

SWAC Advisory Committee Meeting

Oct. 10, 2025 - 9:30 a.m. to 11:30 a.m.

Hybrid Meeting (Zoom or King Street Center)

SWAC Members Present
April Atwood, Marketing and Education
Bill Louie, Citizen Representative
Heather Trim, Recycling Industry
Jay Blazey, Manufacturer
Alissa Campbell, Waste Industry
Amy Lam, Local Elected Official
Laura Mork, Local Elected Official
Leah Tischler, Public Interest Group
Robin Freedman, Waste Industry
Guests:
Katie Jerauld, Department of Ecology

King County Staff
Ali Blum, SWD staff
Christine Kim, SWD staff
Patty Liu, SWD staff
Amy Ockerlander, SWD staff
Rebecca Singer, SWD Director
Chris Stubbs, SWD Deputy Director
John Walsh, SWD staff
Veronica Houser, SWD staff
Andy Smith, SWD staff
Lindy Honnaker, SWD staff
Shawn Carter, SWD staff

Call to Order and Introductions

After the introduction, Vice Chair Louie called the meeting to order at 9:46 a.m. Chair Weiker was not in attendance.

Meeting Minutes

Lam moved to approve the September minutes. Tischler seconded. The minutes were approved unanimously.

Public Comment

Jerauld shared a couple items.

1. Biosolids PFAS Sampling Study

In 2024, Ecology partnered with 44 wastewater treatment plants statewide to conduct voluntary, one-time testing for PFAS in biosolids. The sample group included facilities of varying sizes, upstream dischargers, and regions. Ecology staff worked with plant personnel to collect and analyze biosolids samples for PFAS using EPA method 1633, focusing on PFOS and PFOA — the PFAS compounds currently prioritized by EPA and other states.

You can read the full report, [Assessment of PFAS Levels in Washington State Biosolids](#), or the summary report, [Focus on Assessment of PFAS levels in Washington State Biosolids](#).

2. Single-Use Serviceware Law and Organics Management Video Resources

The Department of Ecology and the Department of Health have worked together to produce three short 2–5 minute educational videos aimed at local health staff and the food businesses (restaurants, grocery stores, etc.) they support within their communities. Local health staff can learn about environmental laws before they do site visits and inspections. Restaurants and food businesses can also use these videos themselves, by learning about how to use ORCA and BOMA maps, and training staff about the single-use serviceware law.

- i. [The Basics of Washington's Single-Use Serviceware Law](#)
- ii. [Business Organics Management Areas \(BOMA\): What to know + how to use the BOMA Map](#)
- iii. [Organics Recycling Collection Areas \(ORCA\): The basics + How to use the ORCA Map](#)

SWD Updates

Singer provided the SWD update.

Tonnage update

Garbage tonnage through August is on par with last year (563K tons in 2024 vs. 562K ton in 2025). With four months remaining in 2025, we are almost exactly on track with our forecasted annual tonnage for this year.

In our 2024 official forecast, we estimated 840,950 tons for 2025, and we are currently on track to get to 839,830 tons this year. Please note that the Black River (Republic) tons are included in the tonnage.

The recycling tonnage collected and diverted at transfer stations is at 19,000 tons through August.

The chart shows declining tonnage in transfer station recycling, which includes self-haulers' yard waste, clean wood, glass, cardboard, mixed paper, scrap metal, textiles, mattresses, appliances, bicycles, tires, mixed containers, and plastic materials. Self-haul recycling is decreasing, but the downward trend in self-haul tonnage has been even more pronounced for garbage.

While self-haul tons overall have been decreasing, the proportion of self-haul tonnage that is recyclable has slightly increased.

As of August 2021, the percentage of self-haul tons that were recyclable was just over 15%. As of August 2025, 17% of self-haul tons were recyclable materials.

2026 Solid Waste Rate

The King County Council approved the 2026 rate proposal, establishing new solid waste rates that will go into effect on Jan. 1, 2026. SWD provided official notice to cities, haulers, and other interested parties on Sept 30. We will provide outreach to the general public on the new rates starting in the middle of October and continue through the end of the year.

SWD, Councilmembers, and hauler partners worked collaboratively on an amendment to the 2026 rate that helps ensure partners do not unfairly bear the burden of unexpected closures. The amendment allows DNRP to reduce the Regional Direct fee at the Cedar Hills Regional Landfill in the event of the temporary, unplanned closure of two or more King County transfer stations.

The reduced fees are not applicable for closures resulting from causes outside of the division's control, like severe weather. A reduced fee will help haulers recoup costs of extra labor, fuel, and inefficiencies in the event of a significant service disruption requiring haulers to take loads directly to the landfill

My team and I recognize the concerns of our hauler partners, and the challenges cities and haulers have faced this year with system unreliability. One of Singer's top commitment and priority is to fortify service delivery and restore the reliability of our transfer station system. We are also undertaking a comprehensive review of our rates.

Cedar Hills Regional Landfill community meeting

As part of our commitment to ongoing communication with households living near CHRL, SWD hosts two annual in-person meetings for the public to learn and ask questions about what's going on at CHRL, including current and planned construction projects, environmental monitoring activities, and operational activities.

The next Community Meeting is on Oct. 9 at Maywood Middle School from 6:30-8:30 p.m.

>>> Chair Louie asked if we could identify a participant from the CHRL community to join and participate in SWAC. Director Singer noted that we can announce this call for interest via CHRL neighbor mailing lists and there will likely be some interest.

SWD launches “Zero Waste Action Guide”

The Re+ Zero Waste Action Guide is an online resource within Re+ designed to guide individual actions to both minimize landfill waste and emissions that are associated with consumption. Developing this guide has been a partnership between SWD and the Executive Climate Office.

This tool is part of a comprehensive approach to reducing emissions, as outlined in the 2020 Strategic Climate Action Plan and the 2025 update. The guide is organized into target categories, such as food waste and repair/reuse.

Each target category provides information about King County's efforts and resources, community organizations, and recommended actions individuals can take to reduce their emissions.

We invite you to check out [the guide](#) and share it with your networks.

International Repair Day is Oct. 18

In honor of International Repair Day, I wanted to share a recap of SWD’s sponsored repair events.

This year, SWD held nine repair events located throughout King County (Burien, Redmond, Mercer Island, White Center, Skyway, Bellevue, Tukwila, Sammamish and Renton). At these events, 35 skilled fixers successfully repaired and mended 600 items resulting in an estimated 1,000 pounds diverted from landfill. Fixers were able to give diagnosis and advice on repair for an additional 188 items. When appropriate, events also had in-language support for Spanish, Mandarin, Vietnamese, and Arabic.

The 2025 repair event series has wrapped up, but we’ll share the 2026 schedule with Advisory Committees when it is available.

SWAC Update

No update.

Operations Update

Carter provided this update.

Transfer Station Updates:

- Algona – reopened to commercial on Sept 15; reopened to self-haul on Sept. 22.
- Vashon – will be closed to commercial from Nov. 17-Dec. 3 for tipping floor resurfacing; the station will remain open to the public.
- Bow Lake – compactor rebuild is delayed until March. We were unsuccessful in coordinating with SSI to get on their November schedule. While this is an unfortunate setback, we don't anticipate a huge impact on the overall timeline, as the necessary work should only take about three to four weeks once started.
- Recruiting for additional truck driver term-limited temporary positions.

- o We are currently in the subject matter expert (SME) review phase, and the candidates are looking promising. We will provide updates as we onboard new hires and clarify the expected impacts on our team's capabilities.

Factoria Tipping Floor Resurfacing and Repairs

1. Why resurfacing and repairs are needed

a. Why resurfacing is needed?

- i. Tipping floors are built with a 'Sacrificial Surface'
- ii. 2-3" of tipping floor surfaces are reduced over time due to 'garbage juice' (leachate) on the floor, and scraping of loaders. Despite adding a rubber lip to the loaders, the equipment continues to damage the floors, which is compounded by the highly chemical-rich environment.
- iii. Life cycle of a transfer station includes recurring need for floor resurfacing
- iv. Cadence for resurfacing dependent on frequency/number of tipping loads and residence time of leachate on floors.
 - 1. We have installed wear indicators at every site to trigger our maintenance process. Once these indicators show wear, our TSOs notify supervisors, who then engage engineers to assess the damage and develop a resurfacing plan.

b. Why repairs are needed?

- i. Transfer station personnel reported cracks on the underside of tipping floor
 - 1. These were noticed during the 5-day pilot project
- ii. Follow up inspection and investigation by structural engineer determined structural integrity of the floor had been impacted
- iii. Safe loading of floor was determined and design for repairing the floor initiated
- iv. Structural repairs were rolled into the already awarded contract for resurfacing the floors as a change order.

2. Process and schedule

a. PHASE 1 (Sept. 22- late Oct.)

- i. Place Fiber Reinforced Polymer (FRP) on underside of tipping floor (26 days)
- ii. Clear and clean floor(s) (1 day)

b. PHASE 2 (Dec. 1 – Jan. 12)

- i. Hydro- demo (jetting) of old concrete around rebar (10 days)
- ii. Concrete placement (5 days)
- iii. Concrete curing (28 days)

c. PHASE 3 (January 13 – February 8)

- i. Prep, placement, and cure sacrificial surface for tipping floor (27 days)

3. Transfer station impacts (December – Mid February)

- a. Garbage and recycling will be closed to self-haul customers Monday-Friday. On weekdays, self-haul customers can use nearby Renton and Houghton stations for garbage and recycling services.
- b. Yard waste will not be accepted at Factoria station throughout this period. Yard waste can be taken to the Shoreline and Bow Lake stations.
- c. The Factoria station will remain open Monday-Friday for commercial haulers.
- d. On Saturdays and Sundays, the Factoria station will be open to the public for garbage and recycling services (excluding yard waste). The Factoria station will be closed to commercial hauler traffic over the weekends.
- e. Household hazardous waste drop-off will remain open, with no service impacts, throughout the project.

Blum shared a couple of slides outlining our external communications plan for this project.

As Carter discussed, our diversion plan will minimize disruptions to our system by allowing commercial haulers to access the station during weekdays. Self-haul customers will not have access to the stations Monday-Friday, so we have a robust communications plan in the works to inform our partners and customers.

Last week, Blum emailed impacted cities and hauler partners about the construction period and diversion plan from early December through mid-February. We considered impacted cities in a very broad manner - cities whose self-haul customers are within the Factoria service areas or host cities to stations where we are diverting self-haul traffic.

The week of Oct. 22, SWD will email an official notice of intent to change operating hours at the Factoria Station to the Council Clerk and mayors of the impacted cities. We shared information with you all early so that you have time to brief your leadership or other people in your city so that these official notices don't come as a surprise.

We are also sharing early notice to support our shared communications planning.

Our Communications Manager, Veronica Houser, shared SWD's public outreach plan.

4. Engagement and communication

a. External Communication Plan: cities and hauling partners

i. On Oct. 2, SWD provided notification about the construction period:

1. Impacted cities
2. Council offices
3. Haulers

ii. In mid-October, SWD will provide official Title 10 notices of intent to change operating hours

iii. Opportunities for collaboration on message amplification

b. External Communication Plan: self-haul customers – *providing information to customers on site is one of our key communications activities*

i. At Factoria Recycling & Transfer Station:

1. **Printed materials for scale house operators to guide interactions with customers**

a. *Flyers with resources to redirect customers.* We will have flyers for our scale house operators with resources to redirect customers. We will start handing these out at least two weeks prior to closure to help make repeat customers aware. These flyers will also be available during the closure period if a customer arrives when the station is closed.

- i. Renton / Houghton for garbage/recycling and Bow Lake / Shoreline for yard waste

2. **Similar messaging shared with SWD Customer Service to guide phone interactions**

3. Minimum 2 weeks before closure

ii. Signage to guide customer traffic and divert during weekdays

1. Roadside before turning into transfer station
2. At the facility itself, e.g., scale house

a. We find these "at-site" strategies to be extremely effective when communicating with customers who make regular trips to the stations.

c. External Communication Plan: Self-haul customers

i. Digital and other external:

1. Updating hours and closure notices on public-facing sites
 - a. Google business hours
 - b. King County websites
 - c. Social media
- ii. Neighbor mailing list updates (1 month, 2 weeks and day before closures):
 1. Factoria
 2. Houghton and Renton (garbage and recycling)
 3. Bow Lake and Shoreline (yard waste)
- iii. Media engagement
 1. Partner with "Reporter" newspaper chain reaching Bellevue, Kirkland, Renton, Issaquah, and Redmond with closure notices

Questions?

Chair Louie: How much self-haul garbage does SWD receive at Factoria?

- Carter: We received 110,000 self-haul customers at Factoria last year.

Campbell:

- Has SWD has spoken with Seattle about their South County Transfer Station closure earlier this summer to discuss lessons learned from their closures?
 - Carter: SWD is using the same vendor for our floor repairs that Seattle used, so we have benefited from this experience and shared knowledge.
- Reiterated that hauler partners appreciate early communication on any closures or issues.
- When was the last time the County had a project of this scale?
 - Carter: We also completed similar work at Bow Lake earlier this year and we do these kinds of projects regularly, but based on the size of the Factoria tipping floor there was no way to complete the work safely without closing.

Renewable Gas Plant Update

Stubbs and Honaker provided this update.

SWD finalized acquisition of the RNG plant from BEW on Aug. 28. SWD entered into agreements with PSE and Williams Pipeline and the pipeline RNG plant began injecting product gas into the pipeline on Monday, 9/28. SWD hired ESI to operate and maintain the plant and all previous operators working with BEW are now working with ESI, so we have retained that institutional knowledge and experience.

The plant began injecting product gas into the pipeline on Sept. 29.

Milestones

- 8/28 - SWD acquired plant
- 9/15 - Finalized sales agreement and pipeline access agreement with PSE
- 9/22 - Executed operator contract with ESI
- 9/24 - Plan restarted. TSA with BEW was terminated.
- 9/25 - Finalized gas quality agreements with PSE and Williams Pipeline.
- 9/29 - Began injecting product gas into pipeline.

Looking forward

- Integrating landfill gas collection system with plant operations to optimize collection and production
- Standing up Operating Committee with SWD and ESI
- Capital Improvements to maximize ROI

- o Area 8 Closure (underway)
- o 4 Header replacement (underway)
- o Phase 2 vertical well installation (begins Q2 2025)
- o Planning RNG plant capital improvement needs

Questions?

Freedman: We are part of the federal RINs program; could SWD discuss what your plan is to engage with this?

- Honaker: SWD currently has an agreement with PSE to buy the gas from the landfill, which is the commodity created at the facility. We have a proposal which will go in front of Council to engage with a broker to purchase the RINs, which will cover cost of operations at the plant and benefit rate payers.

Blazey: Can we tour the RNG facility? It is helpful to see such things in person to understand them better.

- Stubbs: The operator ESI is still getting plant up to speed after it was offline for a few years, so we're in a transitional period, but after some time we should be able to offer tours.

5-Day Pilot Program: Lessons for What's Next

Kim provided this section.

The pilot began on Jan. 13, 2025, with weekend operations suspended to evaluate efficiency gains. Due to persistent capacity constraints and related challenges, it concluded early on April 4, 2025.

Planned vs. Actual

- Planned vs. Actual outcomes, underscoring factors behind early end of the pilot program

Financial impact

- An overview of the costs incurred during the pilot program and the budgetary implications

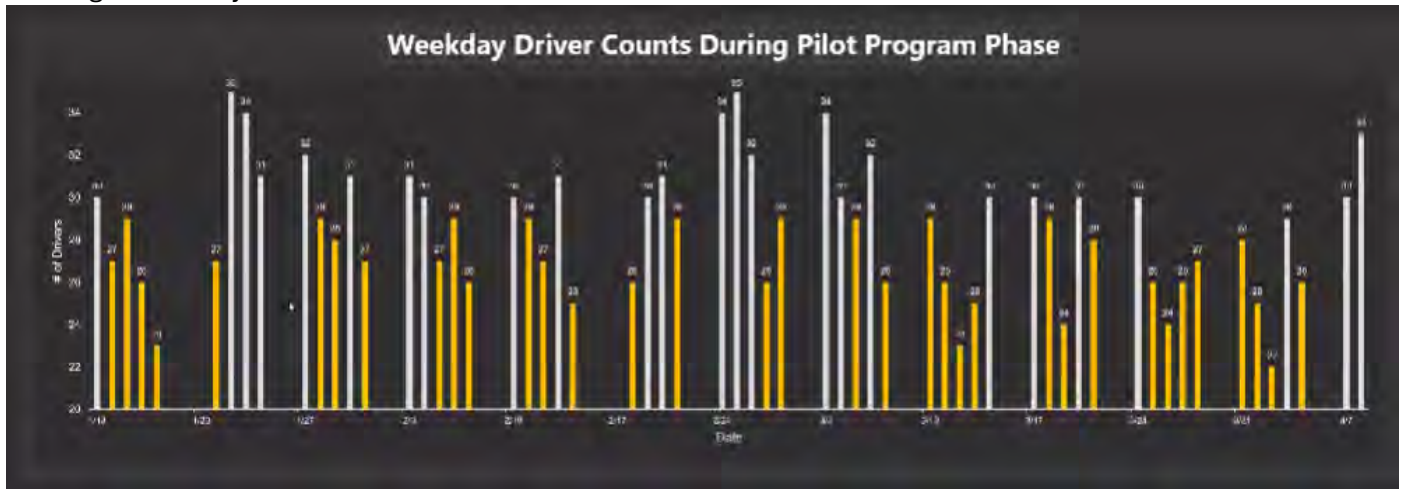
Looking ahead

- Using pilot insights to strengthen planning and financial recovery strategies

Planned vs. Actual: Understanding variances and contributing factors

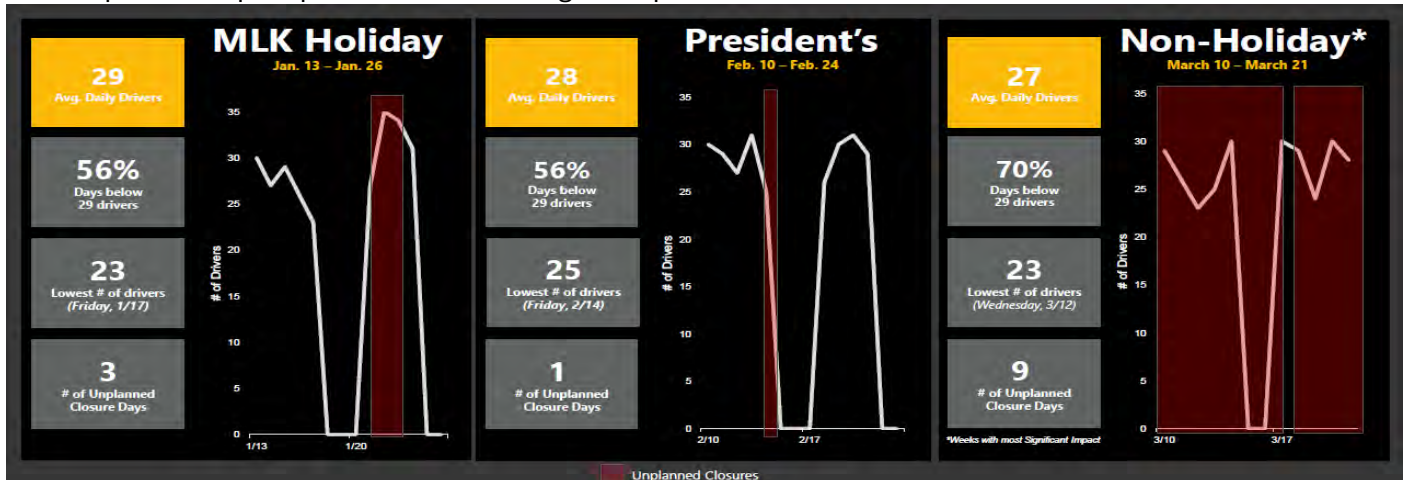
PLANNED	ACTUAL
MLK Day Prediction Model was developed with 35 daily drivers as the baseline	Lower than expected driver availability resulted in unplanned interruptions
President's Day Prediction Model was developed with 29 drivers as a baseline	More than half of days faced staffing shortages, with inconsistent compliance compounding operational impact
Staffing challenges persisted; additional planned closures began March 22 with hauler input	No further plans were developed outside of the holiday week
Additional risks such as operational errors and maintenance schedules were not factored into the planning period	Limited margin for error in planning left King County with few options for resolution

Staffing availability trends



- 60% of days per week had fewer than 30 drivers (not counting the weekends and holidays)

Critical periods of pilot performance: staffing vs. unplanned closures



Financial impact summary: ~\$2.6M

- Diversion to Black River
 - 10,139 tons reported as a diversion to Black River during this period which was about \$1.65M
- Labor costs
 - Financial impacts included one-time retention payments to support frontline staffing, ongoing wage adjustments with annual cost implications (excluding overtime), and estimated overtime savings due to reduced staffing this period to about \$921,130
- Rate adjustment
 - Rebate to the hauling partners on 19,436 tons diverted to CHRL during capacity challenges if the requested information is received before the deadline at about \$55,672

Turning setbacks into financial strength

- The measures outlined create a comprehensive system wide framework focused on mitigating future risks and supporting financial recovery by capturing efficiency gains to offset the impacts of the five-day disruption
 - **Smarter scheduling:** ensure driver coverage aligns with tonnage needs, preventing costly gaps during high-demand periods.
 - **Maximize trailer utilization:** reduces underfilled trips and unnecessary hauls, cutting waste and improving cost recovery.
 - **Cross-station coordination:** reduces downtime and lost loads through flexible resource allocation
 - **Recovery protocols:** establish proactive communication with haulers to anticipate emergency tonnage shifts, avoiding last minute disruptions.
 - **Standardize best practices:** drive consistency across stations, streamlining workflows and reducing turnaround times.
 - **Continuous improvement:** create a feedback loop from the pilot program and build long-term resilience where we won't be facing these long-term impacts.

In conclusion, while the pilot was challenging for many involved, it yielded important insights into system resilience, staffing, and communication. These findings will be crucial for informing stronger planning, supporting cost recovery, and strengthening our collaboration with partners moving forward.

If you have any questions or comments, please reach out to Kim at chkim@kingcounty.gov.

Questions and Discussion:

Freedman: Thank you for the presentation, but it is difficult for us to engage since it is the first time we have seen it. Regarding slide 6, have you cross referenced that information with the hauler's data? It is important to ensure we are all on the same page.

Kim: We did not have any incoming tonnage from our commercial haulers on these unplanned closure days, so hauler data and SWD data should match.

Freedman: Do 'closures' refer to partial closures or only full-day closures?

Kim: Closures include partial closures, e.g., for a few hours, but these graphs do not reflect planned closures, which we informed haulers about in advance. For example, we communicated that top load stations would be closed during the 5-day implementation phase.

Freedman: Have you shown this presentation at MSWAC?

Kim: Yes.

Freedman: Can you say more about cost recovery? What does that mean from the county's perspective?

Singer: We are still unpacking all the lessons learned from 5-day so we can understand what worked and how to strengthen that, and what did not work. We acknowledge that SWD did not always communicate or collaborate effectively. We also did not evaluate our staffing system holistically; we assumed staff would

take overtime to fill gaps, but we learned that they are not always willing to do so, and we cannot mandate it, which is why we did not always have the number of drivers needed to move garbage. As one lesson learned, we are recruiting more drivers to assess if this corrects our issues with staffing or if the model needs to be reevaluated.

Freedman: How will you strengthen collaboration with haulers? For future similar presentations, I suggest that you let haulers input into them. The impact on our industry was huge. We (haulers) feel that there is a pattern of poor collaboration. It is not just a matter of reviewing the agenda. I will acknowledge that in previous SWAC meetings I did not feel comfortable speaking this honestly or openly, so I appreciate your leadership, Rebecca.

Singer: We invite the haulers or WM specifically to present your own data and analysis in the next SWAC. We would be happy to understand your perspective on this. We do not want this to be a one-sided conversation and today was only an initial conversation to demonstrate what we have analyzed so far and learned.

Campbell: I would like to underscore Freedman's comments and call out a few things. The sustainability perspective is missing from this presentation, and we (haulers) feel it is incumbent on the County to acknowledge these challenges as they affect us, the service providers, and we know it is a priority for the County and our customers. Also, looking at the financials, I have a question regarding the diversion to Black River. You mentioned that this resulted in a financial loss due to a loss of tonnage taken to Cedar Hills, but can you share how the labor costs worked out compared to what was budgeted? Since you budgeted for drivers to take overtime and they did not, surely this resulted in some savings, so we would like to understand that number.

Singer: We have taken notes on this and will get back to you, but the number presented today were actuals. Overall, we did not save money; there was a significant loss.

Mork: I appreciate this presentation, because looking back allows you to make improvements and has initiated conversations that drew more facts. Related to the drivers, it seems they were unhappy with the schedule changes and noticed King County prior to this change. In the future, will King County consult with drivers before implementing similar changes to anticipate how it will affect them?

Singer: Since assuming leadership of SWD, I have spoken with drivers and understand what they are looking for. We are reimplementing a shift schedule that works for them and will consult with them to ensure future schedule changes are fully agreed upon with them and their union.

Freedman: Issues continue even after the 5-day pilot. There are still closures. How do employees feel now? Are they amenable to working overtime? Do they feel they can put the challenges of 5-day behind them and that things will normalize?

Singer: I look at daily trends with Operations. Drivers are showing up and taking overtime. We have seen this trend over the last few months and expect it to continue. Mechanical issues are frustrating to me as well; there has been a lack of attention to asset management in SWD. I am initiating an asset management program so we can inventory what we have and fix equipment immediately if necessary. We are refocusing SWD on the operational side of our work and our core business processes. We are also looking at apprenticeship programs to train folks on the industry from the ground up.

Louie: Why can we not go back to the staffing model we had before the 5-day pilot program?

Singer: We did; we have gone back to the old schedule. The idea behind 5-day was we thought we could move material just as efficiently with a 5-day schedule as we did with a 7-day schedule but reduce staffing costs. It did not work like this; the model was good on paper but did not work.

Comp Plan Draft Chapter 3 Discussion and SEPA Update

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.

Questions and Discussion:

Trim: When will we have the designated recycling lists?

Liu: We will have designated recycling lists for each ILA city and another for unincorporated king county in Chapter 4 of the Comp Plan which we anticipate will be available by April 2026.

Blazey: It is important to speak with the processors about what is being recycled, what is not, and what kind of material we are seeing.

Liu: We are planning a joint recycling meeting for Q1 2026. We will invite haulers, processors, cities and other members of SWAC who are interested. We will discuss the state of recycling and composting in this region, especially considering changes on the horizon with the Recycling Reform Act.

Trim: Some of us will be deeply involved in the legislative session at that time next year, so if possible please schedule this meeting on a Friday afternoon or Monday morning.

Chapter 3: Data and Forecasting Changes

- Updated numbers and figures to illustrate latest data
- Added SWD service area demographic data, including top 10 languages spoken in King County. This helps us inform how we do outreach to communities.
- Added relevant studies, took out irrelevant studies. Added long-term disposal study.
- Added language that explains the pivot away from using Ecology recycling data
 - This is a larger change to this chapter

The primary reasons for the data change:

- 1) Ecology no longer reports data using the residential/non-residential split because that classification had become unreliable.
- 2) The available data had a multi-year lag, though Ecology is currently working to correct this delay. For the comprehensive plan, we prioritized using the most accurate, up-to-date data available.
- 3) Ecology's data is self-reported. While regulated facilities are required to report, the rate is only about 90% compliance. Additionally, the data indicates whether materials originated from the City of Seattle or the general service area.

When we received the 2023 data, we observed significant swings (for example, a 400,000-ton decrease from 2022). Total recycling for King County increased by 70,000 tons. Upon following up, Ecology attributed these swings to incorrect self-reporting and specifically recommended using only the combined total tonnage.

Questions:

Lam: Why does the section on planning tools and studies not include information on upcoming studies? For example, evaluation of technology section, there is no discussion on emerging technologies or plans to evaluate emerging technologies, future studies etc. How does this fit into this plan or this section?

Liu: Future studies are not a requirement of the Comp Plan. These studies apply not just to the Comp Plan but to the division as a whole and are used to evaluate our services. For example, the last Comp Plan did not mention the long-term disposal strategy but we have added that.

Lam: How can we be informed of upcoming studies?

Walsh: We would bring these up in SWAC and MSWAC as relevant.

Liu: If you tell us the topics you have specific interest in, we can connect you with those individuals or ask them to present in SWAC.

Trim: When are comments due for this portion of the Comp Plan?

Liu: October 17th.

Mork: Multi-family organics seems like a priority topic and needs some “help”. Is this in another chapter of the Comp Plan?

Liu: That will be covered by the circular economy section where we discuss Re+ actions. There are some requirements by the organics management law which require us to put pieces of information in the Comp Plan, and some of this information will be included in Chapter 4.

Supplemental Comp Plan EIS

When SWD initially engaged our **SEPA consultant**, the original assumption was that a full Environmental Impact Statement (EIS) would be required. However, after consultation with our legal counsel, we determined we will move forward with a Supplemental Comprehensive Plan EIS instead. Since the core elements of the plan have not substantially changed, a full EIS is unnecessary.

Shifting to supplemental Comp Plan EIS

- Builds on the work done in the 2019 EIS
- Puts more focus on environmental impacts of long-term disposal
- Provides the same opportunities to comment and engage
 - It is looking around mid-2026 that we will have our draft supplemental comment period
 - Anyone is allowed to comment and ask questions, and we will inform SWAC when this period is open. This will be identical to how a full EIS process would be conducted.

2026 State Legislation Update

Blum suggested postponing this section of the meeting as only three minutes remained. The information below was on the presentation slides provided to SWAC members.

The 2026 legislative session will be a short session (60 days). There have been some updates since our last meeting.

General outlook update:

- Monitoring actions at the federal level
- State revenue forecast \$417M lower than expected for 2025-27, \$477M lower than expected 2027-29.
 - We will continue to monitor this.
- Policy work continues to move forward
- Recycling Reform Act Celebration

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) - *NOT MOVING*

- 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)
- Better bag ban

2026 SWAC Meeting Workplan and Schedule

This section was postponed due to time constraints.

Member Comment

No comment.

Adjourn

Meeting adjourned at 11:30 a.m.