



METRO

600 NE Grand Ave.
Portland, OR 97232-2736

MINUTES OF THE METRO SOLID WASTE AND RECYCLING COMMITTEE (SWAC) MEETING

Metro Regional Center, Council Chambers

Thursday, September 27, 2007

Members / Alternates Present:

Councilor Kathryn Harrington
Mike Hoglund
Glenn Zimmerman
Paul Edwards
Janet Malloch
Mike Leichner
Rick Winterhalter

Audrey O'Brien
Matt Korot
Bruce Walker
John Lucini
Ray Phelps
Lori Stole
Ralph Gilbert

Dave White
JoAnn Herrigel
Mike Miller
Jeff Murray
Theresa Koppang
Dean Large
Susan Steward

Guests and Metro staff:

Janet Matthews
Steve Apotheker
Brad Botkin
Segeni Mungai
Jerry Green

Wendy Fisher
Larry Harvey
Susan Moore
Chuck Geyer
Jim Watkins

Easton Cross
Cyd Cannizzaro
Mike Dewey
Tom Chaimov
Gina Cubbon

I. Call to Order and Announcements.....Councilor Kathryn Harrington

- Councilor Harrington convened the meeting at 10:04 a.m.
- Approval of minutes: No changes were made to the July 2007 minutes, and they were unanimously approved.

II. Council Update.....Councilor Kathryn Harrington

- The Council has approved the Enhanced Dry Waste Recovery Program (EDWRP)
- Three public meetings regarding the draft Waste Transport Request for Proposals (RFP) are scheduled (October 8 in Condon; October 29 in Hood River; November 7 at Metro).
- Council is also working on four “pretty meaty topics” not related to solid waste, Councilor Harrington informed the group: The New Look (including regional transportation planning, investing in our communities, reserves, and performance-based growth management); the Natural Areas Acquisition Refinement Plan, a headquarters hotel near the Oregon Convention Center, and the Oregon Zoo’s Strategic Master Plan.

III. Citizen Communications for Non-agenda ItemsCouncilor Kathryn Harrington

None.

Solid Waste & Recycling Director's Update.....Mike Hoglund

- Expanding on Council's approval of EDWRP, Mr. Hoglund noted that the ordinance had been approved unanimously. All MRFs and designated facilities that accept dry waste will have to process it on-site or accept only processed residual. The effective date will be July 1, 2009; the Regional System Fee Credits Program will be extended until that time. As a follow-up, Council has requested staff to review Metro's current Designated Facility Agreement (DFA) policy with regard to unlined landfills. An outline will be developed and reviewed with Council prior to moving forward. Between July-December 2008, all facilities currently holding DFAs must report how they'll meet the new program requirements.
- The public comment period for the draft Waste Transport RFP will run through November 7. Wherever appropriate, the RFP will be modified based on public comment. Council will then authorize release of the final RFP in mid-December or early January. Proposers will have six weeks to make their submission.
- Paul Ehinger and Matt Tracy are heading up a study of self-haul in the region. The study will look at public and commercial self-haul patterns and demand. A number of tools will then be evaluated, such as tip fees and transaction charges, redeployment of services to private facilities; and working with haulers to reduce the demand through curbside programs. A recommendation should be ready soon after the new year.
- Disaster Debris Plan: As included in the RSWMP, the Plan is simply a series of policies; a more detailed Operations Plan is being developed, with Scott Klag heading the efforts. Metro has retained a firm called "CDM" to assist with the work – their team includes a disaster debris expert from their Albuquerque office, and one from New Orleans who'll bring his experience from the Hurricane Katrina catastrophe.
- The wet waste transfer station moratorium, due to end this year, may be extended one more year. When the moratorium was first instituted, staff thought the criteria for new transfer stations would be completed by now; in the meantime, the Disposal System Planning ownership issue delayed that process.
- A new illegal dumping investigator has been brought into the Regulatory Affairs Division from the Tigard Police.

IV. Reducing Emissions Impacts from Collection Vehicles: A Regional Approach.....Jim Watkins

Engineering & Environmental Services Manager Jim Watkins began the second of three planned presentations about the Diesel Retrofit program. Using PowerPoint slides (attached), he briefly reviewed the information given at the July SWAC meeting.

Councilor Harrington noted that three House Bills are relevant to the topic. Statewide, what kind of reductions are expected independently of Metro's program, she asked. The DEQ's Audrey O'Brien replied that her agency will be using grants to work with businesses to spur retrofitting and provide education. She will get estimates to the Councilor.

Mr. Watkins continued, presenting the program goals and emission reduction strategy. Metro would be responsible for implementation of retrofits, and may fund the project through increasing the Regional System Fee (RSF) by approximately \$0.12 "per can" for a period of three years. Not all vehicles can be retrofitted, he said; those models made prior to 1994 would need to be replaced. Local jurisdictions may consider raising rates to pay for those replacements. (Examples of how vehicle replacement would work were drawn from City of Portland only.) Both retrofitting and replacements would have to be implemented in order to achieve the projected reduction in particulates.

Questions / comments:

- What's the benefit to the region, when some rate-payers are already paying for their haulers' new vehicles, Ray Phelps (WRI/Allied) wondered.
- The City of Portland's Bruce Walker voiced support "for this complicated issue." For Metro to be the coordinating body seems a positive, cost-effective step. The City of Seattle, he added, is that requiring all their hauler vehicles must be replaced, which is very expensive for their franchised haulers.
- ORRA's Dave White would like to hear support for the program from local governments' elected officials.
- Councilor Harrington stated that this project presents an opportunity for all jurisdictions to lead (or follow).
- Ms. O'Brien stressed that the DEQ considers this a very high-priority project, and it needs the help of Metro and other jurisdictions to make it happen.
- If instituted, local governments would need to set reasonable rates in a very transparent manner, Washington County's Theresa Koppang noted. They will need to explain rate increases very clearly to their constituents.
- ECR's Ralph Gilbert said that he's 100% for the project, adding that he'd like to see it happen statewide. It has to begin somewhere, why not here?
- Tip fees and the RSF do not provide a bottomless pit for funding, Glenn Zimmerman (Compost Oregon) said. This is an important issues, but there are a lot of important issues needing funding. Where does it end?

Mr. Watkins concluded, saying that the final part of the presentation to SWAC would be at the October meeting, at which time the committee will be given an opportunity to vote on a recommendation. Council will then consider the project during its budget process (which runs from October until May).

V. The Regional Solid Waste Management Plan (RSWMP) UpdateJanet Matthews

Ms. Matthews noted that a packet of information had been put out for each member (attached). She briefly reviewed the background of the RSWMP Update, and key parts of the Plan (noted in the attached PowerPoint presentation).

The Plan outlines programs and actions needed to reach the region's 64% waste reduction goal. Concluding the presentation with a briefing of the next steps, she asked the group for comments on the overall Plan direction, and to recommend Council adoption of the draft Plan. Councilor Harrington added that Council would not be revisiting the various portions of the Plan that had been previously decided, but that comments or testimony before the Council are welcomed.

Comments:

- JoAnn Herrigel, City of Milwaukie is supportive and will vote in favor of recommending adoption by Metro Council.
- While a non-voting member, Audrey O'Brien said that DEQ "strongly supports" the Plan and its direction.
- Glenn Zimmerman commented that the process has been long and arduous, and he will vote in support.
- Ray Phelps voiced opposition to portions of the draft Plan.
- Mike Leichner echoed Mr. Phelps.
- ECR's Ralph Gilbert said that the Plan itself is a living documents, subject to modifications as industry changes necessitate, and he supports it as such.
- Lori Stole commented that she would prefer the Plan have numerical 10-year goals beyond 2009. She hopes for development of the long-term goals mentioned.

- Matt Korot supports the Plan; it expresses the desires of the public. He encouraged members to vote for the overall Plan, not withhold support because of some pieces.
- Far West Fibers' Jeff Murray agreed that the Plan is a living document, adding it should be reviewed annually. He voiced concerns about some portions regarding Metro oversight, and said he was disappointed that a policy in the old plan regarding private ownership of MRFs had not been retained for the update.
- Paul Edwards said the work done was excellent and he will support the Plan.
- Washington County's Theresa Koppang also stated support, and invited Metro to give a presentation to the County.
- John Lucini of SP Newsprint said the draft Plan is a good product; he agrees that there are some areas of concern, but in general supports it going forward. He would like to see not only periodic reviews, but some cost/benefit analysis, as well.
- Dave White said he's discussed Appendices H and I previously, and if local elected officials support the Plan, then his points are moot, but he has definite concerns regarding how broadly portions of the Plan were written.
- Dean Large commented that Waste Connections and Clark County both support the Plan, but have concerns about the portions regarding collection.
- Mike Miller said completion of the draft was a long process and he's pleased with the document.

Mr. Winterhalter moved to recommend approval of the draft RSWMP to Metro Council; Mr. Korot seconded the motion.

Yea: 12

Nay: 0

Abstentions: 2 (Phelps and Leichner)

VI. Other Business and Adjourn..... Councilor Harrington

Ms. Koppang introduced audience member Jerry Green, the new Solid Waste Program Coordinator for Washington County.

Councilor Harrington announced that the next meeting will be Thursday, October 25, and adjourned the meeting at 11:58 a.m.

Prepared by:

Gina Cubbon
 Administrative Secretary
 Metro Solid Waste & Recycling Department

gbc
 Attachments: Diesel Retrofit PowerPoint
 RSWMP-related Agenda Items at SWAC 2004-07
 RSWMP Issues/Outcomes/Responses
 RSWMP Errata Sheet
 RSWMP Update PowerPoint

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Regional Diesel Retrofit Program

Regional Solid Waste Advisory Committee

September 27, 2007

Presenter: Jim Watkins

Desired Outcome

Regional
Diesel Retrofit
Program

SWAC understanding

- Strategy for emission reduction in Metro region
- Program's reduction in region's pollution
- Vehicle Replacement Program example

Air Quality Challenges – Health Impacts

Regional
Diesel Retrofit
Program

- Diesel pollutants of greatest concern are Particulate matter (PM), including fine particles, toxic pollutants, and oxides of nitrogen (NOx)
 - PM linked to asthma and respiratory problems
 - NOx linked to respiratory infection, decreased pulmonary function
 - NOx combined with volatile organic compounds (VOCs) form ground-level ozone (smog)

Air Quality Challenges – Health Impacts (cont.)

Regional
Diesel Retrofit
Program

Oregon DEQ

- Has estimated the cancer risk posed by diesel PM in Oregon at 17 in one million in 2002, decreasing to 8 in one million by 2017
- Has established a goal to reduce the cancer risk to 1 in one million by 2017; diesel emissions reductions will help to meet that goal
- Estimates the health costs at \$109,000 per ton PM, and \$11,000 per ton of NOx

BASELINE 5 YEAR INVENTORY					
	VOC	CO	NOx	PM	
Baseline - 1,000 vehicles (tons)	113.30	542.60	1586.30	162.80	
TOTAL PROGRAM 5 YEAR EMISSIONS REDUCTIONS					
PERCENT REDUCTIONS FROM BASELINE					
RETROFIT OPTION	ESTIMATED NO. OF AFFECTED VEHICLES	VOC REDUCTIONS	CO REDUCTIONS	NOx REDUCTIONS	PM REDUCTIONS
REPLACE VEHICLES OLDER THAN 15 Yrs	470	31.9%	25.8%	35.4%	41.2%
DPF	322	25.2%	24.2%	0.0%	24.9%
DOC+CCV	129	6.7%	4.3%	0.0%	4.1%
DOC	86	3.5%	2.9%	0.0%	1.9%
ECM REPROGRAM	157	0.0%	0.0%	3.4%	0.0%
TOTAL MAXIMUM REDUCTIONS		67.3%	57.2%	38.8%	72.1%

Program will utilize most effective emission reduction strategy feasible for each vehicle.

Program Goals

Regional Diesel Retrofit Program

1. Maximum feasible reductions of PM, including ultra-fine particles (with reductions in NOx emissions)
2. Maximum certainty of continued use of EPA- or CARB-verified product implementation to achieve air quality objectives
3. Program that can be funded through existing funding/financing mechanisms
4. Maximum participation from all fleets

Program strives to reduce maximum volume of priority pollutants using certified technologies.

Emission Reduction Strategy

Regional
Diesel Retrofit
Program

- Encourage accelerated vehicle retirement for vehicles over 15 years old
- Installation of retrofit technologies
 - Diesel Particulate Filters
 - Diesel Oxidation Catalyst (with crankcase recirculation where possible)
- Engine reprogramming where possible

Program uses most effective emission reduction strategy or technology feasible for each vehicle.

Recommended Responsibilities

Regional
Diesel Retrofit
Program

- Metro: Implementation of Retrofit Program
 - Through a third party (arranges product vendors, product installation and testing)
- Local Governments will require participation
 - Encourage vehicle replacement through rates

Metro would be responsible for the retrofit portion of the emission reduction program, including funding, while local governments encourage participation of fleets.

Cost Estimate for Mix of Retrofit Products

Regional Diesel Retrofit Program

Retrofit Option	# of Trucks	Unit Cost	Total
Replace vehicles older than 15 years	470	N/A	N/A
DPF	413	\$13,000	\$5,374,200
DOC+CCV	166	\$3,000	\$498,000
DOC	110	\$1,500	\$165,000
ECM Reprogram	157	\$250	\$39,250
Total Est. Product, Installation and 1st Yr Maint Cost			\$6,076,450
Estimated Admin and Project Mgmt Costs (over 3 years)			\$900,000
Total Est Program Cost			\$6,976,450

Proposed Option

Regional Diesel Retrofit Program

- Increase regional system fee (approximately \$1.65/ton for 3 years or \$0.12 at the residential can)
- Vehicle replacement
Local Governments adjust through rate-setting process

Question: Does this funding mechanism seem appropriate?

Discussion of Items

Regional
Diesel Retrofit
Program

SWAC July 26, 2007

- Program's reduction in region's pollution
- Vehicle Replacement
 - Example of proposed program costs
 - Why not replace whole fleet?

Program's Reduction- Region's Annual PM

Regional
Diesel Retrofit
Program

DEQ estimates

- Total PM (>2.5) in the Metro Region to be 834 tons annually
- 483 tons of which are from on-road vehicles

Metro estimates

- 35 tons of PM generated by collection fleets (4% of total PM or 7% of on-road)
- 24.5 tons would be reduced by the recommended program (3% of total or 5% of on-road)

Residential Replacement Scenario

Regional Diesel Retrofit Program

City of Portland

- 539 total trucks used; 259 residential collection
 - 89 residential collection vehicles were built before 1994
 - 18 were backups; driven less than 4,000 miles per year
 - 71 full-time vehicles that are candidates for replacement
- 59% of their mileage is allocated to COP; leaving 42 vehicles to replace.
 - Replacement of about 6 residential trucks per year are already accounted for in the rate
- Resulting in the need to replace only 24 trucks to meet program goals

Residential Rate Impact

Regional Diesel Retrofit Program

Assumptions (Provided by City of Portland)

- Each \$1,000,000 in capital investment means an increase of **\$0.119** on a residential bill if amortized over 7 yrs or **\$0.142** if amortized over 5 yrs.

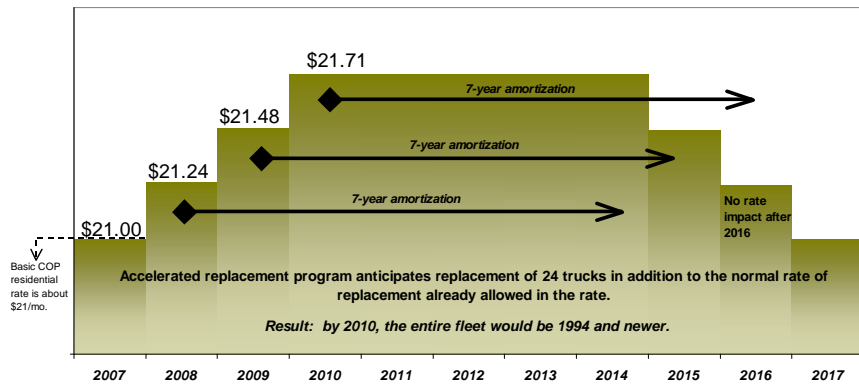
Rate Impact Calculation

- If a new truck costs \$250,000, then total replacement costs for 24 trucks = \$6,000,000
- Or **\$0.71** per month if amortized over 7 years
- Or **\$0.85** per month if amortized over 5 years

COP- Residential Rate Impact Over 3 years

Regional Diesel Retrofit Program

COP Curbside Rate Impact of Accelerated Vehicle Replacement (\$/month per household)



What if all Vehicles are Replaced?

Regional Diesel Retrofit Program

Assumptions

- Residential vehicles: 259 (less backups) x 59% in Portland = **142** vehicles to replace
- New trucks cost \$250,000 x 142 = \$35,500,000
- Each \$1,000,000 in capital investment means an increase of \$0.119 on a residential bill if amortized over 7 years

Residential rate impact

- **\$4.22** per month for total replacement vs. \$.83 (\$0.71 limited replacement + \$.12 for retrofit)

Next Steps

Regional
Diesel Retrofit
Program

- Provide additional information requested
- Vote on program recommendation - October
- Metro Council consideration - October through May 2008
- Begin Implementation

Possible SWAC Recommendations

Regional
Diesel Retrofit
Program

- Option #1-Implement Diesel Retrofit Program elements as proposed by Work Group
 - Metro leads retrofit of vehicles with BAT
 - Local governments increase vehicle replacement
- Option #2-Implement Retrofit Program Only
 - No requirement for > vehicle replacement rate
- Option #3- Do nothing

Calculations-COP Residential Rate

Regional
Diesel Retrofit
Program

- *Retrofit Program Vehicle Replacement Rate*
 - 24 trucks replaced @ \$250k = \$6 million
 - Each \$1 million of capital = \$0.119 per can >
 - $6 \times \$0.119 = \0.71 monthly can > for replacement
- *Replace All Vehicles Rate Impact*
 - 142 trucks replaced @ 250k = \$35.50 million
 - $35.50 \times \$0.119 = \4.22 monthly can increase

RSWMP-related agenda items at SWAC 2004-2007

Year	Month	Topic
2004	January	Key tenets of current RSWMP; draft scope for project; draft public involvement plan
	February	Plan recommendations / strategies of Chapter 7; implementation progress
	March	Planning issues, preview of Phase 2 public involvement
	April	Process update
	June	Discussion of issues generated by stakeholder groups
	July	Issue discussion: The 62% Goal
	September	"Let's Talk Trash" discussion (breakout into small groups)
	October	Update on "Let's Talk Trash" public input; Council direction from disposal system planning discussion
	December	"Let's Talk Trash" results from meetings and online input; Council comments to-date.
2005	January	Direction-setting framework
	February	Vision, values, and policies; sustainability
	March	Discussion of possible sustainability policies
	April	Review and discussion of rate and revenue policies for RSWMP
	July	Sustainability workgroup report
	September	Sustainability recommendations
2006	January	Public input for draft Interim Waste Reduction Plan (IWRP)
	April	Key elements of draft IWRP
	May	Discussion of draft IWRP
	July	Final discussion of draft IWRP
	September	Discussion of steps for solid waste facility and services chapter
	October	Guiding direction, regional policies and goals
	November	Issue identification for solid waste facility and services, rates/revenues portions
	December	Planning issues, guiding direction
2007	January	Discussion of draft policies
	March	Distribution of internal review draft
	April	Final comments on internal review draft

REGIONAL SOLID WASTE MANAGEMENT PLAN UPDATE

<i>Planning issue</i>	<i>Desired outcome</i>	<i>As addressed in 2007-2017 RSWMP</i>
1. Waste generation	Slow the growth	<ul style="list-style-type: none"> • On-going waste prevention strategies • New strategies from current DEQ stakeholder process (TBD)
2. Landfilled resources	Achieve 64% waste reduction goal	<ul style="list-style-type: none"> • Require processing of all dry waste before landfilling • Establish mandatory business recycling or targets for increased recovery in local jurisdictions • Convert residential curbside recycling from weekly bins to weekly roll carts • Site food waste composter in region; changes in Portland collection
3. Toxics in the environment	Reduce use and improper disposal of HHW	<ul style="list-style-type: none"> • Education on non-toxic alternatives • Continued collection of HHW at round-up events and permanent sites
4. “End of pipe” management	Product mfrs. share responsibility, e.g., e-waste	<ul style="list-style-type: none"> • Prioritize product stewardship efforts based on environmental impact, barriers to recycling, and financial burdens to local govt. • Work at regional, state, and national level to develop and implement policies and industry-wide agreements
5. A “green” solid waste system	Operations of the solid waste system emphasize sustainable practices	<ul style="list-style-type: none"> • Evaluate, implement, report on progress toward achieving SWAC-developed system sustainability goals and objectives
6. Metro transfer station ownership	Rationale for retaining the stations	<ul style="list-style-type: none"> • Expanded policy on transfer facility ownership • Executive summary from Transfer Station Ownership Study in appendix
7. Allocation of waste	Rate-payers benefit	<ul style="list-style-type: none"> • System improvements workplan*
8. Public/private pricing	Rate-payers benefit	<ul style="list-style-type: none"> • Disposal pricing policy • System improvements workplan
9. Self-haul services	Higher recovery of self-hauled material	<ul style="list-style-type: none"> • System improvements workplan
10. Facility regulation	Clear entry standards	<ul style="list-style-type: none"> • System improvements workplan

* The system improvements workplan is included in the RSWMP appendices. The workplan describes a series of system regulation and service provision issues (items 6 through 9 above) that require further study and direction.

September 2007 version of RSWMP Update Errata Sheet

1. Public involvement update, Chapter I, page 6, insert the following:

Final plan public involvement

In the summer of 2007 Metro conducted a final public comment period on the updated RSWMP. The Plan incorporated the Interim Waste Reduction Plan, which received extensive public comment before being approved by the Oregon Department of Environmental Quality and the Metro Council in 2006.

Opportunities to comment on the complete RSWMP were publicized through emails to an interested parties list, through advertisements placed in The Oregonian and in all newspapers within the Community Newspaper network. In addition, the public comment opportunity was noticed on Metro's website and in several Metro Councilor newsletters.

Prior to the Plan's release for the official public comment period, members of the Metro Solid Waste Advisory Committee (SWAC) were invited to provide final comments on the Plan.

Summary of public comment

During this final phase of public and stakeholder involvement, a total of 22 people (public and SWAC) commented on the plan. Many comments supported a variety of changes to the Portland collection system rather than dealing specifically with RSWMP contents. Comments specific to the Plan did not present any majority views for changes.

Comments from the public and SWAC included:

- a desire to have more materials added to curbside recycling, especially plastics
- concerns about excessive and non-recyclable packaging
- support for changes to the curbside collection system
- suggestions that the plan include other numerical goals beyond the 2009 waste reduction goal of 64%.
- questions about enforcement of the plan
- suggestions that the sustainability focus of the plan be strengthened
- support for the plan's direction and focus on sustainability
- recognition of the plan's importance in meeting state goals and statutes

Staff response

Metro staff reviewed all comments and provided responses to those that had the most direct connection to the plan. The staff responsiveness report and a link to the final draft of RSWMP were posted on Metro's website.

This phase of public involvement is summarized in the "Regional Solid Waste Management Plan Update: Final Phase of Public Involvement, September 2007."

All reports documenting public involvement activities are available by contacting Metro.

2. Recovery scenarios, Chapter II, page 22, Table 6, revised post-EDWRP passage

Table 6
Recovery growth scenarios


	Actual Recovery 2005	Potential Growth Scenarios for Recovery from New Programs	
		High Recovery	Likely Recovery
Organics	5,000	34,000	15,000 (shortfall 19,000)
C&D	266,000	42,000	21,000 (shortfall 21,000)
Business	297,000	80,000	35,000 (shortfall 45,000)
Multi-family	14,000	5,000	5,000
Single family	217,000	18,000	10,000 (shortfall 8,000)
Other (scrap metal, pallets, bottle bill, containers, etc.)	603,000	8,000	6,000 (shortfall 2,000)
Subtotal new recovery		187,000	92,000 (shortfall 96,000)
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Recovery	1,402,000	1,779,000	1,684,000
Disposal	1,264,000	1,288,000	1,383,000
Generation	2,666,000	3,067,000	3,067,000
Recovery Rate	52.6%	58.0%	54.9%
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Waste Prevention Credits	6.0%	6.0%	6.0%
<hr/>			
Total Metro WR Rate	58.6%	64.0%	60.9%

3. Policy 3.0, Chapter III, page 25, revised per responsiveness report, insert the following correction:

3.0 Evaluating opportunities for sustainability

Opportunities for increasing the sustainability of business practices or programs will be evaluated based on:
a) technological feasibility; b) economic comparison to current practice or conditions; and c) net environmental benefits.


4. Appendix addition: Table of Plan policies, goals and objectives to be added per responsiveness report.



Overview

- Why a regional plan?
- Planning process
- Key issues/direction/information
- Public comment
- Latest revisions
- RSWMP care and feeding
- Next steps

2



Why a regional plan?

- Waste issues extend beyond jurisdictional boundaries
- Coordination and cooperation are essential to achieve shared goals
- State requires a waste reduction plan for the 3 county wasteshed

RSWMP provides direction for regional progress.

3



Who is directed by the Plan?

- Metro
- Local governments
- Private sector service providers (haulers, facility owners)

Metro and local governments are primary implementers. New sustainable operations focus will rely on engagement of private facility owners/service providers.

4



RSWMP Planning Process

- 1995-2005 RSWMP (foundation)
- Stakeholder and public feedback (2004 to 2007)
- Interim waste reduction plan (2005/06)
- Sustainable operations (2005)
- Disposal system planning (2005/06)
- Rate policy subcommittee (2006)

Process ensured many contributors to Plan development.

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6 Planning Issues

- Waste generation
- Disposal diversion (64% goal)
- Toxics in the environment
- "End of pipe" management
- Sustainable operations
- Metro's role in facility ownership

Plan policies, programs, goals and objectives were developed to address these issues.

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Key Plan Information and Direction

- Planning issues (Executive Summary)
- Plan purpose and scope (Chap. 1)
- Regional system and roles (Chap. 2)
- Achieving the 64% goal (Chap. 2)
- Regional policy guidance (Chap. 3)

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Key Plan Information and Direction (cont.)

- “Workplans” for program areas and sustainable operations (Chaps. 4, 5, 6 & appendices)
- Requirements and authorizations under state statutes and rules (Appendix A)
- Rationale for continued public ownership of transfer facilities (Chapter 3, Appendix C)
- Future Metro disposal system decisions (Appendix D)

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Key Plan Information and Direction (cont.)

- Regional disaster debris management plan (Appendix B)
- Regional service standard/alternative programs (Appendices H & I)

9



Public Comment Overview

- Satisfied with system overall
- Want collection changes and consistency
- Approve of Plan vision/regional values
- Approve of required business recycling
- Want more education
- Support manufacturer responsibility
- Support sustainability focus

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Significant Revisions

- Add final phase of public outreach (Chapter 1)
- Modify C&D, other recovery projections (Chapter 2)
- Modify policy 3.0 (Chapter 3)
- De-emphasize link between 2009 benchmark year and 64% goal (Chapters 2, 4)
- Characterize “Plan programs” as those projected to maximize recovery and achieve 64% goal (Chapter 2)

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RSWMP Care and Feeding

- Develop and maintain greater regional awareness of RSWMP direction and requirements
- Emphasize frequent communication and coordination to achieve shared goals
- Assess recovery performance impacts of local collection decisions

Plan goals can be achieved with communication, cooperation and coordination from all parties.

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Next Steps

- SWAC recommendation today
- Metro Policy Advisory Committee (MPAC) briefing in October?
- Briefings offered to local staff and officials in October/November
- Metro Council consideration of RSWMP adoption in November

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Discussion and Decision

Do SWAC members support the overall direction of the updated RSWMP?

Does SWAC recommend adoption (with specified revisions) to Metro Council?

14