

SWAC Advisory Committee Meeting

March 14, 2025 - 9:30 a.m. to 11:30 a.m.

Hybrid Meeting (Zoom or King Street Center)

<u>SWAC Members Present</u>		<u>King County Staff</u>	
April Atwood, Marketing and Education		Scott Barden, SWD staff	
Jay Blazey, Manufacturer		Ali Blum, SWD staff	
James Borsum, Labor Representative		Grace Buckman, SWD staff	
Alissa Campbell, Waste Industry		Jerome Cruz, Public Health – Seattle & King County	
Robin Freedman, Waste Industry		Theresa Curry Almuti, SWD staff	
Kasia Grzebyk, Citizen Representative		Andrew Fitzpatrick, SWD staff	
Amy Lam, Local Elected Official		Brian Halverson, SWD staff	
Brett Lohrman, Labor Representative		Erin Hislop, SWD staff	
Bill Louie, Citizen Representative		Lindy Honaker, SWD staff	
Laura Mork, Local Elected Official		Christine Kim, SWD staff	
Leah Tischler, Public Interest Group		Patty Liu, SWD staff	
Heather Trim, Recycling Industry		Pat McLaughlin, SWD Director	
Wendy Weiker, Waste Industry		José Ochoa Argüello, SWD staff	
		Amy Ockerlander, SWD staff	
		Yolanda Pon, Public Health – Seattle & King County	
		Kerwin Pyle, SWD staff	
		Terra Rose, King County Council	
		Hannah Scholes, SWD staff	
		Chris Stubbs, SWD Deputy Director	
		Adrian Tan, SWD staff	
		Isabelle Trujillo, SWD staff	
		John Walsh, SWD staff	
<u>Guests</u>			
Laura Belmont, SCA		Brad Lovaas, WA Refuse and Recycling Association	
Erin Gagnon, DTG Recycling		Chris Reigelsperger, Waste Management	
Robert Feldstein --		Rick Vahl, Waste Connections	
Katie Jerauld, Dept. of Ecology		Tyler --	
Jeanette Jurgensen, Bin There Consulting			

Call to Order and Introductions

After introductions, Chair Weiker called the meeting to order at 9:41 a.m.

Meeting Minutes

Lam moved to approve the December minutes. Louie seconded. The minutes were approved unanimously.

Public Comment

Jerauld shared two items:

1. The Dept. of Ecology's [Organics Recycling Collection Map](#) is now live. This highlights areas across Washington state where organics recovery services will become a standard part of waste management. The impacted local governments will need to meet the requirements below.
 - a. By April 1, 2027: Year-round (26 weeks of service per year or more) curbside source-separated collection of organic materials must be provided to all single-family residential and business customers within designated areas.
 - b. April 1, 2030: These same areas must provide source-separated collection of organics materials on a non-elective basis, and food waste must be an accepted material.

2. The Waste Not Washington School Awards program is getting significant updates that affect the 2025-2026 funding cycle. The Dept. Of Ecology is looking for volunteers to provide input as they draft these changes to make sure that they best serve schools. There are multiple ways to participate:
 - a. Join the School Partners Workgroup – if interested, email schoolawards@ecy.wa.gov by March 21.
 - b. Set up an informal interview with the Dept. Of Ecology – interested in an individual meeting, email schoolawards@ecy.wa.gov.
 - c. Take a [short survey](#) to let them know how the program can improve.

SWD Updates

McLaughlin provided the SWD update.

McLaughlin thanked all SWAC members for being a part of the committee and providing this service.

Tonnage update

Tonnage in January was slightly ahead (2.6% or 1,200 tons) of last year at this time. (68K tons in 2024 vs. 70K ton in 2025). Transactions in January looked strong. They were up 6.6% or +4,500 more transactions compared to January 2024. Transactions were off to a slow start in 2024. January 2025 transactions more closely mirror January 2023 transactions.

Yard waste tonnage for January 2025 was 75% ahead of January 2024. We saw 598 tons more this January compared to 2024. 2024 was also a slow start year for yard waste tonnage. January 2025 was short 300 tons compared to January 2023.

Bomb Cyclone debrief on March 18

SWD is hosting a bomb cyclone debrief with our city partners on March 18 at 11 a.m. The purpose of this meeting is to discuss what went well, areas for improvement, and identify opportunities for future action. The feedback we gather will feed into the Debris Management Program, as applicable.

SWD also debriefed with our hauling partners at the hauler forum in January.

NERTS FEIS Release

On Monday, we published the final environmental impact statement for NERTS. The final EIS evaluates the potential environmental and community impacts of the project's construction and operation and proposes mitigation to avoid or address impacts.

We anticipate a siting decision next week. Preliminary design work will begin later in 2025.

We're excited to reach this important milestone. We need to bring a modern facility to expand its services and we are excited to begin that process.

Re+ City Grant Request for Applications Launching in April

A grant opportunity for cities is coming up – the second cycle of the Re+ City grant opens on April 14. This is a competitive grant program to support cities that have signed the Re+ Pledge in taking on innovative efforts to divert waste from the landfill.

Total funding available is \$400,000, with awards for individual cities ranging from \$20,000-\$50,000 and up to \$100,000 for joint proposals.

Applications will be due in May and awards will be announced and finalized this year. We will share the grant guidelines and further details with Advisory Committees in April.

BEW Update

King County and BEW reached a tentative settlement agreement to end litigation. Under the settlement agreement, the parties would have until the end of August 2025 for King County to acquire the landfill gas plant at Cedar Hills Regional Landfill. If fully implemented, it would lead to an end of the litigation process and the ownership of the plant would transfer to King County. We expect to sign this agreement within the next week.

King County will have a period of due diligence, including inspection of the plant, before the agreement can be finalized. The County Council must approve the settlement agreement and appropriate funds.

A successful acquisition of the plant would allow King County to resume operating the plant to put the landfill gas to beneficial use for the environment and could provide future revenue for the Solid Waste Division. We are hopeful and encouraged by this progress. At next month's meeting, we should be able to provide more information.

SWD Director Recruitment

DNRP held a partner meet and greet with candidates for the SWD Director position on February 27. We expect to have a decision soon.

Question/comment:

Louie shared his fond memory of meeting McLaughlin for the first time. He asked about the NERTS site recommendation. McLaughlin said that Louie was a part of the NERTS process and thanked him for his engagement and tough questions. Due to the robust nature of this project, we didn't see value in flagging the preferred alternative in the FEIS. We expect to decide a site next week.

Weiker said that BEW settlement is a huge accomplishment. McLaughlin expressed his gratitude and shared that this work isn't possible without the team at the Solid Waste Division. The process of this BEW settlement sets the stage to remove the risk and resume harvesting of this importance resource, as well as become a revenue stream for the county and rate payers.

5-Day Update

McLaughlin started by expressing his gratitude to the haulers. We have found ourselves in a tough situation and McLaughlin has hope that things will be resolved. He felt that this pilot is the right pilot to be testing.

The reality is that things have not gone as smoothly over the last 6-7 weeks and service disruptions continue to occur.

As I begin to provide you an update on the 5-Day pilot, I want to express my disappointment in how this has played out during the first 6 weeks or so.

A substantial amount of planning went into this effort before its launch. We started planning a few years ago and that included good faith bargaining with our labor partners. It's uncharacteristic of us to have this much planning and not get the results that we want.

During the 12+ years that I have served as your regional leader, my team has worked extremely hard to provide a resilient service for your cities.

We have thrived through major weather events, fires, pandemics and so much more; and we have proudly held the mantra of "We never close." We have even been able to support our neighboring jurisdictions when they have experienced service constraints.

So, please hear me when I say that we do not take lightly the conditions we are facing. In fact, we are engaging at the highest levels of the County to address the resource constraints that are prohibiting our normal operations.

John Taylor had hoped to be here for this discussion but had previous obligations and commitments. He asked me to convey his full awareness of this problem and his full commitment to get it resolved quickly.

Overview of Operations since City/Hauler Forum on 2/26

Since the Presidents' Day holiday, we have continued to focus on improving operational efficiency. The model we created for this pilot relies on historical and actual tonnage, historical average daily driver counts, and consistent driver efficiencies. When one of these critical elements is not met, the system begins to struggle, and we experience capacity issues.

The capacity issues have been evident in the past two weeks. We continued to experience disruptions at our transfer stations that impact commercial haulers and the public. This is not characteristic of our own expectations of service delivery, and we are not meeting our partners' expectations.

When one station begins to shut down due to capacity and/or staffing challenges, it requires a thorough reassessment of the whole system, including available resources and anticipated material inflows. This ensures that we provide the most efficient support to both our internal and external stakeholders. As we have seen, this often means diverting traffic from top-load sites to focus sending materials to compactor sites, which are more efficient. Our top-load stations also don't have the same capacity as some of our newer, modern stations.

In some cases, strategic decisions might require closing a station that still has available floor capacity, allowing for a better allocation of resources and more effective management of material inflows. This strategy is vital for upholding the integrity and efficiency of our entire system.

Root cause analysis and next steps

We have been analyzing data and evaluating our performance to understand the root causes of our challenges. Two primary root causes have emerged:

- Driver shortage: On average, we are operating with 20% less than the minimum number of daily drivers required for successful operations. On average, we are operating with about 28 drivers. Part of it is that our drivers are not electing to take overtime – this has not been the norm.
- Productivity: We are not operating with our customary productivity. In fact, we have measured a 13% loss in driver productivity in February.

What we're doing now

We are in the process of hiring drivers to consistently maintain the necessary staff levels for successful daily operations. We are expediting this process as much as possible, but it could be several weeks before we see more drivers on the road. This would solve a big part of the problem during non-holiday weeks.

We also are in active conversations with Labor. We expect there is an opportunity for both parties to reach agreements that change the dynamics of how this pilot can be implemented. Both parties have shown up in good faith and we are hopeful that we will have progress.

Our leadership is regularly having direct conversations about the pilot with DNRP leadership, the Executive Office, and Council members. In these conversations we are transparent about our challenges, their regional impacts, and the feedback from our partners. We are also working with leaders to help right the ship.

Before the start of this pilot, we had a greater margin of error. With this new pilot there is less margin of error. Once driver numbers and productivity are restored, the pilot is designed to operate with some flexibility to successfully manage occurrences like busy weekends or a less productive weekday. We are looking for ways to bring back this margin of error.

One of the requests we received from MSWAC is a quarterly report out on this pilot to have a deeper sharing of information and transparency on what is happening.

Evaluation

We continue to believe that this pilot needs the opportunity to succeed because there are great benefits, like cost savings, that it can deliver on. The start has been incredibly rocky and has had significant negative impacts for our own team, hauler partners, cities, and the people we serve.

We acknowledge that the pilot is not sustainable the way it is operating now, but our analysis shows that by addressing the shortfall in staffing and bringing up the productivity, this pilot will be successful.

Questions/comments:

Lohrman said that, to his knowledge, before the pilot project started, the workers expressed their unwillingness to work overtime and voiced concerns that the project would not work. Despite this, the county proceeded with the project. Therefore, Lohrman believes it's unfair for the county to claim that employees aren't working overtime, especially since SWD was made aware of these concerns in advance. He wanted to ensure the committee was informed of this.

McLaughlin agreed that it's a fair point and believed that having SWD bring in additional drivers during the week would help address the issue. He acknowledged that changes will be necessary for the pilot to succeed, noting that the current design has some flaws. However, he remains hopeful that through ongoing dialogue and collaboration with 174, they can identify solutions to give the pilot a fair chance at success.

Weiker wanted to clarify, from the hauler's perspective, that haulers are bearing much of the cost savings the county is achieving through the hauler's labor, trucks, fuel, and time. While they want to be partners, the disruptions this past week have been both frustrating and costly for the haulers. Speaking on behalf of Republic, Weiker emphasized the challenge of keeping cities informed. Although Kim is doing a good job, ultimately, it's the haulers who have to manage and cover the costs to get the job done. They are finding it difficult to make the numbers work when they are shouldering the county's savings, which feels unsustainable. Weiker also asked if McLaughlin could address the dialogue from MSWAC, where cities voiced their frustration with the 5-day schedule.

McLaughlin agreed with Weiker's points, noting similar concerns from city partners about the pilot's impact. The implementation has been challenging, and there's growing concern that costs are being shifted to entities other than the county. Although, we are also facing increased costs and lost revenue. Haulers are facing increased costs, and goodwill is diminishing. We don't believe this is sustainable, and we've heard the same from city and labor partners. No one is happy and we need to find a new solution quickly. One suggestion from city partners was to pause the pilot, but our labor agreement doesn't allow for that—only cancellation, which we don't think is in the county's best interest. That's why the county is involving top officials to work with labor partners and reset the pilot for a true test of the model. Right now, we haven't had a fair chance to test it, but we are committed to working with labor partners to get it right.

Borsum mentioned hearing McLaughlin talk about the lack of overtime and a 13% drop in driver productivity. He asked what factors contributed to the 13% reduction, such as changes in traffic patterns, construction projects, older equipment, older drivers, or if it was simply due to loads per day.

McLaughlin responded that the 13% drop in productivity is due to a combination of factors. While some challenges are related to drivers, operational decisions have also contributed. As he mentioned earlier, the primary factors are available resources and their productivity, though other elements are involved. For instance, a few weeks ago, the decision to relocate tippers at the landfill on a Friday caused unnecessary delays, which could have been avoided if done on a Saturday. These types of issues are being tracked and measured. However, when isolating the 13% productivity drop, it's specifically tied to loads per driver, excluding factors like wait times, traffic, weather, and other variables.

Weiker said that since McLaughlin is retiring, send any comments or questions to Blum and thanked McLaughlin for doing what he could to remedy the situation.

McLaughlin said he hoped to be hearing how well it is going and knew changes needed to happen before that.

MSWAC Update

No update.

2026-2027 Rate Model Proposal

Honaker led this.

As a reminder, none of these numbers are final and we will be coming back in April with more updates.

The division shared a timeline of the rate and budget process. The advisory committees, department leadership and Executive Office will be briefed this month. Next month, the division will share the Executive proposed rate and ask for committees to consider a formal letter of support for the proposal.

Trim asked for clarification on the Re+ forecast. Honaker explained that it's the adjusted tonnage forecast used for policy decisions regarding our tonnage. We have a baseline forecast based on factors like employment, which are typically reliable predictors. Additionally, we are planning to incorporate some policy metrics into the Re+ forecast to project what we expect it to be.

Trim asked if that included increased enforcement at the transfer stations. Honaker responded that our existing tonnage forecast accounts for the tonnage received at the stations, and part of that tonnage is influenced by the enforcement of tonnage limits.

The projections for 2025-2031 show an additional 200k tons, slightly exceeding expectations. This is based on the February tonnage forecast, which is part of our annual process.

In the next year, 75% of the revenue requirement will support direct customer operations. The slide shows the direct customer operations in blue. The next largest square is regulatory compliance in green. We have the least control over expansion of this square. The yellow squares are service areas with their own revenue supports. The orange squares are perhaps the most discretionary areas but are also directly tied to supporting important long-range goals like zero waste, statewide organics, and SCAP.

Trim asked if transfer station recycling includes mattress recycling. Honaker said yes.

The CapEx increases from \$34M in 2025 to \$99M in 2031, reflecting a sharp increase. This growth is primarily driven by rising cost expenditures, which are in line with the commitments agreed to in the 2019 Compensation Plan:

- South County Recycling and Transfer Station (SCRTS) will replace obsolete Algona Transfer Station (opens 2026).
- Northeast Recycling and Transfer Station (NERTS) will replace aging Houghton Transfer Station.
- Area 9 Development and Facilities Relocation will maximize landfill capacity. Local disposal was the most economic option and had the least environmental impact of the options considered.

CapEx is rising due to large projects, with most capital development levers for rate relief already utilized. We are focused on completing required projects, leaving few opportunities to delay. The plan is to address projects as they arise.

The proposed commercial revenue increase is 9% for 2026-2027. Due to the FAC and tipping fee, the revenue will be blended, and the increase may vary based on jurisdiction size.

- Self-haul: 12.5% rate increase aligns cost/revenue
 - Commercial cost allocation: 70%
 - Self-haul cost allocation: 22%
 - ♣ We've raised this increase to gradually boost revenue from self-haul customers.
 - Minimum fee cost allocation: 6%
 - Yard Waste Cost Allocation: 2%
- Delaying NERTS/PF reduces rate on average 1.8% annually
- Project deferrals could mitigate impacts for curbside customers but would leave the division with an aging Houghton Station and no permanent solution for facilities. The projection does not account for the additional maintenance or renewal costs associated with the obsolete facilities. Furthermore, there would be no operational increases beyond inflation for the next six years. If additional regulatory requirements or support for Re+ are needed, funding would have to come from cuts elsewhere. Additionally, the recession and rate stabilization reserves would be depleted. Drops in tonnage or other adverse impacts could lead to a sharp rate increase, negating any potential savings.

Lam requested the specific percentage increase for the estimated monthly curbside rate, acknowledging that various factors are involved. Honaker explained that they are working on an update. Last year, a district-wide increase was provided, and they plan to revisit it in April. It's challenging to pinpoint a specific percentage, as each district has a different contract. The calculation is based on the per capita amount each household contributes to waste management, but the contracts vary significantly.

Lam mentioned that they would be asked about this and stressed the importance of providing specific numbers for each jurisdiction, as they will need to relay this information to residents. Honaker responded that for most contracts, the disposal component is about 24% of the monthly cost and the rest covers the cost of service. The larger the can size, the

higher the disposal component. For a 32-gallon can, we use the average, and only the disposal component would increase by 10%, not the entire bill. Additionally, the ratio between the service and disposal components varies by contract.

Weiker offered to assist Lam and mentioned that this was the first she had heard of deferring some capital spending. To her knowledge, the FAC was intended to cover much of the infrastructure and fixed costs. She requested more information. Honaker explained that the FAC is designed to cover the non-disposal portion of the commercial cost allocation, specifically what is allocated to the non-disposal component (which is about 20% of commercial revenue.) While it's a complex allocation method, transfer station improvements (like NERTS) generally fall under the disposal category. However, certain aspects of infrastructure development also support other components, such as regulatory compliance, which are part of the non-disposal components.

Re+ Food Waste Recycling (CoDigestion) Overview

Fitzpatrick and Hislop gave this presentation.

Currently, we are doing a lot of work in prevention, collection, processing & technology, and markets. These are all part of the county's effort to achieve zero food waste.

- Prevention:
 - Food Too Good to Waste Grants
 - City and Re+ Grants
 - Members of the Pacific Coast Food Waste Collaborative
 - School Food Share
- Collection:
 - Single family collection requirements
 - State Organics Management Laws
 - Commercial technical assistance
- Processing & technology
 - Grants & NextCycle
 - Vashon Island collection area improvement and development of processing facility
 - CODI
- Markets:
 - Compost Procurement Ordinance and Universal Contract
 - Compost Wise technical assistance

Zero Food Waste: Context

- Re+ increased regional work on food waste
- Requires whole system approach
- Processing capacity increase needed by 2030s

Co-digestion (CODI) is the digestion wastewater solids and commercial food waste (CFW).

Background on County CODI work:

- King County Council requested CODI Alternative Analysis
- Work co-led by SWD and WTD
- Work completed by Jacobs Consulting in 2024

- Key Focus:
 - Analyses to better understand how the County can facilitate the diversion of food waste from the landfill
 - Identify and implement the most beneficial use for processed food waste
 - Consider capacity requirements for co-digestion of commercial food waste (CFW) at the South Treatment Plant (STP)

The project team conducted an analysis on all the processes available and found four alternatives:

- Alternative 1A: County-owned, third party operated pre-processing + co-digestion at STP
- Alternative 1B: Third-party owned and operated pre-processing + co-digestion at STP
- Alternative 2: Continued composting at third-party sites
- Alternative 3: Third party bio-digestion

Key Findings:

- Lack of flow control:
 - King County lacks the authority to require commercial food waste (CFW) to be processed at county facilities, limiting its direct role in organics processing
- Co-digestion infrastructure capacity:
 - STP would need to expand its anaerobic digestion capacity even without adding food waste slurry (FWS). The earliest STP could accept FWS for co-digestion is 2035.
- Site availability & Logistics:
 - No suitable surplus County-owned sites were found, but industrial real estate in South King County could provide viable options
- PFAS
 - PFAS in food waste poses a risk to the County's Biosolids Program and its Loop product. Further research is needed to assess and mitigate this risk.
- Stakeholder and Market Feedback
 - Stakeholders support partnerships or pilot projects for food waste pre-processing
 - Existing composting facilities prominent in organics processing in King County are expected to remain viable

Analysis Conclusions and Next Steps from the Report

- Immediate co-digestion facility development: Not recommended
- Recommended actions:
 - Monitor third-party bio-digestion developments
 - Explore partnerships for food waste processing
 - Further research PFAS risks and mitigation strategies
 - Continue to evaluate the County's role in organics diversion efforts

We aren't walking away from this work right now, but we are leaning more towards our generators to produce change.

Focus on food waste

- Immediate Focus: Develop and Expand Commercial Technical Assistance
 - Increase business organics collection and diversion through outreach and technical assistance
 - Expand program to better anticipate business needs
 - Continuously consult with decision-makers and partners

- o Pilot new strategies and build on successes
- Underway:
 - o Commercial compliance and enforcement
 - o Collection policy
 - o Contamination reduction and compliance
 - o Vashon Island processing

School Program Update

Ochoa Argüello gave this updated.

Program History: Over 30 years of collaboration

- **Overall Goal:** Incorporate Re+ messaging and support to foster environmental stewardship in schools, empowering student and staff to adopt long-term sustainable behaviors.
- **Technical Support:** Supports schools and districts in implementing sustainable practices through seven benchmarks, Student Green Teams, and tailored resources.
- **Curriculum Programming:** Free educational services offering activity guides, school assemblies, and classroom workshops on sustainability, waste reduction, recycling, composting, and environmental justice.
- **Key Initiatives:** Hands-on learning experiences like the "Curiosity Quest" assembly, Workshops, and "Green Teams" to engage students in recycling, composting, and climate action.
 - o "Green Teams" are student-lead teams.

2023-2024 School Year Key Achievements

- **Engagement:** Over 300 schools across 16 districts
- **Curriculum:** Incorporated Re+ messaging into assemblies and workshops
- **Assemblies:** 69 assemblies at 40 schools
- **Workshops:** 167 elementary and 324 secondary classroom workshops
- **Green Schools:** Recognized 69 schools for sustainability achievements
- **Focus:** Technical assistance and tailored school support. School and district partnerships strengthened for long-term engagement

We have a high participation rate of active green schools per district. We are focusing on some specific areas like Enumclaw, Highline, Renton, and Skykomish to get higher participation rates.

We frequently hear from schools, particularly regarding funding challenges. In 2023, we launched the Re+ School Vouchers program.

Re+ School Vouchers Pilot: Background and Goals

- Reduce barriers
- Reduce waste
- Reach more schools & districts

Re+ school vouchers pilot: support

- Support: \$319,912 worth of supplies distributed, largely focused on durables and organics. We provided a list of items that would best support their needs, and they were able to choose.
- Types of Support:

- o **Durables (57 schools):** e.g. utensils, meal trays, bulk condiment dispensers, energy/water efficient dishwashers, wash racks, magnetic collection lids, etc.
- o **Composting (33 schools)** e.g. utensils and meal trays where durables weren't feasible
- o **Recycling/Composting Collection Containers (39 schools)**
- o **Water refill stations and reusable water bottles (56 schools)**
- o **Food waste reduction (8 schools)** e.g. Food Share Table containers, signage, portable coolers, ice packs, pop-up tables, etc.

Re+ School Vouchers Pilot: Reach

- Reach: Supports 70 schools in 13 districts, impacting 108,500 students
- Recipients:

City	Schools	City	Schools
Auburn	7	Private Schools	3
Bellevue	3	Renton	27
Federal Way	8	Shoreline	1
Highline	4	Snoqualmie Valley	1
Issaquah	3	Tahoma	1
Kent	5	Tukwila	2
Lake Washington	3	Vashon	2

- Priority schools received 75% of the Re+ vouchers
 - o Title 1 schools: 50% or more free/reduced lunch and a high percentage of students living in poverty

Re+ School Vouchers pilot: Waste Diversion

- This voucher program opened the door with schools that we haven't been able to build a relationship with.
- Eliminated the equivalent of 105-100 cubic yard trucks full of disposable waste that won't end up in the landfill

Importance of school partnerships

- Impacts:
 - o Broad support and positive feedback from educators and administrators.
 - o Strengthened relationships with historically less engaged districts.
- Testimonials
 - o "No more plastic utensils!!!" - Foster High School, Tukwila
 - o Federal Way Public Schools recognized the County during their October meeting: "Now more than ever, schools can't do it alone. You are invited to be recognized at our board meeting to show appreciation for donating dishwashers and reusable trays!"
- Future potential for growth and even more profound impact
 - o Additional Food waste reduction and organics diversion
 - o Increased recycling rates
 - o Greater waste reduction through durables

Lam asked if there are measurables for each school district's waste and recycling performance. Ochoa Argüello said they have rough estimates and, with some benchmarks, are improving waste diversion tracking.

Trim requested that metrics for the schools be shared with everyone.

Comp Plan Chapter Review Process and long-Term Disposal Study Feedback

Liu presented this.

LTD Study

- Members of MSWAC and SWAC have access to draft report with comment responses and track changes. There will also be responses to the comments on why they were not added to the draft report.
- Final report to be released in April.
- We are hoping to get a draft of the FAQ to members soon.
- We aren't looking for additional comments on the study.

Comp Plan

- Chapter 6 – Landfill Management and Solid Waste Disposal has been shared with MSWAC and SWAC
 - Everyone should have received this chapter in their email. Reach out to Blum if you haven't.
- Subgroup to set discussion boundaries on March 12.
- Deep dive discussions in April.
- The goal is to introduce new chapters every month.
- For some of the chapters, we will probably need two months for discussion rather than one.

Comp Plan SEPA

- Currently preparing for SEPA checklist
- Expecting determination of significance (EIS process)
- Members to think about what other impacts they want studied

Possible impacts to be studied (included in scope of work):

- Air and earth impacts
- Soils and water
- Animals
- Plants and noxious weeds (including threatened, endangered, and sensitive species)
- Energy and natural resource
- Environmental Health
- Noise (during construction and operation)
- Land Use
- Housing
- Aesthetics
- Light and Glare
- Recreation (parks, trails)
- Historical and Cultural Preservation
- Transportation
- Public Services
- Utilities

Trim asked if an email could be sent to everyone when information becomes available, as she is not receiving notifications. She also inquired about the subcommittee and whether people can attend and listen in. Blum replied that she has been sending notifications about the availability of the LTD study and the draft of Chapter 6. She offered to resend them to the committee in one email. Since the materials are hosted on external KC sites, there may be access issues if you're not on the KC extranet. Regarding the subgroup, they consulted the chairs of both committees to determine how to bring concerns forward. MSWAC requested it for XX.

Blum said that if SWAC wants to form a subcommittee, they are happy to accommodate. Liu explained that to access the draft and extranet, you must complete a user agreement, and there is a short delay before approval. There is also a user agreement required to access the Teams site where the comp plan is located.

Weiker asked Blum to get information from members on who wants to join the SWAC subcommittee.

State Legislative Update

Scholes and Tan provided this update.

The 2025 legislative session started on Jan. 13 and will be a long session of 105 days. The policy committee cut-off date was Feb. 21, and the fiscal committee cut-off date was Feb. 28. The last day to consider bills in the house of origin was March 12. The last day to pass through the second house of origin is April 2. The last day is expected to be April 27, 2025.

For those that are newer to the process, you can get email notifications on the status of a bill by visiting leg.wa.gov. Go to Bills --> meetings --> session and insert the bill number. If you don't know it, click "Go to Bills" to browse through prefiled bills, bills by topics, etc., and once on the bill page, click "get email notifications" and enter your email.

2025 Legislative Session – solid waste related bills. Those that have been filed, have numbers.

- **HB 1150 / SB 5284 Recycling Reform Act** (EPR for Packaging & Paper Products)
 - a. Passed out of the Senate and has a hearing in the House Committee on Energy & Environment on March 17.
- **HB 1607 / SB 5502 Recycling Refund Act (*Deposit Return-System (DRS) for Beverage Containers*)**
 - a. **It didn't pass through the cut-off but it might be considered necessary to implement the budget.**
- **HB 1154** Changes to issuing permits for solid waste handling facilities
 - a. Passed through the House and has a hearing in the Senate on Tuesday afternoon.
- **HB 1483 / SB 5423** Right to Repair – Digital Electronic Products
 - a. Passed out of the House.
- **HB 1826 / SB 5680** Right to Repair – Mobility Devices
 - a. Passed out of the Senate.
- **HB 1497** Organics Management (*building on 2024 bill*)
 - a. Passed out of the House and has a hearing in the Senate on Tuesday afternoon.
- **HB 1789/SB 5175** Delaying Solar Panel Stewardship (*Agency Request*)
 - a. Passed out of the Senate and has a hearing in the House.
- **HB 1462 / SB 5438** Promoting use of reclaimed hydrofluorocarbons
 - a. Passed out of the House and has a hearing in the Senate on Tuesday.

Trim confirmed that the medicine confirm bill is in TIB.

- **HB 1150:** Recycling Reform Act (EPR for Packaging & Paper Products). In previous years, this was known as the WRAP bill. This is our highest priority to get passed this year.
 - o Sponsored by Rep. Liz Berry and Senator Lovelett.
 - o Extends recycling to all residents with curbside garbage and is partially funded by producers.
 - o Increases recycling & reuse. Materials must be sent to verified responsible markets.
- **HB 1607 / SB 5502: Recycling Refund Act (Bottle Bill)**
 - o Sponsored by Rep. Monica Stonier and Senator June Robinson
 - o Refund Value (deposit) of \$0.1 charged on beverage containers – redeemed when returned

- Convenient and equitable collection infrastructure
- **HB 1071/SB 5058: implementing strategies to achieve higher recycling rates within Washington’s existing solid waste management system**
 - Sponsor: Rep. Jake Fey
 - Statewide recycling lists for residential curbside and drop-off collection and a statewide needs assessment.
 - Post-consumer recycled content requirements for plastic PP tubs, PET thermoforms and single-use cups.
- **HB 1154: Changes to issuing permits for solid waste handling facilities.** This would change the facility permitting process for solid waste handling facilities to require approval from Ecology in addition to the current local health jurisdiction.
 - Sponsor: Rep. Davina Duerr
 - Amendments to the process of issuing solid waste handling permits.
- **HB 1550 / SB 5586: Improving the End-of-Life Management of EV Batteries**
 - Sponsored by Rep. Chipalo Street and Sen. Derek Stanford
 - Requires EV battery providers to be responsible for the end-of-life management of EV batteries
 - Defines roles for battery providers, secondary handlers and users, battery recyclers, people seeking to discard an EV battery and Ecology.
- **HB 1483 / SB 5424: Supporting the servicing and right to repair of certain products with digital electronics** (Right to Repair – Digital Electronic Products)
 - Sponsored by Rep. Mia Gregerson and Sen. Derek Stanford
 - Access to tools and information to repair electronic devices such as computers, cellphones and appliances
- **HB 1826 / SB 5680: Establishing a right to repair for mobility equipment for persons with physical disabilities** (Right to Repair – Mobility Devices)
 - Sponsored by Rep. Mia Gregerson and Sen. Drew Hansen
 - Mobility devices designed for people with physical disabilities
 - Access to documentation, parts, embedded software, firmware, and tools to repair mobility devices
- **HB 1497: Improving outcomes associated with waste material management systems** (Organics Management)
 - Sponsored by Rep. Beth Doglio
 - Contamination outreach program
 - Food waste reduction in schools
 - Collection bin colors
 - Multi-family service planning
 - Business service enforcement
- **SB 5175: Delaying solar panel stewardship** (Agency Request)
 - Sponsor: Sen. Sharon Shewmake
 - Delays the effective date of the Solar Panel Stewardship and Takeback Program until 2029.
 - Establishes a photovoltaic module advisory committee that would develop recommendations the law. Stewardship plans were due earlier this year, but many producers didn’t submit their plans which would put them out of compliance.
- **HB 1422: Modifying the drug take-back program** (Amending safe medication return – Agency request)
 - Sponsored by Rep. Strom Peterson
 - Updates current safe medication return program (EPR for unused medicine)
 - The changes would allow the Department of Health to better manage and secure funding for the program.
- **HB 1462 / SB 5438: Reducing GHG emissions associated with HFCs**
 - Sponsored by Rep. Devina Duerr and Sen. Liz Lovelett
 - Supporting refrigerant recovery and promoting the reuse of refrigerants
- **HB 1420: Establishing producer responsibility for textiles (EPR for textiles)**
 - Sponsored by Rep. Kristine Reeves

- o Establishes an EPR program for textiles

Other bills we are tracking:

- **HB 1236 & HB 1293:** Litter penalties & litter task force
- **HB 2018:** Increasing solid waste collection tax
- **SB 5033:** Concerning sampling or testing of biosolids for PFAS chemicals.
- **SB 5183/HB 1203:** Prohibiting the sale of certain tobacco and nicotine products

These bills didn't advance:

- SB 5045 Including Electric Vehicle Batteries in the Battery Stewardship Law
- HB 1901 Extended Producer Responsibility for Mattresses
- HB 1107: Concerning environmental impacts of fashion.
- HB 1134: Promoting resource conservation practices in public schools.
- **HB 1071 / SB 5058** Implementing strategies to achieve higher recycling rates
- **HB 1550 / SB 5586** Improving the End-of-Life Management of Electric Vehicle Batteries
- **HB 1422** Amending Safe Medication Return (*Agency Request*)
- **HB 1420** Extended Producer Responsibility for Textiles

Member Comment

Weiker shared her appreciation for McLaughlin and wished him the best in his retirement.

Trim shared her favorite SWAC moment when McLaughlin gave a presentation outside of his RV.

Atwood wished McLaughlin well on his next chapter of life.

Adjourn

Meeting adjourned at 11:28 a.m.