

COMMON COUNCIL - SPECIAL MEETING

MAY 18, 1989

Meeting to be called to order at 8:00 P.M. by the Honorable Joseph H. Sauer, Mayor.

PLEDGE OF ALLEGIANCE

PRAYER

ROLL CALL

Bourne, Connell, Gallo, Moran, Renz, Esposito, Farah, Flanagan, Zotos, Cresci, Nimmons, Fazio, Shaw, Cassano, Charles, Bundy, Butera, Danise, DaSilva, Eriquez, Regan.

Present _____

Absent _____

NOTICE OF THE SPECIAL MEETING - To be held on the 18th day of May, 1989 in the Common Council Chambers in City Hall for the purpose of acting upon the following:

- ✓ 1. REPORT - Permit Fees and Additional User Fees.
- ✓ 2. COMMUNICATION - Donation of Equipment to the City from Perkin-Elmer Corporation
3. ORDINANCE - Flow control.

PUBLIC SPEAKING SESSION

There being no further business to come before the Common Council a motion was made by _____ for the meeting to be adjourned at P.M.

CITY OF DANBURY

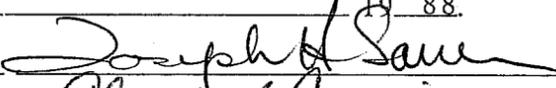
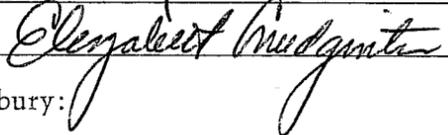
To: Members of the Common Council

A special meeting of the Common Council _____ of the City of Danbury will be held on the 18th day of May 1988 at 8:00 o'clock p.m., at the City Hall in said Danbury.

For the purpose of

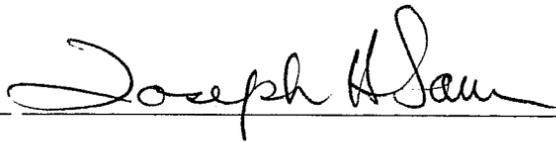
1. REPORT - Permit Fees and Additional User Fees.
2. COMMUNICATION - Donation of Equipment to the City from Perkin-Elmer Corporation.
3. ORDINANCE - Flow Control.

Dated at Danbury, this 12th day of May 1988.

 Mayor
 Clerk

To the sheriff or any policeman of the City of Danbury:

You are hereby required to notify the above named member _____ of the Common Council of the City of Danbury of the special meeting of said board by leaving with or at the usual place of abode or place of business of such member not less than 24 hours before the hour specified for said meeting, a notice in form annexed, and to make due return thereof at the time of said meeting.

 Mayor

RETURN OF SERVICE

By virtue of the within warning, I have served Notice on each of the members of the Common Council of the City of Danbury, of the Special Meeting of said Board, each Notice duly signed by the Mayor and City Clerk, by leaving such written Notice with each of the following members of said Common Council, to-wit:

	<u>NAME</u>		<u>TIME</u>
1.	Mounie Farah	M. Farah	1630
2.	BARRY Connell	Jeff Clarke in mailbox	1649
3.	Bernard Gallo	Jeff Clarke in mailbox	1656
4.	Hank Moran	Nancy Moran	1713
5.	Mariann Danise	Jeff Clarke in mailbox	1748
6.	Louis T Charles	Jeff Clarke in mailbox	1754
7.	Janet Butera	Jeff Clarke in mail slot	1759
8.	Joseph DaSilva	J. DaSilva	1805
9.	Arthur Regan	Kelley Regan	1810
10.	Louis Bourne	Fred Bourne	1823
11.	James Nimmons JR	Jim Nimmons	1836
12.	Michael Fazio	Carol Fazio	1840
13.	Roger Bondy	Roger Bondy	1846
14.	Nicolas Zotos	Nicolas Zotos	1928
15.	Arthur Cressi	Jeff Clarke in mailbox	1932
16.	Anthony Cassano	A. Cassano	1942
17.	William Shaw	Barbara E. Shaw	2000
18.	Gene Enriquez	Walter Enriquez	2008
19.	John Esposito	John Esposito	2026
20.	Stephen Flanagan	J. Flanagan	2037
21.	Gary Renz	Gary Renz	2111

Each Notice so served upon each member, all having been done by me on this date May 12, 1989.

Attest: P.O. Jeff Clarke #457
 Policemen of the City of
 Danbury

COMMON COUNCIL - ROLL CALL

NAME	YES	NO
LOVIE D. BOURNE		✓
BARRY J. CONNELL	✓	
BERNARD P. GALLO		✓
HANK S. MORAN	✓	
GARY D. RENZ		✓
JOHN J. ESPOSITO	✓	
MOUNIR A. FARAH	✓	
STEPHEN T. FLANAGAN		✓
NICHOLAS ZOTOS	✓	
ARTHUR T. CRESCI		✓
JAMES E. NIMMONS, JR.	✓	
MICHAEL S. FAZIO		✓
WILLIAM H. SHAW	✓	✓
ANTHONY J. CASSANO		✓
LOUIS T. CHARLES	✓	
ROGER M. BUNDY	✓	
JANET BUTERA	✓	
MARI ANN DANISE	✓	
JOSEPH DaSILVA		✓
GENE F. ERIQUEZ	✓	
ARTHUR D. REGAN	✓	
	13	



RESOLUTION

CITY OF DANBURY, STATE OF CONNECTICUT

_____ A. D., 19

RESOLVED by the Common Council of the City of Danbury:

WHEREAS, the Danbury Code of Ordinances authorizes the establishment of Passenger and Non-Passenger Vehicle Permit and User Fees for the use of the Danbury Sanitary Landfill site; and

WHEREAS, the following Permit and User Fees represent a fair and equitable means of defraying a portion of the annual cost of operating the Danbury Sanitary Landfill site;

NOW, THEREFORE, BE IT RESOLVED THAT the Non-Passenger Vehicle User Fee for deposition of permitted wastes at the Danbury Sanitary Landfill site be and hereby is fixed at TWENTY FIVE (\$25.00) DOLLARS per ton as determined by the weigh scale at the Danbury Sanitary Landfill.

AND BE IT FURTHER RESOLVED THAT the Passenger Vehicle User Fee for deposition of permitted wastes at the Danbury Sanitary Landfill site shall be fixed as follows:

(a) For all passenger vehicles displaying an Annual Passenger Vehicle Permit, no User Fee shall be imposed.

(b) For all passenger vehicles displaying a Residential Passenger Vehicle Permit, said User Fee shall be TWO (\$2.00) DOLLARS per vehicle per trip.

AND BE IT FURTHER RESOLVED THAT the Permit Fees for Passenger Vehicle and Non-Passenger Vehicle Permits shall be fixed as follows:

(a) For commercial non-passenger vehicles, said permit fees shall be TWO HUNDRED AND FIFTY (\$250.00) DOLLARS per year for the first vehicle and ONE HUNDRED (\$100.00) DOLLARS per year for each additional vehicle. Said permits may be obtained for vehicles bearing Commercial, Temporary Commercial, Livery, Transporter, Dealer or Dealer Repair registration plates issued by the Connecticut Department of Motor Vehicles.

(b) For non-commercial, non-passenger vehicles, said permits fees shall be TWENTY (\$20.00) DOLLARS per vehicle per year. Said permits may be obtained for vehicles bearing Trailer, Combination or Farm registration plates issued by the Connecticut Department of Motor Vehicles.

(c) For Annual Passenger Vehicle Permits, said Fee shall be THIRTY SIX (\$36.00) DOLLARS per vehicle per year.

(d) For Residential Passenger Vehicle Permits, no Permit Fee shall be charged.

(e) All vehicles bearing Disabled Veteran, Handicapped or POW registration plates shall be exempted from the provisions hereof relating to permit fees. The owner of any such vehicle may obtain an Annual Passenger Vehicle Permit upon request.



JUL 10 1989

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CITY OF DANBURY
DANBURY, CONNECTICUT 06810

LANDFILL DEPARTMENT
(203) 797-4605

MICHAEL A. CECH
General Mgr. of Solid Waste

MEMO TO: Eric Gottschalk, Assistant Corporation Counsel
FROM: michael A. Cech, General Mgr. of Solid Waste *MAC*
RE: Revised Rate Hike Resolution
DATE: July 10, 1989

Attached are copies of documents submitted to the Common Council regarding the rate hikes at the landfill.

The proposed changes in the resolution are also enclosed on the final page.

If you could, please have the approved resolution typed in your office and certified by the City Clerk's Office.

Any questions, give me a call. Thanks!

MAC/sw

cc: Daniel Minahan
Dave Gervasoni
file (3)



CITY OF DANBURY

DANBURY, CONNECTICUT 06810

LANDFILL DEPARTMENT
(203) 797-4605

MICHAEL A. CECH
General Mgr. of Solid Waste

April 26, 1989

The Honorable Joseph H. Sauer, Jr., Mayor
Honorable Members of the Common Council
155 Deer Hill Avenue
Danbury, CT 06810

Dear Mayor Sauer and Council Members:

Under Sections 16A-31(a) and 16A-33, the Common Council is authorized to set permit fees and additional user fees, following public hearings, for the Landfill.

I am formally requesting that this matter be deferred to a public hearing before a Committee of the Whole and that the rates approved by the Council take effect thirty days following adoption. This would result in a sufficient notification period for both our residents and our haulers.

It might also necessitate a special council meeting in late May, to allow the rates to take effect at the beginning of the new fiscal year July 1, 1989.

A proposed resolution is attached for your review.

Thank you for your assistance.

Sincerely,

Michael A. Cech
General Manager of Solid Waste

MAC/sw



CITY OF DANBURY
DANBURY, CONNECTICUT 06810

LANDFILL DEPARTMENT
(203) 797-4605

MICHAEL A. CECH
General Mgr. of Solid Waste

MEMO TO: HONORABLE MEMBERS, COMMON COUNCIL
FROM: MICHAEL A. CECH, GENERAL MANAGER OF SOLID WASTE *MAC*
DATE: MAY 18, 1989

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The resolution before you this evening includes a mistake which I would ask you to rectify.

Under non-passenger/commercial, the only registrations which should be included are commercial plates and temporary commercial plates. The others should be under non-passenger/non-commercial.

Also, a minimum charge of \$2.00/trip should be included under the user fees for all non-passenger vehicles. Since the landfill scale registers in increments of twenty pounds (1/10th of a ton), we sometimes receive loads which weigh less than twenty pounds. This minimum comes on the advice of both Data Processing Director, Frank Mastrianni and Comptroller, Dominic Setaro.

Thank you for your attention to these matters.



RESOLUTION

CITY OF DANBURY, STATE OF CONNECTICUT

_____ A. D., 19

RESOLVED by the Common Council of the City of Danbury:

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WHEREAS, the following Permit and User Fees represent a fair and equitable means of defraying a portion of the annual cost of operating the Danbury Sanitary Landfill site;

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AND BE IT FURTHER RESOLVED THAT the Passenger Vehicle User Fee for deposition of permitted wastes at the Danbury Sanitary Landfill site shall be fixed as follows:

(a) For all passenger vehicles displaying an Annual Passenger Vehicle Permit, no User Fee shall be imposed.

(b) For all passenger vehicles displaying a Residential Passenger Vehicle Permit, said User Fee shall be TWO (\$2.00) DOLLARS per vehicle per trip. 6

AND BE IT FURTHER RESOLVED THAT the Permit Fees for Passenger Vehicle and Non-Passenger Vehicle Permits shall be fixed as follows:

(a) For commercial non-passenger vehicles, said permit fees shall be TWO HUNDRED AND FIFTY (\$250.00) DOLLARS per year for the first vehicle and ONE HUNDRED (\$100.00) DOLLARS per year for each additional vehicle. Said permits may be obtained for vehicles bearing Commercial, Temporary Commercial, Livery, Transporter, Dealer or Dealer Repair registration plates issued by the Connecticut Department of Motor Vehicles.

(b) For non-commercial, non-passenger vehicles, said permits fees shall be TWENTY (\$20.00) DOLLARS per vehicle per year. Said permits may be obtained for vehicles bearing Trailer, Combination or Farm registration plates issued by the Connecticut Department of Motor Vehicles. 9

(c) For Annual Passenger Vehicle Permits, said Fee shall be THIRTY SIX (\$36.00) DOLLARS per vehicle per year.

(d) For Residential Passenger Vehicle Permits, no Permit Fee shall be charged.

(e) All vehicles bearing Disabled Veteran, Handicapped or POW registration plates shall be exempted from the provisions hereof relating to permit fees. The owner of any such vehicle may obtain an Annual Passenger Vehicle Permit upon request.

CHANGES EFFECTING THE LANDFILL
RATE HIKE RESOLUTION MADE
BY THE COMMON COUNCIL
5/18/89

CHANGE #1

In paragraph six of the original resolution, it should read:

"(b) For all passenger vehicles displaying a Residential Passenger Vehicle Permit, said User Fee shall be ONE (\$1.00) DOLLAR per vehicle per trip."

CHANGE #2

In paragraph eight of the original resolution, it should read:

"(a) For commercial non-passenger vehicles, said permit fees shall be TWO HUNDRED AND FIFTY (\$250.00) DOLLARS per year for the first vehicle and ONE HUNDRED (\$100.00) DOLLARS per year for each additional vehicle. Said permits may be obtained for vehicles bearing Commercial or Temporary Commercial registration plates issued by the Connecticut Department of Motor Vehicles."

CHANGE #3

In paragraph nine of the original resolution, it should read:

"(b) For non-commercial, non-passenger vehicles, said permit fees shall be TWENTY (\$20.00) DOLLARS per vehicle per year. Said permits may be obtained for vehicles bearing Trailer, Combination, Farm, Livery, Transporter, Dealer or Dealer Repair registration plates issued by the Connecticut Department of Motor Vehicles."

CHANGE #4

This is a new paragraph, which should be inserted between paragraphs three and four of the original resolution:

"And be it further resolved that regardless of the tonnage delivered by any vehicle in any given trip, in no event shall the fee be less than TWO (\$2.00) DOLLARS per trip."



received
5/11

CITY OF DANBURY

155 DEER HILL AVENUE

DANBURY, CONNECTICUT 06810

WARREN W. PLATZ
PURCHASING AGENT

(203) 797-4571

May 11, 1989

To: Mayor Joseph H. Sauer, Jr. and Members of the Common Council

From: Warren W. Platz, Purchasing Agent *WWP*

Re: Donation of Equipment to the City of Danbury

The Perkin-Elmer Corporation notified me that due to the restructuring of their organization, they will be closing down their operation on Wooster Heights. As a result of this plant shut-down, the equipment located in the machine shop must be disposed of by donation because it was purchased through Government Contract.

They have offered us the equipment at no cost other than it would be the City's responsibility to remove it and transport it to our locations.

On Thursday, May 11th, I along with George Massoud, Richard Tomaino and Paul Galvin visited the site. We all agree that this equipment was of exceptional value and could be put to good use.

I have enclosed a copy of the equipment list and respectfully request that you approve the acceptance of this donation.

Thank you for your attention to this matter.

WWP/bmm

enc:

EQUIPMENT DISPOSITIONS

<u>CICN</u>	<u>LOC</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>	<u>DR'S</u>
2357	MS	GRINDER	DONATE/BID SALE	DR-0638
5291	MS	MILLER	DONATE/BID SALE	"
2185	MS	MILLER	DONATE/BID SALE	"
2370	MS	MILLER	DONATE/BID SALE	"
2388	MS	LATH	DONATE/BID SALE	"
2724	MS	DRILL	DONATE/BID SALE	"
2365	MS	DRILL	DONATE/BID SALE	"
2372	MS	GRINDING MACH	DONATE/BID SALE	"
2618	MS	VAPOR DEGREASER	DONATE/BID SALE	"
50482	B	BAND SAW	DONATE/BID SALE	B-B DR-0642
50487	B	MILLING MACH	DONATE/BID SALE	B-B "
50153	B	MILLING MACH	DONATE/BID SALE	B-B "
2392	MS	LATH	SCRAP	DR-0638
2366	MS	LATH	SCRAP	"

HANDLE DONATIONS AND BID SALES IN CO-OPERATION WITH PROPERTY TO ENSURE PROPER DOCUMENTATION FOR DISPOSITIONS.



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CITY OF DANBURY
DANBURY, CONNECTICUT 06810

LANDFILL DEPARTMENT
(203) 797-4605

MICHAEL A. CECH
General Mgr. of Solid Waste

May 17, 1989

The Honorable Joseph H. Sauer, Jr.
Common Council Members
155 Deer Hill Avenue
Danbury, CT 06810

Dear Mayor Sauer and Common Council Members:

Attached for your consideration is a proposed flow control ordinance, designed to give Danbury's legislative body ultimate control over the final destination of all refuse generated within the city's borders.

As you'll see, it gives the Council the authority to direct the refuse to any facility it sees fit - mass burn incinerator, recycling operation, or composting operation.

It would be my hope that you indicate your desire to consider this step by forming an ad hoc committee to study it further.

Thank you for your consideration.

Sincerely,

Michael A. Cech
General Manager of Solid Waste

MAC/sw

cc: Robert Resha, Corp. Counsel
Daniel Minahan, Public Works Dir.
file (3)



CITY OF DANBURY

DANBURY, CONNECTICUT 06810

LANDFILL DEPARTMENT
(203) 797-4605

MICHAEL A. CECH
General Mgr. of Solid Waste

POSITION PAPER ON DANBURY'S MUNICIPAL SOLID WASTE DISPOSAL OPTIONS MAY 15, 1989

In an attempt to clarify Danbury's current position on municipal solid waste disposal, I have compiled the following report. This contains information which should hopefully clear up any misconceptions about the city's position.

For the past six months, in my role as General Manager of Solid Waste, I have been in contact with federal, state, regional, and local officials to obtain information to assemble a long-term solid waste management plan. The essential ingredients of that plan are: education of the public to purchase fewer superfluous packaging items and to voluntarily recycle more of their waste; mandatory curbside recycling; incineration, with front-end separation; leaf and grass clipping composting; and landfilling of incinerator ash and non-recyclable bulky waste items.

More specifically, I have already begun a speaking tour before various city groups which includes a slide show and VCR presentation designed to demonstrate the critical need to recycle and reduce garbage output. Unfortunately, while the message most certainly hits home, both federal and state officials and representatives of the private garbage haulers agree that per-capita disposal rates will increase into the next century, rather than decrease. The federal government estimates that each person in this country currently disposes of 0.69 tons of garbage per year; the state estimate is 0.84 tons per year; in Danbury, with an estimated population of 70,000 and a projected intake at the city landfill of 90,000 tons in this fiscal year, the rate is 1.29 tons/person/year. Therefore, we can not wait for the state and federal governments to act; we must take our own steps to convince the public to reduce their solid waste output.

In terms of recycling, I worked with the fourteen-member Mayor's Task Force on Recycling between October, 1988, and April, 1989, to propose a plan whereby Danbury could get a head start on the state's 1991 deadline for recycling. For those of you who have not read the recommendations (a copy was supplied to each of you at the beginning of April), it is important that you understand what PA 87-544 actually says. On January 1, 1991, the following items can not be taken to either a landfill or a resource recovery facility: cardboard, glass and metal food containers, newspaper, white and manila office paper, used engine oil, storage batteries, scrap metal, and yard waste (defined as leaves). The law uses the 25% reduction figure only as a gauge. The state plans to build regional intermediate processing centers. These IPCs are where recyclable items are taken for processing in the intermediate stage between households and final markets. If a local government attempts to run an IPC on its own - or contract with a private facility - the 25% figure must be obtained. Otherwise, the Commissioner of the Environmental Protection Department has the authority to order that community to send its recyclables to the state-operated IPC.

The Council has agreed to continue working with the state toward this end; but, the city wants to keep its options open to possibly work with the private sector on an IPC - which could probably be in operation long before a state facility. The sooner we start recycling, the longer our landfill will last and we'll also know how much garbage we truly have to incinerate.

The state law also says we are responsible for providing for the collection of recyclables. The Mayor's Task Force addressed that issue in its report and I will discuss its significance later.

The next major facet of our plan involves incineration at a waste-to-energy plant. The heat generated by the burning of the garbage is used to produce electricity. Volume reduction achieved through the burning of garbage is 70-90 %, depending on efficiency. Therefore, we would need much less landfill space to dispose of ash residue than we would of general refuse. We would need to dispose of the ash residue in a special landfill. I will discuss this in greater detail later.

Finally, we will need landfill space to dispose of items which can not be recycled - items such as lamps, desks, chairs, and mattresses.

To make this overall plan succeed, I have been working on several projects: a horizontal expansion at our existing

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landfill, separation of recyclable items before they are placed in our current landfill, working toward the construction of regional waste-to-energy plant, implementation of a leaf and grass clipping compost operation at the landfill, and expanded services at our drop-off recycling center.

As of this writing, the city is receiving approximately 300 tons of garbage every day at the landfill. We are open approximately 300 days a year (not including Sundays and holidays). If our current dumping practices continue, we will exhaust our remaining space by mid-1991, roughly two years from now. That is why I have proposed to ban haulers from dumping the following recyclable items in our landfill: corrugated cardboard, wood pallets and wood demolition, brush and tree trunks (we do not accept tree stumps), metal appliances, other scrap metal, tires, and leaves and grass clippings. We will set up areas at the landfill where these items can be deposited and then removed by the highest bidder. If we are successful, this will add an estimated one year to our existing landfill.

An eight-acre, horizontal landfill expansion -- which we are currently pursuing with state officials -- would offer us many flexibilities. I have proposed using this area to dispose of garbage while we await the construction of a waste-to-energy plant. This would only consume part of the expansion area, although I do not yet know how much. Remaining space could be used for our permanent composting area and for disposal of bulky waste items in the future. Without this space for bulky waste, we would have to rely on a regional bulky waste dump - at greater cost to Danbury residents.

The landfill expansion project dates back to 1982, when the city first applied for its state permit. In the mid-1980's the state attached a condition to our permit: costly improvements to the sewage treatment plant. The state cited high ammonia readings in Limekiln Brook. Ammonia is a discharge found both in sewer plant effluent and in landfill leachate. The city challenged this action but lost a court case. We are now making the sewer plant improvements.

The state said, in an October 20, 1988, letter that we would be entitled to a landfill expansion if we did a groundwater reclassification study, showing the site could be listed as GC - instead of its current GB rating. It also required us to submit a final closure plan for the existing landfill. Finally, we had the option of installing a liner in our expansion area, or waiting until the sewer plant modifications were on-line and demonstrating a sharply lower ammonia output - at which point we would not need a liner.

A groundwater reclassification study is underway; we are preparing to go out to bid for a landfill closure study; and, in terms of the liner issue, we are conducting a study to determine the cost. This study will also calculate additional dumping life in an expansion area if we pursue the project. So that you know, the state is currently proposing regulations to require all new landfills - including expansion areas - to be lined, so we don't believe we will have the option of not using a liner.

While we do not know exactly how many years of dumping would be available in a landfill expansion area, I proposed in June, 1988, that we consider a program to use the expansion area - in conjunction with mandatory recycling, shredding, and compacting - while we examined our long-term options. At the time, I estimated that we could even invite some neighboring members of HRRA to participate (so long as they recycled first) and still get 15 years of disposal time. This state responded that they did not agree with the calculations and that they would not likely approve an expansion for this use, although they have never formally rejected it. At this point in time, I am recommending that Danbury reserve its expansion area only for its own use, to allow us maximum flexibility in the future. We should have more specific information on costs and expansion options this fall.

In terms of leaf composting, we must establish a site, coordinate leaf collection, train workers, purchase a compost turning machine, obtain a state permit, and publicize the program. Planning is underway on all of these fronts.

At the Recycling Center, we currently accept corrugated cardboard, newsprint, glass, metal cans, scrap metal, appliances, Salvation Army donations, and used motor oil from Danbury residents. We have received numerous inquiries as to why we no longer accept mixed paper (magazines, envelopes, stationary, etc.). That's because the rolloff containers and trucking services are provided free-of-charge by the A.J. Novella Company -- in return for their right to take the recyclables to their own markets and to keep the revenues. This company determines where the recyclables are going - and what items are taken. Naturally, no service is provided when the markets are not profitable. Therefore, no mixed paper is accepted - because Novella, under current market conditions, would lose money getting rid of it. It is cheaper for them to landfill mixed paper than to recycle it.

I have proposed that the city take over full control of the recycling center. We will soon be going out to bid for the

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leasing of rollofts and trucking services. We plan to identify markets, direct our hauler to those markets, and retain all revenues. While it might cost us money to dispose of mixed paper, it will add to the life of the landfill. Any so-called "cost avoidance savings" would outweigh the cost of the recycling operation.

We must also take greater steps to reduce hazardous waste in our garbage. Commercial generators are covered by very specific state and federal laws -- and do not deliver those wastes to the landfill. However, household hazardous waste -- while contributing a much smaller volume of waste -- is of much greater concern, because it often is discarded by residents in their trash cans and can make its way into a landfill. In some cases, it is equally as dangerous as commercial hazardous waste. I have included money in the budget for a household hazardous waste collection day. Money was removed for a temporary storage shed for such waste. I will continue to pursue this, to allow a year-round outlet for responsible disposal of such wastes.

Much has been said about our long-term options for waste disposal. They are the following: landfilling in Danbury, transferring garbage to another landfill or incinerator, or incineration in this region. The first option - landfilling in Danbury - is not really a long-term solution; rather, it is a short-term idea. While the city could probably expect six-to-twelve years from this option (depending on recycling and a lowering of per-capita output), once the landfill is full, that is it. We would have to hope that a relatively inexpensive option is available to us at that time, and we would have to find an outlet for our bulky waste.

The second option - transferring garbage to another landfill or incinerator - is an option we are examining. We will soon be commissioning a study on the costs of constructing a transfer station at the landfill. To give you an idea of the cost of transferring, you must calculate both transportation costs and tipping fee at the final destination. I have often used the Waste Management landfill in New Milford as an example. Their current tipping fee is \$72/ton. It traditionally increases 10% a year, on January 1. Therefore, by 1992 -- when our current landfill will certainly be exhausted -- the tipping fee would likely be \$95/ton. We currently take in 300 tons/day at the landfill. Assuming an increase of only 5%/year, we will be taking in about 340 tons/day by January 1, 1992. If we are successful in reducing our tonnage by 25% by then, we will need to dispose of 255 tons/day. The last figure available for trucking costs for transferring garbage is between 25 and 30 cents to cart one ton for one mile. It is approximately 15 miles between Danbury's

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landfill and the Waste Management landfill. If trucking costs increase only 6%/year, it will cost about 33 cents/ton/mile by 1992.

To calculate Danbury's costs to truck its garbage to Waste Management's landfill in 1992, you must multiply the daily tonnage (255) times the tipping fee (\$95) and add the cost of transportation (255 tons X 15 miles X .33). Both of these figures must be multiplied by 300 days to reach your annual costs, which are: tipping fee, \$7,267,500; transportation costs, \$378,675, total cost \$7,646,175, for 1992.

Another landfill/transfer option may exist through Automated Waste Disposal in Danbury. They currently operate such a system, although the costs are not available. AWD says they own landfills in other parts of the country. Recent media accounts have said that AWD can transport its garbage more cheaply to its own out-of-state landfills than dispose of it in New Milford. But, the cost savings were said, by AWD, to be unavailable.

The notion of transferring garbage to another waste-to-energy plant in Connecticut is also a consideration. The Bristol plant is currently at capacity, but discussions have been underway for quite some time on adding another burner. There is a long waiting list to join that project and it is highly unlikely that Danbury stands a chance to join in. Expanding the Bridgeport plant is also a possibility. There have been no formal discussions on that, although the room does exist for an addition. While they are not currently at capacity, my discussions with them have shown that they do not have the room to offer us any sort of long-term contract.

Another option is a new plant to satisfy the needs of both the Housatonic and the Waterbury regions. Such a facility would have to be built in one of the two regions. We have rejected any thought of the Waterbury region sending their trash to a facility in Danbury. No formal discussion has ever transpired of sending our garbage to Waterbury, although I suspect the response would be similar. No cost estimates have ever been developed for this option, although we would have to send our garbage 25-30 miles, and pay host community benefits to their region.

The final option -- building a waste-to-energy facility in the region -- has been pursued for many reasons. There has always been a philosophy that this region should handle its own garbage problem, with as little outside interference as possible.

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Another philosophy has been to settle the trash problem at as low a cost as possible and with as minimal an impact as possible on the environment and public health.

The HRRRA - established in June, 1986 - has been conducting studies to find sites for an incinerator, ash dump, and bulky waste dump.

When the last local elections were held in 1987, many principals in the Authority lost their positions. This occurred in Danbury, Brookfield, New Milford, Newtown, and New Fairfield. The new leaders had to educate themselves on the issue. They were quickly faced with the release of a study which ranked the four final sites for an incinerator in order of preference. The HRRRA does have eminent domain (condemnation) powers. White Turkey Road Extension in Danbury was ranked first; Gray's Bridge Road in Brookfield, second; Old Sherman Turnpike, third; and Picketts' District Road in New Milford, fourth.

Danbury indicated a desire to review alternatives to incineration and to press ahead with recycling in the interim. It was at this time that Danbury issued its ultimate position: maximize recycling and minimize incineration, no matter where the incinerator was built. In June, 1988, HRRRA approved our plan to form subcommittees to review the issue more carefully. I myself chaired the Alternative Technologies Subcommittee and was a very active member of the Recycling Subcommittee.

As a result of this review, HRRRA agreed to pursue mandatory recycling, front-end separation (as a back-up to curbside recycling), mass-burn waste-to-energy incineration, bulky waste landfilling, and ash disposal landfilling.

Also during this time, efforts were made to pursue a site selection vote. Danbury successfully postponed that vote while the review was underway. Mayor Sauer introduced his position that if the site was to be in Danbury, he would not support it on White Turkey Road Extension. Additionally, Danbury stated that it would not participate in a site selection vote unless a successful host community benefits package had been approved first.

A Host Community Benefits Committee was formed in August, 1988. It has since been replaced by a Site Selection Committee. It is this committee which has recently been handling negotiations between HRRRA and Danbury and Brookfield. Danbury hired both legal and financial consultants to assist us in our strategy and rights.

Danbury's host benefit terms and conditions have been outlined to the committee and they have been widely reported in the media. The city's aggressive stance has been based

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on the fact that host communities are entitled to considerations at many steps along the way, as outlined in state law. The fact is, other host communities in this state never exercised their rights. We believe that we should not be criticized by other HRRAs towns or the CRRA for our stance.

We have proposed a first year financial benefit of \$2 million. This would consist of \$400,000 for a payment-in-lieu of taxes (since this project would be exempt from property taxes) and \$1.6 million as a royalty payment from the other towns. This royalty payment would increase proportionately to an increase in the tip fee in the future.

We have also taken an aggressive position on environmental and health concerns. Among our requests is more frequent in-field testing for air emissions (and a demand the plant be shut down if these readings exceed acceptable limits). State law requires one such test per year. We prefer two or three such tests. We also are requiring adherence to the strictest operating training standards and reviews. Also, we are insisting on a front-end separation system to remove items which should not be incinerated and wind up being trapped by air control systems and ultimately disposed of in the ash. We also want the right to independent verification of plant operations and records.

I find it interesting to note that critics of mass burn often overlook the highly successful projects in Bristol and Bridgeport. The vendors which built and operate both plants -- Ogden-Martin and Wheelabrator -- are two of the four finalists for the HRRRA project. The two projects which have been financial and technical disasters in Connecticut both were refuse-derived fuel plants; not mass burn. The first Bridgeport plant (built in the 1970's) and the existing Hartford plant are both RDF. Mass burn has provided the only successful solution so far in the state.

Danbury took a leadership role in HRRRA, when it successfully lobbied for more self-determination in this project. The result was the Joint Planning Memorandum - the first such document ever approved between CRRA and a region. It gives HRRRA veto powers in the selection of vendors and consultants, and the right to control significant expenditures by CRRA on HRRRA's behalf.

Also as a result of our efforts, the Regional Recycling Coordinators Committee was formed last Fall. It's the first time in Connecticut that the recycling coordinators from area towns have banded together to exchange thoughts and ideas. As a result, recycling programs have progressed further in this part of the state than elsewhere (except in the Groton region, where mandatory curbside recycling has been underway since 1982). We have a long way to go, but

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recycling efforts have now begun in virtually every regional town as a result of our prodding.

At this point, we have asked the Council to approve \$825,000 as our share of the costs associated with continuing this project over the next two years. The money would be used for the following purposes: purchasing a site, getting specific proposals from our four vendor finalists, drafting a municipal service agreement, obtaining permits, optioning a landfill site, drafting flow control ordinances, legal fees, financing fees, and HRRRA staff. Every other town is being asked to appropriate its share of the 2.5 million. Any towns which do not commit their share face expulsion from HRRRA. Remaining members would either have to make up the shortfall in funding or find some way to reduce the 2.5 million budget. None of the money would be spent until HRRRA decides to spend it. Danbury would not vote to spend any money until host benefits are decided and a site is chosen. We would withdraw if this process was not followed. We would not be indebted for the \$825,000 if we withdrew prior to HRRRA voting to spend the money.

The role of the CRRA has been confusing to many people. CRRA is a quasi-public agency with the authority to implement the state's solid waste management plan. It is HRRRA's "parent consultant". In the past, CRRA had sole discretion to assign consultants to HRRRA for various tasks. As I mentioned earlier, the Joint Planning Memorandum now gives HRRRA equal footing in such crucial decisions. CRRA also floats state bonds to make resource recovery projects feasible. In 1986, when Congress revised the IRS Code, CRRA managed to get an amendment approved which grandfathered tax credits for waste-to-energy projects already in the planning stages in Connecticut. HRRRA qualifies for those benefits, which means a savings in project costs of \$40 million. CRRA also has access to the State Capital Reserve Fund, a state insurance fund which makes these projects less risky to vendors and communities.

CRRA will be reviewing our requested host community benefits. They have already indicated an unwillingness to sign off on them, but this response is only the first volley in a back-and-forth negotiating process. CRRA does not want us to have such large benefits (the highest ever proposed in Connecticut and, we believe, nationwide), because of the precedent it would set. However, the city of Hartford is currently seeking to renegotiate the benefits it agreed to many years ago - but now feels are wholly inadequate. Other potential host communities around the state are also taking great interest in Danbury's strong stance. The bottom line is this: if HRRRA towns are willing to pay the cost of our

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host benefits, the CRRA will be under considerable pressure to approve it.

The CRRA is also unhappy with Danbury's call for a front-end separation system. They feel it is too costly for the resulting reduction in potential pollutants entering an incinerator. Many HRRRA members have also objected. However, this is a very clear example of Danbury's firm stance on health and environmental issues - we have included FES among our list of host benefits, not as an "add on" but as a project development cost.

To clearly state our position on FES, we do not believe it is the proper way to recycle. That should be accomplished through curbside collection and source separation in the home. The most successful recycling programs in this country rely on curbside collection. Once trash is mixed together, it is extremely costly to separate it and prepare recyclables for marketing. It is also more difficult to sell those recyclables particularly if you are competing against regions in which curbside recycling exists.

I have heard many arguments about air emission standards and ash disposal requirements. Here are the facts. The federal government - both Congress and the EPA - have yet to agree on standards for ash disposal requirements. At issue is whether ash is a hazardous waste, or whether it should be classified as a special waste - subject to special disposal requirements. Several bills have been introduced in Congress on both sides over the years and it's still not clear whether action will be finalized during this session. There is a strong belief that the "special waste" argument will win. If so, ash would be disposed of in "monofills" meaning nothing other than ash could be disposed of in these landfills. Special synthetic liners and leachate collection systems would be required. All of the leachate (rain water which drains into the piping collection system) would be treated for the removal of metals and other items - bringing the leachate to the standards of the state's water quality management program.

Ash sites must be located in an area where no drinking water supplies could be effected in the event of a complete liner breakdown. As you know, Danbury's landfill expansion area is on the state DEP list of 13 sites where such a dump could be located. We have convinced state officials that such a move would be unwise because of the relatively small size (eight acres) of the expansion area. It would provide space for HRRRA's 570 ton/day incinerator for only six years -- and would provide even less time for Bridgeport's plant. We also want to use that area for the city's needs in the future.

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It's interesting to note that Danbury's inclusion on the list is an admission by the state that we will likely qualify as a GC site (one of the requirements for our landfill expansion). Only sites capable of becoming GC - or already rated as GC - were included among the 13 potential ash dump sites.

Attention has been focused on much larger sites in New Milford and Sherman. New Milford, however, has had its site removed from consideration following a DEP visit to the location. The ground characteristics are not suitable. Sherman's site is an approved subdivision with poor access and power lines crossing the land. It would be very expensive to develop as an ash dump, but it's still technically under review.

Eastern Connecticut has several very large sites which meet all the initial criteria and the state is expected to pursue development of these sites. The General Assembly is currently debating a bill, however, which would require two ash dumps to be east of the Connecticut River and two dumps to be to the west. The bill also would give CRRA the authority to condemn these sites. The bill also proposed specific host benefit negotiation procedures should this come to pass.

Also worthy of note in the ash disposal debate, are the ongoing scientific reviews to find ways to recycle the ash as a concrete or other material supplement. Westinghouse already claims to have made considerable headway on this matter and is even offering its technology as part of its overall plans for an incinerator project for the HRRRA.

It should be stated that if the federal government determines that ash is a hazardous waste, it would add significantly to project costs and could potentially render such waste-to-energy projects obsolete. However, many Connecticut representatives -- including Congresswoman Nancy Johnson, who has been very active on this issue -- are calling for the monofil approach. In the absence of federal guidance, Connecticut has already proposed this approach.

Regarding air emissions, this is perhaps the most misunderstood aspect of these projects as many people do not understand the scientific approach to setting air pollution standards and health risk assessment studies. This is an important reason for having Jack Kozuchowski -- of Danbury's Health Department -- as thoroughly involved in this project as he is. It is another reason why we hired Camp, Dresser, and McKee to assess the top three sites.

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They concluded -- and Mr. Kozuchowski has reviewed their work -- that you could build eight such plants on any of the sites and still fall within the acceptable health and environmental ranges set by the state and federal governments. Nevertheless, no permit could be obtained without first conducting much more detailed studies on the chosen sites (which is one of the tasks covered by HRRRA's \$2.5-million budget).

When Connecticut was setting its air emission standards for dioxin -- currently the most stringent for these plants in the world -- the state turned to some of the top experts from Yale University (among other places) who reviewed the research and improved upon it. The result is a level which most everyone agrees (including environmental groups) is both acceptable and safe.

Danbury has chosen to pay even closer attention to heavy metal emissions. The standards are quite strict. Our feeling, however, is that tests in the field should be conducted more frequently than called for under state law. If these levels are being exceeded, than the plant should be shut down. We will never yield on this position.

On the issue of the ozone layer, none of the emissions contributes to the much-publicized depletion of our outer ozone layer. I would like to state that if even one emission -- no matter how minute -- did contribute to that extremely serious matter, I would have never proposed such a policy for Danbury or the region.

The federal government is currently debating proposed changes in the Clean Air Act. Those debates have been underway for several years and, once again, it's unclear whether any final resolution will be made in this session. We are following this debate closely, and it is our opinion that any proposed changes will have minimal - if any - impact on Connecticut's tough incinerator regulations. Other states, which have not adopted such stringent regulations, may indeed be in for severe problems with their waste-to-energy programs.

Mass burn plants in Bristol and Bridgeport -- the two most recent plants built in this state, both of which are outfitted with best available control technology -- have been operating well within the established state and federal guidelines for air emissions.

One other state regulation which is crucial to the local debate is the proposed cap on the number of incinerators which can be built. The cap is designed to allow only a certain amount of tonnage to be processed, regardless of the number of plants needed to accomplish this. The reason why this is important is that both HRRRA and the Waterbury region

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are undecided on their future paths. The same can be said for several other regions in Connecticut. There is a possibility -- similar to what happened in Cromwell -- where the CRRA will simply ask for proposals from vendors for a plant to service both the HRRR and Waterbury regions.

Under this so-called "merchant approach", the vendor would be required to find the site for the plant. The company would have the ability to build a larger-than-needed facility (to sell space on the spot market, to increase profits). The host community would not have as great a say in host benefits; indeed, the vendor and the CRRA have the most authority in these situations. The usual result of a "merchant project" is higher costs for the public -- because the private vendor is doing all the work and assuming much of the risk, for which the vendor expects to receive a sizeable return on investment. It is conceivable that a Danbury site could be chosen and that the State Siting Council would approve it. They currently have the power to override local zoning on any plant which produces electricity.

The state introduced the notion of this cap last year through proposed regulations. While many of us argued against it (because we feared it would force regions to hastily approve projects to make sure they got their plant approved ahead of other regions), the state appears intent on implementing it.

Another concern is the entire notion of public vs private control of the garbage issue. There is a longstanding legal precept -- which has been upheld time and again in the courts -- that garbage disposal falls within the legitimate domain of a municipality -- if it should choose to exercise that right. This includes collection, flow control, regulation of disposal practices, contracting, and licensing. The private sector does not "own" garbage. They simply provide a service, usually under contract with commercial clients, to remove and dispose of such garbage.

The issue of municipal collection arose when members of the Mayor's Task Force on Recycling requested that I research it. As I mentioned earlier, Danbury is responsible under the state's 1991 Recycling Law, for providing for the collection of recyclables. How are we going to do this? Through contracts? Through municipal collection? By leaving the system as it is -- and running our own recycling center for those residents who choose not to contract with haulers?

The task force report presents these issues in depth. For now, let me say that I do not support municipal hauling. I

agree that the private sector can handle this task. But I do believe the city ought to maintain some control over the situation. That is why I have supported the contract-bid basis.

In the matter of marketing recyclables, I have been very interested in pursuing an Intermediate processing center with the private sector -- again, under contract with the city and, perhaps, other members of HRRRA.

What I have opposed is a situation where the private sector provides service with no control by the public sector. In the case of HRRRA's plans, a private vendor would build and operate the waste-to-energy plant on publicly-owned land and under contract with the public. I would think the city would want nothing short of that in any move it makes.

Regarding the proposal by Environmental Recovery Systems, I have several concerns: (1) all successful recycling programs (those approaching 25% reduction) that I am aware of in this country are using curbside collection -- not front-end separation; (2) ERS has never built a plant before; (3) no successful composting facility has ever been built in this country (with our unique waste stream make-up) at a size proposed by ERS; (4) if their system fails -- and we have tabled our option of an incinerator -- our only fall-back position is a "bale-and-rail" operation at an unspecified cost (I am not confident that we will be able to affordably resurrect a waste-to-energy project in two years); (5) experts in the compost field, with whom I have spoken, seriously doubt municipal solid waste compost will be marketable; (6) ERS would need special approval from the state to act as a recycling operation; and (7) ERS uses shredders -- a technology which has caused serious problems at Hartford's plant, including explosions which have cost millions of dollars in repair, downtime, and landfilling of garbage which could not be processed.

Of final concern is cost. We have only our best guesses available for any system -- whether it be mass burn or composting or transferring garbage elsewhere. Our financial consultants -- who have many years of experience in this field -- have calculated their best guess at this point in time: \$75 - \$85/ton -- including our substantial host benefits. Without further steps in the process, including the submission of specific bids from vendors, we will not be able to definitively state the cost. It will increase with any further delay -- for example, a lengthy tabling of the project while we wait to see if an alternative technology works. Also, the higher our host benefits the higher the tip fee. That's why there's pressure on us to moderate our requests.

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When I distributed cost estimates to you last week, I used the \$85/ton figure for the incinerator -- but under-calculated expected host benefits, to provide a conservative estimate of costs. For the ERS plant, I used a tip fee of \$80/ton. I felt this was generous, as their price for "non-host towns" was \$78/ton over a year ago. The second year costs on your sheets were calculated by using a five percent increase in all areas -- tip fee, transportation, and host benefits.

In conclusion, this report has been intended to share with you as much information as I could compile in the relatively short period following last week's reconsideration vote. I hope it gives you a better understanding of the complex situation we find ourselves in, and explains why I feel the city would best be served by keeping its options open for a regional solution while continuing to monitor progress with the E.R.S. proposal.

As always, I welcome your phone calls and inquiries and stand ready to share as much additional information with you as I can in the future.

CITY OF DANBURY

GARBAGE, RUBBISH AND REFUSE

SECTION I. DECLARATION OF POLICY.

SECTION II. DEFINITIONS.

SECTION III. DISPOSAL OF REFUSE.

SECTION IV. STATUTORY AUTHORITY.

SECTION V. SEVERABILITY.

SECTION I. DECLARATION OF POLICY.

A. In order to promote, protect and preserve the health, safety and general welfare of the people of the City of Danbury, hereinafter sometimes referred to as the "municipality", it is hereby declared to be in the public interest that the accumulation, preparation, removal, storage, collection, transportation and disposal of solid waste be regulated so as to prohibit the harboring and spreading of rodents and insects, to prevent the spread of disease, to minimize the potential for air, surface and groundwater pollution and to prevent unsightlines resulting in a reduction of the quality of life.

B. This municipality is authorized by law to regulate the disposition of refuse generated within its boundaries, to collect a charge therefor and to license or permit collectors.

C. In order to protect the public health, safety and welfare, this municipality has executed the Joint Planning Memorandum, which provides the basis for a long-term solid waste disposal process which will conserve landfill space

and recover energy from solid waste and allow the municipality to encourage and promote recycling.

- D. The Joint Planning Memorandum requires the cooperation of the municipality, the Housatonic Resources Recovery Authority and the Connecticut Resources Recovery Authority in the establishment and operation of a solid waste disposal and resources recovery project.
- E. The enactment of this ordinance is in furtherance of the solid waste plan of the State of Connecticut and of this municipality.
- F. Notwithstanding the provisions of Subsectins C and D hereof, the City of Danbury reserves the right to implement alternative solid waste disposal methods. These methods may include but shall not be limited to composting, recycling or other means.

SECTION II. DEFINITIONS.

For the purposes of this ordinance, the following terms have the meanings herein defined:

CRRA - The Connecticut Resources Recovery Authority.

DIRECTOR - The Director of Public Works of this municipality or his authorized representative.

FACILITY - The solid waste disposal and resource recovery facility to be constructed and operated in the HRRRA region, and all appurtenant structures and equipment.

HRRRA - The Housatonic Resources Recovery Authority.

MUNICIPALITY - The City of Danbury.

PERSON - Any individual, corporation, partnership, association or other entity or organization of any kind.

PERSON IN CHARGE - The foreman or other person in charge of the solid waste disposal area.

RECYCLABLE MATERIALS - Materials suitable for recycling.

RECYCLING - A method of reducing the volume of wastes which results in the separation, extraction, refinement or utilization of materials, including but not limited to aluminum or other metal cans and products, glass, high-grade paper, newsprint and cardboard, which may then be marketed or delivered for reuse in manufacturing or other processes.

REFUSE - Garbage, rubbish and solid waste as hereinafter defined but not including unacceptable waste as defined below:

GARBAGE - All putrescible wastes except sewage and body wastes, including vegetable and animal offal.

RUBBISH - All nonputrescible waste materials except ashes, including but not limited to paper, cardboard, wood, glass, bedding, crockery, and industrial wastes. The term "rubbish," as used herein, shall not mean, nor shall it include in its meaning, unacceptable waste.

SOLID WASTE - Unwanted and discarded solid materials consistent with the meaning of that term pursuant to Section 22a-260(7) of the Connecticut General Statutes as amended.

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Semisolid and liquid materials of the type that are customarily collected and treated in a municipal sewage and/or water treatment system are not "solid waste" nor, for the purposes of this ordinance, is unacceptable waste.

SOLID WASTE DISPOSAL AREA - The sanitary landfill, if any, operated by this municipality or such other area as may be designated by the Common Council as a solid waste disposal area for the disposal of refuse.

UNACCEPTABLE WASTE

- A. Unacceptable Waste shall include all materials set forth in Section 16A-32 of the Danbury Code, as amended.
- B. Any item of waste either smoldering or on fire.
- C. Waste in quantities and concentrations which by law require special handling in their collection and/or processing.
- D. All other items of waste which, at the time of delivery to the solid waste disposal area, would be likely to pose a threat to health or safety or would not normally be disposed of in a sanitary landfill or would be prohibited, by any judicial decision, order or action of any federal, state or local government or any agency thereof or any other regulatory authority or any applicable law or

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regulation, from being disposed of at the solid waste disposal area.

SECTION III. DISPOSAL OF REFUSE.

- A. No refuse collected generated or disposed of in this municipality shall be deposited for disposal except at such sites and under such conditions as may be approved by the Common Council.
- B. The solid waste disposal area shall be open during such hours as may be designated by the Director, and no dumping shall be permitted except at such designated times.
- C. Any person intending to unload at the solid waste disposal area shall follow the instructions of the person in charge.
- D. The use of the municipal solid waste disposal area shall be at a person's or his agent's risk and shall be subjected to the following conditions: In consideration of the grants and privileges to use the municipal waste disposal area, the person or his agent shall, as a condition precedent, release the municipality from any right of action, claim or demand which may otherwise accrue to him by reason of the loss of any of his property while in, upon or about the premises at any municipal solid waste disposal area and further agrees for such consideration to indemnify the municipality and save it harmless from all claims, demands, actions, costs, attorney's fees, and charges to which the municipality may be subjected

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or which it may have to pay by reason of injury to any person or property or loss of life or property suffered or sustained by any said person or agent while in, upon or about the premises of the municipal solid waste disposal area.

- E. All persons shall deliver to the solid waste disposal area all refuse generated within the boundaries of the municipality. The disposal of such refuse at any other area is prohibited, except as may be expressly approved by the Common Council prior to disposal. Notwithstanding the foregoing, preseggregated, recyclable materials may be delivered to facilities which accept and process recyclable material.

SECTION IV. STATUTORY AUTHORITY.

This ordinance is authorized pursuant to Section 7-148, Section 22a-220, Section 22a-220a and Section 22a-221 of the General Statutes of the State of Connecticut, as amended.

SECTION V. SEVERABILITY.

Should any provision of this ordinance be declared invalid for any reason, such declaration shall not affect the validity of other provisions or of this ordinance as a whole, it being the legislative intent that the provisions of this ordinance shall be severable and that the balance of this ordinance shall remain valid notwithstanding such declaration.

(50)/15



City Clerk
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CITY OF DANBURY
DANBURY, CONNECTICUT 06810

LANDFILL DEPARTMENT
(203) 797-4605

MICHAEL A. CECH
General Mgr. of Solid Waste

MEMO TO: HONORABLE MEMBERS, COMMON COUNCIL

FROM: MICHAEL A. CECH, GENERAL MANAGER OF SOLID WASTE *MAC*

DATE: MAY 18, 1989

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The resolution before you this evening includes a mistake which I would ask you to rectify.

Under non-passenger/commercial, the only registrations which should be included are commercial plates and temporary commercial plates. The others should be under non-passenger/non-commercial.

Also, a minimum charge of \$2.00/trip should be included under the user fees for all non-passenger vehicles. Since the landfill scale registers in increments of twenty pounds (1/10th of a ton), we sometimes receive loads which weigh less than twenty pounds. This minimum comes on the advice of both Data Processing Director, Frank Mastrianni and Comptroller, Dominic Setaro.

Thank you for your attention to these matters.