

# **Summary of the Hanover Transfer Station Study Committee Presented to the Hanover Selectboard February 2023**

## **Scope & Summary:**

The purpose of the Transfer Station Study Committee was to evaluate options for and make recommendations as appropriate to the Selectboard regarding developing a comprehensive and long-term solid waste disposal and recycling strategy for Hanover's Transfer Station that is environmentally friendly, appropriately funded, and economically fair.

## **Timeline:**

The Transfer Station Study Committee (TSSC) initially convened in May 2021 on a biweekly to monthly basis.

Special thank yous to Selectboard Liaison, Vanessa O'Connor, and DPW Deputy Superintendent, Kurt Kelley.

In addition to our members we have met with the follow experts:

- Claire Galkowski, South Shore Recycling Cooperative
- Kleo Taliadouros, Amresco, Solar Consulting
- Albert Bangert, Former Scituate DPW
- Matt Parent, Marshfield DPW

## **Recommendations to the Selectboard (SB):**

- Maintain the previously presented Swap Shop Recommendation
- Continue to pursue solar on the capped landfill at the existing Transfer Station Property
- Increase communication and education to residents
- Determine the best path forward for our town: Pay-As-You-Throw (PAY-T) Model at existing Station or have the Town contract out an outside service for pick up utilizing a PAY-T Model
  - Decide on a path forward, before implementing any Capital Budget Improvements
- Consider additional cost cutting measures/revenue streams, while also taking into account the moderate revenue streams that Transfer Station generates.

## **Initial Recommendations**

### ***Summaries of previous recommendations presented to Select Board June 2022***

#### Swap Shop Recommendation

While the Swap Shop is popular with many residents in town, it is a considerable burden to DPW workers and cost to the town. Problems cited regarding the Swap Shop include: people dumping things that don't work (avoiding TV recycling fees), pickers, cleanliness, and location. Additionally, there are many other alternatives in town to keep usable objects out of the landfill: Savers, Salvation Army, Cardinal Cushing, and Free in Hanover on Facebook to name a few. We support making a brochure/webpage with all this information for local resources.

Nevertheless, some dedicated residents support the Swap Shop, therefore, similar to how the Boy Scouts operate their bins, we support allowing a volunteer group of residents to pursue re-opening the Swap Shop with conditions.. This group of volunteers would need to research the best practices of other Swap Shops, staff the shop with volunteers, and keep the area contained.. The Swap Shop would also need a new, safer location within the Transfer Station as the current location blocks traffic flow. We suggest an Operating Agreement outlining the above points between the DPW and the volunteer committee. The shop would remain open as long as the committee operates consistent with the agreement. The DPW should not be required to take on any additional work related to the shop.

#### Pursue Solar Installation

The TSSC recommends that the Selectboard install solar on the Transfer Station's closed landfill. The Ameresco Report previously provided to the Select Board indicates the site's viability, which could host 2,000 panels and generate 1,226,000 KWH annually. It is economically and ecologically prudent to pursue this. Comparatively, Scituate's system hosts 1,000 panels and generates upwards of \$250,000 in revenue annually with zero cost associated with the town installing the solar panels at the station.

The following towns have installed panels on capped landfills: Scituate, Marshfield, Rockland, Cohasset, Newton, Natick, and Wellfleet. While outside of the TSSC domain, having a company or consultant review the town's other assets for solar viability would be worthwhile.

On June 6, 2022, committee members, along with guests Albert Bangert, former Scituate DPW director, an Ameresco representative, and Matt Parent, Marshfield DPW, presented the

benefits of pursuing solar and their experiences. The TSSC hopes that the Hanover Selectboard continues to push forward with this initiative by issuing an RFP.

#### *Related Documents*

- Scituate RFP from August 2010.
- EPA Scituate Solar Case Study

#### Transfer Station Enforcement

The TSSC previously supported amending the General By-Laws 6-19, section 5, which has since been enacted. This important change allows Transfer Station employees recourse when patrons are violating rules.

Even still, while the Transfer Station now has a more frequent gate attendant, the committee members have anecdotal evidence indicating much non-household dumping. We understand that the DPW issues day passes, and while we appreciate the general goodwill of the TS staff and the difficulty of enforcement, the committee members have individually seen excessive dumping by individuals and cars without permits that get a ‘free pass.’ The current Transfer Station rules have a limit on the amount of trash, but there is no efficient way to monitor the limits.

While the TS does enforce some flagrant illegal dumping, and legally with the new By-Law can enforce such, in practicality, staff cannot issue tickets or do much if there is an issue. Implementing an alternative operating model (more outlined later) would help solve some of these challenges.

#### Capital Budget

Should Transfer Station operations maintain a similar structure, the TSSC fully supports the capital budget expenditures outlined by the TS. Most of the equipment is at the end of its 30-year lifecycle and needs replacement. The DPW has done a great job of extending the life of its current equipment and has not spent much on capital budget items in the last 30 years. It's now necessary to make these investments. The capital plan appropriately replaces equipment on a staggered 5-year basis to limit future downtime of critical operations.

However, the Selectboard must decide which path the TS should take before any additional investments in the current system. Larger capital budget projects should include clear investment payback. For example, the updated compactor for the main pit can handle an extra 5,000 lbs over the existing equipment. It would be good to see ahead of time, and

monitor on an ongoing basis, how this added capacity will reduce the number of hauls (and thus expense) over time.

### Communication

The TSSC recommends that the Transfer Station/DPW provide more educational materials and signage including a more substantial brochure, signage, and website along with posted Ames Way Hours.

To achieve this we'd recommend hiring Hanover High School or South Shore Vo Tech students for an opportunity to gain some real world experience, and examples of communication materials are provided in the Appendix, as well as an attached summary of information.

## **Paths Forward**

The TSSC sees two main viable paths forward for the Selectboard to decide on.

Keep the Transfer Station it's current operating model while:

- Investing in the necessary upgrades
- Making it more fiscally and environmentally responsible by implementing a Pay As You Throw (PAY-T) program

Contract out the Transfer Station services with a pick up program to:

- Ease the burden on the DPW by reallocating staff elsewhere
- Increase the level of service with marginal added cost

*The numbers outlined in both scenarios below do not take into account inflation and general cost changes which are inevitable on either side.*

## Current Operations moving to a Pay As You Throw Model

The average annual cost of the Transfer Station over the next five years is **1,583,000**. This includes the annual operating costs and the necessary \$1,285,000 in capital expenditures.<sup>1</sup> As mentioned previously, most of the equipment is at the end of its 30-year lifecycle and needs replacing. After five years of investing in capital replacement, the overall costs should decrease. Additionally, larger hauls, due to increased compactor capacity, should result in annual savings. Should the Transfer Station continue operating at its current capacity, the town must invest in it.

Looking at the MSW data from South Shore towns within the South Shore Recycling Cooperative, of which Hanover is a member, there is a clear contrast between towns that have implemented a Pay As You-Throw (PAY-T) program and those that have not. A PAY-T system, as adopted by many towns including Hanson, is the ‘bag system.’ Residents pay per bag and recycling is free. Towns that have implemented PAY-T have reduced their MSW by nearly 50%. In Hanover, by reducing the annual MSW from 4,900 tons to 2,450 tons, there would be an estimated annual savings of \$137,000 (low) or \$228,500 (high).

Implementation would likely result in slight increases in recycling costs, but would by no means exceed the MSW savings. Generally recycling is cheaper to get rid of than MSW, but it remains slightly more expensive for Hanover. Despite this, the main appeal of the program is the ability to have greater enforcement and the significant reduction of waste.<sup>2</sup> Residents that reduce their MSW pay less money, residents that don't pay more in bags. It encourages residents to think of their trash disposal like any paid utility to reduce their waste. The State DEP provides both technical support and grant funds to assist implementing the program.<sup>3</sup>

While Hanover could reduce its tonnage with slightly stricter enforcement, it would likely have a small impact and become cumbersome. With a bag system there is clear “allowed” and “non allowed” dumping. Additionally it combats additional dumping by residents who may pick up trash from rental properties, businesses or dump construction debris in the pit. PAY-T has been around since 2011 and has a proven track record. There is often the perception that restrictions on trash leads to illegal dumping, but nationwide that correlation has been proven false.

---

<sup>1</sup> Current annual TS cost is 1,326,000. Cost of Transfer Station Over next 5 years ([annual x 5 + projected necessary capital items @ 1,285,000](#))

<sup>2</sup> See appendix for MSW costs (\$92/ton) versus recycling costs (averaging \$104/ton)

<sup>3</sup> PAY-T Grant assistance <https://www.mass.gov/doc/details-pay-as-you-throw-assistance/download>. In this scenario, Hanover could be eligible for \$50,000 for implementation to PAY-T system.

The downside is fairly obvious. There will be a few disgruntled residents who do not want to change, the inability to use your preferred garbage bag, as well as the adjustment during implementation, but all towns have had success that have made this shift. It would be of the utmost importance to have a strong implementation plan, including education, communication, and clear enforcement protocols for blatant non-compliance.

Additionally, maintaining the current Transfer Station would appease many residents, while also keeping Hanover's ability to quickly shift where our waste goes, taking advantage of lowest possible prices for disposal. Compactor upgrades would give us even more options, including the ability to ship our waste out of state, as well as reduce disposal hauling costs by increasing capacity.

2021 MSW data - SSRC drop-off towns

Purple shading = non-Pay as you Throw	Hanover								
Occupied Households (HHs)	5,000	3,433	6,301	3,794	7,977	4,449	33,941	7,920	
% HH w/MSW service (100% unlikely)	100%	93%	91%	58%	100%	83%	13%	69%	
gallon trash limit n/c	no limit	0	0	0	no limit	no limit	0	0	
tons disposed 2021	4703	1419	2653	754	6150	3055	2145	3337	
\$/ton 1/1/2022	\$108.16	\$90.00	\$84.37	\$107.65	no data	\$79.42	\$97.50	\$106.94	
MSW \$/haul (colored = a previous year)	incl in tip	\$360		\$145	incl in tip	town		incl in tip	
MSW disposal facility	SEMASS	SEMASS	Zero Waste	Zero Waste	SEMASS	SEMASS	SEMASS	SEMASS	
fee/33 gal PAYT bag	no	\$2.00	\$2.00	\$2.20		no	\$1.25	\$2.00	
fee/13 gal PAYT bag	no	\$1.00	\$1.25	\$1.10		no	\$0.78	\$1.00	
Swap shop (covered)	yes	yes	no	no	yes	yes	no	yes	
textiles tons (incl curbside)	54	27	36.5 +	17	150	41.3	84.1	94	
<b>2021 metrics</b>									
Disposed tons	4703	1419	2653	754	6150	3055	2145	3337	
PCBC (paper cardboard bottles cans) tons	911	677	1450	371	1434	636	910	1934	
Total MSW	5614	2096	4103	1125	7584	3691	3055	5271	
HH served	5000	3181	5816	2200	7977	3700	4522	5491	
lbs/HH PCBC	364	426	499	337	360	344	402	704	
lbs/HH disposed MSW	1881	892	912	685	1542	1651	949	1215	
PCBC recycling rate	16.2%	32.3%	35.3%	33.0%	18.9%	17.2%	29.8%	36.7%	

*Purple shading indicates non-PAY-T towns.*<sup>4</sup>

### Contract Out Pick Up Services

Given the great demand on the DPW, the increasing costs of trash disposal nationwide and the cost to maintain the Transfer Station and the equipment, another option would be for the town to contract out the service to a commercial hauler, within a PAY-T program to make it more affordable and sustainable.

<sup>4</sup> Data from the South Shore Recycling Cooperative

While it is impossible to fully estimate a contract cost outright, it's possible to look at surrounding towns. Currently, Rockland, a town with a larger number of households, has a \$1 mil contract with Republic Services.<sup>5</sup> Norwell's privatized pick up program which utilizes PAY-T, would be in line with our **current** costs. Norwell has a contract with WM 72.50 tons per week for [1.2\\$ mil](#). Residents receive a 34 gallon MSW bin, and 64 gallon recycling bin and any overage goes into their purple bags, for which residents pay \$2 each (\$10 for 5). If adjusted for Hanover's town size, it's a potential **Average annual cost: 1,577,000** which is our current trajectory. Norwell also still operates a recycling only single stream transfer station for recycling overage that is picked up by WM. It's unclear how much this additional cost is for the town. WM also picks up the trash from the schools. The same technical support and grant monies are available for the implementation of a PAY-T pick up program as well.<sup>6</sup>

Should this route be considered, there is also the opportunity to negotiate with other towns for better rates. Bigger companies are able to negotiate where their waste goes, and potentially get better rates than an individual town. Other positives would be the increased convenience and accessibility for all residents, including those who have limitations that prohibit them from going to the Transfer Station (physical difficulties, transportation, etc). This also reduces our need to maintain costly equipment and could reduce school and COA disposal costs and budgets. In the case of Norwell, their former Transfer Station staff was moved to different operations. Norwell's Transfer Station is now entirely drop off recycling overflow. If Hanover followed a similar path, much of the equipment could be removed while still keeping minor recycling services, as well as the Boy Scouts Donation Bins.

The largest potential negative is the cost. This also would not decrease any costs for residents, but would potentially keep steady. There is the downfall that Hanover could lose its local control and the ability to quickly shift providers. More trash trucks on the road would also increase traffic and debris.

### **Hanover Sentiment**

There is a strong divide in the sentiments regarding the Transfer Station. There is a population that loves the Transfer Station as-is, and a population that would prefer curbside pick up. Given the nature of our survey which pertained to our scope, we could not ask a blanket question and therefore cannot give a data driven answer as to how the town 'feels.'

There was a marked desire for Single Stream recycling service (i.e putting all the recyclables in a single container). In Hanover's current structure, it is not fiscally responsible to move to

---

<sup>5</sup> Rockland's [contract with Republic Services](#) Assuming lower because density and more HOAs/multi unit buildings with private pick up? Unable to determine at this time.

<sup>6</sup> <https://www.mass.gov/doc/details-pay-as-you-throw-assistance/download>

a single stream service as it would only increase costs, however, if the town were to contract the service out, it would likely be single stream.

Overall, survey respondents were very favorable to the services, and the staff, of the Transfer Station. However, with approximately 300 respondents, most of whom were already 'plugged into' the transfer station, this is a self selecting group. Some other suggestions mentioned were:

- Increased Ames Way hours
- Exchange some 'slow times' to evening hours to add convenience.

While the committee supports looking into both of these recommendations, it is somewhat beholden to employee contracts. Some increased communication on Ames Way opening and closures would help some frustrations with opening.

## **Additional Areas of Exploration & Recommendation**

The TSSC has discussed some **additional sources of revenue and cost cutting measures** for redundant services that are offered by the existing Transfer Station. Should the TS remain in a similar capacity it worth doing further research on these services:

- Grants like the Recycling Dividends Program - recommended if staff capacity
- Reduction of Disposal Options- recommended
- Sticker Fees - not recommended

The TSSC looked into the potential revenue from [Recycling Dividends Program](#) grant. It is estimated that Hanover would receive between \$11,000-13,200 in its current structure.

However Hanover would need to do the following:

- Institute a buy recycled policy (no investment, very easy, just a town wide memo)
- Provide Recycling in all town buildings. Currently there are a few buildings in town that do not.



Building/Facility	Trash	Recycling	Notes
Hanover High School	DPW Hauling to TS	10 Yard Single Stream	School Maintained Recycling
Hanover Middle School	DPW Hauling to TS	10 Yard Single Stream	School Maintained Recycling
Center School	DPW Hauling to TS	8 Yard Single Stream	School Maintained Recycling
Cedar School	DPW Hauling to TS	8 Yard Single Stream	School Maintained Recycling
Salmond (School Admin)	DPW Hauling to TS	None	
Town Hall	DPW Hauling to TS	8 Yard Single Stream	
Sylvester School Building	DPW Hauling to TS	None	
Police Station	DPW Hauling to TS	None	
Fire HQ	Trash Dumpster on Site	None	
Fire Station - Station 3 (Circuit St)	None	None	
Fire Station - Station 1 (Main St)	None	None	Unmanned Station
Fire Station - Station 6 (King Street)	None	None	Unmanned Station
Senior Center	Trash Dumpster on Site	4 Yard Single Stream	Paid out of Senior Center Budget ~ 7K/Year
Pond Street Water Treatment Plant	DPW Hauling to TS	None	
Broadway Water Treatment Plant	DPW Hauling to TS	None	
Beal Water Treatment Plant	DPW Hauling to TS	None	

7

- If the town instituted PAY-T, the RDP amount would increase by \$3,500 (5 points)

While the RDP program is not a substantial amount of money compared to the budget, the program is worth being pursued with the assistance of outside resources such as the MassDEP Municipal Assistance Coordinator. The program also includes that ability to get subsidized composters, which many residents have indicated a desire for.

The TSSC looked into reducing some of the disposal options due to the cost and the availability of these services offered locally for free. The TSSC supports the Transfer Station no longer offering Oil Collection, which costs \$4,000 annually, provided that the other free alternatives in town are effectively communicated through various channels such as a brochure. While it is not a huge savings, it would be a one less thing for the TS staff. The other streams offered are either legally required, generate income, or lack other viable alternatives.

Another way of raising revenue that the TSSC discussed was Sticker Fee Implementation. While the average fee for South Shore towns is \$8750,<sup>8</sup> and there is a large potential revenue<sup>9</sup> for a sticker fee, the TSSC members do not recommend this as a path forward given the alternatives. It does not do anything to reduce our waste or costs, like a program like PAY-T would and would just create an additional annoyance to residents.

<sup>7</sup> Data from the Hanover DPW

<sup>8</sup> This figure does not include lower sticker rates for seniors in some towns

<sup>9</sup> Example, a \$50 sticker fee @4500 households = potential revenue \$225,000

## **Additional Recommendations for Consideration**

### Service Consolidation

Should Hanover continue to operate in a similar capacity, the TSSC would recommend that the **outside service contracts be consolidated**. We recognize that sometimes that is difficult with various budgets, and there wouldn't be a huge cost savings, but it's worth having the disposal contracts with the schools and the COA combined, as they are currently using different providers. Additionally the Town pays \$13,000 annually for all the recycling at the 5 school buildings and the COA pays \$7,000 a year for trash and recycling.

### Compost

Another area looked at as a way to reduce waste and therefore costs, was composting programs. The Ames Way facility could not house a town wide compost pile due to time and size constraints. There are many outside contractors that provide this service, and the generally accepted figure is a potential 10% MSW decrease, though that number would be difficult to achieve with a contracted pick up system. While the math is not net positive, if Hanover were to pursue the RDP program, there are additional points available for an additional savings of \$2100 making a potential program (totes at the existing Transfer Station or at the schools) cost neutral<sup>10</sup> combined with the MSW decrease cost with 1000 pounds of trash diversion weekly. While **the TSSC does not think that is a priority given the other needs of the Transfer Station, should we pursue the RDP grant money, a composting program would be a great addition** to add to our schools and community.

### Layouts and Efficiencies

The transfer station layout is not ideal, and should be **reassessed if and when scale replacement occurs**. DPW staff would have the best ideas for a layout that is less cumbersome and meets the TS needs.

### Transfer Station Revenue

Per financial reports, the transfer station does not "get credit" for the generated revenue received from various streams, such as scrap metal and C&D. These **credits should be reflected in the Transfer Station budget, as opposed to going into the general fund as to defray the costs of the services and upgrades**. Historically the transfer station has generated the following income:

---

<sup>10</sup> Estimate from Black Earth Compost- 4 x aprx 200 lbs weekly totes @ \$74/weekly = cost \$5,328 annually

- FY 2022 – \$157,376 (Through 5/31/22)
- FY 2021 – \$109,827
- FY 2020 – \$75,165
- FY 2019 – \$97,795
- FY 2018 – \$117,786

*The jump from FY 2022, is attributed to the increase in disposal fees, in particular for C&D.*

Additionally it should be noted that the DPW is responsible for 1-2 trash trucks daily at municipal buildings (& more at schools, see below).

### School Waste

In addition to the many jobs of the DPW, the DPW is also responsible for collecting trash streams in the Hanover Public Schools, which is a significant source of waste amounting to an additional 1-2 truck loads daily. This is a substantial labor source for the DPW, as well as a large amount of trash. It would be helpful to **weigh the waste coming out of the schools** to see what proportion of our MSW this is.

There are many towns that cover the budget from the school trash pick up: Abington, Brockton, East Bridgewater, Norwell, Rockland, and Weymouth and these tonnage totals are also included in their data. Whitman-Hanson Regional School District has contracted trash pick up with Republic Services, paid for by District funds.

It would be worth **doing a trash audit** (i.e. seeing WHAT is actually being disposed of) at the schools, particularly the elementary schools, where students are most adaptable....encouraging recycling, the dumping of liquids prior to entering the waste stream, and the reduction of food waste, either through composting, or having an extra unopened food table. A committee could be formed by the PTA to undertake this program, potentially in collaboration with an existing partnership of the North South River Watershed Association, NSRWA, or Holly Hill Farm in Cohasset. It would ideally not be an additional burden to staff. Our recommendation is to both reduce the amount of waste from the schools, educate our youngest students, and ease the burden on the DPW.

Should the town move forward contracting out services, this would still be a great program to move forward with. Should the town stay with the existing model, **it's worth looking further into the amount of trash the schools produce, ways to decrease that waste, and possibly into contracting out this particular service.** While it would certainly not be a cost saver, it is a substantial source of time and labor for the DPW..

### Conclusion

Thank you to the Selectboard for charging us with this task. We hope you find it helpful and informative as you work towards making our Transfer Station more economically and environmentally sustainable for years to come.

Respectfully Submitted,

Julia Traggorth - Chair

Ken Dussinger - Co- Chair

Bonnie Clarke -Member

Ryan Delaney - Member

Allen Knafo - Member

Pimhatai Koslowsky - Member

Damien Smith - Member

## Appendix

### Brochure

While the transfer station currently has a brochure, it is recommended that the brochure contain additional information about best practices, sticker information, Ames Way, and non Transfer Station alternatives for recycling and donating. Such information is compiled in [sample brochure information](#).

### Websites

The website should contain the same information as provided with links to outside resources. Some examples of websites include::

<https://www.town.duxbury.ma.us/recycling-transfer-station>

<https://nantucket-ma.gov/242/Solid-Waste-Recycling>

<https://www.townofnorwell.net/board-health/trash-recycling/pages/recycling-center>

### Signage

It is recommended that the Transfer Station have additional signage with visual images of Dos and Don'ts. This could be a town project, a competition, or an easy high school project.





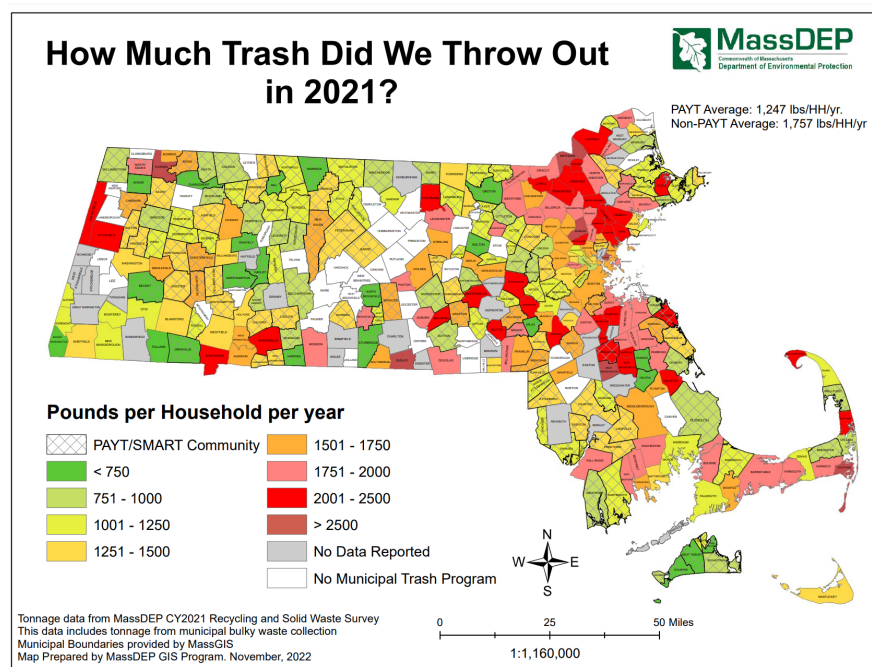
 dreamstime.com

ID 145507192 © Brians101

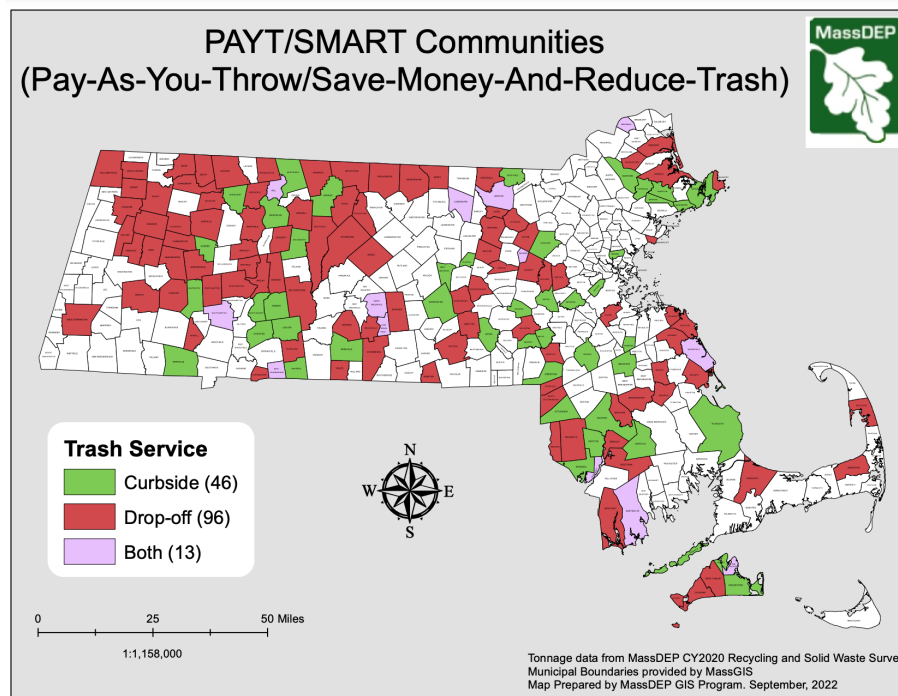
## Pay-As-You-Throw

Visit the website for additional information, case studies and more.

<https://www.mass.gov/lists/pay-as-you-throw-paytsave-money-and-reduce-trash-smart#existing-payt/smart-programs->



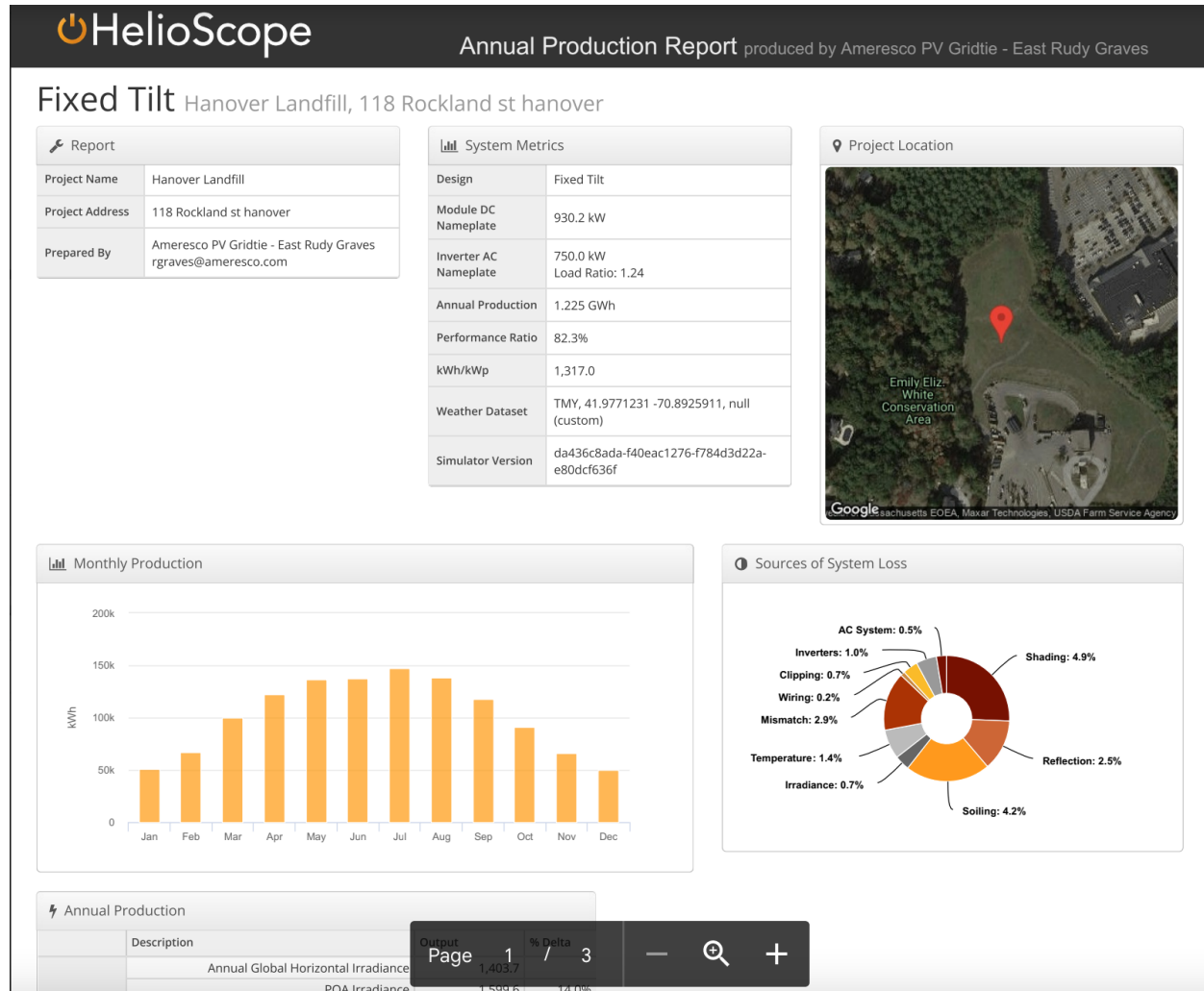
*Hanover is the light red color at 1752-2000lbs/HH/year*





## Solar Information:

- Helioscope from Hanover Landfill



- EPA Case Study on Scituate Landfill

[https://www.epa.gov/sites/default/files/2015-04/documents/scituate\\_landfill\\_case\\_study.pdf](https://www.epa.gov/sites/default/files/2015-04/documents/scituate_landfill_case_study.pdf)

- RFP Scituate Solar Array, 2010, for example. Attached



## Current Transfer Station MSW and Recycling Costs

Service	Quantity		Unit Price	Estimated Budget Cost	Estimated Cost Per Ton for Disposal (Total haul \$ + total disposal \$)/total tonnage
Paper Transportation	30	Loads	\$ 240.00	\$ 7,200.00	\$ 115.38
Paper Disposal	130	Tons	\$ 60.00	\$ 7,800.00	
Cardboard Transportation	110	Loads	\$ 240.00	\$ 26,400.00	\$ 92.80
Cardboard Disposal	500	Tons	\$ 40.00	\$ 20,000.00	
Plastic Transportation	40	Loads	\$ 240.00	\$ 9,600.00	\$ 156.00
Plastic Disposal	100	Tons	\$ 60.00	\$ 6,000.00	
Glass Transportation	15	Loads	\$ 400.00	\$ 6,000.00	\$ 100.00
Glass Disposal	200	Tons	\$ 70.00	\$ 14,000.00	

Hanover is subject to higher hauler rates as the Transfer Stations pays for recycling hauls to be collected. Further evaluation could be seen as to if there would be any potential savings to hauling our own material, but that would be an additional investment of a truck, personnel, fuel, and more. The MSW rates averages about \$92/ton

### **433-022 - TS - Municipal Solid Waste**

#### **Account Supplemental Data:**

Fiscal Year	Hauls	Destination	Rate	Tons/Haul	Hauler
FY 01		SEMASS			BFI/Allied
FY 02		SEMASS			BFI/Allied
FY 03	237	SEMASS		21.41	BFI/Allied
FY 04	271	SEMASS		19.22	BFI/Allied
FY 05	259	SEMASS	284	20.31	BFI/Allied
FY 06	251	SEMASS	316	20.76	BFI/Allied
FY 07	247	SEMASS	351	20.57	BFI/Allied
FY 08	232	SEMASS	208	20.65	BFI/Allied
FY 09	210	SEMASS	251	21.18	BFI/Allied
FY 10	208	Bourne	209.5	21.82	Harris
FY 11	209	Bourne	245	21.54	Harris
FY 12	210	Bourne	239	21.55	Howland
FY 13	202	Southbridge	369	21.82	Harris
FY 14	201	Southbridge	369/399	22.46	Harris
FY 15	207	Southbridge	328/399	21.86	Howland/Harris
FY 16	220	Southbridge	399	21.28	Harris
FY 17	227	Southbridge/SEMASS		20.89	Harris
FY 18	228	SEMASS		20.85	Rec Solutions
FY 19	239	SEMASS		20.56	Rec Solutions
FY 20	255	SEMASS		20.00	Rec Solutions
FY 21	248	SEMASS		19.87	Rec Solutions

#### **Account Comments:**

FY 01 - FY 07 Costs for MSW, C&D, Bulky were all lumped together and included equipment rental charges

The costs were distributed to programs in FY 07

The equipment rental charge went away in FY 10 as the Town purchased 4 transfer trailers

10/1/2016 the town switched from hauling to Southbridge to hauling to SEMASS

The new contract rolled transportation into the per ton price as a combined transportation and disposal contract

*From the DPW Field Operations Budget*