

**King County Solid Waste Advisory Committee
August 21, 2015 - 9:30 a.m. to 12:00 p.m.
King Street Center 8th Floor Conference Center**

Meeting Minutes

<u>Members Present</u>	<u>King County Staff</u>	<u>Others</u>
April Atwood	Jamey Barker	Suzette Dickinson, Teamsters Local 117
Elly Bunzendahl	Laura Belt	Ellie Wilson Jones, SCA
Joe Casalini	Alejandra Calderon	Srirup Kumar
Gib Dammann	Anna Fleming	Councilmember Kathy Lambert
Chris Eggen	Jeff Gaisford	Ross Marzolf, Councilmember Lambert staff
Jean Garber	Morgan John	Jazmin Pairazaman
Stacia Jenkins	Laila McClinton	Brad Shinn, HDR
Kim Kaminski	Pat McLaughlin	
Kevin Kelly	Meg Moorehead	
Sean Kronberg	Diane Yates	
Keith Livingston		
Jose Lugo		
Barbara Ristau		
Philipp Schmidt-Pathmann		
Stephen Strader		

Approve Meeting Minutes; Review Agenda

The May and July minutes were approved as written.

Updates

SWD

With the upcoming election season, Yates reminded members that:

- Board members cannot use their King County email accounts to endorse a candidate or invite board members to political fundraisers.
- If a board member wishes to endorse a candidate or hold a political fundraiser, they must do so as a private citizen.
- Board members attending political functions cannot present themselves as members of a King County board or commission.
- An individual supporting a political candidate cannot use their title as a King County board member to endorse a candidate on a political advertisement.

Each spring, businesses in King County outside of the City of Seattle are invited to apply for recognition as a Best Workplace for Waste Prevention and Recycling. This year, the Solid

Waste Division named 112 local businesses to its ninth annual list of Best Workplaces. The 2015 list spans a wide array of businesses in King County – from education to transportation – but also includes cities. 14 cities and one water district made the list and of these, six made the honor roll, meaning they have made the list for five or more years.

City of Bellevue (honor roll)
City of Bothell
City of Federal Way
City of Issaquah (honor roll)
City of Kent (honor roll)
City of Kirkland
City of Lake Forest Park

City of Mercer Island
City of Redmond (honor roll)
City of Renton
City of SeaTac (honor roll)
City of Shoreline
City of Snoqualmie
City of Tukwila (honor roll)

Families can now recycle unwanted booster and car seats in Seattle and King County. Through a pilot program, Total Reclaim now accepts booster and car seats at its recycling facility in SODO at a cost of \$5 to \$7 per seat. In addition, Recology CleanScapes' Issaquah, Bothell, and Burien stores offer free booster and car seat recycling for residents whose solid waste is collected by Recology CleanScapes (Issaquah, Maple Valley, Carnation, Burien, SeaTac, and Des Moines). Residents from other jurisdictions can recycle their seats for a \$10 fee. Residents of Bellevue can bring their car seats to the Republic Customer Care Center in Bellevue to be recycled free-of-charge. More information available at <http://recycleyourcarseat.org/new-car-seat-recycling-options-for-seattle/> and <http://recycleyourcarseat.org/where-do-i-recycle-my-seat/>.

The division will no longer accept CD, VCR, and DVD players at the Shoreline station, effective October 1, 2015. Only a small number has been brought to the station since January 2013. Shoreline residents will have other recycling options available, such as Goodwill and Desert Industries, as well as other Take it Back Network and e-Cycle Washington members.

On July 29, four detectives from the King County Special Crimes Unit visited the Bow Lake Recycling and Transfer Station to look for evidence connected to a dead body found in a duffel bag next to a dumpster in SeaTac two days earlier. At the request of the Sheriff's Office, the garbage from the dumpster was brought to Bow Lake by Recology CleanScapes so detectives could search for evidence. SWD complied with the request, placing the waste in an isolated area of the station, which allowed normal operations to continue at the station uninterrupted. After the investigation, the garbage was processed with other trash brought to the station that day and sent to Cedar Hills for disposal.

Chair Jean Garber announced that Thea Severn will be leaving SWD in October and noted that she will be greatly missed by SWAC.

MSWMAC

MSWMAC liaison Stacia Jenkins gave a brief update from the August MSWMAC meeting. In addition to discussion around the transfer plan report, there was a request to learn about the division's carbon neutrality plan. A presentation on this topic is scheduled for September.

Other

SWAC welcomed deputy mayor of Shoreline Chris Eggen as a new member.

Business Planning: Update

Product Family Champions Alejandra Calderon, Laura Belt, and Jamey Barker gave an [update](#) on the status of the division's business planning.

Discussion included:

- Product Family Champions started with a long list of alternatives to evaluate. To create a short list they researched the feasibility of the alternatives as well the potential impact of those alternatives on the stated problems. Some alternatives with a seemingly small impact made the short list because of their ability to serve as a model. The long list will be included in the business plan along with the short list.
- Keith Livingston recommended caution when referencing the value of materials in solid waste as the cost of recovery can be greater than the value of the recovered materials.
- The business plan will take into account market fluctuations.
- The plan will consider the environmental value of alternatives in addition to their economic value.
- Division Director Pat D. McLaughlin noted that a conversation about a hierarchical decision-making framework is forthcoming.
- Joe Casalini noted that the best indicator of value of materials can be found by looking at what the private sector has been recovering for the last 30 years. He underlined the risk of creating a negative market as well as the risk of flooding the market with a particular item, which ultimately drives the value down.
- While the department's guidelines for tracking carbon emissions and offsets are still taking shape, the division currently has a net total of 39,000 MtCO_{2e}. This includes indirect and direct emissions.
- The redevelopment of unlined areas involves removing waste from old areas without liners and lining them to meet current regulations.
- The Comp Plan is a six-year plan. The business plan will have more specificity for the first two years, with a planning horizon of 10 years. Following the county's biennial budget cycle, the business plan will be updated every two years.
- Eggen concurred with Livingston's comment, while underlining the need to consider the costs of each possible course of action in a broader sense.

- Eggen asked about safety issues related to redeveloping unlined areas that may contain hazardous waste. Barker noted this is a known concern and that the risks are mitigated with controls.
- Belt confirmed that the division is taking into account lifecycle analysis and considering how that affects the division's carbon neutrality goals in its business planning. She noted that resource recovery is one of the key ways the division may be able to reach carbon neutrality.
- Barbara Ristau noted the need for more recycling education and resource recovery efforts at the county's transfer stations. She also noted that if the Northeast station is built, it should include room for resource recovery. Belt explained that the division is exploring options for expanding resource recovery.
- Livingston noted that the alternatives listed under Cedar Hills Development would likely require a permit amendment. Before the division undertakes any of these alternatives, he suggested calculating the cost-benefit ratio of the alternatives for comparison with other options.
- The goal of reaching a 70 percent recycling rate by 2020 is in the Comp Plan. The goal of achieving Zero Waste of Resources by 2030 is in King County Code. Section 10.14.020 reads: "It is King County's goal to achieve zero waste of resources by 2030 through maximum feasible and cost-effective prevention, reuse and reduction of solid wastes going into its landfills and other processing facilities."
- Casalini noted that the most cost-effective way of recovering materials of value is to capture them at the point of generation. He also suggested testing the assumption that alternatives to disposal at Cedar Hills are more expensive.
- Schmidt-Pathmann added that a high level of quality is needed to compete with primary resources. He suggested recovering the energy content of materials that are not high quality.

Transfer Plan Report: Action

- Garber read the draft motion for review: "I move that SWAC recommend Executive and Council approval of the Transfer Plan Review Part 2 Final Report, provided that: (1) building a NE recycling and transfer station has the same priority as demand management strategies in the Comprehensive Solid Waste Management Plan update; (2) the county immediately begins the process of identifying alternative sites for a NE station, and secures a site if feasible; and (3) alternative sites for a NE station are analyzed in the same EIS, and at the same level of detail, as demand management strategies."
- Garber provided a two-page background paper to the motion which is attached.
- Members discussed the potential benefits of the proposed EIS, as well as its impacts on timeline and budget.
- Schmidt-Pathmann and others also discussed the merit of identifying alternative sites for a Northeast station and underlined some of the benefits of building a station.

- McLaughlin expressed the division's concern about clarity of the motion language. He urged Garber to consider rewording it to provide more certain intent relative to the inference of "same priority". Garber did not agree that any further clarity was needed.
- Jenkins noted that the proposed motion captures her concerns but that as a representative of the Sound Cities Association (SCA), she is unable to support the motion at this time. She stressed the need for a coordinated approach.
- Dammann and Livingston urged SWAC to take action today, noting that SWAC's mandate is different than that of MSWMAC and that delaying action does not guarantee coordination.
- Elly Bunzendahl stated that the reports and presentations throughout the transfer plan process led her to believe that building a Northeast station would be considered at the same priority level as the demand management strategies, but the options were not put on the same level in the final report.
- With a vote of 10 to three and two abstentions, Eggen's motion to postpone action until September did not pass.
- Garber proposed the following amendment to the motion: "Solid Waste Comprehensive Management Plan should read "Comprehensive Solid Waste Management Plan." Kelly seconded the amendment.
- Garber proposed the revised motion. Bunzendahl seconded the motion.
- The motion passed with a vote of 13-0 and two abstentions.

Process and Timing for Researching Alternative Disposal Technologies: Presentation

Morgan John presented [the process and timing for researching alternative disposal technologies](#).

- Diane reminded Bunzendahl, Casalini, Kaminski, Kelly, and Schmidt-Pathmann that they recused themselves from discussion on this topic.
- John emphasized that the study is focused on the 850,000 tons currently going to the landfill every year, and should not affect the county's current recycling stream.
- John noted that while Anaerobic Digestion (AD) is included in the list, the division has also issued a Request for Proposals exclusively for an AD feasibility study.
- The division hopes to have a draft scope of work available for review within the next few months.
- Councilmember Lambert pointed out that several Canadian cities as well as Los Angeles have done extensive studies on this topic and that the one in Los Angeles cost over 5 million dollars. She urged the division to consider the results of these studies.
- John confirmed that costs will be one of the main evaluation criteria, and that the study will include return on investment analyses.
- Kronberg noted that while the division should seek to hire an unbiased consultant, it will be difficult to find a subject matter expert without an opinion about these technologies.
- Garber stated that consultants are accustomed to maintaining an objective state of mind and an objective tone in their writing.

Open Forum

- Members had a brief debate about the relative benefit of recycling materials versus extracting energy from materials through incineration.
- Schmidt-Pathmann shared the following:
 - Per a phone conversation, CalRecycle is uncertain of where all of its recyclables end up.
 - [10 Best and Worst States for Waste Diversion, Reduction](#)
 - [Ocean plastic debris to be recycled by Adidas into sports products](#)
 - [Less than 16% of global e-waste is recycled or reused](#)
 - [U.S. recycling rate remains just above 34 percent](#)
 - [Garbage into electricity? Metro explores options](#)
 - [Minneapolis Gets Trashed](#)

**BACKGROUND FOR
MOTION ON TRANSFER PLAN REVIEW PART 2 FINAL REPORT**

1. Even with demand management strategies, not building a NE station would have the significant impacts listed on the following page. These impacts have real monetary costs that cannot be easily quantified.
2. Most cities submitting comment letters on the Draft Report expressed concern about these impacts, and support for building a NE station (see Appendix K of the draft report).
3. Because of the significant impacts on the Factoria area that were not anticipated when the Factoria recycling and transfer station was approved, Bellevue has said that a new conditional use permit would be required based on analysis provided in an EIS.
4. This EIS would be costly and time-consuming, and would only support decisions on demand management strategies and revising or revoking the Factoria conditional use permit. A second costly and time-consuming EIS would be required to site a NE station. This inefficient process would greatly delay and increase the capital cost of a NE transfer station if one is determined to be needed.
5. It would be more cost-effective if the county identified alternative sites for a NE station, and analyzed those alternatives sites and demand management strategies in the same EIS. The demand management strategies could be analyzed as mitigation for the significant adverse impacts of the No Build alternative.
6. This all-inclusive EIS would: (1) allow the county to choose either to build a NE station or to implement demand strategies, or a combination of both (for example, a lower-cost NE station along with lower-impact demand management strategies); (2) allow affected cities to make permit decisions; (3) allow the county to secure a site for a NE station before growth in that area removes potential sites*, and (5) avoid delay and reduce the capital cost of a NE station if it ends up being the preferred alternative.

*If a site looks promising after alternative sites are identified, the county could secure it through purchase, or an option to purchase, before the EIS is issued. Purchase of property is exempt from SEPA review. It is the proposed change in use of the property that triggers SEPA review.

ATTACHMENT

SIGNIFICANT IMPACTS OF NO-BUILD ALTERNATIVE WITH DEMAND MANAGEMENT STRATEGIES*

- Non-compliance with county codes and policies related to equitable distribution of facilities; equity and social justice; keeping rates low and stable for all users; and reducing greenhouse gas emissions.
- Reduced ability to meet the county's 70% recycling goal. Due to heavy use of the new Factoria recycling and transfer station's tipping floor by commercial and self-haul users, the floor will not be available for resource recovery, one of the primary purposes for which it is being built. Furthermore, there will be no NE station tipping floor available for resource recovery, doubling the impact on the overall recycling rate.
- Increased collection rates for some residents of the northeast service area, because collection vehicles would have to travel longer distances to the nearest transfer station.
- Longer travel distances for some self-haulers, and the need to restrict self-haul at Factoria to late afternoon and evening hours. This impacts not only individuals, but small-businesses and large institutions that self-haul.
- Addition of traffic on I-405 and roads in the Factoria vicinity during the already highly congested pm peak hour.
- Increased accident potential and vehicle exhaust emissions, including greenhouse gas emissions, due to the above traffic impacts.
- Potential for violating noise limits in the Factoria vicinity in the evening.
- Potential for increased illegal dumping.

*This list is not intended to be all-inclusive