

DURHAM MIDDLEFIELD INTERLOCAL AGREEMENT ADVISORY BOARD
REGULAR MEETING MINUTES
Thursday, December 28, 2017

Call to Order: The meeting was called to order at 7:05 PM by Chairman Dom DeVecchio at the Durham Public Library.

Roll call: Members present: Ron Capozzi, Dom DeVecchio, Jim Gibbons, Frank Petrella, Howard Weissberg and Chad Spooner. **Members absent:** Pete Shoudy and Charlie Zieminski. **Staff Present:** Bob Matuskiewicz and recording secretary Heather Castiglia. **Public Present:** Roger Kleeman, Richard Parmalee

Approval of Agenda: *A motion was made by Howard Weissberg and seconded by Frank Petrella to approve the agenda as written. The motion passed unanimously.*

SITE MANAGER'S REPORT

- Site will be closed Monday, January 1 for New Year's Day and will be open Tuesday, January 2.
- 3100 annual stickers sold.
- The new 40 yard cans that had been ordered in June were delivered.
- The Peterbilt's batteries were replaced.
- The Town of Guilford's brush was ground in a week and a half. The brush was double ground.

Composting

Mr. Spooner reached out to the suppliers of the two composters and hopes to get pricing and brochures.

Gate Access

Mr. Weissberg gave an update on the status of the license plate recognition/gate access.

- Mr. Weissberg, Mr. Capozzi met with a representative from Utility Communications and a formal quote from Utility Communications will be presented to Mr. Weissberg in the next month.
- The system will save in labor costs for manning the gate and applying stickers to vehicles as well as tracking usage of the site.

A motion was made by Ron Capozzi and seconded by Howard Weissberg to approve the November 30, 2017 meeting minutes. This meeting's minutes to be approved at the next meeting. The motion passed unanimously.

Public Comment

Mr. Roger Kleeman felt that the board should evaluate the functions of the employees. He stated that he did not feel that a license plate recognition system would save that much in labor since he's observed several employees waiting around when he visits the site.

He also asked if the sticker revenue is mentioned in the Town Budget. Chairman DeVecchio answered that the sticker revenue is mentioned under DMIAAB in the town budget.

Mr. Richard Parmalee mentioned that the cost of the sticker fee he pays for includes the privilege to use the site. He said it seemed that DMIAAB works pretty hard to keep things in line.

Public Hearing

Members present: Ron Capozzi, Dom DeVecchio, Jim Gibbons, Frank Petrella, Howard Weissberg and Chad Spooner. **Members absent:** Pete Shoudy and Charlie Zieminski. **Staff Present:** Recording Secretary Heather Castiglia. **Public Present:** Roger Kleeman, Richard Parmalee, and Dave Goduti

At 8:00 pm Chairman DelVecchio opened the public hearing by introducing the board members seated at the meeting. He went on to introduce Exhibit 1, the proposed regulation, and stated the proposed regulations were posted in the Town Halls of Durham and Middlefield since November 28. The legal notices announcing the hearing ran in the following papers: The Middletown Press (December 15-22, 2017), The Record Journal (December 15-22, 2017), The Town Times (December 15, 2017).

Chairman DelVecchio summarized Exhibit 1, the Proposed Regulation directing Waste Haulers/Collectors to deliver their waste directly to the Materials Innovation and Recycling Authority (MIRA). He stated,

“Effective July 1, 2018 no commercial waste hauler or collector shall bring any solid waste (MSW) or recyclables to the DMIAAB transfer station. All solid waste will be delivered directly to MIRA in accordance with the Tier 1 Long-Term Municipal Solid Waste Agreement the Towns of Durham and Middlefield and DMIAAB have with MIRA...the recyclables do not need to be transported directly to MIRA. The Towns of Durham and Middlefield and DMIAAB do not contract to have our recyclables delivered to any specific location so the haulers would be free to bring the recyclables to any approved authorized transfer station that is licensed by the State of Connecticut. Just the MSW will be delivered directly to MIRA in Hartford.

Also, this regulation deals with certain reporting formats: effective July 31, 2018, that would require all haulers to register with the towns of Durham and Middlefield and DMIAAB and also to complete a DEEP form annually that delineates where they’re disposing of their MSW and recyclables.”

Chairman DelVecchio opened the discussion by the board members by summarizing the reasons DMIAAB has decided to propose this regulation.

- To alleviate DMIAAB of the transportation cost of delivering recyclables to MIRA. In the past DMIAAB would receive \$42 per ton for recyclables which would balance out the cost of transporting these recyclables. Over the last few years, the recycling market has collapsed and there is no longer any income from recyclables. DMIAAB has been absorbing the cost of transporting the recyclables to MIRA without reimbursement. DMIAAB estimates it cost approximately \$800 a month subsidizing the cost of transporting private hauler recyclables delivered to DMIAAB. Because the recyclable market is not rebounding, DMIAAB would like to shift this cost back to the haulers by having private haulers haul direct.
- DEEP would like to see 60% of waste recycled in towns by 2028. DEEP is not concerned with the point of origin of recyclables and does not give credit for any recyclables from Durham and Middlefield that our brought to other facilities. Credit will only be given for the amount of recyclables that are processed at our DMIAAB facility. If DMIAAB collected MSW from private Haulers but not recyclables from private haulers, our recycling ratio numbers could skew by 25%. Therefore the private hauler recyclables cannot be separated from the private hauler MSW tonnage delivered to DMIAAB.

Chairman DelVecchio opened the discussion to the Public.

Dave Goduti from Durham questioned the timing of the Board’s decision to ban haulers to the site. He also asked why, if recyclables can be transported elsewhere with no contractual obligations, would DMIAAB ban private haulers from hauling MSW to the site? He expressed his confusion with the decision because it seems that MSW from a private hauler would create revenue for the site. He also questioned why the Board never charged the only private hauler that uses the site (BOS) for transporting the recycling this hauler brings to the site. He asked, “Why can’t he be charged a trucking fee for the recyclables that he brings into the site?”

Howard Weissberg answered, “Trying to develop a trucking fee for recyclables was a challenge...The recycling content, as you probably know, has gotten a lot lighter. A spaghetti jar weighs a tenth of what it weighed in the past. So we used to be hauling a much heavier container based on tonnage, now all we’re really

hauling is air. So that fee is really based on what your average weight would be in what you're hauling. But we determined that trying to come up with a fee for tipping recyclables was at best a wild guess based upon the fluctuating market."

Mr. Goduti asked why couldn't we weigh our recyclables on the DMIAAB scale and charge a trucking fee based on the \$13 a ton MSW trucking fee?

Chairman DeVecchio explained that the \$13 a ton trucking fee is based on a load of MSW. The transportation costs varies based upon the weight of the material that is being transported. Howard Weissberg explained to transport recyclables, it costs around \$215 a trip, so a recyclables trucking fee would be approximately \$55 a ton. He reiterated that charging a fee on the transport of recyclables while encouraging taxpayers to recycle would be poorly received by the taxpayers.

Goduti expressed his concern that DMIAAB was banning private haulers use of the site at a time when the one private hauler that uses the site is "getting out of the business."

Chairman DeVecchio told Mr. Goduti that they were unaware of the business decisions of any private haulers and assured him the reason for banning the haulers from the site was due to the best interest of the taxpayers.

Goduti asked, "Why didn't this happen 3 years ago when you weren't getting paid for recyclables?"

Chairman DeVecchio responded that the issue with banning the hauler from bringing in recyclables, was based upon the fact that DMIAAB cannot separate the recyclables from the MSW tonnage that the private haulers deliver to DMIAAB. If a hauler is transporting MSW to the site, the hauler also has to transport the recyclables to DMIAAB from the Towns for DMIAAB to get credit for those recyclables. If a hauler brought in MSW to our facility but not recyclables it would skew the recycling ratio DEEP expects by at least 25 percent. The state of Connecticut is only monitoring the put-through at each facility, not the origin of the recyclables.

Mr. Capozzi added, "What doesn't make economic sense makes regulatory sense. You'd have to delve into DEEP and why they do what they do in order to figure it out."

Goduti stated, "As a resident of the town, was it worth the credit with the state compared for what we were spending in our tax dollars."

Chairman DeVecchio explained that DMIAAB gets evaluated by DEEP on the facility's recycling percentage. Mr. Weissberg explained that DMIAAB started an analysis a year ago, and this hearing and proposed regulation is the result of the analysis.

Mr. Goduti asked why didn't DMIAAB stop all haulers at the point when DMIAAB stopped receiving any income from recyclables?

Mr. Weissberg answered that the board had to make sure the recycling market trend was consistent. Chairman DeVecchio stated that sometimes the recyclables market would fluctuate and rebound, but over the past few years this recycling market has remained the same and it is clear that it is not going to rebound.

Mr. Goduti asked "You're sure that it's just not going to be a coincidence that before July of 18 that he's going to sell his business?"

Chairman DeVecchio stated, "I personally don't have knowledge of that, my opinion is this has nothing to do with when he sells his business, if he decides to sell it." He explained that it's solely to address a problem

that DMIAAB and other surrounding communities have with the cost of transporting recyclables. It's the best way to ensure that the taxpayer does not get strapped with subsidizing the cost of transporting the recyclables.

Mr. Goduti asked for clarification about the registration form for private haulers.

Chairman DeVecchio explained that there will be a form at the Town Halls for the Private Haulers to complete and there will be a fee for this registration for administrative processing. DMIAAB will collect the fee, the fee has not been determined. The information has always been reported by MIRA and is provided on the MIRA monthly billing Statements provided to DMIAAB. This registration form will bring DMIAAB into compliance with the standardized reporting format of DEEP. This will ensure that registered Private Haulers collecting waste in Durham/Middlefield will deliver MSW to MIRA in Hartford.

Mr. Goduti asked how the larger haulers, for example, HQ, who has two dumpsters and the school system in town, determines how much of their collected waste is from Durham and Middlefield.

Chairman DeVecchio stated that the larger haulers like HQ, have worked with DMIAAB and MIRA to develop an estimated amount of MSW that is credited back to Durham and Middlefield and DMIAAB. The same would apply to any other private hauler.

Mr. Goduti asked who would collect the money for the registration fee?

Chairman DeVecchio stated DMIAAB will collect the fee. The fee is undetermined right now. Mr. Weissberg answered that it will have to be consistent with the hauler fees for surrounding municipalities.

Mr. Goduti suggested that landscapers register to use the facility (dumping brush and grass) and pay a fee to generate income at the site. Mr. Goduti asked if Rogers would be excluded from using the site because of this regulation.

Chairman DeVecchio and Mr. Weissberg explained that there is a difference between a commercial hauler and a commercial business using the site. A commercial hauler collects a fee for picking up other people's trash, if they are taking their own, they are not a hauler.

Mr. Goduti expressed his frustration as a resident taxpayer by a commercial business utilizing the site.

Chairman DeVecchio stated that commercial businesses using the site has been a discussion in DMIAAB regular meetings and Mr. Weissberg stated that it was not a discussion for this hearing.

Mr. Roger Kleeman asked if the board meant cardboard and cans/plastics when they state "recyclables". Chairman DeVecchio answered yes. Mr. Kleeman asked why does the facility not compact the cans/plastics. Chairman DeVecchio explained that the plastics tend to expand again after being compacted if not confined and if the glass is crushed or damaged by compacting too much, it contaminates the waste stream and makes it difficult to separate the material at the recycling center. He directed Mr Kleeman to Willimantic Waste website which explains the recycling process.

Mr. Parmalee stated he felt that the regulation should be posted in the papers, so as to notify taxpayers of the change to their private hauler situation.

Chairman DeVecchio closed the public hearing at 8:35 and moved the proposed regulation forward to vote.

A motion was made by Howard Weissberg and seconded by Ron Capozzi to approve the proposed regulation effective July 1, 2018 (see exhibit 1 attached to the motion). The motion passed unanimously.

Meeting adjourned at 8:37 PM

Respectfully Submitted,
Heather Castiglia
Cc: Durham Town Clerk, Middlefield Town Clerk, Board Members