Amendment to a Map of Dedication Type III	\$2,200.00
Home Occupation	\$175.00
Inspections (per hour)	\$85.00
Large Lot Plat (Preliminary)	\$1,650.00
Legal Lot Determination:	
Up to Two Lots	\$500.00
Plus Fee-per-lot for Each Lot Over 2	\$60.00
Legislative Text Amendment	\$3,300.00
Master Planned/Mixed Use Development	\$3,300.00
(Plus Corresponding PUD or Subdivision Fee)	
Nonconforming Situations:	
Type I Alteration of Nonconforming Situation	\$175.00
Type II Alteration of Nonconforming Situation	\$500.00
Type III Alteration of Nonconforming Situation	\$3,575.00
Type II Determination or Discontinuance of Nonconforming Situation	\$175.00
Type II Reconstruction of a Nonconforming Situation	\$500.00
Planned Residential Development (PUD):	
10 – 25 Lots	\$4,400.00
26 – 50 Lots	\$6,050.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



51 Lots or More	\$6,050.00
(Plus Fee-per-lot for Each Lot Over 50)	\$30.00
Modification of Preliminary PUD (plus applicable Map of Dedication fee)	
Minor Modification	\$725.00
Major Modification	\$2,200.00
Plat Alteration or Vacation	\$2,200.00
Plat Modification (plus applicable Map of Dedication fee)	\$2,200.00
Post-Decision Review:	
Type I	\$175.00
Type II	\$2,750.00
Type III	\$3,575.00
Pre-Application Conference:	\$1,375.00
If Development Permit Application Submitted within 6 Months	\$500 Credit
Pre-Application Waiver	\$75.00
SEPA Review:	
SEPA Review	\$550.00
SEPA Review for One Single Family Residence	\$175.00
Shoreline Permit:	
Shoreline Statement of Exemption	\$175.00
Shoreline Substantial Development Permit	\$2,325.00
Shoreline Conditional Use Permit	\$3,300.00
Shoreline Variance	\$3,300.00
Sign Permit:	
Sandwich Board or "A" Frame	\$55.00
Permanent (Plus Applicable Building and Land Use Permit Fees in Section "B and D")	\$110.00
Master Sign Plan	\$275.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Site Plan Review:	
Minor Site Plan	\$175.00
Basic Site Plan	\$2,750.00
Major Site Plan	\$3,850.00
Preliminary Binding Site Plan	\$4,400.00
Short Plat (Preliminary)	\$1,650.00
Subdivision (Preliminary):	
10 – 25 Lots	\$4,400.00
26 – 50 Lots	\$6,050.00
51 Lots or More	\$6,050.00
(Plus Fee-per-lot for Each Lot Over 50)	\$30.00
Temporary Use Permit:	
Type I	\$175.00
Type II	\$500.00
Type I Review (All Others)	\$175.00
Type II Review (All Others)	\$500.00
Type III Review (All Others)	\$3,575.00
Variance/Administrative Adjustment	
Type I Administrative Adjustment	\$175.00
Type II Administrative Adjustment	\$500.00
Variance	\$3,575.00
Variance Filed in Conjunction with Another Type III Application	\$1,160.00
Zoning Confirmation Letter	\$175.00
C. Public Works Permits	
* Cost Recovery. The City reserves the right to use the services of outside professional consultants. All external consultant fees will be passed on to the applicant and must be paid in full prior to final approval.	
Payment. All fees are due at the time an application is submitted. Any additional charges shall be paid prior to receipt of a Final Decision, Final Plat Approval or Statement of Completion as applicable.	

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Simultaneous Development Permit Submittal. Applicants may submit for Land Use, Public Works/Engineering and Building permits simultaneously. Public Works/Engineering and Building permits shall not be issued until final Land Use permits have been issued.	
Refunds. The Community Development Director (Director) shall refund the full amount of any fee paid hereunder which was erroneously paid or collected. The Director may authorize refunding of not more than 80 percent of a fee paid when an application has been withdrawn or canceled before any work has been done under an application review or before any plan reviewing has been done. All refund requests must be submitted in writing by the original applicant, or include an authorization from the original applicant, within 180 days from the date of application.	
Inflationary Adjustments. Per Ridgefield Municipal Code 3.70.070, the Finance Director shall calculate annual inflation adjustments in the development review and inspection fees. The annual inflation adjustment shall be effective January 1 and will be equal to the change in the West Region All Urban Consumer Price Index (CPI-U) for the first half of the previous year (Ex: January 1, 2026 system development charge increase to reflect the increase in the CPI-U index from the first half of 2024 to the first half of 2025).	
External Review:	
Land use, plan review, engineering plan review, building plan review, structural engineering review, hearings examiner (excluding appeals), etc.	*City Cost
Inspections (per hour)	
Parks, Trails and Streets	\$85.00
Water	\$100.00
Storm	\$100.00
Right of Way/Road Encroachment Permit:	
Right of Way/Road Blocking Only	\$150.00
1-200 Linear Feet of Pavement Disturbed	\$350.00
Over 200 Linear Feet of Pavement Disturbed	\$350.00
(Plus Fee Per Linear Foot over 200)	\$1.00
Extension (90 Day)	\$100.00
Grading Permit:	
Under 50 Cubic Yards of Total Cut and Fill	
50-100 Cubic Yards of Total Cut and Fill	\$75.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



101-500 Cubic Yards of Total Cut and Fill	\$225.00
501-1,000 Cubic Yards of Total Cut and Fill	\$600.00
1,001-10,000 Cubic Yards of Total Cut and Fill	\$1,000.00
10,001-50,000 Cubic Yards of Total Cut and Fill	\$1,250.00
50,001-100,000 Cubic Yards of Total Cut and Fill	\$1,750.00
100,001-200,000 Cubic Yards of Total Cut and Fill	\$2,750.00
Over 200,000 Cubic Yards of Total Cut and Fill	\$5,500.00
Grading Permit Extension (12 Months)	50% of Original Fee
Street Tree Removal (Permit Required):	
Fee will be waived with proof street tree is purchased	\$150.00
Water Utility Fees:	
Administrative Termination	\$50.00
Hydrant Meter Rental Deposit	\$500.00
Meter Accuracy Testing (One Free Test per 12 Month Period)	\$60.00
Utility Account Set Up	\$10.00
Service Call	\$15.00
Water Meter Installation Fee	
5/8-3/4 Inch Meter	\$550.00
1.0 Inch Meter	\$650.00
1.5 Inch Meter	Time & Materials
2.0 Inch Meter	Time & Materials
3.0 Inch Meter	Time & Materials
4.0 Inch Meter	Time & Materials
6.0 Inch Meter	Time & Materials
8.0 Inch Meter	Time & Materials
Water Service Installation	Time & Materials
Water Utility Availability Determination	\$30.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Engineering Review:	
Engineering Site Plan	\$8,800.00
Engineering Site Plan with Off-site Infrastructure	\$13,200.00
Engineering Short Plat (2-9 Lots)	\$11,000.00
Engineering Subdivision/PUD (More than 9 Lots)	\$11,000.00
(Plus Fee Per Lot)	\$125.00
Fee for Each City Plan Review in Excess of 3	\$550.00
Engineering Review Extension (12 months)	\$275.00
D. Building Permits	
* Cost Recovery. The City reserves the right to use the services of outside professional consultants. All external consultant fees will be passed on to the applicant and must be paid in full prior to final approval.	
Payment. All plan review fees are due at the time an application is submitted. All building permit fees are due when the permit is picked up by the applicant. Any additional charges shall be paid prior to the issuance of a building permit.	
Simultaneous Development Permit Submittal. Applicants may submit for Land Use, Public Works/Engineering and Building permits simultaneously. Public Works/Engineering and Building permits shall not be issued until final Land Use permits have been issued.	
Building Valuation. Building Valuation shall be calculated by the Building Official based on the cost of the construction as stated by the applicant and/or by utilizing the square footage of the proposed construction and valuation data published by the International Code Council. Valuation data shall be updated annually on January 1 using the most recent release of the ICC Building Valuation Data. (ex. January 1, 2026 using ICC Building Valuation Data released August 2025).	
Refunds. The Community Development Director (Director) shall refund the full amount of any fee paid hereunder which was erroneously paid or collected. The Director may authorize refunding of not more than 80 percent of a fee paid when an application has been withdrawn or canceled before any work has been done under an application review or before any plan reviewing has been done. All refund requests must be submitted in writing by the original applicant, or include an authorization from the original applicant, within 180 days from the date of application.	

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



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External Review:	
Land use, plan review, engineering plan review, building plan review, structural engineering review, hearings examiner (excluding appeals), etc.	*City Cost
Building Plan Review:	65% of Building Permit Fee
Minimum Plan Review Fee	\$30.00
Maximum Plan Review Fee	\$35,750.00
Expedited Review for Commercial Tenant Improvement Applications: Work Area is 5,000 sf or less; AND No Structural Engineering Review is Required	\$300.00 or 25% of the Building Permit Fee whichever is greater
Fee for Each Building Plan Review in Excess of 3	\$550.00
Changes or Additions to Approved Plans that Require Additional Review – Fee per Hour	\$85.00
Changes or Additions to Approved Plans that Require Additional Review – Administrative Fee	\$65.00
Re-Activation of 180-Day Plan Approval Fee	\$275.00
Plot Plan Review Fee	\$65.00
Fee for Each Plot Plan Review in Excess of 2	\$65.00
Changes or Additions to Approved Plot Plan that Require Additional Review	\$65.00
Architectural Design Review Fee - Fee per Hour	\$85.00
Fee for Each Architectural Design Review in Excess of 2 - Fee per Hour	\$85.00
Changes or Additions to Approved Elevations that Require Additional Architectural Design Review - Fee per Hour	\$85.00
Building Permit:	
<i>Valuation per International Code Council</i>	
\$1-\$500 (Minimum)	\$30.00
\$501-\$2,000	\$55.00
\$2,001 - \$25,000 Base	\$55.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Plus \$/\$1,000 Over \$2,000 (and Any Fraction Thereof)	\$16.00
\$25,001 - \$50,000 Base	\$410.00
Plus \$/\$1,000 Over \$25,000 (and Any Fraction Thereof)	\$11.00
\$50,001 - \$100,000 Base	\$685.00
Plus \$/\$1,000 Over \$50,000 (and Any Fraction Thereof)	\$8.00
\$100,001 - \$500,000 Base	\$1,125.00
Plus \$/\$1,000 Over \$100,000 (and Any Fraction Thereof)	\$6.00
\$500,001 - \$1,000,000 Base	\$3,740.00
Plus \$/\$1,000 Over \$500,000 (and Any Fraction Thereof)	\$5.00
Over \$1,000,000 Base	\$8,113.00
Plus \$/\$1,000 Over \$1,000,000 (and Any Fraction Thereof)	\$5.00
Maximum Building Permit Fee	\$55,000.00
Work Commencing Before Permit Issuance (RMC 14.03.020)	100% of Building Permit Fee
Foundation Permit/Early Start At-Risk Agreement:	\$275.00
Inspection Fees:	
Base Inspection Cost per Hour	\$85.00
Inspections Outside of Normal Business Hours	4 Hour Minimum
Re-Inspection Fees (Applicable After Two Inspections)	1 Hour minimum
Adult Family Home	2 hour minimum
Special Occupancies	2 hour minimum
Special Inspections Requested by the Applicant	2 hour minimum
Special Investigation of Work Commencing Before Permit Issuance (RMC 14.03.020(109.4))	2 hour minimum
Other Inspections (If Separate Inspection Fee is Applicable)	1 Hour minimum
Mechanical & Plumbing Combined Permit Fee for New SFR	25% pf Building Permit Fee (plus any applicable
Mechanical Plan Review Fees:	25% of Mechanical Permit Fee
Mechanical Permit Fees:	
Permit Issuance	\$75.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Supplemental Permit (Original Permit Not Expired)	\$20.00
<u>Furnaces</u>	
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)	\$20.00
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance over 100,000 Btu/h (29.3 kW)	\$22.00
For the installation or relocation of each floor furnace, including vent	\$17.00
For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater	\$17.00
<u>Heat Pumps/AC</u>	
Heat Pump/AC 0-3	\$14.00
Heat Pump/AC 3-15	\$22.00
Heat Pump/AC 15-30	\$28.00
Heat Pump/AC 30-50	\$39.00
Heat Pump/AC >50	\$66.00
<u>Wood/Pellet/Gas Stoves</u>	
Wood/Pellet/Gas Stove Insert	\$64.00
Wood/Pellet/Gas Stove Free Standing	\$64.00
<u>Gas Piping Systems</u>	
For each gas piping system of one to five outlets	\$8.00
For each additional outlet over five, each	\$3.00
<u>Appliance Vents</u>	
For the installation, relocation, or replacement of each appliance vent installed and not included in an appliance permit	\$9.00
<u>Repairs or Additions</u>	
For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code	\$16.00
<u>Boilers, Compressors, and Absorption Systems</u>	
For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW)	\$17.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



For the installation or relocation of each boiler or compressor over 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW)	\$33.00
For the installation or relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (293.1 kW)	\$44.00
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW)	\$61.00
For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW)	\$105.00
<u>Air Handlers</u>	
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 L/s), including ducts attached thereto	\$17.00
Note: This fee does not apply to an air handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code	
For each air-handling unit over 10,000 cfm (4719 L/s)	\$22.00
<u>Evaporative Coolers</u>	
For each evaporative cooler other than portable type	\$17.00
<u>Commercial Ducts</u>	
For each duct	\$10.00
<u>Ventilation and Exhaust</u>	
For each ventilation fan connected to a single duct	\$9.00
For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit	\$17.00
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$17.00
<u>Incinerators</u>	
For the installation or relocation of each domestic-type incinerator	\$22.00
For the installation or relocation of each commercial or industrial-type incinerator	\$17.00
<u>Miscellaneous</u>	

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



For each appliance or piece of equipment regulated by the Mechanical Code but not classified in other appliance categories, or for which no other fee is listed in the table	\$17.00
Plumbing Plan Review Fees	25% of Plumbing Permit Fee
Plumbing Permit Fees:	
Permit Issuance	\$75.00
Supplemental Permit (Original Permit Not Expired)	\$20.00
<u>Fixtures and Vents</u>	
For each plumbing fixture or trap or set of fixtures on one trap (including water, drainage piping and backflow prevention thereof)	\$11.00
For repair or alteration of drainage or vent piping, each fixture	\$8.00
<u>Industrial Waste and Rainwater Systems</u>	
For each industrial waste pretreatment interceptor, including its trap and vent, excepting kitchen-type grease interceptors functioning as fixture traps	\$22.00
Rainwater systems – per drain inside building	\$11.00
<u>Water Piping and Water Heaters</u>	
For installation, alteration, or repair of water piping or water-treatment equipment, or both, each	\$8.00
For each water heater including vent (for vents only, see Mechanical Permit Fee Table)	\$17.00
<u>Gas Piping Systems</u>	
For each gas piping system of one to five outlets	\$8.00
For each additional outlet over five, each	\$3.00
<u>Lawn Sprinklers, Vacuum Breakers and Backflow Protection Devices</u>	
For each lawn sprinkler system on any one meter, including backflow protection devices thereof	\$17.00
For atmospheric-type vacuum breakers or backflow protection devices not included above:	
1 to 5 devices	\$17.00
Over 5 devices, each	\$4.00
For each backflow-protection device other than atmospheric-type vacuum breakers:	
2 inches (50.8 mm) and smaller	\$17.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Over 2 inches (50.8 mm)	\$28.00
<u>Swimming Pools</u>	
For each swimming pool or spa (in addition to other permits/fees):	
Public Pool	\$105.00
Public Spa	\$72.00
Private Pool	\$72.00
Private Spa	\$39.00
Pools over 5,000 gallons	\$110.00
<u>Miscellaneous</u>	
For each appliance or piece of equipment regulated by the Plumbing Code but not listed in other appliance categories, or for which no other fee is listed	\$11.00
Mobile Home Permit Fees:	
Placement of a Temporary Mobile Home/Trailer	\$110.00
Manufactured Home Inspection	\$110.00
Temporary Storage of a Mobile Home	\$110.00
Other Building Permit and Inspection Fees:	
Accessibility Review	\$110.00
Change of Occupancy	\$110.00
Change of Use	\$110.00
Demolition Permit	\$110.00
Energy/Indoor Air Quality	\$110.00
Moving Permit	\$110.00
Re-Roof Permit (Residential):	\$110.00
Siding Permit (Residential):	
Full Tear Off (With or Without Sheathing Replaced)	\$110.00
Temporary Certificate of Occupancy	
Temporary Revocable Commercial Certificate of Occupancy	
0-90 Days	\$275.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



91 Days and Over	\$550.00
Temporary Tents, Canopies, and Air Supported Structures	
For public use, inclusive of all tents for a single event	\$110.00
Not applicable to tents less than 200 sq. ft., canopies less than 400 sq. ft., or tents used for non-commercial events	
Washington State Building Code Council (W.S.B.C.C.) Surcharge:	
Commercial	\$25.00
First Living Unit	\$6.50
Each Additional Unit (In a Multi-Family Project)	\$2.00
Collected on each permit that is issued in accordance with the Ridgefield Building Code	
Systems Development Charges and Impact Fees (See Notes):	
<u>Traffic Impact Fees (City Wide Area) (1)(5)</u>	
Single Family (Per Dwelling Unit)	TBD Per Ordinance No. 1454 5223.33
Multi Family (Per Dwelling Unit)	TBD Per Ordinance No. 1454 3198.4
Commercial (Per Average Daily Trip)	TBD Per Ordinance No. 1454 545.81
<u>Traffic Impact Fees (Gee Creek Plateau Subarea) (1)(5)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$10,633.19
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$6,511.02
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$1,111.11
<u>Traffic Impact Fees (Carty Road Subarea) (1)(5)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$5,721.12
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$3,503.21
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$597.83
<u>Park Impact Fees (2)(5)</u>	
Single Family (Per Dwelling Unit)	\$4,298.29
Multi Family (Per Dwelling Unit)	\$4,298.29
<u>School Impact Fees (3)(6)</u>	
Single Family (Per Dwelling Unit)	\$16,880.00
Multi Family (Per Dwelling Unit)	\$10,233.59

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



<u>Water System Development Charge (4)(7)</u>	
5/8"-3/4" Meter	\$5,195.00
1" Meter	\$15,585.00
1.5" Meter	\$25,975.00
2" Meter	\$41,560.00
3" Meter	\$77,925.00
4" Meter	\$129,875.00
6" Meter	\$259,750.00
8" Meter	\$415,600.00
Outside City Limits	1.5x In-City SDC
<u>Notes:</u>	
1. Traffic Impact Fees charged are based upon average daily trip (ADT) generation of the proposed use.	
2. Park Impact Fees reflect a mix of acquisition and development. Trail cost estimates make allowance for required compliance with the Americans with Disabilities Act. Development costs can be significantly reduced by calculating deductions made for other exactions, e.g. dedication of a public easement through an open space corridor earmarked for trail or park development.	
3. School Impact Fees are based on the improvement cost of needed school facilities identified in the most current Ridgefield School District Capital Facility Plan.	
4. Water System Development Charges are based upon meter equivalent size (M.E.S.).	
5. Per Ridgefield Municipal Code 18.070.080-18.070.090, the planning director shall calculate annual inflation adjustments in the Traffic Impact Fee rate and the Park Impact Fee rate. The annual inflation adjustment shall be effective January 1 and will be equal to the change in the West Region All Urban Consumer Price Index (CPI-U) for the first half of the previous year (Ex: January 1, 2026 impact fee increase to reflect the increase in the CPI-U index from the first half of 2024 to the first half of 2025).	



6. Per Ridgefield Municipal Code 18.070.100, the planning director shall calculate annual inflation adjustments in the School Impact Fee rate. The annual inflation adjustment shall be effective January 1 and will be equal to the change in the Rider Levett Bucknall Construction Cost Index (RLB) for the first half of the previous year (Ex: January 1, 2026 impact fee increase to reflect the increase in the RLB index from the 2nd quarter publication of the 2025 RLB index).	
7. Per Ridgefield Municipal Code 13.30.010 Water System Development Charges are set forth in the Master Fee Schedule. The Public Works Director shall calculate annual inflation adjustments in the Water System Development Charges. The annual inflation adjustment shall be effective January 1 and will be equal to the change in the West Region All Urban Consumer Price Index (CPI-U) for the first half of the previous year (Ex: January 1, 2026 system development charge increase to reflect the increase in the CPI-U index from the first half of 2024 to the first half of 2025).	
8. System Development Charges and non-residential Impact Fees are due at the time of building permit issuance. Residential Impact Fees are due at the time of final occupancy. Per Ridgefield Municipal Code 13.30.020 meter size 3" and larger or single family residential homes moving from well source to municipal water source may be eligible for payment plans.	
9. Per Ridgefield Municipal Code 3.70.070, the Finance Director shall calculate annual inflation adjustments in the development review and inspection fees. The annual inflation adjustment shall be effective January 1 and will be equal to the change in the West Region All Urban Consumer Price Index (CPI-U) for the first half of the previous year (Ex: January 1, 2026 system development charge increase to reflect the increase in the CPI-U index from the first half of 2024 to the first half of 2025).	
E. Code Enforcement	
RMC Chapter 8.04 - Debris Removal	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 8.12 - Garbage Collection	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



RMC Chapter 8.13 - Collection of Recyclable Materials	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 12.04 - Sidewalk Construction Maintenance Repair and Reconstruction	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 12.12 - Trees	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 12.15 - Street Excavations	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 13.15 - Sewer Service	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 13.20 - Water Service	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 13.50 - Meters	
First Violation	\$250.00
Second Violation	\$500.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Subsequent Violations	\$1,000.00
RMC Chapter 13.55 - Backflow Cross-Connection Regulations	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 13.80 - Illicit Discharge	
First Violation	\$500.00
Second Violation	\$1,000.00
Subsequent Violations	\$2,000.00
RMC Chapter 14 - Buildings and Construction	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 15 - Abatement of Public Nuisances	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 18 - Development Code	
First Violation	\$250.00
Second Violation	\$500.00
Subsequent Violations	\$1,000.00
RMC Chapter 18.755.080 - Erosion Control	
First Violation	\$500.00
Second Violation	\$1,000.00
Subsequent Violations	\$2,000.00
RMC Chapter 18.810.235 - Critical Areas	
First Violation	\$500.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Second Violation	\$1,000.00
Subsequent Violations	\$2,000.00
Violation of Stop Work Order	
First Violation	\$5,000.00
Second Violation	\$10,000.00
Subsequent Violations	\$15,000.00
Any activity requiring land use or engineering approval without having obtained permits	
First Violation	\$5,000.00
Second Violation	\$10,000.00
Subsequent Violations	\$15,000.00
F. Park & Facility Rental & Special Events	
Special Events. Request for City Services such as Police and Public Works labor are available by request. Refer to Special Event Fees for more information.	
Definitions:	
Half Day Park Rental (4 hours and under)	
All Day Park Rental (4+ hours)	
Abram's Park Rentals	
Bennett Kitchen, Hall and Plaza:	
Half Day	\$100.00
All Day	\$150.00
Refundable Deposit	\$150.00
Abrams Park - Entire Park Kitchen, Hall, Plaza Adjacent Grassy Area, and Parking (if necessary):	
Half Day	\$200.00
All Day	\$300.00
Refundable Deposit	\$300.00
Abrams Park Sports Fields *	
Grassy Field or T-Ball Field (per hour)	\$15.00

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Softball or Baseball Field (per hour)	\$25.00
* Contractual agreement with an athletic/sports club supersedes the fee schedule.	
Overlook Park Rentals:	
Overlook Park – Entire Park, Stage, Plaza, and Upper Grassy Areas:	
Half Day	\$200.00
All Day	\$300.00
Refundable Deposit	\$300.00
All other City Parks are available to the public on a first come, first served basis. Reservations are not accepted.	No Charge
TMI Building Community Space *	
Per Hour	\$25.00
Cleaning Fee/Deposit	\$95.00
* City Partner applications may receive a reduced or waived fee.	
Special Events:	
Special Event Permit Application	No Charge
City Personnel Costs	Refer to page 1.A
City Services (Cost + Admin Fee of \$30.00)	Actual Cost
G. Other Fees and Permits	
Business License Fees:	
Annual Resident Business License	\$50.00
Annual Non-Resident Business License	\$50.00
Annual Peddler and Solicitors License	\$50.00
(Plus One-Time Background Check)	\$40.00
Copy/Record Duplication Fees:	
Copy of audio tapes, video tapes, photos, maps or other records needing reproduction	Actual City Cost
Black & White 8.5x11.0 Inch	\$0.15 per page
Black & White 8.5x14.0 Inch	\$0.35 per page

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Black & White 11.0x17.0 Inch	\$0.40 per page
Color 8.5x11.0 Inch	\$1.00 per page
Color 8.5x14.0 Inch	\$1.00 per page
Color 11.0x17.0 Inch	\$1.50 per page
Records scanned into electronic format	\$0.10 per page
Electronic files uploaded to email, cloud storage service, or other electronic delivery system	\$0.05 every four files
Transmission of electronic records	\$0.10 per gigabyte
Hiring information technology expertise – external	Actual City Cost w/10% deposit
Annual Budget (Bound Copy)	\$30.00
Annual Comprehensive Financial Report (Bound Copy)	\$30.00
City Comprehensive Plan (Bound Copy)	\$30.00
Park & Recreation Comprehensive Plan (Bound Copy)	\$30.00
City Engineering Standards (Bound Copy)	\$30.00
Administrative Processing Fee:	
Fee Added to Each Billing/Invoice for Reimbursable Costs	\$30.00
Fee Added to Each Remittance for Impact Fees or SDCs	\$30.00
Fee Added to Each Remittance for Fire Code Fees	\$30.00
Unclaimed Property Processing Fee	\$5.00
Administrative Fees:	
NSF Check	\$35.00
Cemetery Lot – Purchase	\$600.00
Cemetery Lot – Marking	\$25.00
Notary Fee	\$5.00
Latecomer Agreement Application	\$500.00
Latecomer Agreement Processing	\$125.00
Latecomer Agreement Appeal	\$250.00
Administrative Billing Late Fee (After 60 Days Past Due)	1% Per Month

City of Ridgefield, Washington
Master Fee Schedule
Effective Date: July 23, 2025



Police Department Fees:	
Fingerprint Card	\$20.00
Release of Property to Finder Fee	*\$10.00
Neighborhood Electric Vehicle/Golf Cart Registration (One Time)	\$30.00
Body Worn and In-Car Camera Recording Preparation (per minute of footage)	\$0.73
Deposit for requests of footage less than 240 minutes	\$0.00
Deposit for requests of footage of 240 minutes or more	\$250 or 10% of the estimated cost
<u>Concealed Weapon Permit</u>	
Concealed Weapon Permit Application (Good for 5 Years)	\$48.00 49.25
Concealed Weapon Permit Renewal	\$32.00
Late Renewal Penalty	\$42.00
Replacement Permit	\$10.00
<u>Dog Licenses</u>	
Spayed or Neutered – Annual Fee	\$20.00
Not Spayed or Neutered – Annual Fee	\$30.00
Lifetime Dog License (Altered or Unaltered) Non-Transferrable	\$50.00
Dangerous Dog License - Initial Fee	\$300.00
Dangerous Dog License - Annual Renewal Fee	\$100.00
Hobby Kennels (5-10 Dogs) - Annual Fee	\$25 per dog 50
Commercial Kennels (11+ Dogs) - Annual Fee	\$100.00
*Plus Actual Cost of Publication of Notice (RCW 63.21.030)	

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Motion - Approval of the Greely Farms Phase 2B Final Plat

GOVERNING LEGISLATION

RCW 36.70A - Growth Management
RMC 18.620 - Procedure for Subdivision

PREVIOUS COUNCIL ACTION TAKEN:

None

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

Tax revenue from 57 new single-family residential lots.

RECOMMENDED ACTION OR MOTION:

To approve the final plat:
"I move to approve the Greely Farms Phase 2B final plat as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Plat Sheet 1
3. Plat Sheet 2
4. Plat Sheet 3
5. Plat Sheet 4
6. Plat Sheet 5



COMMUNITY DEVELOPMENT DEPARTMENT

230 Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3908 | Fax: (360) 887-2507 | www.ridgefieldwa.us

Greely Farms Phase 2B Final Plat

Staff Report to Council

File No. PLZ-25-0024

June 23, 2025

I. Basic Facts

Application date: On February 11, 2025 the City received an application for final plat approval for Greely Farms Phase 2B (57 lots).

Applicant/Property Owner: Ridgefield East Development, LLC. 1301 SE Tech Center Dr, Ste 150 / Vancouver, WA 98683. Contact: Mike Loomis & Ritchie Tan, 210-364-8899, ritchie@holthomes.com

Applicant's Representative: Fidelity National/Chicago Title. 655 W Columbia St, Ste 200 / Vancouver, WA 98660. Contact: Deanna Haake & Jaima Johnson, 360-601-9146, builderdev@fnf.com

Property Information: No Site Address. Assessor's #986070138, HELENS VIEW PHASE 2 #3 LOT 26 (PEND 2044 GREELY FARMS PH 2B), 18.07 acres

Zoning: Residential Low Density (RLD-6)

Comprehensive Plan: Urban Low (UL)

Compliance: The proposed plat complies with the applicable provisions in the Ridgefield Development Code, Ridgefield Urban Area Comprehensive Plan, Ridgefield Engineering Standards, and Rohrer-Walker-Schuster Development Agreement as amended.

Council date: June 23, 2025

II. Documents Received

- A. Master land use application
- B. Final plat checklist
- C. Narrative
- D. Plat sheets
- E. Lot closure report
- F. Perimeter description
- G. Title report
- H. Performance bond cost estimate
- I. Draft CC&Rs
- J. Revised materials as required by staff

III. Background and Proposal

The project is subject the Rohrer-Walker-Schuster Development Agreement (June 30, 2008), as amended on January 20, 2017. The Hearing Examiner approved the preliminary plat for Greely Farms Phase 2B Planned Unit Development (PUD) via final order on July 5, 2022 (PLZ-22-0018-0021). The approved preliminary plat had 57 single-family residential lots.

Figure 1. Greely Farms Vicinity

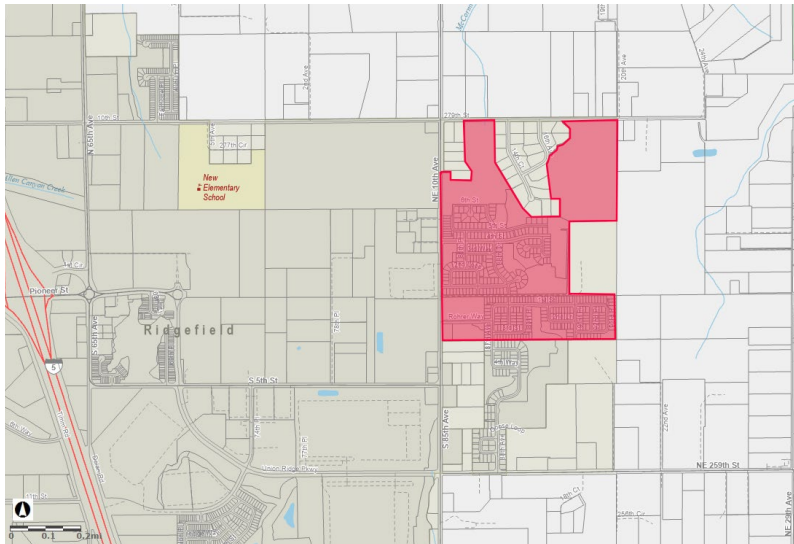
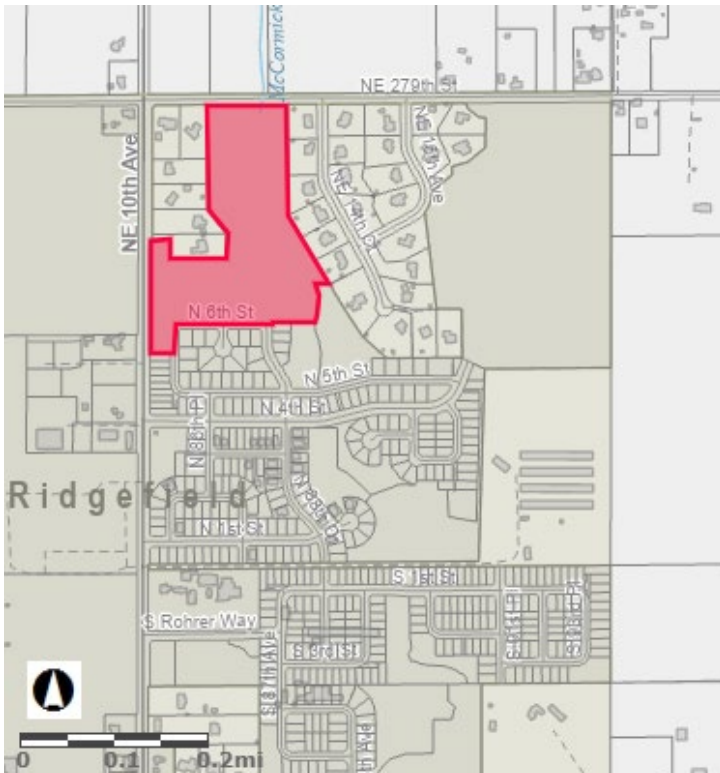


Figure 2. Greely Farms Phase 2B Location



The Greely Farms Phase 2B proposal is to subdivide Assessor's Parcel #986070138 into 57 single-family detached residential lots (See Figure 3). The lots range from 4,658 square feet to 12,542 square feet, consistent with the lot dimensions approved through the amended Walker-Rohrer-Schuster Development Agreement and the Greely Farms Phase 2B Preliminary Planned Unit Development. The average lot area is 7,168 square feet. The largest lots in Phase 2B are adjacent to the existing Helens View neighborhood in the unincorporated Urban Growth Area; the smallest lots are adjacent to NE 10th Avenue.

Tract A is a 21,972-square foot stormwater facility to be owned and maintained by the HOA. Tract H is a 2,300-square foot stormwater facility to be owned and maintained by the HOA. Tract AA is a 4,387-square foot sanitary sewer pump station facility to be owned and maintained by Clark Regional Wastewater District.

Tract B is a 4,117-square foot open space tract to be owned and maintained by the HOA. Tract D is a 206,365-square foot (4.74-acre) open space and critical areas tract to be owned and maintained by the HOA. Both tracts include wetland mitigation planting areas and benches. There is an existing 15-foot-wide gravel path in Tract D providing access from NE 289th Street to the stormwater facility immediately south of Phase 2B (in Phase 2A).

Figure 3. Phase 2B final plat (full plat sheet as an attachment)

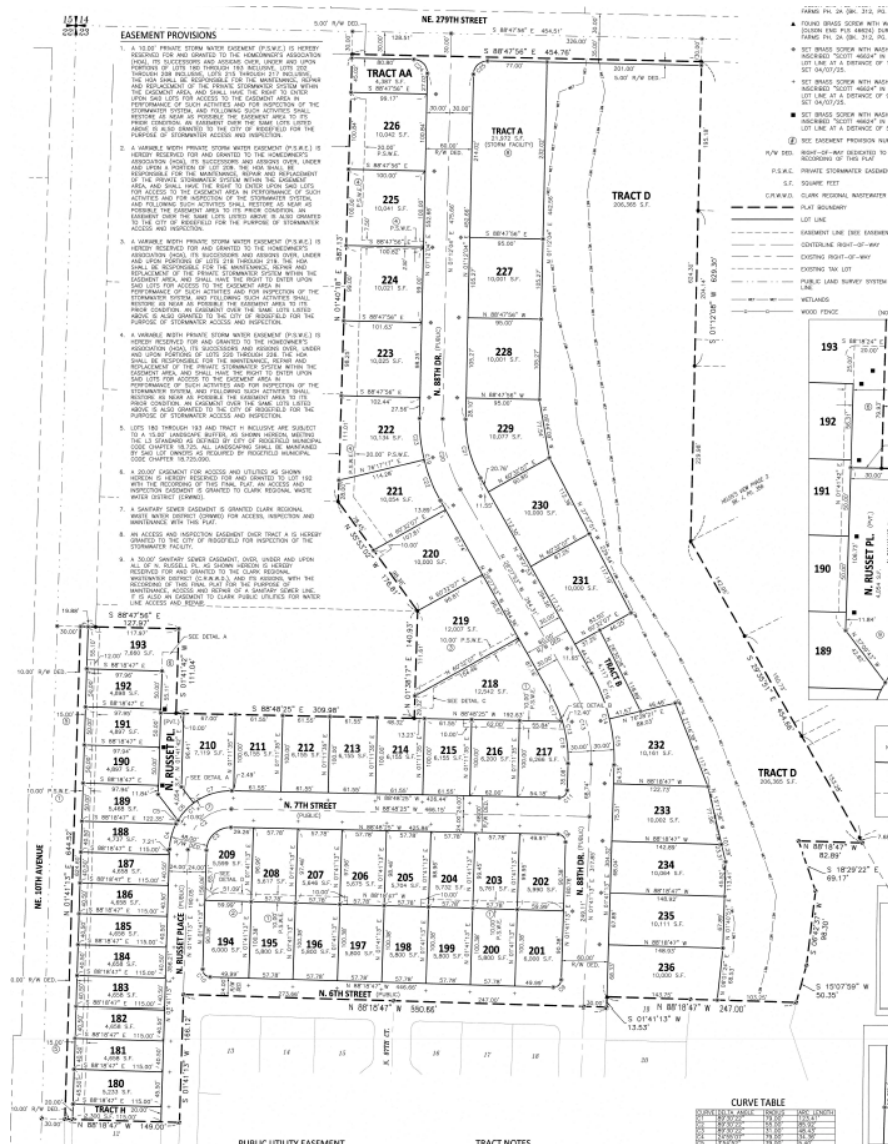


Figure 4. Phase 2B in context



The purpose of this review is to consider whether the applicant has met the conditions of approval from the preliminary approval, the Development Agreement, the Ridgefield Development Code, the Ridgefield Urban Area Comprehensive Plan, and the City Engineering Standards for Public Works Construction. Staff evaluated the final plat materials and resubmittals provided and offer the following combined comments.

IV. Survey Review

Gray & Osborne, Inc. performed a survey review on behalf of the city. The applicant addressed all comments.

V. Engineering Review

Private site improvements are substantially complete. On June 12, the applicant submitted a cost estimate for incomplete public improvements totaling \$103,140.22. The City Engineer subsequently issued a performance

bond request letter for 120 percent of the cost of incomplete public improvements, or \$123,768.26. As a **condition of approval**, the applicant shall submit a performance bond in the amount of \$123,768.26 prior to obtaining city signatures on the final plat mylar.

All other engineering comments and conditions of approval have been addressed.

VI. Land Use Review

The applicant submitted draft CC&Rs which were reviewed and approved by the City Attorney. As a **condition of approval**, the applicant shall record the CC&Rs and submit a recorded copy to the city.

All other land use comments and conditions of approval have been addressed.

VII. Recommendation

Staff recommends City Council **APPROVE** the Greely Farms Phase 2B Final Plat subject to the following **conditions of approval**:

1. Submit a performance bond in the amount of \$123,768.26 prior to obtaining city signatures on the final plat mylar.
2. Submit a mylar for signature containing the signature and seal of the surveyor of record (Certification of Subdivision Platting, see RDC 18.620.120.L) and the signatures of all parties having an ownership interest in the land for purposes of dedication (Dedication of Subdivision, see RDC 18.620.120.M).
3. Record the final plat with the Clark County Auditor's Office within thirty (30) calendar days of City signatures on the face of the Mylar.
4. Submit the recorded plat and all associated written documents within thirty (30) calendar days of City signatures on the face of the Mylar.
5. Record the CC&Rs and submit a recorded copy to the city.

GREELY FARMS, A PLAT COMMUNITY

APPROVED AS GREELY ACRES PUD PHASE 2B BY CITY OF RIDGEFIELD FINAL ORDER
MASTER-22-0012, PLZ-22-0018-22-0021, PLZ-25-0024

A SUBDIVISION IN LOT 26, HELEN'S VIEW

PHASE 2, BOOK J OF PLATS, PAGE 356

IN THE NW 1/4 AND SW 1/4 OF THE NW 1/4

OF SECTION 23, TOWNSHIP 4 NORTH,

RANGE 1 EAST, W.M.

RIDGEFIELD, CLARK COUNTY,

WASHINGTON

APRIL, 2025

CITY OF RIDGEFIELD MAYOR

APPROVED AND ACCEPTED BY THE CITY COUNCIL OF
RIDGEFIELD, COUNTY OF CLARK, STATE OF WASHINGTON, THIS ____
DAY OF _____, 20__.

MAYOR, CITY OF RIDGEFIELD _____ DATE _____

ATTESTED BY: _____ CITY CLERK _____

CITY OF RIDGEFIELD COMMUNITY DEVELOPMENT

CITY COMMUNITY DEVELOPMENT DIRECTOR _____ DATE _____

CITY OF RIDGEFIELD PUBLIC WORKS

CITY PUBLIC WORKS DIRECTOR _____ DATE _____

CITY OF RIDGEFIELD ENGINEER

CITY OF RIDGEFIELD ENGINEER _____ DATE _____

CLARK COUNTY ASSESSOR

THIS PLAT MEETS THE REQUIREMENTS OF R.C.W. NO.
58.17.170, LAWS OF WASHINGTON, 1981, TO BE KNOWN AS

GREELY FARMS PHASE 2B

SUBDIVISION PLAT NO. _____ IN THE COUNTY OF
CLARK, STATE OF WASHINGTON _____

CLARK COUNTY ASSESSOR _____

CLARK COUNTY AUDITOR

ATTESTED BY _____ CLARK COUNTY AUDITOR _____

FILED FOR RECORD THIS ____ DAY OF _____, 2025.

AUDITORS FILE NO. _____ BOOK OF PLATS _____, PAGE _____

CLARK REGIONAL WASTEWATER DISTRICT

DEVELOPMENT MANAGER _____ DATE _____

PLAT NOTES

1. THIS PLAT IS SUBJECT TO THAT DEVELOPMENT AGREEMENT RECORDED UNDER AF# 4470184 AGR AND THE 1ST AMENDMENT THERETO RECORDED UNDER AF# 5369316 AMD, RECORDS OF CLARK COUNTY, WASHINGTON.
2. A HOMEOWNER'S ASSOCIATION (HOA) SHALL BE REQUIRED FOR THIS DEVELOPMENT. COPIES OF THE HOA BYLAWS AND REGULATIONS OF THE HOA SHALL BE SUBMITTED TO THE CITY OF RIDGEFIELD WITH THE HOA. THE HOA SHALL BE RESPONSIBLE FOR THE PERPETUAL MAINTENANCE OF ALL IMPROVEMENTS AND AMENITIES HELD IN COMMON AND NOT DEDICATED TO THE CITY OF RIDGEFIELD.

3. LOTS 180--192 ARE DESIGNATED AS "A" TYPE LOTS AND SHALL HAVE A MAXIMUM LOT COVERAGE OF 60%. LOTS 193--217 ARE DESIGNATED AS "B" TYPE LOTS AND SHALL HAVE A MAXIMUM LOT COVERAGE OF 50%. LOTS 218--236 ARE DESIGNATED AS "C" TYPE LOTS AND SHALL HAVE A MAXIMUM LOT COVERAGE OF 60%.

4. THE MAXIMUM IMPERVIOUS SURFACE AREA FOR THIS PLAT SHALL NOT EXCEED 60% OF THE TOTAL AREA OF THIS PLAT.

5. A MINIMUM OF ONE AND A MAXIMUM OF FOUR OFF-STREET PARKING SPACES SHALL BE PROVIDED FOR EACH DWELLING UNIT.

6. PURSUANT TO R.C.W. 27.53.060, IT IS UNLAWFUL TO REMOVE OR ALTER ANY ARCHAEOLOGICAL RESOURCE OR SITE WITHOUT HAVING OBTAINED WRITTEN PERMIT FROM THE WASHINGTON STATE OFFICE OF HERITAGE AND ARCHAEOLOGY. IT IS THE POLICY OF THE CITY OF RIDGEFIELD TO PROTECT AND PRESERVE ARCHAEOLOGICAL RESOURCES. AT THE SUBJECT SITE PRIOR TO OR DURING ON-SITE CONSTRUCTION, THE DEVELOPER, CONTRACTOR, AND /OR ANY OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL IMMEDIATELY CEASE ALL ON-SITE CONSTRUCTION, SHALL ACT TO PROTECT THE POTENTIAL OR KNOWN HISTORICAL AND CULTURAL RESOURCES AREA FROM OUTSIDE INTRUSION, AND SHALL NOTIFY, WITHIN A MAXIMUM PERIOD OF 24 HOURS FROM THE TIME OF DISCOVERY, THE CITY OF RIDGEFIELD COMMUNITY DEVELOPMENT DEPARTMENT OF SAID DISCOVERY.

7. ALL DWELLING UNITS ON THE SITE SHALL INCLUDE AT LEAST TWO PRACTICES IDENTIFIED IN RDC 18.210.035.B.1-6, GREEN DESIGN AND SUCH PRACTICES SHALL BE SHOWN IN ALL BUILDING PERMIT APPLICATIONS FOR DWELLINGS ON THE SITE.

8. THE PRIMARY FACADE OF ALL GARAGES SHALL BE SETBACK A MINIMUM OF 18 FEET FROM THE INTERIOR EDGE OF THE SIDEWALK.

9. ANY PARKS, OPEN SPACE, AND TRAILS OWNED BY THE DEVELOPER OR HOA SHALL BE MADE AVAILABLE FOR PUBLIC USE AND BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. THE CITY SHALL BE GRANTED THE RIGHT OF THIRD-PARTY ENFORCEMENT TO ENSURE THAT THE PARKS, OPEN SPACE, AND TRAILS ARE MAINTAINED TO THE STANDARDS UNDER WHICH THEY WERE APPROVED AND CREATED.

10. ALL FENCES AND WALLS WITHIN THE SUBDIVISION TO COMPLY WITH RDC 18.740.

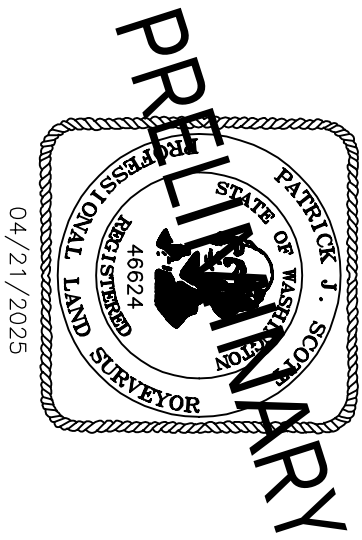
11. LOTS 189--193 SHALL BE SPRINKLED.

12. ARCHITECTURAL DESIGN APPROVAL FROM THE CITY OF RIDGEFIELD IS REQUIRED FOR ALL SINGLE-FAMILY AND DUPLEX HOMES, AND THAT IS THE RESPONSIBILITY OF THE DEVELOPER/BUILDER TO OBTAIN DESIGN APPROVAL FOR EACH HOME, INCLUDING MODEL HOMES, PRIOR TO THE SALE OR ADVERTISEMENT FOR SALE OF THE HOME.

LAND SURVEYOR'S CERTIFICATION

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF THE HOLT GROUP, INC. ON JULY 23, 2021. I HEREBY CERTIFY THAT THIS MAP FOR GREELY FARMS IS BASED UPON AN ACTUAL SURVEY OF THE PROPERTY HEREIN DESCRIBED, THAT THE BEARINGS AND DISTANCES ARE CORRECTLY SHOWN, THAT THE MEASUREMENTS WERE MADE IN ACCORDANCE WITH COMMON INTEREST OWNERSHIP ACT IS SUPPLIED HEREIN AND THAT ALL HORIZONTAL AND VERTICAL BOUNDARIES OF THE UNITS (1) TO THE EXTENT DETERMINED BY THE WALLS, FLOORS, OR CEILINGS THEREOF, OR OTHER PHYSICAL MONUMENTS, ARE SUBSTANTIALLY COMPLETED IN ACCORDANCE WITH SAID MAP, OR (2) TO THE EXTENT SUCH BOUNDARIES ARE NOT DEFINED BY PHYSICAL MONUMENTS, SUCH BOUNDARIES ARE SHOWN ON THE MAP.

PATRICK J. SCOTT _____ DATE _____
PROFESSIONAL LAND SURVEYOR NO. 46624



SURVEY REFERENCES

1. PLAT OF HELEN'S VIEW PHASE 2 BY MINSTER AND CLAESER SURVEYING, INC., RECORDED IN BOOK J OF PLATS, AT PAGE 356, DECEMBER 1996, RECORDS OF CLARK COUNTY, WASHINGTON
2. PLAT OF HELEN'S VIEW PHASE 1 BY MINSTER AND CLAESER SURVEYING, INC., RECORDED IN BOOK J OF PLATS AT PAGE 022, JULY 1994, RECORDS OF CLARK COUNTY, WASHINGTON
3. RECORD OF SURVEY BY HAGEDORN, INC. FOR CLIFF AND DON TYRELL RECORDED IN BOOK 19 OF SURVEYS, AT PAGE 143, MARCH 1986, RECORDS OF CLARK COUNTY, WASHINGTON
4. RECORD OF SURVEY BY HAGEDORN, INC. FOR FOSTER FARMS, INC., RECORDED IN BOOK 26 OF SURVEYS, AT PAGE 83, FEBRUARY 1990, RECORDS OF CLARK COUNTY, WASHINGTON
5. PLAT OF GREELY FARMS PHASE 1 BY OLSON ENGINEERING, INC., RECORDED IN BOOK 312, AT PAGE 057, SEPTEMBER 2019, RECORDS OF CLARK COUNTY, WASHINGTON
6. PLAT OF GREELY FARMS PHASE 2A BY OLSON ENGINEERING, INC., RECORDED IN BOOK 312, AT PAGE 197, FEBRUARY 2022, RECORDS OF CLARK COUNTY, WASHINGTON

DEED REFERENCE

GRANTOR: HOLT OPPORTUNITY FUND
(GRABAUER 1), 2013, P.
GRANTEE: RIDGEFIELD EAST DEVELOPMENT, LLC
A.F.#: 5589703 D
DATE: MARCH 06, 2019

PROCEDURE

FIELD TRAVERSES WERE PERFORMED WITH A 3" TOTAL STATION SURVEY INSTRUMENT AND ADJUSTED BY LEAST SQUARES. THE FIELD TRAVERSES MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-150-090.

MINIMUM BUILDING SETBACKS			
	LOTS 180-192 (A TYPE)	LOTS 193-217 (B TYPE)	LOTS 218-236 (C TYPE)
FRONT YARD	10'	10'	10'
GARAGE	18'	18'	18'
SIDE YARD	0/3'	5'	5'
STREET SIDE YARD **	10'	10'	10'
REAR YARD ***	10'	10'	10'
MAX. BUILDING COVERAGE	60%	50%	60%

A MAXIMUM HEIGHT OF 35.00' IS ALLOWED FOR TYPE "A", "B", AND "C" LOTS.
* 0.00' SETBACK FOR MULTIPLE DWELLINGS IF NOT SHARING A COMMON WALL. THE SETBACK SHALL BE THREE (3') WITH A SIX (6') MINIMUM BUILDING SEPARATION.
** LOTS 180-193 REAR YARD SETBACK SHALL BE 15' AS A CONDITION OF THE LANDSCAPE BUFFER LB STANDARD.

DEDICATION

KNOWN TO ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF THE TRACT OF LAND HEREIN DESCRIBED HAVE CAUSED THE SAME TO BE PLATTED ACCORDING TO THE PLAT HERETO ANNEXED, SAME TO BE KNOWN AS GREELY FARMS PHASE 2B, AND HEREBY DEDICATE THE SAME TO THE CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON, FOR THE PUBLIC USE FOREVER.

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS.

RIDGEFIELD EAST DEVELOPMENT, LLC
A WASHINGTON LIMITED LIABILITY COMPANY

BY: _____
ITS: _____

DECLARANT DECLARATION

THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATE THE SAME FOR THE COMMON INTEREST OF THE PLAT HEREIN ANNEXED, A PLAT COMMUNITY AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR GREELY FARMS RECORDED UNDER CLARK COUNTY RECORDING NO. _____

RIDGEFIELD EAST DEVELOPMENT, LLC
A WASHINGTON LIMITED LIABILITY COMPANY

BY: _____
ITS: _____

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } SS
I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT _____ IS THE PERSON THAT APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE/SHE SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE/SHE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT, AND ACKNOWLEDGED IT, AS AUTHORIZED SIGNATOR OF RIDGEFIELD EAST DEVELOPMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

NOTARY SIGNATURE _____
DATED: _____, 20__.
PRINTED NAME: _____
NOTARY PUBLIC IN AND FOR THE STATE OF _____
MY COMMISSION EXPIRES _____

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } SS
SIGNED OR ATTESTED BEFORE ME ON _____ BY
PATRICK J. SCOTT.
NOTARY SIGNATURE _____
DATED: _____, 20__.
PRINTED NAME: _____
NOTARY PUBLIC IN AND FOR THE STATE OF _____
MY COMMISSION EXPIRES _____

Mackay & Sposito	
ENERGY PUBLIC WORKS LAND DEVELOPMENT	
www.mackaysposito.com	
18405 SE MILL PLAIN BLVD., SUITE 100	VANCOUVER, WASHINGTON 98683
Calc. By: PJS	Drawn By: MK/JKT
Checked By: PJS	DWG. Name: GREELY 2B
Job No.: 9170.02.02	SHEET 1 OF 5

GREENLY FARMS, A PLAT COMMUNITY

APPROVED AS GREENLY ACRES PUD PHASE 2B BY CITY OF RIDGEFIELD FINAL ORDER

MASTER-22-0012, PLZ-22-0018-22-0021

A SUBDIVISION IN LOT 26, HELEN'S VIEW PHASE 2

BOOK J OF PLATS, PAGE 356

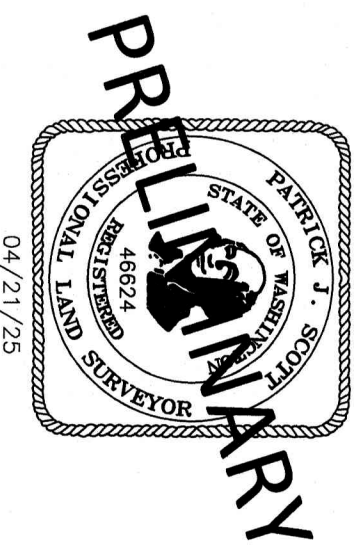
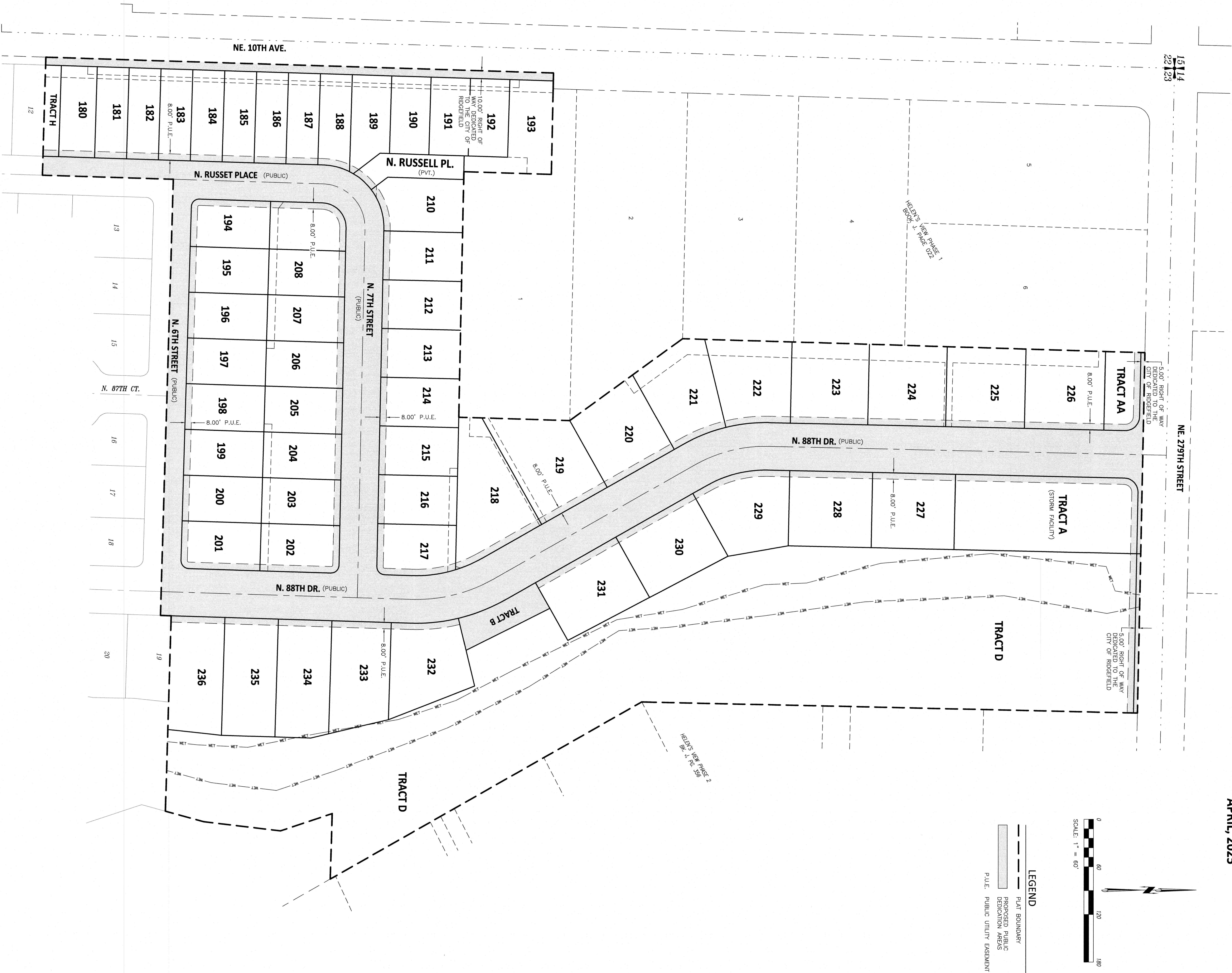
IN THE NW 1/4 AND SW 1/4 OF THE NW 1/4 OF SEC. 23,

TOWNSHIP 4 NORTH, RANGE 1 EAST, W.M.

CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON

APRIL, 2025

MAP OF PUBLIC DEDICATION



Mackay Spósito

ENERGY PUBLIC WORKS LAND DEVELOPMENT

13405 SE MILL PAIN BLVD, SUITE 100

www.mackaysposito.com

Calc. By: PJS

Drawn By: MK/KJT

DWG. Name: GREENLY 2B

Job No.: 9170.02.02

SHEET 4 OF 5

04/21/25

13405 SE MILL PAIN BLVD, SUITE 100

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GREELY FARMS, A PLAT COMMUNITY

APPROVED AS GREELY ACRES PUD PHASE 2B BY CITY OF RIDGEFIELD FINAL ORDER

MASTER-22-0012, PLZ-22-0018-22-0021, PLZ-25-0024

BOOK J OF PLATS, PAGE 356

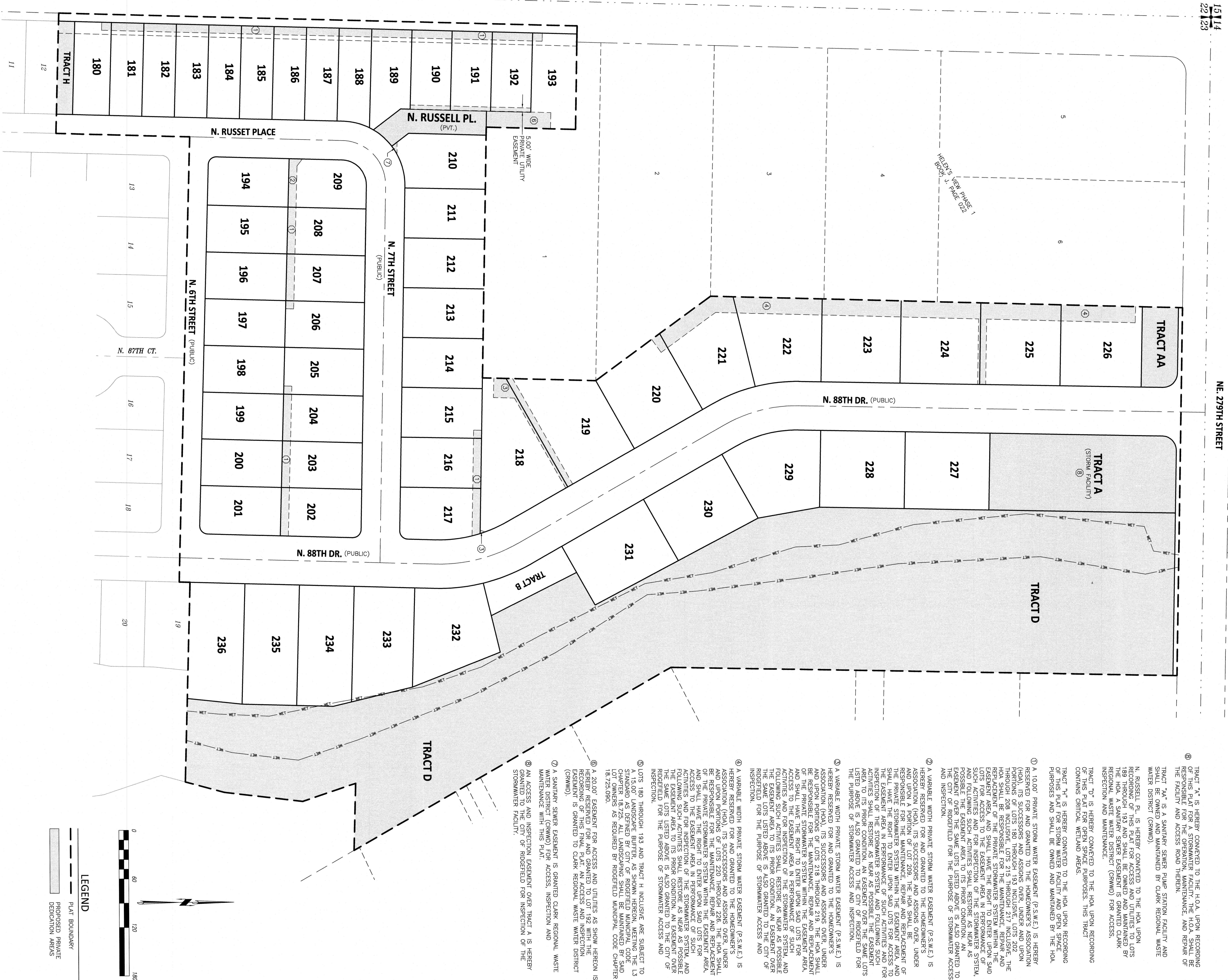
IN THE NW 1/4 AND SW 1/4 OF THE NW 1/4 OF SEC. 23,

TOWNSHIP 4 NORTH, RANGE 1 EAST, W.M.

CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON

APRIL, 2025

MAP OF PRIVATE DEDICATION



04/21/25

Mackay Sposito

ENERGY PUBLIC WORKS LAND DEVELOPMENT

18405 SE MILL PLAIN BLVD., SUITE 100
VANCOUVER, WASHINGTON 98668

Calc. By: PJS Drawn By: MK/JKT Job No.: 9170.02.02

Checked By: PJS DWG. Name: GREELY 2B SHEET 5 OF 5

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 23, 2025

AGENDA ITEM NAME: Second Reading of Ordinance No. 1456 - Amending Ridgefield Municipal Code 2.12.030 - Planning Commission Qualifications

GOVERNING LEGISLATION

RCW 35.63 - Planning Commissions; RMC 2.12 - Planning Commission; RCW 35.18.060 - Authority to appoint boards and commissions.

PREVIOUS COUNCIL ACTION TAKEN:

Planning Commission established 1966; Rules of Procedure modified on May 23, 2024; RMC 2.12 modified on September 12, 2024.

SUMMARY/BACKGROUND:

The Planning Commission is a seven-member advisory body to the City Council with the responsibility and authority to do research and fact-finding on planning, development and growth issues. State law does not mandate required qualifications for planning commissions. Cities can adopt their own required qualifications, such as residency requirements. Municipalities within Washington typically require commissioners to reside within the city limits or within the city's urban growth area.

Jurisdictions that expand the residency requirement to include the urban growth boundary typically require a majority of the commissioners to live within city limits with an allowance for one or two members of the commission to live within the urban growth area. Reasons for this allowance include:

- The need for specialized expertise such as development, engineering, traffic or land use.
- Representation of a broader community that is potentially affected by future development.
- Provide a membership with varied perspectives, experiences, backgrounds, talents and interests that fosters a commitment to the Ridgefield community.

Ridgefield Planning Commission members are currently required to reside within the Ridgefield city limits. A modification to allow that one member of the commission may live within the urban growth area is proposed.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

If the City Council chooses to approve Ordinance No. 1456, a motion would be:
"I move to adopt Ordinance No. 1456 as presented."

STAFF CONTACT: Lee Knottnerus, Deputy City Manager

ATTACHMENTS:

1. Council Staff Report.PCResidency.June 2025

ORDINANCE NO. 1456

An ordinance of the City of Ridgefield, Washington amending rules related to Qualification Requirements for Members of the Ridgefield Planning Commission

WHEREAS, the Ridgefield Planning Commission was established in 1966 to act as an advisory board for the Ridgefield City Council on matters related to planning, development and growth; and

WHEREAS, the qualification requirements for all seven members of the commission include residing within the Ridgefield city limits; and

WHEREAS, expanding the residency requirement to allow up to one member of the Planning Commission to reside within the urban growth area would provide a sufficient candidate pool for specialized expertise, broader community representation and a membership with varied skills and ideas.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. **Public Interest.** It is in the public interest to allow for specialized expertise, broader community representation and a variety of skills and ideas on the Planning Commission.

Section 2. **Amending RMC Chapter 2.12.030.** The Ridgefield City Council hereby amends RMC section 2.12.030, as set forth in Exhibit A, attached hereto and incorporated by reference, to allow up to one member of the Planning Commission to reside within the urban growth area.

Section 3. **Corrections.** The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. **Severability.** If any section, subsection, sentence, clause, phrase or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.

Section 5. **Effective Date.** This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS _____ DAY OF _____, 2025.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss, City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: June 12, 2025

Second Reading/Passage:

Date of Publication:

Effective Date:

Chapter 2.12 PLANNING COMMISSION

2.12.010 Established.

The city council has had under study for a considerable period of time, the problems that have arisen in the growth and planning for growth of the city, as well as the problems that have arisen and will arise concerning subdivision, zoning, building codes, recreation, city streets, general health, safety and welfare of the community, and all of the other problems interrelated and connected to this general area of municipal concern. After continual discussion and thought concerning these problems, the city council believes that it would be in the best interest of the health, welfare and safety of the city that a city planning commission be established under the provisions of RCW 35.63.

(Ord. 216 § 1, 1966).

2.12.020 Created—Membership.

Pursuant to the policy in Section 2.12.010, there is created a city planning commission consisting of seven members to be appointed by the mayor and confirmed by the council.

(Ord. 769 § 1, 2000: Ord. 216 § 2, 1966).

2.12.030 Qualifications.

~~All members~~ Members of the planning commission must reside within the corporate limits of the city of Ridgefield, except that up to one member may reside outside the city limits, provided they reside within the urban growth area as depicted by the Ridgefield comprehensive plan. ~~They~~ All members must be qualified to be electors in the city, but need not be so registered.

(Ord. 645 § 1, 1994: Ord. 216 § 3, 1966).

2.12.040 Positions—Term—Vacancies.

- A. There are created seven positions upon the city planning commission. These positions are numbered one through seven consecutively. The term of office for each appointive member shall be four years. The present terms are as follows:
1. Position one expires December 31, 2002;
 2. Positions two and three expire December 31, 2001;
 3. Positions four and five expire December 31, 2003;
 4. Positions six and seven expire December 31, 2004.
- B. Vacancies occurring otherwise than through the expiration of terms shall be filled for the unexpired term. Members may be removed, by the city manager, with the approval of the council, for inefficiency, neglect of duty, malfeasance in office, no longer meeting the qualification requirements of planning commission members, or three unexcused absences from meetings of the planning commission within a one-year period.

-
- C. The members shall be selected without respect to political affiliations and they shall serve without compensation.
 - D. Prior to taking office, the members shall be sworn to uphold the laws of the state of Washington and the city of Ridgefield.

(Ord. 769 § 2, 2000; Ord. 645 § 2, 1994; Ord. 216 § 4, 1966).

(Ord. No. 1054, § 1, 5-27-2010; Ord. No. 1429, § 2(Exh. A), 9-12-2024)

2.12.050 Duties.

The officers of the commission shall consist of a chair and vice-chair elected from the members of the commission by majority vote. The commission shall biennially elect its chair and vice-chair at a meeting in January of each even-numbered calendar year. The commission shall hold at least one regular meeting in each month for not less than nine months in each year. It shall adopt Robert's Rules of Order, and shall keep a written record of its meetings, resolutions, transactions, findings and determinations, which records shall be a public record, the original of which shall be kept at the clerk's office in City Hall.

Rules of Procedure will be developed and maintained for planning commission. city council will review these rules of procedure on or about every five (5) years or at any time recommended by the commission or city staff. The procedure for review and amendment is:

1. Review by the commission with a recommendation to city council for any or no proposed amendments by a vote of the commission, and
2. Approval of proposed or other amendments by city council.

(Ord. 645 § 3, 1994; Ord. 216 § 5, 1966).

(Ord. No. 1429, § 2(Exh. A), 9-12-2024)

2.12.060 Expenditures.

The expenditures of the city planning commission authorized and established under this chapter, or under RCW 35.63, exclusive of gifts, shall be within the amounts appropriated for the purpose by the council. Within such limits, the commission may employ such employees and expert consultants as are deemed necessary for its work.

(Ord. 216 § 6, 1966).

2.12.070 Powers.

The commission is given the duty, responsibility and authority to act as a research and fact finding agency of the municipality. The commission is granted all of the powers set forth in RCW 35.63.060, the provisions of which are herein adopted by reference.

(Ord. 216 § 7, 1966).

2.12.080 Coordinated plan—Preparation.

The city planning commission is directed to prepare a coordinated plan for the physical development of the municipality. The city council states that it is specifically interested in legislating within the areas set forth by RCW

Sections 35.63.080, 35.63.090, 35.63.100 and 35.63.110, which sections are specifically incorporated herein by reference. Because of this intent, the city planning commission is directed and authorized to at once commence making the studies and formulating recommendations and plans to accomplish those sections.

(Ord. 216 § 8, 1966).

2.12.090 Benefits—Authorization.

The city planning commission is expressly authorized to avail itself of the benefits authorized to it by RCW 35.63.070, which section is incorporated herein by reference.

(Ord. 216 § 9, 1966).

2.12.100 Rights reserved.

In enacting the ordinance codified in this chapter, the council expressly reserves unto itself the right to exercise the powers and authorities set forth in RCW 35.63.120, which section is incorporated herein by reference.

(Ord. 216 § 10, 1966).