

MSWMAC Advisory Committee Meeting
February 9, 2018 - 11:15 a.m. to 1:15 p.m.
King Street Center 8th Floor Conference Room

Meeting Minutes

<u>MSWMAC Members</u>	
Diana Quinn	Algona
Joan Nelson	Auburn
Bill Peloza	Auburn
Stephanie Schwenger	Bellevue
Sabrina Combs	Bothell
Pedro Olguin	Burien
Brian Roberts	Burien
Barre Seibert	Clyde Hill
Chris Searcy	Enumclaw
Rob Van Orsow	Federal Way
Micah Bonkowski	Issaquah
Tony Donati	Kent
Toby Nixon	Kirkland
Jenna McInnis	Kirkland
Penny Sweet – Chair	Kirkland
John MacGillvray	Kirkland
Phillippa Kassover	Lake Forest Park
Diana Pistoll	Maple Valley
Asea Sandine	Mercer Island
Jeff Brauns	Newcastle
Eberley Barragan	Redmond
Gary Schimek	Redmond
Linda Knight – Vice Chair	Renton
Maia Knox	Sammamish
Paula Waters	Woodinville

<u>King County Staff</u>
Jamey Barker, SWD staff
Nori Catabay, SWD staff
Gerty Coville, SWD staff
Michael Denson, SWD staff
Jenny Devlin, SWD staff
Jeff Gaisford, SWD staff
Beth Humphreys, SWD staff
Pat D. McLaughlin, SWD Director
Meg Moorehead, SWD staff
Yolanda Pon, Seattle-KC Public Health
Terra Rose, KC Council staff
Christie True, DNRP Director
John Walsh, SWD staff
<u>Guests</u>
Laura Moser, Waste Management
Janet Prichard, Republic Services
Jeff Wagner, Republic Services

Election of Officers

After the round of introductions, Vice Chair Chris Searcy nominated Penny Sweet for the Chair position. Barre Seibert seconded the nomination. Bill Peloza moved to close nominations, Searcy seconded the motion. Penny Sweet won the unanimous vote.

John MacGillvray nominated Linda Knight for the Vice Chair position. Rob Van Orsow seconded the nomination. Peloza requested Knight share her background and experience with the committee. Knight said she has managed the solid waste program in Renton for 28 years. She has been closely involved with King County solid waste policies with her time serving as a representative on the advisory committee and with the Local Household Hazardous Waste Program. She would be happy to serve as Vice Chair. Knight won the unanimous vote.

Minutes

Diana Pistoll noted that in the attendance table next to her name was Kenmore, when it should be Maple Valley. Searcy noted Bill Peloza's last name was misspelled throughout the document. Separately, Asea Sandine noted her first name was also misspelled in the attendance table. Chair Sweet moved to have the minutes approved with these edits. Seibert seconded the motion. The minutes were approved unanimously.

Updates

Solid Waste Division (SWD)

SWD Director Pat McLaughlin presented the SWD update:

Comp Plan

We held three open houses and four Comp Plan presentations so far. We have another seven presentations scheduled through March 6th.

Some cities and organizations include:

Cities of Bellevue, Woodinville, Bothell, Kirkland, Redmond, Federal Way, North Highline Unincorporated Area Council, Greater Maple Valley Area Council, Four Creeks-Tiger Mountain Community Service Area, and the West Hill Community Association.

Special note: Thank you to Kirkland City Councilmember Penny Sweet for the op-ed in the Kirkland Reporter encouraging residents to participate in the Comprehensive Plan adoption process.

New Recycling rule

Summary of the new recycling rule:

- Effective January 2, 2018, there is a new recycling rule at County recycling and transfer stations and drop boxes. The new rule is part of King County's waste acceptance rules.
- To conserve natural resources and lengthen the life of the King County Cedar Hills Regional Landfill, the County's Solid Waste Division no longer accepts cardboard, scrap metal, yard waste and clean wood (unpainted, untreated wood such as lumber and pallets) as garbage from self-haul customers at SWD-operated recycling and transfer stations and drop boxes that accept those materials for recycling.
- Self-haul customers will be required to recycle those materials in marked recycling bins or areas at County facilities that accept the materials for recycling.
- Customer reactions have been positive, and we look forward to sharing results including increased recycling of cardboard, scrap metal, yard waste, and wood at County facilities.

Request to cities:

- To help get the word out about this new recycling rule, please post an article or short notice on your city websites, in social media or in city newsletters.
- In December, we sent our city contacts an article about the new rule. Some cities requested a short notice for placement on websites and social media.
- Ten cities posted an article or short notice. *Thank you!*

- If you would like us to send you the article or a short notice, please let us know. Thank you for your partnership.

South County Regional Transfer Station (HDR)

We met with the City of Algona to discuss the new transfer station.

Some highlights:

- SWD offered to use Peak Democracy to help with community engagement efforts.
- SWD will schedule a time for Mayor David Hill and Diana Quinn to Factoria with a focus on hazmat handling.
- SWD is proceeding with Phase 2 (environmental assessment).
- SWD will provide a briefing on the Living Building Challenge if the city would like one.
- SWD will create opportunity for Algona to convey their “values” as a point of reference for artists to consider (SCRTS design/art).

Domestic Plastics Processing Meeting

SWD’s Recycling and Environmental Services section manager, Jeff Gaisford announced: King County Solid Waste Division’s LinkUp Program and Seattle Public Utilities (SPU) hosted a meeting on January 30 to discuss China’s recent effort to protect its environment by placing restrictions on the import of mixed plastics (#3-#7). The goal of the meeting was to explore and discuss the potential to collect, process, and recycle mixed plastics domestically.

The meeting provided background on the negative social, human, and environmental health impacts of exporting plastic for processing and the impacts of plastic pollution. SWD Director Pat D. McLaughlin made introductory remarks along with SPU Chief Administrative Officer and Solid Waste Line of Business Deputy Director Ken Snipes. Both articulated the need to find the means to process plastics responsibly and safely and closer to home.

The meeting was attended by 55 representatives from SPU Solid Waste, King County Solid Waste, all local Material Recovery Facilities, plastics processing and recycling facilities, economic development organizations and several city, county, and state agencies and NGOs.

Solid Waste Advisory Committee (SWAC)

Chair Sweet shared the SWAC update: The January SWAC meeting included the [presentation](#) by SWD staff Gerty Coville that is on the MSWMAC agenda for today.

Cart Tagging

SWD staff, Gerty Coville is the recycling coordinator for the unincorporated areas of King County. Coville coordinated a single family cart tagging study to determine if the community based social marketing behavior change tactic of providing a prompt (or reminder) would elicit a desired behavior change, and if so, at what frequency should the cart tag be applied to the cart in order to prompt a sustained behavior change, moving food waste from the garbage cart to the yard cart for composting. The SWD study included nine residential collection routes in three study areas where the study was conducted, beginning late 2016 and concluding May 2017.

The study had two primary goals:

1. To see a decrease the amount of food waste in garbage carts and an increase in food waste placed in the yard waste cart
2. To see a decrease the amount of contamination of yard waste carts

Participating partners include:

- City of Kenmore and Republic Services
- City of Burien and Recology CleanScapes
- Unincorporated Redmond Ridge, Sammamish, Woodinville and Waste Management

King County Solid Waste Division consultants, Cascadia Consulting Group and Colehour + Cohen (C+C), conducted the study with the participation of the cities of Kenmore and Burien, Waste Management, Recology CleanScapes and Republic Services.

Note: There was an intentional effort to include the broad array of collection or service arrangements to see if service arrangements have an impact on composting as a result of the receiving a cart tag.

Kenmore: A recycling cart is included when a household signs up for weekly garbage service, but organics collection is every other week, but is a separate subscription.

Burien: Weekly curbside organics service is embedded with garbage and recycling. All garbage customers receive an organics cart unless they specifically request to *not* have one.

North King County: Garbage service is not mandatory in unincorporated Woodinville, Redmond, and Sammamish. With garbage service, recycling carts are provided and the recycling rate is embedded. Organics service is a separate subscription and is collected weekly.

The study had three primary questions:

1. Do cart tags prompt an increase residential participation in food scrap diversion?
2. Which tagging frequency supports sustained behavior change, if either?
3. Do cart tags have different effects under different hauler service arrangements?

The study had two elements:

1. Cart tagging: Cart tags were applied at two frequencies; cart tags were placed on to yard waste and garbage carts two times a year, a biannual tag. Cart tags were also applied on yard waste and garbage carts four times a year, a quarterly tag. Approximately 3,400 households received tags over the course of the study.

While all cart tags had the same message, there were three different cart tag designs to fit the needs and preferences of the participating hauler and city.

2. Cart content analysis-sorts: Garbage and yard waste cart contents were collected and analyzed three times during the study: prior to tagging, midway in the study, and post study. Waste was sorted into five categories: Food, Compostable (Paper, Plastic, and

Food-Related Wood), Non-Compostable (Paper and Plastic Food Service Items and Packaging), Yard Debris, and Other Material.

The study concluded:

- Cart tags do prompt an increase residential food scrap diversion.
- Both tagging frequencies support sustained behavior change.
- Cart tags have greatest impact in areas with lower participation at the beginning of the study.
- Embedded (service fee structure includes all three carts) and weekly organics collection sees the highest participation of the three hauler service types.
- Conducting cart tagging with households who are new to food scrap diversion can be most impactful compared to households who have had service for some time.
- Cart tags influence new households to participate at high levels.
- We did not see increased contamination in this study, overall. Households who don't generate a lot of food waste may not be willing to compost.

Paula Waters suggested people get confused because carts are referred by different names – compost or yard waste? Trash or garbage? Coville commented that consistent terminology could use some more study and is complicated many other factors influence composting behavior such as literacy level, language, culture and age among other variables.

Toby Nixon asked if there was any data about the cost of the study. He is interested in measuring the cost-effectiveness of cart tagging and if there is any economic value attached to increasing the organics diversion rate.

Gaisford said the study cost approximately \$400,000 but it paid for more than cart tagging such as study design and the cart sorting. He was glad to see the study moved the needle for some communities. McLaughlin appreciated Nixon's question and agreed it is important we understand the costs and benefits together.

Phillippa Kassover said upon reviewing the minutes from the last meeting, we are reaching the limits on compostable markets and questions why would SWD be increasing organics collection if there is no market for it. Gaisford said there needs to be more capacity and more markets for organics and his team are talking to other vendors.

Diana Pistoll stated more municipalities ought to be buying compost products to use in their projects.

Vice Chair Knight thanked Coville and King County for conducting studies like this since many cities cannot afford to do so; studies like these inform education programs and lowers costs.

Eberley Barragan was curious about the Seattle court case about enforcing Seattle's ban by inspecting residential cart contents. Coville said SWD pilot study tagging teams did not look inside carts or rip into bags on the curb, so the Seattle privacy ruling was not an issue for the study although residents asked questions about the study and were given a flier with contact information for SWD staff.

Living Building Challenge

SWD staff Nori Catabay is the Internal Green Building Team program manager in SWD's GreenTools program. Catabay introduced her [presentation](#) on the Living Building Challenge (LBC) by citing several King County initiatives in support of principles championed by the LBC, such as SWD's Zero Waste goal, and the supporting policies and recommended actions outlined in the current draft Comp Plan and in the county's 2015 Strategic Climate Action Plan. Policies such as these support the work of the King County Cities Climate Collaboration (K4C), the Sustainable Cities Roundtable, and the Regional Code Collaboration as convened by the GreenTools program, both providing support and resources to municipalities who strive to improve green building practices in their jurisdictions. The Regional Code Collaboration is a collective partnership to adopt code pathways that build on the Washington State Energy Code, leading the way to "net-zero carbon" buildings through innovation in local codes, ordinances, and related partnerships.

King County has often taken the lead in the country in mainstreaming green building practices, e.g. the Shoreline Recycling and Transfer Station was the first industrial project to receive LEED Platinum certification and the Houghton Transfer Station was the first project to pilot the Sustainable Infrastructure Scorecard which is now used in all King County divisions with capital projects. The Solid Waste Division has had a successful track record of being innovative and positively impacting both the building industry and the solid waste industry. Chair Sweet expressed an interest in seeing the Sustainable Infrastructure Scorecard.

The LBC, has its roots in the Pacific Northwest, initially launched by the Cascadia Green Building Council, a chapter of the U.S. Green Building Council. The LBC is a green building certification program designed to certify projects with one of three certificates that exemplify the highest performing green building standards in the world. The Petals Program standards include 20 Imperatives and seven Petals (place, water, energy, health & happiness, materials, equity, and beauty).

- Full Living Building Challenge Certification - a project has achieved every applicable Imperative of the Living Building Challenge. These buildings are at the absolute pinnacle of sustainable building in the world.
- Petals Certification - a project that has achieved at least three of Petals including one of the three core Petals -Water, Energy, or Materials - as well as Imperative One, Limits to Growth, and Imperative 20, Inspiration and Education. Within their areas of focus, Petal-certified projects represent the highest levels of achievement internationally.
- Net Zero Energy Building Certification - recognizes the priority of reducing greenhouse gas emissions and dependence on fossil fuels. These projects achieve the core Net Positive Energy Imperative through combination of designing for energy efficiency, and producing renewable energy.

The LBC is an international green building rating system with 390 registered projects pursuing LBC certification. Continuing in the practice of showing leadership and prioritizing community, environmental and excellence, the Solid Waste Division has an opportunity to have the first industrial solid waste and recycling project consider LBC certification. SWD recently benefited from a Bullitt Foundation grant to assess the feasibility of designing the new South County Recycling and Transfer Station (SCRTS) to LBC standards.

Kassover said Lake Forest Park has two infrastructure projects ahead, one being a Sound Transit parking garage, the other being a state highway project – she asked if either of those projects could be held to the same challenge. Catabay suggested Kassover could share with Sound Transit what King County is doing. Catabay said she has worked with King County Metro to provide examples to Sound Transit at their request about the implementation of the Sustainable Infrastructure Scorecard for Metro capital projects including park & rides, bus shelters, and layover stations. As for the road project, Catabay mentioned the NE Novelty Hill Road Project that was completed by the King County Road Services Division that included green building practices.

Peloza asked if when Catabay refers to certification is she talking about LEED certification. Catabay said LEED and LBC are separate green building certifications. LEED is administered by the U.S. Green Building Council, and the LBC is through the International Living Future Institute. Peloza mentioned he thought if the recommended action in the draft Comp Plan (Chapter 4, 17-s) was about keeping (C&D debris) out of the landfill, ought to mention landfill in it somewhere.

Searcy asked if the feasibility assessment from the Bullitt Foundation Grant for the SCRTS project would include a financial analysis. McLaughlin affirms there will be financial analysis done as part of the SCRTS project development process.

Waters asked what kind of assistance to cities would be provided to cities based on the recommended action in the draft Comp Plan (Chapter 4, 11-s). Catabay said the K4C, Regional Code Collaboration and Sustainable Cities Roundtables are examples of that assistance.

Member and Public Comment

There were no comments.

Respectfully submitted by: Jennifer Devlin