37. **Proposal.** "Proposal" means the Proposal dated January 22, 2014 submitted by Contractor to City under cover of a letter dated January 22, 2014, including all attachments and exhibits, as supplemented by responses to questions submitted on February 20, 2014, and other information submitted by Proposer in conjunction with Proposal.

38. **Public Use Fee.** "Public Use Fee" means amounts established by City to be charged to persons delivering Publicly Hauled Waste to the Station.

39. **Publicly Hauled Waste.** "Publicly Hauled Waste" and "Publicly Hauled Municipal Solid Waste" mean Municipal Solid Waste delivered to the Station by persons other than the Participating Agencies and/or their Designated Haulers.

40. **Recyclable Materials.** "Recyclable Materials" means any materials pulled out of the waste stream, including domestic, commercial or industrial by-products of some potential value which are set aside, handled, packaged or offered for collection in a manner different from Garbage, Rubbish or other forms of Municipal Solid Waste. Recyclable Materials may or may not include Source-Separated Food Scraps and Source-Separated Yard Trimmings, depending on the context.

41. **Recycle; Recycling.** "Recycle" or "Recycling" means the process of collecting, sorting, cleaning, treating and reconstituting materials and returning them to the economic mainstream in the form of raw material for new, reused or reconstructed products which meet the quality standards necessary to be used in the marketplace. "Recycle" or "Recycling" does not include Transformation, except for the Transformation of wood (but not wood by-products, such as paper) to produce fuel.

42. **Recycling Level.** "Recycling Level" means the percentage of the Municipal Solid Waste (including Publicly Hauled Waste) entering the Station which is diverted from land disposal by Contractor's operations and thereafter recycled. The Recycling Level will be calculated as shown on Exhibit S.

43. **Residue.** "Residue" means unrecoverable materials remaining after Processing of MSW, Source-Separated Recyclable Materials, Source-Separated Yard Trimmings, or other materials delivered to the Station for which there are no other options for viable use and which therefore must be disposed of in a landfill.

44. **Rubbish.** "Rubbish" means all waste wood, wood products, printed materials, paper, pasteboard, rags, straw, used and discarded clothing, packaging materials, ashes from residential burning, floor sweepings, glass, and other waste materials not included in the definition of Garbage, Hazardous Waste, or Yard Waste.

45. **Sharps.** "Sharps" means sharp-edged or pointed medical implements, such as needles, lancets, etc.

46. **Source-Separated Recyclable Materials.** "Source-Separated Recyclable Materials" means Recyclable Materials which have been segregated into separate containers by the Waste Generator, the Designated Hauler or other Persons prior to their delivery to the Station. Materials delivered to the Buyback/Drop-off Center and materials collected by the Participating Agencies' Designated Haulers as part of "curbside" recycling programs are included in Source-Separated Recyclable Materials.

47. **Source-Separated Yard Trimmings.** "Source-Separated Yard Trimmings" means Yard Trimmings which have been segregated into separate containers by the Waste Generator, the Designated Hauler or other Persons prior to their delivery to the Station.

48. **Station.** "Station" means the facility owned by the City which is utilized to receive Municipal Solid Waste, to temporarily store, separate, recover, convert or otherwise process the materials comprising the Municipal Solid Waste, to Recycle materials from the Municipal Solid Waste and to transfer the remaining Municipal Solid Waste to Transfer Vehicles for transport to the Disposal Facility.

49. **Station Site.** "Station Site" means the area (approximately 9 acres) on which the Station and appurtenances are located.

50. **Term.** "Term" has the meaning set forth in Section 2.2 of the Agreement.

51. **Ton.** "Ton" means a short ton of 2,000 pounds avoirdupois.

52. **Transfer Vehicle.** "Transfer Vehicle" means a tractor and trailer designed to haul a load of no less than 20 Tons of solid waste.

53. **Transferee Municipality.** "Transferee Municipality" means any municipal corporation to which City, or any of the other Participating Agencies, has transferred a portion of its Allocation Quantity in accordance with Section 3.04 of the Disposal Contract or Neighboring Cities' Disposal Contracts.

54. **Transformation.** "Transformation" means the incineration, pyrolysis, distillation, gasification, or biological conversion other than composting.

55. **Yard Trimmings.** "Yard Trimmings" means tree trimmings, grass cuttings, dead plants, leaves, branches and dead trees, and similar organic materials. Yard Trimmings may be Source-Separated Recyclable Materials if they are segregated prior to collection and delivered to the Station in a separated condition. They may also constitute Municipal Solid Waste if they are delivered commingled with other waste materials

Materials Recovery and Marketing Plan

As a prelude to this *Materials Recovery and Marketing Plan,* BCWS firmly believes that **quality performance** is the driving factor in the Company's success in diverting materials from the SMaRT Station. This belief is evident in every strand of current operations (and our vision and goals for the future); most obvious, is the priority treatment we give to our comprehensive safety program, the consideration we bestow on our employees, and the care and maintenance we provide to the SMaRT Station facility and equipment. The City has considerable experience working with the Company since we took over operations in 2008 and can be assured a continued clean, expertly managed SMaRT Station under the watch of BCWS.

The Company will not waiver in our commitment to continuously provide quality performance in service to SMaRT Station operations. The key to increasing diversion and selling commodities to valid markets is running a quality operation that produces exceptional end products. The largest investment BCWS will make in managing SMaRT Station operations is, by far, the recovery of recyclable materials from the MSW stream. The Company estimates that well over 65% of operating costs will be allocated to our materials recovery efforts, which will substantially increase diversion at the facility.

Exceptional end products mean highly marketable commodities and good rapport with materials brokers. Recyclable materials markets are volatile and beyond the Company's control. However, we intend to place BCWS in the strongest position possible with commodities brokers by consistently shipping materials that meet or exceed the broker's standards and in the amounts promised.

NOTE: BCWS is mindful of "Operation Green Fence". *In response to the Peoples' Republic of China's "Operation Green Fence", we have implemented additional engineering improvements and quality control procedures to ensure that the cleanest bales are sent to markets and end users. SMaRT Station staff has been trained to ensure all bales contain minimal amounts of contamination. Since the implementation of China's "Green Fence" protocols, NO bales or containers have been rejected for excessive contamination*

We will continue to ensure that the highest standards of quality control are implemented at all times by implementing a **Quality Assurance Plan**, the focal point of which will be a periodic in-house assessment on the following general points:

- Workplace/Worker Safety | Are work areas clean, dry, and properly ventilated; are workers performing tasks in the safest possible way; and is all safety equipment accessible and utilized?
- Efficacy of processing practices to maximize diversion | Are employees making every best effort to divert recyclable materials; do more effective/safe work practices need to be implemented to accomplish objectives, or are there other processing methods that would yield better results?
- Waste Stream Composition | Has the waste stream changed; if it has changed, how so, and is there a corresponding market or emerging market to handle new materials/material components?
- Markets | How are relations with materials brokers; is the Company securing the best possible pricing; and what impacts do market trends have on operations; how will trend forecasts be used?

By having our objective be quality performance in all areas of SMaRT Station operations, and by performing regular audits to evaluate our performance against these objectives, we believe diversion can increase without compromising safety. BCWS is also applying an ample labor force of sorters in order to assertively and more effectively recover recyclable and organic materials from the waste stream. Staffing schedules are included in ***Cost Forms 8A, 8B,*** and ***8C***. The remainder of this subsection is organized as follows:

Subsection	Title
14a	General Parameters & Operating Standards
14b	Materials Sources & Targeted/Accepted Materials for Diversion
14c	Processing Operations & Material Flow
14d	Diversion Efforts
14e	Marketing
14f	Conclusion

14a | *General Parameters & Operating Standards*

BCWS understands that the following general parameters apply to operating the SMaRT Station:

- BCWS has thoroughly reviewed and has presented for review to its legal and accounting team the terms and conditions of the *Agreement* included in the *RFP documents* as *Appendix C*. The Company agrees to all terms and conditions without exception.
- BCWS will assertively mine and process recyclable materials from the following waste classifications as the *RFP documents* indicate from both City-designated haulers and the general public: MSW, source-separated recyclable materials, C&D debris and wood and yard trimmings. Utilizing our own transfer rigs, we will transport residuals to Kirby Canyon Landfill. Recyclable materials, including yard waste and organics, will be transported by materials brokers per the

marketing plan presented in *14e* of this section, or hauling of these materials will be subcontracted to outside haulers or conducted by BCWS.

- The above classifications will divert materials through these Station functions: MSW processing operations, source separated recyclable materials processing operations, wood and yard trimmings processing, and the public buy-back/drop-off center.
- Materials processed via the above operating lines are derived primarily from franchise collection operations of the Participating Agencies, with one current exception; which is discussed in subsection *14b*. The Company also notes that the City of Palo Alto may elect to bring its curbside materials to the SMaRT Station when its current contract for processing terminates in 2017, and that the additional materials will not, given current tonnage forecasts, push the Station's throughput beyond its permitted capacity, nor will it generate additional compensation under the terms of the *Agreement*. The sale of recyclable materials will be split with the City as per the Revenue Sharing Worksheet included in ***Cost Form 14B***.
- The Company agrees to meet or exceed the minimum diversion requirement of 17.5% from MSW waste stream utilizing the City's MRF Fines approach or the minimum diversion requirement of 15% with no change to the MRF fines. Note: the City's approach to removing glass from the MRF fines is uninstalled and untested, so our projections are slightly conservative. Additional opportunities for increased diversion are presented in much more detail in ***Cost Forms 16***.
- BCWS agrees to operate the Station on the days and during the hours stipulated in the *Agreement* and under every condition of all permits pertaining to the Station, and in alignment with the City's environmental and safety policies—including its Environmental Procurement Policy, Storm Water Pollution Prevention Plan, Integrated Pest Management Policy, Wastewater Discharge Requirements, and Hazardous Waste Screening Protocols.
- The Company will continue to treat all equipment and the facility with the utmost care. All equipment will continue to be maintained as specified by the manufacturer.
- BCWS will work closely and cooperatively with the City, as demonstrated by the collection franchise, to achieve the objectives of the City/Participating Agencies.

14b | *Materials Sources & Targeted/Accepted Materials for Recycling*

Materials flow into the SMaRT Station from the following sources:

- MSW from each of the three Participating Agencies, delivered by franchised haulers, and official City vehicles;
- Source Separated Recyclable Materials of single-family curbside recycling, multi-family recycling programs and commercial (including C&D debris) in the Cities of Sunnyvale and Mountain View and possibly Palo Alto when their contract expires in 2017.
- Yard Trimmings and Wood Waste of residential premises in the Cities of Sunnyvale and Mountain View (discussed in detail in ***Proposal Form 15A***); and,
- Public/Self-Haul MSW and Yard Trimmings brought to the SMaRT Station.

MSW

Our goal is to surpass the minimum MSW diversion requirements: 15% recovery with current operations or 17.5% recovery with the City's MRF Fines Approach. The materials that will be recovered from the MSW stream are noted in Table 15, derived from the Detailed Waste Composition, *SMaRT Station Residuals, 2010* of the *City of Sunnyvale Waste Composition Report*[1]. These materials represent the highest recovery potential in the MSW waste stream. The report finds that over 84% (approximately 85,000 tons) of SMaRT Station residuals are recyclable or compostable. This figure has increased from the 2006 report for SMaRT Station residuals derived from the Palo Alto Waste Composition Analysis that was used in determining preliminary MSW diversion assumptions during our initial bid in 2006.

BCWS anticipates that we can assertively mine MSW for the materials listed in the table on the following page. Many factors go into the change in residuals composition, as detailed in BCWS' SMaRT Station Material Marketing Plan from 2012, like the economic recession, crashing of domestic and foreign materials markets, change in waste composition and quantity delivered for processing, tightened bale specifications, and processing facility restrictions.

[1] Cascadia Consulting Group, November 2010.

The table below lists our targeted recyclable / divertible materials from the MSW stream, based on the 2010 Waste Characterization Study.

SMaRT Station Residual MSW StreamTargeted Recyclable/Divertible Materials

Commodity | Material	Total Reported Residual | Tons Annually (2010 Waste Characterization Study)
Carpet	*Approximately 650 tons remain in the MSW residual stream.*
Concrete	*Approximately 55 tons remain in the MSW residual stream.*
Dirt	*Approximately 50 tons of soil, rock, and fines remain in the MSW residual stream.*
E-Waste, CRTs/Monitors	*Less than 50 tons remain in the MSW residual stream.*
Food	*Approximately 13,000 tons remain in the MSW residual stream. See **Proposal Form 15A**.*
Food-Soiled Paper	*Approximately 63,000 tons remain in the MSW residual stream. See **Proposal Form 15A**.*
Glass, Mixed	*Approximately 135 tons remain in the MSW residual stream.*
Green Materials	*Approximately 2,400 tons of prunings, trimmings, leaves, and grass remain in the MSW residual stream.*
Metal, Aluminum UBC	*Approximately 90 tons remain in the MSW residual stream.*
Metal, Composite	*Approximately 1,300 tons of composite metals remain in the MSW residual stream.*
Metal, Scrap Steel	*Approximately 1,000 tons of ferrous metals remain in the MSW residual stream.*
Metal, Tin Cans	*Approximately 325 tons of tin cans remain in the MSW residual stream.*
Organic MRF Fines	*Approximately 30,000 tons of organics MRF fines in the MSW residual stream.*
Paper, Mixed	*Approximately 725 tons of misc. paper, magazines, and catalogs remain in the MSW residual stream.*
Paper, OCC	*Approximately 5,300 tons of cardboard remain in the MSW residual stream.*
Paper, Office Pack	*Approximately 3,100 tons of white ledger remain in the MSW residual stream.*
Paper, ONP	*Approximately 3,000 tons remain in the MSW residual stream.*
Plastic, Film *	*Approximately 5,000 tons remain in the MSW residual stream.*
Plastic, HDPE *Colored (Epic)*	*Approximately 1,100 tons remain in the MSW residual stream.*
Plastic, PET	*Approximately 850 tons remain in the MSW residual stream.*
Rock	*See "Dirt," above.*
Textiles, Carpet *	*Approximately 650 tons remain in the MSW residual stream.*
Tires	*0 vehicle & truck | 99 "other" tires found in the MSW residual stream.*

Note: the City's approach to removing glass from the MRF fines is uninstalled and untested, so our projections are slightly conservative.

*Of the materials listed above, all but two are very easily marketable: film plastics and textiles. In order to market these items, great time and care is needed during the sorting process to recover greater quantities of these materials. Film plastic and textiles represent areas to strengthen marketing activities and we have been actively exploring emerging markets for these materials. Included in ***Proposal Form 16H.7*** is an optional proposal for recovering additional film plastic from the MSW stream utilizing vacuums, marketing the product domestically to be processed back into crude oil and used for fuel.

The City has expressed its desire to sustainably handle MRF Fines in order to divert as much organic material as possible. Included in **Cost Form 16E**, we are proposing alternatives that can potentially result in a higher diversion while being much more cost-effective.

Source Separated Recyclable Materials

Source separated recyclable materials brought to the station are cleaned, through a process described in the section that follows, and meet bale specifications prior to being shipped to market. These materials include:

- Glass | Amber, Flint, Green, and Mixed ➔ market: domestic
- Metals | Aluminum UBC, Tin Cans, and Scrap ➔ market: domestic & foreign
- Paper | Mixed, OCC, and ONP ➔ market: foreign
- Plastics | HDPE (colored, Epic mix), PET ➔ market: domestic & foreign

BCWS commits to doing an excellent job in recovering and preparing these products for market to maintain good rapport with markets/brokers.

14c | *Processing Operations & Material Flow*

Prior to a detailed discussion of material flow through the facility, the following important facility controls are acknowledged:

Station Controls | The Company will maintain, in an optimal state, the station controls listed below. Inspection of these controls systems is already a part of BCWS' regular facility and safety inspections and we will continue to ensure the facility operates at maximum efficiency.

- ✓ Nuisance Control | BCWS will continue to operating the Station in accordance with all permit requirements by the laws and requirements of all regulating agencies or entities with jurisdiction over it. The facility will be kept clean to deter possible nuisance complaints.
- ✓ Passive Landfill Gas Venting System | The Company understands and accepts the propensity for the migration of landfill gas from the adjacent closed landfill and will monitor the venting system as specified. Supervisors and employees will receive training on proper procedures in case a sensor alarm is activated.
- ✓ Dust Control | BCWS ensures that dust control equipment will continue to be maintained and utilized in the fashion intended to mitigate excessive dust generation indoors and outdoors.
- ✓ Vector/Bird Control | All best practices will continue to be employed to manage vectors and birds. Since we took over operations at the SMaRT Station in 2008, the amount of pigeons inside the

facility has significantly decreased than with the previous operator. We will continue to keep birds and other vectors under control while meeting the City's Integrated Pest Control Policy.

- ✓ Drainage Control | The Company is familiar with storm drainage at the facility and will continue to operate in accordance with all requirements of the SMaRT Station's Storm Water Pollution Prevention Plan (SWPPP). As per the facility's SWPPP, and recent revisions to be incorporated in 2014, we are committed to conducting our due diligence as the facility operator to ensure all drainage locations and storm drain inlets are thoroughly and routinely inspected, clean and repaired, as needed and operating as designed. Our overall goal is to ensure our operations do not negatively impact the facility or the surrounding environment.
- ✓ Litter Control | The interior of the facility is swept daily and on an as-needed basis to keep litter under control. BCWS cooperates fully with the City's Litter Control Program and will continue to operate the facility as clean as possible.
- ✓ Noise Control | The Company will monitor and investigate noise complaints to ensure we do not exceed noise standards. We have never received a complaint for excessive noise since we began operating the facility in 2008; however, if a noise complaint is brought to our attention, we will investigate and monitor the situation immediately.
- ✓ Odor Control | BCWS acknowledges that odor from MSW and decaying organics has the potential to drift to open areas outside the facility. A particular concern is the walking/jogging paths located at the closed landfill. The Company knows and understands that the best mitigation is to remove waste accumulations every 24 to 48 hours at a minimum, and we will continue to do so. If excessive odor complaints are brought to our attention, we will immediately investigate and monitor the situation.
- ✓ Traffic Control | BCWS is very familiar with traffic patterns and will continue to operate the facility obeying all traffic control measures to ensure all customer, visitors and employees at the SMaRT Station can travel safely while onsite.

Materials will flow to the SMaRT Station from the generators listed in the previous subsection *14b*. The following narrative describes the general progression of events once materials arrive at the Station.

- Collection Vehicles | All collection vehicles weigh in at the inbound scales located at the front entrance and scale house area. They then proceed to the designated tipping areas. Determination of tipping location based on type of material in the vehicles is either prearranged or determined at the scale house through inquiry by the scale attendant.
- General Public | Signs direct the public on how to proceed once past the scale house. The public is charged for disposal of their materials on a volume basis as assessed by scale attendants.

Hazardous/Unpermitted Waste Screening

BCWS strictly protects the health and safety of our workforce and the general public by enforcing the City's *Hazardous Waste Exclusion Program* included as *Exhibit G* of the *Agreement*. Our goal is to detect and remove hazardous and other prohibited materials from solid waste prior to it entering the MRF, helping to protect the environment, employees and the public from immediate and future health risks. We will continue to conduct, at a minimum, six random load check inspections each week as well as inspection of any suspicious loads entering the facility, as outlined in the Load Check Program. The load check process will take place exactly as the *Program* guidelines dictate. The Company's Health and Safety Program/Hazardous Materials Procedures are discussed in much more detail in ***Proposal Form 10A***. ***Exhibit 10f*** includes our hazardous waste exclusion training documents, load check flyer provided to customers who are found to have delivered hazardous waste to the facility, and our hazardous waste denial log to track each occurrence.

Source Separated Recyclable Materials Handling

Materials from the curbside collection programs of the Cities of Sunnyvale and Mountain View are directed to tip either at the *source separated recyclables processing area* or the *yard/wood trimmings processing area*, depending on the material inside the collection vehicle. It is understood that, at this time, the City of Palo Alto does <u>not</u> bring its recyclable materials to the SMaRT Station. The Company also notes that the City of Palo Alto may elect to bring its curbside materials to the facility when its current contract for processing terminates in 2017, and that the additional materials will not, given current tonnage forecasts, push the Station's throughput beyond its permitted capacity, nor will it generate additional compensation under the terms of this *Agreement*.

The curbside collection programs of the Cities of Sunnyvale and Mountain View both employ dual stream recycling: fiber and commingled containers (cans, glass, plastic) are segregated from each other, reducing contamination and increasing the marketability of the commodities. Once curbside recycling vehicles unload their materials in the *source separated recyclables processing area*, fiber materials are transferred onto the fiber sorting line and containers are transferred to the container sorting line utilizing the rolling stock proposed in ***Cost Form 11***.

Materials are mechanically and manually sorted and stored in bunkers located beneath the sorting platform until accumulations or time constraints warrant moving materials to the baler (with the exception of glass which is loaded into covered containers and shipped loose). Source separated recyclables will be

processed in the same way as is currently done, and therefore no new mass diagram has been included in this submittal.

Yard Trimmings and Wood Waste Processing

Yard waste routes and commercial/residential loads of clean wood/yard waste (typically brought to the facility via roll-off truck) are directed to offload in the *Wood Room.* Wood and yard waste recovered from MSW loads will also be moved to this same area. Loads are inspected and contaminants are removed. The clean materials are then shredded in the wood grinder and transferred to a conveyor equipped with an overhead magnet that removes small metal pieces, such as nails. Fines and overs are also separated for marketing purposes (discussed in detail in ***Proposal Form 15A***) and they are stockpiled until shipped offsite. ***Cost Form 11*** lists the proposed rolling stock to be utilized in yard/wood waste operations and the Wood Room.

BCWS understands the importance of not allowing any yard/wood waste to be disposed of in the landfill, and makes a concerted effort to divert as much yard and wood waste materials from the MSW waste stream. *We certify that no segregated yard trimmings or wood waste will be disposed of in a landfill and will not be utilized as Alternative Daily Cover (ADC).*

MSW Handling

The existing MSW processing equipment was designed to capture greater amounts of materials all through out the system, while producing a -2" organic fraction that was anticipated to be highly recyclable. After BCWS took over operations at the facility most of the MSW processing equipment was still being installed. Now that the trommels are operational, we have found that the -2" fines have proven to have much more contamination than previously anticipated. Due to this contamination (mostly glass) we have proposed various optional methods for marketing the MRF fines. Additional information on optional MRF fines processing and marketing is discussed in detail in ***Cost Forms 16D and 16E*** and have been developed because we intend on continuing to increase diversion of the waste stream.

MSW Pre-sort | The pre-sort begins on the tipping floor, where the following materials are manually removed to as great an extent as possible: bulky rejects (to landfill); wood/stumps (to the *Wood Room*), bulky metals (to market), e-waste, dirt, and concrete. Hazardous materials are isolated and properly dealt with. The remaining material is transferred from the tipping floor to dual sorting lines and flow over a series of conveyors. In the first phase of sorting, the pre-sort room is geared toward the removal of bulky items that cannot go into the trommels, such as: concrete (C-700 – concrete load out conveyor); carpet, tires,

clothing (C-701 – rejects load out conveyor); lumber, pallets, limbs, stumps (C702 – wood load out conveyor); bulky metal items (C-703 – bulky metals load out conveyor), and large OCC boxes (C-704 – OCC transfer conveyor). The pre-sort room is where we can remove carpet and textiles when specific markets are identified, terms defined, and arrangements made for materials delivery.

The remaining material is fed into trommels which breaks open bags (via a bag breaker) and further screens the materials into three classifications: a) organics fines (-2"), b) middlings (-9"), and c) oversize (+9").

- -2" material | Fines generally equate to organics or residual waste, which are dropped through holes onto belly conveyors (C-106 and C-205 – fines collection conveyors). An overhead magnet pulls out small metal objects, prior to load out into roll-of containers. Metal objects will then be conveyed (C-504 – standard conveyor) for storage into the walking floor bin.
- -9" material | Middlings include: mixed paper, glass, plastics 1 through 7, PET, HDPE, and aluminum cans. As these items fall onto belly conveyors (C-107 and C-206 – middlings collection conveyors) which, in turn, feed into V-700 (primary rotating disc screen) where two size separations are made: a) -9 / +5"; and b) -5". Dual sorting platforms allow for increased recovery of recyclable materials and QC stations.
- +9" | These materials include ferrous metals, mixed paper, ONP, OCC, wood and yard waste and will be transported from the trommels to C-105 and C-204 (overs conveyors) for manual sorting and QC stations.
- -9 / +5" | This material (the same as listed above) is conveyed into a splitter box to reduce depth, thereby increasing potential for more effective sorting activities. Depending on the throughput at the time, the materials may be sent onto one conveyor, or at peak times the materials may be sent onto two conveyors (C-711 and C-712 – middlings sort conveyors). Magnets positioned above these conveyors pick up and discharge ferrous metals onto C-505, which will discharge those materials for storage into C-726 (walking floor ferrous bunker). The remaining residue is transported via load out conveyor C-601 (residue transfer conveyor).
- -5 / +2 | (refer to -9", above): These materials essentially include metal cans and other small items, and will be discharged over the disc screen (V-701) to feed another magnet and Eddy Current Separator (ECS) (G-300 – aluminum separator) to segregate ferrous from non ferrous metals. Non-ferrous materials (like aluminum) will continue to G-301 (aluminum cleanup) for further processing and quality control. Ferrous materials will be deposited into a hopper on the floor near the pre-sort station.
- -2" | These materials will fall through disc screen (V-701) openings onto a belly conveyor (C-720) that dumps onto C-501 (fines transfer conveyor) to join the -2" stream.

See ***Cost Form 11*** for a list of rolling stock to be provided by BCWS and utilized in MSW processing operations.

MSW Finishing | Combined residue from the ferrous/non-ferrous separator will be transported via C-405 to C-601 (residue transfer conveyors) to the trash loading area for eventual off-site disposal at Kirby Canyon Landfill. Finally, the following collected recyclable materials are transferred to the baler, baled, inspected, and prepared to ship to market:

- ONP
- Mixed Paper
- OCC
- HDPE
- PET
- Plastics 3 – 7
- Aluminum
- Ferrous Metals

Public Buy-back/Drop-Off Center

BCWS will operate the public buy-back/drop-off center as per the days and hours specified in the *Agreement* and per all of the operating standards and controls listed within this document. The public buy-back/drop-off center will accept the following materials:

- Newspaper
- Glass Bottles & Jars
- Aluminum
- All CRV Containers
- Metals
- *OCC (buyback)**
- Kraft Paper
- Office Paper
- Mixed Paper
- Plastics (HDPE, PET)
- Clothing & Shoes
- Used Motor Oil (residents only)
- Used Auto Oil Filters (residents only)
- Anti-freeze (residents only)
- Auto Batteries (residents only)
- Household Batteries (residents only)
- Cooking Oil (residents only)
- Fluorescent Light Bulbs/Tubes (residents only)
- Household Items Containing Mercury (residents only)
- Universal Waste Electronic Devices & Consumer Electronic Devices (residents only)
- Other Materials (as approved by the City)
- *Latex Paint (residents only)**

The Company will also provide a safe drop-off bin for home-generated sharps. The bin will be fitted with a chute such that materials can be deposited but not removed from the chute. BCWS will arrange for proper disposal of such material, as approved by the City.

Refer to **Cost Forms 16H.4 and 16H.6 for additional information on our proposed optional programs to provide a sustainable and cost-effective OCC Buyback and Paint Take Back Program at the SMaRT Station.*

Transfer Operations

The Company's transfer experience is documented in ***Proposal Form 4E*** and is also evident through the fact that BCWS has been conducting for the past 7 years and partner/affiliate companies have conducted transfer operations since 1968. BCWS will continue to safely transport MSW to Kirby Canyon Landfill. The utilized transfer equipment (see ***Cost Form 11***) is well suited to the steep grade from the landfill's gatehouse to the current tipping area on the face of the landfill. As previously stated, however, the Company intends to allow processed/prepared recyclable materials to be picked up at the facility by materials brokers, or to hire outside haulers to transport these commodities.

14d | *Diversion Efforts*

BCWS' cost model revolves around the throughput and recovery assumptions and projections presented in the table that follows and are included in ***Cost Form 14B.1 – Base Recycling Revenue Worksheet***. The current structure of the MSW diversion and revenue sharing formula results in a disincentive for the operator to increase diversion past a certain point. As an option to the City/Participating Agencies, we have included a revised recycling revenue worksheet in ***Cost Form 14B.2 – Revised Recycling Revenue Worksheet*** that reflects our proposed method for calculating the revenue sharing as to be more of an incentive to increase diversion, instead of a disincentive.

The example below demonstrates that as we increase diversion of negative value commodities (because that's all that is remaining in the MSW stream), our revenue sharing % results in a decrease in revenue. At some point, there is a peak in diversion and revenue sharing %, and after this peak, the more negative value commodities diverted, costs us more money to "recycle" and lowers our overall revenue.

Under our preferred Proposal Option B (which includes Cal Recovery fines diversion, high-diversion C&D floor sort, and our other innovations that increase diversion), we max out at 25% MSW diversion. Once we divert an additional 1% (to 26% MSW diversion), our revenue sharing decreases from $640,000 to $535,000. This formula does not incentivize us to divert more materials above and beyond the 25%.

Relative to MSW processing operations, we understand the importance of assertively diverting materials that are currently being landfilled due to outdated or less efficient equipment and other factors, such as labor and management. There is no secret to obtaining excellent results: labor must be well managed in every possible way to increase MSW diversion and we are committed to focusing on labor, management and utilizing the City's existing (and proposed) equipment in order to increase diversion beyond the City's minimum requirements.

NOTE: The Company is realistic in stated recovery projections.
To reiterate: there are variables strictly beyond BCWS' control at this juncture which render projections pure speculation: ***1)*** *the proposed new MRF Fines equipment is not yet installed and therefore untested;* ***2)*** *it is unknown whether the equipment will produce the results estimated in the RFP documents,* ***3)*** *it is unknown the impact of future compost regulations, and* ***4)*** *should Cities implement various collection programs and curbside recycling programs in their jurisdictions, the waste stream composition might change, resulting in reduced recovery opportunities.*

There are precisely five points during MSW processing where BCWS can intervene to positively affect recovery output: **1)** at the tipping floor; **2)** in the presort room; **3)** on the +9" sort line; **4)** on the '9" sortline; and **5)** additional processing of problematic materials (MRF fines and film plastics). The Company will continue to be persistent with utilizing sorters to recover recyclable materials from the MSW at these points and rely on the existing equipment to do further separating. The focus will be on removing food waste, paper, yard trimmings, rocks, soil, and dirt. Throughput and recovery projections for both the source separated materials and MSW processing operations are expressed in the chart on the following page and correlate to the City's MRF fines approach, assuming a minimum of 17.5% diversion.

SMaRT Station Diversion Projections

Source Separated Recyclable Materials | **Recovery Projections**		
Commodity	Projected Throughput Annual Tons	Projected Recovery Rate Expressed as %
Aluminum	106	100
OCC	3,400	100
Glass, Amber	220	100
Glass, Flint	520	100
Glass, Green	550	100
Glass, Mixed	700	100
HDPE, Colored	470	100
Mixed Paper	5,000	100
ONP	6,400	100
PET	390	100
Tin Cans	360	100
MSW Tonnage Assumptions | **Recovery Projections**		
City's MRF Fines Approach | ***Minimum 17.5% Recovery***		
Commodity	Projected Throughput Annual Tons	Projected Recovery Rate Expressed as %
Aluminum UBC	98	.29
Concrete	1,780	5.30
OCC	2,460	7.32
Glass, Mixed	450	1.34
HDPE	259	.77
Mixed Paper	2.874	8.56
Other Plastics/Plastic Film	30	.09
PET	233	.69
Scrap Steel	1,665	4.96
Tin Cans	703	2.09
Wood Waste	6,149	18.30
Organic MRF Fines	12,800	38.10
Clean Dirt	3,673	10.93
Tires	40	.12
Process Water	90	.27
Hazardous /Universal /Electronic Wastes	163	.49
Mattresses	48	.14
Carpet	77	.23
Other Moisture Loss	3,000	8.93

Additional Diversion Efforts

Included in ***Cost Forms 16*** are BCWS' optional proposals for increasing facility diversion past the minimum rates of 15% (under Proposal Forms A) and 17.5% (under Proposal Forms B). We have designed and developed numerous options that include additional screens, optical sorting, aggressive floor sorting techniques, operational efficiencies and enhanced programs to increase diversion further. Refer to ***Cost Forms 16A - 16H*** for details on additional diversion efforts we are excited to share with the City.

Reuse Plan: In order to implement the "highest and best use" waste management hierarchy and given the space constraints and increasing and storm water issues at the SMaRT Station, we are proposing a mobile reuse "trailer" that allows for easy access during weekend or special event days. The portable trailer will be a 30-foot fully enclosed utility trailer and all reusable items found on the tipping floor will be itemized, cleaned (as needed) and stored in our "Bay Counties SMaRT Reuse Trailer".

The trailer will have shelving for products and space for customers to view items. During the week, sorters will recover items for reuse and accumulate them in the trailer until enough reusable items have accumulated. Items will include housewares, plumbing supplies, hardware/electrical, furniture and lumber/building materials. Offering these items to the public at no cost will be conducted monthly and other outlets may be explored through CraigsList, FreeCycle and Resource Area for Teaching (RAFT).

14e | *Marketing*

The same approach currently used at the SMaRT Station to market commodities will continue to be implemented by BCWS' Marketing Manager. The table below lists the various commodities we will recover and market from the MSW stream and includes projected annual tonnage, purchaser and market, and an estimated price per ton.

Commodities Estimates & Market Information

Commodity	Projected Annual Tons	Purchaser	Estimate Price (per ton)	Destination
OCC	9,369	Mega Fiber	$50 - $175	Export
Mixed Paper	13,435	"	$35 - $110	"
ONP #6 & #7	4,380	"	$65 - $165	"
PET	700	Weisco Recycling	$1,500 - $2,000	"
Mixed Glass	2,350	Strategic Materials	$60 - $160	"
Scrap Steel	3,330	Sims Metal	$80 - $260	Export / Domestic
Tin Cans	1,759	"	$50 - $180	"
Aluminum	338	Alco Iron & Metal	$3,000 - $4,200	Domestic
HDPE	957	Weisco Recycling	$0 - $65	Export / Domestic
E-waste	163	E-Recycling of CA	$.05 - $.10/lb.	"

BCWS is committed to continuing the relationships over the past 7 years at the SMaRT Station with our material brokers. Our partner and affiliate companies have had an even longer history (decades) of processing and marketing commodities. Together, we are dedicated to marketing the materials recovered from operations and our rigorous quality control protocols and load check program ensures that the impact of market fluctuations is minimized.

- Market & Demand Fluctuations | Any fluctuations in quantity and composition of recyclable materials will be quickly identified and analyzed to determine the cause of any shortfall or degradation of commodities, which can be isolated quickly by our Operations Team and Marketing Manager. BCWS and our partner/affiliate companies have dealt with fluctuations in commodity pricing and market demands in recent years. In 2008 and 2009 there was a decrease in recyclable markets for mixed paper and other fibers because of the limited number of shipping containers in the Bay Area and below market prices. We managed to keep onsite storage down to a minimum while working with brokers to accept our materials and we were able to ship some material domestically but stored some baled products while waiting for the market to rebound. When the market began to rebound, vendors knew we consistently produced a high-quality, clean product and this attracted vendors to purchase our materials. In times when markets are not accepting materials or the prices have decreased significantly, we have storage for recyclable material prior to marketing, if necessary, to withstand these rare situations. BCWS' Marketing Manager continually monitors recyclables markets and economic situations to anticipate and adapt to changes in domestic and foreign markets.

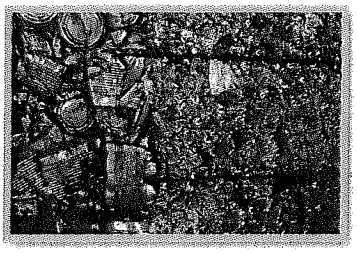
We have historically been able to complete the recycling cycle by moving recovered materials to buyers and domestic facilities, even in periods where market demand and recycled goods pricing fluctuated dramatically. The Company's Materials Marketing Manager will continue to work with our SMaRT Station Operations Team to adjust sorting practices and equipment (with City approval) to meet market demands and develop and maintain domestic, sustainable markets. The focus will always be on increasing diversion, strengthening market position, and improving broker relations. We will work collaboratively with the City/Participating Agencies to ensure their satisfaction with marketing outcomes.

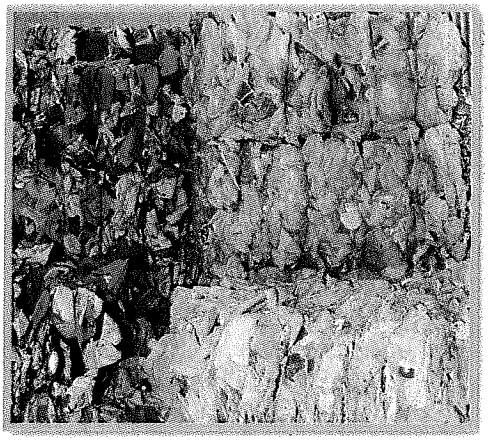
Furthermore, BCWS invites the City/Participating Agencies to check with materials brokers listed in ***Proposal Form 4D*** for reassurance relative to the Company's sound business practices and materials marketing experience.

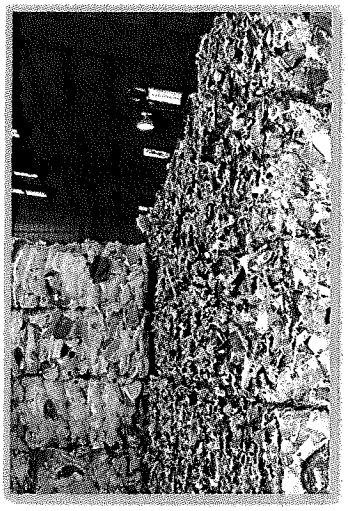
14 | Conclusion

BCWS is a company with unrivaled materials recovery/transfer station operations experience, and a well-established presence and excellent reputation in the Bay Area and local community. The Company's lengthy and extensive operations experience, high attention to safety, cleanliness and detail, strength in the marketplace coupled with the strong intention to progressively and steadily divert greater amounts of MSW over the course of the contract, assures our success in meeting the operational and sustainable goals of the City and the Participating Agencies.

As shown over the past 7 years, we have experienced economic recessions and tightened bale specifications at overseas ports, making it difficult for some recyclers to move bales to market. BCWS on the other hand, continues to sell and market materials with minimal interruptions. As mentioned previously, we have not had any overseas containers containing any of our materials be sent back due to "Green Fence" restrictions. This is due to our long-term relationships with brokers and processors and our desire to implement additional quality control measures, making our material more desirable and marketable.







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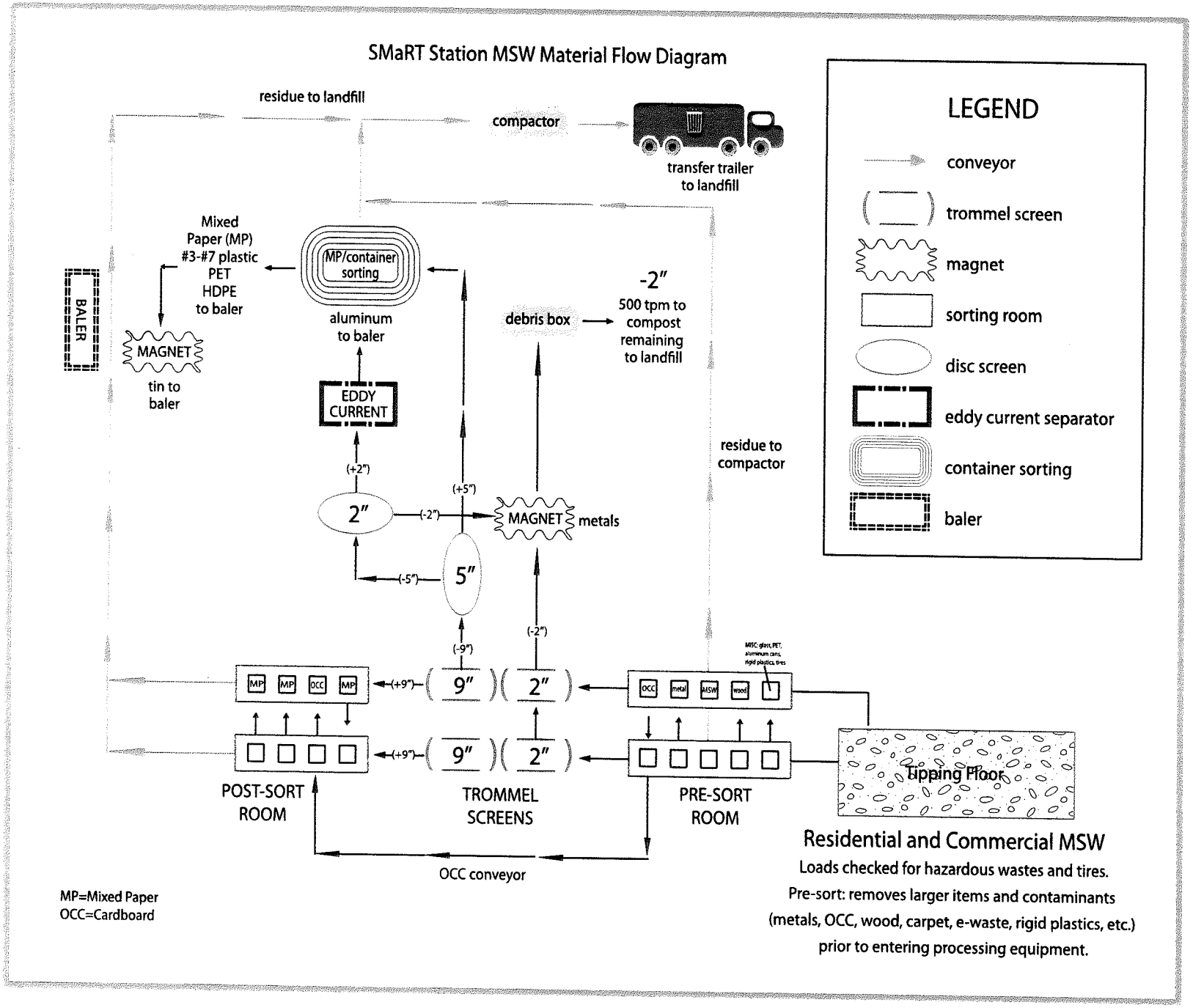

SMaRT Station MSW Material Flow Diagram
residue to landfill
compactor
transfer trailer to landfill
LEGEND
conveyor
trommel screen
magnet
sorting room
disc screen
eddy current separator
container sorting
baler
Mixed Paper (MP) #3-#7 plastic PET HDPE to baler
MP/container sorting
aluminum to baler
BALER
MAGNET
tin to baler
EDDY CURRENT
debris box
-2"
500 tpm to compost remaining to landfill
residue to compactor
(+2")
(+5")
2"
(-2")
MAGNET
metals
(-5")
5"
(-9")
(-2")
MP
MP
OCC
MP
(+9")
9"
2"
OCC
metal
MSW
wood
MISC: glass, PET, aluminum cans, rigid plastics, tires
(+9")
9"
2"
Tipping Floor
POST-SORT ROOM
TROMMEL SCREENS
PRE-SORT ROOM
OCC conveyor
MP=Mixed Paper
OCC=Cardboard
Residential and Commercial MSW
Loads checked for hazardous wastes and tires.
Pre-sort: removes larger items and contaminants
(metals, OCC, wood, carpet, e-waste, rigid plastics, etc.)
prior to entering processing equipment.

Exhibit B-2

Organics Marketing Plan

BCWS is aware of the important "higher and best use" practice of keeping organics out of landfills and composting yard trimmings and food waste. This next stage of organics processing infrastructure development is the same paradigm shift in the emergence of curbside recycling programs in the early 1980s. There have been few programs after which to model organics collection programs, and even fewer processing options. But, as regulations change and Cities, Counties and the State enact organics management policies, programs and bans, we have seen the expansion of organics collection programs, diversification by composters and processors, and new markets emerge.

Since we first bid this contract in 2006, many new technologies have emerged that manage organics. Whether it's in-vessel composting to create rich soil amendments or anaerobic digestion that generates electricity, fuel and compost—managing clean organics streams are not as challenging as before. BCWS' partner company, SSFSC/BLTS is one of the first waste haulers and MRF operators in the State to generate its own biogenic CNG onsite to fuel trucks that collect organics—truly implementing a closed-loop system! The Blue Line Biogenic CNG Facility will utilize dry anaerobic digestion technology to extract methane, refine the biogas and convert it to CNG that will fuel trucks onsite. The byproduct of the process is a rich compost product. Additional information on the Blue Line Biogenic CNG Facility is discussed in ***Proposal Form 3*** and additional details are included in ***Exhibit 3d***.

BCWS will support and assist in any way possible the City/Participating Agencies with implementation of organics collection programs, and will deal with these materials as effectively and efficiently as possible at the SMaRT Station. Following is BCWS' tentative plan which, of course, will change depending on what option the City/Participating Agencies decide to do and when, and what processing options may open up during the term of this contract.

We have secured processing arrangements with three facilities in order to offer the City/Participating Agencies options at various tip fees and capacity specifications for the various organics streams. There is also the option to send the organics streams to a combination of all three processing facilities.

This is how the section is organized:

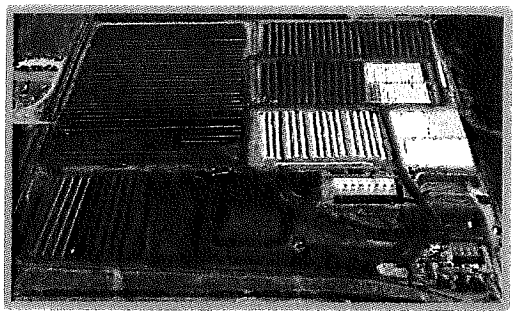
Subsection	Title
15a	Yard Trimmings: Processing, Transport & Marketing
15b	Residential Yard Trimmings Co-Collected with Food Waste: Processing, Transport & Marketing
15c	Commercial Food Waste: Processing, Transport & Marketing
15c	Organic MRF Fines: Processing, Transport & Marketing
15e	Conclusion

15 a | ***Yard Trimmings: Processing, Transport, and Marketing***

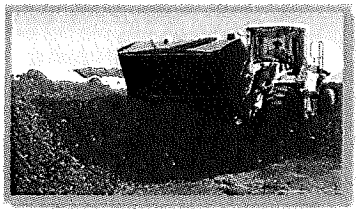
SMaRT Station Processing | Currently, yard trimmings are tipped in the yard trimmings processing building, commonly referred to as the *Wood Room* and is a separate from the building from the source separated processing and MSW processing sort lines. The facility is equipped with a conveyor, grinder, vibrating screen, and conveyor with a magnet. The materials are pushed onto an in-floor conveyor that feeds the grinder. The materials are shredded and fines are separated out by a vibrating screen. Shredded materials are fed onto another conveyor and passed under a magnetic cross-belt conveyor that pulls away pieces of ferrous material, such as nails. The two streams (unders/fines and overs) are transferred to storage bays outside the west end of the *Wood Room*.

Transportation | Overs will be sent to a compost facility and/or co-generation plant, depending on marketability of biomass feedstock; we will deliver as much clean wood waste overs to co-generation plants the meet their specifications. The yard/wood waste fines are commingled with the MSW fines and are discussed in *subsection 15d* that follows.

Compost Facility Processing | The Newby Island Compost Facility has an active 18 acre windrow composting facility that has been in operation for over 18 years. The facility accepts a wide range of organic materials and produces a wide variety of products for end use and sale. Material that arrives at the facility is placed in windrows. These windrows are approximately 18 feet wide and 8 feet in height and remain in place for 45 days. Windrows are turned on a bi-weekly basis and moisture is added weekly. The composted material is screened once again with the overs being delivered to various off-site end users for fuel and ground cover or is re-introduced into the composting process. Finished compost is sold to landscape and agricultural markets.



We have also secured processing capacity at Z-Best Composting Facility for up to 175 tons per day (maximum of 45,000 tons per year) of yard trimmings. They are currently composting the SMaRT Station's organics streams and have agreed to continue processing for BCWS for the term of the contract.



Harvest Power Composting Facility in Lathrop has agreed to compost yard trimmings. Although the facility is 66 miles from the SMaRT Station, they can accept yard trimmings for a much lower tipping fee.

Refer to the processing commitment letters included in ***Exhibit 15*** for details on proposed pricing and tonnage limitations from Newby, Z-Best and Harvest Power.

Marketing | Newby Island Composting Facility markets over 100,000 cubic yards of compost, mulch and wood chips each year. Products are distributed predominantly in bulk form. The facility has a dedicated sales staff and dispatcher for product sales. Sales of the trademark "Super Humus Compost" are extensive, reaching as far north as Sacramento and Cloverdale and as far south as Salinas and Carmel. With an extensive list of customers throughout northern California, the facility has grown from 250 tons per day in 1988 to an average of 700 tons per day of compost marketed.

Z-Best Composting Facility began marketing compost in 1993 and has established a long tradition of producing and successfully marketing its compost products. Z-Best has sold over 100,000 tons of compost every year since 2003.

15 b | *Residential Yard Trimmings Co-Collected with Food Waste: Processing, Transport, and Marketing*

The SMaRT Station processing agreement is challenged with recovering materials from the MSW stream, which in turn encourages the presence of those materials to meet the diversion requirements. Despite this, we encourage the segregation of food waste from the waste stream because it will increase our ability to process and market recyclables from a now cleaner stream. Should the City/Participating Agencies implement residential food waste collection similar to those of other cities, BCWS will be well prepared to manage the process. First, a contract will be in place with a processor for processing of the material and

second, the processing infrastructure for managing this waste stream will be established well before collection services commence.

SMaRT Station Processing | When residential co-collected yard waste and food waste comes into the facility, relatively little of it will be food waste. By far, the vast majority—visually and by mass—will be yard waste. The difference will be noticed in weight. The material will be brought to the wood/yard waste tipping area as is the current practice. The spotter will remove plastic bags and any other large contaminants, if necessary. The material will then be transported to the Newby Island Composting Facility, Z-Best Composting Facility or both for composting. We have secured composting capacity at both facilities. At this time, Harvest Power is not accepting this stream for processing.

Refer to ***Exhibit 15*** for letters from Newby Island and Z-Best for yard trimmings co-collected with food waste pricing and specifications.

BCWS will continue to process any loads of bulky wood or clean wood from the tipping floor and delivered by the public separately, to enable proper processing of this material stream for decorative wood chips and/or biomass feedstock, depending on marketability.

Transportation | The commingled yard waste and food waste material will be transported by contracted haulers to the composting facility(ies).

Receiving Facility Processing | Newby and Z-Best have the capability to process yard waste commingled with food waste and have been operating such composting operations for decades. Newby processes yard trimmings co-collected with food waste as described in the previous subsection *15a.* At Z-Best and after initial contamination inspections, the material is unloaded in the composting area and inserted into a 350-foot long bag that houses a forced aeration system called the CTI System. PVC pipes are introduced into the bag and used to aerate the compostable materials. Retention time in the bags is about 3 months. For the majority of the composting process, the bagged material reaches 140-160 degrees, which is sufficient to kill all insects, pathogens and weed seeds. After the composting process, the material is sent though a primary screening process. The primary screen removes inorganic fractions of 1-inch size or greater; this residual will be shipped to the designated landfill for disposal. Composted materials smaller than 1-inch are placed in curing piles for several more weeks and after a suitable curing period, final screening takes place and the resulting compost is ready for market.

Marketing | Compost derived from residential sources that include yard trimmings and food waste, is primarily marketed to landscapers for use as "decorative" compost. It is also sold to agricultural markets for soil enhancement and stability.

15 c | ***Commercial Food Waste: Processing, Transport, and Marketing***

Even though the future commercial food waste collection methodology is an unknown, BCWS assumes that the franchise haulers will collect commercial food waste from restaurants and large cafeterias with front loaders, and then offload the materials at the SMaRT Station.

We are offering two options for processing and marketing of commercial food waste:

- Option 1 | Anaerobic Digestion (AD) at a waste water treatment plant (WWTP), generating electricity for onsite use.

- Option 2 | Composting at Newby Island Compost Facility and/or Z-Best Composting Facility, producing soil amendments and compost.

Depending on processing facility daily acceptance limits, we are proposing that food waste is sent to a combination of the facilities, in order to reduce transportation and processing costs.

SMaRT Station Processing | Once the material is brought to the facility, the following operations will commence:

- Option 1 | the commercial food waste will be fed into an organics separator that separates inorganics from organics. A conveyor feeds the organic separated material into a truck that delivers the material to the East Bay Municipal Utilities District (EBMUD) facility. At the facility, EBMUD mixes the organics with water and places the material inside digesters where electricity is generated from the release of biogas during the digestion process. Additional details on the organics separator and the digestion process at EBMUD are included in ***Cost Form 16E.1***.

  Option 2 | the commercial food waste will be transferred into transfer trailers with walking floors and taken to Newby Island and/or Z-Best for composting, as described in subsection *15b*.

Transportation | Option 1 requires a truck that is capable of transporting organics to EBMUD and Option 2 will be transported as discussed in the previous subsection *15b*.

Receiving Facility Processing | Option 1 water is added to the organics at the EBMUD facility and placed inside the digester. Option 2 food waste is composted, as discussed in the previous subsection *15b*.

Marketing | Option 1 generates electricity at the WWTP and generates electricity and digestate that is used as a soil amendment and Option 2 creates a compost product.

15 d | ***Organic MRF Fines: Processing, Transport, and Marketing***

Based on our review of the proposed MRF Fines equipment included in *Appendix M* of the *RFP documents*, it is apparent that the City is determined to remove glass (and other contaminants) from the fines, prior to sending it to a facility for processing and/or composting.

Harvest Power Composting Facility in Lathrop has agreed to accept up to 20 tons per day of residential MRF fines (as is) mixed with clean yard trimmings (maximum of 5,240 tons per year). We are proposing to send the maximum allowable tonnages to Harvest (20 tpd) and the remaining to either Newby or Z-Best, or a combination of both.

Z-Best has also agreed to accept up to 500 tons per month of mixed organics, which includes MRF fines, commercial food scraps, and yard trimmings with food waste. Assuming the City's approach to removing glass and other contaminants from the MRF fines is successful in meeting the compost facilities' contamination thresholds, we will deliver the material to the composting facilities for composting and marketing, as described in the previous subsection *15a*.

As mentioned previously, in addition to the City's MRF fines approach, we are proposing a few options for pre-processing and marketing MRF fines for the City/Participating Agencies' consideration (and discussed in detail in ***Cost Forms 16D and 16E***):

> Option 1 | AD at a waste water treatment plant (WWTP), generating electricity for onsite use. The onsite organics separator removes contaminants and then organics are transported to EBMUD's facility for anaerobic digestion to generate electricity. Details on the organics separator specifications and processes are described in detail in ***Cost Form 16E.1***. Once the MRF fines are

processed through the organic separator, a conveyor will feed a truck for transport to the EBMUD facility. Once it arrives at the facility, EBMUD will accept the material, add water as they deem necessary, and feed the liquid organics mixture into the digesters, generating electricity for onsite use and potentially biogenic CNG.

- ✓ Option 2 | BHS glass cleanup system prior to sending to compost. Install BHS optical equipment that is anticipated to remove glass and other contaminants. Details on the glass cleanup equipment is described in detail in ***Cost Form 16E.2***. Once the glass and other contaminants are removed to compost facility specifications, the material will be delivered to Newby Island or Z-Best by contracted haulers. The compost will be processed and marketed as described in the previous subsection *15a*.

15 e | ***Conclusion***

Whatever scenario is selected, the City/Participating Agencies can count on BCWS to work collaboratively to implement such programs and processes. BCWS has, again, an exceptional range of expertise with organics collection, processing, and transfer operations experience and has spent the last few years working with the City to find the most cost-effective solution to diverting all of the MRF Fines currently being generated.

YARD TRIMMINGS PROCESSING COSTS

		Yard Trimmings Processing	Yard Trimmings Processing	Biomass
A	% of material to compost facility	100%	100%	
B	Pre-processing at SMaRT (e.g. grinding, screening, sorting)	Grinding	Grinding	
C	Composting facility (name, location, SWIS #)	* Zanker	Harvest Power	
D	SMaRT processing/handling cost ($/ton)	$7.23	$7.23	
E	Transportation plan (operator vehicles vs. third party)			
F	Operator vehicle transportation cost ($/ton)	$0	$0	$0
G	Third party vehicle transportation cost ($/ton)	$12.00	$18.00	
H	Operator vehicle transportation cost ($/hr)	$0	$0	$0
I	Third party vehicle transportation cost ($/hr)			
J	Facility tipping fee ($/ton): Gate Rate ($/ton) Fees ($/ton) TOTAL	$33.00	$15.00	
K	Combined transport and tip fee - operator vehicles ($/ton) F + J			
L	Combined transport and tip fee - 3rd party vehicles ($/ton) G + J	$45.00	$33.00	
M	Projected increase in tipping fees over the term of the operating agreement (% per year)	3%	3%	
N	Minimum specifications for material acceptance	5%	3%	

Form 15B will be used along with Form 15A information to create Exhibit B-3 to the Agreement. Form 15B costs are compensated through the Basic Annual Payment and Excess Tonnage Tip Fees shown on Form 13.

Notes:

1. Add other columns as needed.
2. For Row B, identify whether pre-processing will occur at SMaRT.
3. In Row E identify whether operator transfer vehicles, 3rd party vehicles, or both will be used to transport the material. For operator vehicles, fill in rows F, H and K. For 3rd party vehicles, fill in rows G, I and L.
4. Rows K and L, as applicable will be considered a negative recyclables revenue to be shared between the City and operator.
5. Use Row N to identify non allowable materials, and contaminants with specified acceptable % thresholds.

EAST BAY
MUNICIPAL UTILITY DISTRICT

BENNETT K. HORENSTEIN
DIRECTOR OF WASTEWATER

February 21, 2014

Ms. Dreama Howard
Senior Buyer
City of Sunnyvale Purchasing Division
Sunnyvale City Hall Annex
650 W. Olive Avenue
P.O. Box 3707
Sunnyvale, California 94088-3707

Dear Ms. Howard:

The East Bay Municipal Utility District (EBMUD) is pleased to submit this letter in response to the request received from the City of Sunnyvale as part of its Sunnyvale Materials Recovery and Transfer Station (SMaRT Station) interview process.

EBMUD is well-positioned to provide anaerobic digestion services for materials recovery facility (MRF) fines from the SMaRT Station, as well as commercial source-separated organic material, at EBMUD's wastewater treatment plant in Oakland (2020 Wake Avenue).

The City sent three questions about EBMUD's services, which are answered below:

1) The City requests that EBMUD provide a letter referencing their January 15th letter to BCWS, and stating the technical conditions under which EBMUD is prepared to accept the MRF fines material, including pricing, tonnage and timing commitments should those technical specs be met.

EBMUD is prepared to commit to receiving 60 tons per day of MRF fines at $45/ton per the specifications described below at the start of the contract term.

If the City wishes to send EBMUD greater than 60 tons per day of material, we would be happy to perform additional analysis to determine the specific price and timing that we can commit to within the range outlined below.

We have provided below a summary of key elements of this potential project as referenced in our January 15 letter to the BCWS:

Materials Specifications

Specifications are shown in terms of monthly averages:

Specification	Bay Counties Pre-Processing	EBMUD Pre-Processing
Particle Size	1/4" minus in all dimensions	2" minus in all dimensions
Volatile Solids to Total Solids Ratio	At least 65%	Same
Chemical Oxygen Demand	At least 300,000 mg/kg	Same
Chemical Contaminants	Not to exceed EBMUD's requirements and specified limits. More generally, heavy metals and other chemical contaminants not to exceed amounts observed in test loads in December 2013 and January 2014, unless otherwise determined by EBMUD.	Same
Physical Contaminants	Any material that could impact EBMUD's ability to process MRF fines or meet regulatory compliance, as determined by EBMUD. *De minimus* quantities of these materials which under typical operating circumstances would not disrupt EBMUD operations will not be considered Physical Contaminants.	Same

Tip Fees

- Pre-Processing by Bay Counties Waste Services, Processing by EBMUD
  a. Delivery to EBMUD of 20 to 60 TPD at $45/ton tip fee, with standard inflation index for subsequent years.

  b. Delivery to EBMUD of more than 60 TPD would receive an estimated tip fee in the range of $45 to $65/ton tip fee. Price would include standard inflation index for subsequent years. Range reflects prospect of additional commitment of equipment or labor at EBMUD that may be needed in order to process large volumes of MRF fines.

- Pre-Processing at EBMUD, Processing by EBMUD
  If BCWS were not able to pre-process the material, EBMUD would commit to working with the City on an approach in which EBMUD would accept the material directly and arrange for pre-processing on our site. Tip fees for this option would be determined based on the results of further discussion and analysis.

2) How would potential pending legislative or regulatory changes related to AB 32 or other legislation affect the City's ability to receive diversion credit for materials that EBMUD sends to third parties for use as ADC or for land application?

Anaerobic digestion of food waste results in the lowest greenhouse gas footprint of any food waste diversion option, contributing positively to AB32 goals. In addition to the diversion of methane-producing waste from landfill and the generation of renewable energy associated with this approach, land applied biosolids have been shown to sequester carbon and to offset the need for fossil-fuel based fertilizers. Therefore, EBMUD expects that initiatives under AB32 will only further support organic waste diversion projects like this one.

Proposed Assembly Bill 1594 would end landfill diversion credit for use of green waste as Alternative Daily Cover (ADC). However, this bill would not affect diversion credit for biosolids as ADC.

3) At the interview, EBMUD indicated an interest in accepting commercial organics for processing. Can EBMUD commit to offering this service?

EBMUD is prepared to commit to receiving all pre-processed commercial source separated material from Sunnyvale, Palo Alto, and Mountain View at $45/ton for the full term of the agreement. Material must be pre-processed to a size less than 2 inches in all directions and meet all relevant technical specifications. If BCWS were not able to pre-process the material, EBMUD would commit to working with the City on an approach in which EBMUD would accept the material directly and arrange for pre-processing on our site.

We believe that a public agency partnership for processing of this organic material will provide significant long-term benefits to the City of Sunnyvale.

EBMUD looks forward to working with the City of Sunnyvale and its selected SMaRT Station operator on a final contract to be approved by EBMUD's Board of Directors for diverting this material for renewable energy creation. Please feel free to contact Sophia Skoda at 510-287-1542 or sskoda@ebmud.com for additional information.

Sincerely,

BENNETT K. HORENSTEIN
Director of Wastewater

Exhibit B-3

HARVEST™

January 2, 2014

To: William Dobert
CFO
Bay Counties SMaRT

Re: Residential MRF fines to Harvest Power

Bill:

Harvest Power will enter into a formal agreement with Bay Counties SMaRT for delivery of residential MRF fines generated from the Sunnyvale SMaRT Station. This agreement will be entered into following confirmation that Bay Counties SMaRT has been chosen to operate the facility, and will commence January 1, 2015.

Material delivered to Harvest Power's Lathrop facility will consist of 85% green waste mixed with 15% residential MRF fines. The tip fee for this material will be $20 per ton FOB Harvest Power.

I have recently confirmed with our LEA (via their examination of this material) that it complies with our permit language. We also have the capacity to receive the tonnage you have indicated. This material will be used for agriculture land application.

Additionally, we can accept your processed green waste at a tip fee of $15 per ton FOB Harvest Power.

If you have any questions or comments please contact me.

Sincerely,

Jed Phelps
General Manager

916 Frewert Road
Lathrop, CA 95330
Office: 209-982-1381 Fax: 209-982-9836
www.harvestpower.com/ca/lathrop

Exhibit B-3

REPUBLIC
SERVICES, INC.℠

January 5, 2014

William Dobert
Chief Financial Officer
Bay Counties SMaRT
301 Carl Road
Sunnyvale, CA 94089

Dear Bill:

On behalf of Republic Services, Inc., I would like to express an interest in receiving source separated Green Waste/Food Waste and MRF fines material (i.e. 2" minus) from the Sunnyvale SMaRT Station. An agreement with Bay Counties SMaRT would commence January 1, 2015. The tip fees, FOB Newby Island Landfill/Compost Facility for various materials are as follows:

$62 per ton for Source Separated Residential Green Waste without Food Waste
$68 per ton for Source Separated Residential Green Waste with Food Waste
$78 per ton for Source Separated Commercial Food Waste
$59 per ton for MRF fines

In order for us to use any of these materials as compost, it can have no more than ½ of 1% glass in it, measured by weight. You have indicated that this spec can be met, given the new equipment the City intends to install. Additionally, any material delivered to the Newby Island facility must have minimal amounts (less than 3%) of other contaminants such as non-compostable fiber, plastics and other non-recyclable material.

The Republic facility at Newby Island has the capacity to accept your material, which you have stated is approximately 2700 tons per month in total. A formal agreement will be drafted at the time Bay Counties is awarded the SMaRT Station contract.

We look forward to working with you.

Sincerely,

Michael Caprio

Mike Caprio
Area President
Northern California

3260 Blume Drive • Richmond, California 94806

Zanker Road Resource Management, Ltd.
675 Los Esteros Road
San Jose, CA 95134
Phone: 408.263.2384
Fax: 408.263.2393
Website: www.z-best.com

zanker | rethink. reinvent. renew.

January 8, 2014

Mr. Jerry Nabhan,
Bay Counties Waste Services
3355 Thomas Rd
Santa Clara, CA 95054

RE: Smart Station Materials Pricing

Dear Mr. Nabhan,

Zanker Road Resource Management is pleased to offer additional recycling services to Bay Counties. This letter shall supersede and nullify my January 8 letter and adds the additional requested services. Prices will be effective January 1, 2015, annual rate increases, agreement term and other terms will be negotiated pending contract award.

Pricing is as follows:

Yard Trimmings, up to 45,000 tons per year total of any combination of the following materials:

- Processed Yard Trimmings: **$33.00 per ton**
- Unprocessed Yard Trimmings: **$43.00 per ton**

FOB Z-Best Composting Facility

Mixed Organics, up to 6000 tons per year total of any combination of the following materials:

- MRF fines, 2" minus, as currently being produced: **$88.25 per ton**
- Commercial Food Scraps, maximum contamination 15%, **$82.00 per ton**
- Yard Trimmings Co-Collected with Food Waste, maximum contamination 5%, **$75.00 per ton**

FOB Z-Best Composting Facility

Construction & Demolition Debris, up to 20,000 tons per year:

- C&D, 75% recyclable material over 4" in size, **$65.00 per ton**

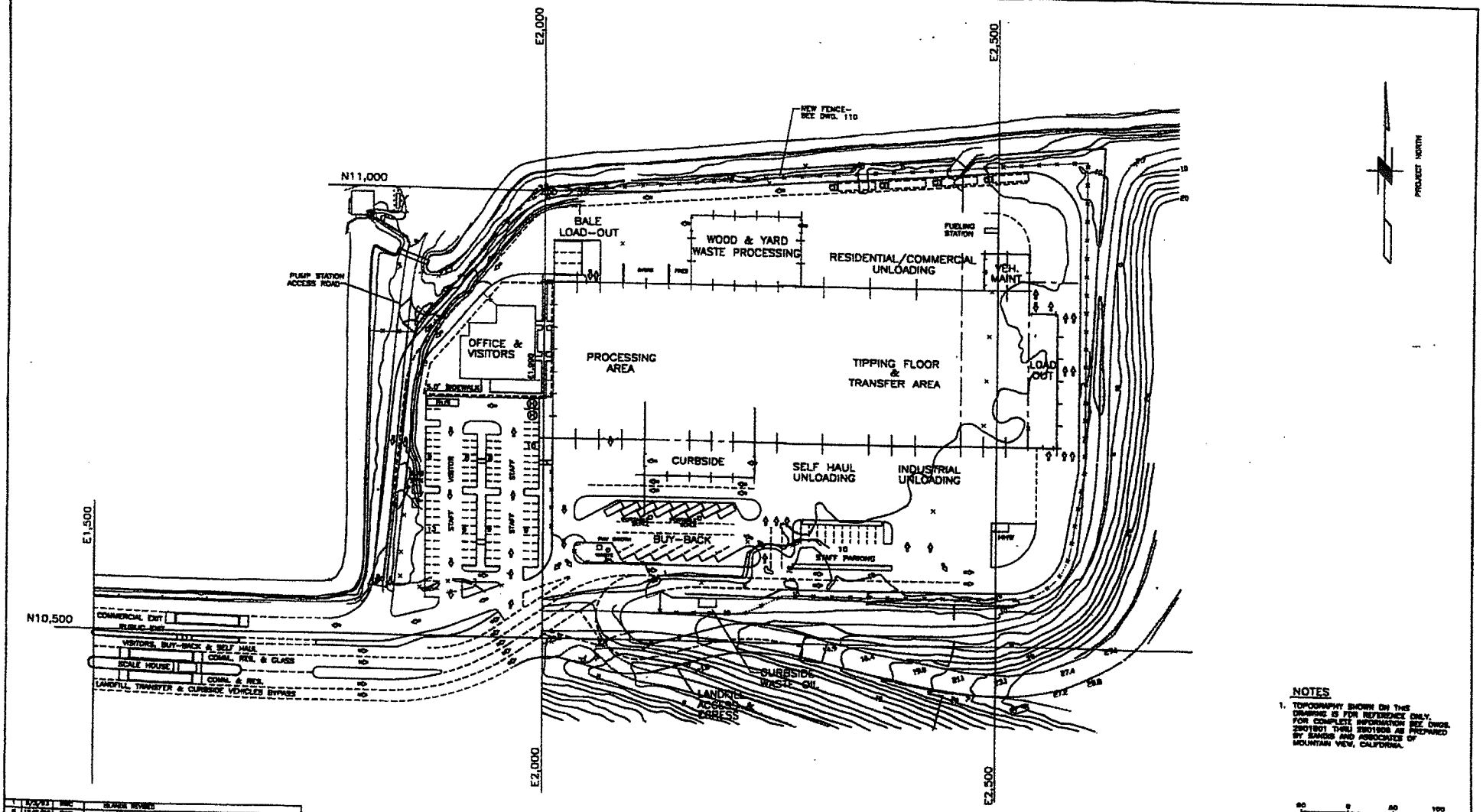
FOB Zanker Materials Processing Facility

Printed on 100% recycled paper.

Please contact me if you have any questions.

Thanks,

Greg Ryan
General Manager



NOTES

1. TOPOGRAPHY SHOWN ON THIS DRAWING IS FOR REFERENCE ONLY. FOR COMPLETE INFORMATION SEE DWGS. 2901801 THRU 2901908 AS PREPARED BY SANDIS AND ASSOCIATES OF MOUNTAIN VIEW, CALIFORNIA.

No.	DATE	BY	REVISION
1	8/3/93	RWC	ISLANDS REVISED
6	12/8/92	RWC	ISSUED FOR REFERENCE PR-92-13
0	10/30	RWC	APPROVED FOR CONSTRUCTION
F	10/7	RWC	WAY WASTE & BALE LOAD-OUT RELOCATED FENCE REVISED - ISSUE FOR SID PR-92-13
E	10/9	RWC	ISSUED FOR ADDENDA #1
D	9/21	RWC	CLIENT REVIEW-PR-92-13
D	9/14	RWC	LANDFILL ACCESS/EGRESS & PARKING AREAS REVISED
C	9/4	RWC	SID PURPOSES
G	8/31	RWC	PARKING ENTRANCE REV'D/OWNER REVIEW
B	7/17/91	RWC	COMPACTOR ADDITION /OWNER REVIEW
A	6/12	VCH	REVISED PARKING, SURFACE & WOODWASTE AREAS

JOB No. 78783	DESIGNED:	PROJECT ENGINEER: RWC	
SCALE: 1"=50'	DRAWN BY: VCH	APPROVED BY:	
	CHECKED BY:	DATE:	

URS CONSULTANTS

WESTERN REGION
500 N.E. MULTNOMAH
PORTLAND OREGON
97232

CITY OF SUNNYVALE
CALIFORNIA

SMaRT STATION
SITE
GENERAL ARRANGEMENT

DRAWING NUMBER: 002

SHEET

ISSUE 1

E1,350
N10,150

FIGURE A-2 SMaRT Station Site General Arrangement

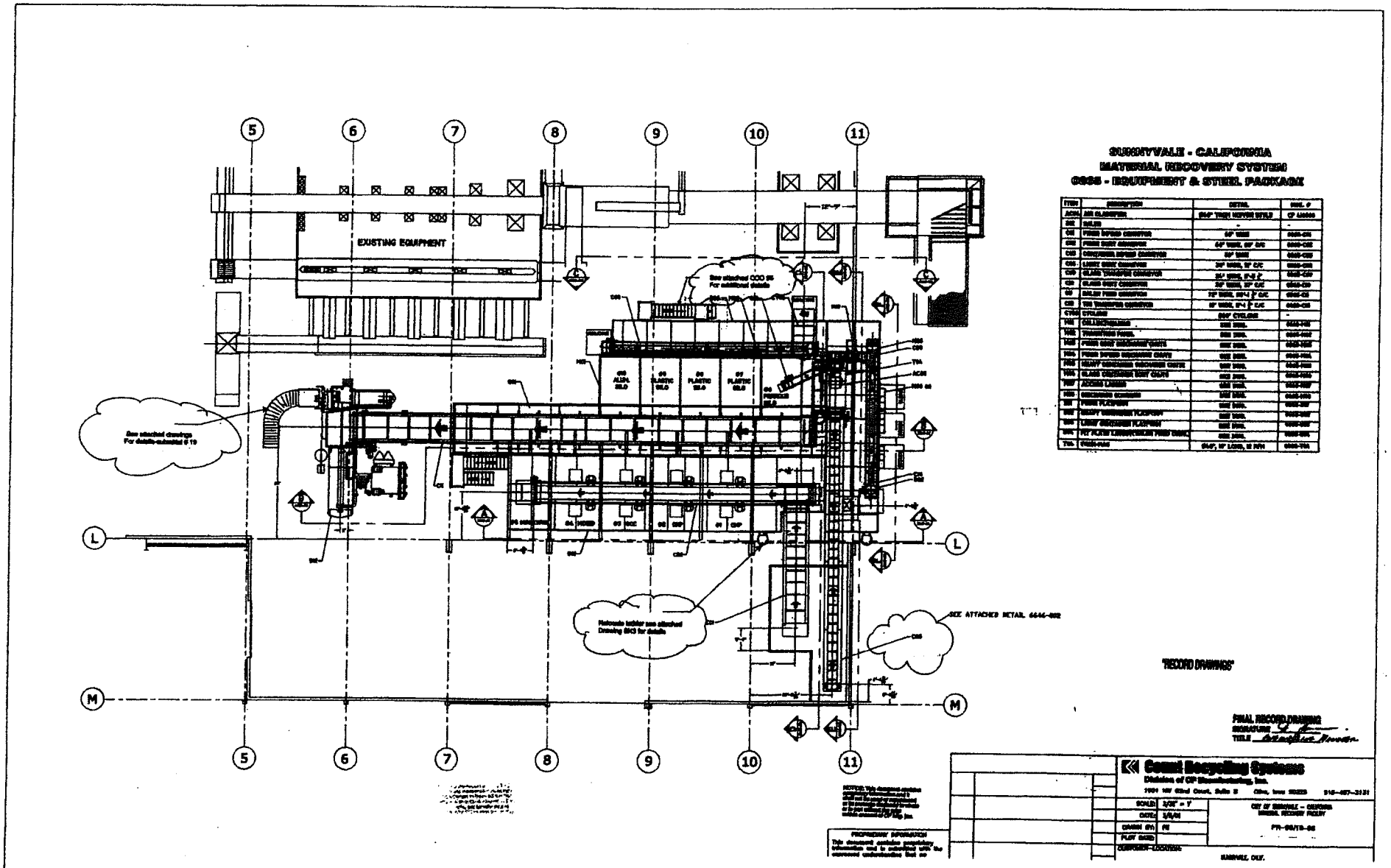


FIGURE A-6 SOURCE-SEPARATED RECYCLING PROCESSING EQUIPMENT ARRANGEMENT

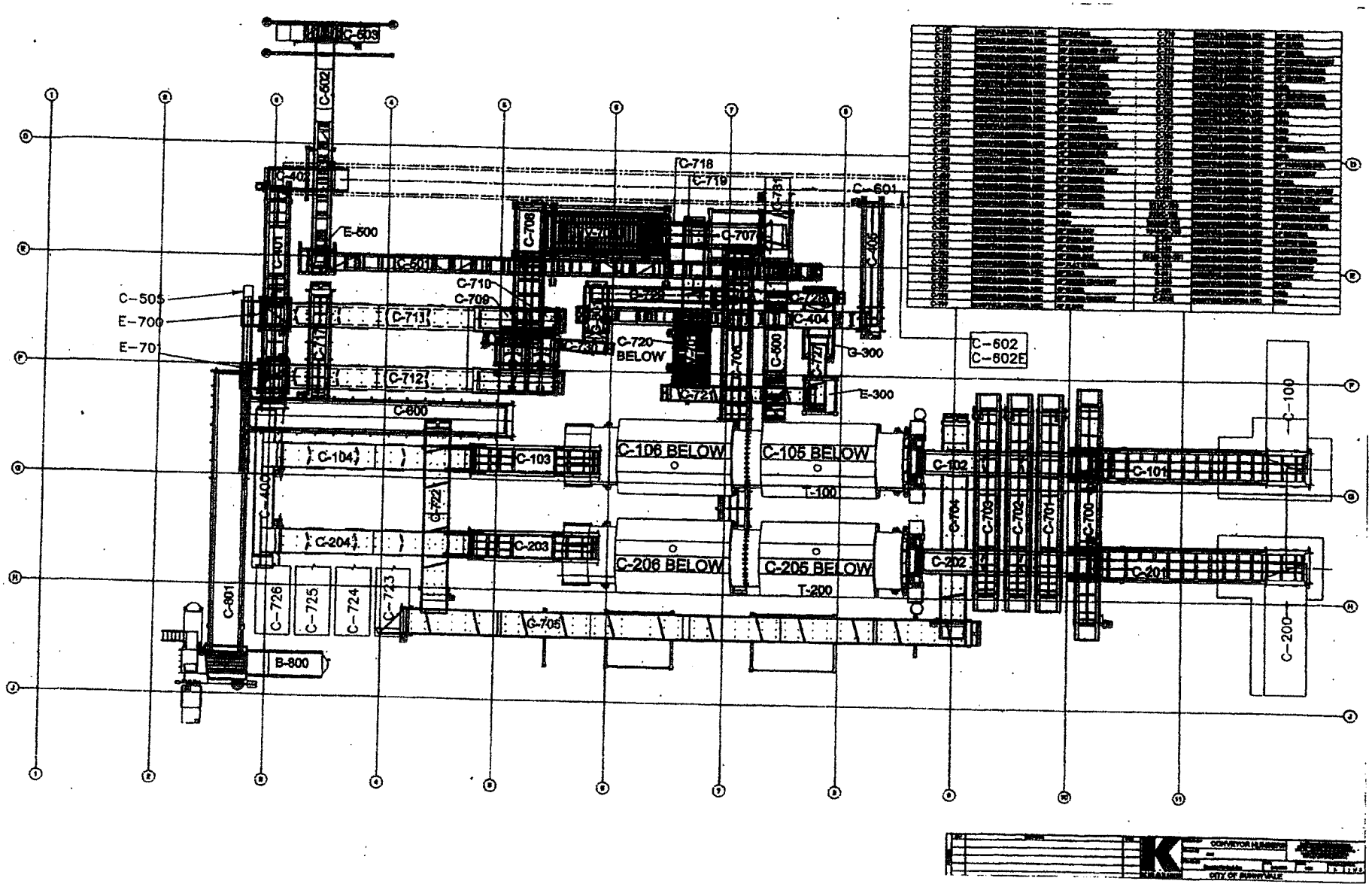
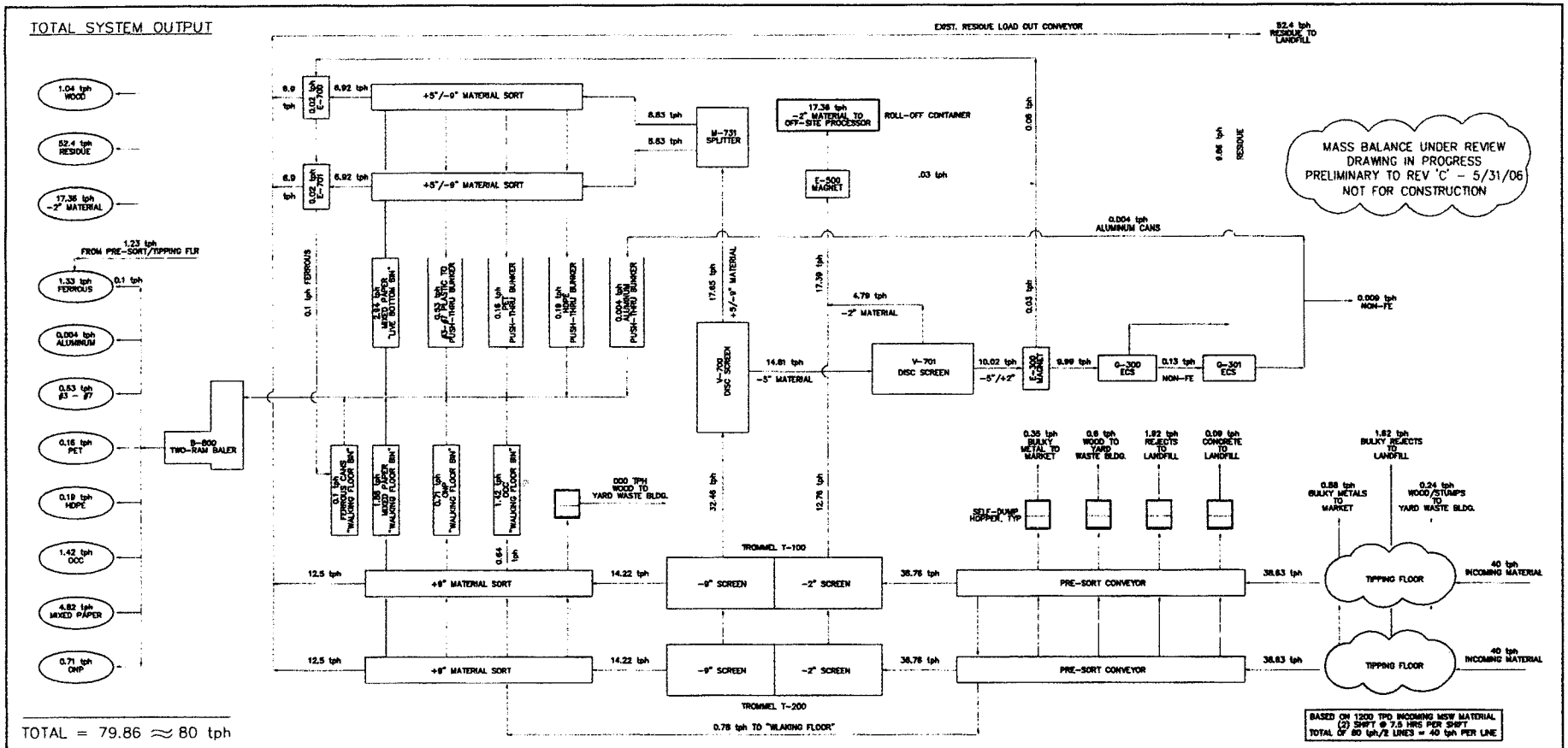


FIGURE A-9 MIXED WASTE PROCESSING EQUIPMENT ARRANGEMENT



TOTAL = 79.86 ≈ 80 tph

ESTIMATED MASS FLOW IS BASED ON THE WASTE COMPOSITION FURNISHED BY THE CITY OF SUNNYVALE.

MASS BALANCE BREAKDOWN		
MATERIAL	EST. tph	PERCENT
-2" MATERIAL	17.4	22%
RECYCLABLE MATERIAL	10.2	12%
RESIDUE	52.4	66%
TOTALS	80	100%

GENERAL NOTE:

THIS MASS BALANCE IS FOR ILLUSTRATION ONLY AND DOES NOT REPRESENT ANY GUARANTEE BY THE CITY OF SUNNYVALE, URS OR RRT. ALL VALUES GIVEN ARE ONLY ESTIMATES BASED ON VARIOUS ASSUMPTIONS AND A PARTICULAR ASSUMED CONDITION. CONTRACTOR SHALL VERIFY ALL INFORMATION AND ASSUMES FULL RESPONSIBILTY TO DESIGN AND SUPPLY EQUIPMENT THAT CAN HANDLE SIGNIFICANT VARIATIONS FROM THESE ESTIMATES DUE TO PEAK LOADING CONDITIONS AND WIDE RANGE OF MATERIAL COMPOSITION THAT NORMALLY OCCURS OVER THE OPERATING PERIOD. THE VALUES GIVEN ARE FOR INFORMATION AND SHOULD NOT BE INTERPRETED INDEPENDENTLY OF EACH OTHER; WIDE VARIATIONS IN MATERIAL TYPES, SIZES, DENSITIES AND SHAPES ARE NORMAL GIVEN THE HETEROGENEOUS NATURE OF SOLID WASTE. SUCH CHANGES WOULD AFFECT PERFORMANCE EFFICIENCY OF INDIVIDUAL PIECES OF SEPARATION OR RECOVERY EQUIPMENT. LIKEWISE THE PRODUCTIVITY OF THE SORTERS AND THEIR REMOVAL EFFICIENCIES WILL VARY WITHIN THE NORMAL RANGE OF INDUSTRY STANDARDS. THUS THE QUANTITIES OF MATERIAL THAT WOULD FLOW IN DIFFERENT DIRECTIONS AS SHOWN ON THIS DIAGRAM CAN ONLY BE VIEWED AS ILLUSTRATIVE AND THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER ITS OWN MASS BALANCE DIAGRAM CORRESPONDING TO THE CONTRACTOR'S EXPECTED PERFORMANCE OF THE EQUIPMENT HE INTENDS TO SUPPLY AND HIS ASSUMPTIONS.

RRT Engineering, LLC.
An Affiliate of Enviro-Services & Constructions, Inc.

CITY OF SUNNYVALE
MATERIAL RECOVERY FACILITY
CALIFORNIA

C | ISSUED FOR BID | 5-30-06 | RS

PROCESS SYSTEM
MATERIAL FLOW & MASS BALANCE

DRAWN RS 5-30-06 | PROJ. No: 658-002 | SCALE: NO SCALE
DESIGNED RS 5-30-06 | DWG. NO. PM-11 | C
APPROVED | CAD FILE: Process Flow.dwg
APPROVED | SHEET SIZE: D-24x36 | REV

RRT Engineering, LLC.

EXHIBIT D
PERMITS NECESSARY FOR OPERATION OF THE SMaRT STATION®

City obtained permits:

California Integrated Waste Management Board/Santa Clara County Health Department as LEA

-Solid Waste Facilities Permit

California Air Resources Board (via Bay Area Air Quality Management District)

-Authority to Operate

Regional Water Quality Control Board

-Approval for discharge of storm water

County of Santa Clara, Environmental Health Permit, Solid Waste Enforcement Program

-Transfer Station Facility Permit

City of Sunnyvale

-Special Development Permit

Contractor obtained permits:

California Department of Conservation, Division of Recycling

-Certified Recycling Center, Certified Drop-off/Collection Program

California Environmental Protection Agency, DTSC

-California *EPA Identification (Hazardous Waste Generator)*

-Appliance Recycler Certification

-CRT Material Handler (Notification to DTSC)

CAL OSHA

-Permit to Operate Air Pressure and LP Gas Tanks (OSHA)

Contractor obtained permits (cont'd):

California Integrated Waste Management Board (CalRecycle)

-E-Waste Recycling Payment Program (Collector)

California Department of Motor Vehicles

-Motor Carrier Permit

California Department of Food and Agriculture, Division of Measurement Standards

-Weighmaster License

County of Santa Clara, Environmental Health Permit, Solid Waste Enforcement Program

-Registration/Permitting of Regulated Vehicles

City of Sunnyvale

-Business License

-Industrial Wastewater Discharge Permit

-Fire and Environmental Services Permit
Activities Permitted:
Hazardous Materials Storage
Underground Storage Tanks (Diesel Fuel, Used Motor Oil)
Hazardous Waste Generator

EXHIBIT D
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California Air Resources Board (via Bay Area Air Quality Management District)

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City of Sunnyvale

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-Business License

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-Fire and Environmental Services Permit
Activities Permitted:
Hazardous Materials Storage
Underground Storage Tanks (Diesel Fuel, Used Motor Oil)
Hazardous Waste Generator

Exhibit E

CITY OF SUNNYVALE

SMaRT STATION

CONDITIONS OF APPROVAL

7060 - City of Sunnyvale, Revised 2-15-02

B. CONDITIONS OF APPROVAL

In addition to complying with applicable City Codes, Ordinances and Resolutions, the following conditions of approval are imposed:

1. Approval of this Use Permit is subject to execution of contract with the City of Sunnyvale to operate the transfer station.

2. Prior to issuance of Building Permit, a Use Permit Document shall be executed.

3. A directional sign program shall be submitted to the Planning Division for review and approval. The directional signs at minimum shall include the following:

   a. Northeast corner of Caribbean and Borregas facing east on west bound Caribbean: install signs reading "Water Pollution Control Plant" and "SMaRT Station" with directional arrows.
   b. In the west bound median facing east: install signs reading "Water Pollution Control Plant" and "SMaRT Station" with directional arrows.

   c. On Borregas Avenue north of Caribbean Drive: install signs in the median reading "Water Pollution Control Plant" and "SMaRT Station", with directional arrows.

   d. At the end of Borregas Avenue North of Caribbean Drive: install signs reading "Water Pollution Control Plant" and "SMaRT Station" with directional arrows.

   e. In the east bound median and south side of Caribbean facing west: install signs reading "Water Pollution Control Plant" and "SMaRT Station" with directional arrows.

   f. East side of Borregas Avenue just north of Caribbean install a sign reading 15 MPH".

4. All processing of waste shall be conducted in enclosed areas.

5. The site plan shall be revised to include additional landscaping. The landscape plan shall be submitted to the Director of Community Development for review and approval.

6. Trucks delivering refuse shall be limited to the hours of 5:00 a.m. to 5:00 p.m.

7. The hours of operation for wood chipping equipment shall be limited to 5:00 a.m. to 8:00 p.m.

8. The hours of operation of compactors shall be limited to 5:00 a.m. to 10:00 p.m.

9. Refuse not diverted from disposal shall be removed to the Disposal Facility within 48 hours of its delivery to the Transfer Station. The refuse transfer truck loading area shall be cleaned and swept at the end of each day of operation.

10. A dust suppressant system shall be installed in all tipping floor and equipment areas.

11. Not Used

12. Reclaimed water from water pollution control plant shall be utilized for all uses except for domestic fire or misting system or any other purposes where use of reclaimed water is prohibited by local, state or federal agencies.

13. A litter control program shall be implemented. This program at minimum shall include weekly litter pick up on the following street frontages near the Station: (Borregas Avenue from Carl Road to Moffett Park Drive; Mathilda Avenue from Highway 237 to Caribbean Drive and Caribbean Drive from the north end of Mathilda Avenue to Highway 237), collecting all debris along these streets.

14. All trash carried by commercial vehicles shall be covered to prevent littering. The applicant is encouraged to provide incentives for public to cover their refuse preventing paper and other objects to become airborne. This incentive could include discount of the fee for those who cover their refuse.

15. Out-of-door loudspeakers shall be prohibited.

16. No inoperable vehicles shall be stored out-of-doors at the site for more than 24 hours.

17. Any expansion or modification of the approved use shall be approved by separate application at a public hearing by the Planning Commission.

7060 - <u>City of Sunnyvale</u>

18. Any major site or architectural plan modification shall be treated as an amendment to the original approval and shall be approved at a Planning Commission public hearing, except that minor changes of the approved plan may be approved administratively by the Director of Community Development.

19. Details of exterior building materials and color schemes shall be submitted to the Director of Community Development for approval.

20. Any proposed fencing and/or walls shall be approved as to design and location by the Director of Community Development.

21. All existing on-site, existing street frontage and proposed overhead utilities shall be undergrounded prior to occupancy.

22. Unenclosed storage area(s) shall be fully screened to the highest point of any stored or stacked materials, equipment and/or supplies of any kind. The design and method of enclosure is subject to approval by the Director of Community Development. Any modification or expansion of unenclosed uses shall require approval from the Director of Community Development.

23. Preferential parking stalls in the first row of parking adjoining the building(s) shall be reserved and so marked for pool vans capable of carrying at least 8 people.

24. All outside lighting shall be installed and arranged as not to illuminate the area to the north.

25. A solar energy collection system shall be provided as the primary means of heating water for potable use. The requirement may be waived if solar is not cost effective using present value life cycle cost analysis as established by the City.

26. The landscape and irrigation plan shall be submitted to the Director of Community Development for approval prior to issuance of Building Permit Landscaping shall be planted prior to occupancy. The landscape plan shall include the following elements:

    a. Provide trees at minimum 30 feet intervals along side and rear property lines, except where mature trees are located immediately adjoining on neighboring property.

b. Ground cover shall be planted so as to ensure full coverage eighteen months after installation.

c. All areas not required for parking, driveways or structures shall be landscaped.

27. Prior to issuance of a Demolition Permit, a Grading Permit or a Building Permit, whichever occurs first, obtain approval of a tree protection plan from the Director of Community Development. Indicate all existing non-orchard trees on the plans, showing size and varieties, and clearly specify which are to be retained.

28. Submit exterior lighting plan, including fixture and pole designs, for approval by the Director of Community Development prior to issuance of Building Permit. Driveways and parking area lighting shall include the following:

    a. Sodium vapor (or illumination with an equivalent energy savings).

    b. Pole heights not to exceed 15 feet.

    c. Provide photo cells for on/off control of all security and area lights.

    d. All exterior security lights shall be equipped with vandal-resistant covers.

    e. Implement approval plan prior to occupancy.

    f. Wall packs shall not be placed on the roof of the building.

29. Consult with the Crime Prevention Division of the Public Safety Department for crime prevention measures appropriate to the proposed development.

30. On-site storage of hazardous waste shall be limited to household hazardous waste. Any other waste stored on-site, except for waste oil from maintenance of vehicles, shall be associated with load checks and shall not be stored on-site for more than 90 days. There shall be no drop-off facilities for hazardous waste.

31. A noise review to be conducted one year from the date of the completion of the transfer station.

32. The transfer trucks should be encouraged to use the Lawrence/Caribbean Way corridor rather than Mathilda.

EXHIBIT F

Environmental Findings, Impacts, Mitigation and Monitoring Program

SMaRT Station/Kirby Canyon Project

TRANSPORTATION

1. a. IMPACT: The left turn into the project site wold affect traffic volumes on Caribbean drive.

   b. MITIGATION: A 40-foot extension of the left-turn lane on Caribbean may be installed.

   c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

   d. MONITORING: Project traffic should be monitored by the City of Sunnyvale and an extension to the left-turn lane installed, if deemed necessary.

2. a. IMPACT: On-site traffic control is needed to ensure safety.

   b. MITIGATION: A four-way stop may be installed at the first intersection of the site (Carl Road and Borregas Avenue). "One Way" and "Do Not Enter" signs may be installed to enforce the counter-clockwise circulation pattern.

   c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

   d. MONITORING: Appropriate signage should be installed prior to the opening of the station and verified through the building permit process.

3. a. IMPACT: Utility improvements for the project will temporarily disrupt traffic on Caribbean Drive.

   b. MITIGATION: Street construction should be conducted such that a minimum of one lane in each direction remains open at all times.

   c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

   d. MONITORING: Encroachment permits for construction in the public right of way should limit the time of construction in the public street and maintain a minimum of one lane open in each direction of flow.

PUBLIC SERVICES

4. a. IMPACT: The potential exists for fire to occur at the Station.

b. MITIGATION: Installation of sufficient fire suppression improvements consisting of hydrants, sprinklering of the enclosed areas, and adequate water supply.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Sunnyvale Public Safety Department should review the project design plans to ensure compliance with fire protection standards.

5. a. IMPACT: Washdown water may exceed WPCP standards.

b. MITIGATION: Pretreatment of the washdown water may be required to eliminate oil, grease, and solids.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The washdown water should be monitored and compared to the industrial waste discharge requirements of the WPCP standards. If the washdown water exceeds the limits, the station should provide pretreatment necessary to reduce objectionable components.

SAFETY AND SEISMIC SAFETY

6. a. IMPACT: Structural damage caused by differential subsidence of the earth fill under the station.

b. MITIGATION: Construction considerations, such as pile foundation or modifications to the spread footing design, would prevent structural damage.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The City's Community Development Department will review the Station design to be sure it is engineered properly to ensure the integrity of the proposed structures.

7. a. IMPACT: Potential liquefaction, compaction and ground subsidence resulting from a maximum probable earthquake.

b. MITIGATION: Location and engineering design of the Station can minimize potential damage to the structure.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Community Development Department will review the geophysical evaluation and engineering design to ensure structural integrity of the proposed improvements.

8. a. IMPACT: Landfill slope stability during an earthquake.

b. MITIGATION: Application of appropriate engineering standards to the excavation, compaction and placement of final cover of soil materials on landfill slopes can reduce the potential of this impact.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Community Development and Public Works Departments will review the geophysical evaluation and engineering design to ensure structural integrity of the proposed improvements.

9. a. IMPACT: Worker exposure to landfill gas released during excavation of refuse for site preparation.

b. MITIGATION: Limit the amount of area of excavation to reduce the quantity of landfill gas released. Fit equipment with spark arresters. Worker education and use of methane gas monitoring and measuring devices.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Sunnyvale Public Works Department will require the applicant to provide a health and safety plan with adequate detail to address the specific working conditions of the site. The department will monitor construction practices at the site to ensure compliance with the health and safety plan.

10. a. IMPACT: Fire hazard created by lateral migration of landfill gas (methane) into buildings.

b. MITIGATION: Install landfill-gas detection devices around the buildings, provide good building ventilation and, if necessary, install additional landfill-gas collection systems.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Sunnyvale Public Works and Building Departments will review the engineering design plans to assure installation of landfill-gas-migration detection devices, landfill-gas perimeter cutoff trenches that could be

modified to an active landfill-gas withdrawal system and an adequate landfill-gas monitoring protocol for landfill-gas in the enclosed areas of the site. These departments will monitor the construction practices at the site to ensure compliance with the engineered plans.

11. a. IMPACT: Existing soils under the station contain some pesticides and heavy metals.

b. MITIGATION: Conform to state and federal regulations which allow this soil to be left in place.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Public Works Department will monitor soils surrounding the site to be sure no migration of this material occurs.

12. a. IMPACT: Potential exposure of public to accidental spill or lead of hazardous gases from WPCP.

b. MITIGATION: Implementation of an evacuation plan including escape routes other than Borregas Ave.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Public Works Department will require the applicant to prepare an evacuation plan in consultation with Water Pollution Control Plant staff.

13. a. IMPACT: Potential toxics in the wastestream to be received at SMaRT.

b. MITIGATION: Implementation of Hazardous Waste Exclusion Program (HWEP).

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The City of Sunnyvale will require the applicant to prepare a HWEP.

14. a. IMPACT: Storage of toxics discovered by the HWEP program at the station.

b. MITIGATION: Preparation of an appropriate storage area and conformance to local, state, and federal regulations governing storage time of hazardous wastes.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The City of Sunnyvale will require the applicant to prepare a HWEP, as required under the California Administrative Code Title 23. The County of Santa Clara will serve as the Local Enforcement Agency (LEA) for the station. The county will conduct weekly inspections of the station, as required by state law. During the inspections, the County will determine whether the station operator is properly following the HWEP protocol.

NOISE

15. a. IMPACT: Noise generated from the tributary traffic of the project.

b. MITIGATION: Preservation of the condition of the streets to be maintained in good repair with smooth surfaces.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Public Works Department will periodically review the integrity of the public roads to assure they are properly maintained. The Operator will repair street damage caused by construction, but will not be required to provide ongoing maintenance.

AIR QUALITY

16. a. IMPACT: Dust caused from the construction of the project.

b. MITIGATION: Implementation of a dust prevention program during construction.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The City will require the applicant to prepare the project specifications such that the creation of dust and airborne particles is kept to a minimum. The Public Works Department will conduct routine inspections during construction to assure compliance with the plan.

17. a. IMPACT:Potential release of landfill gas during site preparation and project construction.

b. MITIGATION: Limit area of excavation to reduce the amount of landfill gas released.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The City will require the applicant to prepare the project specifications such that the excavation of the refuse is limited to a minimum. The City Public Works Department will conduct routine inspections during construction to assure compliance with the plan.

WILDFIRE

18. a. IMPACT: Accidental disruption of wetland habitats adjacent to the station during construction.

b. MITIGATION: Install a fence prior to construction.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The City will require the applicant to install a fence prior to the commencement of construction. The Public Works Department will conduct an inspection prior to construction to assure the fence has been installed. A biologist should be on hand to prevent impact during construction.

NUISANCE

19. a. IMPACT: Vectors such as flies, rodents, and yellow-jackets may be attracted to refuse.

b. MITIGATION: Conformance with the state regulations which require operation and maintenance procedures to prevent vector impacts.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The County, as Local Enforcement Agency, will require the station operator to comply with the state's solid waste handling regulations. The County will conduct weekly inspections at the station to ensure compliance.

20. a. IMPACT: The generation of litter from private vehicles without properly covered loads.

b. MITIGATION: Enforcement of the State Vehicle Code regarding the transportation of materials and imposition of a special fee for improperly covered loads may reduce this impact.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The County, as Local Enforcement Agency, will require the station operator to comply with state regulations concerning the covering of

loads entering the station. The California Highway Patrol is responsible for enforcing the State Vehicle Code.

21. a. IMPACT: Objectional odors from the decay of organic materials.

b. MITIGATION: Conformance with the State regulations, as enforced by the LEA, regarding residence time of materials and processing odorous materials will require operation and maintenance procedures to reduce unpleasant odors. Also, regular cleaning and deodorizing of the station will assist to reduce this impact.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The LEA will conduct weekly inspections of the station to be sure the operator complies with the solid waste handling regulations of the CIWMB.

22. a. IMPACT: Dust emissions from station operations.

b. MITIGATION: Installation of appropriate exhaust ducts and dust removal equipment will reduce this impact to the adjacent areas. Workers should wear dust masks in dusty areas.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The LEA will conduct weekly inspections to ensure compliance.

23. a. IMPACT: Fire hazard created by refuse containing combustibles.

b. MITIGATION: Implementation of a load-checking program to detect combustibles in refuse loads and appropriate fire suppression equipment within the facility will reduce this impact.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Public Safety Department will require the applicant to install proper fire suppression and protection improvements and to prepare an emergency response plan. The Public Works Department will provide routine inspections during construction to assure compliance with the plan.

24. a. IMPACT: Light and glare created by night operations at the station.

b. MITIGATION: Light should be directed downward to avoid any impact to surrounding land uses.

c. FINDING: The project, as proposed, includes techniques and procedures to reduce this potential impact to an acceptable level.

d. MONITORING: The Building Department will review the engineering design plans to ensure compliance with this requirement.

25. a. IMPACT: Visual impact to recreationalists at the levees north of the site, and future park users, from construction and station operation.

b. PARTIAL MITIGATION OR AVOIDANCE: The proposed SMaRT station is screened from view on the west, south and east by the Sunnyvale landfill and the WPCP. It is visible from the levees to the north. The sensitive receptors near the SMaRT include users of the Twin Creeks Softball Facility; users of the future park (to be built on the Sunnyvale landfill); recreationalists using levees north of the project; and employees in the office/industrial park along the south side of Caribbean. Of these receptors, only the recreationalists using the levees to the north of the landfill would be impacted. A screening fence and landscaping is proposed along the northern boundary of the site to help reduce the impact to the levee area.

EXHIBIT G
Sunnyvale SMaRT Station
Hazardous Waste Exclusion Program

SMaRT Station Profile

The SMaRT Station is a materials recovery facility designed to serve the cities of Sunnyvale, Palo Alto, and Mountain View, all of which are located on the southwestern portion of the San Francisco Bay within Santa Clara County. The City of Sunnyvale, where the facility will be located, has a population of 117,000 with a strong manufacturing base. The Cities of Palo Alto and Mountain View are located north of Sunnyvale as shown in figure A-1.

Program Goal

The Hazardous Waste Exclusion Program for the Sunnyvale SMaRT Station is designed to detect and remove hazardous and other prohibited materials from solid waste entering the facility, thereby helping to protect the environment and the public from immediate and future health risks. The program will educate users of the SMaRT Station and the public about the proper disposal of prohibited materials.

Prohibited Materials

The SMaRT Station is prohibited from accepting hazardous wastes and other designed wastes, such as liquid wastes. These wastes are prohibited because they possess flammable, combustible, toxic, corrosive, and/or reactive characteristics.

A representative list of prohibited material categories is presented in Attachment A. While the list is not exhaustive, it contains many of the unacceptable products commonly encountered at sanitary landfills, transfer stations and material recovery facilities.

Public Information

Public information about the program will be distributed using two sources. The first will be through garbage bills and the second will be through information distributed at the SMaRT Station to its' users. This information will explain the purpose of the program and how it works, list prohibited materials, and how to properly dispose of them.

Signs at the SMaRT Station will also be used to warn users that hazardous and other prohibited materials are not accepted. Figure A-2 is an example of the sign that will be posted at the entrance of the station.

Users will be notified that they retain responsibility for any hazardous or other prohibited materials detected in their loads.

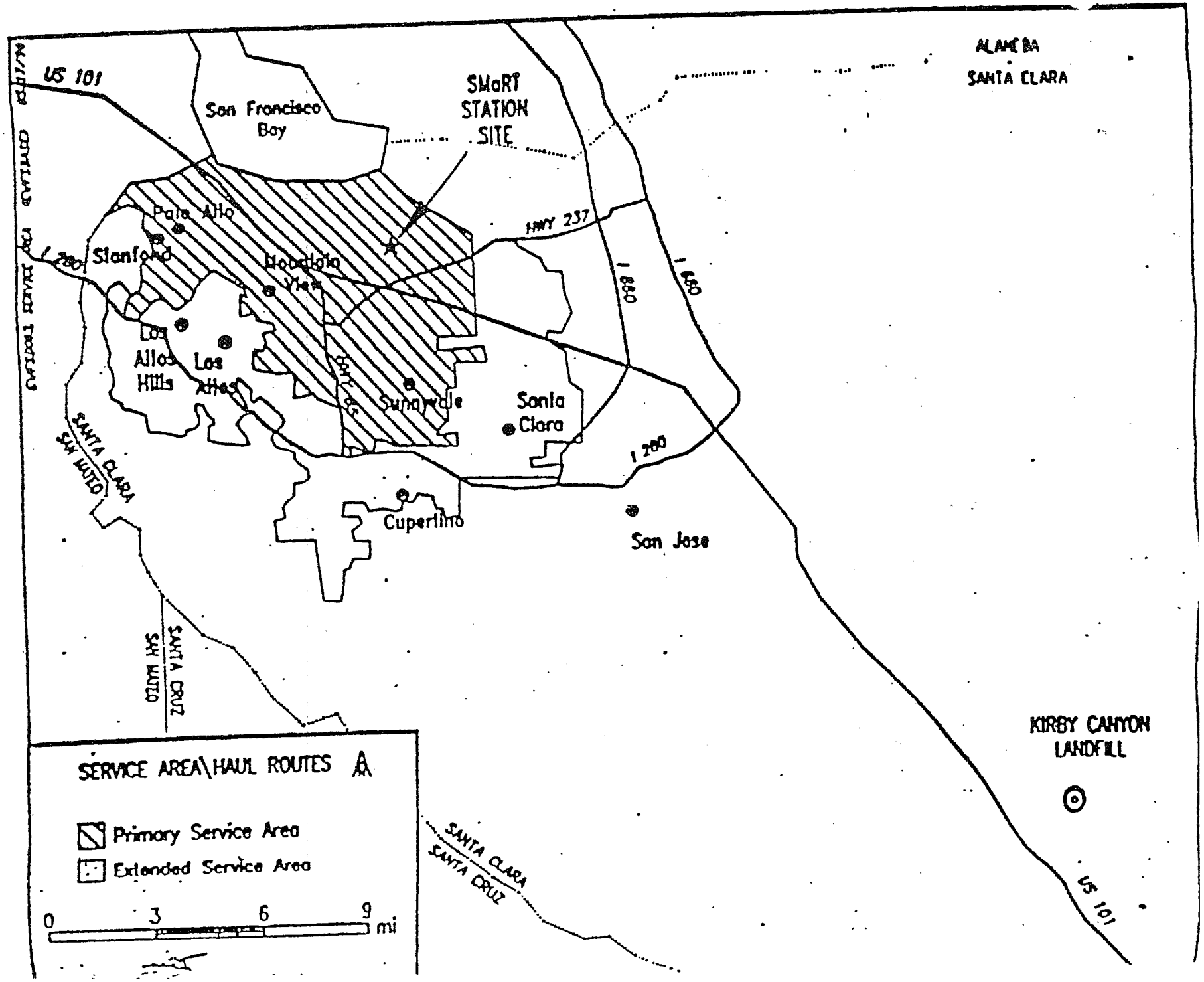


EXHIBIT 4 - Page 2 of 10

Load Checking Procedure

All handling, storage, and disposal of hazardous wastes will be in conformance with the California Code of regulations Title 22, Chapter 12, Section 6626.10, et al. The load checking program includes the routine questioning of drivers, random inspection of vehicle loads, and inspection of suspicious loads. Under this program, drivers will be questioned about the contents of their load as they enter the facility and during the load check. The list of questions which will be asked of each driver appears in Attachment B.

Random inspections will be performed on a variety of different vehicle types that enter the facility. Checks will also be performed on those vehicles which are more likely to contain prohibited materials, based on past experience, waste source, or suspicious behavior of the driver. A minimum of six formal load checks will be performed each week using the protocol described in Exhibit V. Two of the six vehicles will be of those transporting commercial waste, two will be of vehicles transporting industrial waste and one vehicle each of residential waste and publicly hauled waste. If staffing and the work level all, the frequency of inspections will be increased.

Vehicle load inspections will be performed uniformly, whether the inspection is random or at the discretion of the toll collector. The inspection will be performed using the following procedure:

1. Explain to the driver that an inspection of the load will be required to determine if prohibited materials are present.

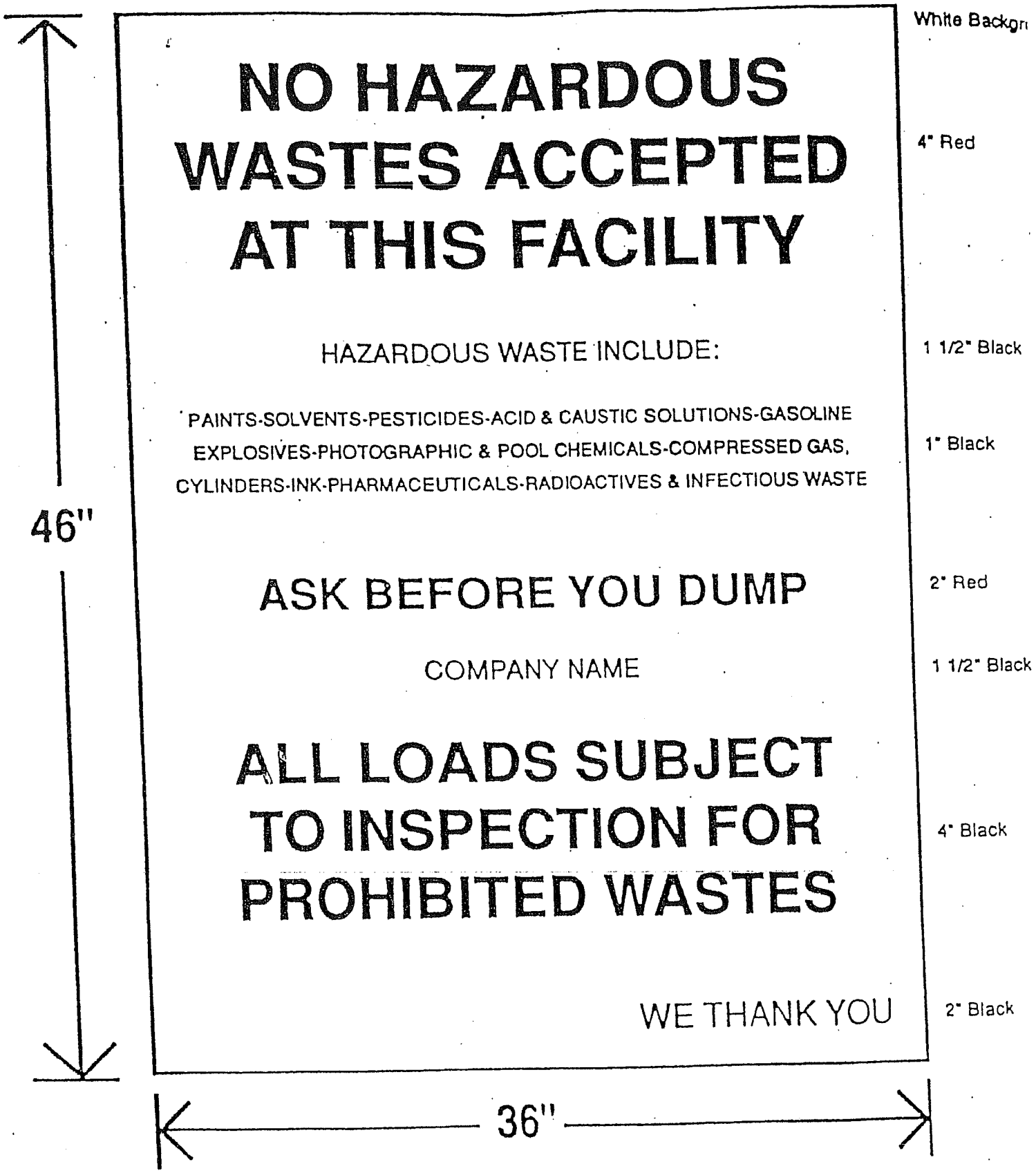
2. If the driver refuses, let him or her know that the solid waste cannot be dumped at the SMaRT Station unless he/she cooperates with the load checking program. If the driver chooses to leave, the vehicle license plate number and company name will be recorded in the log book.

3. The driver will be asked to dump the load into a window at a designated tipping area where the inspection will be performed. The load checking area will be separated from the regular tipping area.

4. The inspection will entail sifting through the waste with a rake or other handheld tools looking for the products contained in Attachment A. Two samples from the load will then be taken using the protocol described in Exhibit V. The vehicle type, material found in the load, and the name of the person performing the inspection will be recorded on the load checking data sheet in Attachment C.

5. If no prohibited materials are found, the driver will be thanked for his or her cooperation and allowed to leave.

Entrance Sign



6. If any prohibited material is identified during the load check, the driver will be informed that the materials will not be accepted at the SMaRT Station, that the materials must be removed from the facility, and that arrangements for the proper disposal must be made.

7. If prohibited materials are found, the inspector will, at a minimum, record the individual's name, license plate number, company name (if applicable) and type of waste found, in the log book. If the material is suspected to possess an immediate danger to employees, its' users or the facility, the Public Safety Department's hazardous material response units and the Santa Clara County's Office of Environmental Health will be notified of the situation immediately.

8. Hazardous materials and other prohibited materials found during load checking will be returned to the driver for removal from the site, or moved to the hazardous materials storage area. This decision will be made by the onsite supervisor.

9. After the load has been checked, the driver will be given a slip that has been signed by the inspector which must be returned to the toll booth.

10. In the event that an excessive amount of prohibited material is found in the load, or if the same user or generator has made repeated attempts to dispose of prohibited materials, the operator will notify the proper regulatory agencies about the incident(s). More stringent measures, such as civil or criminal penalties, will be pursued at the discretion of the City of Sunnyvale and/or Station Operator.

11. A log for the load check program will be retained onsite for 18 months.

Equipment operators will also be trained to recognize possible illegal waste containers and push them to an area out of the disposal traffic pattern for further examination. Other employees who work in and around the public disposal area will be trained to recognize possible illegal waste containers and notify the load check team so that an inspection can be made. If any of the personnel observe unacceptable waste being unloaded, they will be trained to halt the unloading and summon the load check team for inspection of the load.

Storage of Prohibited Materials

The SMaRT Station is equipped with a hazardous material storage area which will be used for the temporary storage of prohibited materials recovered during the load check program. Caution will be used to make sure incompatible materials are not mixed together or stored next to each other. The storage area will be fenced and will be locked at all times unless an authorized SMaRT Station employee is present. Containers that will be used to store hazardous material will have secondary containment, security, ventilation, and fire resistant construction. Incompatible waste will be segregated and separated storage partitions that are divided by double metal walls. This will prevent

acids, bases, and flammable from coming in contact with each other. Containers will have a flammable bay where a fire extinguisher will be kept.

Materials that are not removed by the user or generator, or are abandoned by the unknown generator, will be removed from the Station by a hazardous waste hauling firm retained by the operator to collect, transport and dispose of all prohibited material.

Hazardous materials collected by the SMaRT Station will be stored on the property for no longer than 90 days.

Employee Training

All SMaRT Station employees will be required to attend a training program that teaches them how to detect, recognize and handle hazardous and other prohibited materials. The program will also teach them about emergency procedures, how to use equipment safely, and how to use the SMaRT Station's communication system. All employees will attend an annual review of the training program.

The load checking program will be performed by SMaRT Station employees that have taken and passed a 40-hour CAL-OSHA hazardous material training course. The program teaches them how to recognize and handle hazardous material.

SMaRT Station Record Keeping

The toll collector will maintain a log book onsite to record all persons, companies, and vehicles that are found to bring hazardous, or other prohibited materials into the SMaRT Station. The license plate number, name, and company name of drivers who refuse to undergo load checking will also be recorded in the log book.

The information in the log book will be compiled into two lists that will be updated quarterly. The first will alphabetically list the names of all the individuals and companies that either refused to undergo a load check or were carrying hazardous or other prohibited materials. The second list will contain the license plate numbers in numerical sequesnce of vehicles whose drivers either refused to undergo a load check or were carrying hazardous or other prohibited waste. These lists will be useful tools for identifying repeat violators and enforcing the Hazardous Waste Exclusion Program. The report will also include information regarding the amount and type of hazardous material that was collected and rejected at the facility. Copies of this information will be kept onsite and will be sent to the Local Enforcement Agency for their records.

Records of employee training for hazardous material handling will also be retained at the SMaRT Station.

Protective Equipment

Employees that perform load checks will wear protective clothing including Tyvek suits, orange safety vests, hard hats, gloves, protective goggles, respirators, and boots. After each load check Tyvek suits will be disposed and all other equipment will be cleaned.

The facility will keep mitigation equipment, such as brooms, shovels, and absorbent, onsite for use of an emergency.

Emergency Plan with Government Agencies

A map of the SMaRT Station will be issued to the Sunnyvale Public Safety Department. The map will indicate where the hazardous material storage area is located, all roads to and inside the facility, and possible evacuation routes. The SMaRT Station will also have a map to the nearest hospital posted at the toll booth for use in the event of an emergency. An emergency evacuation plan for the facility will be modeled after the emergency evacuation plan that is being developed by the Sunnyvale Water Pollution Control Plant, which is located on the adjacent site. The emergency plan being developed for the Sunnyvale Water Pollution Control Plant is to guard against a possible leak of chlorine gas.

The SMaRT Station's emergency evacuation plan will be added as an addendum to this report when it is finalized.

Program Review

Load check records and operating experience will be reviewed quarterly for two quarters, then semi-annually for one year, and annually thereafter. This review will focus on the following areas:

* Is the program working? Is less hazardous or designated material being found over time?

* Is the program being implemented in a safe manner?

* Do drivers tend to cooperate, and if no, why not?

* Have any behavior patterns emerged that could be used to improve the program? For example, do drivers who answer "no" to all questions tend to be carrying hazardous or other prohibited materials more often than those who answer "yes"? These reviews will result in specific recommendations for changes in the program.

* Is more public education about the program needed?

* What types of waste are most commonly detected?

* What types of loads most commonly carry hazardous waste?

* How much waste is being rejected and what is the cost per ton of rejected waste?

Attachment A
Generic Product Categories Potentially Containing Hazardous Waste

Product	Potential Hazardous Constituent
Paints and Allied Products	
Solvent-based paints	Solvents, heavy metals
Oil-based paints	Heavy metals
(Dried water-based paints are acceptable)	
Thinner	Solvents
Paint recovers	Solvents
Pesticides	Solvents & toxic hydrocarbons
Insecticides	
Fungicides	
Rodenticides	
Herbicides	
Molluscicides	
Automotive Products	
Batteries	Heavy metals, acids
Coolant	Ethylene glycol
Lubricating oils	Solvents, heavy metals
Degreasers	Solvents
Household Cleaners and polishes	
Cleaners	Solvents, acids, bases
Drain openers	Solvents, acids, bases
Detergents	Solvents, bases
Polishes, waxes	Solvents, acids
Glues and Solvents	
Glue	Solvents
Solvents	Solvents
Treated Wood	Pentachlorophenol, dioxins
Demolition Debris	
Floor tile, linoleum	Asbestos
Roofing materials	Asbestos
Ripe/duct insulation	Asbestos
Ceiling tiles	Asbestos
Excavated Soils	Solvents, fuel oils Pesticides, some metals

Attachment B
Hazardous Waste Exclusion Program Questions

If a "yes" response is received to any of the following questions, the toll collector or inspector must determine the source of the load.

1) Are you carrying any paint, thinners, or solvents?

2) Are you carrying any automotive waste oils, coolant fluid, or batteries?

3) Are you carrying any household cleaners, polishes or waxes?

4) Are you carrying any pesticides, e.g. snail or slug bait, rat killer, insecticides or fungicides?

5) Are you carrying any treated wood or contaminated soil?

6) Are you carrying any floor tiles, pip/duct insulation, ceiling tiles, or roofing materials?

7) Are you carrying any medical waste? Any red bag wastes? Any dead animals?

Attachment C
SMaRT Station Hazardous Waste Exclusion Program

Date: _____ **Sheet Control Number :** _____

Type Of Vehicle: _____ **Vehicle License Plate # :** _____

Drivers Name : _____ **Drivers License # :** _____

Transport Company : _____

Source(s) or Origin of Load : _____

Description of Material Checked

_____

_____

_____

Prohibited Materials Found

_____

_____

_____

Course of Action Taken

_____

_____

_____

_____

_____
Inspector's Signature and ID#

Sunnyvale SMaRT Station Equipment Furnished by City

Area	Equipment	Detail
Mixed Waste Processing	C-100	Walking Floor - Keith
Mixed Waste Processing	C-101	72"Double Beaded Steel
Mixed Waste Processing	C-102	60" Flat Slider
Mixed Waste Processing	C-103	60" Roller Chain Belt
Mixed Waste Processing	C-104	60" Flat Slider
Mixed Waste Processing	C-105	60" Trough Slider
Mixed Waste Processing	C-106	60" Trough Slider
Mixed Waste Processing	C-200	Walking Floor - Keith
Mixed Waste Processing	C-201	72" Double Beaded Steel
Mixed Waste Processing	C-202	60" Trough Slider
Mixed Waste Processing	C-203	60" Roller Chain Belt
Mixed Waste Processing	C-204	60" Flat Slider
Mixed Waste Processing	C-205	60" Trough Slider
Mixed Waste Processing	C-206	60" Trough Slider
Mixed Waste Processing	C-400	48" Flat Slider
Mixed Waste Processing	C-401	48" Roller Chain Belt
Mixed Waste Processing	C-402	48" Trough Slider
Mixed Waste Processing	C-404	36" Trough idler
Mixed Waste Processing	C-405	36" Roller Chain Belt
Mixed Waste Processing	C-500	48" Trough Idler
Mixed Waste Processing	C-501	36" Trough idler
Mixed Waste Processing	C-502	36" Trough idler
Mixed Waste Processing	C-503	36" Trough idler
Mixed Waste Processing	C-700	60" Steel Pan
Mixed Waste Processing	C-701	60" Steel Pan
Mixed Waste Processing	C-702	60" Steel Pan
Mixed Waste Processing	C-703	60" Steel Pan
Mixed Waste Processing	C-704	60" Flat Slider
Mixed Waste Processing	C-705	60" Flat Slider
Mixed Waste Processing	C-706	60" Roller Chain Belt
Mixed Waste Processing	C-707	60" Flat Slider

Area	Equipment	Detail
Mixed Waste Processing	C-730	24" Flat Slider
Mixed Waste Processing	C-731	48" Flat Slider
Mixed Waste Processing	C-800	72" Roller Chain Belt
Mixed Waste Processing	C-801	72" Roller Chain Belt
Mixed Waste Processing	T-100	Trommel
Mixed Waste Processing	T-200	Trommel
Mixed Waste Processing	E-300	Electro Magnet
Mixed Waste Processing	E-500	Electro Magnet
Mixed Waste Processing	E-700	Electro Magnet
Mixed Waste Processing	E-701	Electro Magnet
Mixed Waste Processing	G-300	Eddy Current Separator
Mixed Waste Processing	G-301	Eddy Current Separator
Mixed Waste Processing	V-700	Primary Disc Screen
Mixed Waste Processing	V-701	Secondary Disc Screen
Mixed Waste Processing	B-800 Baler	Gorilla 200T
Mixed Waste Processing	C-601	Trough Idler
Mixed Waste Processing	C-602	Trough Idler
Mixed Waste Processing	C-602E	Trough Idler
Loadout	Compactor infeed	Mayfran Z-Pan 72"
Loadout	Topload	Drag Chain
Loadout	Refuse Compactor	Amfab TP-500
Loadout	Spare Cylinder	3-stage for Amfab TP-500
Curbside Processing	C-1	Fiber Infeed
Curbside Processing	C-2	Fiber Sorting Line
Curbside Processing	C-3	Container Infeed
Curbside Processing	C-5	Air Classifier Conveyor (Lights)
Curbside Processing	C-8	Lights (Plastic/Aluminum) Sorting Line
Curbside Processing	C-9	Heavies Transfer Conveyor
Curbside Processing	C-10	Heavies (Glass) Sorting Line
Curbside Processing	C-11	Baler Infeed Conveyor
Curbside Processing	C-12	Ferrous Transfer Conveyor

Sunnyvale SMaRT Station Equipment Furnished by City

Area	Equipment	Detail
Mixed Waste Processing	C-708	60" Roller Chain Belt
Mixed Waste Processing	C-709	60" Flat Slider
Mixed Waste Processing	C-710	60" Flat Slider
Mixed Waste Processing	C-711	60" Flat Slider
Mixed Waste Processing	C-712	60" Flat Slider
Mixed Waste Processing	C-717	36" Roller Chain Belt
Mixed Waste Processing	C-718	48" Trough Slider
Mixed Waste Processing	C-719	48" Trough Slider
Mixed Waste Processing	C-720	36" Slider
Mixed Waste Processing	C-721	36" Trough Slider
Mixed Waste Processing	C-722	60" Trough Slider
Mixed Waste Processing	C-723 wk fl	Walking Floor - Hallco
Mixed Waste Processing	C-724 wk fl	Walking Floor - Hallco
Mixed Waste Processing	C-725 wk fl	Walking Floor - Hallco
Mixed Waste Processing	C-726 wk fl	Walking Floor - Hallco
Mixed Waste Processing	C-727	36" Trough Slider
Mixed Waste Processing	C-728	24" Trough Slider
Mixed Waste Processing	C-729	24" Roller Chain Belt

Area	Equipment	Detail
Curbside Processing	E-4	Trom-Mag
Curbside Processing	E-6	Air Classifier (Cyclone)
Curbside Processing	Baler	Mosely Gorilla 200S4-13/9
Yard/Wood Processing	Feed Conveyor	Rubber belt
Yard/Wood Processing	Conveyor	Slider belt
Yard/Wood Processing	Electromagnet	Dings Model 23T
Yard/Wood Processing	Grinder	Jeffrey 47WBH - Hammermill
Yard/Wood Processing	Dust Collector	Mfr. Torit-Day
Yard/Wood Processing	Sizing screen	Mfr. BM&M
Yard/Wood Processing	Overs Conveyor	Trough Idler
Yard/Wood Processing	Fines Conveyor	Trough Idler
Facility	Truck Scales (3)	70' concrete deck