

## The Oregonian

### **Metro says construction debris must be recycled**

**Scrap - The policy jibes with Metro's goal to increase recycling to 64 percent by the end of 2009**

Tuesday, August 21, 2007

**SCOTT LEARN**  
The Oregonian

Beginning in 2009, builders no longer will be able to back into two Washington County landfills and scrap thousands of tons of construction debris that includes recyclable wood, metal and cardboard.

The new policy by Metro, the regional government, to mandate recycling of construction and demolition debris will take effect six years after it was first proposed. The delays came in part because of concerns by builders and by the Lakeside and Hillsboro landfills.

The policy requires mixed loads of construction debris to be sorted for recyclables before they're dumped, leaving no more than 15 percent recyclables in the leftovers. The rules, approved last week by Metro's council, are part of the agency's push to increase recycling rates in the metro area to 64 percent by the end of 2009.

Metro officials predict the policy will keep at least 33,000 tons of construction debris out of landfills. That's enough to boost overall recycling rates by 1.25 percent, Metro officials said -- a huge jump for a change to one category of recyclables.

If Metro predictions pan out, Lakeside Reclamation Landfill could see incoming loads plunge. That would be welcome news for neighboring Ponzi Vineyards and other critics of the unlined landfill.

But a Lakeside spokesman said that Metro's estimates of recoverable materials in mixed loads are overblown and that the landfill's business won't be hurt. Lakeside already recycles tons of wood each year, said Larry Harvey of PacWest Communications.

In 2003, a Metro committee looking at ways to increase recycling recommended putting the policy into effect by July 1, 2004. But the changes proved controversial with some local governments and builders, who worry about tipping fees rising.

Seven recycling stations in the region accept mixed loads. But tipping fees at the two Washington County landfills are lower, Metro officials said, an incentive for contractors on the fast-growing west side to dump the loads.

Metro analysts predict \$4 to \$5 increases in per ton tipping rates. Disposal cost increases as a percent of project costs will be less than 1 percent for most projects. But demolition of single-family homes could see project costs rise up to 5 percent.

The 400-acre Hillsboro Landfill, owned by Waste Management, is expected to build a recycling facility on-site so it can continue accepting mixed loads.

Lakeside, at 43 acres, isn't interested in building a recycling facility with as few as five years left before the landfill is full, Harvey said. A consulting firm's analysis of the landfill's waste stream concluded that its incoming waste doesn't have enough recyclables -- more than 15 percent -- to run afoul of the new law, he said.

But construction debris is one of the most promising places to get more recyclables, said David Bragdon, the Metro Council's president. "I don't find his figure to be very reliable," he said of Harvey's assertion.

Lakeside sits outside Metro's urban growth boundary but gets 95 percent of its waste from builders inside the boundary, under a Metro contract.

Neighbors have complained for years about noise, dust and contamination from Lakeside.

John Frederick, one of the neighbors fighting the landfill, said he was glad Metro stood up to Lakeside owner Howard Grabhorn. Neighbors are also pressuring the regional agency to terminate its dumping contract with the landfill.

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