



# John Smith Road Landfill Expansion Planning Commission Hearing

**October 27, 2023**

Third Public Hearing

Continued from October 25, 2023

San Benito County  
Resources Management Agency

# Landfill Expansion Planning Commission Hearings

<b>Wednesday, October 25</b> <b>6:00 p.m.</b>	<b>Friday, October 27</b> <b>6:00 p.m.</b>	<b>Monday, October 30</b> <b>6:00 p.m.</b>
<ul style="list-style-type: none"> <li>• Project Description</li> <li>• Requested Approvals</li> <li>• Overview of CEQA Process</li> <li>• Alternatives Analyzed</li> <li>• Proposed and Alternative Truck Haul Routes, including noise, air quality, and litter removal</li> <li>• Fair Share Road Impact Analysis</li> <li>• <b>Public Comment Limited to the Topics Addressed</b></li> </ul>	<ul style="list-style-type: none"> <li>• Mitigation Measures and Conditions of Approval</li> <li>• Significant and Unavoidable Impacts (Greenhouse Gases, Aesthetics, and Cumulative)</li> <li>• Odor and Lighting</li> <li>• Groundwater and Landfill Liners</li> <li>• Water Supply</li> <li>• Revenue Analysis</li> <li>• <b>Public Comment Limited to the Topics Addressed</b></li> </ul>	<ul style="list-style-type: none"> <li>• Staff to address any remaining questions and provide any requested revisions for consideration.</li> <li>• <b>Any remaining Public Comment</b></li> <li>• Planning Commission Deliberations and Decision</li> </ul>

*After receiving public comment, the Planning Commission voted at the noticed public hearing on October 11, 2023 to continue the hearing to October 25, 2023 and follow the schedule above.*



# General Process Today

- ▶ County presentation
- ▶ Applicant presentation
- ▶ Any clarifications from County staff and consultants
- ▶ Public Comment limited to topics in presentations today
- ▶ Questions and comments from Commissioners
- ▶ Commission provide any direction to staff on revisions to conditions of approval, CEQA Findings and Statement of Overriding Considerations, or other draft approval documents
- ▶ Commission vote to continue the public hearing to Monday, October 30, 2023 at 6:00 p.m.



# Conditions of Approval

- Staff have proposed 96 conditions of approval.
- Conditions of approval limit the project operations consistent with the environmental analysis and identify the:
  - Maximum tonnage allowed
  - Approved commercial haul route





# Condition of Approval 1(C): Haul Route

- C. **Commercial Haul Route:** Heavy-duty commercial haul trucks may transport waste to the John Smith Road Landfill via only **[INSERT SELECTED INBOUND HAUL ROUTE]** and, after depositing waste at the John Smith Road Landfill return to State Route 25, only via **[INSERT SELECTED OUTBOUND HAUL ROUTE, WHICH MAY BE THE SAME OR DIFFERENT AS INBOUND ROUTE, AS DESCRIBED IN EIR]**. The Applicant shall ensure that the restricted haul route is included in all contracts with commercial waste haulers and shall include escalating penalties for a hauler's non-compliance with the haul route. The Applicant shall investigate complaints from the County, State, or public about non-compliance with the haul route and shall take prompt enforcement action in the event of non-compliance.



# Proposed Revision to Condition 1(B):

- ▶ As drafted, Condition 1(B) did not reflect that the primary import of waste occurs Monday through Friday, which was analyzed in the EIR. Staff and applicant are recommending revision with maximum daily and weekly limits.
- ▶ The revised condition would be:
  - The John Smith Road Landfill is limited to accepting the greater of **[INSERT TOTAL] tons per day or [INSERT TOTAL] tons per week of buried material**. This limit does not include recyclables or materials for beneficial reuse, for which there is no maximum so long as the recyclables or materials for beneficial reuse are not buried. Materials for beneficial reuse include items that may be used for alternative daily cover. While there is no limit for recyclables or materials for beneficial reuse, the total number of waste haul vehicles, including commercial waste haul trucks, is limited to 600 per day with the maximum number of commercial haul trucks (in-County and out-of-County) of the 600-vehicle daily total limited to **[INSERT TOTAL] commercial haul trucks per week**.
    - Maximum weekly truck limit includes in-County commercial haulers and out-of-County commercial transporters. Weekly maximum is consistent with the analysis and assumptions in the EIR.
    - Maximum trucks are also limited through the tonnage limit.



# Conditions of Approval: Compliance

22. **Compliance Documentation:** The Applicant shall submit a summary response in writing to these conditions of approval documenting compliance with each condition, including dates of compliance and referencing documents or other evidence of compliance. Such compliance documentation shall be updated in writing annually to the County or sooner if requested by the County.





# Conditions of Approval: Periodic Review

23. **Periodic Review:** The Operator shall report once every five years to the Planning Commission, or on such frequency as the Commission may require, on compliance with the Conditions of Approval of this Conditional Use Permit with the first of such reports due five years after the date of approval of the Conditional Use Permit. If the Planning Commission finds that the Applicant has not complied with any condition in the Conditional Use Permit, it may take corrective action to remedy the situation. If any corrective action contemplates a modification to or revocation of this Conditional Use Permit, such request for action shall be sent to the Planning Commission for review and a public hearing on the matter. As a result of the review and public hearing, the Commission may modify the Conditions of Approval or refer the matter to the Board of Supervisors for appropriate corrective action. Nothing in this condition shall preclude the Applicant from applying for amendments to the Conditional Use Permit at any time or preclude the County from addressing emergency situations or new requirements imposed by state legislation or the courts. Violation of the permit, creation of a nuisance, or a compelling public necessity could cause the revocation or modification of this permit. The Applicant shall reimburse the County for the costs of monitoring compliance with and periodic review of the Conditional Use Permit and Conditions of Approval and the County may designate a staff person or consultant to complete the monitoring. The Applicant shall provide such information as the County may require to complete review provided for herein.





# New Proposed Condition for Haul Truck Engines

**Commercial Haul Trucks:** In addition to tracking the daily commercial haul trucks that access the landfill, the applicant shall maintain records of the type of engine for each commercial haul truck that indicate whether the engine is diesel fueled, zero-emission, biodiesel, renewable diesel, renewable natural gas, compressed natural gas, or other technology. As part of the periodic review under Condition 23, the Planning Commission may evaluate whether the conversion of commercial haul trucks to a cleaner energy source is occurring consistent with the commercially available and proven (i.e., with comparable product support, suitable for the necessary work, and reliability) technology and may require, as an amended condition of approval, that the applicant take commercially reasonable efforts to require through its contracts with commercial haulers that all or a percent of fleet be converted to a clean energy. Such periodic review under Condition 23 may also consider any new or revised conditions to address any changes in operations that may result from the conversion of commercial haul trucks converted to use fuels with a reduced carbon footprint (compared to diesel fuel) or electric vehicles.



# Mitigation Monitoring and Reporting Program (MMRP)

- ▶ MMRP is required under CEQA to identify the feasible mitigation measures to reduce impacts to the environment, provide an implementation schedule, and ensure monitoring and compliance.
- ▶ Conditions of approval 11 and 12 also require compliance with the MMRP and review and enforcement.



# Clean Closure of Class I Responsibilities and Benefits

- County originally owned the Class I site and transferred ownership of the Class I site to City after it was closed.
- After closure and transfer to City, County continued to share costs of groundwater corrective measures and monitoring under an agreement that ended in 2016 and has voluntarily shared in some costs after 2016.
- Even with City ownership, clean closure of the Class I site provides benefits to the community by eliminating hazardous waste that could negatively impact the community at some point in the future.
- Clean closure of the Class I will also minimize the risks of future litigation about the source of any contamination and claims, even if untrue, that the County has any responsibility for any contamination from the Class I.



# Clean Closure of Class I Responsibilities and Benefits

- Community benefits from clean closure of the Class I facility may be considered in determining whether you can make a statement of overriding considerations required under CEQA to approve the Project.
- The applicant is only proposing to clean close the Class I with the proposed project of 2,300 tons, but could agree to clean close the Class I with a lower approved tonnage.
  - Alternatives 1A and 2A propose to use the same project footprint.
  - An agreement to clean close the Class I with a reduced tonnage should be reflected in Conditions of Approval.
- EIR provides that clean closure of the Class I would occur in Phase 4, which the County estimates would be approximately 50 years after approval, if phases are developed sequentially.





# Follow-Up Re: Haul Route and Schools

- In the Landfill Operating Agreement, Waste Solutions agreed to avoid interference with student drop-off and pick-up traffic at a school located along the existing route (the existing route is not proposed for the expansion project):

11. Haul Route. Contractor agrees to work with County in good faith to regulate, inform and/or redirect Contractor's out-of-County customers to avoid interference with student drop-off and pick-up traffic at the 7<sup>th</sup> Day Adventist Elementary School located on McCloskey Road west of Fairview Road.

- If the adopted haul route includes an intersection with a school, a similar Condition of Approval could be added for the drop-off and pick-up times of that school.



# **Additional CEQA Analysis Overview and Conclusions**

**Richard Grassetto,**  
Grassetto Environmental Consulting



# Significant Unavoidable Impacts: Aesthetics

## ▶ Aesthetics

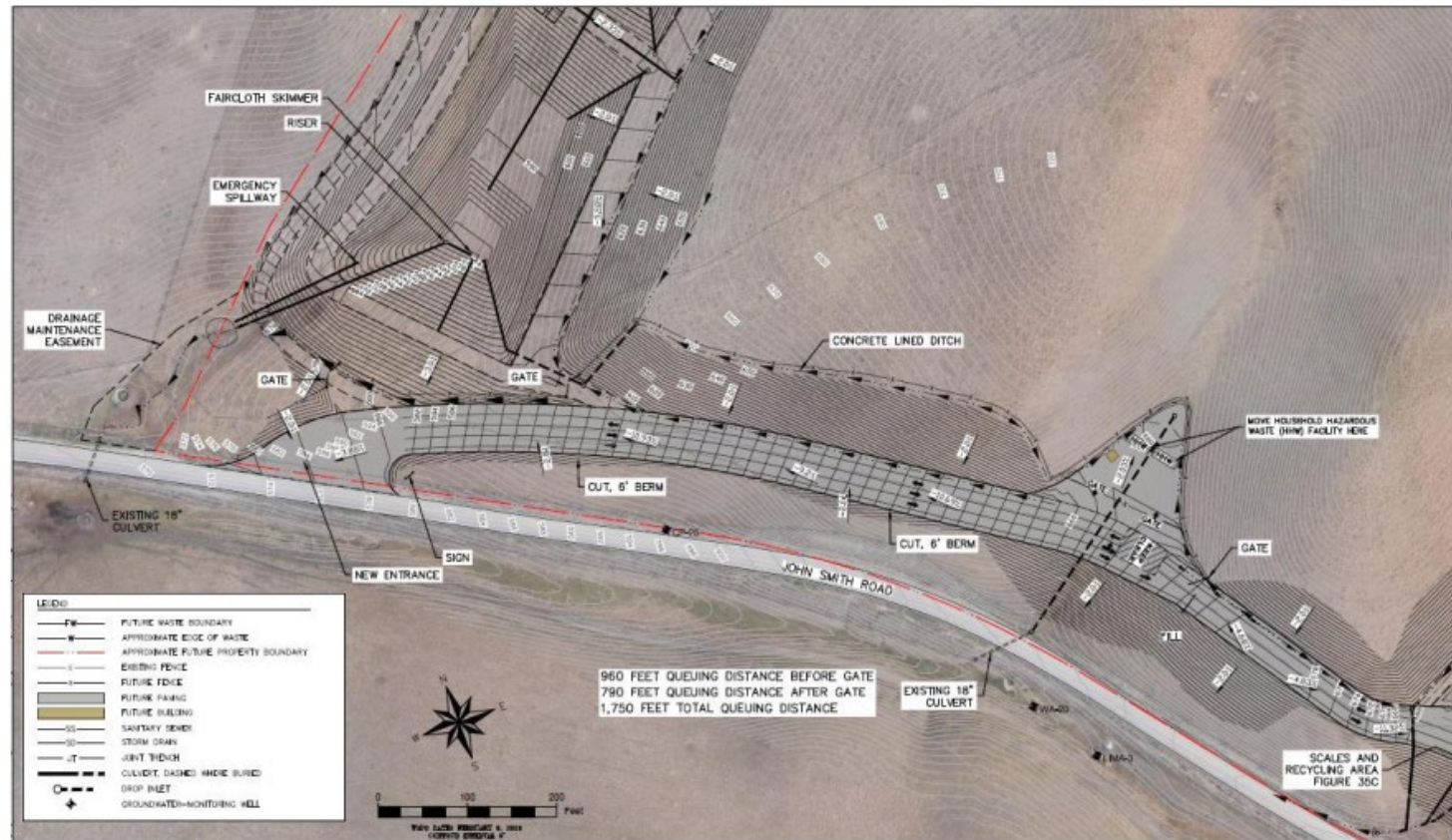
- Larger landfill mounds will be visible from John Smith Road.
  - (DEIR Figures 4.11-11 through 15)
- Impacts from SR 25 are significant even with screening plantings and fences.
- Project includes enhanced landscaping and Condition of Approval 3:

**Landscaping:** Prior to issuance of a building permit for the Project, the Applicant shall prepare plans for the design, installation, and maintenance of landscaping, consistent with County Code Section 25.07.011, Landscaping for the landfill entrance area application, to be submitted to the County Resource Management Agency for review and approval. All landscaping shall be installed prior to the opening of the new entrance area. The landscaping shall provide visual screen of the entrance area operations from surrounding properties. The landscaping shall be maintained at all times by the Applicant.





# Significant Unavoidable Impacts: Aesthetics



Source: Lawrence & Associates 2021

Conceptual Layout for the Proposed New Entrance Driveway (Western Segment)

Figure 3-8





# Significant Unavoidable Impacts: Aesthetics



Simulated view from SR 25 at Best Road, looking northeast toward the proposed project at full buildout.

**Visual Simulation after Peak Landfill Elevations Reached (Viewpoint E)**

**Figure 4.11-13a**



# Significant Unavoidable Impacts: Aesthetics



Simulated view facing west on John Smith Road toward the proposed project at full buildout. The change in elevation with the proposed project is visible at the horizon directly above and to the right of the roadway.

**Visual Simulation after Peak Landfill Elevations Reached (Viewpoint F)**

**Figure 4.11-14b**



# Significant Unavoidable Impacts: Aesthetics



Simulated view facing east on John Smith Road toward the proposed project at full buildout. The change in elevation with the proposed project is visible at the horizon directly above and to the left of the roadway.

**Visual Simulation after Peak Landfill Elevations Reached (Viewpoint G)**

**Figure 4.11-15a**

# Significant Unavoidable Impacts: GHG

## ▶ GHG Emissions

- Net increase in Greenhouse Gas Emissions (from landfill gasses and haul trucks) compared to zero net new GHG emissions threshold (with all feasible mitigation employed).
  - This is both a project-specific and cumulative impact.
- GHG emission reducing measures to reduce GHG emissions are included in the project and Mitigation Measures, including the RNG facility, renewable energy and EV charging stations on-site and at County facilities, and conversion of on-site equipment to electric.





# Significant Unavoidable Impacts: Cumulative Air Quality

- ▶ **Air Quality - Criteria Air Pollutants** – Project would have a cumulatively considerable contribution to significant cumulative impacts.



# Biological Resources

- Potentially significant but mitigable impacts to:
  - California Tiger Salamander
  - California Red Legged Frog
  - San Joaquin Coachwhip
  - Coast Range Newt
  - Western Spadefoot
  - Western Burrowing Owl
  - Raptors, including Swainson's Hawk
  - Migratory Birds
  - Vernal Pool Fairy Shrimp
  - American Badger
  - San Joaquin Kit Fox
  - Loss of wetlands
- Mitigations for impacts to these species revised in FEIR to meet CDFG requirements (See MMRP)
- Mitigations include surveys, avoidance, fencing, construction timing, and compensatory habitat (including potentially on County parcel south of John Smith Road).



# Odor and Lighting

- **Odors**

- Landfill expansion could increase odors, but daily cover, LFG collection system, and remote location of landfill would reduce impacts to less-than-significant level.

- **Lighting**

- Security Lighting near Landfill Entrance - Less than Significant (DEIR pp. 4.11-19 & 20) because shielded and overall lumens would be substantially below County lighting limits.

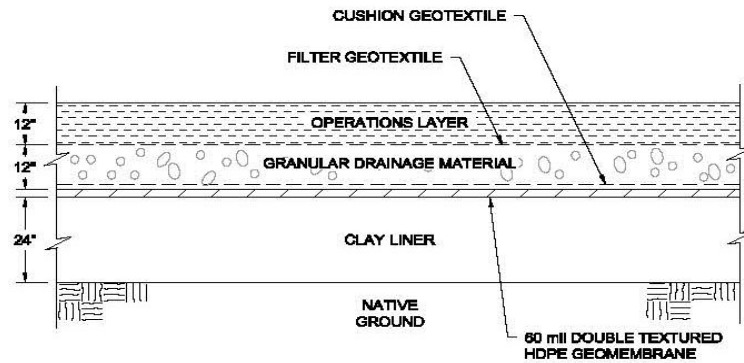


# Liners, Groundwater, and Water Supply

Sangeeta Lewis, P.E. – Lewis Engineering

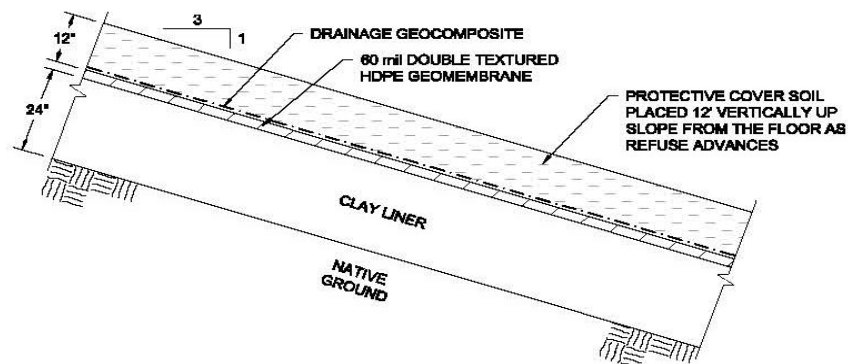


# SUBTITLE D LINER AND LEACHATE COLLECTION AND REMOVAL SYSTEM – 40 CFR 258, USEPA 1991



**BASE LINER SYSTEM**

SCALE: NOT TO SCALE



**SLOPE LINER SYSTEM**

SCALE: NOT TO SCALE

## Effectiveness of Liners

- USEPA nationwide study concluded Subtitle D liners are very effective
  - Synergistic effect of composite liner (belt and suspenders approach)
  - Buried HDPE geomembrane lifespan >100 to 400 yrs
- Both design and construction reviewed and approved by RWQCB
- Extensive construction quality assurance including electronic leak testing
- Groundwater, surface water, and landfill gas monitoring

# GROUNDWATER PROTECTION

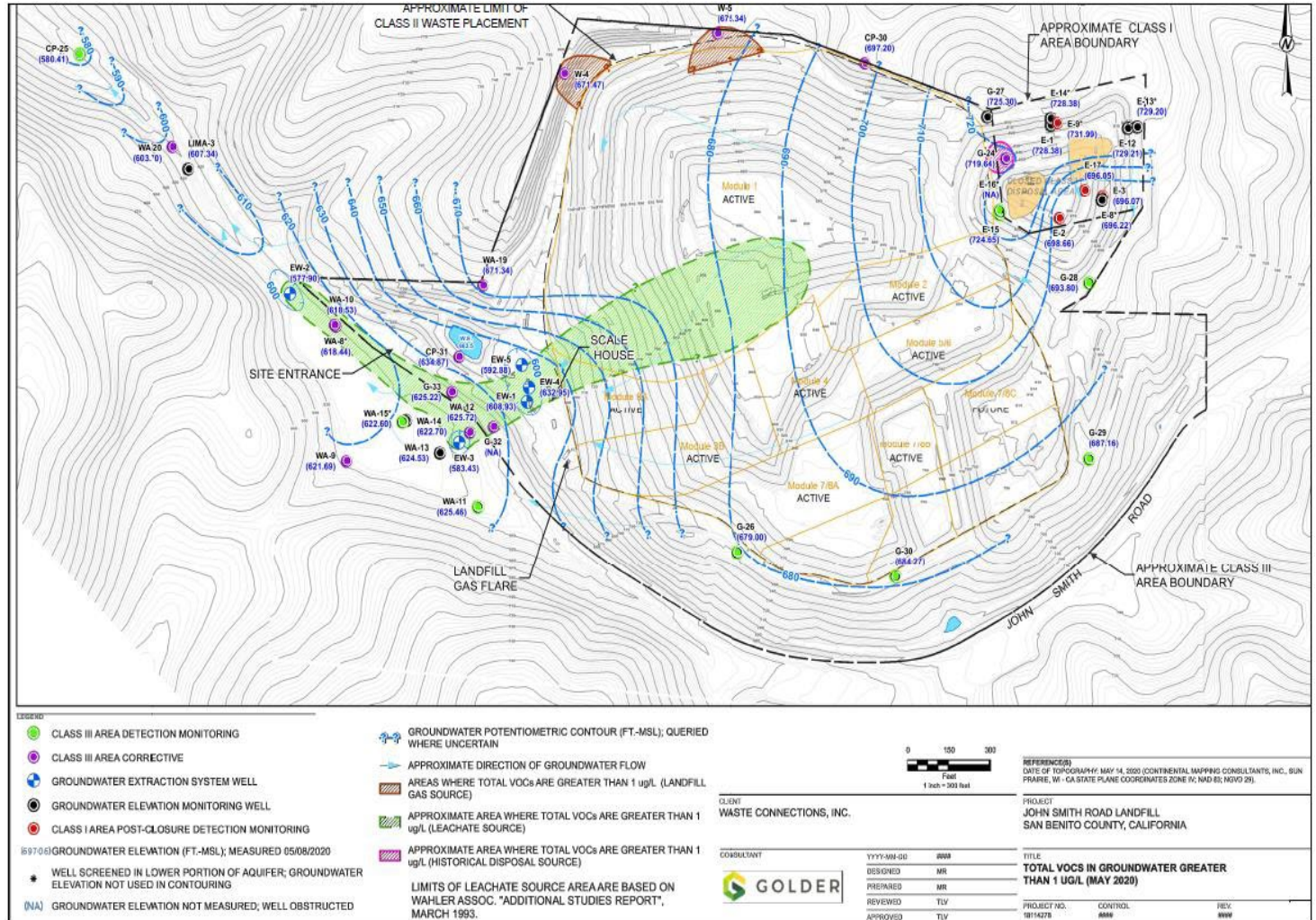
## Concerns:

- ▶ Leachate Contamination
- ▶ Arsenic
- ▶ PFAS Contamination

# LEACHATE CONTAMINATION

## Existing Unlined Landfill

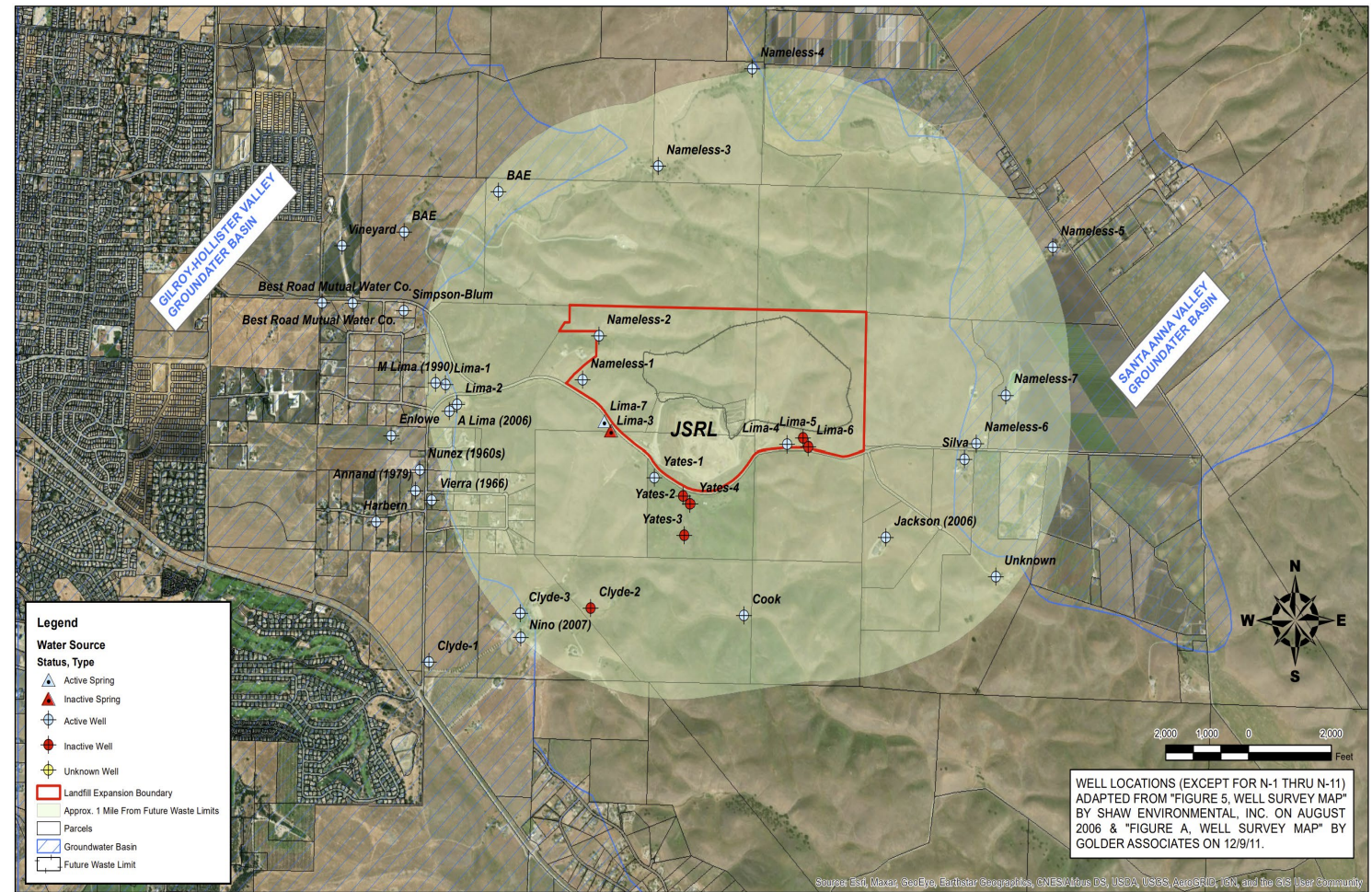
- Low level VOC detections identified in 1987
- County operating Groundwater extraction and Treatment System since 1993
- GW extraction system has resulted in reduced concentrations of VOCs and capture of the VOC plume – RWQCB





# ARSENIC AND MANGANESE

- GW monitoring data from onsite and offsite wells show arsenic and manganese is naturally occurring and does not indicate that leachate within plume has caused elevated concentrations of these chemicals downgradient of the landfill
- Heatherwood Estates and Best Road Water Company wells are approximately 1 mile from plume boundary







# GROUNDWATER PROTECTION Expansion Area

Compliance with regulations with oversight by RWQCB, CalRecycle, MBARD

- Subtitle D Liner and groundwater separation
- Groundwater and Surface Water Monitoring and Reporting System
- Landfill Gas Monitoring System
- Corrective Action Financial Assurance

# WATER SUPPLY

## CURRENT SUPPLY

- Sunnyslope Water District (trucked from hydrant 3 miles from site)

## PROPOSED SUPPLY

- Approximately 65 acre-ft of lined stormwater basins (potentially covered to reduce evaporation)
- Leachate for dust control on lined areas
- Shore Road Well
- Potential continued service from Sunnyslope

# John Smith Road Landfill Revenue Analysis

Breann Moebius – Hefner Law  
Sangeeta Lewis, P.E. – Lewis Engineering





# Presentation Overview

- Statement of Overriding Considerations
- Credits for CEQA Mitigation in Landfill Operating Agreement
- Estimated County Revenue and Costs without Expansion
- Estimated County Revenue and Costs with Expansion
- Transfer Station Alternative
- Compost Alternative

# STATEMENT OF OVERRIDING CONSIDERATIONS

Because the DEIR has identified significant and unavoidable environmental impacts from the expansion project, the Planning Commission is required to adopt a Statement of Overriding Considerations which requires the Commission to:

- Balance unavoidable environmental risks of a project against the **economic, legal, social, technological, or other benefits of the project**; and
- Determine whether the benefits outweigh the environmental impacts so that the environmental impacts are “acceptable.”
- Economic Analysis, along with other benefits of the project, is therefore relevant to Planning Commission’s determination of whether it can make the required Statement of Overriding Considerations to certify the EIR.

# CEQA Mitigations Addressed in the Operating Agreement

- The County approved an amendment to the Landfill Operating Agreement before Waste Solutions submitted an application for the expansion project or environmental review was completed.
- Without environmental review, the County could not and did not commit to approving the expansion project in the Landfill Operating Agreement.
- Even once the environmental review was complete, a local government cannot contractually commit to approving a project as it must exercise its police powers to review and approve a project.

# CEQA Mitigations Addressed in the Operating Agreement

- While Landfill Operating Agreement does not provide for approval of the expansion project, County and Waste Solutions negotiated the amendment in anticipation of the expansion project and attempted to address some of the costs of CEQA mitigation.
- Landfill Operating Agreement provides that certain payments from Waste Solutions to the County would receive a “dollar-for-dollar credit against any CEQA mitigation measures for Expansion payable to the County.”
  - Such credits could be applied for payments to the County for fair share road impact fee or other mitigation measures, such as payment to the County for the EV charging stations (Mitigation Measure 4.4-1(e)(1)).



# CEQA Mitigations Addressed in the Operating Agreement

- CEQA credits in the Landfill Operating Agreement were expressly limited to certain payments and did not include the Landfill Depletion Fee (percent of revenue) that Waste Solutions agreed to pay to the County if an expansion project was approved.
- The Board of Supervisors will consider whether the County will use general fund revenue from the Landfill Depletion Fee to cover all or part of the costs of mitigation for the expansion project.
- The Planning Commission is not tasked with making this policy decision, but may make a recommendation to the Board of Supervisors on this policy decision as part of its recommendation on the General Plan amendment.

# CEQA Mitigations Addressed in the Operating Agreement

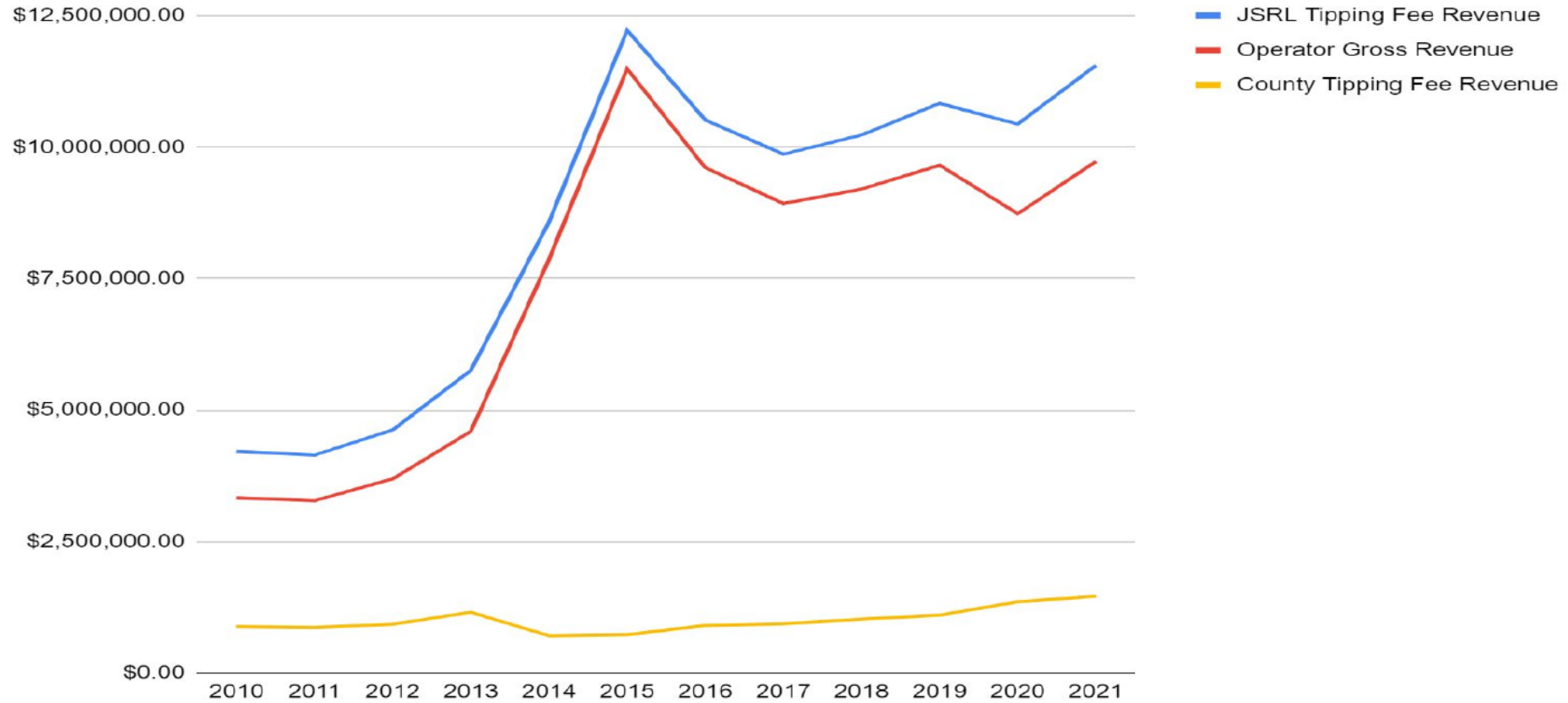
CEQA mitigation credits of about \$4.95 million provided for in the Landfill Operating Agreement are not analyzed as revenue to the County because they are required to be credited for the costs of mitigation from the expansion project:

- **Already paid to County subject to CEQA credit:**
  - \$1,000,000 General Fund payment for improvements along haul route
  - \$949,674 for road impacts (\$1/ton)
- **Payments to County upon approval of expansion subject to CEQA credit:**
  - \$1,000,000 General Fund payment for improvements along haul route
  - \$2,000,000 payment for realignment of John Smith Road and Fairview Road intersection or other improvements along the landfill haul route

## NO EXPANSION County Revenue

- ↴ Since 2014, WSG has paid a Landfill Depletion Fee per ton that has increased from \$2.50 (began Q2 2014) to current \$4.38 (2023) – 2022 County LDF Revenue approximately \$513,800
- ↴ Landfill Depletion Fee will decrease by \$0.90 in December 2023 (assuming no approval, withdrawal, or denial of expansion)

# Landfill Gross Revenues – 2010 to 2021





# NO EXPANSION County Costs

- ↴ \$40,000 annual cost for litter removal
- ↴ \$30,000 annual cost for pre-existing conditions – GW extraction/treatment System
- ↴ Integrated Waste Management staff time
  - Approximately \$145,000 in 2022
- ↴ Compensation to Waste Solutions for Cost-of-Living Adjustments (“COLA”), which ranges from 2% to 6% of in-County annual gate revenue
  - County can pay COLA to WSG or pass cost to ratepayers
  - Annual COLA costs 2009–2018 ranged from approx. \$50.2k to \$183.2k (total \$1.05M)
  - COLA suspended from July 1, 2019, to July 1, 2023 (approx. \$710k)
  - 2023 COLA cost approximately \$236,500; JSRL gate rates increased in lieu of COLA payment

## WITH EXPANSION PROJECT County Revenue

If expansion project is approved, Landfill Depletion Fee will change from a per ton to a percentage of gross revenue at:

- 16% of Gross Revenue if daily tonnage is 1,000 tons or less
- 18% of Gross Revenue if daily tonnage is between 1,001 to 1,250 tons
- 22% of Gross Revenue if daily tonnage is between 1,251 to 1,500 tons
- 27% of Gross Revenue if daily tonnage is greater than 1,500 tons

# County Benefits With Expansion Project

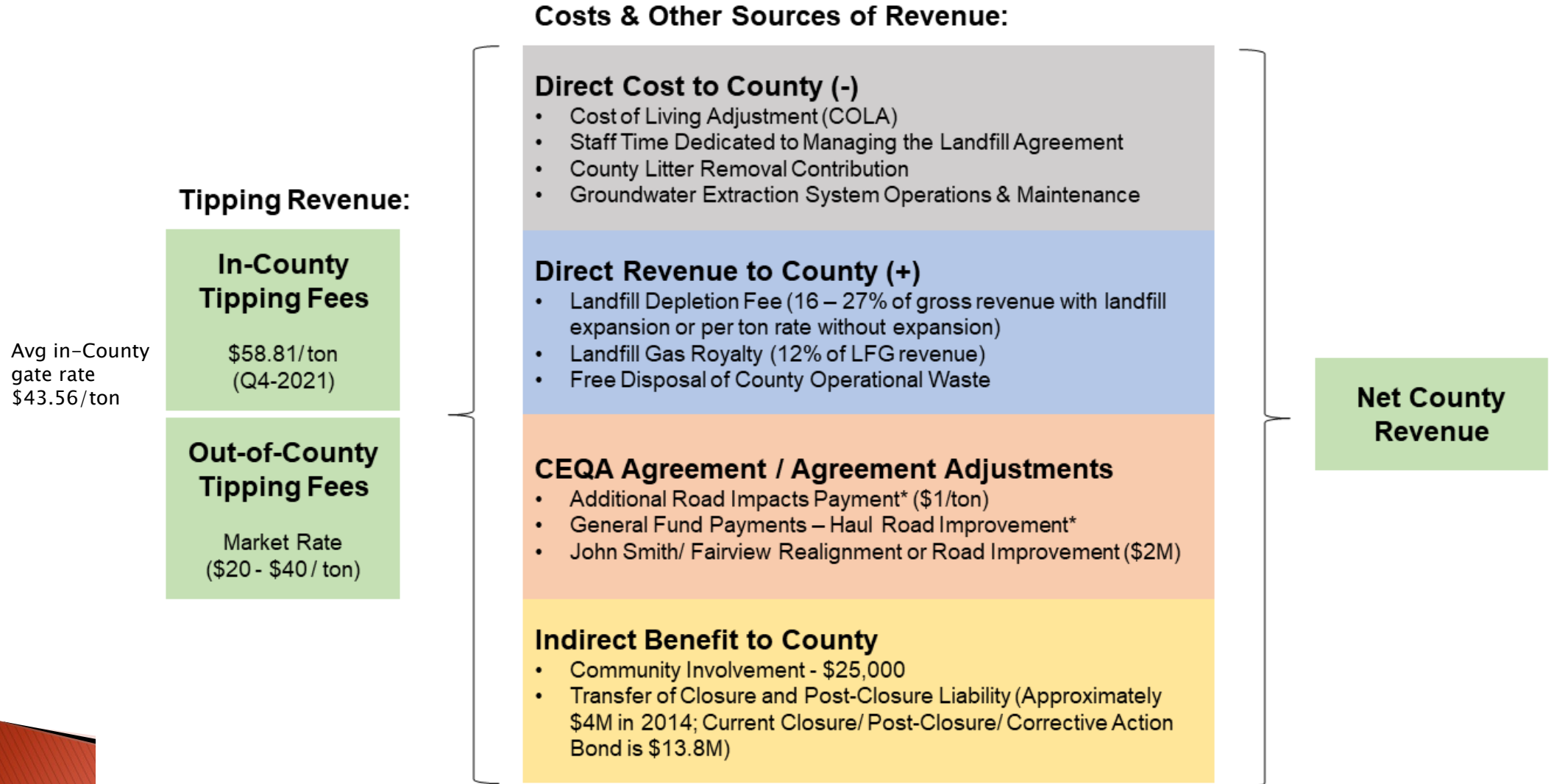
- ↴ 15 years of capacity reserved for in-County waste
- ↴ Continued free disposal of waste from County operations
- ↴ \$25,000 annually for community activities and functions
- ↴ 12% royalty for the Renewable Natural Gas facility, once constructed
- ↴ WSG purchased land for expansion project (\$7 million)
- ↴ Continued WSG responsibility for closure and post-closure obligations, including environmental monitoring and liability (not including pre-existing conditions)
- ↴ Class I clean closure under project and some alternatives

## WITH EXPANSION PROJECT County Costs

- ↓ Contribution of up to 70 acres of County-owned land for wildlife mitigation
- ↓ Continued \$40,000 annual cost for litter removal
- ↓ Continued \$30,000 annual cost for pre-existing conditions – GW extraction/treatment System
- ↓ Continued Integrated Waste Management staff time
  - Approximately \$145,000 in 2022
- ↓ Continued compensation to WSG for Cost-of-Living Adjustments (“COLA”), which ranges from 2% to 6% each year of in-county annual gate revenue.
  - County can pay COLA to WSG or pass cost to ratepayers.
  - WSG sets In-County Tipping Fees as of 2<sup>nd</sup> Amendment Approval Date (2019)
    - ✚ Rates must remain at or below 100% of average Tipping Fees at:
      - Marina Landfill (gate rate \$74.00/ton); and
      - Salinas Valley Landfill (gate rate \$64.75/ton)



# JSRL CASH FLOW MODEL

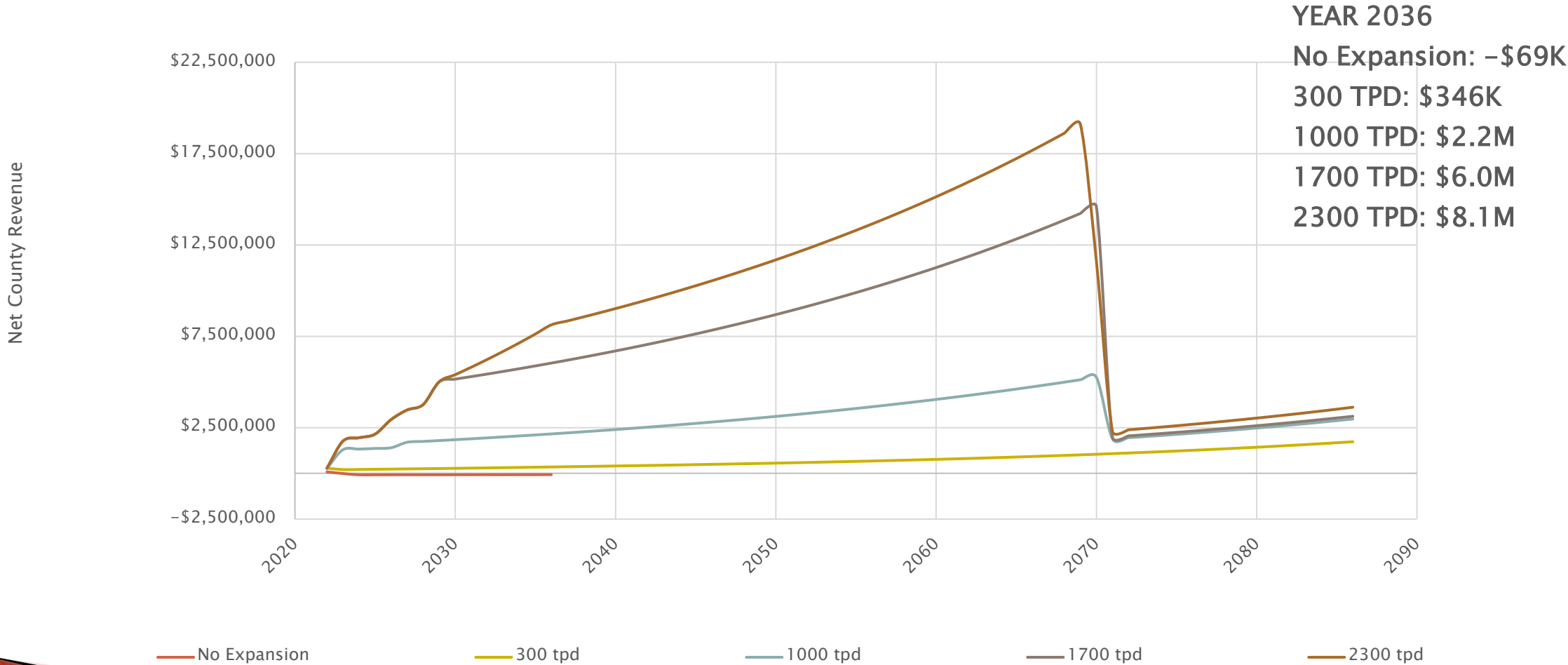


\* See Section 3.2.4 for amount details

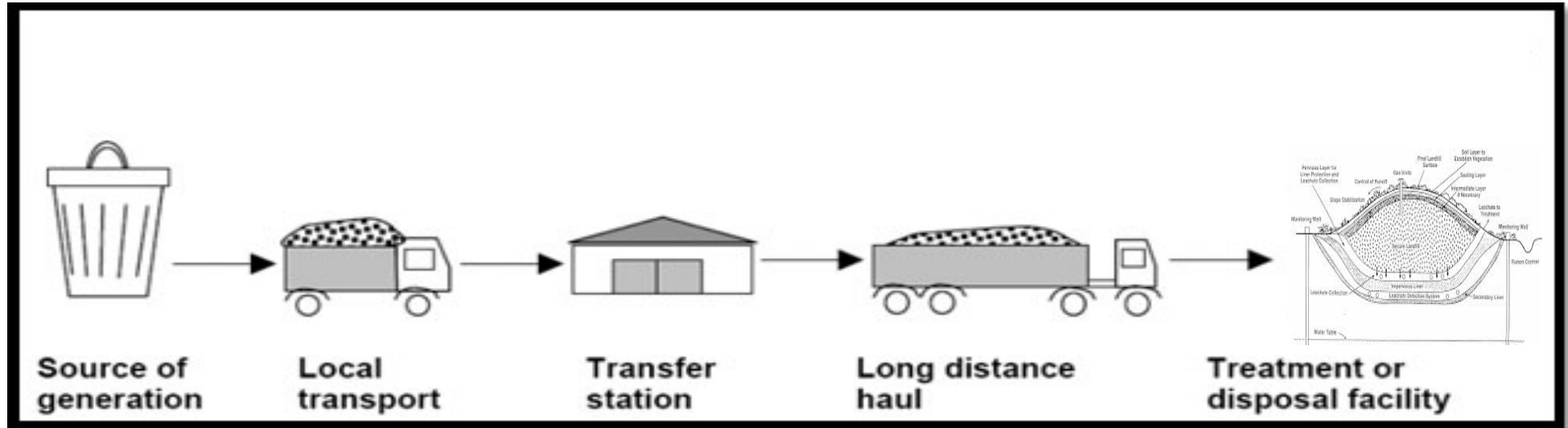
# Gate Rates

Facility	Gate Rate/Ton
John Smith Road Landfill – San Benito	\$62.75
Buena Vista Landfill – Santa Cruz	\$88.00
Johnson Canyon Landfill – Monterey	\$64.75
Monterey Peninsula Landfill – Monterey	\$74.00
Billy Wright Landfill – Merced	\$43.05

# NET ANNUAL COUNTY REVENUE FOR EVALUATED SCENARIOS



# TRANSFER STATION ALTERNATIVE





# TRANSFER STATION ALTERNATIVE –YEAR 2036

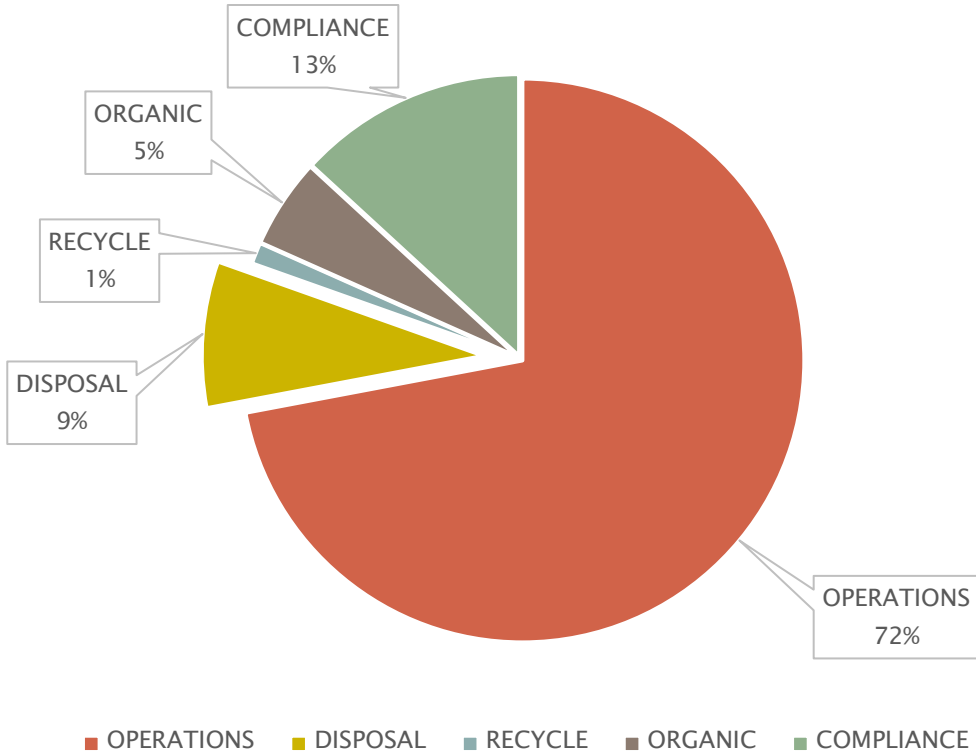
## Estimated Range of Cost Recovery per Ton; Self-Haul Rate

Capital Cost (\$)	In-County Waste (ton)	Annual TS Operation Cost (\$)	Annual Hauling cost (\$)	Disposal cost (\$/ton)	Annual Disposal Cost (\$)	Annual Operation Cost (\$)	Annual Capital Cost (\$) (25-year amortization)	Total Annual Operation Cost (\$)	TS fee for full cost recovery (\$/ton)
\$15 million	215	1,729,643	1,976,817	66.68	5,166,083	8,872,544	600,000	9,472,544	<b>\$122.26</b>
\$22.5 million	215	2,594,465	1,976,817	90.49	7,011,113	11,582,395	900,000	12,482,395	<b>\$161.10</b>

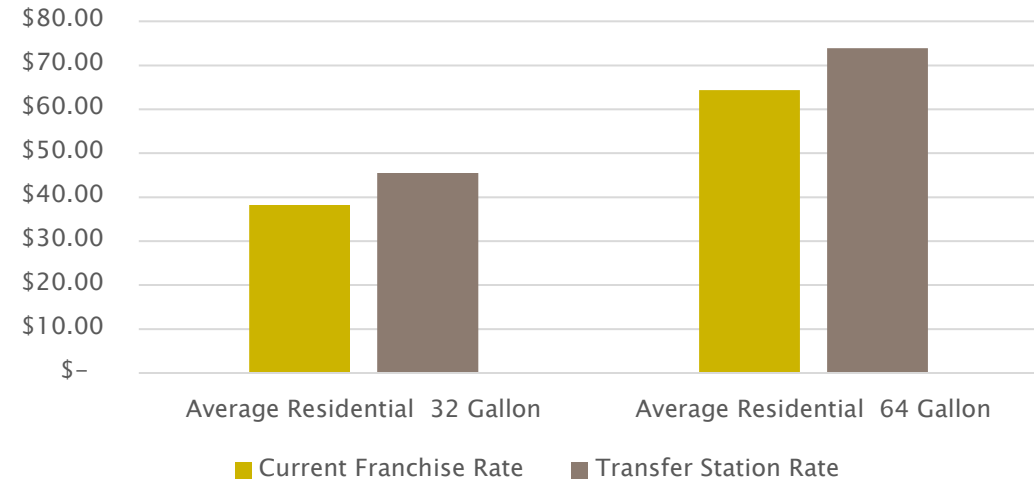
- Year 2024 TS recovery costs range from approx. \$94 to \$125/ton
- Nearby TS Rates: Jolon Rd \$65/ton, Ben Lomond \$88/ton, S San Francisco \$165/ton, San Martin \$85/cy (est \$170/ton at 0.5 t/cy)
- Revenue generated assuming \$10/ton mark-up is approx. \$775k; \$20/ton mark-up approx. \$1.55 million
- Benefit – Minimal post-closure and long-term liability issues versus landfill disposal

# CURBSIDE RATES

## SAN BENITO COUNTY RESIDENTIAL – CURBSIDE RATE COMPONENTS



## San Benito County Curbside Rate Increase with Transfer Station



## 2023 MONTHLY CURBSIDE COLLECTION COST

Jurisdiction	32-gallon	48-gallon	64-gallon
Average in-County*	\$38.20		\$64.40
Gilroy	\$43.00		\$61.50
Morgan Hill	--	\$42.01**	--

- In-County rate includes community events, environmental days, school outreach, free disposal for City and County facilities which are services not included in Gilroy and Morgan Hill rates

\*\* Additional 48-gal container can be requested for \$7.10/month

# COMPOST ALTERNATIVE SCENARIOS

- Scenario 1: Conventional windrow compost facility receiving wood and green waste as feedstock (Tier 1) with the annual processing capacity of 10,200 tons or approximately 28 tons per day.
- Scenario 2: Covered aerated static pile (CASP) compost facility receiving food, wood and green waste as feedstock (Tier 2) with the annual processing capacity of 40,880 tons or approximately 112 tons per day.

# Compost Alternative Cost Analysis

Year	Feedstock (tons/yr)	Finished Compost Product (tons/yr)	Annual OPEX (\$)	CAPEX - Annual over 20-yr site life (\$)	Total Annual Cost (\$)	Processing Cost Per Ton of Feedstock (\$/ton)*
<b>Scenario 1</b>						
2024	10,200	2,255	\$576,723	\$90,207	\$666,930	\$65.39
2025	10,200	5,100	\$591,717	\$90,207	\$681,925	\$66.86
2036	10,200	5,100	\$784,757	\$90,207	\$874,965	\$85.78
<b>Scenario 2</b>						
2024	40,880	10,220	\$1,956,018	\$655,279	\$2,611,297	\$63.88
2025	40,880	20,440	\$2,006,874	\$655,279	\$2,662,153	\$65.12
2036	40,880	20,440	\$2,661,590	\$655,279	\$3,316,869	\$81.14
*Not including potential CalRecycle Grant Funds						
- Not including potential water supply costs						



# YEAR 2024

## Potential Compost Revenue

Scenario	Feedstock (tons/yr)	Finished Compost Product (tons/yr)	Estimated Tipping Average Fee (\$/ton)	Assumed Feedstock	Potential Annual Revenue from Tipping Fee (\$)
1	10,200	5,100	\$56	100% yard waste	\$571,200
2	40,880	20,440	\$64	50% food waste + 50% yard waste	\$2,616,320



# Questions?