

MSWAC Advisory Committee Meeting
 Sept. 10, 2025 – 10:00 a.m. to 12:00 p.m.
 Hybrid Meeting (Zoom and King Street Center)

<u>MSWAC Members</u>		<u>King County Staff</u>	
Troy Linnell	Algona	Eyasu Ayalew, Public Health – Seattle & King County	
Joan Nelson	Auburn	Eberley Barragan, SWD staff	
Sycora Powell	Burien	Ali Blum, SWD staff	
Shellie Bates	Covington	Sylvaine Bucher, SWD staff	
Chris Searcy	Enumclaw	Jerome Cruz, Public Health – Seattle & King County	
Brian Spindor	Enumclaw	Andrew Fitzpatrick, SWD staff	
Rebecca Kovar	Federal Way	Brian Halverson, SWD staff	
Rob Van Orsow	Federal Way	Patty Liu, SWD staff	
Sam Tarvin	Issaquah	Casey Mellnik, SWD staff	
Tony Donati	Kent	Mark Monteiro, SWD staff	
Dave Marschall	Kirkland	Amy Ockerlander, SWD staff	
Penny Sweet	Kirkland	Nina Olivier, SWD staff	
Bennett Jonathan	Maple Valley	Elka Peterson Horner, PSB staff	
Halley Kimball	Maple Valley	Dave Pierce, SWD staff	
Daniel Becker	Mercer Island	Yolanda Pon, Public Health – Seattle & King County	
Alana DeRogatis	Mercer Island	Caitlin Singer, SWD staff	
Dan Marcinko	North Bend	Chris Stubbs, SWD Deputy Director	
Jess Dunbar	Redmond	Cailyn Torpie, SWD staff	
Aaron Moldver	Redmond	Isabelle Trujillo, SWD staff	
Amy Tsai	Redmond	John Walsh, SWD staff	
Genevieve Rubinelli	Sammamish		
Mason Giem	SeaTac	<u>Guests</u>	
Sarah Bruemmer	Shoreline	Carolyn Bowie, Dept. of Ecology	
Jared Hill	Woodinville	India Brine, WA Refuse and Recycling Association	
		Joe Camero, Waste Management	
		Alissa Campbell, Recology	
		Robin Freedman, Waste Management	
		Katie Jerauld, Dept. of Ecology	
		Jeanette Jurgensen, Bin There Consulting	
		Kevin Kelly, Waste Management	
		Han Kirkland, Waste Management	
		Chris Reigelsperger, Waste Management	
		Kaylie Wallin, Republic Services	
		Wendy Weiker, Republic Services	

Call to Order and Introductions

Chair Sweet called the meeting to order at 10:02 a.m.

Meeting Minutes

Hill moved to approve the August MSWAC minutes. Nelson seconded. Minutes passed unanimously.

Public Comment

Jerauld shared a couple items.

1. Statewide color-code and labels for waste containers

Starting in 2028, containers given to a customer to collect their garbage, recycling, and organic waste must be color-coded and have clear labels. The same is true for containers put in a public space by a city or county. Black or grey containers are for garbage, blue containers are for recycling, and green or brown containers are for organics. Containers larger than 101 gallons are exempt.

Leading up to 2028 and effective immediately, service providers that purchase new containers must buy ones that follow the color requirement. Functional containers purchased before August 1, 2025, are exempt until replacements are necessary. Cities and counties can request an exemption from Ecology for the color-code requirements for various reasons. They encourage cities, counties, and haulers to reach out to Organics@ecy.wa.gov with their questions and concerns

The law requires clear and obvious labels on both containers and lids. A container and its lid must be labeled by January 1, 2028, if it is given to a customer by their solid waste service provider; or provided by the city or county in a public space. There are no exemptions available for labeling requirements.

2. Statewide food rescue map

Washington Department of Ecology's Center for Sustainable Food Management created a statewide Food Rescue Map. This new interactive map makes it easy for you to find hunger relief organizations and potential food donors. The purpose of the map is to support statewide food waste reduction goals, increase the efficiency of food donation by connecting potential donors and receivers, reduce transportation costs and associated greenhouse gases of food rescue, and support data-informed decision-making for statewide resource allocation. Please visit [Washington Food Rescue Map Application](#).

SWD Updates

Stubbs provided the SWD update.

Tonnage update

Garbage tons through July are slightly below last year (487K tons in 2025 vs. 491K tons in 2024). The Black River (Republic) tons are included in the tonnage.

Recycling tonnage collected and diverted at transfer stations is at 17,000 tons through July. Apart from a peak of more than 21,000 tons through July of 2022, recycling tons brought to our Transfer Stations has been relatively stable over the last five years.

Transfer station recycling includes yard waste, clean wood, glass, cardboard, mixed paper, scrap metal, textiles, mattresses, appliances, bicycles, tires, mixed containers and plastic.

Renewable Natural Gas (RNG) Plant Acquisition

SWD acquired the RNG plant and settled the pending federal litigation between King County and BEW on August 28, 2025.

On Sept. 2, King County Council passed legislation authorizing sale of biomethane and environmental attributes to Puget Sound Energy. The contract is expected to be signed by Sept. 14, 2025.

SWD has selected a third-party operator, ESI. The company will retain most of the existing operators and is working with the division on recommissioning and restarting the plant.

It is expected that the plant will be producing renewable natural gas by the end of the month.

Green Schools Successes in 2024-25

With the beginning of the new school year, I wanted to share successes of the Green Schools Program in the 2024-25. Last school year, 246 schools actively participated in the Green Schools Program to further reduce and divert waste.

SWD provided 32 assemblies and 442 classroom workshops designed to foster awareness and practical action around resource conservation, waste sorting, and climate issues.

In King County school districts, the average recycling rate increased from 47% to 50% (outside of Seattle), which is great progress.

In the coming year, Green Schools will issue additional Re+ School Vouchers, focusing on reducing disposables and promoting additional waste reduction and diversion.

SWD piloted issuing over \$300k of vouchers in the 2023-24 school year to purchase supplies such as durable utensils, bulk condiment dispensers, energy/water efficient dishwashers, recycling/composting collection containers, and water refill stations. These vouchers eliminated an equivalent of 105 100-cubic yard trucks away from the landfill.

Green Workforce Development Training

The SWD Construction and Demolition (C&D) Program launched their third cohort of the deconstruction training program.

Working with formally incarcerated individuals, the program helps the local construction industry transition from demolition to deconstruction while creating more equitable access to green jobs. Deconstruction is a modern approach that dramatically decreases the amount of material that ends up in the landfill.

The majority of participants in this cohort are women – this is exciting because we want to see more diversity in the industry.

Several participants mentioned that they would like to use this opportunity as a way to create their own business, stemming from their interests in construction, real estate, and interior renovation. It's very exciting to think about how graduates of this program could be the leaders of the C&D community in 5-10 years

The first week of training started September 2 and will last eight weeks. The first week focuses on safety on a work site, de-nailing wood boards, removing drywall, and removing hardwood flooring that will be salvaged for reuse.

SWD in the Community

SWD regularly engages with communities in King County to provide outreach and education on waste prevention, reuse, recycling, and key initiatives, like our major capital projects.

In September we'll be hosting two more outreach events on the South County Recycling and Transfer Station (SCRTS) project at the Farmer's Markets in Auburn and Federal Way.

- Auburn Farmers Market – 9/14
- Federal Way Farmers Market – 9/27

Operations Update

Stubbs and Monteiro provided this update.

SWD began preparing for Labor Day a week in advance – this is something that we used during the 5-day and learned from the experience.

Leading up to the holiday, the team held daily operational planning meetings. We reviewed staffing, tonnage projections, and actuals to ensure that we were on track.

The target was 32-33 drivers, and we successfully met that number. This not only allowed us to clear the floor space before Labor Day but also to maintain momentum throughout the day. As a result, operations on Tuesday began with all services available, experiencing very few disruptions or long wait times, which is the goal. This model will continue to be used in the future. The team was confident in its success, as we had previously tested the formula during the 5-day trial, and this time, we had the necessary driver and load-per-driver numbers to execute it successfully.

We're making changes to our staffing to reduce our reliance on overtime. We've brought on temporary-term limited (TLT) drivers and recently hired additional career service drivers. While this won't eliminate reliance on overtime completely it's a crucial first step. The additional staff will help cover for absences like FMLA and PTO, and support specialized tasks such as hauling rock, operating the Vactor truck, and meeting regulatory requirements.

Also, our truck drivers and transportation team have been relocated to land leased from Cedar Grove. This move was essential to provide access for Area 9 excavation at the Cedar Hills Regional Landfill. This relocation is significant because it will once again separate our operations.

As you know, we moved our operations from the Cedar Hills Regional Landfill (CHRLF) to our Renton maintenance facility last year. This was a major logistical shift and a process we're still refining. While things are better now, it still requires a lot of staffing to move our trucks and equipment. We have to keep a minimum number of vehicles on the road every day to ensure our drivers have the equipment they need for their assignments.

Now, with our recent relocation from the landfill to land off Cedar Grove Road, we've added another layer of complexity. This move has disrupted our drivers' routines, making it more challenging for them to empty trailers daily. We're asking them to adopt a new process and get into a different groove.

Updates at the stations:

- Bow Lake: The construction for the new commercial truck entrance is now ahead of schedule, with an estimated completion date of Tuesday, Sept. 16. This new entrance will help alleviate a major pain point at Bow Lake, which has been exacerbated by the heavy volume of trucks redirected from the Algona site due to a packer failure.
 - Due to the new temporary traffic pattern for commercial haulers, our floor space has been reduced by 20%, which is a significant factor in the wait times at Bow Lake.
 - The good news is that we're ahead of schedule on the new entrance construction. We're currently targeting a Sept. 16 completion date, which should help with these issues. Please keep in mind that this date is an estimate and may change as we work with our contractors.
- Bow Lake: Work to rebuild one compactor estimated to start in November. No service disruptions anticipated.
 - We plan to replace one compactor and rebuild another. This approach will save us both time and money, as the manufacturer recommended rebuilding one since it's in good condition.
 - We can still meet our goal of 26-30 loads a day at Bow Lake by operating with one compactor and using more empty trucks during the swing shift. We expect this process to take four to six weeks.
- Algona: Vendor onsite week of 9/7 to repair packer
 - Both commercial packers are currently out of service. The older packer needs expensive repairs, and the new one still requires three to four more weeks of work before it's ready.

We'll keep you updated on our progress.

- Renton: Normal operations – work was completed on the inbound scale.
- SCRTS: Compactors arrived ahead of schedule, and we tested our trailers backing into the chute. Testing revealed that we need to move some overhead pipes and bollards and likely add guard rails.
 - During recent trailer testing, we found that the space was tighter than expected. We'll need to move some overhead pipes and bollards and likely add guardrails. The largest of our four trailer types was also too tall to fit.
 - It's better to find these issues now than during the anticipated startup in 2026. We'll be conducting similar simulations with all major systems at the South County Recycling and Transfer Station (SCRTS) as they come online to ensure smooth launch.

Van Orsow began by thanking Monteiro for the update, acknowledging the positive effort by staff to improve performance. However, he immediately raised concerns about the high frequency of transfer station closures, which he said was unusual compared to previous years. He noted that these frequent closures put a strain on haulers and route drivers, causing stress and reducing efficiency. He emphasized that the current situation is unacceptable and needs to be resolved.

Van Orsow stated that when the Solid Waste Interlocal Agreement (ILA) is renegotiated, cities will need to push for changes that hold SWD accountable and ensure they meet past performance standards. He added that currently, there is no formal mechanism for cities to force SWD to improve. As a potential solution, he suggested SWD bring in temporary equipment at the Algona site to pack transfer trailer loads, which would allow haulers limited access and be a step in the right direction.

He also requested an update on the King County Council's (KCC) rate approval process for 2026. He mentioned that the vote has been delayed by a week due to input from haulers and wanted to know more about the situation.

Monteiro addressed the idea of using a backhoe at Algona to pack transfer trailers. He explained that while the department has backhoes available, it's the wrong equipment for the job and would create an unsafe situation. He mentioned that SWD tried it for one day last week with very low volume and with different garbage than what we usually handle. We also use a backhoe at Bow Lake to crunch clean wood, but that's a low-volume operation that required a separate SOP, which highlights the fact that it's not the right tool.

He continued by explaining that hauling light loads with limited resources is not an efficient use of their drivers, who are already at the minimum number needed for daily operations. He said the safety of our staff is the top priority, and we will not put them in a position to fail. He stressed that using the wrong equipment could lead to damage and place an unfair burden on employees. He added that we already know what kind of damage the wrong equipment would do to the backhoes and trailers.

Stubbs said on Tuesday afternoon, the KCC delayed the 2026 solid waste rate agenda. The council wants more time for discussion to understand how the rate increases were determined and how the different components work together. These conversations will begin as soon as today, and the rate will come before the council again next week for a vote.

Searcy thanked Monteiro for the update and asked if it was premature to be dealing with compactor repairs and replacements at Bow Lake, given that it's a relatively new transfer station. He wondered if this was consistent with the typical service hours for the equipment.

Monteiro explained that they try to balance the usage hours between the compactors, but one has more hours due to an error made a few years ago, and we are now playing catch up. He noted that while the compactors have a lifespan of 25-30 years, they were not designed for the high volume and continuous cycles they endure daily at Bow Lake.

He said that a company called SSI came out and recommended rebuilding one compactor and replacing the other, which has taken such a beating that its sides are bulging, and the blade has worn down. Monteiro said that despite their diligent preventative maintenance, the compactors are experiencing major wear and tear. He concluded that it's a good investment to rebuild and replace the compactors ahead of schedule to prevent the major failures experienced during the recent five-day trial.

Nelson echoed Van Orsow's concerns, adding that the situation has been "very painful" for Auburn. She explained that garbage is going uncollected for days and that haulers who typically manage 9-11 roll-off hauls are now only able to complete 5-7. She stressed the need for a better plan to handle major equipment failures, especially since the Algona site has been closed for three weeks. She noted that Algona handles about 20% of the area's tonnage, and with the long wait times at other sites, haulers can't keep up with their routes.

Nelson acknowledged Monteiro's safety concerns but urged SWD to "think outside the box" to find a better solution. She described the current impact as "huge," with haulers facing long wait times and having to travel to multiple locations. The bridge closure is also compounding traffic issues on the way to Enumclaw. She said the city is receiving complaints from businesses whose garbage isn't getting picked up. Nelson is looking for a more effective plan for the future. She then asked Stubbs to address the haulers' request to adjust the Cedar Hills rate and implement an emergency rate for situations like this.

Stubbs confirmed that during Tuesday's KCC meeting, haulers requested that SWD reconsider the regional direct rate—the fee haulers pay to deliver waste directly to Cedar Hills instead of a transfer station.

Van Orsow then asked about the likelihood of SWD reassessing that rate and adopting a more equitable one before the council reconsiders the entire rate package. Stubbs explained that the rates are interconnected and that they are currently conducting an analysis. He said they would have conversations with council members and other King County stakeholders, work through the 2026 rate, and continue to evaluate it with advisory committees.

Sweet asked how long the delay would be and if there was a deadline for the rate adoption. Stubbs responded that the rate must be approved before Oct. 1.

Cedar Hills Regional Landfill Construction Update

Stubbs gave an update on the current and upcoming Cedar Hills Regional Landfill (CHRLF) Development projects. Many are interrelated and dependent on one another.

- Area 9 - Demo & Excavation from May 2025 to Sept. 2027
 - This is the last cell to be developed at CHRLF. The project involves demolishing existing maintenance facilities and excavating Area 9. The contractor is currently on-site, processing soil from the Area 9 stockpile and clearing the site to prepare for excavation. Demolition of the existing facility is underway.
- Area 8 – Stage 1 closure from May 2025 to Nov. 2025
 - This is the active area where we are currently placing waste. We are implementing Stage 1 closure of Area 8, which includes installing a final closure liner, along with landfill gas and leachate collection systems.
 - The contractor is already on-site, and the liner installation is underway on the west and south slopes of Area 8.
- Area 5 and 6 - Development from April 2026 to Dec. 2028.
 - These areas are currently under temporary closure, as they have not yet reached their permanent capacity. The ongoing capital project will involve removing some of the temporary soil cap so the division can continue filling these areas with waste until it reaches its maximum permanent capacity.
 - Export of cover soil, installation and landfill gas collection, conveyance systems, and leachate collection infrastructure
 - This project is currently in the procurement phase. King County is pursuing a rebid and new solicitations, which are expected to be advertised in the fourth quarter of 2025.

- Interim facilities relocation project (IFRP) from June 2025 to March 2026
 - The scope of this project is to reconfigure and demolish existing administrative and maintenance facilities. This work is necessary to begin the excavation of Area 9.
 - The contractor is on-site and working on an updated schedule. Temporary personnel moves are currently underway.

Sweet commented that she toured CHRLF recently and was impressed by the progress that is being made.

SWAC Update

No update.

MSWAC Bylaws Update Vote

Blum and Sweet led this.

On Aug. 22, Blum emailed members to amend MSWAC bylaws.

The proposed amendment makes two key changes to the bylaws:

- **Article 4:** The language will be updated to allow for virtual voting in chair elections. This change reflects the shift from in-person to hybrid meetings.
- **Article 5:** The deadline for approving the MSWAC work plan will be moved from October to December to give the committee more time.

To pass, the amendment requires a two-thirds majority vote from the committee.

Searcy moved to approve the bylaw changes. Nelson seconded. Bylaw changes passed unanimously.

State legislation – 2026 forward look

Ockerlander provided this.

The 2026 legislative session will be a short session (60 days).

In King County, we will have some leadership changes with the new King County Executive coming on board in November.

SWD intends to take a defensive posture, particularly where related to budget. We will continue to monitor and support bills introduced last session, and take appropriate stance with new legislation. We will also take a strong interest in mattress and sharps Extended Producer Responsibility (EPR), with an eye towards 2027. With our new executive and councilmembers coming on board by January, procedures and policy direction are subject to change.

Solid waste related bills expected in 2026:

- EPR for Textiles (building on HB 1420)
- EPR for Household Hazardous Waste (HHW) – incl. vapes
- Improving the End-of-Life Management of Electric Vehicle Batteries (building on HB 1550 / SB 5586)
- Amending Safe Medication Return (Agency Request building on JLARC legislative report)
- Amending the Litter Tax (Agency Request)
- Increasing Solid Waste Collection Tax (building on HB 2018)
- Deposit-Return System (DRS) for Beverage Containers
- EPR for Mattresses (building on HB 1901)

- EPR for Sharps (building on Safe Sharps Advisory Group)

Comp Plan Draft Chapter 2 Discussion

Liu led this discussion.

The goal is to hand off the Comp Plan chapters to SEPA consultants in a complete state as possible. We want to know what areas you want to tackle and what it could look like. This goal was set to seamlessly create and adopt a Comp Plan that aligns the goals of SWD, ILA cities, and other partners.

The purpose of this Comp Plan process is to:

- Focus on language that allows SWD to act – what is the umbrella that makes key strategies and tactics possible?
- Consider costs of potential policy change

There has been a lot of work on updating the solid waste code, particularly in relation to recycling laws.

Added sections:

- Special waste handling
- Disposal vouchers
- Employee safety and emergency preparedness
- Re+
- SCRSTS

Sweet assumed that legislative changes would be reflected in the current chapter being discussed. Liu clarified that many new laws, like EPR, are in other chapters. This chapter focuses on the laws governing transfer station operations and the roles of governing bodies, which are not subject to frequent change.

Sweet then asked if the employee safety section would reflect any updates, and Liu confirmed that it would.

Re+ Grants Update

Barragan and Olivier gave this update.

The objective of this presentation is to share a high-level overview of the Re+ Circular Economy Grants program and its purpose. We are excited to announce NextCycle 2 awardees.

As a review, Re+ Grants invest in the circular economy by fueling zero waste-innovation close to home. Re+ grant programs fund city, small businesses and community partners to design, test and scale practical circular solutions with measurable, local impacts. The outcomes of these grants are the acceleration of greenhouse gas (GHG) reductions, development and implementation of solutions that address various aspects of circular economy, creation/expansion of markets for recycled and reused materials, investment in frontline and BIPOC-partners, and green jobs and career pathways.

There are currently three Re+ grant programs:

1. Re+ Circular Economy Grants
 - a. Awarded to non-profits, small businesses, eligible entities, fiscally-sponsored organizations, tribal governments, and higher education institutions
 - b. \$4.5M invested in 28 projects since 2022
2. Re+ City Grants
 - a. Awarded to King County partner cities (single and joint-city efforts)

- b. \$391,000 invested in five projects co-led by 12 cities in Cycle 1 (2023-24)
 - c. Cycle 2 (2026-27) applicants to be informed at the end of September and awards to be announced by end of the year
3. Re+ Seed Grants Powered by NextCycle
- a. Mini-grants up to \$10,000 for early-stage projects for businesses (start-ups, small and large), community-based organizations, tribal governments, and research institutions
 - b. Gives organizations access to mentors, consultants, and networking to support project execution and growth planning

One common theme across all the programs is that solutions are upstream and downstream, from resource and prevention to recycling and composting.

There is a shared focus on making early investments in the research and pilot phases of projects, as well as in their launch and scaling. While impacts and progress during the grant period are important, these programs are future-focused, with expectations for accelerated impact beyond the grant period.

Cycle 2 (2024-2025)

Changes implemented in cycle 2 based upon lessons learned in cycle 1

1. Increase community participation in evaluation process
 - a. 50% community representation on evaluation panel to ensure that public funds are directed by the public
2. More expert analysis is needed to guide decision making
 - a. Technical review added to evaluation process to assess project feasibility and alignment with the grant program purpose
3. Improve the evaluation panel experience
 - a. Evaluator orientation & anti-bias training to help build capacity within the selection committee
4. Improve the grantee user experience
 - a. Increased engagement opportunities: technical assistance & application parties
 - b. Grantee orientation
 - c. Feedback to non-selected applicants – this is a best practice that comes out of our parks and recreation grants teams. We've received positive feedback that this information provided to non-selected applicants has helped them be more equipped to apply to future grants

There are 14 grantee partners – five of whom received funding in cycle one. There has been a strong organics representation in the materials, particularly around food rescue. There were two projects revolving around salvage and lumber, and other construction and demolition (C&D) reuse. There were five that focused on preventing paper and plastic waste, including milk cartons from school and also single use items at events. And there were three organizations that focused on reuse of other materials including tools, creative reuse, arts and crafts supplies and furniture.

In addition to these priority materials addressed, other notable trends this cycle 2 include:

- Increase in number of applications received – 63 applications (up from 42 in cycle 1)
 - Likely due to the targeted requirement and promotion that we did
- Increase in non-profit grant partners (from 40% in Cycle 1 to 67% in Cycle 2)
- Shift in project focus towards waste prevention and reuse (upstream benefits)
 - In Cycle 1, 35% of projects were focused on reuse and prevention. This rose to 86% in Cycle 2.
- Maintaining ERSJ focus across cycles (50% of projects)
- Projected impacts for Cycle 2:
 - 900+ tons diverted/prevented during grant period (11,000 tons over 5 years)
 - 72 jobs created during grant period: 246 jobs by 2029
 - 6 projects advanced to scale-up phase

Spotlight: Second Use

Second Use has established and is operating a reusable materials drop-off center outside the Shoreline Transfer Station – encouraging customers to donate salvageable materials and reduce waste that would otherwise go to Cedar Hills Regional Landfill.

- Expected annual diversion of 325 tons/ est. 1,350 ton in 5 years
 - They have collected over 2,000 items so far like salvaged lumber, doors, kitchen cabinets, power tools and other items that are not so obvious like an EV charger and punching bag.
- Materials sold at Second Use locations at a significantly reduced price compared to new retail costs
- This project is proof of concept to create a replicable model that could be expanded to other transfer stations
- Building a model for transfer stations as reuse hubs

Sweet asked about the organization Second Use. Barragan explained that Second Use is a salvage and reconstruction provider that leases property from the Solid Waste Division, located just outside the transfer station. They use a trailer on-site to store, receive, and process materials before sending them to their stores. Sweet then asked if they were a non-profit, to which Barragan clarified that they are a small business. She added that there are three similar reuse stores in the county.

Sweet then asked if Second Use works directly with the tool library. Barragan said they are part of the same network but don't work together directly. She added that the department has suggested that Second Use collect materials for the tool library and that they will explore that opportunity again.

Spotlight: Sustainable Renton

With the support of Re+ funding, Sustainable Renton purchased a commercial kitchen to serve as a central hub to prepare cooked meals, offer food waste prevention education, and provide reclaimed edible food to humanitarian relief organizations across the South Sound area. Additionally, they have expanded efforts to redirect non-edible food waste to local farms and composting facilities

- This space serves as a central location where up to 50,000 lbs. of food can be stored and redistributed per month, leaning towards an estimated 240 tons of food waste to be diverted from the landfill (5 years).
- In the meantime, the newly planted Food Forest and dedicated community garden plots serve as an additional food resource and educational opportunity.
- Developing local infrastructure for food security and waste prevention

Spotlight: Perennial Zero Waste

Perennial Zero Waste provides reusable food service ware at local events by utilizing on-site dishwashing trailers, as well as comprehensive composting and recycling infrastructure, sorting assistance, and educational services.

- The grant allowed them to scale up their operations and expand partnerships with cities
- Proving the feasibility of durable service ware to event organizers/sponsors
 - Purchasing more durable service-ware items to meet a demand and fill a niche for zero-waste events under 10,000 attendees
- Assisting with food vendor area design to facilitate reuse, recycling and composting for the public
- Minimizing contamination through hands-on sorting assistance
- Replacement of 1 million items of single use service ware during grant period (est.)

We look forward to returning to the committee after the grant period to share our data and lessons learned.

NextCycle WA

NextCycle Washington is a circular economy innovation platform designed to support the growth of businesses, community-based organizations, tribal nations, and institutions working within Washington's waste prevention, reuse, repair, recycling and organics recovery industry. By nurturing projects, the program helps reduce waste, keeps materials in use for longer and regenerates natural systems while solving equitable and local economies.

King County collaborates, leverages and helps fund NextCycle Washington's three program tracks of circular economy innovation funding opportunities.

1. The mini-community centered pilot grant programs for early stage or deep systemic need projects that are community based.
2. Our early stages, or "Seed Grants"
3. Our more established staged projects and businesses known as the accelerator program

Supported project types include:

- Upstream businesses and projects that prevent waste or improve and expand reuse and repair.
- Downstream projects that improve, innovate, or expand material and organic recycling, recovery and end uses.

NextCycle Accelerator Program

The NextCycle Circular Accelerator is a 6-month program designed to support and advance promising circular businesses and projects. The program includes workshops, business and technical assistance, coaching on pitch development, matchmaking, and identifying funding pathways. The pitch development is presented to a panel of industry judges at the end of the program's timeline.

Pitch Showcase Event for Cohort 3 was May 19, 2025. This event kicked off the WSRA conference and awarded \$33,000 across six different teams in organic and food waste reduction, technological innovations in recycling, and projects that reduce textile waste.

Re+ Seed Grant Powered by NextCycle

The King County Solid Waste Division, in collaboration with NextCycle Washington, is excited to announce the launch of the 2025 Re+ Seed Grant Program, which leverages the NextCycle Washington framework.

This is the second iteration of a seed grant program that King County has been involved with and has helped fund. The grant program has approximately \$125,000 available funding for up to 15 projects, with up to \$10,000 for projects accelerating King County's circular economy and zero-waste goals. This program leverages NextCycle framework, evaluation criteria and design. We are excited for the partnerships.

The 2024-25 Re+ Circular Economy Grant projects will continue until the end of 2025.

The Re+ Seed Grants application period ends Sept. 19, 2025. The 2026-27 Re+ City Grant Award recommendations are under review. The Re+ City award announcements are anticipated for November 2025.

Member Comment

No comment.

Adjourn

Meeting adjourned at 11:56 a.m.