



O R E G O N

MARION COUNTY BOARD OF COMMISSIONERS

Work Session Summary Minutes

Solid Waste Plan

October 23, 2025. 1:30 PM

Courthouse Square, 555 Court St. NE, Salem
5th Floor, Suite 5232, Commissioners Board Room

ATTENDANCE:

Commissioners: Danielle Bethell, Colm Willis, and Kevin Cameron.

Board's Office: Matt Lawyer, Chris Eppley, Alvin Klausen, and Trevor Lane.

Legal Counsel: Steve Elzinga, and Scott Norris.

Public Works: Brian Nicholas, Dennis Mansfield, Brian May, Andrew Johnson, and Cory Swartout.

Commissioner Danielle Bethell called the meeting to order at 1:39 p.m.

Presentation:

- Current System:
 - Marion County previously disposed of most waste locally (85% in 2014):
 - Local incinerator and Brown's Island handled the majority of waste.
 - As of 2024, only 30% of waste is managed within the county:
 - 70% is exported.
 - Projections indicate 95% of waste will be shipped outside Marion County.
 - Total waste tonnage increased from 226,000 tons in 2014 to 350,000 tons:
 - 2025 projected.
 - Current system is close to breaking-even:
 - Revenue and expenses roughly equal.
 - Transportation is mainly by truck:
 - Transfer stations are used for load consolidation which adds to cost.
 - Costs include reload, transportation, and disposal:
 - Transfer stations require expensive compactors.
 - Landfills currently used have different cost structures and capacities:
 - Coffin Butte and Wasco County
 - Coffin Butte has about 10 years of capacity left and is attempting expansion.
 - Main regulatory authority is Oregon Department of Environmental Quality (DEQ).
- Potential Options:
 - Multiple landfill options under consideration:
 - Coffin Butte.
 - Short Mountain.
 - Clean Lane Facility.
 - Wasco County.
 - Columbia Ridge Landfill and Green Energy Plant in Arlington, Oregon.

- Finley Buttes.
- Dry Creek.
- Capacities range from a few decades (Coffin Butte, Wasco County) to over 100 years (Arlington, Finley Buttes).
- Short Mountain and Clean Lane face site and regulatory challenges.
- Waste could be transported by truck (currently cheapest), barge, or rail.
- Transportation mode affects both cost and environmental impacts:
 - Emissions and road congestion.
- Barge and rail may require larger waste volumes for economic feasibility:
 - Have infrastructure or maintenance considerations.
- Environmental impacts, greenhouse gas emissions, and potential disruptions (e.g., weather, infrastructure closures) are factors in decision-making.
- Pricing of disposal options varies depending on volume, site, and mode of transportation:
 - Making direct comparison is complex.

Discussion:

- Frustration about shipping out of county and environmental impact concerns.
- Need detailed financial data and environmental analysis.
- Pricing complexity, and proprietary business data:
 - Executive session for some topics.
- Consideration of cost balancing, environmental responsibility, and available infrastructure.
- Regional infrastructure and waste management capacities in neighboring counties.
- Detailed data is required before decisions can be made regarding future options.

Next Steps:

- Executive session to review proprietary service provider pricing data.
- Collect detailed, mode-specific cost and volume information:
 - For all transportation and disposal options.
- Gather regional data on haulers and disposal sites in neighboring counties.
- Analyze environmental impacts, including greenhouse gas emissions, for each potential transportation method.
- Continue to develop criteria that considers both financial and environmental factors in decision-making.

Adjourned – time: 2:07 p.m.

Minutes by: Mary Vityukova

Reviewed by: Gary L. White