

AMERICAN FORK CITY COUNCIL
AUGUST 4, 2016
WORK SESSION MINUTES

ATTACHMENT

Members Present:

James H. Hadfield	Mayor
Kevin Barnes*	Councilman
Carlton Bowen*	Councilman
Brad Frost	Councilman
Rob Shelton	Councilman
Jeff Shorter	Councilman

Members Absent:

Staff Present:

Craig Whitehead	City Administrator
Camden Bird	Administrative Management Analyst
Nestor Gallo	City Engineer
Terilyn Lurker	City Recorder
Lynn Ruff	Interim Finance Officer
Kriss Garcia	Fire Chief
Robert Autrey	GIS Supervisor
Cherylyn Egner	Legal Counsel
Derric Rykert	Parks and Recreation Director
Darren Falslev	Police Chief
Dale Goodman	Public Works Director
Adam Olsen	Senior Planner
Wendelin Knobloch	Associate Planner

Also present: Doug Bassett, John Woffinden, Dale Gunther, Ted Barratt, Howard Adams, Cookie Conrad, Bret Nichol森, Reese DeMille, and ten citizens.

WORK SESSION

Mayor Hadfield reminded those present that the purpose of work sessions were prepare the City Council for upcoming agenda items and was not an action item meeting.

1. Presentation by UDOT on the SR-74 100 East Striping Project from Main Street to 1120 North (Requested by Dale Goodman, Public Works)

Mr. Bassett stated that he was there to make them aware of the current proposal for a short-range solution to relieve traffic issues on 100 East between Main and 300 North. He commented that representatives of UDOT met with city staff previously to see if the city would support it. The staff did support the proposals but wanted this to go to the City Council. He indicated they were proposing to re-stripe 100 East to add an extra lane northbound, which would eliminating parking on both sides of the road. The shoulder width would vary from zero to seven feet on each side, the lane width would vary from ten to fourteen feet depending on the pavement width. The question was if the full council would support the proposal and how far north it should go, with the farthest north being 740 North.

Mayor Hadfield commented that the paperwork the Council received was that it would go to 1120 North. Mr. Goodman explained it was a moving target and he had heard different things. Mr. Bassett stated they could go farther north if they wanted it, but the drawings he had showed it ended at 740 North.

*Councilman Bowen arrived.

Mr. Bassett stated there were seven different scenarios and he had the drawings but due to technical difficulties was not able to show the map to everyone present. Mr. Bassett stated he would explain the different options.

Mr. Bassett stated that there were seven different scenarios - Main to 100 North, Main to 200 North, Main to 300 North and so on up to 740 North. The striping would fluctuate a little but each scenario included two lanes north bound, a center lane, and one southbound lane. There were four 11-foot lanes and a 5-foot shoulder on each side. It would allow for a buffer between the travel lanes and the park strip, sidewalk and properties. He explained that the transition back to existing lanes if they ended at 300 North would be between 300 and 400 North. It would be between 400 and 500 North if they ended at 400 North, and so on.

Mr. Bassett stated one issue talked about was the cost of the project. The original project value, which included much more than just re-striping, was over \$7 million. The re-striping effort would be to put a micro-surface on the road to cover up the existing striping and then re-striping it, at a cost between \$58,000 and \$225,000 depending on where they end the project. They do have sufficient budget to go to 740 North.

Mr. Bassett stated that originally the project was to take care of the choke point by widening the road a little to have an extra lane north bound. They would have moved the curb and gutter a little bit on both sides of the road. They only want to move the curb once, and by 2040 there will be a need to have this road be five lanes and additional road width would be needed and the curb moved. That would not be done now but would be put off for a period of time. In the interim, this scaled down approach was what they have proposed. The basic change was that the parking lane between the travel land and the curb would be eliminated as there would not be enough room to park a vehicle.

Mr. Bassett asked if the council would be supportive of this option.

Howard Adams, a citizen, commented that his understanding then was that the City and not UDOT was taking away the parking. He stated that during the open house, every single citizen stated they wanted to keep parking and he did not see where the people were considered in this option. Mr. Bassett replied that it would be a joint effort.

Councilman Frost commented that this was a delicate situation but asked if Mr. Bassett stated they would do this only on the advice and consent of the Council. Mr. Bassett stated if the city was not supportive of this, they could walk away from this and let future improvements take care of the needs. Mr. Bassett pointed out there was congestion in the afternoon peak time but not

really serious; this effort would relieve the congestion but it was not so bad they had to do something right away.

Mr. Adams asked when the City would vote on this so the citizens could go to that meeting. He did not know how they would police it if the police cars cannot stop people in that area. He pointed out it also created an issue with postal parking and UPS parking. He commented that some back into their driveway and there was a safety concern with that. He stated it did not make sense.

Another citizen asked where cars would go if they had mechanical problems. Some of the citizens present stated they were not supportive of this option.

Councilman Shorter asked why the crowding was northbound only and not southbound. Mr. Bassett explained that the double left turn movement at Main Street took care of the southbound backup congestion. In the afternoon, it was a single lane going northbound

Mr. Adams felt they could alleviate the problem with synchronization of the traffic lights.

Councilman Shorter asked if the state would be taking out homes at some point. Mr. Bassett stated there would be definite right-of-way impacts with widening the road.

Mayor Hadfield asked if they could re-schedule this discussion for another time when the technical difficulties could be worked out. He noted they could hold this at City Hall where there would be more room. They would put notice out. When he asked if that was okay, Mr. Adams stated he would prefer they make a decision; the citizens there would be happy if the Council just said no.

Councilman Shorter commented that they have to take into consideration the impact to all of the citizens who drove through the city and not just those who live on 100 East.

Mayor Hadfield stated at 5:30 p.m. there was a stacking problem that impacted traffic on State Street. He pointed out UDOT owns State Street and 100 East.

Councilman Frost asked if there has been some consideration on the Murdoch Connector and if that would help with this problem by having people go up North Utah County Boulevard and crossing over at that location rather than twisting and turning through American Fork. Mr. Bassett stated that has been considered but the difference would not be that noticeable.

Councilman Bowen summarized that originally UDOT was going to take out the park strip, widen the road and still have parking since the park strip would be taken out. Mayor Hadfield stated this was a moving target and he was not sure which rendition had been shown to which people. Councilman Bowen stated that in the last month UDOT, on their own, changed the plan because their department did not want to spend the funds. Mayor Hadfield stated with the street widening and taking of the planter strips the city would then get involved with water line

replacements and a number of other items and the City did not have the budget to do that. Mayor Hadfield commented that the City asked for alternates to handle the traffic now to give the city time to work toward something greater in the future.

Councilman Bowen thought they had been prepared to escalate the water line replacement project so they could get that done in conjunction with the UDOT project. He was not sure what had happened to change the scope of the plan. Mr. Bassett stated the change was the expense of the project, as they did not want to expend the funds twice for moving the curb and gutter now and then in the future.

Councilman Bowen could understand that, but felt that a road only had a life of 30 years but they were talking about 22 years of use with widening the road. He did not think it was wasteful.

Mayor Hadfield stated this was a major investment for American Fork to install the improvements. He felt it was best to reschedule this discussion and put notice out to all residents on 100 East south of 740 North.

A citizen stated he was told the budget was in place. Mayor Hadfield stated the budget was in place from UDOT but not the city's side. The citizen stated they were told the budget was already there and planned for and it was a matter of implementing it.

A citizen commented that she did not feel it was proper to postpone the meeting as it was just putting the decision off again.

Councilman Shelton did not know how they could make a decision without all of the information. He did not feel it was best to make a decision without having the opportunity to see the full presentation and ask questions.

Mayor Hadfield stated they would reschedule this discussion item.

Another citizen stated this affects citizens throughout American Fork and not just along 100 East.

After a short discussion on when to hold this meeting and giving adequate notice, it was decided this would be held at a work session in September with notice going out in the city newsletter.

2. Discussion on the NUERA/North Point Bayview Landfill Purchase (Requested by Dale Goodman, Public Works)

Bret Nichol森 was present for this presentation to the City Council regarding the study done on the NUERA Bayview Landfill. Mr. Nichol森 stated he is a consulting engineer who has worked with several entities and has also worked with Rodger Harper for over ten years. Before them today was information on the consideration for Weber County, Wasatch Integrated, Trans-Jordan, North Point and South Utah Valley to go in together to purchase the Bayview landfill. The landfill, from the North Point Transfer station, was approximately 75 miles round trip and they were currently hauling about 180 miles round trip to the landfill in Tooele County.

Mr. Nicholsen stated that NUERA (Northern Utah Environmental Resource Agency) has gotten together to look at the feasibility of purchasing the landfill. He stated he was to check out the Cornerstone Evaluation, which was done by South Utah County to see what their costs would be to out of Bayview Landfill. At the time, their cost was about \$24 a ton but the costs would be about \$18.23.

Mr. Nicholsen went over the NUERA Bayview Landfill Project Plan (see attachment #1). He read over Section 3, Future landfill operations and went over each of the alternatives (pages two and three of the attachment).

*Councilman Barnes arrived at 4:00 p.m.

Mr. Nicholsen stated that each alterate showed that the more involved the lower the cost per ton. With regards to Transportation, the costs per mile would range from \$1.90 to \$2.25 per mile. He went over the table on Page 4 of the attachment showing the costs per ton for each of the entities involved. He pointed out the cost of the tippers were included in the projections.

Mr. Nicholsen stated that the evaluations of the facilities does not take into consideration every piece of equipment to they needed to plan on plus or minus 10% included in the costs for that.

Mr. Nicholsen stated that if Republic Services opted not to take the waste to North Pointe, the analysis showed they would still save money by hauling to Bayview.

Councilman Bowen appreciated the information but questioned why Southern Utah County and Utah lake. Mr. Nicholsen answered that it was because it was an existing landfill. The NUERA Group, which Mr. Nicholsen was consulting for and not part of, approached them to see if this type of arrangement would work.

Councilman Bowen was looking at the highest and best land use and he thought the growth was to the south and the west and he did not think this was the best location for a landfill. He felt a landfill would have impact and felt it was best farther away from a population. Mr. Nicholsen stated that aspect had been looked at and it all boiled down to transportation costs.

Mayor Hadfield stated that Dale Goodman, the Public Works Director, was the city's representative to the North Pointe Solid Waste Special Service District. The board would vote whether or not to acquire this piece of ground. Mayor Hadfield stated that Bayview has enough room presently and they have acquired adjacent land that would give them the ability to use it for fifty years. It was a matter of mileage and how much per mile was spent.

Mr. Nicholsen stated this was not a vote to purchase, but to enter into the process.

Councilman Frost asked what would prohibit someone from coming into Bayview and asked if they would be contractually bound to bring their waste to Bayview. For instance, if another

landfill was permitted and the numbers get cut in half. Mr. Nichol森 explained that if another private entity does create a new landfill, the alternate 1B would still govern and money would still be saved in transportation costs.

Councilman Shelton asked if the biggest revenue was commercial. Mr. Nichol森 stated it did not matter who it was; it was the tonnage they had to move. He pointed out mom and pop trips were costing the most amount of money as they were bringing in the electronics or recyclables or green waste. They would still allow residents to use North Pointe and it would continue to function as it has been; this was strictly hauling tonnage. If they lose the volume then there were the alternates that have been provided.

Mayor Hadfield stated that North Pointe was located on the rail spur because the trash was put on rail cars and taken to East Carbon. The railroad was hard to deal with so alternate facilities had to be developed.

Mr. Nichol森 stated if they have questions, they could let Dale Goodman know.

Councilman Frost stated they have just signed a new contract and he questioned if they were now hearing Republic Services would have the option to take the trash to another facility. Mr. Nichol森 stated Republic Services would still have to follow the contract, but they would look at what was best for them and how to do business and make a profit.

Councilman Frost stated that he saw that private verses public enterprise might be at odds and he asked Reese DeMille how he felt about it. He wanted to see businesses thrive, but the bottom line was what it would do for the citizens of American Fork. Mr. DeMille stated that from his standpoint, it put them at odds with the people they have a great relationship with. He now had to compete for the same waste that the cities would have bought into. Alternate 1B showed what it would be without their waste at North Pointe but it did not show without their waste at South Utah Valley. They would not feed the Bayview landfill when they need to feed their landfill out in Tooele. Mr. DeMille stated he wouldn't question the numbers presented, but they would change and the numbers would change. Mr. DeMille stated they started hauling to ECDC in 1991 at \$24 a ton; today they were now at \$22.43 per ton. The city put their trust in them and in 25 years their rates have gone down because of competition. He felt that the taxpayer benefits by not going into a government run landfill; once they purchase into it, they will take their waste to it. It took competition out of the picture and that does not benefit the taxpayer. He stated that Republic's feeling was that it should remain in the private sector. He stated there were thousands of years of life left in private landfills along the Wasatch front.

Councilman Shelton stated that he understood that Bayview Landfill had been mismanaged and they were looking at selling the land. He thought they were getting such a good deal because of that. Councilman Shelton asked if the entities purchased the landfill could they then issue an RFP for the management of the landfill, similar to the Washington County landfill. Mr. DeMille stated he thought that NUERA was planning on managing the landfill. Councilman Shelton wanted to know the long-term management would be.

Councilman Shelton stated they have south solid waste and north solid waste, and the question was why they don't combine the two entities. Mr. DeMille stated it may make sense, but by buying into this they are committing them to Bayview without any other options.

Mr. DeMille stated that tonnage is the key so they do not have to buy a landfill to send their waste there.

Mr. Nichol森 stated it was dependent on the tonnage and miles.

Mr. DeMille stated that 27 years ago the landfill was up for a higher rate than it is now. They would not turn down the money or the waste in three years.

Mayor Hadfield commented that the question was what was best for the taxpayer and how they could get the best rate.

Councilman Frost stated he used to own his own trash company and for him the security was in the contract as there were revenues in a contract. Mr. Nichol森 stated that from his point of view, the entity that owns the airspace has more leverage in emergency situations or for bargaining.

Councilman Frost asked if landfill permits would increase with population growth projections. Mr. Nichol森 stated that in Utah there was an excess of landfill space and he has not seen an increase in the amount of waste as the population has increased.

Mayor Hadfield stated that Provo collects their own trash and takes that to South Valley. Orem City contracts like American Fork does. He commented that American Fork used to collect their own trash and owned the dump on 700 East and 50 South. When that location became full, they went south of the animal shelter where the mound is and owned and managed that dump. It was a moving target, and the city has done what has offered the best price at the time. The Council members needed to decide what they wanted to do and then tell Mr. Goodman how they would like him to vote.

Mr. DeMille stated this was the first council meeting where the council has been involved in looking at both sides of the issue. It said something about this city that they were willing to talk about this and he was impressed.

Councilman Frost asked if this was report was independent or done by a third party. Mr. Nichol森 stated that he has worked for the various organizations but he was not a member of NUERA and the course of this was to try to vet a report that South Utah Valley did and he was asked to look into the Cornerstone numbers.

Mayor Hadfield told the council members to contact Mr. Goodman with their feelings.

3. Presentation by Robert Autrey of the GIS Implementation and ongoing system improvements and management (Requested by Dale Goodman, Public Works)

Mayor Hadfield stated that Robert Autrey has been the Geographic Information System (GIS) manager for nineteen years and has spent the last several years mapping data such as sewer manholes, water valves, and other items that impact our infrastructure.

Mr. Autrey stated that GIS was to help them know what was out there such as what land and assets the city had, where property lines and easements and right-of-ways were, data on EDA/RDA, business site selection, and the proximity of our land to other governmental agencies.

Mr. Autrey stated that in May of 2013 the city purchased the first copies of ESRI's ArcMap. In June of 2014 the city purchased the ArcServer which was a virtual server space on the internet. This past winter they invested in Novotx's Elements program which helps with asset management and tied directly into GIS.

Mr. Autrey stated that many different things go into GIS. The most important was the geography and where items were located. They get that information from maps created by civil engineering, through remote sensing, aerial photography, and a GPS system. He noted an intern went out every day to GPS manholes and storm water inlets and they were almost done with that. Mr. Autrey noted they receive aerial maps from the State, which was contracting with Google for the aerals. It was noted there were some areas of the city that had fairly current aerals while other areas were several years old. The city also received asbuilts from developers which show where all the utilities were that have been put into the ground for that project.

Mr. Autrey explained there were layers of information that was put into maps such as buildings, streets, utilities, elevations, and aerial photography. He stated there were many variables that make a map and a lot of work went into each layer.

Mr. Autrey stated they have maps on the walls that everyone sees, but those are used less and less. Now they look to the internet for maps. He commented that anyone with a laptop, tablet, or even a smart phone could access these maps. The employees in the field have access to a tablet so they can look up information as needed without returning to the office. He showed from his tablet the information employees could obtain while they are in the field.

Mr. Autrey stated they have taken information from old mylar maps in the office and input that data into the GIS system. The water and pressurized irrigation systems were completely done and they were currently working on the storm water and sewer systems.

Mr. Autrey showed where they would go to find the maps on the website and explained the different maps. He commented that he sends developers to the website to look up the maps and those were now being used on a regular basis.

Councilman Barnes asked how American Fork compared to other cities. Mr. Autrey did not know how other communities were doing, but noted that Draper City did have a wonderful system set up. Mr. Goodman stated that when the city chose to go with this ESRI product they moved to a state of the art program and that our system has improved greatly. Mr. Goodman stated that this will also improve as time goes on and the other utilities are updated, and that would include sidewalk, curb and gutter and signs. It was noted the Draper City has been working on this for twenty years while American Fork has been working on this for only a few years.

Councilman Frost asked if this would be available in an emergency. Mr. Autrey stated he would be working with FIRM maps and to put that data on GIS; this would show them in an emergency best routes and what types of water levels they may find in different areas. During a water line break employees would be able to access that data right away.

4. Adjournment

The meeting adjourned at 4:50 p.m.



Terilyn Lurker
City Recorder

NUERA BAYVIEW LANDFILL
PROJECT PLAN

Section 1 - Overview:

Several northern Utah public entities involved with the management, transportation, and disposal of municipal solid waste (MSW) have formed a working group to address various solid waste issues. The group, Northern Utah Environmental Resource Agency (NUERA) is comprised of the following entities from north to south:

- Logan City
- Weber County
- Wasatch Integrated Waste Management District (WIWMD)
- Trans-Jordan Cities
- North Point Solid Waste Special Service District (NPSWSSD)
- South Utah Valley Solid Waste District (SUVSWD)

One of NUERA's objectives is to continually evaluate ways to promote cost effective environmentally responsible methods for collect, transport, and disposal of solid waste in northern Utah.

This document is intended to define a project that NUERA has identified as potentially beneficial to some or all of the member entities. The project, as envisioned, would involve utilizing the existing Bayview Landfill (owned and operated by SUVSWD) as a regional landfill for NUERA members. The project would involve NUERA purchasing the Bayview Landfill (equipment and site improvements), transferring the existing landfill permit, transferring State of Utah School Trust Land leases, and bifurcating landfill closure and post-closure responsibilities (and associated funds).

Section 2 – Historic, and Current Landfill Operations:

***Historic Bayview Operation:
(Cornerstone Evaluation)***

Participation (Tonnage) = 120,733 Tons	
Annual Landfill Operations Cost	\$2,894,084
Cost per Ton	\$23.97

Current Bayview Operations:

Participation (Tonnage) = 131,000 Tons	
Administration (1/3 of existing costs)	\$140,000
Annual Landfill Operations Costs*	\$2,247,603
Cost per Ton	\$18.23

* Closure / Post Closure dropped from \$417,889 to \$100,000

Section 3 – Future Landfill Operations:

Alternative 1: (SUVSWD plus North Pointe)

Alternative 1 includes the waste from SUVSWD and North Pointe which could be implemented at various time frames within the next 2 years. These alternative assumes that a facility Manager and additional operators would be hired and that existing equipment could process the waste. The cost for oil, fuel, filters, and equipment repair have been increased proportional to the additional tonnage for each of the alternatives. Sinking funds for the replacement of liner and compactor have been included. A 2.5% contingency is added to the total projected cost of operation for each alternative.

Alternative 1a: (SUVSWD plus 20% of North Pointe)

The 20% of North Pointe waste alternative represents the maximum amount that the District can transfer until 2018 according to the existing contract with Republic.

No additional personnel.

No additional equipment.

Participation (Tonnage) $131,000 + 34,800 = 165,800$ Tons

Annual Landfill Operations Cost	\$2,579,551
Cost per Ton	\$15.56

Alternative 1b: (SUVSWD plus 60% of North Pointe)

The 60% of North Pointe waste is the minimum amount of waste that the District would process if Republic were to build a transfer station and divert the commercial waste that they process from North Pointe.

One additional operator.

One truck tipper.

Participation (Tonnage) $131,000 + 104,400 = 235,400$ Tons

Annual Landfill Operations Cost	\$3,100,360
Cost per Ton	\$13.17

Alternative 1c: (SUVSWD plus 100% of North Pointe)

Alternative 1c models all of SUVSWD waste and all of North Pointes waste.

No additional personnel.

No additional equipment.

Participation (Tonnage) $131,000 + 174,000 = 305,000$ Tons

Annual Landfill Operations Cost	\$3,421,294
Cost per Ton	\$11.22

Alternative 2: (SUVSWD, North Pointe, and Weber County)

Alternative 2 includes the waste from SUVSWD, North Pointe, and Weber County which could be implemented within the next 2 years. This alternative utilizes the personnel from Alternative 1c and adds another operator and a laborer. This alternative also provides for an additional compactor. The cost for oil, fuel, filters, and equipment repair have been increased proportional to the additional tonnage. A 2.5% contingency is added to the total projected cost of operation for each alternative.

One additional operator and one additional laborer.

One additional compactor and one additional tipper.

Participation (Tonnage) $131,000 + 174,000 + 185,000 = 490,000$ Tons

Annual Landfill Operations Cost	\$4,826,712
Cost per Ton	\$ 9.85

Alternative 3: (SUVSWD, North Pointe, Weber County and Wasatch Integrated)

Alternative 3 includes the waste from SUVSW, North Pointe, Weber County, and Wasatch Integrated. The estimated timeframe for Wasatch to divert waste would be in approximately 15 years. This alternative utilizes the personnel and equipment from Alternative 2 and adds another operator. The cost for oil, fuel, filters, and equipment repair have been increased proportional to the additional tonnage. Depreciation is increased to reflect a new dozer. A 2.5% contingency is added to the total projected cost of operation for each alternative.

One additional operator.

One additional dozer.

Participation (Tonnage) $131,000 + 174,000 + 185,000 + 110,000 = 600,000$ Tons

Annual Landfill Operations Cost	\$5,600,090
Cost per Ton	\$ 9.33

Alternative 4: (SUVSWD, North Pointe, Weber County, Wasatch Integrated and Trans Jordan)

Alternative 4 includes the waste from SUVSW, North Pointe, Weber County, Wasatch Integrated and Trans Jordan. The estimated timeframe for the addition of the Trans Jordan waste is approximately 17 years. This alternative utilizes the personnel and equipment from Alternative 3, and adds another operator and laborer. Another compactor is also added to the depreciation costs. The cost for oil, fuel, filters, and equipment repair have been increased proportional to the additional tonnage. A 2.5% contingency is added to the total projected cost of operation for each alternative.

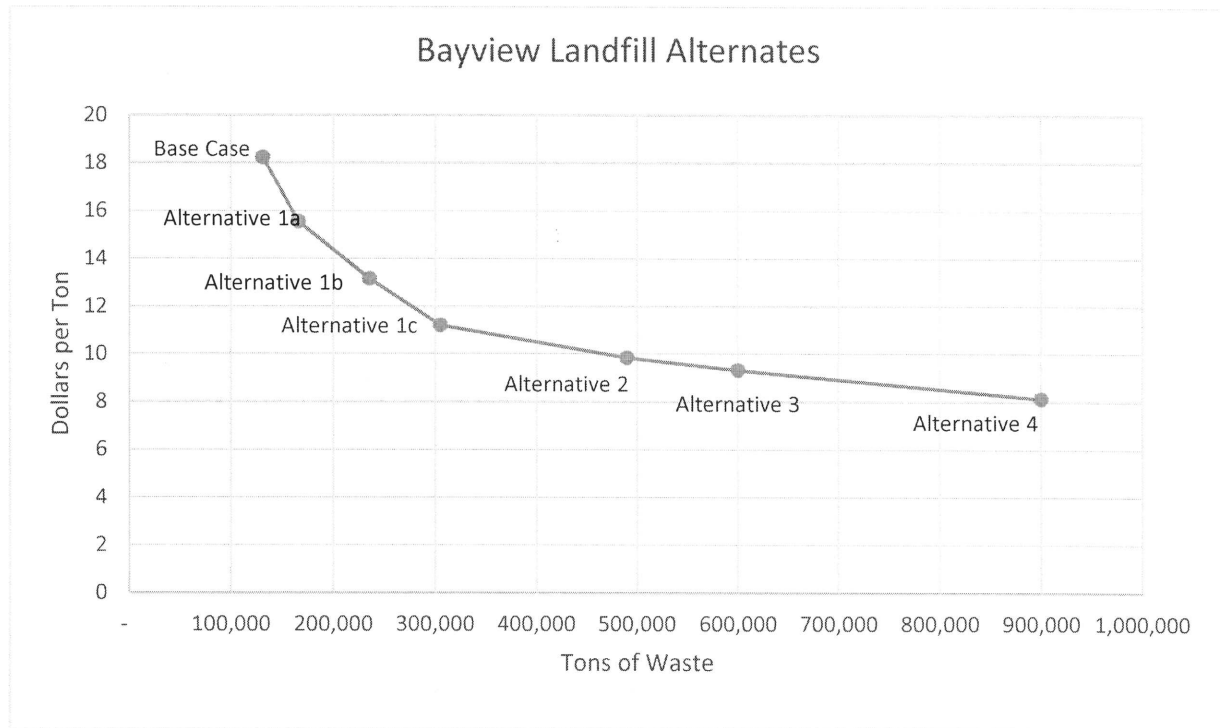
One additional operator and one additional laborer.

One additional compactor.

Participation (Tonnage) $131,000 + 174,000 + 185,000 + 110,000 + 300,000 = 900,000$ Tons

Annual Landfill Operations Cost	\$7,319,918
Cost per Ton	\$ 8.13

Section 4 - Alternative Summary:



Section 5 – Transportation Costs:

Transportation costs are a direct function of time which is proportional to distance that the delivery vehicle travels. Current quotes for shipping (given to Weber County and SUVSWSSD engineers) range from \$1.90 to \$2.25 per mile. For the comparison of transportation costs, the higher cost of \$2.25 per mile was utilized.

Additionally, current loads of waste shipped to Wasatch Regional Landfill are approximately 40 - 42 tons per load. Research by SUVSSD and Weber County confirm that all entities associated are able to utilize transport trailers that will match the existing 40 – 42 tons per load. For comparison of the transportation costs, 40 tons per load was utilized.

The following table presents the round-trip distance, the cost per load, and the associated cost-per-ton from each of the NUERA facilities to the Wasatch Regional Landfill and to the Bayview Landfill:

	(Tons Per Year)	ROUND TRIP (Miles)		COSTS PER TRIP (40 Tons per Load)		COSTS (PER TON) (Dollars)	
		WASATCH REGIONAL LANDFILL	BAYVIEW LANDFILL	WASATCH REGIONAL LANDFILL	BAYVIEW LANDFILL	WASATCH REGIONAL LANDFILL	BAYVIEW LANDFILL
SUVSWD	131,000	198	64	\$445.50	\$144.00	\$11.14	\$3.60
NPSWSSD	174,000	186	74	\$418.50	\$166.50	\$10.46	\$4.16
WEBER	185,000	178	188	\$400.50	\$423.00	\$10.01	\$10.58
WASATCH	110,000	170	172	\$382.50	\$387.00	\$9.56	\$9.68
TJL	303,000	115	88	\$258.75	\$198.00	\$6.47	\$4.95

Highlighted numbers indicate the most cost effect solution for shipping.

Section 6 – Unloading Costs:

In order to take advantage of the 40 – 42 tons of waste per load, NUERA facilities will need to utilize light weight trailers. The weight restrictions of the trailers will eliminate the use of walking floor trailers. The costs for tipping equipment is included in Section 3 – Future Landfill Operations.

Section 8 – Total Cost of Shipping, Unloading and Disposal:

The total per ton costs of shipping, unloading, and disposal for each of the NUERA facilities is as follows:

SUVSWSSD:

North Pointe:

NPSWSSD to Wasatch Regional = \$ 22.88 per ton	Expected Cost / Ton (+/- 10%)
NPSWSSD to Bayview (Alt. 1a.) = \$4.16 + \$ 15.56 = \$ 19.72	(\$17.75 - \$21.69)
NPSWSSD to Bayview (Alt. 1b.) = \$4.16 + \$ 13.17 = \$ 17.33	(\$15.60 - \$19.06)
NPSWSSD to Bayview (Alt. 1c.) = \$ 4.16 + \$ 11.22 = \$15.38	(\$13.84 - \$16.92)
NPSWSSD to Bayview (Alt. 2.) = \$4.16 + \$ 9.85 = \$ 14.01	(\$12.61 - \$15.41)
NPSWSSD to Bayview (Alt. 3.) = \$4.16 + \$ 9.33 = \$ 13.49	(\$12.14 - \$14.84)
NPSWSSD to Bayview (Alt. 4.) = \$4.16 + \$ 8.13 = \$ 12.29	(\$11.06 - \$13.51)

Weber County:

Wasatch Integrated:

Trans Jordan:

Section 7 – Additional Steps:

Transfer State of Utah Solid Waste Permit

Transfer State of Utah School Trust Lands Lease

Bifurcation of Closure / Post-Closure Care Funds

DRAFT