

Joint MSWMAC/SWAC Advisory Committee Meeting

December 16, 2016 - 11:15 a.m. to 1:55 p.m.

King Street Center 8th Floor Conference Room

Meeting Minutes

MSWMAC Members	
David Hill	<i>Algona</i>
Bill Pelosa	<i>Auburn</i>
Joan Nelson	<i>Auburn</i>
Alison Bennett	<i>Bellevue</i>
Sabrina Combs	<i>Bothell</i>
Brian Roberts	<i>Burien</i>
Barre Seibert	<i>Clyde Hill</i>
Chris Searcy – Vice-Chair	<i>Enumclaw</i>
Rob Van Orsow	<i>Federal Way</i>
Phillippa Kassover	<i>Lake Forest Park</i>
Penny Sweet – Chair	<i>Kirkland</i>
John MacGillivray	<i>Kirkland</i>
Diana Pistoll	<i>Maple Valley</i>
Casey Leyde	<i>Mercer Island</i>
Carol Simpson	<i>Newcastle</i>
Jerallyn Roetemeyer	<i>Redmond</i>
Beth Goldberg	<i>Sammamish</i>
Rika Cecil	<i>Shoreline</i>
Uki Dele	<i>Shoreline</i>
Scott MacColl	<i>Shoreline</i>
Bernie Talmas	<i>Woodinville</i>
Kellye Mazzoli	<i>Woodinville</i>

King County Staff
Jamey Baker, SWD staff
Jenny Devlin, SWD staff
Jeff Gaisford, SWD staff
Matt Hobson, SWD staff
Beth Humphreys, SWD staff
Morgan John, SWD staff
Ross Marzolf, KC Council staff
Pat McLaughlin, SWD staff
Meg Moorehead, SWD staff
Mike Reed, KC Council staff
Olivia Robinson, SWD staff
Eben Sutton, SWD staff
Diane Yates, SWD staff
Guests
Doreen Booth, SCA
Tom Parker, CH2M
Janet Prichard, Republic Services
Mary Shanks, HDR
Ian Sutton, Parametrix
Jennifer Tanaka, HDR

SWAC Members
April Atwood
David Baker
Elly Bunzendahl
Gib Dammann
Karen Dawson
Jean Garber – Chair

Kim Kaminski
Kevin Kelly – Vice-Chair
Keith Livingston
Jose Lugo
Stephen Strader

Minutes:

No minutes were reviewed at this meeting. MSWMAC and SWAC will review and approve minutes from their September, October, November and December meetings at the January meetings.

Updates

Solid Waste Division (SWD) Update

Eben Sutton will serve as Interim Assistant Division Director

As SWD restarts its search for a permanent assistant division director, Division Director Pat McLaughlin has announced Eben Sutton will serve as assistant division director on an interim basis. Sutton currently manages SWD's Enterprise Services Section. SWD will issue a special duty assignment to backfill Eben during his tenure as assistant division director. This assignment will be open to all county staff. McLaughlin anticipates it will take at least six months to find a permanent assistant division director.

Pre-hearing conference set for Algona's South County appeal

On Dec. 8, attorneys representing SWD and the City of Algona will meet to lay out the particulars of the city's appeal against SWD's Final Environmental Impact Statement for a new South County facility. Algona's appeal was very broad and general, and the hope is the attorneys will be able to determine what exactly Algona is appealing. King County attorney Verna Bromley will be representing SWD and Algona has hired Bricklin & Newman LLP, a firm specializing in environmental law.

Final Destination Zero Waste tour of 2016

On Saturday, Nov. 19, members of SWD's External Equity and Social Justice (ESJ) Committee held the last tour of 2016 for the division's "Destination Zero Waste" program. This ESJ-focused program brings schoolchildren from disadvantaged communities to tour the Bow Lake Recycling and Transfer Station and learn about operations, waste disposal and recycling best practices, and future career opportunities. This tour was slightly unique because it brought four teenagers from King County's Department of Adult and Juvenile Detention to tour the facility. SWD is looking to offer more tours in the spring of 2017.

Councilmember Balducci tours Factoria

On Dec. 6, SWD Division Director Pat McLaughlin, along with other SWD staff, gave King County Councilmember Claudia Balducci and one of her staffers a tour of the new Factoria Transfer Station. Balducci, who had used the old station as a customer, was impressed by the changes and was very interested to learn about the new station's operations and capabilities.

SWAC Update

SWAC Chair Jean Garber reported that the November Advisory Committee meeting was a joint meeting with MSWMAC where King County staff presented on the Comp Plan. At the November meeting, there was a decision to have another joint meeting in December to discuss Demand Management strategies in advance of the council budget proviso report.

MSMWAC Update

Chair Penny Sweet echoed Chair Garber's update.

Demand Management Scope Presentation

Strategy, Communications, and Performance section manager, Meg Moorehead, opened the Demand Management Scope [presentation](#) with a reminder that the County determined a Demand Management pilot study was necessary prior to making any decisions about potentially siting a new transfer station in northeast King County.

The presentation covered the content of the Council's demand management provisos approved with SWD's 2017/2018 budget, the role of the Houghton transfer station during the pilot, the elements included in the scope of the pilot, and the measures and timing of the pilot.

In two provisos included in the recently approved 2017-2018 Solid Waste Division budget, Council requires the division to submit a report on the scope of the Demand Management project by March 30, 2017 and a progress report in July 2018. In order to meet the March due date, the division must transmit the legislative package in January 2017.

The division recommends suspending standard operations at the Houghton station for the twelve-month duration of the pilot study. The division may continue to offer residential recycling (cardboard, metals, and plastics) collection and special recycling events at Houghton during the pilot.

If models based on customer surveys and division waste characterization studies are correct, it is projected that 10 percent of Houghton's residential and commercial customers will instead use the Shoreline Transfer Station and 90 percent will use the Factoria Transfer Station. To manage an expected increase in demand during peak visitor hours (11 a.m. – 3 p.m.), the division proposes to double prices during peak hours for non-account self-haul customers at the Factoria station while also extending its operating hours. To preserve quality levels of service, staff will be added at both transfer stations for the duration of the pilot, using reassigned Houghton staff and temporary workers.

During the pilot study, the division will monitor the effects of the Demand Management strategies on trip duration, traffic patterns in affected communities, noise levels, transaction patterns, tons of materials recovered/recycled and refuse disposed, revenues collected, effects on neighboring garage collection systems, illegal dumping, and other factors. The results of the monitoring will inform a county decision to build a new northeast station or continue Demand Management strategies to achieve quality service levels as defined by the policies in the 2019 Comp Plan.

The division will work with host cities regarding traffic studies and potential permit modifications and ask that all cities help identify other factors to be considered in the implementation plan. Cities in northeast King County may also need to review collection contracts with haulers.

Discussion following the presentation:

- The need for additional staffing at Factoria and Shoreline was questioned in light of Houghton's closure. Could Houghton employees be transferred to the other stations? The division indicated that additional staff will be needed due to the additional hours - extra shifts require extra staff. Operating hours at the Shoreline station will remain unchanged the pilot but extra staff will be needed to handle expected increased use. Factoria and Shoreline staffing needs will be met with reassigned Houghton staff and temporary workers.
- There were concerns that allowing the Houghton station to remain operational for residential recycling and special recycling events during the pilot would not provide real-world data. Currently, recycling at the Houghton station occurs outside of the scale house and constitutes less than one-half of one percent of all material collected. It was pointed out that both the 2006 Transfer Station Plan and the 2013 draft Comp Plan call for the eventual complete closure of the Houghton station.
- There will be a communications plan to address customer outreach, although there are no plans to hold public meetings in advance of the pilot. Customer feedback will be collected and monitored during the pilot. There was a suggestion to hire an additional employee to staff a hotline dedicated specifically to the Demand Management pilot as cities do not have the resources to receive customer feedback and complaints.
- There was a reminder that peak hours at a transfer station are different than peak traffic hours on the roads leading to transfer stations. It was also noted that this study is about balancing demand at peak times at the transfer stations with peak traffic times near the station.
- Per the planning model, it is projected that during the pilot that peak time transactions at the Factoria station will increase from 100,000 transactions to 225,000. It is estimated 200,000 trips to and from the station will increase to 550,000 trips. Currently, the Factoria station sees about 50 self-haulers per hour and would likely increase to 100 cars per hour during the pilot. However, with the addition of peak pricing, models predict the amount would decrease by 19 percent. There was a suggestion to taper peak pricing from 4 p.m. – 6 p.m. in order to avoid a surge of traffic at 3 p.m. when peak pricing is proposed to conclude.
- Expanded hours at the Factoria station from 2006-2009 demonstrated a 20 percent reduction in peak time visits. Also, a recent academic study cited a 15 percent reduction in peak time demand when peak prices were doubled.
- Concern was expressed that roads may become unsafe in communities in between and near Shoreline and Factoria that are already at maximum traffic capacity. There was a suggestion that cities might consider conducting their own traffic studies in the year before the Demand Management pilot in order to determine the current traffic baseline. There was a concern that city traffic studies and county traffic studies may not follow the same traffic study standards.
- There was a suggestion to coordinate traffic studies closely with city public works departments and to be aware of upcoming and potential projects from the Washington State Department of Transportation, Sound Transit, and Puget Sound Energy that may affect traffic in the affected areas.

- It was noted that the City of Issaquah has restricted commercial vehicle traffic through their downtown. Other cities could also do this and thus further increase the amount of time and miles driven by haulers, which in turn could increase customer rates.
- The three main commercial haulers in King County (Recology, Waste Management, and Republic Services) responded to Demand Management scenarios in the Transfer Plan Review Part II and estimated that residential rates will increase by 12 – 18 percent on the single family bill.
- The pilot is planned to last a full twelve months in order to capture seasonal trends, but council may cut the pilot short based on the results of the progress report due within seven months of the pilot launch.
- Wastemobile will continue to operate.
- There are no anticipated significant effects on operations in south King County, but operations within the entire system will be monitored.
- Ideally, determination for what type of environmental review is most appropriate for this pilot will begin as early as January 2017.
- The public will have an opportunity to offer input on the Demand Management pilot during the development and ordinance adoption process. There was a request that members of the Advisory Committees be considered parties of record during the environmental review. There were no objections to this request and Chair Garber asked that this happen going forward.
- There was concern expressed that the division has not responded to the City of Bellevue's letter regarding the division's Conditional Use Permit. Division Director Pat McLaughlin proposed the division meet with the City of Bellevue in January and the City of Bellevue agreed. City of Newcastle also wants to attend any meetings concerning traffic impacts in Bellevue.
- The division's budget assumes no additional revenue will be generated as a result of peak pricing, though it was suggested that any revenue raised during the pilot ought to be given to communities negatively impacted by the pilot or applied toward illegal dumping clean-up efforts as they will surely see an increase.
- There was discussion about what would be more expensive: the year of Demand Management pilot or building a new northeast transfer station. Demand Management prices would affect only customers in the northeast for the duration of the pilot, while a new transfer station will affect rates for all ratepayers in the regional system.
- When asked about where to find the county's transfer Level of Service standards, SWD staff Matt Hobson noted the standards are listed in the 2006 Transfer and Waste Management Plan and the 2013 Draft Comp Plan, which states, for example:
 - 90 percent of all King County citizens will live within 30 minutes of a transfer station
 - Self-hauling customers will complete their transfer station trips within 30 minutes at least 90 percent of the time, while commercial haulers will complete their trip within 16 minutes.
 - Traffic does not extend onto local streets 95 percent of the time
 - Waste meets daily handling capacity
- Interlocal agreements with cities compel haulers contracted with those cities to deliver waste to the King County system, but do not dictate which transfer station they must use.

- A suggestion was made that instead of closing the Houghton station, the division implement peak pricing to manage demand at the Houghton station. It was noted that either building a new northeast transfer station or permanently using Demand Management would include the closure of the Houghton station, so it needs to be tested in the pilot.
- Council central staff Mike Reed provided context for the council's decision:
 - The 2006 Transfer and Waste Management Plan recommended that the county build new transfer stations including a new NE Station, but forecasts made in 2009 predicted a dramatic decrease in annual tons, reducing current levels by a third. With the new Factoria station already under construction, a predicted \$100 million cost for building a new NE Station, and concerns raised by cities, former Councilmember Jane Hague asked whether the system could operate without building a new station. The Council directed in 2012 and again in 2014 that the Transfer Plan be reviewed to determine the need for new stations.
 - Reed noted that council is already aware of and sensitive to the concerns raised by city representatives. He suggested that Advisory Committee members can contact their councilmembers and the Regional Policy Committee with their concerns.
- After a brief discussion as to whether a motion can be voted on in joint advisory meetings, it was noted that the agenda stated that today's meeting would a discussion of the issues and did not mention action. Both committees requested that their agendas for January include an action to be taken on the Demand Management pilot. Councilmember Phillappa Kasover read a potential motion that MSWMAC will consider (appended below) and Chair Garber has a motion for SWAC to consider.

Public Comment

Council staff Ross Marzolf announced that Councilmember Lambert will host a half-day symposium regarding alternative disposal techniques, including incineration on January 18, 2017 at 3:30 p.m. at council chambers.

Karen Dawson of Cedar Grove Compost announced free Christmas Tree Recycling for Maple Valley residents and Boys Scout Troops.

Joan Nelson of the City of Auburn said the City is hosting a post-holiday Styrofoam collection day.

Councilmember Phillappa Kassover's draft motion

The joint King County Solid Waste Advisory Committees, as representatives of the people of King County, resolve that our first recommendation would be to immediately begin the process of identifying and purchasing a new site for a NE Transfer Station. If this is not possible, we recommend that Houghton be closed to all customers, commercial and private, on Jan 1, 2018, and the demand management pilot begin. We recommend that after 6 months the County Council hear feedback from cities, haulers and the community and if warranted prepared to immediately halt the study and proceed with the process of building a new NE Transfer Station.