

## MSWMAC Advisory Committee Meeting

April 21, 2017 - 10:45 a.m. to 11:15 p.m.  
King Street Center 8<sup>th</sup> Floor Conference Room

### Meeting Minutes

<b>MSWMAC Members</b>	
David Hill	Algona
Joan Nelson	Auburn
Bill Peloza	Auburn
Alison Bennett	Bellevue
Sabrina Combs	Bothell
Austin Bell	Burien
Brian Roberts	Burien
Barre Seibert	Clyde Hill
Chris Searcy – Vice Chair	Enumclaw
Rob Van Orsow	Federal Way
Jenna McInnis	Kirkland
John MacGillivray	Kirkland
Penny Sweet – Chair	Kirkland
Phillippa Kassover	Lake Forest Park
Diana Pistoll	Maple Valley
Carol Simpson	Newcastle
Jerallyn Roetemeyer	Redmond
Linda Knight	Renton
Beth Goldberg	Sammamish
Rika Cecil	Shoreline
Uki Dele	Shoreline
Scott MacColl	Shoreline
Paula Waters	Woodinville
Bernie Talmas	Woodinville
Kellye Mazzoli	Woodinville

<b>King County Staff</b>
Jamey Barker, SWD staff
Jennifer Devlin, SWD staff
Jeff Gaisford, SWD staff
Matt Hobson, SWD staff
Beth Humphreys, SWD staff
Ross Marzolf, KC Council staff
Pat D. McLaughlin, SWD staff
Meg Moorehead, SWD staff
Yolanda Pon, Public Health - Seattle King County
Olivia Robinson, SWD staff
Terra Rose, KC Council staff
Eben Sutton, SWD staff
<b>Guests</b>
Doreen Booth, Sound Cities Association
Joe Casalini, SWAC
Mason Giem, SWAC
Ken Marshall, SWAC
Laura Moser, Waste Management
Tom Parker, CH2M
Janet Prichard, Republic Services
Barbara Ristau, SWAC
Phillip Schmidt-Pathmann, NEOMER
Heather Trim, Zero Waste Washington

### **Vote on MSWMAC Advisory Note re: Demand Management Strategy pilot**

Prior to the joint advisory committee meeting, MSWMAC convened to discuss and vote on the content of a draft Advisory Note regarding the various cities positions on the Demand Management Strategy pilot. The Advisory Note includes a bulleted list of issues MSWMAC believes are “not resolved, not understood, or simply continuing to lack clarity.” In addition to the list of issues, the Advisory Note describes four “lines of thinking” within the committee. The purpose of the vote is to demonstrate the various positions each city representative on the advisory committee supports.

Prior to the vote, Barre Seibert made a motion that the Advisory Note would stipulate which city voted for which line of thinking. Linda Knight seconded the motion. Before the motion could be voted upon, Phillippa Kassover requested modifying the last sentence of the first

bulleted issue. Several others also has suggested edits to that same sentence. The edits were accepted unanimously.

The vote for the four lines of thinking as tallied:

(Counting only cities with representatives present)

**First Line** - There are cities that simply question the need for a Northeast Transfer Station transfer station and these members desire the proof they believe the DMS pilot will deliver.

*3 MSWMAC member cities support this position*

Redmond, Shoreline, and Woodinville

**Second Line** - There is no question that we do need a Northeast Transfer Station. The MSWMAC members with this perspective believe the County should begin the siting process for a new Northeast Transfer Station immediately. Although these members do not see a need for the DMS pilot, they feel strongly that if the County is going to proceed with the pilot, the County will need to set up significant mitigation and do a greater level of environmental review, including traffic studies, than is currently envisioned by the County. The County would also need to take proactive steps to mitigate the inequities that would be generated by implementing the DMS.

*11 MSWMAC member cities support this position*

Bellevue, Bothell, Burien, Clyde Hill, Enumclaw, Federal Way

Kirkland, Lake Forest Park, Maple Valley, Newcastle

Renton, and Sammamish

**Third Line** - The County needs to proceed with the DMS pilot. Although these members are generally of an opinion similar to the second group's -- that a new Northeast Transfer Station is needed -- this third group feels we are already so far down the track to a DMS pilot that we need to move ahead with the pilot study. We worked hard with a subcommittee and the KCSWD in late 2015 and early 2016 to define the requirements of the DMS study, with the closing the Houghton Transfer Station during the pilot as a critical element. Closure of Houghton is deemed critical, as the purpose of the DMS pilot is to determine whether or not demand strategies will work without a Northeast Transfer Station. The Solid Waste Division is in the final stages of design and we stressed that a "quick release" (i.e., the ability to quickly cancel the pilot if needed) had to be built in, as well as the seven-month check-in required in the budget Proviso.

*1 of MSWMAC member cities support this position*

Enumclaw

**Fourth Line** - A more agnostic approach in some cities in South county who simply hope for us to work it out in an equitable fashion.

*2 MSWMAC member cities support this position*

Algona and Auburn

The meeting adjourned after the vote.