MEMO

To: **Mayor and Members of Council**
From: **Vincent Martorello, City Manager**
CC: **City Council File**
Re: **Week of June 21, 2026 - Update**
Date: **June 26, 2026**

Here is a summary of my activities for the week of June 21, 2026.

- I attended the Council work session on June 22, 2026
- I prepared materials for the July 13, 2026, council meeting.
- I attended the Lane County Commissioners morning session and afternoon session virtually on June 22. I mainly was interested in hearing the staff presentations regarding the closure of the transfer stations and the County's overall budget forecast.
- I drafted an email to Commissioner Buch regarding the closure of the transfer stations (attached for ease of reference)
- Based on potential misinformation being discussed in the community and the need for us to let the community know about the closure, I drafted a letter to the community (attached for ease of reference).
- I conducted several site visits to 2nd Street, and the construction of the road looks good.

Anticipated Work for the Week of June 28, 2026

- June 30 - I will be meeting with R3 and review their concepts to increase the density of housing on the lot.
- June 30 – Staff is meeting with Cottage Grove staff to review the IGA for building permit services. Cottage Grove has proposed an increase from our flat fee of 83,000 to a percentage-based review that would increase the cost to approximately 112,000.
- I will be off from July 1, 2, and 3.

Upcoming Work:

- July 6 - Monthly check in with Councilor Kent
- July 8 - Public Safety Committee meeting
- July 9 - Hobby Field AMP - PAC Meeting #2

Let me know if you have any questions or concerns.

With Gratitude,
Vincent

From:	Vincent Martorello
To:	Heather Buch
Cc:	Nicholas Smith
Subject:	Creswell Transfer Station
Date:	Thursday, June 25, 2026 10:00:00 AM
Attachments:	City of Creswell-Ltr Lane County Response to Transfer Station Closure Discussion.pdf

Hello Heather,

I hope you are doing well. I am emailing to express concern about the closure of the Creswell Transfer Station and its inclusion three of the four options. I provided public comment and attached my letter for ease of reference. I sat through the presentation County staff provided the commissioners and was waiting for detail discussion on the alternative analysis regarding the transfer stations. Please consider the following points and please be our voice.

1. Could Creswell Transfer Station stay open if the fee deficit of $7.10 (number of visits combined with deficit) was added to the user fee at the gate?)
2. What is the number of users and volume of trash for the operating days of Wednesday and Thursday?
3. Why not go to just a Friday - Saturday schedule and even with less hours during those days? – Can we see the analysis staff did regarding reducing days of operation and hours of operation?
4. Can we please see the analysis County staff did on adjusting the hours at Creswell Transfer Station to determine how that impacted the deficit.
5. What is the anticipated dispersion of the waste not coming into the Creswell Transfer Station (i.e., what is the breakdown of where the trash will go)
6. What is the breakdown of station users - Creswell specific zip codes vs. rural lane count?

The budget issues will continue for the waste management department, especially with their paying for six FTE out of reserves (I was surprised as Commissioner Farr to hear this) and the County will either need to terminate those positions or come up with the funding for those positions from another place – it would seem appropriate to implement the highest cost recovery option (Option 4).

Vincent Martorello, City Manager
City of Creswell
13 South 1st Street
P.O.Box 276

Creswell, Oregon 97426
541- 895-2531

June 26, 2026

To: Creswell Community
From: Vincent Martorello, City Manager
RE: Status of Creswell Transfer Station

It has come to my attention that there is a lot of conversation in the community about the possible closure of the Creswell Transfer Station. The County has not made a final decision. They will review the issue again in the next couple of weeks. If you want the Creswell Transfer Station to remain open, the most effective thing you can do right now is contact the Lane County Board of Commissioners directly. Social media posts alone will not influence their decision. If you care about keeping this essential facility open, please unite with your neighbors and send your concerns to the Board at: lcbcccom@lanecountyor.gov

Let them know why the Creswell Transfer Station matters to you and to our community. Regarding the social media conversation, let me provide some background and additional information.

Background
Sanipac has been hauling Lane County waste to their facility near Medford because it was more economical, and they built those savings into Creswell customer fees. The County and the City had an agreement that allowed the County to charge a System Benefit Fee (SBF) for waste hauled outside the county. Sanipac could no longer absorb this fee and would eventually need to pass it on to customers. The Council said no to that option for you and authorized me to terminate the agreement, effective June 18, 2026.

During discussions about the SBF between the County and Sanipac, the idea of closing the Creswell Transfer Station came up more frequently. At the June 23, 2026, meeting, County staff presented four options to address a roughly $3 million waste-management budget deficit. Three of the four options include closing the Creswell Transfer Station.

Before that meeting, the city submitted a letter asking the Commissioners to:

1. Reject a permanent closure as an immediate action.
2. Consider a six-month pilot with reduced hours/days, keeping Saturday access and preserving local self-haul and recycling services.
3. Evaluate Creswell's fees and revenue compared to statewide norms and identify adjustments that would allow the station to cover its costs under reduced hours.
4. Return in six months with real data on usage, tonnage, customer impacts, and savings.
5. Consider a Friday–Saturday schedule only if additional savings are needed—before discussing full closure again.

On June 25, 2026, the city emailed Commissioner Buch with additional questions:

1. Could the station stay open if a $7.10 user-fee increase (based on visits and deficit) was added at the gate?
2. What are the user counts and trash volume for Wednesdays and Thursdays?
3. Why not operate only on Friday and Saturday, possibly with shorter hours? Can we see the analysis behind staff's recommendations?
4. What analysis has been done on adjusting hours and how that impacts the deficit?
5. Where would the displaced waste go if Creswell closes?
6. What portion of users are Creswell residents versus rural Lane County?

The County's overall budget challenges remain significant, especially since six full-time positions are currently being paid out of reserves. Those costs will need to be addressed either through position cuts or increased revenue. Regarding the waste management program, it appears Option 4 would provide the highest cost recovery. Importantly, as the table below shows, Creswell is one of the busiest stations, and its deficit is not one of the largest. Nonetheless, most County recommendations still propose closure.

You can view the staff presentation here: Board of Commissioners Afternoon Meeting: June 23, 2026

Lane County's Waste Management Department
Transfer Station Budget Loss Table

Transfer Sation Location	# of Customers	Net Loss	Net Gain
Cottage Grove	31,600	76,000.00	-
Creswell	15,900	113,000.00	-
Florence	39,500	491,000.00	-
London	1,919	14,000.00	
Low Pass	2,820	67,000.00	-
Marcola	5,592	204,000.00	
McKenzie Bridge	2,250	39,000.00	-
Oakridge	6,877	69,000.00	
Rattlesnake	11,662	65,000.00	-
Sharps Creek	908	20,000.00	
Swisshome	2,115	44,000.00	-
Veneta	28,362	182,000.00	
Vida	6,095	241,000.00	
Walton	773	32,000.00	
Glenwood	176,524	-	694,000.00
		1,657,000.00	694,000.00
	NET LOSS	963,000.00	

Summary
Some have suggested that the proposed closure of the Creswell Transfer Station is retaliation for the City's decision to terminate the IGA. I urge everyone to set aside any speculation and stay focused on the goal in front of us: keeping the Creswell Transfer Station open. Contact the Commissioners and speak up for Creswell!

The Mayor, City Council, and I are requesting that the County provide more information, a clearer analysis, and a fair review of all reasonable alternatives. We believe the County should focus on solutions that address the $963,000 transfer station deficit rather than relying on closures to resolve the entire $3 million departmentwide shortfall.

These are difficult budget choices, and we recognize the pressure County leaders are facing. Even so, we firmly believe there is a responsible path forward—one that preserves essential services for Creswell residents while still helping the County meet its financial obligations.

Sincerely,

Vincent Martorello
City Manager, City of Creswell

Enclosures:
June 22, 2026 City of Creswell Lettter to Lane County Commissioners
June 25, 2026 Email to Commission Buch
April 15, 2026 City letter to County terminating IGA

June 22, 2026

City of Creswell
13 South 1st Street
PO Box 276
Creswell, Oregon 97426

Lane County Board of County Commissioners
125 East 8th Avenue
Eugene, OR 97401

Re: City of Creswell request to reduce operating hours/days at the Creswell Transfer Station rather than close the facility

Chair and Commissioners:

On behalf of the City of Creswell, we respectfully request that Lane County retain the Creswell Transfer Station and pursue a reduced-hours/reduced-days operating schedule instead of permanent closure.

We understand from the County's June 23, 2026 agenda packet that the Board is considering a package of measures that includes fee increases, program changes, station-hours adjustments, reduced-day service at other facilities, and closure proposals. Our position is not that Creswell should be insulated from systemwide rebalancing. Our position is that Creswell should receive the same type of graduated, lower-impact operational review the County has already used elsewhere in the system.

The County's own data show that Creswell is too active and too comparatively efficient to treat as a marginal station. The agenda packet lists Creswell at 15,900 customers and -$113,000 net, or about -$7.11 per customer. That is materially better than many other retained public sites.

The City is also concerned about the access and equity effects of closure. The practical public alternatives as Cottage Grove (9 miles) and CRS/Glenwood (11 miles) from Creswell. Those distances may appear manageable on paper, but the County itself warned that closure decisions carry social costs inconvenience, transportation expense, and travel time, and that alternative sites may face accommodation costs of their own. For households that rely on self-haul, especially those managing smaller loads and tighter budgets, the added cost and time are real. [11]

The attached PNG map makes the access and equity problem visually. It shows Creswell as the fifth-highest-customer station in the County transfer-station customer table, with 15,900 annual customers, and shows the nearest public alternatives as Cottage Grove and

Glenwood/CRS. Those stations are not unused reserve capacity; they are large public nodes already serving 31,600 and 176,524 annual customers, respectively. Closing Creswell would shift local self-haul trips and potential overflow to those sites. A reduced-hours/reduced-days pilot gives the County savings while keeping the local access point in place.

The County has already acknowledged this principle in other settings. In 2023, Lane County said transfer-station decisions should aim for the "least impact on our customer base from a drive time and ease of use perspective." The City asks the Board to apply that same standard here. Permanent closure imposes the maximum drive-time impact on Creswell-area self-haul users. A reduced-days model imposes less harm while still contributing savings. [19]

In addition to increased travel distance, closure of the Creswell Transfer Station may create a significant transportation safety concern for rural residents. Many customers who currently use the Creswell site rely on small personal vehicles, pickup trucks, and light-duty trailers to transport waste.

If Creswell is closed, these residents will be forced to travel longer distances via Interstate 5 or Highway 99 to reach the nearest facilities in Glenwood or Cottage Grove. These routes carry higher speeds, heavier commercial traffic, and more complex driving conditions than local roads. Light trailers are often not designed for sustained highway travel and can present safety risks including instability, braking limitations, and load securement issues at highway speeds.

Requiring increased use of these corridors for waste disposal not only elevates risk for those residents, but also for the traveling public. Maintaining Creswell, even on a reduced-day schedule, allows a substantial portion of users to continue utilizing local road networks rather than entering high-speed freight corridors. This approach supports both public safety and system efficiency, while still achieving the County's goal of reducing operational costs.

Additionally, the City asks that any County action affecting the Creswell transfer station be coordinated carefully with the City and our franchised hauler, Sanipac. Operational changes at the transfer station can affect household behavior, overflow patterns, illegal-dumping risks, and the economics of formal collection service. Those are intergovernmental issues, not just internal County site-management issues. Sanipac has voiced a willingness to work with the County on alternative collection methods as well to ease the burden of transfer site operational costs.

For those reasons, the City respectfully asks the Board to adopt the following actions:

- First, reject permanent closure of the Creswell Transfer Station as the immediate response.
- Second, direct Staff to implement a six-month reduced-hours/reduced-days pilot, preserving Saturday access and maintaining a viable local self-haul and recycling node. If the County can provide customers per day by hour each day the most appropriate hours of service could be judged accordingly.

- Third, evaluate specifically the Creswell transfer station fees and revenue, compared to state averages for transfer stations, and determine what changes in fee structure would be optimum to allow the transfer site to operate while covering all of its costs (under the new limited reduced hours/days plan) with the fees it receives.
- Fourth, require County Staff to return at six months with actual data on usage, tonnage, wait times, spillover to Cottage Grove and Glenwood, customer complaints, and realized savings.
- Fifth, if deeper savings are still necessary, evaluate only then a seasonal Friday-Saturday schedule before any permanent closure is reconsidered.

In closing, the City of Creswell respectfully asks Lane County to choose the option that is more targeted, more proportionate, and more consistent with the County's own planning record: reduce days/hours at the Creswell Transfer Station, adjust fees to cover costs to operate, measure outcomes, and preserve closure only as a last resort if the pilot demonstrably fails.

Sincerely,



Vincent Martorello, City Manager
City of Creswell

Map Attachment - Creswell Customer Heat Map and Closure-Impact Distances

The static PNG map below translates the customer-count and distance data into the practical access issue before the Board. Creswell is shown as a 15,900-customer public node between Glenwood/CRS and Cottage Grove; the dashed links show straight-line planning distances. Road-route mileage and drive time would be longer, so this exhibit is conservative for access-impact purposes.

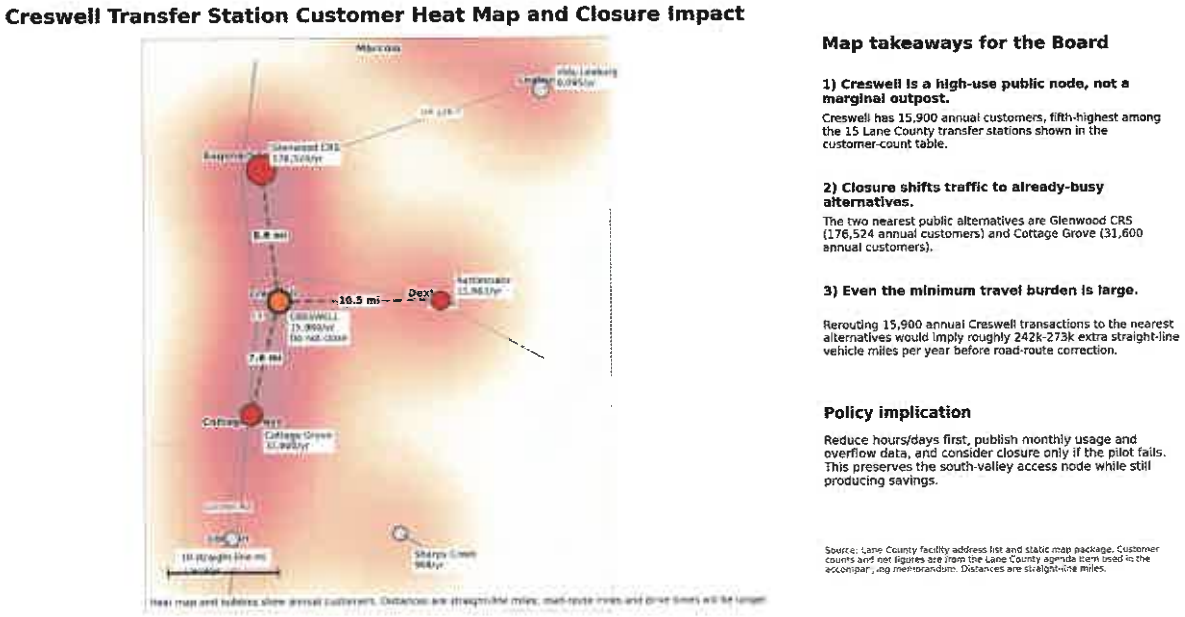

Figure A. Creswell customer heat map and closure-impact distances. Annual customers are from the Lane County agenda item used in this memorandum; distances are straight-line miles from plotted coordinates.

Mapping note: this exhibit is not a road-routing model. It is intended to show relative customer demand, proximity, and likely spillover direction if Creswell is closed rather than moved to a reduced-hours/reduced-days schedule.

Sources

[1] [3] [5] [6] [7] [9] [10] [11] [13] [16] laneCounty.org

https://www.laneCounty.org/UserFiles/Servers/Server_3585797/File/Government/BCC/2014/2014_AGENDAS/031114agenda/T.8.D.pdf

[2] [4] [17] [18] Garbage & Recycling - Lane County

https://www.laneCountyor.gov/government/County_departments/public_works/waste_management/garbage___recycling

[8] [20] https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3585797/File/Lane_Co_SWMP-2019-07-26-FINAL.pdf

https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3585797/File/Lane_Co_SWMP-2019-07-26-FINAL.pdf

[12] Reports & Publications - Lane County

https://www.laneCountyor.gov/government/County_departments/public_works/waste_management/garbage___recycling/reports___publications?utm_source=chatgpt.com

[14] [21] https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3585797/File/Government/BCC/2016/2016_AGENDAS/081616agenda/W.4.A.pdf

https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3585797/File/Government/BCC/2016/2016_AGENDAS/081616agenda/W.4.A.pdf

[15] Short Mountain Landfill - Lane County

https://www.laneCounty.org/government/County_departments/public_works/waste_management/garbage___recycling/short_mountain_landfill

[19] cdnsm5-hosted.civiclive.com

https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3585797/File/Government/BCC/2023/2023_AGENDAS/082223agenda/T.6.A.pdf

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Ph (541) 895 -2531 Fax (541) 895-3647

April 15, 2026

Vincent Martorello, City Manager
City of Creswell
13 S. 1st Street
P.O. Box 276
Creswell, Oregon 97426

Steve Mokrohisky, County Administrator
Lane County Administration
125 East 8th Ave.
Eugene, OR 97401

RE: Intergovernmental Agreement between Lane County and City of Creswell– System Benefit Fee

Steve,

As you are aware, Lane County and the City of Creswell entered into an Intergovernmental Agreement (IGA) to implement an ordinance establishing a System Benefit Fee (SBF) to fund waste management programs and services that provide a community benefit. The SBF is collected at the Short Mountain Landfill and, pursuant to Lane County Code 9.020.10(A)(2), is also assessed when a hauler transports waste generated in Lane County to a non-county facility.

In 2022, Sanipac acquired Rogue Disposal & Recycling, a waste and recycling company based in Medford, Oregon, including the Dry Creek Landfill located in White City, Oregon. Under Lane County Code, waste generated within Lane County and disposed of at a non-county facility remains subject to the System Benefit Fee.

Through discussions with Sanipac, the City has confirmed that the SBF is not currently incorporated into the existing fee schedule between Sanipac and the City. If Sanipac continues to be assessed the SBF for hauling waste generated in the City of Creswell, these costs are expected to be passed through to customers. This is anticipated to result in an approximate 3–4% increase in residential service rates and an estimated $125 to $160 per month increase for the City's two largest commercial customers, one of which is the local school district.

The Creswell City Council has reviewed this matter on multiple occasions and has determined that such rate increases are not aligned with its goal of minimizing the cost of living for Creswell residents whenever possible.

TTY call: 1-800-735-2900 Spanish TTY Call: 1-800-735-3896 Creswell is an Equal Opportunity Employer & Provider
Facilities are ADA Accessible and Creswell complies with section 504 of the Rehabilitation act of 1973

Accordingly, and in accordance with the terms of the IGA, please accept this letter as formal written notice that the City of Creswell intends to terminate the Intergovernmental Agreement. Pursuant to the IGA, termination shall become effective sixty (60) days following receipt of this notice by Lane County.

Please confirm receipt of this notice by replying to my cover email dated April 15, 2026.

Sincerely,

Vincent Martorello, City Manager
City of Creswell