

Walk-through at Transfer Station

Meeting called to order 1:00 pm.

Attending: Ken Folsom (Town Admin.), Scott Doherty (BOS), Beth Blair (BOS), Calvin Todd (BOS), John O'Connor (Road Agent), David Bowles (TS Manager)

Short discussion about what would we do if DES said we needed to cap the landfill tomorrow. Since the building itself is on an impervious surface, it is in effect a "cap" on that portion of the landfill. To cap the remaining portion, surface dirt would be dug away until landfill reached, a liner would be laid down, dirt returned and the area could be repaved. As far as we know we could drive on that surface, so the TS could still be used after it was capped. There is of course the issue of the expense, and the downtime of the TS while this might be done. Fact remains that DES seems to have no appetite to start capping landfills such as ours as they would need to chip in, and they don't have the money.

Next order of business was to discuss current pricing at the TS for certain items in light of the information Ken provided us with yesterday:

The 2024 total expenses were budgeted at \$183,904, the revenue was \$98,591 which is 53% of the budget. This means town subsidized the T.S. operations by 47%.

The disposal of Mun. Solid Waste at the incinerator was budgeted for \$48,000 and bag purchases was \$8,863 for a total of \$56,863 in 2024, the revenue from PAYT bags was \$56,510. The original intent of the PAYT bags was to offset the cost of disposal, which it seems to be doing. However, with the increase of costs it may be time to review the bag prices.

Question: do other towns accept C&D (Construction & Demolition waste)?

The following changes in PAYT Bag prices were discussed:

- Prices to buy empty Canterbury Green PAYT Bags:
LARGE 30 gal. \$25 per roll (\$2.50 each bag) / Increase of \$5 per roll, .50 per bag
SMALL 20 gal. \$15 per roll (\$1.50 each) / Increase of \$5 per roll, .50 per bag
- Prices to drop off full "Non-Canterbury" Bags, such as black contractor bags
Extra-Large 50 gal. / \$6.00 (New price)
Large 30 gal. / \$5.00 (Increase of \$1)
Small 20 gal. / \$3.00 (Increase of \$1)

The following changes to drop-off prices for tires were discussed:

- Passenger Car Tires & Small Truck Tires (under 16") / \$5.00 (Increase of \$1)
- Commercial Truck Tires / NOT ACCEPTED
(These can go to Tire Warehouse or Town Fair Tire)

- Industrial Tires (over 24” or off-road) / NOT ACCEPTED

The following additional price changes were discussed:

- Refrigerators / Dehumidifiers / Air Conditioners / \$15 (Price remains the same)
- Demolition Debris \$50 per yard / Shingles & Sheetrock \$75 a yard

Discussion about whether Canterbury should continue to accept C&D. David’s opinion is yes. He went through most recent statement from Town bookkeeper and calculated that we are paying \$38 a yard to dispose of it, but since we are charging \$50 this is still a good offset.

Further discussion about how to prevent out-of-town trash and C&D waste. The topic of “dump stickers” (which the Town used to use), was revisited. Discussion centered on having stickers given out when residents register their cars or pay taxes. Dump stickers would also be made available for seasonal residents (such as those with camps in Sherwood Forest). We will investigate pricing for getting stickers printed.

- Propane Tanks
1# -- \$2.00 (Same)
20# and 30# -- \$5.00 (increase of \$3)
Tanks Bigger than 30# NOT ACCEPTED

** Dave requested a Propane Cage (like the kind used by Blue Rhino) for storing the larger tanks.

- Couches with springs or sleeper sofas \$25.00 (Increase of \$5.00)
Couches without springs \$10.00 (Same)
- Used Oil – no charge
We discussed the possibility of a waste oil burner for the Highway Department. The purchase price is ~\$20,000 and it is not guaranteed that this will be approved at Town Meeting in March, or if DES will actually allow it (rumor has it that Pittsfield was denied – this will be checked). We currently have a source for the waste oil. Just never know when they may stop. They are a local (Loudon) car repair shop and have a waste oil burner.
- or dump in the woods.
- Antifreeze - \$1.00 per gallon
- Brush pile – No Charge, but brush ONLY!

Fee Schedule:

Dave provided a printed fee schedule, but the prices of several items were incorrect. Beth will go over the remaining pricing with Dave and see that a new price list is printed. We will also check about getting a new Canterbury Recycling Fee Schedule sign printed with the new pricing (Order signs from NH Recycles).

Additional Topics Discussed:

- Rigid Styrofoam recycling is going well. The amount we receive each week still fits comfortably in the space allotted next to the packer truck. Volunteers still take the collected foam to Gilford every week or week and a half. No additional floor space needed in the building for this program.
- Dave still collecting “dirty aluminum” (used cat food and sardine cans, used aluminum foil and containers) and can sell these at a greater price than regular “tin” cans.
- Possible well and septic: Price to add these to the site was considered too much to spend at this time. Concerns over where it might be possible to put a mobile restroom trailer plus the cost of leasing vs purchasing. Upon further discussion, TS and Highway staff are OK with the current facilities for now.

Storage Needs at the TS:

- There are currently 4 trailers parked opposite the entrance of the TS building:
Trailer 1 stores plastics / Trailers 2 & 3 store mixed paper / Trailer 4 stores baled cardboard
- There are two additional trailers parked across from the exit of the TS Building:
Trailer 5 for collection of mixed paper / Trailer 6 for collection of cardboard
- There are two storage containers parked behind the Treasure House:
Container 1 (red, marked with big 105) is for storing electronics.
Container 2 (grey, marked with “Tilton Trailer”) is for storing Dave’s tools, cables, etc.
- Baled aluminum cans sit out in the weather by Container 1, Dave says this is OK.
- Heavy plastic jugs are stored in large plastic containers, by Container 1, Dave says this is OK.

We discussed if this was currently enough storage, especially when the Highway Dept. needs to use the salt shed in the winter. Plus, the storage trailers do have a lifespan. They are currently safe enough to continue using (i.e. the floors aren’t rotted through and you can still drive the bobcat into them.) Eventually they will need to be replaced (5-7 years?)

How much we might need for immediate TS needs – AND — how much we should plan on starting to save for the next phase of TS improvements?

Possible Immediate Needs:

- New salt shed. John’ opinion is that the salt shed is way past needing to be repaired. There is a range of options. Ken will try to get us some sample prices.

- Additional 53' storage container for recycling. Dave says there is NOT enough storage when he can't use the salt shed to store recyclables. High top container would be most useful.
- Additional single phase baler for plastics (Dave's request).
- New-To-Us used packer truck.
- Retrofitting hydraulics on the packer truck to run with electricity so that truck does not need to idle for hours while the TS is open.
- Propane tank cage.

Discussion about the salt shed included several considerations: where would it be located, and does it make any sense to make the building a combination salt shed / spreader shed? It had previously been discussed by the BOS about the usefulness of a shed over the salt spreaders to not only make it safer to load them into the trucks, but also to prolong the life of the equipment. If the building was a combined salt shed / spreader shed, it would be large enough that it would probably need to be located behind the burn pit where the Aries report indicated it could go. This would require additional site work to create a gravel road to the building, as indicated in the report. The price *might* be similar to build a salt shed at the TS and a separate spreader shed up at the muni. complex. To be determined.

Possible Long-term needs:

- Electric Compactor
- 2 Roll-off Containers
- Roll-off truck
- Shelter for compactor / operator
- Replacement of the 4 current aging recyclables storage trailers with high top containers (would require some site work as well)

Meeting adjourned at 1:52.

Minutes submitted by Beth Blair