



Regional Sustainable Materials Management Plan Task Force

Salem, OR
December 16, 2025



Background & Context

Timeline:

- **Conditional Use Permit to Expand Coffin Butte**
 - June, 2021 – March, 2022; Republic Services Withdraws Application
- **Benton County Talks Trash (BCTT)**
 - September, 2022 – April, 2023
 - Five Subcommittees: Four on Coffin Butte; One to Develop a Sustainable Materials Management Plan
 - Benton County Initiated a More Regional Approach

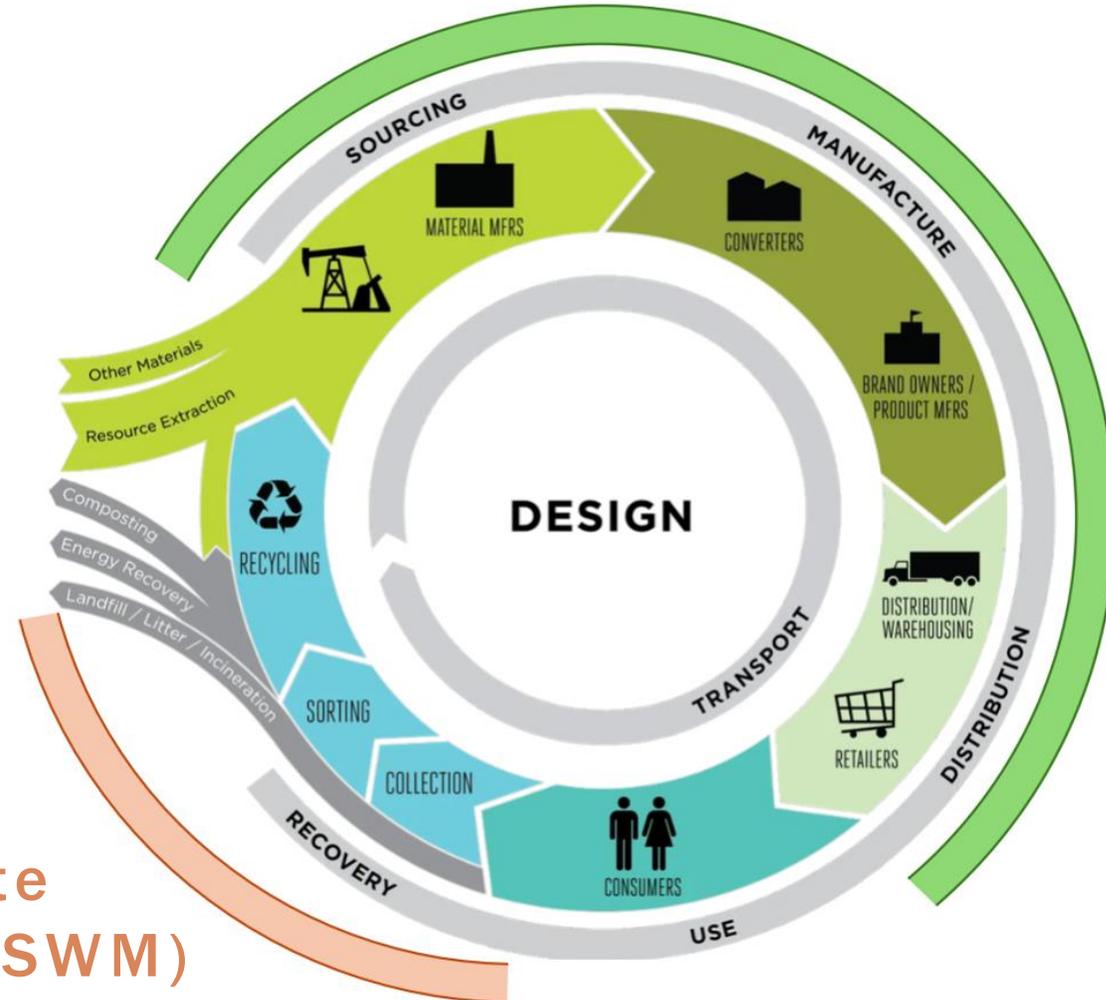
Background & Context



**Coffin Butte
Landfill (CBL)**

**Solid Waste
Management (SWM)**

**Sustainable Materials
Management (SMM)**



Background & Context

Timeline:

- **Regional Sustainable Materials Management Plan Task Force**
 - Summer, 2024: Listening Tour
 - Summer, 2024: Secured Consultants
 - October, 2024: Kickoff Meeting

Background & Context

SMMP Task Force Formation:

- **Consultants**

- Resource Recycling Systems (RRS) – Research & Data
- Start Consulting (Liz Start) – Task Force Facilitation



Background & Context

SMMP Task Force Formation:

- **Membership**

- Government Representatives from Benton, Lane, Linn, and Marion Counties; City of Portland; and, Metro
- Governor's Office and Dept. of Environmental Quality
- Association of Oregon Counties & League of Oregon Cities
- Association of Oregon Recyclers
- Non-Profit Organizations
- Academic Experts

Task Force Timeline:

October 2024

- Task Force Kick off
- Goals and purpose
- Background and context

December 2024

- Initial “current state” research
- Selection of subcommittee focus areas
- Discussion of benefits and consequences matrix

January 2025

- Final “current state” research
- Adopt benefits and consequences matrix
- Begin subcommittee work

March 2025

- Subcommittees present draft findings
- Initial discussion of synergies
- Sustaining support for SMMP recommendations

Subcommittee Meetings 1 and 2

Subcommittee Meetings 3 and 4

May 2025

- Adopt final recommendations
- Discussion: Working toward implementation

Background & Context

SMMP Task Force Purpose:

- Address Two Major Regional Challenges:

1. How Can the Northwest Oregon Region Assist & Support DEQ's *Materials Management in Oregon: 2050 Vision & Framework for Action?*

- Built Environment
- Food & Organics
- Products & Packaging

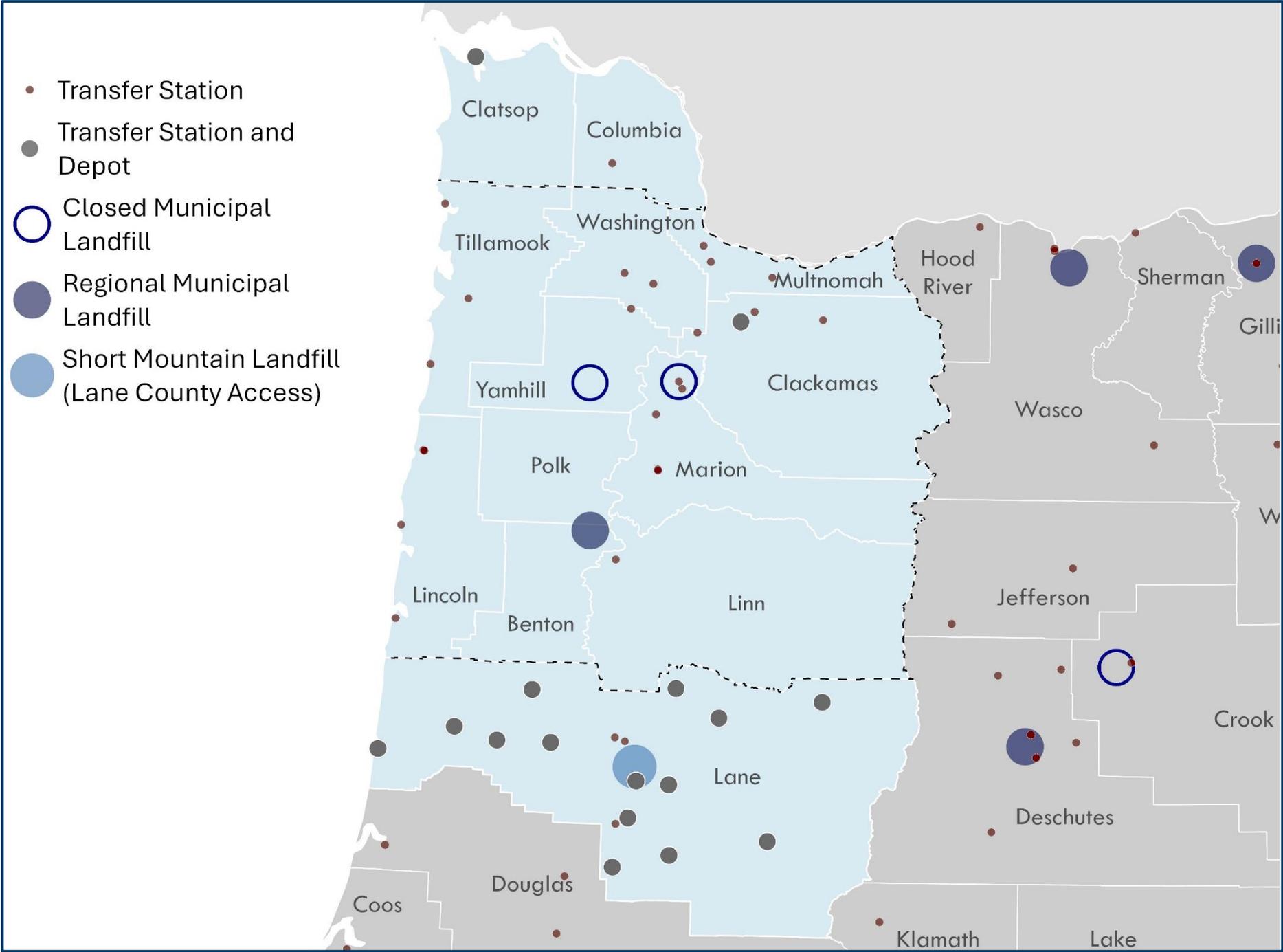
Background & Context

SMMP Task Force Purpose:

- **Address Two Major Regional Challenges:**

2. What Does Our Region Need to Plan & Implement to Prepare for When Coffin Butte Shuts Down?

- Solid Waste Management



Regional Waste Recommendation Summary

DESIRED FUTURE STATE: THE MID-NORTHWEST REGION HAS A PUBLICLY OWNED TRANSFER INFRASTRUCTURE NETWORK DESIGNED FOR RECOVERY AND WITH ACCESS TO INTERMODAL TRANSPORT.

Strategy components

Establish mechanism for lasting regional collaboration and decision making.

Develop hub and spoke transfer network and infrastructure plan.

Focus on areas with limited transfer infrastructure - Benton, Linn, Marion, Tillamook, Lincoln, Yamhill.

Design transfer facilities for recovery including comprehensive recycling drop off and a reuse center (cross over with other subcommittees).

Update logistics to be compatible with intermodal transport.

Use facility upgrades and new publicly-owned infrastructure. Phase upgrades first while planning for new infrastructure is executed.

Establish mechanism to guarantee inbound material to new infrastructure – necessary to secure funding.

Target infrastructure to be operational by 2035.

Regional Waste Recommendation Package



Phase 1: Create
Regional Waste
Authority



Phase 2: Study and
Adopt a Regional
Intermodal Hub and
Spoke Network Plan



Phase 3: Finance and
Develop Publicly
Owned Transfer
Infrastructure



Recommendation #1 Establish Mechanism for Regional Collaboration and Decision making

PHASE 1 INCLUDES DEVELOPMENT
OF A REGIONAL BODY WITH
DECISION MAKING AUTHORITY
TIED TO AN ENTERPRISE FUND.

- Description
 - > Establish a collaborative waste “authority” to adopt and implement a regional sustainable materials management infrastructure network plan.
 - > Recommend common service standards, contracting tools, and directives on the movement of materials, provide best practice guidance and resources, and develop regional education and communication campaigns.
 - > The regional body could be established through legislation or through direct intergovernmental agreements (IGAs).
- Who Acts
 - > Core of the regional body would be counties with limited transfer or disposal infrastructure - Benton, Linn, Marion, Polk, Tillamook, Lincoln, Yamhill.
 - > It could include all 13 counties in the region, with a distinction between “owners” and “members”.
 - > Authority is led by county solid waste directors in the region and maintains a practical and operational focus.
 - > Each county contributes to the collective plan and executes county-specific components.
 - > Cities within the counties continue to execute their own service agreements
 - > Legislators enable authority.
- How is it Funded
 - > Initial funding to establish provided by each county and potentially the state.
 - > Tip fees provide source of ongoing funding through an enterprise fund.
- Barriers
 - > Requires significant coordination and political undertaking locally.
 - > Cities and service providers may have concerns about loss of local control.
 - > Private service providers will be concerned with how this may impact their service contracts and facilities and could put up opposition.
- Timeline
 - > Q4 2025 – Q2 2026: Regional governance structure and funding mechanisms explored further.
 - > Q1 2026: Begin tangible partnership conversations / negotiations
 - > End of 2026: Regional “Authority” Established.

Recommendation #2 Develop an Intermodal Hub and Spoke Transfer Network Plan

PHASE 2 IS THE STUDY AND
ADOPTION OF AN
INFRASTRUCTURE SYSTEM PLAN
THAT WOULD GUIDE
DEVELOPMENT OF TRANSFER /
RECOVERY IN THE REGION.

- Description
 - > Comprehensive transfer network plan (feasibility, cost, and network design) with Regional Intermodal Center as a central hub and county transfer sites as spokes.
- Who Acts
 - > The Regional Waste “Authority” (RWA) would lead the development and adoption of a plan.
 - > If a RWA is not established this could be led by a less formal regional collaboration.
 - > County staff participate and contribute data and input on their respective needs.
 - > Local jurisdictions, haulers and other stakeholders provide input through an engagement process.
- How is it Funded
 - > All involved counties contribute.
 - > State and federal grant programs would be explored (e.g. SWIFR related) to study feasibility and network design.
- Barriers
 - > Regional planning is inherently complex and requires timely input from many parties.
 - > Timeline is limited.
 - > Potential opposition from haulers, neighboring communities and those sensitive to rate impacts.
- Timeline
 - > Q1 2027: Issue RFP to study and design a hub and spoke network.
 - > Q1 2028: Plan is “adopted” and moves on to the development phase.

Recommendation #3 Develop / Upgrade Publicly owned Transfer Stations Designed for Recovery

PHASE 3 IS THE DEVELOPMENT OF
INFRASTRUCTURE AND
POTENTIAL CONTRACTING OF
OPERATIONS

- Description
 - > Designated space for other recovery and reuse activities
 - > Ability to transload into intermodal containers.
- Who Acts
 - > RWA or host county would develop the regional Hub and own the facility, while collecting tip fees.
 - > Local jurisdictions would develop and own the county transfer spokes, and upgrade service agreements to guarantee tons.
 - > Operations could be public or private depending on circumstance.
- How is it Funded
 - > Public revenue bonds and/or other low interest infrastructure finance options.
 - > RMA funding could contribute to portions related to capture of USCL and PRO list materials.
- Barriers
 - > Infrastructure could cost \$100 million or more (~\$2-\$5 million for small rural, \$10-\$20 million for medium, and could be \$25 million or more for the large Hub).
 - > Impacts to rates will be a key issue.
 - > Inbound tonnage guarantees are essential for securing financing and covering operational costs and are politically tenuous.
 - > Development timeline is tight.
 - > General opposition to new infrastructure investment is possible from incumbent industry and neighboring communities.
- Timeline
 - > Q1 2028: Procurement issued for preliminary feasibility and design of facilities
 - > Q1 2029: Procurement issued for design, build and potentially operate the facilities
 - > New infrastructure should begin development by 2030 and be operational by 2035 at the latest.



Questions & Discussion

