

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Environmental Resources

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BOARD AGENDA # *B-8

Urgent

Routine

AGENDA DATE April 22, 2008

CEO Concurs with Recommendation YES NO

(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approval to Decrease the Charges for a Limited Number of Specified Waste Loads that are Diverted to the Fink Road Landfill During a Waste Characterization Study

STAFF RECOMMENDATIONS:

Approve the decreased charge of \$28 per ton, versus the current \$30 per ton, for a limited number of specified waste loads that are diverted to the Fink Road Landfill during a four-day Waste Characterization Study.

FISCAL IMPACT:

If the Board of Supervisors approves this recommendation, 30 loads of approximately 20 tons each and 30 loads of approximately nine (9) tons each, will be diverted during the Waste Characterization Study. This equates to roughly 870 tons of waste over the four-day period. The Department of Environmental Resources anticipates this will result in a revenue reduction of approximately \$1,740 (\$2 per ton x 870 tons). The Fink Road Landfill is an enterprise fund and can absorb this revenue loss given its modest amount. Adequate funds exist within the 2007-2008 Fiscal Year budget to cover normal operations.

BOARD ACTION AS FOLLOWS:

No. 2008-283

On motion of Supervisor Grover, Seconded by Supervisor DeMartini
and approved by the following vote,

Ayes: Supervisors: O'Brien, Grover, Monteith, DeMartini, and Chairman Mayfield

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) X Approved as recommended

2) _____ Denied

3) _____ Approved as amended

4) _____ Other:

MOTION:

Christine Ferraro

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

DISCUSSION:

On March 25, 2008, the Board of Supervisors approved the award of a contract to Stearns, Conrad and Schmidt (SCS) Engineers, Inc., for a Waste Characterization Study at the Fink Road Landfill. This Study will be conducted over a four-day period during the week of May 5, 2008, and will analyze three (3) distinct waste streams for their potential recovery value, as follows:

1. Residential/Commercial loads from the west side communities of Stanislaus County. These are loads that are hauled directly to the point of landfill disposal or waste-to-energy (WTE) transformation, meaning minimal waste diversion activities occur prior to their arrival at the scalehouse;
2. Self-hauled loads that arrive at the scalehouse. These are loads hauled by "Mom and Pop-type" haulers, businesses that haul their own waste and waste that arrives in large "roll-off" boxes that typically originate at construction or manufacturing sites; and
3. Transfer loads that arrive at the scalehouse from one of the three (3) transfer stations in Stanislaus County.

The actual sorting of the waste will take place near the active landfill "face" in order to minimize waste handling activities. Samples will be collected from targeted loads and typically consist of a 200-pound "grab" portion. During a planning meeting for the Study, SCS Engineers pointed out that it is logistically difficult for commercial refuse vehicles to off-load just a small portion of their load, particularly for transfer loads. Even if this is possible, doing so does not assure random representation in sampling. Given this, their recommendation was that commercial refuse vehicles that are selected for the Study, dump their entire load in the Study area.

Tipping fees have traditionally differed at the landfill and the WTE facility. Currently the rates are as follows: \$28 per ton at the WTE facility and \$30 per ton at the landfill. There are times when the WTE facility experiences unplanned down-time requiring that loads must be diverted to the landfill so that maintenance can be performed. When this occurs, the haulers are charged the \$30 per ton landfill rate even though their load could have gone to the WTE facility had it been able to accept it.

During the upcoming Waste Characterization Study, if the WTE facility experiences down-time which requires diversion, this recommendation could be a moot point as samples would be taken from loads that the WTE facility needed to divert. If the facility is not diverting waste, however, up to 60 commercial refuse loads may need to be diverted to the landfill in order for the consultant to collect the samples needed for the Study. Should this occur, staff are recommending that haulers not be penalized by being charged at the higher rate of \$30 per ton since those loads could have been taken to the WTE facility if the Study were not taking place.

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POLICY ISSUE:

The Board of Supervisors should determine if charging \$28 per ton for specified waste loads that are diverted to the Fink Road Landfill during a Waste Characterization Study, is consistent with the Board's priorities of a well-planned infrastructure system. This Study addresses one of the expected outcomes in the Board's current priorities for a well-planned infrastructure system.

STAFFING IMPACT:

There are no staffing impacts associated with this item.