



METRO

600 NE Grand Ave.
Portland, OR 97232-2736

MEETING SUMMARY
Solid Waste Advisory Committee
Metro Regional Center, Room 370A/B
October 27, 2005

Members / Alternates Present:

Councilor Rod Park, Chair	Wendy Fisher	Rick Winterhalter
Mike Hogle	Mike Miller	Bruce Walker
David White	John Lucini	Jeff Murray
Matt Korot	Steve Schwab	Glenn Zimmerman
Dave Garten	Ray Phelps	Ralph Gilbert
Wade Lange		

Guests and Metro staff:

Vicki Kolberg	Stacey Triplett	Janelle Geddis
Steve Apotheker	Todd Hubbard	Lee Barrett
Kathryn Schutte	Leslie Kochan	Meg Lynch
Roy Brower	Pat Vernon	Easton Cross
Jim Watkins	Jan O'Dell	Todd Irvine
Jim Quinn	Jeff Gage	Barb Disser
Julie Cash	Baron Browning	Gina Cubbon
Steve Kraten	Brad Botkin	

I. Call to Order and Announcements.....Councilor Park

- Councilor Rod Park opened the meeting and welcomed everyone. After some general announcements, he asked for comments or changes to the minutes of the September 22 meeting. None were made, and Allied Waste’s Ray Phelps moved to accept the minutes as written. Clackamas County’s Rick Winterhalter seconded the motion, which was passed unanimously.

II. Solid Waste & Recycling Director's Update Mike Hogle

- Mr. Hogle reported that Columbia Environmental’s application to become a regional transfer station has been approved. The facility will begin permitted operations approximately one year from now. The moratorium on applications for other new transfer stations has been extended until December 31, 2007. This date could be moved up, depending on when the Regional Solid Waste Management Plan (RSWMP) update is completed.

Councilor Park explained that the moratorium is in place in case of changes to application criteria that may be in the update. “We don’t want anyone out there spending funds that they may not need to [when] they don’t necessarily know how the process is going to work,” he said.

- Looking at Metro’s role in the transfer station business, Mr. Hogle said, Dan Pitzler of CH2M Hill is heading a team of consultants hired to develop a full spectrum of models (all publicly-owned, all privately-owned, and the current public / private mixture) for the Disposal System Planning project. An economic sub-consultant will be working with the team, as well. This phase of the DSP should be completed sometime in the summer of 2006. The consultants will also work with staff and Council to create evaluation criteria for analyzing the models. He anticipates that a more detailed report will be given to SWAC, after stakeholder interviews have also been held.

“When we know whether we’re in or out of the system,” Mr. Hogle added, “then we’ll move forward to Phase II of disposal system planning.” That next phase will address entry of new transfer stations into the system, as well as evaluating and examining current restrictions and regulations (such as tonnage caps), and many other issues.

- Greenway Recycling on St. Helens Road has been approved as a reload facility, with some conditions that waste and recyclables be covered and contained within 12 hours, moved from the site within 48 hours, and that a qualified operator be on-site whenever loads are delivered. “Some of the standard things that we usually put into our franchises and licenses,” Mr. Hogle explained. Greenway disputed those conditions to a hearings officer, whose final decision upheld Metro’s legal authority “to set conditions with issuing licenses,” and determined that Metro’s enforcement and rule-making authority is not governed by the Oregon Administrative Procedures Act. The hearings officer found that “Metro presented enough substantial evidence to impose the conditions that were imposed, and Greenway failed to show that similarly situated facilities were being treated differently.” Greenway is appealing to Metro Council on December 8.
- Three MRFs have recently submitted applications for solid waste licenses to become dry waste C&D facilities. Land use approval from the City of Portland has been received; Metro has 120 days to make a decision, once applications are deemed complete.

III. Nature in Neighborhoods & Solid WasteStacey Triplett and Janelle Geddis

Councilor Park briefly explained the connection between solid waste issues such as illegal dumping, with Metro’s Nature in Neighborhoods program. The program could be very helpful in making the public more aware of the consequences of illegal dumping on the environment around them and “more connected to the actions that they take.” The Councilor introduced Stacey Triplett of the NIN program, who in turn introduced Janelle Geddis, Restoration Grants Coordinator for the program.

Ms. Triplett briefly outlined the three program areas most closely linked to solid waste, noting that the entire program is an inter-departmental initiative. Conservation education ties well to SW&Rs recycling programs, she said. “Metro’s goal is to increase the capacity around the region for conservation education programs.” The Zoo, Regional Parks and Greenspaces, as well as the Recycling Education programs all do this kind of outreach. NIN plans to use a watershed by watershed approach to support and increase environmental education.

Acquisition: The Open Spaces acquisition bond passed in 1995 is complete, Ms. Triplett continued. A new program is being planned with the dollar per ton increase given to RP&G last year. “Cooper Mountain has had its master plan completed thanks to the funding that was available. The current public comment period will close November 9 and the Council is expected to adopt that December 1, so we’re well along the way to bringing the public access that this [solid waste] industry has helped us fund to the Cooper Mountain area,” she said. Additionally, Mt. Talbert access is in the preliminary site design stage.

Restoration: The tie being worked on, Ms. Triplett explained, is that many of the areas acquired by (or donated to) Metro have had incidents of illegal dumping. "The Science and Stewardship team sees a connection between proper restoration and good site interpretation or site use to stop some of that illegal dumping," she said. There will be competitive funding towards this through a three-tiered grant program.

The three other NIN areas, Ms. Triplett noted, are habitat (encouraging habitat-friendly practices), monitoring and reporting of the regional ecosystem, and working with local jurisdictions on issues such as stormwater, soil, stream crossings, etc.).

Introducing Ms. Geddis' portion of the presentation, Ms. Triplett outlined the three grant programs that will be available through a competitive process. Additionally, she mentioned a desire to convene a group to look at best practices to achieve the goals of the NIN program.

Ms. Geddis explained that the grants portion of the NIN program has been funded by "solid waste rate recovery" and will launch on Friday, November 4. Referring to the three tiers Ms. Triplett had mentioned, Ms. Geddis said "They're small, community-based grants, \$1,000 – \$5,000 packages, there's a mid-level package of \$5,000-\$25,000, and then the larger products that are \$25,000+." Each of the tiers has different criteria: The first tier are community neighborhood grants, perhaps with high school or neighborhood associations, etc. The middle tier, called "The Community Challenge for Watersheds Grant" is an effort to build public/private partnerships, Ms. Geddis detailed, and the highest tier grants are for larger-scale restoration projects.

Public agencies, private businesses, private landowners, neighborhood associations, schools, and non-profit organizations are all eligible to apply for the grants, Ms. Geddis continued. The plan is to offer a pre-application period followed by a final application period "to just see what comes in the door," she said. The agreements from the first round of funding should be in place by July 2006; the second round will immediately follow.

Ideas being talked about that have direct ties to the solid waste community include illegal dump site cleanups, revegetation / restoration, and efforts to discourage future dumping. This could entail signage, barriers, etc. The program hopes to create new kinds of partnerships, "There's an opportunity to get more people involved," Ms. Geddis said. She passed around a sign-up sheet for those interested in receiving more information.

Councilor Park is the program liaison, Ms. Triplett informed the group. Councilor Park encouraged businesses to get involved. Waste Management's Dean Kampfer noted that his company works closely with Stop Oregon Litter & Vandalism (SOLV) and asked if this program will interact with that organization. Ms. Geddis said SOLV or groups who work with SOLV will likely apply for some of the funding. Some of SOLV's programs could be made larger with these grants. "The larger grant packages are a two-to-one match, so there's a lot of leverage with this money," she explained.

Dave White asked about the \$1 million taken from the solid waste rate recovery fund. "I was under the impression that was part of a bigger amount of revenue that was going to be spent on this. Is that the entire amount you have for the grants?" Ms. Triplett explained that the grants are, indeed, the \$1 million, but an additional \$1.2 is budgeted for other portions of the NIN program.

"When this was originally brought to the industry," Mr. White continued, "my understanding was that there were two reasons to get the million dollars. One was to educate the public, which we were talking about using a franchised or licensed hauler; we talked about stickers on trucks... We

were going to educate the people when they hire a hauler [to ask if they're licensed, etc.]" He continued, saying that he'd looked at the NIN website extensively, and hasn't seen any mention of that. Additionally, regarding illegal dumpsite cleanup, Mr. White said they'd been having some issues with Multnomah County and getting the work done, so they'd discussed using another county or contractor. To his understanding, those were the two planned uses for the funds, and he was surprised to find it's going instead to "small neighborhood groups to do things at the local level – that sounds more like planting trees and some cleanup, but I don't see it being the two things we originally bought into."

Councilor Park responded that regarding illegal dumping, approximately \$450,000 is budgeted for this, including new Code language to clarify responsibility, and purchase of surveillance equipment for problem sites. The other piece is still being set up; stickers and other ideas are still being considered, and are part of existing education funding. Regarding the NIN program, the Councilor commented that when people take 'ownership' of certain sites – such as signs that say "Road clean-up sponsored by...." - there's less future dumping. Metro hopes to get the same kind of results through the NIN grant program. "It's a coordinated effort between current funds, these [NIN grant] funds, and other things that we're doing." Still, Mr. White maintained that the funds are not being used in the way they were originally presented, and discussion continued.

Dave Garten asked if illegal dumpsites that are mitigated tend to stay clean or if they're repeatedly dumped upon. SW&R's Regulatory Affairs Manager, Roy Brower, responded that it varies from site to site and circumstance. Ms. Geddis talked anecdotally about a project she'd been involved with some time before. The site was consistently a problem and used for transient campsites, but over time, as the site was cleaned up, the blackberry bushes cleared and the area was restored, more people started using the area and assuming stewardship as a neighborhood. It takes time and care, she said, but there are a lot of success stories.

Councilor Park said he felt it important to explain that "There are two streams of funds I call 'green money' and 'red money.' Green money, you can spend everywhere for all different purposes. Red money comes out of solid waste funds. You can only use it specifically tied towards solid waste purposes." Therefore, he continued, the "green money" is being used for enhancement projects wherein the "red money" has limited ways it can be employed. Insofar as illegal dumpsites, the Councilor said, "You do preventative maintenance rather than cleaning it up afterwards; that's the tie-in we're trying to make."

IV. Draft Interim Waste Reduction Plan Vicki Kolberg, Jim Quinn, Steve Apotheker

Councilor Park introduced this next item in the absence of Janet Matthews, noting that while portions of the Waste Reduction Plan will be dependent upon the outcome of the Disposal System Planning project, there are pieces that can be moved ahead. Mr. Hoglund said that Waste Reduction & Outreach staff would be presenting information about three components of the plan. He reminded the group that three components had been introduced at the last meeting, as well, "This is a piece we think has momentum and we can move forward with separate from being influenced by Disposal System Planning and some other components of the RSWMP which are going to take longer. We'd like to get this piece done and adopted by Resolution to become the new acting waste reduction component of the RSWMP," he said. He asked for general comments and questions following the presentations, adding that the next step would be to take the interim plan to a Council work session for authorization to put document out for public comment.

Mr. Hogle introduced Vicki Kolberg, SW&R's Education Services Supervisor. Using a PowerPoint presentation, Ms. Kolberg noted that while Education Services is not a new area, it is new to the Waste Reduction Plan. "We feel it's such a critical piece to have an informed and engaged citizenry if we're going to achieve our goals."

Ms. Kolberg briefly described the various components of Education Services, including the venerable Recycling Information Center, which provides referrals to haulers and recyclers throughout the Metro region. Last fiscal year, more than 100,000 calls were taken by the RIC, 95% from residential customers. Additionally, a website entitled "Find A Recycler" was created last fiscal year and had 23,000 hits in its first year. An example of other services, she added, was an educational advertising campaign that targeted paper at businesses. Called the Recycle at Work program, it incorporated the help of local governments, who provided direct information to businesses that called. Almost 1,000 businesses ended up participating in a two-year period.

Adult education, Ms. Kolberg continued, focuses on the reduction of toxics in the region (she noted that Hazardous Waste Supervisor Jim Quinn would provide strategy details following this presentation). Program activities include the popular natural gardening tour, workshops, and seminars, as well as partnerships with retail nurseries, a lawn care pilot project, and education at hazardous waste roundups and Metro's transfer facilities.

Regarding waste reduction education in schools, Ms. Kolberg said, "Life-long learning about the value of resource conservation and the importance of protecting the environment begins with children." Metro works with elementary, middle, and high schools, providing educational presentations and providing support to teachers such as waste audits and on-site assistance. 57,000 local students and teachers were reached by this program in FY 2004-05, providing "a strong foundation for life-long sustainable behaviors," Ms. Kolberg concluded.

Comments from the audience came from Mr. White and Ray Phelps. Mr. White referred to page 22 of the plan: "I'd like to suggest that Metro should work with the local governments, rather than '*research and provide technical assistance.*' I think it would be good if we all worked together to develop and research and come up with the educational program, and then all work together to implement it...I'm just commenting that I'd like to see it written in there."

Mr. Phelps felt that haulers could be a valuable part of public education and are under-utilized in that capacity. "Unless I missed it, all of the education delivery is being provided by several different parties, but in no case has the hauler been identified as a deliverer of educational information. This is not a new comment to me, it's been around for quite awhile." Mr. Hogle responded that while there are plans to use the haulers to help with the residential curbside campaign, trained educators understand the sociology, and issues related to educating and behavior change. "A driver's a driver, haulers are haulers; they'd have to be trained a bit in some instances to deliver certain messages." Mr. Phelps disagreed.

Next up, Mr. Quinn spoke about the plan's efforts in toxicity reduction. "What we're talking about here is the type of hazardous products commonly found around the home. The goal is protecting human health and the environment." He explained that some products are flammable, some poisonous, reactive, etc. Metro began doing collection of household hazardous waste products from the public in the 1980s, Mr. Quinn explained. Program focus is moving towards reducing the amount generated, as well, with education and product stewardship measures. Proper management of the hazardous waste that is generated is crucial, he said, as is changing behaviors so that less-toxic products grow a stronger market.

Metro receives hazardous waste from 50,000 citizens a year (number combines those at round-ups and coming to its Household Hazardous Waste facilities at the transfer stations). Additionally, 150,000 lbs. of hazardous waste is removed from trash annually. Collection, education, and product stewardship efforts all need to work in congress to accomplish significant reduction. Disposal bans may be needed as well, Mr. Quinn said.

Mr. Phelps took strong exception to the idea of disposal bans. He stated: "I know from experience at Metro that you cannot ban all items as a regulator of waste disposal in the region. For example, pool chlorine you cannot regulate because it's part of a federal regulatory scheme. For some reason or another, pool chlorine is part of fertilizer regulations under US law. As a result, it's regulated at that level. I'm not saying that what you're offering here is a bad idea; what I'm saying is there are a number of things you're not going to be able to ban no matter what."

Mr. Quinn countered that there's a state law that prohibits local governments from passing regulations on what's considered pest control products – including pool chlorine. However, it doesn't address disposal, just use, labeling, etc. Disposal, however, is within Metro's purview, he said. Councilor Park concurred that Metro is authorized to implement bans, but that it would need to be considered very carefully.

Continuing discussion, Mr. Phelps commented that within the plan, "there is the suggestion that the hazardous waste and/or solid waste activity will be coordinated with water and air quality efforts, stream habitat and water quality programs. Is that suggesting that solid waste revenues would be expended for those kinds of programs, which might tangentially deal with solid waste?" No, replied Councilor Park.

"I'm a little bit concerned about adopting a hazardous waste reduction/disposal program when we don't know the shape or size of the disposal system itself," Mr. Phelps concluded. Councilor Park assured him, however, that the goals will remain the same regardless of the collection mechanism used.

Discussion briefly rewound to disposal bans. Steve Schwab pointed out that there already are some disposal bans. Metro's Jim Watkins agreed, explaining that the items which are banned at the transfer stations are too big to compact. Mr. Schwab mentioned treated wood waste in particular, and suggested that Metro, as "the transfer stations of last resort" should charge extra for those items and deal with them. "You can charge extra," he said, "I don't care. But I need a place to dump that stuff. I drive in and get told I can't go there, then I spend three hours driving around. I ended up at a landfill that's not lined. Where do you want it?" Mr. Brower said that there are facilities in the region specializing in taking treated wood waste, and that the RIC could help him find them. The regulatory program has authorized some of those operations to grind it into hog fuel.

Steve Apotheker then presented the product stewardship component of the draft interim plan. Product stewardship ("PS"), he explained, "...means that whomever designs, produces, sells, or uses a product shares the responsibility for minimizing the product's environmental impact throughout all stages of the product's life cycle. The greatest responsibility lies with whomever has the most ability to affect the overall environmental impacts of the product." The plan is to go upstream towards better stewardship (making products are non-toxic and recyclable, for instance). This would integrate all the waste reduction goals, including toxicity and recycling. Earlier examples of successful product stewardship include Oregon's groundbreaking Bottle Bill, and rechargeable batteries. More recently, Office Depot agreed to a one-time used computer take-back, Mr. Apotheker said. This was so well-received that the company made it a national program.

Metro is a founding member of the NW Product Stewardship Council, Mr. Apotheker said, and has helped found a related national organization. Objectives are to identify priorities (cost to manage, recycling volume, toxicity are a few evaluation criteria), promote product stewardship, support the concept through education, and develop policies that encourage other product stewardship programs.

Following Mr. Apotheker's presentation, Mr. Garten asked how the priorities are determined. Councilor Park explained that the matrix presented to SWAC at a previous meeting is being used. Mr. Apotheker added that Metro Council would determine the final priorities, and then those would be taken to conversations with national organizations. Philosophically, Councilor Park added, it's a user-pay concept. In hazardous waste, for instance, "through the Regional System Fee, we all pay for [haz waste disposal], even though you may have a segment of society that chooses to not use hazardous products."

"It seems to me, as I read through this, that this is all about leverage," Mr. White spoke up. "The local government doesn't have as much leverage as the state, and hopefully the feds have more leverage [than either]. What I don't see in [in the plan] is anything kind of like the BRAG program for recycling, that says if you're going to buy a computer, there should be a sticker somewhere that says 'this computer company is involved in product stewardship.' What we should be doing is promoting - at all levels - buy responsibly from the companies that are responsible. I don't see that in here." Mr. Apotheker said that's a good point, and would be fairly easy to expand the Buy Recycled website, for instance, to include companies that have product take-back.

The City of Portland's Bruce Walker commended Metro's involvement in the various product stewardship organizations, but said it's crucial as well to show leadership locally. "We could end up waiting for a national solution," he said. "If we had done that with recycling, the 10,000 communities around the country that have curbside recycling probably wouldn't have done it. Let's try to look at some examples where we can bring some programs in locally and see if we can make something happen" that shows leadership, Mr. Walker suggested. Partnership developments would be a great way to start something that may become national.

Other general comments on the Draft Interim Waste Reduction Plan included Mr. Phelps wondering if the verbiage reads as though the work groups involved will carry on for ten years. Additionally, he is concerned that the Green Building program duplicates the efforts of the LEEDs program. Meg Lynch acknowledged his concerns and said she would be deeply involved in the editing so that it's clearer.

Mr. Phelps also stated that "In two places - page 20, 3.0, page 21, 3.0 again... I'm reading that if there is some sort of an economic problem with recovery markets, Metro is going to *'provide technical, monetary, and research assistance to strengthen and maintain...'* I'm not sure that's a path we want to travel. I don't support it: What are you doing spending money supporting money on something that might not be worth supporting?" Ms. Lynch responded that it's not strictly a Metro workplan. Other sources could provide technical assistance, tax credits, etc., but Mr. Phelps disagreed with that assertion. Clackamas County's Rick Winterhalter added there are those who disagree with the idea that "the market can solve all."

Wrapping up this agenda item, Councilor Park said the next step will be for Council to release the document for public comment. After re-working, it will again be presented to SWAC and the to Council for final adoption.

V. Oversight of Clean MRFs Bruce Walker and Mike Hogleund

This item was raised by Mr. Walker at the previous SWAC meeting. Councilor Park said that it's a matter of public confidence in the system. "The general rule of thumb in business," he said, "is that for every complaint you hear, there are ten you didn't hear." Concerns and complaints have been heard about co-mingling and other aspects. Mr. Hogleund gave further background, saying that it concerns "source-separated, curbside recyclables, and whether or not all the material that can be recycled is getting to processors and markets."

On October 13, Mr. Hogleund reported, local government representatives, Metro staff, and clean MRF operators met to discuss the issues involved. (A summary of the meeting was attached to the agenda packet.) Discussing the extent of the problem, he said, spread from the question of should MRFs be regulated, and became much more complicated. One of the problems from the MRFs perspective is that they're required to accept loads that often are contaminated, which impacts their costs considerably. Other issues are that competition gives them little leverage with customers to try to monitor what comes in, some markets are very soft, and a general lack of education about what can be put into the curbside bins. Despite all these problems, the MRFs manage to have an extremely low residual rate, Mr. Hogleund commented.

Solution areas, as outlined in the agenda attachment, are:

1. Public education and outreach
2. Hauler inspection program
3. Public/private partnerships, particularly in sharing information and data
4. Clean MRF reviews and inspections

He spoke briefly about the bulleted items, concentrating first on the need to assure the public that recyclables are being recycled, and read the remaining ideas (see agenda packet).

Mr. Hogleund said that he met with haulers just previous to today's meeting to discuss the issue. They were generally supportive of many of the recommendations, and agreed that the main point is that items left out for recycling must be recycled. They did ask that the ideas be instituted incrementally. Mr. Walker added that it's important to establish a system that works well and assures the public. The system is in place but needs to work better, he said. It became apparent in the meeting, Mr. Walker said, that everyone needs to work together to improve the system.

John Lucini commented that his biggest concern is that "all we've heard about is public confidence in recycling being undermined. I think the system in this state does a better job than anyplace else I've seen in the country." Residuals are extremely low, in spite of the contaminants and other items that shouldn't be showing up at MRFs in the first place. It's important to accent the positive, as well as getting out the word to residents how to correctly recycle at the curb, and why some materials aren't practical to recover, Mr. Lucini maintained. New commodities shouldn't be added without much research about the markets, he added. Mr. Murray said he believes the public wants to recycle at the curb correctly and that giving them a lot of information is always helpful.

Referring to the bullet point "Deliver a consistent message and information on curbside collection," Mr. White commented that the statement should read, "...an accurate and honest message." "It's one thing to say it," he said, "and another thing to be able to support it and validate it. Once we put

that in there, then our efforts should be focused on how can we be sure that the message we're giving to the public is accurate and honest? Then that gets into should there be inspections, should there be reporting, should there be regulation – and those will be conversations that we have in the future.”

Councilor Park broached the subject of DEQ versus Metro authority. Metro chose to step back and let DEQ take the lead on this issue, he said, “because they have better, clearly-defined authority for dealing with it.” One of the credibility issues, however, concerns whether Metro should duplicate DEQ, he continued. “With all the carrot pieces [incentives for recycling / recovery], do we need to have a stick [regulatory] piece also?” the Councilor asked.

Mr. Phelps commented that he doesn't feel there is a perception problem. “I've not noticed any less recycling tonnages, or any kind of significant decline where perception was truly adverse,” he said. “I've not seen it. Secondly, I think we're way ahead of the curve here, and with the exception of one event, I don't know that there is a problem with the clean MRFs.” The responsible thing to do, he suggested, would be to conduct more sort samples to help discover how far-reaching the problem is – or if it is far-reaching at all.

In further discussion, Councilor Park asked if there's a mechanism for MRFs to let their customers know if they're bringing particularly contaminated loads. Mr. Murray replied that there's not, but “overall, the cooperation of the haulers is what makes it work.” Mr. Lucini said that MRFs can, and do call haulers “if a load comes in that's full of garbage.” What happens routinely, though, he continued, “is material that's collected in good faith by the haulers... and contains material that's either impossible or difficult to process, or has no value that covers the cost of collection and processing. The issue is to get that out of the curbside.”

Mr. Phelps reiterated that inspection should be the first step so exactly what the problem is – if any – can better be determined. “I suspect,” he said, “that we're going to discover we have an issue but we don't have an event, and it'll take that surgical inspection to devise that resolution. But right now, I think we're grasping, and I do believe inspection will give us the right direction.” Mr. Kampfer responded, “I suggest we understand what we're inspecting for before we go out and inspect.” Is the point to discover if processors are throwing away recycling, or to see what customers are putting at the curb that shouldn't be there? Councilor Park said he suspects it's the latter.

Mr. Winterhalter said the issue has never been one of MRFs not being able to handle the content in the loads they get. “What we have here is that voluntary effort,” he said. “It's very nice that we can call up and say ‘hey, can we come in and watch some of the trucks come in? ‘ so that we can help target those [items] that are being collected in good faith.” He feels looking more closely can help improve the education efforts region-wide. Mr. Winterhalter also agreed with Mr. Lucini that more should be said about the good job that is being done.

Concluding, Mr. Hoglund said he would work with Mr. Walker and some private sector representatives to decide on next steps.

VI. Other Business and Adjourn.....Councilor Park

Councilor Park asked those who were staying for the Rate Policy Subcommittee to quickly reconvene for that meeting, and adjourned the rest of the group at 12:10 p.m.

Next meeting:
Thursday, December 15, 2005
Room 370 A/B

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