

2025 Ashland Waste Characterization

FINAL REPORT

Produced by Eric Ahnmark

Recology Ashland

August 11, 2025

Acknowledgements

The successful execution of this characterization is owed to the generous support of the volunteer CEPAC members who offered their time and waste sorting expertise, specifically Kip Barrett, Sidney Brown, Bob Kaplan, Mark Morrison, and Bryan Sohl.

Background

In 2024, Recology offered to facilitate a waste characterization of the City of Ashland's municipal solid waste (MSW) stream. The intent of the assessment was to gather insightful and actionable data that should help inform future waste-related policies and targets as they apply to Ashland's Climate and Energy Action Plan (CEAP). The characterization would be administered by Eric Ahnmark (Recology), with assistance from Ashland's Climate and Environmental Policy Advisory Committee (CEPAC) members.

Overview

The characterization occurred June 16-20, 2025, at the Valley View Transfer Station (3000 N. Valley View Rd). A total of seven (7) samplings were characterized during four (4) sampling days. Of these, five (5) samplings were classified as residential material, with two (2) samplings classified as commercial material. This was intentional, as there was interest in assessing both residential and commercial material in a single sampling period. From the start, this effort was considered a 'light' characterization. While standard methodologies would be followed and resulting data considered accurate within a reasonable margin of error, a more earnest and in-depth characterization, which would yield more accurate data and include a greater sampling size, would require significant resources in personnel, time, and logistical coordination.

Methodology

Methodology was consistent with typical MSW waste characterizations. Target routes were identified prior to the characterization based on concentration of Ashland-originating MSW (some Recology routes are blended with MSW originating from Talent and rural Jackson County) and estimated timing of the collection trucks' arrival at the transfer station. Recology personnel coordinated with operations management and drivers to ensure a smooth assessment process. Targeted routes were intercepted at the transfer station, and

a randomized sample of approximately 200 lbs. was gathered from the target load. That sample was then transferred by loader bucket to the testing area. Samples were hand-sorted into 23 separate categories, with each category being weighed and photographed. Data was recorded on a printed datasheet and later transferred to an electronic version which is included in its entirety in the Appendix of this report. The more than 100 photos captured during the characterization were provided to CEPAC members via a cloud file.

Sampling Categories

Materials were sorted, weighed, and photographed according to the below categories:

Recyclables

- Cardboard
- Mixed Paper
- Rigid Plastics
- Metal
- Glass

Compostables

- Food
- Green Debris

Misc.

- Household Hazardous Waste (HHW)/ Universal Waste
- Packaged Food
- Disposable Gloves (Commercial loads only)

Trash Detail

- Rigid Plastics (non-recyclable)
- Film Plastics (non-recyclable)
- Soiled Paper (non-recyclable)
- Metal (non-recyclable)
- Foam
- Textiles
- Diapers
- Electronics
- Pet Waste
- Multi-layer Packaging

- Outer Bags
- Fines

Recoverability – Definitions and Estimates

Each sample was assessed and categorized under two criteria, both a current and future state of potential recoverability.

Current Recoverable Material Potential: Materials were classified as “recoverable” (recyclable or compostable according to current curbside and drop-off programs), or “non-recoverable” (determined to be trash). Effectively, “recoverable” materials were items that could have been recycled or composted under current programs had the customer placed them in the correct bin (assuming access to commingled recycling and subscription to optional green-waste service) and/or dropped the materials off at a designated drop-off location (Universal waste and HHW). It should be noted the “recoverable” category also includes materials recently added to the recycling list per the statewide Recycling Modernization Act (RMA). This category includes the following: “Recyclables”, “Green Debris”, “HHW Universal”, “Plastics-film (non-recyclable)”, “Electronics”, 50% of “Multi-layer packaging”, and 10% of “Fines”.

Future Recoverable Material Potential: Note this definition is highly assumptive and theoretical and should not be taken as representative of a true and factual future state. It includes the base recoverable categories of the “current state” listed above, while also assuming the inclusion of a curbside food scrap collection program (that also allows food-soiled paper) and one that is made available to 100% of the customer base and achieves a 100% participation rate, meaning all food scraps – including spoiled/packaged food – are properly de-packaged and deposited in the available cart(s) for food scrap collection. This category includes the following: “Recyclables”, “Food”, “Green Debris”, “HHW Universal”, 80% of “Packaged Food”, “Plastics-film (non-recyclable)”, “Paper-soiled (non-recyclable)”, “Electronics”, 50% of “Multi-layer packaging”, and 35% of “Fines”. Based on data presented by the “current state”, as well as empirical data from other waste characterizations nationally and globally, it is clear full participation does not occur at present. Still, these data are being presented, albeit theoretically, and it should be assumed the wide availability of a food scrap program will result in improved waste diversion performance and likely present somewhere between the noted “current” and “future” states.

Fines

Every waste characterization results in a category that includes small, residual materials that, based on available time and personnel, cannot be effectively sorted. It is acknowledged that recoverable materials are present in this category. Based on visual assessments, the “Fines” category has been characterized according to the following:

65% Trash

20% Paper-soiled (non-recyclable)

5% Mixed Paper

5% Plastics-film (non-recyclable)

5% Food

Using the above classification, recoverable volumes were reassigned to the appropriate categories in both the “current” and “future” recoverable material potential states. Photos of the “Fines” category can be found in both the Appendix and electronic photo library.

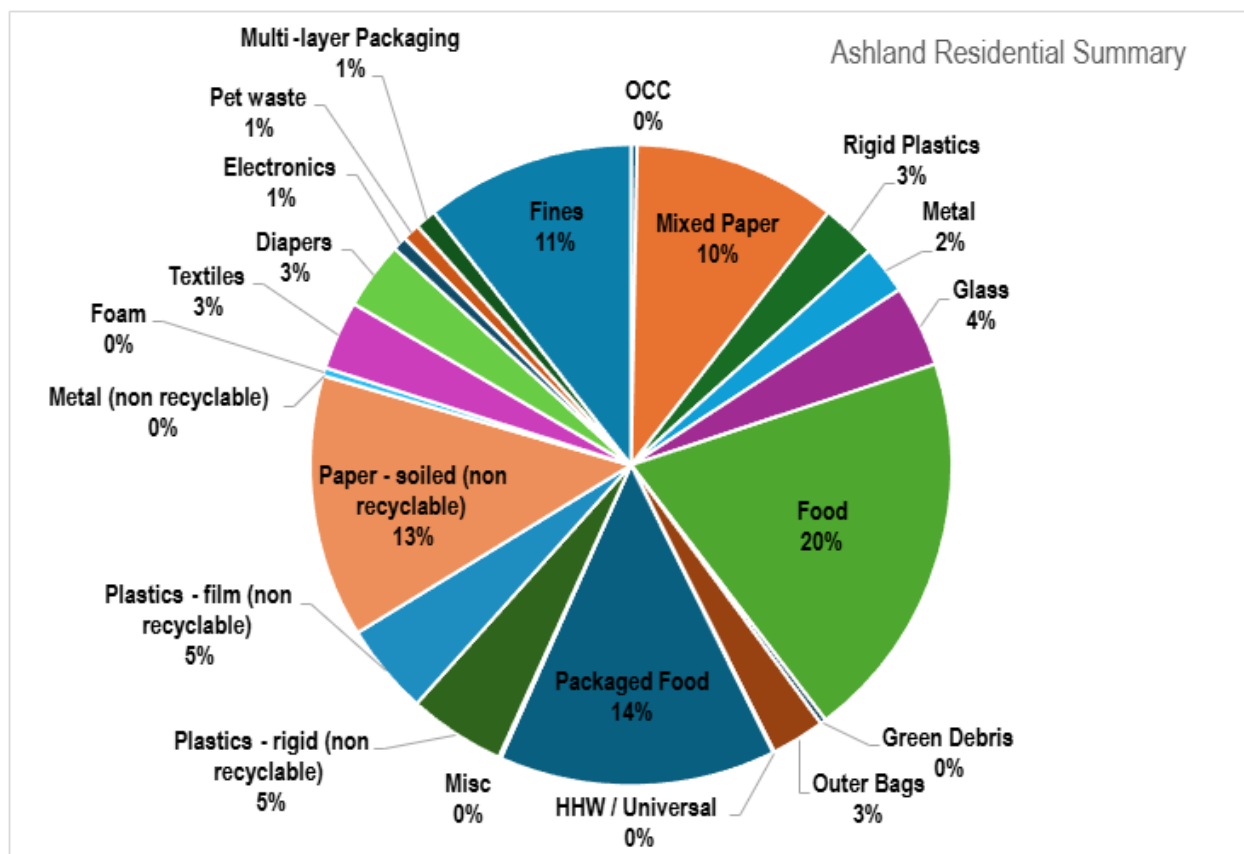
Findings – Residential

Table 1 presents weight (in lbs) data summarizing the five (5) residential loads assessed during June 16-20, 2025. A similar classification for each individual load is included in the Appendix. Figure 1, on the following page, presents the same data in percentage form.

Table 1 - Residential Samples by Material Category (Avg. in lbs)

Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Misc
0.6	19.0	5.2	4.6	7.7	36.7	0.6	5.0	0.1	26.0	0.2
Trash Detail										
Plastics - rigid (non-recyclable)	Plastics - film (non-recyclable)	Paper - soiled (non-recyclable)	Metal (non-recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
9.1	8.6	24.7	0.0	0.8	6.5	6.4	1.3	1.6	2.0	19.6

Figure 1 - Residential Samples by Material Category (Avg. % of total)



Current Recoverable Material Potential (Residential Avg.)

When considering current programs, the five (5) residential samples yielded an average of 50.6 lbs of “recoverable” material from an average sample weight of 186.1 lbs, resulting in 27% of the sample average being classified as recoverable material.

Future Recoverable Material Potential (Residential Avg.)

When considering the inclusion of a curbside food scrap program and full participation behaviors as outlined earlier in this report, the five (5) residential samples yielded an average of 137.6 lbs of “recoverable” material from an average sample weight of 186.1 lbs, resulting in 74% of the sample average being classified as theoretically recoverable material.

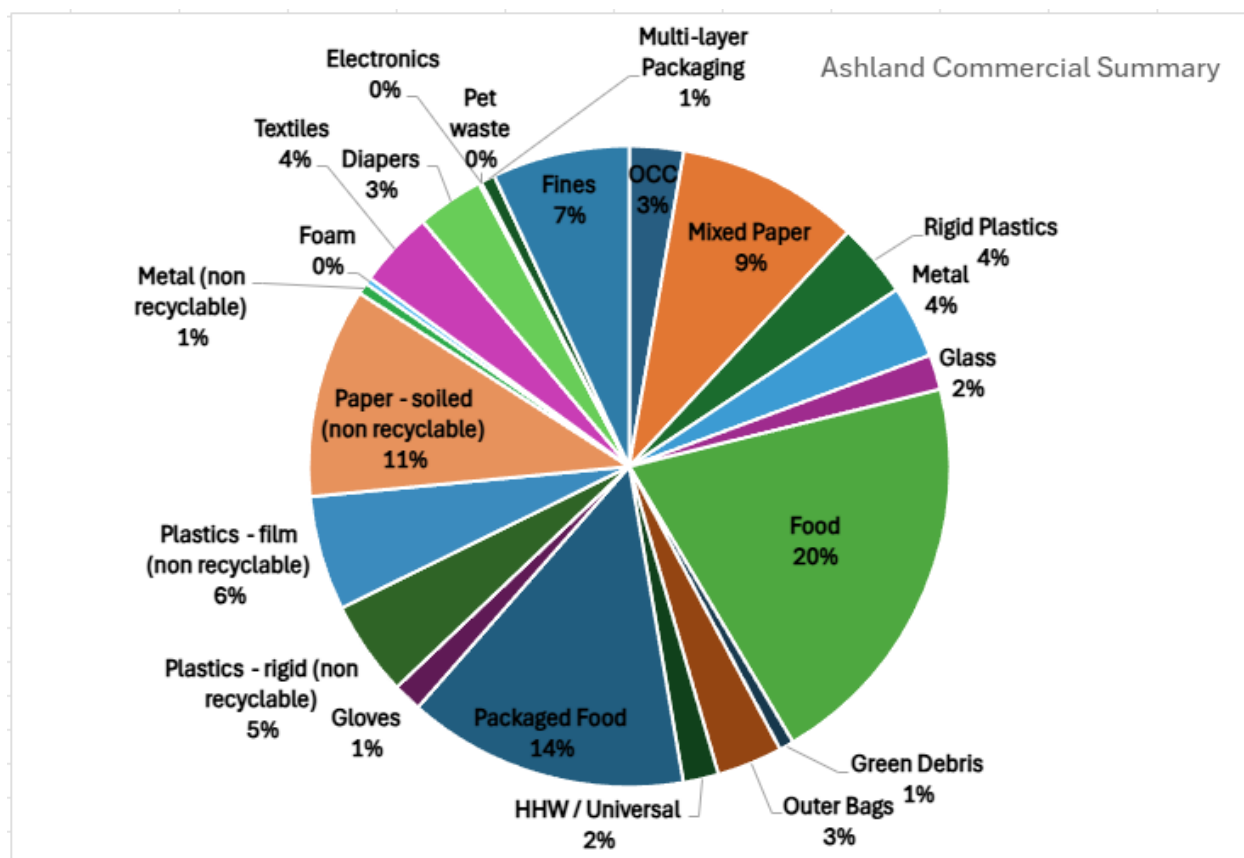
Findings – Commercial

Table 2 presents weight (in lbs) data summarizing the two (2) commercial loads assessed during June 16-20, 2025. A similar classification for each individual load is included in the Appendix. Figure 2, on the following page, presents the same data in percentage form.

Table 2 – Commercial Samples by Material Category (Avg. in lbs)

Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Gloves
4.8	16.0	6.5	6.4	3.1	35.3	1.3	5.8	3.1	24.6	2.5
Trash Detail										
Plastics - rigid (non-recyclable)	Plastics - film (non-recyclable)	Paper - soiled (non-recyclable)	Metal (non-recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
8.4	10.0	18.4	1.0	0.6	6.7	5.9	0.2	0.0	1.3	12.0

Figure 2 - Commercial Samples by Material Category (Avg. % of total)



Current Recoverable Material Potential (Commercial Avg.)

When considering current programs, the two (2) commercial samples yielded an average of 56.4 lbs of “recoverable” material from an average sample weight of 173.7 lbs, resulting in 32% of the sample average being classified as recoverable material.

Future Recoverable Material Potential (Commercial Avg.)

When considering the inclusion of a curbside food scrap program and full participation behaviors as outlined earlier in this report, the two (2) commercial samples yielded an average of 129.6 lbs of “recoverable” material from an average sample weight of 173.7 lbs, resulting in 74% of the sample average being classified as theoretically recoverable material.

Findings – Summary

Results were typical of MSW characterizations in the United States. As with all scientific studies, the limited sample size (7 loads, 1,278 lbs) likely resulted in a wider margin of error than would have been achieved with a more comprehensive and resource-intensive study. Still, the data presented in this report should be considered accurate with a reasonable margin of error and provide considerable insight to the City of Ashland as it pursues future waste-related programs and policies.

Recommendations

Ashland, Oregon, has built a reputation for environmental activism and regularly generates some of the cleanest commingled recycling in the state. That said, more than a quarter of the sample averages (27% residential and 32% commercial) were easily recoverable materials under current programs that were, for one reason or another, not placed in the proper collection cart/container by the generating customer. This suggests ongoing recycling education to both residential and commercial customers is needed, as are efforts to ensure all customers have ready access to recycling programs. The optional green waste subscription program should also be further promoted, as well as drop-off options for Electronic, Universal, and HHW materials.

Regarding future state assumptions presented in this report, it should be noted the addition of programs – including a food scrap collection program – is based on full customer participation, meaning a food scrap receptacle (presumably one that also includes green waste materials) would need to become an included service, resulting in rate impacts. Additional costs and operational considerations, including the addition of new trucks, re-routing, and the construction of a roof at the transfer station, would need to be evaluated alongside the potential benefits of the program.

Appendix

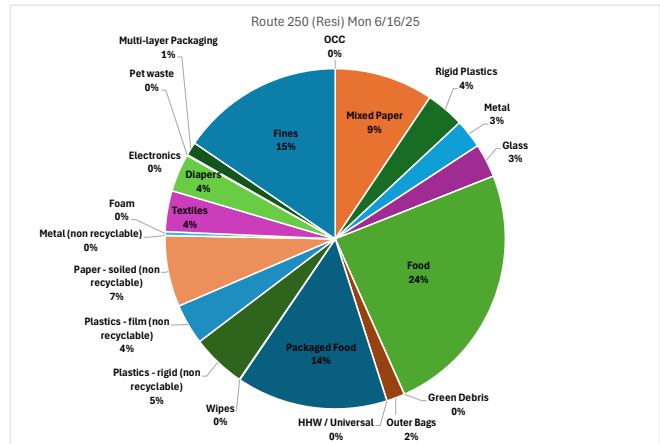
Waste Characterization Datasheet

Project Name: ASHLAND WC										
Date: Mon 6/16/25										
Time: 9:50 AM										
Material Stream: MSW										
Route/Sector: 250 (RESI)										
* all weights below have tares removed										
Gross Weight (lbs): 215.1										
Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Wipes
0.0	20.2	7.9	5.9	6.9	52.4	0.0	3.8	0.0	31.0	0.1
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
11.1	8.3	14.6	0.0	0.8	8.4	7.8	0.0	0.2	2.8	33.3

NOTE: The figures presented below are estimates only based on limited sample size, and the projections are presumptive assuming 100% participation from residents. They should not be taken out of context nor understood to be entirely representative of the current nor future states of the waste stream. The assumptions also include recyclable materials that are now accepted under the RMA or will be in the near future.

Current Recoverable Material Potential (based on active program offerings and green debris subscription)	
These are things people should/could have kept out of the trash, based on available curbside and dropoff programs *plus RMA acceptance list	
Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines"	
Total (lbs)	53.9
Total (%)	25%

Future Recoverable Material Potential (based on inclusion of food scrap program including food soiled paper and green debris subscription)Ⓜ	
Same criteria as above, with inclusion of food scrap/soiled paper program. Assumes full participation in food scrap composting + depackaging.	
Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", 80% of "Packaged Food", "Plastics-film (non recyclable)", "Paper-soiled (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 35% of "Fines"	
Total (lbs)	153.8
Total (%)	72%



Waste Characterization Datasheet

Project Name: ASHLAND WC
Date: 6/16/25 1:00 PM
Time: 1:00 PM
Material Stream: MSW
Route/Sector: 250 (RESI)
Gross Weight: 215.1

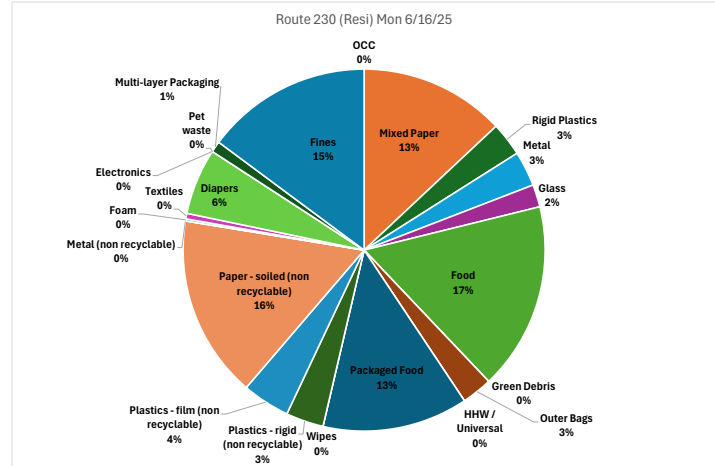
Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer	HHW / Universal	Packaged Food	Other
	10.7 (4.2)	10.1 (4.0)	10.0 (4.0)	11.8 (4.2)	30.0 (10.0)	4.0 (0.0)			14.0 (0.0)	5.0 (0.0)
	12.8 (5.0)	7.0 (2.0)	5.9 (0.0)	6.0 (0.0)	23.0 (0.0)	0.0 (0.0)			11.0 (0.0)	0.0 (0.0)
	5.8 (2.0)	5.5 (0.0)	2.55 (0.0)	6.0 (0.0)	33.0 (0.0)	52.0 (0.0)			12.0 (0.0)	0.0 (0.0)
	6.45 (0.0)	2.55 (0.0)	2.55 (0.0)	6.0 (0.0)	33.0 (0.0)	52.0 (0.0)			12.0 (0.0)	0.0 (0.0)
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Misc
9.9 (0.0)	7.1 (0.0)	24.5 (0.0)		5.0 (0.0)	13.0 (0.0)	12.0 (0.0)			2.0 (0.0)	
11.0 (0.0)	15.0 (0.0)	10.5 (0.0)		0.5 (0.0)	0.0 (0.0)	7.75 (0.0)			0.5 (0.0)	
5.6 (0.0)	2.0 (0.0)	10.5 (0.0)		0.5 (0.0)	0.0 (0.0)	7.75 (0.0)			0.5 (0.0)	
10.1 (0.0)	5.5 (0.0)	10.5 (0.0)		0.5 (0.0)	0.0 (0.0)	7.75 (0.0)			0.5 (0.0)	

Notes: Curbside [413 (4.4)] 305 85.6 (0.0)
add to 333 3.75

* all weights below have tares removed

Current Recoverable Material Potential (based on active program offerings and green debris subscription)
 These are things people should/could have kept out of the trash, based on available curbside and dropoff programs *plus RMA acceptance list
 Sum of "Recyclables", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines")

Future Recoverable Material Potential (based on inclusion of food scrap program including food soiled paper and green debris subscription)²⁰²⁰
Same criteria as above, with inclusion of food scrap/soiled paper program. Assumes full participation in food scrap composting + depackaging.
Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", 80% of "Packaged Food", "Plastics-film (non recyclable)", "Paper-soiled (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 35% of "Fines"



Work Characteristic Database

Work 15


 BioEnergy
systems
solutions

Project Name:	Agri. In. of L.C.
Date:	6/8/15
Time:	2:55 p.m.
Participant Name:	N.S. Lak
Work Session:	2:30 / 3:00
Draw Sheets	

Receptions				Compartments				Misc.		
CCC	Waste Paper	Right Recipients	Normal	Stress	Food	Green Orders	Other	HRM / Complaint	Package Post	Other
	245 (15) 1194 (4) 2101 645 254	1136 (6) 64	1155 (6) 665	84 (6) 425	48.5 (4) 35.6	/	/	/	325 (4) 126	/

Task Status										
Parking - right (new reception)	Plastics - fire (new reception)	Paper - solid (new reception)	Normal (new reception)	Stress	Foodbox	Diapers	Electronics	Pet waste	Multi-task Packaging	Misc.
1205 (6) 715	185 (6) 405	444 (6) 346	/	534 (4) 4	545 (6) 105	17.0 (6) 12.55	/	/	3.55 (8) 2.1	

Authors' Note

Gravel $[41.3 (4.4)]$ (31.5)
 Subbase $10.7 (4.4)$ (5.8)

Waste Characterization Datasheet

Project Name: ASHLAND WC

Date: Tues 6/17/25

Time: 9:00 AM

Material Stream: MSW

Route/Sector: 220 (COMM)

Gross Weight (lbs): 195.6

* all weights below have tares removed



Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Misc.
2.8	10.9	8.7	5.0	0.7	53.3	2.6	6.5	6.0	19.1	3.9
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
9.0	11.8	24.5	0.0	0.1	3.9	10.7	0.5	0.0	1.3	14.9



NOTE: The figures presented below are estimates only based on limited sample size, and the projections are presumptive assuming 100% participation from residents. They should not be taken out of context nor understood to be entirely representative of the current nor future states of the waste stream. The assumptions also include recyclable materials that are now accepted under the RMA or will be in the near future.

Current Recoverable Material Potential (based on active program offerings and green debris subscription)

These are things people should/could have kept out of the trash, based on available curbside and dropoff programs + plus RMA acceptance list

Sum of "Recyclables", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines"

Total (lbs) 50.9

Total (%) 26%

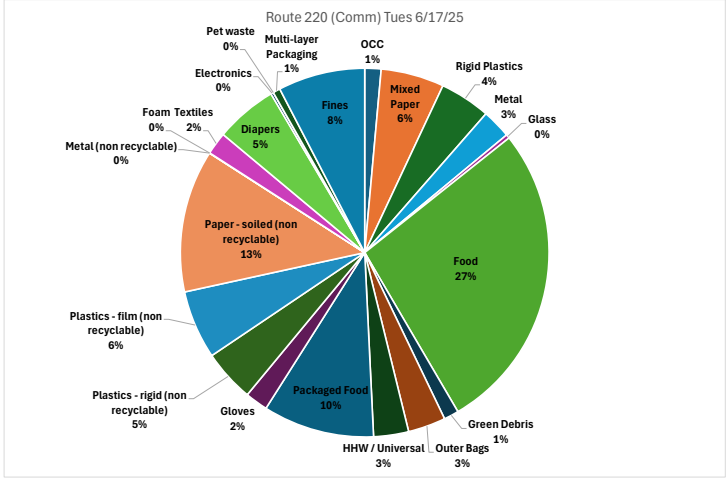
Future Recoverable Material Potential (based on inclusion of food scrap program including food soiled paper and green debris subscription)

Same criteria as above, with inclusion of food scrap/soiled paper program. Assumes full participation in food scrap composting + depackaging.

Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", 80% of "Packaged Food", "Plastics-film (non recyclable)", "Paper-soiled (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 35% of "Fines"

Total (lbs) 147.6

Total (%) 75%



Waste Characterization Worksheet

Project Name: Ashland WC

Date: 6/17/25

Time: 9:00 AM

Material Stream: MSW

Route/Sector: 220 / Comm

Weight (lbs): 195.6

Recyclables

OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Other	HHW / Universal	Packaged Food	Other
2.8	10.9	8.7	5.0	0.7	53.3	2.6			19.1	3.9

Trash Detail

Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
9.0	11.8	24.5	0.0	0.1	3.9	10.7	0.5	0.0	1.3	14.9

Notes:

2.8 + 10.9 + 8.7 + 5.0 + 0.7 + 53.3 + 2.6 + 19.1 + 3.9 = 117.0 (g)

2.8 + 10.9 + 8.7 + 5.0 + 0.7 + 53.3 + 2.6 + 19.1 + 3.9 = 117.0 (g)

2.8 + 10.9 + 8.7 + 5.0 + 0.7 + 53.3 + 2.6 + 19.1 + 3.9 = 117.0 (g)

2.8 + 10.9 + 8.7 + 5.0 + 0.7 + 53.3 + 2.6 + 19.1 + 3.9 = 117.0 (g)

* all weights below have tares removed

A large, messy pile of discarded plastic waste, including numerous plastic bottles, bags, and other debris, is scattered on a paved surface. The waste is piled up against a building with a corrugated metal wall. In the background, a white car is parked on a street, and a hillside is visible under a clear sky.

Current Recoverable Material Potential (based on active program offerings and green debris subscription)	
These are things people should/could have kept out of the trash, based on available curbside and dropoff programs *plus RMA acceptance list	
Sum of "Recyclables", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines"	
Total (lbs)	67.1
Total (%)	33%

Tiger

Waste Characterization Estimate

Project Name: Asphalt WC

Date: 11/15

Job: 12-484

Material Group: 008-7

Project/Location: 00100 7105/230

Group Weight: 200

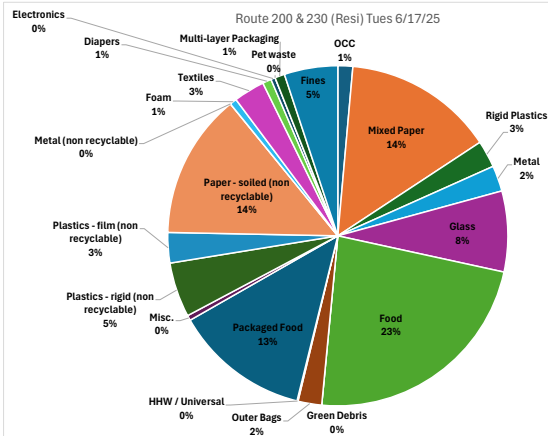
- 1.9
 - 9.6
 - 1.75



 Rensselaer
 Technology

Recyclables				Compostables				Other	
WTE	House Paper	Aggregates	Food	Styro	Food	Household Appliances	Other	HAZARDOUS	HAZARDOUS
7.8 (g) (2.8)	2.2 (g) (2.2) 10.10 (1.0) 14.13	10.15 (9.3) (5.86)	9.9 (9) (5)	20.6 (19) (15.7)	57.05 (2.23) (47.86)	/	/	6.2 (4) (1.2)	36.15 (2.2) (26.95)
Landfill									
Plastic (rigid non-recyclable)	Plastic (flexible non-recyclable)	Paper (solid non-recyclable)	Plastic (non-recyclable)	Styro	Food	Styro	Household Appliances	HAZARDOUS	HAZARDOUS
20.45 (2.2) (0.85)	15.7 (2.2) (5.9)	38.05 (2.2) (24.35)	/	5.10 (8) (3.5)	10.95 (9) (6.05)	6.6 (9) (1.7)	2.6 (8) (8.5)	/	6.8 (g) (1.9)

Notes: Ceramic 1.0 (0.6) (1)
Other bags 9.5 (9) (46)
Granular 15.2 (10) (10.4)



Waste Characterization Datasheet

Project Name: ASHLAND WC	
Date: Tues 6/19/25	
Time: 11:15 PM	
Material Stream: MSW	
Route/Sector: 500 (Commercial)	
Gross Weight (lbs):	151.8

* all weights below have tares removed

Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Gloves
6.7	21.2	4.4	7.7	5.5	17.4	0.0	5.1	0.2	30.1	1.2
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
7.8	8.3	12.4	2.0	1.1	9.6	1.1	0.0	0.0	1.3	9.2



NOTE: The figures presented below are estimates only based on limited sample size, and the projections are presumptive assuming 100% participation from residents. They should not be taken out of context nor understood to be entirely representative of the current nor future states of the waste stream. The assumptions also include recyclable materials that are now accepted under the RMA or will be in the near future.

Current Recoverable Material Potential (based on active program offerings and green debris subscription)

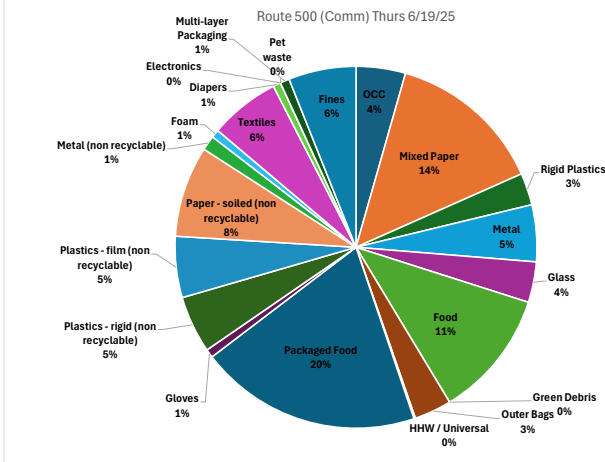
These are things people should/could have kept out of the trash, based on available curbside and dropoff programs *plus RMA acceptance list
Sum of "Recyclables", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines")

Total (lbs) 55.4
Total (%) 37%

Future Recoverable Material Potential (based on inclusion of food scrap program including food soiled paper and green debris subscription)

Same criteria as above, with inclusion of food scrap/soiled paper program. Assumes full participation in food scrap composting + depackaging.
Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", 80% of "Packaged Food", "Plastics-film (non recyclable)", "Paper-soiled (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 35% of "Fines")

Total (lbs) 111.5
Total (%) 73%



Waste Characterization Datasheet

Project Name: Ashland WC	
Date: 6/19/25	
Time: 11:15 PM	
Material Stream: MSW	
Route/Sector: 500 / FC	
Gross Weight:	151.8

Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Other	HHW / Universal	Packaged Food	Other
11.4	21.2	4.4	7.7	5.5	17.4	0.0	5.1	0.2	30.1	1.2
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
7.8	8.3	12.4	2.0	1.1	9.6	1.1	0.0	0.0	1.3	9.2

Notes: color bag 2.8 8 4 5 4 6 7 - mixed? 5.05 2.88
2.1 gloves 6.23 6 1.15
green debris 14.05 6 9.15

-4.19
-2.8
-1.75



Waste Characterization Datasheet

Project Name: ASHLAND WC	
Date: Tues 6/19/25	
Time: 1:30 PM	
Material Stream: MSW	
Route/Sector: 250 (Residential)	
Gross Weight (lbs):	160.9

* all weights below have tares removed

Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Misc
0.0	7.2	3.4	2.4	5.6	26.2	0.0	8.0	0.0	27.2	0.0
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
7.9	7.7	25.6	0.0	0.5	12.8	8.9	5.9	3.2	1.0	7.8

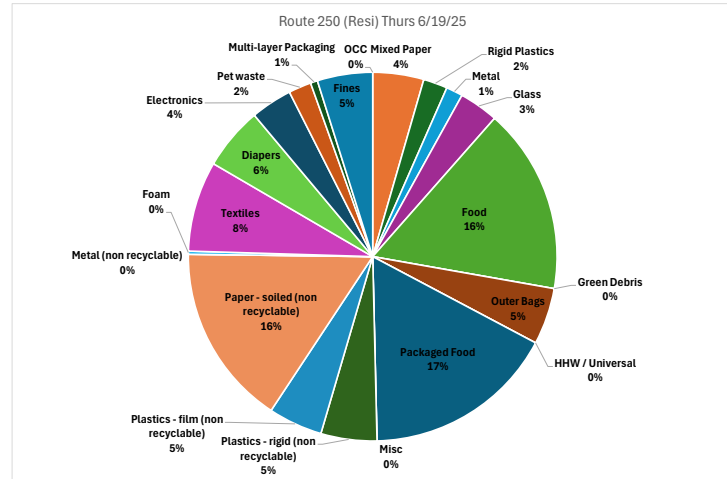


NOTE: The figures presented below are estimates only based on limited sample size, and the projections are presumptive assuming 100% participation from residents. They should not be taken out of context nor understood to be entirely representative of the current nor future states of the waste stream. The assumptions also include recyclable materials that are now accepted under the RMA or will be in the near future.

Current Recoverable Material Potential (based on active program offerings and green debris subscription)

These are things people should/could have kept out of the trash, based on available curbside and dropoff programs *plus RMA acceptance list
Sum of "Recyclables", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines")
Total (lbs) 33.3
Total (%) 21%

Future Recoverable Material Potential (based on inclusion of food scrap program including food soiled paper and green debris subscription)
Same criteria as above, with inclusion of food scrap/soiled paper program. Assumes full participation in food scrap composting + depackaging.
Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", 80% of "Packaged Food", "Plastics-film (non recyclable)", "Paper-soiled (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 35% of "Fines")
Total (lbs) 108.8
Total (%) 68%



Waste Characterization Datasheet																																											
Project Name: ASHLAND WC Date: 6/19/25 Time: 1:30 PM Material Stream: MSW Route/Sector: 250 (Residential) Gross Weight (lbs): 160.9																																											
<table> <tr> <th colspan="5">Recyclables</th><th colspan="2">Compostables</th><th colspan="4">Misc.</th></tr> <tr> <th>OCC</th><th>Mixed Paper</th><th>Rigid Plastics</th><th>Metal</th><th>Glass</th><th>Food</th><th>Green Debris</th><th>Outer Bags</th><th>HHW / Universal</th><th>Packaged Food</th><th>Misc</th></tr> <tr> <td>0.0</td><td>7.2</td><td>3.4</td><td>2.4</td><td>5.6</td><td>26.2</td><td>0.0</td><td>8.0</td><td>0.0</td><td>27.2</td><td>0.0</td></tr> </table>											Recyclables					Compostables		Misc.				OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Misc	0.0	7.2	3.4	2.4	5.6	26.2	0.0	8.0	0.0	27.2	0.0
Recyclables					Compostables		Misc.																																				
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0.0	7.2	3.4	2.4	5.6	26.2	0.0	8.0	0.0	27.2	0.0																																	
<table> <tr> <th colspan="11">Trash Detail</th></tr> <tr> <th>Plastics - rigid (non recyclable)</th><th>Plastics - film (non recyclable)</th><th>Paper - soiled (non recyclable)</th><th>Metal (non recyclable)</th><th>Foam</th><th>Textiles</th><th>Diapers</th><th>Electronics</th><th>Pet waste</th><th>Multi-layer Packaging</th><th>Fines</th></tr> <tr> <td>7.9</td><td>7.7</td><td>25.6</td><td>0.0</td><td>0.5</td><td>12.8</td><td>8.9</td><td>5.9</td><td>3.2</td><td>1.0</td><td>7.8</td></tr> </table>											Trash Detail											Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines	7.9	7.7	25.6	0.0	0.5	12.8	8.9	5.9	3.2	1.0	7.8
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7.9	7.7	25.6	0.0	0.5	12.8	8.9	5.9	3.2	1.0	7.8																																	
Gravel: 12.7 lb Gravel: 12.7 lb																																											

Waste Characterization Datasheet



Project Name: ASHLAND WC

Date: Tues 6/20/25

Time: 10:30 AM

Material Stream: MSW

Route/Sector: 250 (Residential)

Gross Weight (lbs): 137.8

* all weights below have tares removed

Recyclables					Compostables		Misc.			
OCC	Mixed Paper	Rigid Plastics	Metal	Glass	Food	Green Debris	Outer Bags	HHW / Universal	Packaged Food	Misc
0.0	10.9	3.1	2.9	6.0	22.1	2.8	3.1	0.5	17.8	0.0
Trash Detail										
Plastics - rigid (non recyclable)	Plastics - film (non recyclable)	Paper - soiled (non recyclable)	Metal (non recyclable)	Foam	Textiles	Diapers	Electronics	Pet waste	Multi-layer Packaging	Fines
8.6	11.9	20.4	0.0	0.8	4.2	0.9	0.0	4.8	2.2	15.1

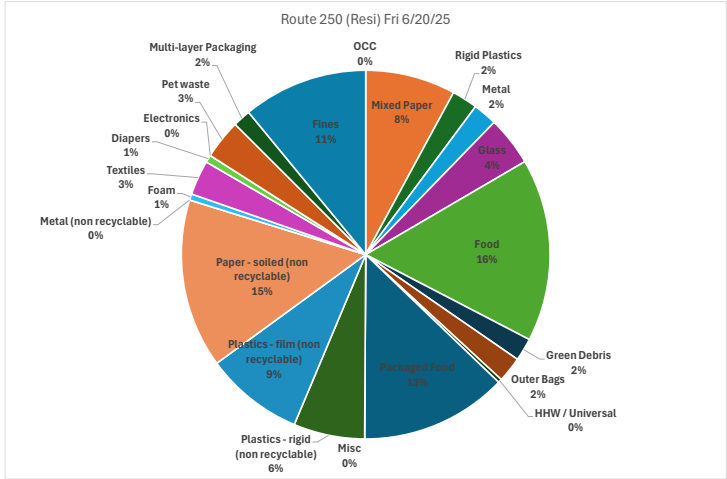


NOTE: The figures presented below are estimates only based on limited sample size, and the projections are presumptive assuming 100% participation from residents. They should not be taken out of context nor understood to be entirely representative of the current nor future states of the waste stream. The assumptions also include recyclable materials that are now accepted under the RMA or will be in the near future.

Current Recoverable Material Potential (based on active program offerings and green debris subscription)

These are things people should/could have kept out of the trash, based on available curbside and dropoff programs + plus RMA acceptance list
Sum of "Recyclables", "Green Debris", "HHW/Universal", "Plastics-film (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 10% of "Fines")
Total (lbs) 40.5
Total (%) 29%

Future Recoverable Material Potential (based on inclusion of food scrap program including food soiled paper and green debris subscription)
Same criteria as above, with inclusion of food scrap/soiled paper program. Assumes full participation in food scrap composting + depackaging.
Sum of "Recyclables", "Food", "Green Debris", "HHW/Universal", 80% of "Packaged Food", "Plastics-film (non recyclable)", "Paper-soiled (non recyclable)", "Electronics", 50% of "Multi-layer packaging", and 35% of "Fines")
Total (lbs) 101.1
Total (%) 73%



Waste Characterization Datasheet

Project Name: Ashland WC

Date: 6/20/25

Time: 10:30 AM

Material Stream: MSW

Route Number: 250 (Resi)

Driver Name: [Signature]

F		Recyclables		Compostables		Misc		HHW / Universal		Packaged Food		Other	
Wt (lbs)	Wt (%)	Wt (lbs)	Wt (%)	Wt (lbs)	Wt (%)	Wt (lbs)	Wt (%)	Wt (lbs)	Wt (%)	Wt (lbs)	Wt (%)	Wt (lbs)	Wt (%)
24.7	17.9	10.9	7.9	22.1	16.0	2.8	2.0	3.1	2.2	17.8	12.9	0.0	0.0
8.6	6.2	11.9	8.6	20.4	14.8	0.0	0.0	4.8	3.5	2.2	1.6	15.1	11.0

Summary

Recyclables: 24.7 lbs (17.9%)

Compostables: 22.1 lbs (16.0%)

Misc: 2.8 lbs (2.0%)

HHW / Universal: 3.1 lbs (2.2%)

Packaged Food: 17.8 lbs (12.9%)

Other: 0.0 lbs (0.0%)

Route Load



~200lb sample



Sorting station



Food



Recyclable Metal



Recyclable Glass



Textiles



Recyclable Plastic



Film Plastic - Non recyclable



Packaged Food



Rigid Plastic - Non recyclable



Soiled Paper



Fines



The "Fines" category is a combination of items that are considered trash (sponges, disposable wipes, tape, rubber, ceramic, etc) and small "granular" items that would take too much time to fully sort into separate categories. Intent is to redistribute this category according to the following criteria based on visual estimates:

65% Trash
20% Paper-soiled (non-recyclable)
5% Mixed Paper
5% Plastics-film (non-recyclable)
5% Food



Dear Mr. Woodward,

Please forward to the Chairs of the Planning Commission and Transportation Advisory Committee, and their respective Staff Liaisons, and if appropriate their respective Council Liaisons.

Sincerely,

Bryan Sohl

CEPAC Chair

July 11, 2026

To: Lisa Verner – Chair, City of Ashland Planning Commission

Linda Peterson Adams – Chair, City of Ashland Transportation Advisory Committee

From: Bryan Sohl – Chair, City of Ashland Climate and Environment Policy Advisory Committee

Dear Ms Verner and Ms Peterson Adams,

On March 7, 2017 the Ashland City Council formally adopted the City of Ashland Climate and Energy Action Plan (CEAP). The CEAP was the product of a long (greater than one year) process of public engagement, and dedicated work by city staff and members of the ad-hoc CEAP committee. I was privileged to be one of the 13 ad-hoc committee members that worked to draft the CEAP with our consultant. The CEAP final draft enjoyed strong support by both the community and Council.

In the process of the CEAP work city staff did a greenhouse gas survey for the City of Ashland in 2015. It was discovered that the biggest single contributor to our cities' greenhouse gas footprint, at 17%, was residential on-road travel.

The CEPAC is entrusted to work on behalf of the citizens of Ashland towards the implementation of CEAP goals, and educating of the public about how to meet those goals.

Within the description of the work expected of the CEPAC by the city (as published on the City Website) are included:

1. Recommending CEAP implementation steps or improvements on behalf of the community and for City operations.
2. Providing information to staff and the City Council to ensure that benchmarks, targets or actions develop for, or by the City of Ashland, incorporate the best available science and practices to achieve the intended climate or environmental related goals and targets.
3. Providing recommendations to ensure the City of Ashland's climate and environmental planning incorporates long-term social, economic and environmental goals, including social equity for low-income households, persons of color, the young and elderly, and those with disabilities.

Furthermore, within the body of the CEAP document are the following guidelines:

*CC-3-1. Consider climate change in **all** City Council policy, budgetary, or legislative decisions.*

*CC-3-2. **Incorporate CEAP goals and actions in future updates of city plans.***

I, along with fellow CEPAC members, understand that the current plan for the development of the upcoming (and long delayed) Transportation Systems Plan (TSP) will be for the Planning Commission and the Transportation Advisory Committee, along with City Staff, and the consultant chosen by the city, to be responsible for the plan. And to incorporate the community via a robust public engagement process.

I, along with CEPAC members, feel that CEPAC should be integral member of the TSP working team, on par with the Planning Commission (PC) and the Transportation Advisor Committee (TAC) and not just an "interested community member" showing up at TSP public engagement meetings and getting in line to testify such as might be seen by the Siskiyou Velo Club, or Helman School Parents, or Mountain Meadows Residents, or any such interested "party".

In the last TSP update of 2012 the Planning Commission and the Transportation Commission were intimately involved. At the time Ashland did not have a CEAP, nor a CEPAC. Given that road use transportation emissions account for 17% of our cities' GHG emissions, we strongly feel that CEPAC should serve an important role in the

upcoming TSP development regarding trying to insure that Ashland continues to strive towards meeting CEAP goals as part of the TSP plan. We feel that CEPAC has the expertise to guide this required aspect of the TSP. This is a charge of the CEPAC by the city. Of course we all need to recognize the myriad demands the city faces regarding prioritizing and funding all sorts of projects, especially in an environment that is severely fiscally constrained regarding transportation dollars.

Since the formation of the CEPAC in March 2023 we feel the City of Ashland leadership has not yet incorporated the CEPAC into the "DNA" of the city planning processes regarding seeking CEPAC input regarding CEAP and environmental goals and opportunities. Examples of this are that CEPAC was not asked to be involved early in the process of the recent Electric Plan update, Water Plan update, nor CFA development. We were only involved late in the process of these plan developments and updates via informational meetings about what the updates were to include. We wish to avoid this for the upcoming TSP process, and hope to be involved throughout the process. We feel CEPAC has much to offer.

We have a direct ask of you, that you (or your committees), ask your staff liaisons and the City Manager to invite CEPAC to be a full partner with you in the TSP process. CEPAC has decided to go to you first with this ask in the spirit of collaboration as opposed to first going to the City Council, Mayor, or City manager. I had hoped to directly ask this of you in person but was informed that the "proper channels" are to send this letter directly to the CEPAC staff liaison (Chad Woodward) who will then forward this on to you via your staff liaisons.

CEPAC very much looks forward to collaborating with you on the upcoming TSP.

Sincerely,

Bryan Sohl

Chair - City of Ashland Climate and Environment Policy Advisory Committee (CEPAC)



August 25, 2025

Bryan Sohl – Chair Climate and Environmental Policy Advisory Committee

As the primary advisory body for transportation, TAC's mission is to advise the City Council on transportation planning, safety, funding, and multimodal integration. Our work, including crash analysis, capital improvement project reviews, and coordination with ODOT, positions us to lead on transportation-specific planning efforts.

The Transportation Advisory Committee (TAC) fully supports the city's adopted Climate and Energy Action Plan (CEAP) and recognizes that transportation is a major contributor to our community's greenhouse gas emissions. It is both appropriate and necessary to incorporate the CEAP's goals into the upcoming Transportation System Plan (TSP).

While TAC welcomes and values input from the Climate and Environment Policy Advisory Committee (CEPAC) throughout the TSP process, we believe CEPAC's role should be to ensure that climate considerations are integrated into transportation decisions, rather than to duplicate the work of TAC or create conflicting directions.

To ensure a collaborative and efficient process that respects the purpose of both committees, TAC accepts the following:

- **The CEAP** will be a guiding document as part of the development of the TSP.
- **Maintain TAC's status** as the lead advisory committee for transportation planning, while honoring CEPAC's expertise in emissions reduction and climate resilience.

This approach will help avoid mission overlap, prevent unnecessary delays to the TSP update, and ensure a streamlined process for achieving our shared goals.

Sincerely,
Linda Peterson-Adams

Chair-Transportation Advisory Committee

Bcc: City Council