

03/12/2013

Regular Meeting

Public Comment

Press Release Re:

Superior Court Services



**SUPERIOR COURT OF CALIFORNIA
COUNTY OF MONO**

HECTOR GONZALEZ, JR.
Court Executive Officer

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**PRESS RELEASE
PUBLIC SERVICE ANNOUNCEMENT**

For Immediate release March 12, 2013

March 12, 2013

TO: Broadcast and Print Media, Managing Editors

SUBJECT: Reduction of Bridgeport Court Clerk's Office Public Hours Due to Budget Cuts

CONTACT: Hector Gonzalez, Court Executive Officer– (760) 923-2330

**Due to Cuts in the Mono County Superior Court Budget the
Bridgeport Court Clerk's Office Will No Longer Be Open on Thursdays**

Currently the Bridgeport court clerk's office is open to the public Tuesdays from 9:00 AM to 4:00 PM and Thursdays from 9:30 AM to 4:00 PM. Starting April 1, 2013, the Bridgeport court clerk's office will no longer be open on Thursdays. The Bridgeport court clerk's office will remain open to the public on Tuesdays. This change is due to a significant reduction in the Mono County Superior Court's budget. At this time, there is no change to the days and hours that the Mammoth Lakes Courthouse is open to the public.

For more information contact Hector Gonzalez, Court Executive Officer–(760) 923-2330

- *Public Service Announcement requested*

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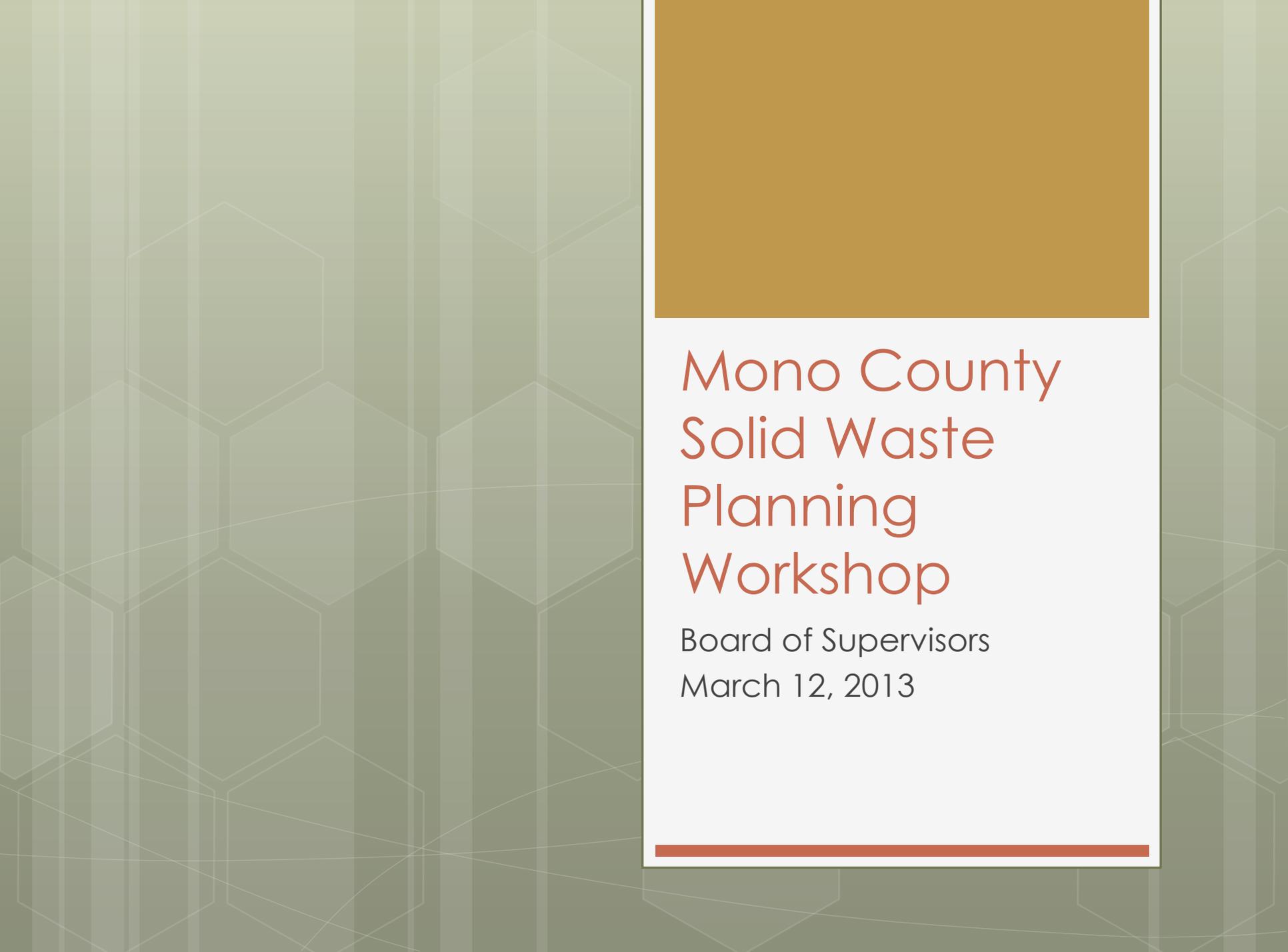
Item #9a

Public Works –

Solid Waste Division

Solid Waste Planning

Workshop



Mono County Solid Waste Planning Workshop

Board of Supervisors
March 12, 2013

3-Part Series

- Workshop 1
 - Status of existing system
 - Conceptual alternatives
 - Direction on concepts
- Workshop 2
 - Alternatives Analysis
 - Direction on Preferred alternative(s)

(Refining Integrated Waste Management Plans with SWTF)

- Adoption of New IWMP for Mono County

Workshop 1 Overview

The Solid Waste System—Collection and Disposal

6 Transfer Stations—services and cost

6 Landfills—3 open, 3 closed

Issues, opportunities, and long-term liabilities

Existing Debt

Revenues

Where do we go from here? -- Future
Alternatives

Note: Figures presented are averages of historic data, rounded as appropriate. In some cases, averages are influenced by recent developments and their anticipated impacts.

The Solid Waste System

Collection

- Franchisees
 - Residential Pickup
 - Commercial Pickup
 - Debris Box Hauling
- Recycling
 - Recycling Bins
 - Curbside Service
- MCWD
 - Sludge
- Transfer Stations

Disposal

- Landfills
- Transfer out of county
- Recycled products to market
- In-county beneficial reuse

Collection

(i.e., getting garbage to the disposal site)

- Franchisees
 - Required by County Code for Solid Waste Collection (some activities such as C&D hauling and recycling are exempt)
 - D&S Waste and Mammoth Disposal contracts expire June 30, 2016.
- MCWD collects and transports sludge to BCLF
- Self-Hauling, contractors, etc.

Collection

(i.e., getting garbage to the disposal site)

- Transfer Stations-
 - Intake refuse and collect fees
 - Intake recycling and HHW
 - Transport Refuse to Disposal Site
 - Transport Recycling to Market

“you don’t have to drive it all the way to the dump, we’ll drive it for you.”

- 6 sites:
 - Walker
 - Bridgeport
 - Pumice Valley
 - Benton
 - Chalfant
 - Paradise

Walker Transfer Station

- Open 2 days/week
- Infrastructure = scale, scale house, recycling bins, HHW sheds, oil collection tank, compactor, generator, bulky bin, multi-level concrete structure
- Annual Tonnage = 300 tons
- 11/12 Gate Fee Revenue = \$28,000 (includes LF)
- Parcel Fee for Antelope Valley = \$41,000
- Expenses
 - \$50,000/year TS Contract
 - \$50,000/year MMP
- Loss = **\$31,000/yr (\$103/ton)**
- Final Disposal = Lockwood, NV via D&S Waste LHTS

Bridgeport Transfer Station

- Open 2 days/week winter and 3 days/wk summer
- Infrastructure = scale, scale house, recycling bins, HHW sheds, oil collection tank, compactor, generator, bulky bin, multi-level concrete structure
- Annual Volume = 700 tons
- 11/12 Gate Fee Revenue = \$38,000
- Parcel Fee Revenue for Bridgeport Valley = \$50,000
- Expenses
 - \$80,000/year TS Contract
 - \$56,000/ year MMP
- Loss = **\$48,000/yr (\$68/ton)**
- Final Disposal = Lockwood, NV via D&S Waste LHTS

Pumice Valley Transfer Station

- Open 2 days/week
- Infrastructure = scale, scale house, recycling bins, HHW sheds, oil collection tank, compactor, generator, bulky bin, multi-level concrete structure
- Annual Volume = 100 tons TS
- 11/12 Gate Fee Revenue = \$22,000 (includes LF)
- Parcel Fee Revenue for Mono Basin = \$77,000
- Expenses
 - \$36,000/year TS Contract
 - \$100,000/ year MMP
- Loss = **\$37,000/yr**
- Final Disposal = Benton Crossing Landfill

Benton Transfer Station

- Open 2 days/week
- Infrastructure = gate house, recycling bins, HHW sheds, oil collection tank, bulky bin, multi-level concrete structure and enclosure
- Annual Volume = 200 tons
- 11/12 Gate Fee Revenue = \$6,000
- Parcel Fee Revenue for Benton = \$11,000
- Expenses
 - \$40,000/year TS Contract
 - \$11,000/ year MMP
- Loss = **\$34,000/yr (\$170/ton)**
- Final Disposal = Benton Crossing Landfill

Chalfant Transfer Station

- Open 2 days/week
- Infrastructure = gate house, recycling bins, HHW sheds, oil collection tank, compactor, generator, bulky bin, multi-level concrete structure
- Annual Volume = 350 tons
- 11/12 Gate Fee Revenue = \$13,000
- Parcel Fee Revenue for Chalfant/Hammil Valley = \$27,000
- Expenses
 - \$45,000/year TS Contract
 - \$25,000/ year MMP
- Loss = **\$30,000/yr (\$85/ton)**
- Final Disposal = Benton Crossing Landfill

Paradise Transfer Station

- Open 2 days/week
- Infrastructure = gate house, recycling bins, HHW sheds, oil collection tank, collection bin, multi-level concrete structure and enclosure
- Annual Volume = 100 tons
- 11/12 Gate Fee Revenue = \$8,000
- Parcel Fee Revenue for Swall/Paradise = \$7,000
- Expenses
 - \$48,000/year TS Contract
 - \$7,000/ year MMP
- Loss = **\$40,000/yr (\$400/ton)**
- Final Disposal = Benton Crossing Landfill

Disposal

(processing, disposing or removing waste)

- Landfills
 - Closed
 - Bridgeport, Chalfant, Benton
 - Open
 - Benton Crossing
 - Pumice Valley
 - Walker
- Related Disposal Services:
 - Collection and transport of HHW from all TS sites including Mammoth TS
 - Processing of organic waste and shredding wood waste at all closed landfills.

Benton, Chalfant and Bridgeport

- Long term obligations (MMP)
 - Monitoring:
 - Water Quality Monitoring
 - Landfill Gas Monitoring
 - Bridgeport Issues with GW3
 - Maintenance
 - Final Cover
 - Revegetation
 - Drainage/Erosion
 - Settlement survey every 5 years
 - Permitting
 - Lahontan permits until they say otherwise
 - CalRecycle Permits “no less than” 30 years
 - All 5-yr reviews submitted January 2013

Actual costs: \$50,000 per year (25 years left)

Walker Landfill

- C&D Only
- 300 tons per year
- 277,000 cy (+100 years) capacity remaining
- Maintenance
 - Quarterly Cover Activities
 - Wood Chipping/Shredding
 - Erosion/Drainage
- Monitoring
 - Water Quality Monitoring
 - Landfill Gas Monitoring
- Permitting
 - Lahontan Permitting
 - CalRecycle Permit
 - 5 year review/revision under development
- Estimated Closure Cost: \$768,000
- Closure Fund Balance: \$131,000 (based on capacity)
- Postclosure estimate: \$25,000/yr

Pumice Valley Landfill

- C&D Only
- 900 tons per year
- 513,000 cy (15 years) capacity remaining, with inclusion of Benton Crossing waste in 2024
- Maintenance
 - Quarterly Cover Activities
 - Wood Chipping/Shredding
 - Erosion/Drainage
- Monitoring
 - Water Quality Monitoring
 - Landfill Gas Monitoring
- Permitting
 - Lahontan Permitting
 - CalRecycle Permit
 - Permit under review by DWP at this time
- Estimated Closure Cost: \$1,835,000
- Closure Fund Balance: \$333,000 (based on capacity)
- Postclosure estimate: \$46,000/yr

Benton Crossing Landfill

- Accepts all non-hazardous waste
- 31,000 tons per year total
- 1,420,000 cy capacity remaining
 - 11 years MSW, 15 years C&D (with assumption of increases in tons per year)
- Annual Revenue (2011/2012) Parcel: \$515,000 -- Gate Fees: 1,316,000)
- Operating Expense: 2011/2012) \$ 1,832,000
- Daily Operations
 - Compaction and cover of MSW and C&D
 - Metal Recycling
 - HHW Management
 - Special Handling Items (tires, TWW, appliances, auto bodies)
 - Wood Chipping/Shredding
- Maintenance
 - Erosion/Drainage Maintenance
 - Final Cover/Grading
- Permitting
 - Lahontan
 - CalRecycle
 - Permit submitted and pending issuance
- Monitoring
 - Water Quality
 - Additional mitigation and investigations being discussed
 - Landfill Gas
- Estimated Closure Cost: \$4,700,000
- Closure Fund Balance: \$1,800,000 (based on capacity)
- Postclosure estimate: \$60,000/yr

Debt

- COP Bonds (privately re-financed)
 - Annual Debt Service: \$257,000 (increases to \$322k in 2025)
 - Paid off in **May 2025**
- CIWMB Loan
 - Annual Debt Service: \$33,333
 - Paid off in **Oct 2016**
- General Fund Loans
 - Issued in 2010 and 2011 to cover program shortfalls
 - Annual debt service: \$195,000
 - Paid off in June of **2020, 2021**

Total Annual debt service: \$485,000

Liabilities

- Closed landfills:
 - Long-term monitoring “not less than” 30 years
 - Ongoing post-closure maintenance
 - Maintaining pledge of revenue for Corrective Action as necessary
- Open Landfills:
 - Current monitoring and maintenance
 - Closure funding and Corrective Action funding
 - Closure responsibilities
 - Once certified closed, post-closure maintenance period and associated liabilities begin

2012 Budget—Revenue

ADJUSTED FOR 2012 MID-YEAR ACTUALS

○ Parcel Fees	\$880,000
○ Non-Participant Surcharges	\$15,000
○ Grants	\$20,000
○ Sludge Fees	\$140,000
○ Miscellaneous	\$40,000
○ Gate Fee revenues	\$1,300,000
○ Franchise Fees	\$60,000
○ Exported Waste Fee	\$80,000

TOTAL: \$2,535,000

2012 Budget—Expenses

ADJUSTED FOR 2012 MID-YEAR ACTUALS

Operating Expenses:	\$503,000
Labor/Benefits:	\$826,000
Debt Service:	\$485,000
Transfer Stations:	\$336,000
Professional Services:	\$100,000
Special Waste Removal:	\$60,000
Permits/Fees:	\$230,000

TOTAL EXPENSES:	\$2,540,000
TOTAL REVENUE:	<u>\$2,535,000</u>
BALANCE:	(\$ 5,000)

Future Alternatives--Revenue

- Parcel Fee Increase / Gate Fee Decrease
 - Help maintain competitive gate fees
 - Balanced on all property owners
- Increased Gate Fees
 - Balances more on residents and business operators
 - Can makes LHTS the economically preferable model
- Reduction of Gate Fees from TOML
 - Can be offset with operational changes
- Loss of Gate Fees and Parcel Fees from TOML
 - Would threaten closure funding at BCLF
- General Fund Subsidy

Future Alternatives--Collection

- Public Transfer Station operations
 - Increased staffing costs
 - Infrastructure (trucks)
 - Better control of operation
- Private Transfer Station operations
 - Current contract is competitive
 - Standardize/stabilize expense
 - Could introduce new thinking, new solutions
 - Without subsidy, could that work?
 - Reduction in services
 - Dramatic cost/ton increase
- Close Transfer Stations and extend hours at Disposal Site
- Consolidate Transfer Stations

Future Alternatives--Collection

- Improved Recycling Programs
 - Central and 24/7 accessible locations—current problems with inaccessibility
 - Improve collection of cardboard and paper
 - Save citizens disposal cost
 - Increased recycling and diversion
 - Staff support or private?
- Mandatory curbside pickup
 - For select communities, may present a reasonable option
 - Presents issues with collection of fees
 - Issues with long driveways, rural areas
 - Single waste hauler makes most sense
 - Haulers could bid for contract
- Community Dumpsters
 - Creates small economy of scale
 - Strategic locations in County ROW
 - Negative recycling/diversion impacts
 - Risk of abuse
- Unmanned Transfer Stations
 - Risk of abuse

Future Alternatives--Disposal

- Landfill
 - Stay the Course
 - BCLF until 2023--PVLf until within 5 years of capacity—then develop LHTS or site another landfill
 - Identify operational changes based on trigger points—tonnage
 - Acquisition of BCLF site
 - Increase diversion, extend site life, incorporate composting, LHTS and recycling
 - Site New Landfill
 - Move to Pumice Valley
- Conversion technology
 - Future alternatives should consider this potential
- Long Haul Transfer Station (LHTS)
 - Privately constructed and privately operated LHTS
 - Public-built and owned LHTS, private operations and private hauling
 - Public-built and operated LHTS with private hauling
 - Public-built and operated LHTS with public hauling
- LHTS and Landfill Combination
 - Incorporate LHTS to an existing site, extend site life and contract

Discussion and Direction for Workshop 2

- Which alternatives should be vetted?
- Additional Information?
- Establish trigger points and contingency plans for Benton Crossing?