

THE DISPERSER

No. 77 Volume 98 April 2021
"Dispersing ideas among friends"

PROGRESS THROUGH COOPERATION

FPCA President Letter

Dear Current and Future FPCA Members,

It's hard to believe a year has passed since the onset of Covid-19. It has certainly changed every aspect of our lives – work, school, worship, socializing, entertaining and everything else. Hopefully we are on the verge of destroying this virus for good. Vaccines are now being made available to all age groups – at least in some states.

As for the business side, it has been a perfect storm of issues. Higher tariffs in Asia, container shortages, crowded shipping lanes, ports backed up, delays in getting cargos unloaded and thru customs and the Texas weather phenomenon just to name a few. What used to be a few weeks process is now a few months. To top it all off, several manufactures are reporting increased sales which puts additional strain on distributors and suppliers to obtain/maintain adequate inventory to satisfy the demands.

Hopefully, all of this will improve in the not to distant future. Another note on the business side is there seems to have been a rash of mergers and acquisitions lately – both on the manufacturers side and the distributor side. I personally know of about 6 manufacturers in the state that have been purchased or merged in the last 6 months. This does not include the distributor merges or the supplier acquisitions. I guess it is just a sign of the times.

As most of you already know, the April 16 General Meeting at Lake Buena Vista has been cancelled until 2022. This was mainly due to members still under their company's travel restrictions. We could not confirm enough attendees to receive the room/dinner discounts at the hotel that Raj had negotiated. The Longboat Key meeting is still on schedule and there should not be any issues by that time so make your plans to attend this great get together. You will be receiving additional info on this meeting in the near future.

In closing, it has been a very difficult year for all of us to say the least. I want to personally thank each of you for your continued support of FPCA. This is your association and it would not be complete without you. See you in September at LBK. Please stay safe and well.

Regards and
Have a Blessed Day
Eddie Saxon
FPCA President



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Washington State PaintCare Operations Commence

April 5, 2021 Government Affairs Contact: Jeremy Jones

On April 1, PaintCare launched program operations in Washington state, allowing households and businesses there to recycle leftover paint, stain, and varnish conveniently and sustainably. PaintCare will provide more than 200 drop-off sites across Washington, which include paint retail stores and locally managed government facilities.

Washington's paint recycling program was made possible under the paint stewardship law passed by the [Washington State Legislature, and signed into law by Gov. Jay Inslee in 2019](#). The law ensures that everyone who produces, sells, and uses paint work together to manage its entire life cycle.

"There has been tremendous effort to create a paint recycling program in Washington state," said Jeremy Jones, PaintCare's West Coast program manager. "We've been building and running paint recycling programs in other states for more than 10 years and will leverage this expertise in Washington to deliver a program that meets the needs of households and businesses."

How It Works

A small fee—called the PaintCare fee—on the sale of new paint funds all aspects of the program including paint collection, transportation, processing, and public education. The PaintCare fee in Washington is the same as in neighboring Oregon and varies by container size: \$0.00 for half pint or smaller; \$0.45 for larger than half pint up to smaller than one gallon; \$0.95 for one gallon up to two gallons; \$1.95 for larger than two gallons up to five gallons.

PaintCare makes it convenient to recycle leftover paint by partnering with local government facilities and paint retailers near residential neighborhoods and open at normal business hours. These locations make it easy for households and businesses to find their nearest drop-off site by visiting PaintCare's [online site locator](#).

Most PaintCare sites accept both latex and oil-based architectural paint products, including paints, stains, and varnishes. Paint must be dropped off in its original container with its original manufacturer's label. A full list of products accepted by the program is available on [PaintCare's website](#).

All sites accept a minimum of five gallons of paint from each customer, some sites may accept more. Those planning to drop off paint are encouraged to call ahead to ensure the site can accept the amount and type of paint they want to recycle and confirm the site's hours of operation.

Businesses, organizations, and households with 200 gallons of paint or more to recycle may request a free pickup at their location. Some restrictions apply. More information and a request form can be found on [PaintCare's website](#).

Washington's program follows similar paint stewardship laws in nine other states and the District of Columbia, all built on a model mediated by the Product Stewardship Institute (PSI) over a decade ago. Passage of the Washington paint stewardship law was made possible by a collaboration among multiple stakeholders, including Washington's Department of Ecology (Ecology), PSI, the Northwest Product Stewardship Council (NWPSC), and Zero Waste Washington. The new program is expected to manage more than 1.3 million gallons of paint in its first year.



Washington State PaintCare Operations Commence

Continued

We are so pleased that paint recycling is now a reality for Washington State,” said Megan Warfield, Ecology’s Paint Program Lead. “This program is a big step forward for product stewardship in the state. It’s also a testament to the dedication and perseverance of a diverse set of Washington stakeholders from government, industry, and nonprofit communities.”

It is estimated that about 10 percent of all household paint goes unused. When dumped in the trash or down the drain, leftover paint can contaminate the environment. Although most leftover paint can be reused, recycled into new paint, or repurposed into other products, much of it is trashed because people do not know where to take it or it’s not convenient.

“The PaintCare program is an excellent example of producer responsibility in action and what can be achieved when producers engage with governments, recyclers, and others in a collaborative process,” said Scott Cassel, Chief Executive Officer and Founder, PSI. “Going forward, the Washington program will divert millions of gallons of paint from landfills, collectively save local governments across the state millions of dollars each year, increase environmental benefits, and boost the green economy.” PaintCare helps ensure the “highest, best use” for paint collected in the program, including giving away good quality material as-is, recycling it, or putting it to another beneficial use. Most of the paint PaintCare receives is latex-based and can be remixed into recycled paint products by processors.

To date, PaintCare has processed more than 46 million gallons of paint nationally and saved state and local governments millions of dollars.



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January 19, 2021

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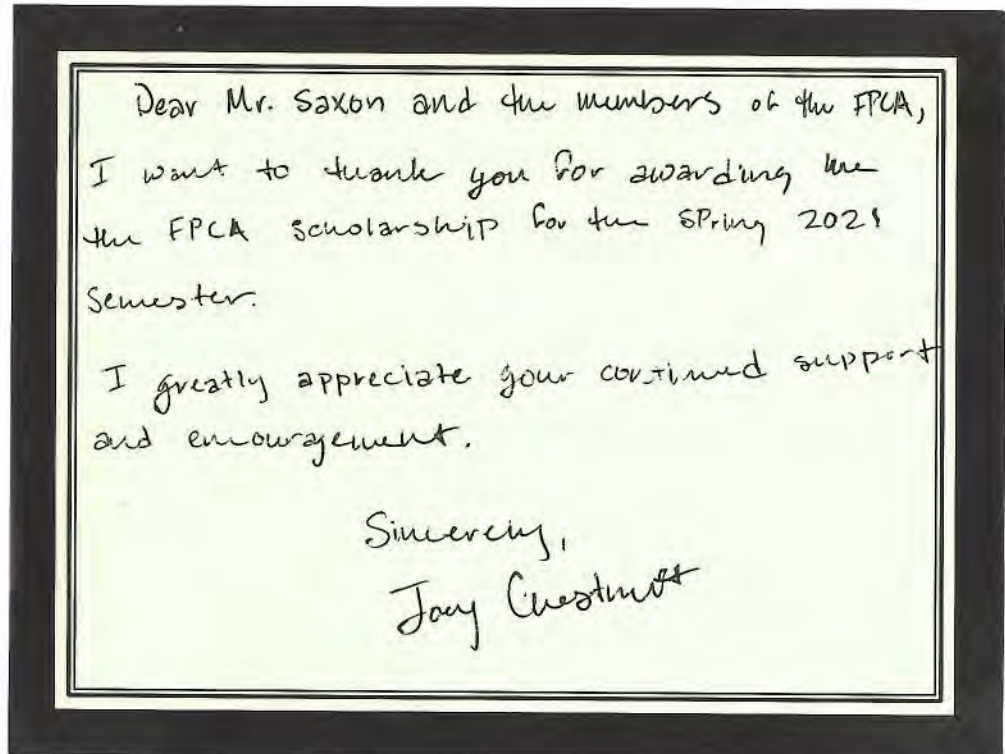
Dear Mr. Saxon,

I wanted to take a moment to thank FPCA for awarding me a scholarship. I lost my job for several months when the business was shut down due to Covid-19. I was grateful for the scholarship money as it has helped with essential items. As I enter my final semester of my undergraduate studies, I will be thankful for the support the FPCA scholarship afforded me.

Sincerely,



Nicola C. Elder





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Senate Reintroduces IMAGINE Act for Rebuilding American Infrastructure

April 5, 2021

Government Affairs

Contact: [Heidi McAuliffe](#)

On Mar. 24, Sens. Sheldon Whitehouse (D-RI) and Susan Collins (R-ME) reintroduced the Innovative Materials for America's Growth and Infrastructure Newly Expanded (IMAGINE) Act, to encourage research and development of innovative construction materials in transportation and water infrastructure projects nationwide. The legislation would encourage investing in new techniques and materials, including paints and coatings, that would help to extend the life of critical public works that draw increasingly poor ratings for condition and performance.

Last May, U.S. Reps. David Cicilline (D-RI), Rodney Davis (R-IL), Rick Larsen (D-WA), Bill Posey (R-FL) and Don Young (R-AK) introduced the IMAGINE Act of 2020 in the House of Representatives, but the bill did not advance.

ACA supports this bipartisan legislation and is [encouraging Congress to support the Innovative Materials for America's Growth and Infrastructure Newly Expanded \(IMAGINE\) Act](#).

ACA believes that by protecting the surfaces to which they are applied, paints and coatings will be a significant contributor to any effort to improve U.S. infrastructure. Many of the nation's roads, rails and bridges are falling into disrepair, while important aspects of the aviation system are outdated and in need of expansion or renovation, and the waterway system is hampered by aging locks and decades-old infrastructure.

The IMAGINE Act would encourage the development of materials such as coatings, high-performance asphalt mixtures and concrete formulations, geo-synthetic materials, advanced alloys and metals, reinforced polymer composites, aggregate materials, and advanced polymers.

The bill would promote the use of advanced infrastructure materials, as outlined here.

Creation of an Interagency Innovative Materials Task Force

A Task Force would be created to assess existing standards and test methods for the use of innovative materials in infrastructure, identify key barriers in the standards area that inhibit broader market adoption, and develop new methods and protocols, as necessary, to better evaluate innovative materials. The Task Force would be chaired by the National Institute of Standards and Technology and bring together the Federal Highway Administration (FHWA), the Army Corps of Engineers, the U.S. Environmental Protection Agency (EPA), and other relevant agencies organizations.

Research

The bill authorizes funds for the Turner-Fairbank Highway Research Center to collaborate with relevant State and Tribal agencies and other stakeholders to research and develop innovative materials, prioritizing work targeting large span bridges, highway reconstruction and rehabilitation, rural roads, and coastal resiliency.

Innovative Bridge Program

The bill authorizes funding for the FHWA for a new grant program available for the design and installation of innovative materials in bridge projects. Special consideration would be given for "at-risk" coastal bridge projects, projects in rural areas prone to inland flooding, and bridge retrofits. Domestic sourcing and nontraditional production techniques would also be given preference.

Water Infrastructure Innovation Program

In addition, the bill authorizes funds for EPA (for specified Fiscal Years) for a new grant program available for the use of innovative materials in the design and installation of wastewater transport and treatment systems and drinking water treatment and distribution systems in small to medium-sized communities. Special consideration would be given to areas prone to saltwater intrusion or flooding.

Innovative Materials Hub

The Secretary of Transportation, in coordination with leaders of other agencies, would designate through a competitive selection process the development of innovative material hubs located throughout the United States to further drive research and development of different innovative materials for use in infrastructure projects.

This last provision was inspired by the success of communities of materials manufacturers that have leveraged their innovations and expertise to grow their industry.



UPCOMING MEETINGS

LONG BOAT

When: September 24 – 26, 2021

Where:

**Longboat Key Club
220 SANDS POINT ROAD,
LONGBOAT KEY, FL 34228
(941) 383-8821**

DISNEY

When: February 25 - 27, 2022

Where:

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PaintCare Bill Advances in Maryland General Assembly

April 5, 2021

Government Affairs

Contact: [Heidi McAuliffe](#)

Legislation to bring the [PaintCare](#) program to Maryland, [HB 127](#), passed the Maryland House of Delegates last month, and has received a Favorable Report by the Maryland Senate Education, Health, and Environmental Affairs. With widespread support and the state Assembly in session until April 12, the paint product stewardship is steps away from enactment.

Notably, the same bill sponsored by Del. Regina Boyce (D- Baltimore City) passed the House of Delegates in 2020 and had a very good chance of passage in the Senate; however, the legislature adjourned 30 days early due to the COVID-19 pandemic. If the [PaintCare](#) bill becomes law, Maryland would join Oregon, California, Connecticut, Rhode Island, Vermont, Minnesota, Maine, Colorado, Washington, New York, and the District of Columbia, all of which have enacted legislation for implementing the ACA- and industry-conceived platform for the proper and effective management of post-consumer paint.

ACA and its industry are committed to finding a viable solution to the issue of post-consumer paint, which is often the number one product, by volume and cost, coming into Hazardous Household Waste (HHW) programs. [PaintCare](#) has had resounding success in the 10 jurisdictions in which program operations have been implemented—the Washington State program operations began on April 1, 2021; and New York program operations will commence in early 2022.

ACA created [PaintCare](#), a 501(c)(3) organization whose sole purpose is to ensure effective operation and efficient administration of paint product stewardship programs, on behalf of all architectural paint manufacturers in the United States. [PaintCare](#) undertakes the responsibility for ensuring an environmentally sound and cost-effective program by developing and implementing strategies to reduce the generation of post-consumer architectural paint; promoting the reuse of post-consumer architectural paint; and providing for the collection, transport, and processing of post-consumer architectural paint using the hierarchy of “reduce, reuse, recycle,” and proper disposal.

The program is designed to relieve a considerable financial burden on local governments, which currently funds these programs.

The legislation would require [PaintCare](#) to establish a paint collection site within 15 miles of at least 90 percent of the state’s residents. Permanent collection sites must set up for every 50,000 residents of a population center.

The funding for the program collected via an assessment fee will cover the cost of all paint — not just new paint sold, but all the legacy paint already in consumers’ basements and garages. The assessment would also go toward consumer education and program outreach, as well as administrative costs. ACA believes that consumer education is paramount with this type of program since paint is a consumable product. ACA maintains that manufacturers do not produce paint to be thrown away, but rather, to be used up. To work toward a goal of post-consumer paint waste minimization, the consumer must be engaged. [PaintCare](#)’s educational program does not just focus on recycling and proper management of unwanted paint, but on buying the right amount of paint and taking advantage of reuse opportunities that can help reduce the generation of leftover paint in the first place. To further ensure fairness and consumer protection, the bill specified that the assessment funding the program must be approved by an independent audit submitted to the state Department of Environment and must be set at a rate to cover only the cost to manage and sustain the program.

ACA worked with many stakeholders to refine the legislation.

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The Editor's of the Dispenser are looking for your comments on events happening in the Industry.

We are also looking for company ad's to display in the next edition.

If you are interested please contact, Mary Bogan.



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