



2021

# South Bay Recycling Annual Report



February 28, 2022

Joe La Mariana  
Executive Director  
SBWMA/Rethink Waste  
610 Elm Street, Suite 202  
San Carlos, CA 94070

Dear Mr. La Mariana:

Enclosed is a copy of the South Bay Recycling's 2021 Annual Report. South Bay Recycling will send electronic copies to each jurisdiction.

In accordance with the requirements of our Operating Agreement, the undersigned hereby certifies, under penalty of perjury, that the report submitted herewith is true and correct to the best knowledge of the undersigned after reasonable inquiry.

If you should have any questions or require additional information, please call me at (650) 802-8355.

Sincerely,

Dwight E Herring



General Manager

cc: Hilary Gans  
John Mangini

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# **SOUTH BAY RECYCLING**

## **ANNUAL REPORT TO THE SBWMA**

**FOR YEAR  
2021**

**Submitted  
February 28, 2022**



## ANNUAL REPORT DEFINITIONS

**Municipal Solid Waste (MSW)** – MSW delivered to the Shoreway Facility is delivered by the following sources: Recology of San Mateo County; Member Agency Vehicles; Public Self-Hauled; Maintenance Facilities from Recology of San Mateo County and South Bay Recycling; and, Contracted Non-Franchised Haulers.

**Bulky Item/Reusable/Recoverable Materials** – Recyclable materials recovered by Sorters from various waste streams. These items include, but are not limited to electronic waste, cardboard, mixed rigid plastics, scrap metal, reusable furnishings, appliances, clothing, etc.

**Organics Materials** – Compostable materials such as food scraps, food-soiled paper fiber, wood and other plant materials collected Recology of San Mateo County from residential, commercial and multi-family complexes and delivered to the Shoreway Facility; and/or wood and other plant materials delivered to the Shoreway Facility by the public.

**Inert/C&D Materials** – Mixed Dirt, Cement, Rock, and other Construction and Demolition Debris delivered to the Shoreway Facility by the public.

**Recycling Materials** – Cardboard, Mixed Paper and Bottles and Cans collected by Recology of San Mateo County from residential, commercial and multi-family complexes and delivered to the Materials Recovery Facility for processing; and/or Recyclable materials delivered to the Public Recycling/Drop-Off Center by the public.



## OPERATING STATISTICS

Schedule 1  
Shoreway Facility Inbound Summary Report  
2021

<b>SUBTOTAL: RECOLOGY FRANCHISE SUMMARY TONS</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Municipal Solid Waste	39,323.59	40,652.06	41,113.31	42,903.03	163,991.99
Recyclables	17,252.65	17,111.32	16,994.41	18,309.59	69,667.97
Green/Organics	21,903.68	22,582.95	21,909.88	26,498.74	92,895.25
Inerts/C&D	758.35	822.59	588.84	645.00	2,814.78
Tires	-	-	-	-	-
Subtotal - Disposed	39,323.59	40,652.06	41,113.31	42,903.03	163,991.99
Subtotal - Diverted	39,914.68	40,516.86	39,493.13	45,453.33	165,378.00
Subtotal - Diversion Percentage	50%	50%	49%	51%	50%
<b>OVERALL TOTAL</b>	<b>79,238.27</b>	<b>81,168.92</b>	<b>80,606.44</b>	<b>88,356.36</b>	<b>329,369.99</b>

<b>SUBTOTAL: SELF HAUL/BUYBACK SBR INTERNAL TONS</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Municipal Solid Waste	7,723.14	7,803.54	7,818.56	10,998.95	34,344.19
Recyclables	155.42	146.87	165.48	156.70	624.47
Green/Organics	1,986.92	326.78	(638.27)	(842.49)	832.94
Inerts/C&D	8,679.87	9,295.33	9,444.91	7,877.58	35,297.69
Subtotal - Disposed	7,723.14	7,803.54	7,818.56	10,998.95	34,344.19
Subtotal - Diverted	10,822.21	9,768.98	8,972.12	7,191.79	36,755.10
Subtotal - Diversion Percentage	58%	56%	53%	40%	52%
<b>OVERALL TOTAL</b>	<b>18,545.35</b>	<b>17,572.52</b>	<b>16,790.68</b>	<b>18,190.74</b>	<b>71,099.29</b>

<b>NON-FRANCHISE TONS</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Municipal Solid Waste	864.07	973.23	1,208.03	1,029.68	4,075.01
Third Party Non-Contracted Recyclables	13.30	18.13	27.10	14.14	72.67
Third Party Contracted Recyclables	-	-	-	-	-
Green/Organics	267.05	1,235.52	870.05	406.95	2,779.57
Inerts/C&D	424.16	364.53	512.09	479.60	1,780.38
Subtotal - Disposed	864.07	973.23	1,208.03	1,029.68	4,075.01
Subtotal - Diverted	704.51	1,618.18	1,409.24	900.69	4,632.62
Subtotal - Diversion Percentage	29%	45%	37%	30%	36%
<b>OVERALL TOTAL</b>	<b>1,568.58</b>	<b>2,591.41</b>	<b>2,617.27</b>	<b>1,930.37</b>	<b>8,707.63</b>

<b>OVERALL TOTAL FACILITY TONS</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Municipal Solid Waste	47,910.80	49,428.83	50,139.90	54,931.66	202,411.19
Recyclables	17,421.37	17,276.32	17,186.99	18,480.43	70,365.11
Recycling TS (Bulky, Franchise, TS Diversion)	369.78	384.65	357.71	321.66	1,433.80
Green/Organics	24,157.65	24,145.25	22,141.66	26,063.20	96,507.76
Inerts/C&D	9,862.38	10,482.45	10,545.84	9,002.18	39,892.85
Subtotal - Disposed	47,910.80	49,428.83	50,139.90	54,931.66	202,411.19
Subtotal - Diverted	51,811.18	52,288.67	50,232.20	53,867.47	208,199.52
Subtotal - Diversion Percentage	52%	51%	50%	50%	51%
<b>OVERALL TOTAL</b>	<b>99,721.98</b>	<b>101,717.50</b>	<b>100,372.10</b>	<b>108,799.13</b>	<b>410,610.71</b>

<b>TRANSFER STATION &amp; MRF VOLUME SUMMARY</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Total Transfer Station Volume	82,300.61	84,441.18	83,185.11	90,318.70	340,245.60
Total MRF Volume	17,421.37	17,276.32	17,186.99	18,480.43	70,365.11
<b>OVERALL TOTAL</b>	<b>99,721.98</b>	<b>101,717.50</b>	<b>100,372.10</b>	<b>108,799.13</b>	<b>410,610.71</b>

Schedule 2  
Shoreway Facility Outbound Summary Report  
2021

MUNICIPAL SOLID WASTE (MSW) - OUTBOUND TONS	Q1	Q2	Q3	Q4	YTD
Ox Mountain Solid Waste	47,910.80	49,428.83	50,139.90	54,928.84	202,408.37
Other Landfill Solid Waste	-	-	-	-	-
Other Landfill Solid Waste	-	-	-	2.82	2.82
<b>TOTAL MSW</b>	<b>47,910.80</b>	<b>49,428.83</b>	<b>50,139.90</b>	<b>54,931.66</b>	<b>202,411.19</b>

INERT MATERIALS (C&D / INERTS) - OUTBOUND TONS	Q1	Q2	Q3	Q4	YTD
Zanker Road C&D	9,862.38	10,482.45	10,545.84	9,002.18	39,892.85
Ox Mountain Inert Material	-	-	-	-	-
<b>TOTAL C&amp;D / INERTS</b>	<b>9,862.38</b>	<b>10,482.45</b>	<b>10,545.84</b>	<b>9,002.18</b>	<b>39,892.85</b>

ORANICS / GREEN WASTE / FOOD WASTE - OUTBOUND TONS	Q1	Q2	Q3	Q4	YTD
Recology BVON Food	1,781.00	-	-	-	1,781.00
Recology BVON Green/Organics	10,796.25	11,528.67	9,975.89	14,404.37	46,705.18
Republic Newby Island Food	1,065.32	3,178.37	3,461.23	3,970.79	11,675.71
Republic Newby Island Green/Organics	10,515.08	9,438.21	8,704.54	7,688.04	36,345.87
Biofuel Systems Green Waste	-	-	-	-	-
Zanker Road Green Waste	-	-	-	-	-
Other Disposal Site	-	-	-	-	-
<b>TOTAL ORGANICS / GREEN / FOOD WASTE</b>	<b>24,157.65</b>	<b>24,145.25</b>	<b>22,141.66</b>	<b>26,063.20</b>	<b>96,507.76</b>

OTHER DIVERSION - OUTBOUND TONS	Q1	Q2	Q3	Q4	YTD
Scrap Metal	156.09	176.00	135.14	149.75	616.98
Household Batteries	7.87	10.68	14.75	8.70	42.00
Refrigerators	47.96	50.39	58.62	37.23	194.20
Electronic Materials	106.80	111.20	117.34	102.55	437.89
Mattresses	51.65	38.06	43.21	30.23	163.15
Tires	7.28	9.00	3.40	1.90	21.58
Cardboard (outbound from Transfer to MRF)	5.03	2.45	0.30	0.63	8.41
Mixed Plastic (outbound from Transfer to MRF)	-	-	-	-	-
Carpet	-	-	-	-	-
Reusables	-	-	-	-	-
<b>TOTAL OTHER DIVERSION</b>	<b>382.68</b>	<b>397.78</b>	<b>372.76</b>	<b>330.99</b>	<b>1,484.21</b>

MATERIALS RECOVERY FACILITY & PUBLIC RECYCLING CENTER	Q1	Q2	Q3	Q4	YTD
Recyclable Fiber	10,014.91	8,587.15	8,940.49	7,091.24	34,633.79
Recyclable Containers	4,478.40	4,230.10	4,107.50	4,024.78	16,840.78
MRF Residual Franchise	3,134.09	3,356.19	3,431.18	6,687.50	16,608.96
Single Stream Recyclables Processed by Third Party	-	-	-	-	-
Drop-Off	63.91	61.26	56.18	52.63	233.98
<b>TOTAL MRF &amp; PUBLIC RECYCLING CENTER</b>	<b>17,691.31</b>	<b>16,234.70</b>	<b>16,535.35</b>	<b>17,856.15</b>	<b>68,317.51</b>

SHOREWAY FACILITY SUMMARY	Q1	Q2	Q3	Q4	YTD
Municipal Solid Waste	47,910.80	49,428.83	50,139.90	54,931.66	202,411.19
MRF Recyclables	17,691.31	16,234.70	16,535.35	17,856.15	68,317.51
MRF/PRC Inventory (+/-)	(269.94)	1,041.62	651.64	624.28	2,047.60
TS Recyclables	382.68	397.78	372.76	330.99	1,484.21
Green/Organics	24,157.65	24,145.25	22,141.66	26,063.20	96,507.76
Inerts/C&D	9,862.38	10,482.45	10,545.84	9,002.18	39,892.85
<b>OVERALL TOTAL</b>	<b>99,734.88</b>	<b>101,730.63</b>	<b>100,387.15</b>	<b>108,808.46</b>	<b>410,661.12</b>
<b>SHOREWAY FACILITY DIVERSION TOTAL</b>	<b>52.23%</b>	<b>50.39%</b>	<b>49.40%</b>	<b>48.94%</b>	<b>50.21%</b>

Total Transfer Station Outbound	82,313.51	84,454.31	83,200.16	90,328.03	340,296.01
Total MRF Outbound	17,421.37	17,276.32	17,186.99	18,480.43	70,365.11
<b>SHOREWAY FACILITY OUTBOUND TOTAL</b>	<b>99,734.88</b>	<b>101,730.63</b>	<b>100,387.15</b>	<b>108,808.46</b>	<b>410,661.12</b>

**Schedule 3  
Shoreway Facility Mass Balance Summary  
2021**

**INBOUND TRANSFER STATION TONS**

Total Inbound Franchise Transfer Tons
Total Inbound Member Agency Transfer Station Tons
Total Inbound Recology Maintenance Box Tons
Total Inbound SBR Maintenance Box Tons-Inert
Total Inbound SBR Maintenance Box Tons-Organics
Total Inbound SBR Maintenance Box Tons-MSW
Total Inbound South Bay MRF Residue
Total Inbound MRF Commodity Residue
Total Inbound Contaminated Recyclables
Total Inbound Self-Haul Inerts Tons
Total Inbound Non-Franchise
<b>TOTAL INBOUND TRANSFER</b>
<b>TOTAL INBOUND CALCULATED SELF-HAUL</b>
<b>TOTAL INBOUND TONS INCLUDING CALCULATED SELF HAUL</b>
<b>TOTAL INBOUND TRANSFER TONS LESS MRF RESIDUE</b>

Q1	Q2	Q3	Q4	YTD
61,384.53	63,527.68	63,160.25	69,403.05	257,475.51
581.68	538.40	476.74	558.71	2,155.53
94.51	82.76	81.37	113.59	372.23
-	-	17.32	4.75	22.07
-	-	-	-	-
0.09	5.96	3.75	48.21	58.01
3,134.09	3,356.19	3,431.18	3,546.52	13,467.98
-	-	-	-	-
-	-	-	3,200.60	3,200.60
2,873.39	3,267.46	3,262.84	2,772.41	12,176.10
1,555.28	2,573.28	2,590.17	1,916.23	8,634.96
<b>69,623.57</b>	<b>73,351.73</b>	<b>73,023.62</b>	<b>81,564.07</b>	<b>297,562.99</b>
12,689.94	11,102.58	10,176.54	8,763.96	42,733.02
<b>82,313.51</b>	<b>84,454.31</b>	<b>83,200.16</b>	<b>90,328.03</b>	<b>340,296.01</b>
66,489.48	69,995.54	69,592.44	78,017.55	284,095.01

**OUTBOUND TRANSFER STATION TONS**

Outbound Solid Waste Tons
Outbound Green/Organic Tons
Outbound Inerts and C&D Tons
Outbound Transfer Diversion
Outbound Franchise Transfer Station Diversion
Outbound Bulky Item Collection Diversion
<b>TOTAL OUTBOUND SEC TRANSFER STATION TONS</b>

Q1	Q2	Q3	Q4	YTD
47,910.80	49,428.83	50,139.90	54,931.66	202,411.19
24,157.65	24,145.25	22,141.66	26,063.20	96,507.76
9,862.38	10,482.45	10,545.84	9,002.18	39,892.85
307.58	306.54	266.43	242.79	1,123.34
12.53	24.47	25.85	21.61	84.46
62.57	66.77	80.48	66.59	276.41
<b>82,313.51</b>	<b>84,454.31</b>	<b>83,200.16</b>	<b>90,328.03</b>	<b>340,296.01</b>

**TRANSFER STATION MASS BALANCE**

-	-	-	-	-
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**INBOUND MRF / BUY-BACK TONS**

Total Inbound Franchise MRF Tons
Total Inbound Member Agency Vehicles
Total Inbound Recology Maintenance Boxes
Total Inbound SBR Maintenance Recyclables
Total Inbound Transfer (OCC & Mixed Plastic) Tons
Total Inbound Non-Franchise Recyclable Material Tons
Total Inbound Contracted Single Stream Recyclables
Total Inbound Drop-Off Material Tons
Total Inbound Clean OCC <1000 lbs.
Total Inbound Clean OCC >1000 lbs.
Total Inbound Buyback Tons
<b>TOTAL MRF/BUYBACK/DROP-OFF</b>
<b>TOTAL INBOUND MRF Inventory Variance - Calculated Tons</b>
<b>TOTAL INBOUND MRF / BUY-BACK TONS</b>
<b>TOTAL INBOUND MRF/PRC TONS LESS TS OCC &amp; MIX PLASTIC &amp; CONTRACTED</b>

Q1	Q2	Q3	Q4	YTD
17,162.31	17,033.78	16,874.33	18,200.29	69,270.71
18.92	-	33.47	34.21	86.60
8.85	10.77	6.13	8.50	34.25
-	0.17	0.43	0.15	0.75
5.03	2.45	0.30	0.63	8.41
13.30	18.13	27.10	14.14	72.67
-	-	-	-	-
150.39	144.25	160.61	141.42	596.67
-	-	-	-	-
-	-	4.14	14.50	18.64
-	-	-	-	-
17,358.80	17,209.55	17,106.51	18,413.84	70,088.70
332.51	(974.85)	(571.16)	(557.69)	(1,771.19)
17,691.31	16,234.70	16,535.35	17,856.15	68,317.51
17,353.77	17,207.10	17,106.21	18,413.21	70,080.29

**OUTBOUND MRF / BUY-BACK TONS**

Total Outbound MRF
Total Outbound Residual
Total Outbound Commodity Residual
Total Outbound Contaminated Recyclables
Total Outbound Single Stream Recyclables Processed by Third Party
Total Outbound Drop-Off Center Materials
<b>TOTAL OUTBOUND SEC MRF/BUYBACK STATION TONS</b>
<b>MRF &amp; BUY-BACK MASS BALANCE</b>

Q1	Q2	Q3	Q4	YTD
14,493.31	12,817.25	13,047.99	11,116.02	51,474.57
3,134.09	3,356.19	3,431.18	3,546.52	13,467.98
-	-	-	-	-
-	-	-	3,140.98	3,140.98
-	-	-	-	-
63.91	61.26	56.18	52.63	233.98
17,691.31	16,234.70	16,535.35	17,856.15	68,317.51
-	-	-	-	-

**OVERALL SEC MASS BALANCE**

<b>TOTAL SEC INBOUND TONS</b>
<b>TOTAL SEC OUTBOUND TONS</b>
<b>OVERALL MASS BALANCE</b>

Q1	Q2	Q3	Q4	YTD
100,004.82	100,689.01	99,735.51	108,184.18	408,613.52
100,004.82	100,689.01	99,735.51	108,184.18	408,613.52
-	-	-	-	-

**Schedule 4  
Shoreway Facility Material Movement Summary  
2021**

**MATERIAL MOVEMENT BETWEEN BUILDINGS**

Total Outbound Residue from MRF to TS  
 Total Outbound Contaminated Recyclables  
 Total Outbound Commodity Residual  
**TOTAL MATERIAL MOVEMENT BETWEEN BUILDINGS**

<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
9,862	10,482	10,546	9,002	39,893
-	-	-	3,141	3,141
1,781	-	-	-	1,781
<b>11,643</b>	<b>10,482</b>	<b>10,546</b>	<b>12,143</b>	<b>44,815</b>

**Schedule 5  
Shoreway Facility Diversion Report  
2021**

<b>FRANCHISE</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Subtotal - Disposed	39,323.59	40,652.06	41,113.31	42,903.03	163,991.99
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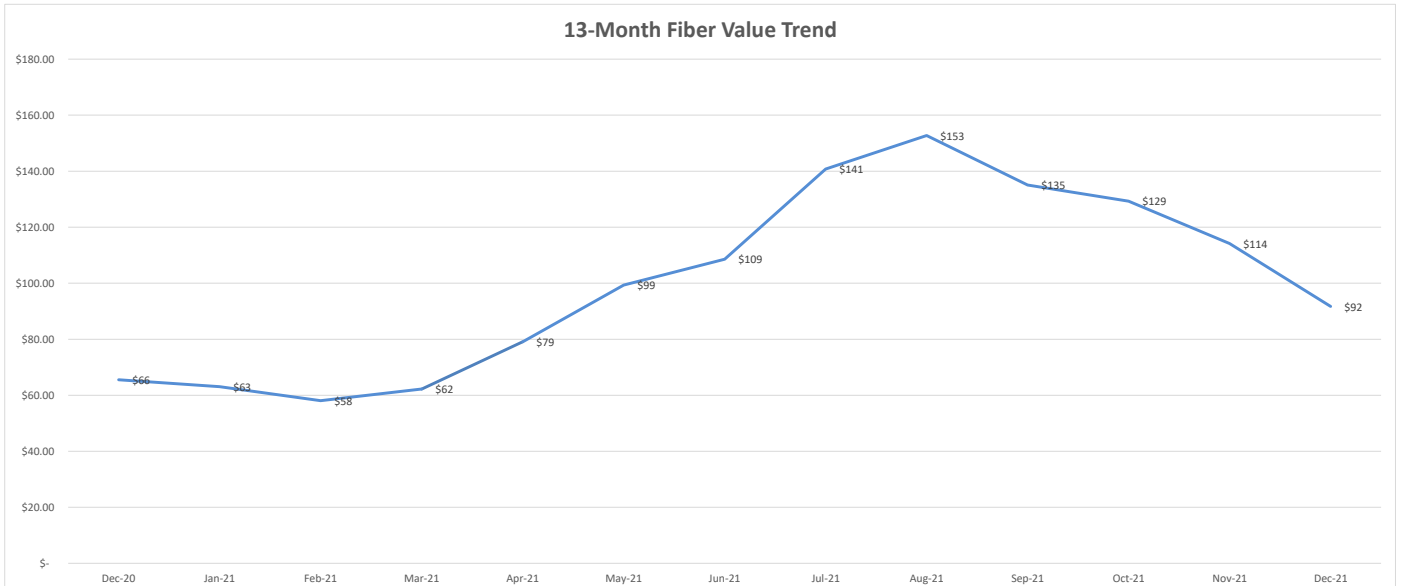
<b>SELF HAUL</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Subtotal - Disposed	7,723.14	7,803.54	7,818.56	10,998.95	34,344.19
Subtotal - Diverted	10,822.21	9,768.98	8,972.12	7,191.79	36,755.10
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<b>NON-FRANCHISE</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
Subtotal - Disposed	864.07	973.23	1,208.03	1,029.68	4,075.01
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<b>TOTAL FACILITY</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
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Schedule 6  
Commodity Value 13-Month Trend and Market Report  
2021

	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
<b>Scrap Value Per Ton</b>													
Fiber	\$ 66	\$ 63	\$ 58	\$ 62	\$ 79	\$ 99	\$ 109	\$ 141	\$ 153	\$ 135	\$ 129	\$ 114	\$ 92
Plastics	\$ 223	\$ 203	\$ 117	\$ 206	\$ 214	\$ 309	\$ 477	\$ 471	\$ 321	\$ 435	\$ 446	\$ 400	\$ 384
Aluminum	\$ -	\$ 800	\$ 800	\$ 840	\$ 1,000	\$ 1,000	\$ 1,100	\$ 1,140	\$ 1,300	\$ 1,335	\$ 1,400	\$ 1,400	\$ 1,300
Metal	\$ 76	\$ 146	\$ 103	\$ 117	\$ 124	\$ 136	\$ 147	\$ 162	\$ 171	\$ 156	\$ 162	\$ 164	\$ 159
<b>Scrap Value Variance</b>													
Fiber	\$ 17	\$ (2)	\$ (5)	\$ 4	\$ 17	\$ 20	\$ 9	\$ 32	\$ 12	\$ (18)	\$ (6)	\$ (15)	\$ (22)
Plastics	\$ 67	\$ (21)	\$ (86)	\$ 89	\$ 8	\$ 95	\$ 168	\$ (6)	\$ (150)	\$ 114	\$ 11	\$ (46)	\$ (16)
Aluminum	\$ -	\$ 800	\$ (0)	\$ 40	\$ 160	\$ -	\$ 100	\$ 40	\$ 160	\$ 35	\$ 65	\$ -	\$ (100)
Metal	\$ (3)	\$ 71	\$ (44)	\$ 14	\$ 7	\$ 12	\$ 10	\$ 16	\$ 9	\$ (15)	\$ 6	\$ 2	\$ (6)
<b>Percentage Increase/(Decrease)</b>													
Fiber	26%	-4%	-9%	7%	21%	20%	8%	23%	8%	-13%	-4%	-13%	-24%
Plastics	30%	-10%	-73%	43%	4%	31%	35%	-1%	-47%	26%	2%	-12%	-4%
Aluminum	0%	25%	0%	5%	16%	0%	9%	4%	12%	3%	5%	0%	-8%
Metal	-3%	48%	-42%	12%	6%	9%	7%	10%	5%	-10%	4%	1%	-4%
<b>Total Revenue - Containers</b>													
	\$ 348,960	\$ 536,717	\$ 419,533	\$ 590,925	\$ 389,613	\$ 532,019	\$ 612,477	\$ 527,446	\$ 365,056	\$ 573,273	\$ 400,000	\$ 532,721	\$ 491,825
<b>Total Revenue - Fiber</b>													
	\$ 219,751	\$ 172,191	\$ 144,690	\$ 297,324	\$ 225,115	\$ 242,937	\$ 357,107	\$ 355,050	\$ 576,858	\$ 356,733	\$ 368,959	\$ 209,745	\$ 220,118
<b>Total Revenue</b>													
	\$ 568,711	\$ 708,908	\$ 564,222	\$ 888,249	\$ 614,728	\$ 774,956	\$ 969,584	\$ 882,496	\$ 941,914	\$ 930,007	\$ 768,959	\$ 742,466	\$ 711,943
<b>Total Tons - Containers</b>													
	1,468	1,511	1,390	1,578	1,394	1,381	1,456	1,413	1,294	1,400	1,237	1,328	1,460
<b>Total Tons - Fiber</b>													
	3,356	2,733	2,494	4,783	2,847	2,448	3,290	2,522	3,777	2,641	2,854	1,837	2,400
<b>Total Tons</b>													
	4,824	4,244	3,883	6,361	4,240	3,828	4,746	3,935	5,071	4,041	4,091	3,165	3,859
<b>Avg Rate/Ton - Containers</b>													
	238	355	302	374	280	385	421	373	282	409	323	401	337
<b>Avg Rate/Ton - Fiber</b>													
	65	63	58	62	79	99	109	141	153	135	129	114	92
<b>Total Avg Rate/Ton</b>													
	118	167	145	140	145	202	204	224	186	230	188	235	184



**Schedule 7  
Transportation Report  
2021**

<b>TOTAL MUNICIPAL SOLID WASTE (MSW)</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
TONS	47,910.80	49,428.83	50,139.90	54,928.84	202,408.37
LOADS	1,942.00	2,050.00	2,085.00	2,320.00	8,397.00
AVERAGE TONS/LOAD	24.67	24.11	24.05	23.68	24.10
Loads Saved / Month (est. 22 tons/Ld.)	235.76	196.77	194.09	176.77	803.38
<b>TOTAL C&amp;D AND INERTS</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
TONS	9,862.38	10,482.45	10,545.84	9,002.18	39,892.85
LOADS	505.00	533.00	531.00	459.00	2,028.00
AVERAGE TONS/LOAD	19.53	19.67	19.86	19.61	19.67
Loads Saved / Month (est. 19 tons/Ld.)	14.07	18.71	24.04	14.80	71.62
<b>TOTAL GREEN WASTE/ORGANICS</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
TONS	24,157.65	24,145.25	22,141.66	26,063.20	96,507.76
LOADS	1,019.00	1,000.00	922.00	1,089.00	4,030.00
AVERAGE TONS/LOAD	23.71	24.15	24.01	23.93	23.95
Loads Saved / Month (est. 20 T/Ld.)	188.88	207.26	185.08	214.16	795.39
<b>OVERALL TRUCK TRIP SAVINGS/MONTH COMPARED TO 2010 ESTIMATES</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>YTD</b>
OVERAL TRUCK TRIP SAV/MTH COMPARED TO EST 2010	489.36	474.99	456.22	463.79	1,884.35
Miles Saved	22,292.33	21,936.51	19,833.65	24,164.33	88,226.81
Gallons of Fuels Saved	5,573.08	5,484.13	4,958.41	6,041.08	22,056.70
Pounds of CO2 savings (22.2 lbs./gal of fuel)	123,722.44	121,747.62	110,076.73	134,112.01	489,658.81
Pounds of Carbon savings (6.12 lbs./gal of fuel)	34,107.27	33,562.86	30,345.48	36,971.42	134,987.02

**Schedule 8  
Member Agency Tonnage Report  
2021**

Member Agency/Type	Data Source	Q1 Net Tons Collected	Q2 Net Tons Collected	Q3 Net Tons Collected	Q4 Net Tons Collected	YTD Net Tons Collected
<b>1 BELMONT</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	90.18	123.13	136.95	92.12	442.38
Member Agency Recycling	SBR	-	-	-	0.45	0.45
Member Agency Organics	SBR	47.42	12.69	16.29	18.84	95.24
Member Agency Inert / C&D	SBR	78.96	122.91	56.34	233.38	491.59
<b>Subtotal - Disposed</b>		<b>90.18</b>	<b>123.13</b>	<b>136.95</b>	<b>92.12</b>	<b>442.38</b>
<b>Subtotal - Diverted</b>		<b>126.38</b>	<b>135.60</b>	<b>72.63</b>	<b>252.67</b>	<b>587.28</b>
<b>Overall Subtotal</b>		<b>216.56</b>	<b>258.73</b>	<b>209.58</b>	<b>344.79</b>	<b>1,029.66</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	264.72	255.15	232.08	217.43	969.38
MRF Residue	SBR	206.72	245.28	254.94	489.83	1,196.77
Transfer Station & Other Recycling	SBR	434.56	477.96	424.56	302.86	1,639.94
Self-Haul Green Waste	SBR	54.36	12.00	(24.62)	(39.66)	2.09
Self-Haul Inert / C&D	SBR	366.89	454.73	438.82	333.99	1,594.43
<b>Subtotal - Disposed</b>		<b>471.43</b>	<b>500.43</b>	<b>487.02</b>	<b>707.26</b>	<b>2,166.14</b>
<b>Subtotal - Diverted</b>		<b>855.81</b>	<b>944.69</b>	<b>838.76</b>	<b>597.19</b>	<b>3,236.46</b>
<b>Overall Subtotal</b>		<b>1,327.24</b>	<b>1,445.12</b>	<b>1,325.78</b>	<b>1,304.45</b>	<b>5,402.60</b>
<b>2 BURLINGAME</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	-	-	-	-
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal - Diverted</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Overall Subtotal</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	89.90	84.81	90.16	74.71	339.58
MRF Residue	SBR	325.33	358.90	365.85	716.12	1,766.20
Transfer Station & Other Recycling	SBR	208.54	181.35	252.99	142.24	785.12
Self-Haul Green Waste	SBR	17.70	3.40	(7.41)	(12.41)	1.29
Self-Haul Inert / C&D	SBR	186.98	173.59	255.22	150.78	766.57
<b>Subtotal - Disposed</b>		<b>415.23</b>	<b>443.71</b>	<b>456.01</b>	<b>790.83</b>	<b>2,105.78</b>
<b>Subtotal - Diverted</b>		<b>413.22</b>	<b>358.35</b>	<b>500.80</b>	<b>280.61</b>	<b>1,552.98</b>
<b>Overall Subtotal</b>		<b>828.45</b>	<b>802.06</b>	<b>956.81</b>	<b>1,071.44</b>	<b>3,658.76</b>
<b>3 EAST PALO ALTO</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	-	-	-	-
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal - Diverted</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Overall Subtotal</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	95.67	73.05	70.75	85.54	325.01
MRF Residue	SBR	122.08	135.72	140.57	260.14	658.52
Transfer Station & Other Recycling	SBR	94.37	126.20	73.82	61.51	355.90
Self-Haul Green Waste	SBR	26.89	3.88	(6.78)	(19.42)	4.57
Self-Haul Inert / C&D	SBR	61.92	117.61	75.67	77.30	332.49
<b>Subtotal - Disposed</b>		<b>217.76</b>	<b>208.77</b>	<b>211.32</b>	<b>345.68</b>	<b>983.52</b>
<b>Subtotal - Diverted</b>		<b>183.17</b>	<b>247.69</b>	<b>142.70</b>	<b>119.40</b>	<b>692.96</b>
<b>Overall Subtotal</b>		<b>400.93</b>	<b>456.46</b>	<b>354.02</b>	<b>465.08</b>	<b>1,676.48</b>

**Schedule 8  
Member Agency Tonnage Report  
2021**

Member Agency/Type	Data Source	Q1 Net Tons Collected	Q2 Net Tons Collected	Q3 Net Tons Collected	Q4 Net Tons Collected	YTD Net Tons Collected
<b>4 FOSTER CITY</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	5.20	3.52	31.72	2.05	42.49
Member Agency Recycling	SBR	-	-	15.59	-	15.59
Member Agency Organics	SBR	73.34	33.80	18.32	43.95	169.41
Member Agency Inert / C&D	SBR	229.44	169.17	117.67	72.16	588.44
<b>Subtotal - Disposed</b>		<b>5.20</b>	<b>3.52</b>	<b>31.72</b>	<b>2.05</b>	<b>42.49</b>
<b>Subtotal - Diverted</b>		<b>302.78</b>	<b>202.97</b>	<b>151.58</b>	<b>116.11</b>	<b>773.44</b>
<b>Overall Subtotal</b>		<b>307.98</b>	<b>206.49</b>	<b>183.30</b>	<b>118.16</b>	<b>815.93</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	80.43	72.54	69.77	67.40	290.14
MRF Residue	SBR	190.44	204.91	216.16	389.46	1,000.97
Transfer Station & Other Recycling	SBR	164.50	171.27	137.37	199.57	672.71
Self-Haul Green Waste	SBR	16.24	1.30	(2.78)	(2.77)	11.98
Self-Haul Inert / C&D	SBR	144.89	166.86	136.75	199.32	647.82
<b>Subtotal - Disposed</b>		<b>270.87</b>	<b>277.45</b>	<b>285.93</b>	<b>456.86</b>	<b>1,291.11</b>
<b>Subtotal - Diverted</b>		<b>325.63</b>	<b>339.42</b>	<b>271.34</b>	<b>396.12</b>	<b>1,332.52</b>
<b>Overall Subtotal</b>		<b>596.50</b>	<b>616.88</b>	<b>557.27</b>	<b>852.98</b>	<b>2,623.63</b>
<b>5 HILLSBOROUGH</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	-	-	-	-
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal - Diverted</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Overall Subtotal</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	58.42	47.30	46.30	40.56	192.58
MRF Residue	SBR	112.26	91.00	106.56	190.21	500.03
Transfer Station & Other Recycling	SBR	219.47	279.91	153.44	188.91	841.73
Self-Haul Green Waste	SBR	26.39	6.55	(7.45)	(11.30)	14.19
Self-Haul Inert / C&D	SBR	191.59	271.72	159.11	199.46	821.88
<b>Subtotal - Disposed</b>		<b>170.68</b>	<b>138.30</b>	<b>152.86</b>	<b>230.77</b>	<b>692.62</b>
<b>Subtotal - Diverted</b>		<b>437.45</b>	<b>558.18</b>	<b>305.10</b>	<b>377.07</b>	<b>1,677.80</b>
<b>Overall Subtotal</b>		<b>608.13</b>	<b>696.48</b>	<b>457.96</b>	<b>607.84</b>	<b>2,370.41</b>
<b>6 MENLO PARK</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	-	-	-	-
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal - Diverted</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Overall Subtotal</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	191.86	192.48	178.63	153.32	716.29
MRF Residue	SBR	283.97	307.21	310.56	631.33	1,533.08
Transfer Station & Other Recycling	SBR	428.37	429.69	479.32	323.36	1,660.74
Self-Haul Green Waste	SBR	36.49	7.34	(19.41)	(38.41)	(13.99)
Self-Haul Inert / C&D	SBR	383.48	413.43	490.20	355.31	1,642.43
<b>Subtotal - Disposed</b>		<b>475.84</b>	<b>499.69</b>	<b>489.19</b>	<b>784.66</b>	<b>2,249.37</b>
<b>Subtotal - Diverted</b>		<b>848.34</b>	<b>850.46</b>	<b>950.11</b>	<b>640.26</b>	<b>3,289.18</b>
<b>Overall Subtotal</b>		<b>1,324.18</b>	<b>1,350.15</b>	<b>1,439.30</b>	<b>1,424.92</b>	<b>5,538.55</b>
<b>7 REDWOOD CITY</b>						
<b>Member Agency Vehicles</b>						

**Schedule 8  
Member Agency Tonnage Report  
2021**

Member Agency/Type	Data Source	Q1 Net Tons Collected	Q2 Net Tons Collected	Q3 Net Tons Collected	Q4 Net Tons Collected	YTD Net Tons Collected
Member Agency Solid Waste	SBR	0.94	-	-	-	0.94
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	9.88	10.05	7.88	15.50	43.31
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>0.94</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.94</b>
<b>Subtotal - Diverted</b>		<b>9.88</b>	<b>10.05</b>	<b>7.88</b>	<b>15.50</b>	<b>43.31</b>
<b>Overall Subtotal</b>		<b>10.82</b>	<b>10.05</b>	<b>7.88</b>	<b>15.50</b>	<b>44.25</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	1,546.37	1,560.36	1,461.43	1,461.02	6,029.19
MRF Residue	SBR	614.23	659.18	692.62	1,365.83	3,331.85
Transfer Station & Other Recycling	SBR	3,176.93	3,170.54	2,727.80	2,075.91	11,151.19
Self-Haul Green Waste	SBR	580.64	96.33	(179.30)	(214.57)	283.11
Self-Haul Inert / C&D	SBR	2,530.38	3,007.33	2,838.44	2,237.01	10,613.16
<b>Subtotal - Disposed</b>		<b>2,160.60</b>	<b>2,219.54</b>	<b>2,154.05</b>	<b>2,826.84</b>	<b>9,361.04</b>
<b>Subtotal - Diverted</b>		<b>6,287.96</b>	<b>6,274.20</b>	<b>5,386.95</b>	<b>4,098.35</b>	<b>22,047.46</b>
<b>Overall Subtotal</b>		<b>8,448.56</b>	<b>8,493.74</b>	<b>7,541.00</b>	<b>6,925.20</b>	<b>31,408.50</b>

**8 SAN CARLOS**

<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	1.52	0.60	8.00	10.12
Member Agency Recycling	SBR	18.92	-	17.88	33.76	70.56
Member Agency Organics	SBR	-	-	13.27	8.69	21.96
Member Agency Inert / C&D	SBR	2.95	-	1.00	16.50	20.45
<b>Subtotal - Disposed</b>		<b>-</b>	<b>1.52</b>	<b>0.60</b>	<b>8.00</b>	<b>10.12</b>
<b>Subtotal - Diverted</b>		<b>21.87</b>	<b>-</b>	<b>32.15</b>	<b>58.95</b>	<b>112.97</b>
<b>Overall Subtotal</b>		<b>21.87</b>	<b>1.52</b>	<b>32.75</b>	<b>66.95</b>	<b>123.09</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	14.04	11.99	23.59	16.16	65.78
MRF Residue	SBR	289.53	297.82	311.18	601.30	1,499.84
Transfer Station & Other Recycling	SBR	1,909.02	1,551.02	1,242.87	1,281.94	5,984.85
Self-Haul Green Waste	SBR	392.64	59.15	(138.90)	(155.97)	156.92
Self-Haul Inert / C&D	SBR	1,497.43	1,476.92	1,362.35	1,422.39	5,759.09
<b>Subtotal - Disposed</b>		<b>303.58</b>	<b>309.81</b>	<b>334.77</b>	<b>617.46</b>	<b>1,565.62</b>
<b>Subtotal - Diverted</b>		<b>3,799.09</b>	<b>3,087.08</b>	<b>2,466.32</b>	<b>2,548.36</b>	<b>11,900.85</b>
<b>Overall Subtotal</b>		<b>4,102.66</b>	<b>3,396.90</b>	<b>2,801.09</b>	<b>3,165.82</b>	<b>13,466.47</b>

**9 SAN MATEO**

<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	41.21	61.61	64.65	47.23	214.70
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>41.21</b>	<b>61.61</b>	<b>64.65</b>	<b>47.23</b>	<b>214.70</b>
<b>Subtotal - Diverted</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Overall Subtotal</b>		<b>41.21</b>	<b>61.61</b>	<b>64.65</b>	<b>47.23</b>	<b>214.70</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	1,022.69	1,026.41	1,069.59	978.49	4,097.17
MRF Residue	SBR	720.42	778.74	799.40	1,603.88	3,902.44
Transfer Station & Other Recycling	SBR	2,274.49	1,969.04	1,830.96	1,358.04	7,432.53
Self-Haul Green Waste	SBR	496.88	95.57	(176.22)	(209.03)	207.20
Self-Haul Inert / C&D	SBR	1,723.37	1,826.12	1,959.94	1,531.87	7,041.30
<b>Subtotal - Disposed</b>		<b>1,743.11</b>	<b>1,805.14</b>	<b>1,868.99</b>	<b>2,582.37</b>	<b>7,999.62</b>
<b>Subtotal - Diverted</b>		<b>4,494.75</b>	<b>3,890.72</b>	<b>3,614.68</b>	<b>2,680.89</b>	<b>14,681.03</b>
<b>Overall Subtotal</b>		<b>6,237.86</b>	<b>5,695.87</b>	<b>5,483.67</b>	<b>5,263.26</b>	<b>22,680.65</b>

**Schedule 8**  
**Member Agency Tonnage Report**  
**2021**

Member Agency/Type	Data Source	Q1 Net Tons Collected	Q2 Net Tons Collected	Q3 Net Tons Collected	Q4 Net Tons Collected	YTD Net Tons Collected
<b>10 SAN MATEO COUNTY</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	-	-	-	-
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		-	-	-	-	-
<b>Subtotal - Diverted</b>		-	-	-	-	-
<b>Overall Subtotal</b>		-	-	-	-	-
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	0.43	10.51	9.57	0.91	21.42
MRF Residue	SBR	217.53	223.70	233.34	439.39	1,113.95
Transfer Station & Other Recycling	SBR	0.20	3.17	1.38	0.01	4.77
Self-Haul Green Waste	SBR	0.16	0.22	(0.19)	-	0.19
Self-Haul Inert / C&D	SBR	-	2.65	1.43	-	4.08
<b>Subtotal - Disposed</b>		<b>217.95</b>	<b>234.21</b>	<b>242.91</b>	<b>440.29</b>	<b>1,135.37</b>
<b>Subtotal - Diverted</b>		<b>0.36</b>	<b>6.04</b>	<b>2.62</b>	<b>0.01</b>	<b>9.04</b>
<b>Overall Subtotal</b>		<b>218.32</b>	<b>240.24</b>	<b>245.54</b>	<b>440.31</b>	<b>1,144.41</b>
<b>11 WEST BAY</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	-	-	-	-	-
Member Agency Recycling	SBR	-	-	-	-	-
Member Agency Organics	SBR	-	-	-	-	-
Member Agency Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		-	-	-	-	-
<b>Subtotal - Diverted</b>		-	-	-	-	-
<b>Overall Subtotal</b>		-	-	-	-	-
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	-	-	-	-	-
MRF Residue	SBR	196.50	14.39	91.96	14.66	317.51
Transfer Station & Other Recycling	SBR	-	-	-	-	-
Self-Haul Green Waste	SBR	-	-	-	-	-
Self-Haul Inert / C&D	SBR	-	-	-	-	-
<b>Subtotal - Disposed</b>		<b>196.50</b>	<b>14.39</b>	<b>91.96</b>	<b>14.66</b>	<b>317.51</b>
<b>Subtotal - Diverted</b>		-	-	-	-	-
<b>Overall Subtotal</b>		<b>196.50</b>	<b>14.39</b>	<b>91.96</b>	<b>14.66</b>	<b>317.51</b>
<b>TOTAL SBWMA</b>						
<b>Member Agency Vehicles</b>						
Member Agency Solid Waste	SBR	137.53	189.78	233.92	149.40	710.63
Member Agency Recycling	SBR	18.92	-	33.47	34.21	86.60
Member Agency Organics	SBR	130.64	56.54	55.76	86.98	329.92
Member Agency Inert / C&D	SBR	311.35	292.08	175.01	322.04	1,100.48
<b>Subtotal - Disposed</b>		<b>137.53</b>	<b>189.78</b>	<b>233.92</b>	<b>149.40</b>	<b>710.63</b>
<b>Subtotal - Diverted</b>		<b>460.91</b>	<b>348.62</b>	<b>264.24</b>	<b>443.23</b>	<b>1,517.00</b>
<b>Overall Subtotal</b>		<b>598.44</b>	<b>538.40</b>	<b>498.16</b>	<b>592.63</b>	<b>2,227.63</b>
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	3,364.54	3,334.60	3,251.88	3,095.53	13,046.54
MRF Residue		3,279.01	3,316.84	3,523.14	6,702.16	16,821.15
Transfer Station & Other Recycling	SBR	8,910.45	8,360.14	7,324.51	5,934.37	30,529.47
Self-Haul Green Waste	SBR	1,648.40	285.75	(563.06)	(703.53)	667.55
Self-Haul Inert / C&D	SBR	7,086.93	7,910.95	7,717.94	6,507.43	29,223.25
<b>Subtotal - Disposed</b>		<b>6,643.55</b>	<b>6,651.44</b>	<b>6,775.01</b>	<b>9,797.69</b>	<b>29,867.70</b>
<b>Subtotal - Diverted</b>		<b>17,645.78</b>	<b>16,556.84</b>	<b>14,479.38</b>	<b>11,738.27</b>	<b>60,420.27</b>
<b>Overall Subtotal</b>		<b>24,289.33</b>	<b>23,208.28</b>	<b>21,254.39</b>	<b>21,535.96</b>	<b>90,287.96</b>

**Schedule 8  
Member Agency Tonnage Report  
2021**

Member Agency/Type	Data Source	Q1 Net Tons Collected	Q2 Net Tons Collected	Q3 Net Tons Collected	Q4 Net Tons Collected	YTD Net Tons Collected
<b>NON-SBWMA JURISIDICATIONS</b>						
<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	1,224.42	1,106.79	1,131.75	1,167.71	4,630.68
Transfer Station & Other Recycling	SBR	1,985.10	1,469.76	1,680.85	1,265.97	6,401.68
Self-Haul Green Waste	SBR	338.52	41.03	(75.21)	(138.96)	165.39
Self-Haul Inert / C&D	SBR	1,592.94	1,384.38	1,709.65	1,365.40	6,052.37
<b>Subtotal - Disposed</b>		<b>1,224.42</b>	<b>1,106.79</b>	<b>1,131.75</b>	<b>1,167.71</b>	<b>4,630.68</b>
<b>Subtotal - Diverted</b>		<b>3,916.56</b>	<b>2,895.18</b>	<b>3,315.29</b>	<b>2,492.41</b>	<b>12,619.45</b>
<b>Overall Subtotal</b>		<b>5,140.99</b>	<b>4,001.97</b>	<b>4,447.05</b>	<b>3,660.12</b>	<b>17,250.13</b>
<b>Transfer Station Diversion Rate</b>		<b>76.18%</b>	<b>72.34%</b>	<b>74.55%</b>	<b>68.10%</b>	<b>73.16%</b>

**SEC SUMMARY**

<b>Transfer Station &amp; Third Party</b>						
Self-Haul Solid Waste	SBR	4,588.96	4,441.39	4,383.63	4,263.24	17,677.22
Transfer Station & Other Recycling	SBR	10,895.56	9,829.90	9,005.36	7,200.34	36,931.16
Self-Haul Green Waste	SBR	1,986.92	326.78	(638.27)	(842.49)	832.94
Self-Haul Inert / C&D	SBR	8,679.87	9,295.33	9,427.59	7,872.83	35,275.62
<b>Subtotal - Disposed</b>		<b>4,588.96</b>	<b>4,441.39</b>	<b>4,383.63</b>	<b>4,263.24</b>	<b>17,677.22</b>
<b>Subtotal - Diverted</b>		<b>21,562.35</b>	<b>19,452.01</b>	<b>17,794.68</b>	<b>14,230.68</b>	<b>73,039.72</b>
<b>Overall Subtotal</b>		<b>26,151.31</b>	<b>23,893.40</b>	<b>22,178.31</b>	<b>18,493.92</b>	<b>90,716.94</b>
<b>Transfer Station Diversion Rate</b>		<b>82.45%</b>	<b>81.41%</b>	<b>80.23%</b>	<b>76.95%</b>	<b>80.51%</b>
<b>OVERAL SEC SUMMARY</b>		<b>26,151.31</b>	<b>23,893.40</b>	<b>22,178.31</b>	<b>18,493.92</b>	<b>90,716.94</b>



## ABOUT SOUTH BAY RECYCLING

South Bay Recycling operates the Shoreway Facility Transfer Station, Materials Recovery Facility and Public Recycling Center under an Operating Agreement with the South Bayside Waste Management Authority (Rethink Waste).

South Bay Recycling, LLC, (SBR) is a joint venture between Recology Inc. (Recology) and Potential Industries Inc. (Potential Industries), both of which are experienced operators of mixed waste Material Recovery Facilities (MRFs), commingled residential and commercial recyclables MRFs, and transfer stations. This partnership brings together the strengths of Recology and Potential Industries to achieve Rethink Waste's vision of safe, efficient, and innovative waste reduction and recycling programs which are simple, smart and green!

Recology, Inc., is an employee-owned company dedicated to building exceptional resource ecosystems that protect the environment and sustain communities. With approximately 40 operating subsidiaries, Recology provides collection, hauling, processing, composting, and disposal services to homes and businesses in the Western United States. Recology also manages municipal processes and services, including urban cleaning services, collection, sorting, transfer, recovery, and landfill management. Their commitment to positively impact communities and the environment is driven by their mission to serve communities, the environment, and their employee owners.

Potential Industries, Inc., has evolved from a traditional buyback recycling center to embrace residential commingled processing, and secure additional markets through paper mill development and direct export. As such, Potential Industries can optimize recycling, maximize diversion, and ensure the consistent markets for recyclable materials. Potential Industries was founded in Los Angeles as a privately held corporation in 1975. Potential is a full-service diversified recycling company that operates five affiliated plants in Southern California. Suppliers of recyclable materials to Potential Industries include municipalities, waste disposal companies, certified recycling centers, commercial and industrial accounts, and MRFs. The Company processes over 300,000 tons of recyclable material per year.

SBR's technologies and single stream processing methods allow for efficient sorting and recovery of recyclable materials using SBWMA sorting equipment (which is nearly ten years old) to meet the demands of sustainable communities and State-mandated diversion goals. Over the past few year's advancements in MRF equipment technology has allowed some MRFs to efficiently create higher quality products. As SBWMA proceeds with MRF equipment upgrades the materials produced at the MRF will also improve, and this critical as it will help ensure ongoing markets for them.

## FACILITIES, EQUIPMENT and PERSONNEL



The Shoreway Facility is open to the public and provides residents, businesses, contractors, municipalities, and individuals the ability to bring their trash, yard trimmings, organics, and recyclable construction debris or recyclable materials for processing and transfer to permitted landfills, end users, and other processing centers for further separation and marketing of materials.

### Transfer Station Operations

The Transfer Station is open to the public Monday through Friday from 6:00 a.m. to 6:00 p.m. and on Saturday and Sunday from 8:00 a.m. to 5:00 p.m.

#### Acceptable Materials

Municipal Solid Waste  
Recyclable Construction Demolition Debris  
Inert Materials (Concrete, Asphalt, Rock)  
Yard Trimmings  
Food Scraps  
Refrigerators

Scrap Metal  
Sofas  
Garage Doors  
Tires  
Appliances  
Mattresses or Box Springs

#### Unacceptable Materials

Liquid wastes or sludge  
Car batteries  
Hot ashes  
Sealed containers  
Animal waste

Oils and solvents  
Dead animals  
Medical waste  
Treated Wood Waste  
Radioactive or Reactive Materials



### Self-Haul (Public) Customers

The public are greeted by our State Certified Weigh Masters, who visually inspect each load, identify the material type, and take accurate volumetric measurements to determine the total number of cubic yards. The Weigh Master receives the appropriate payment, which is recorded in SBRs state of the art scale software system. Loads containing unacceptable materials are rejected and recorded. SBR management performs regular spot checks to ensure Weigh Masters are utilizing the appropriate methods to accurately measure contents of a load and are inspecting loads for unacceptable materials.

The public are directed to the Transfer Station where they are greeted by an SBR employee who checks the weight ticket for the material type and directs the customer to the appropriate area for offloading. Sorters, trained to identify and recover materials that can be recycled or reused, remove these materials from the various waste streams for further processing. Recovered recyclable materials are stored in designated areas until they can be processed or sold. In some cases, the material is set aside as a specific grade, and in other cases materials are culled or pulled from mixed materials. These materials include:

Appliances  
Refrigerators  
Tires  
Electronics  
Cardboard

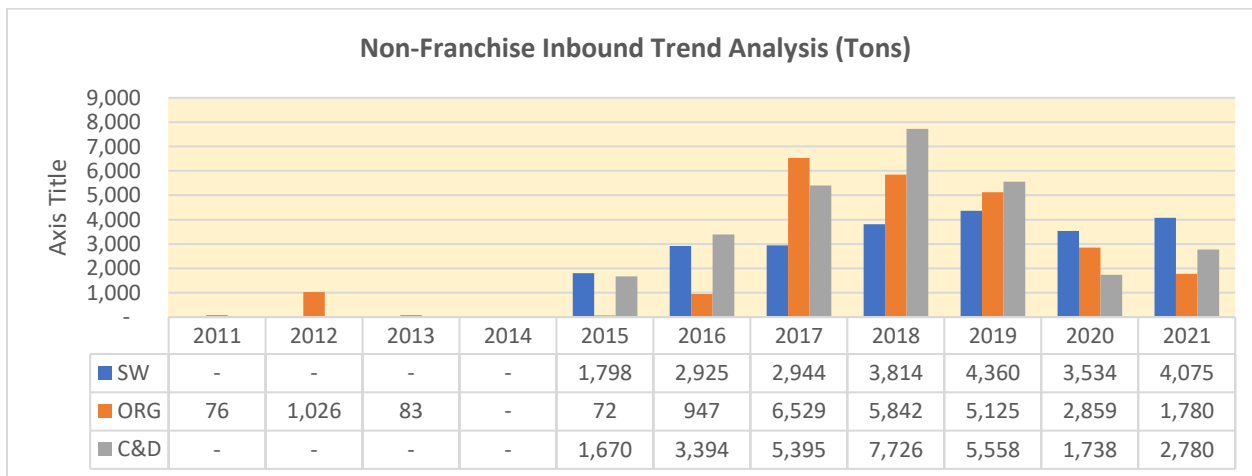
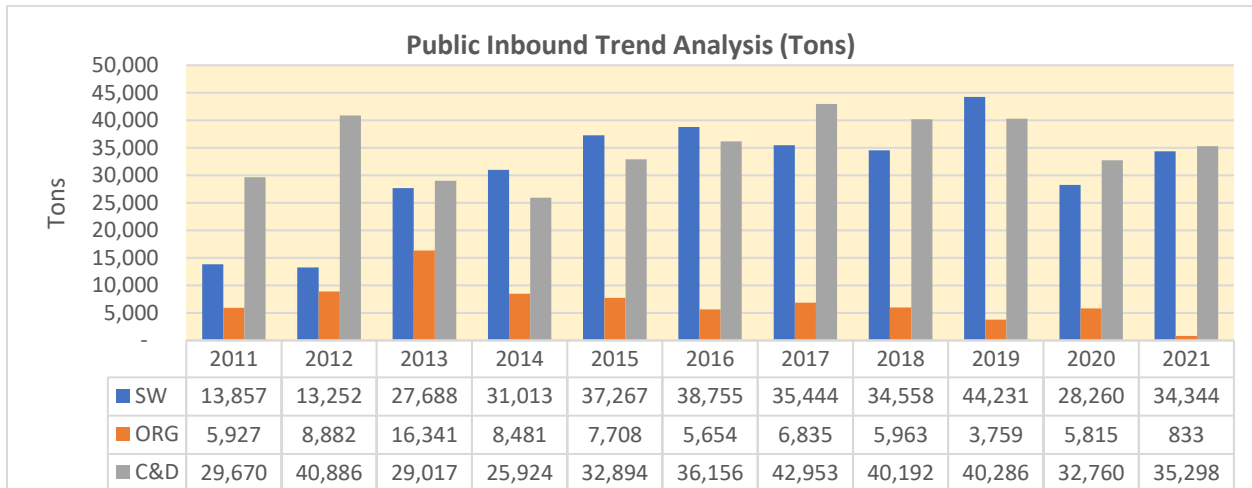
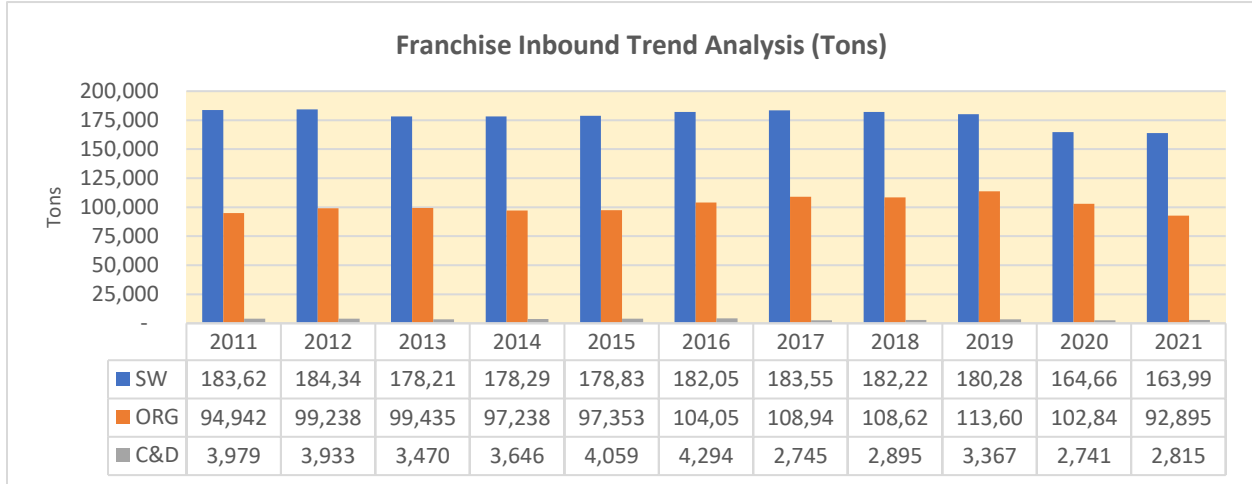
Scrap Metal  
Lumber  
Mixed Rigid Plastics  
Mattresses  
Sofas

### Franchise Customers

RSMC Collection vehicles enter the Shoreway Facility and stop on one of two 70' in-ground state certified scales. RSMC Collection Drivers enter equipment, route and material information into the Driver Automated Terminal (DAT). The scale software system records each transaction and provides the Driver with a printed weigh ticket. Collection vehicles dump the contents of their equipment to either the Transfer Station or Materials Recovery Facility (MRF) floor. Materials delivered to the Transfer Station are loaded into trailers and transported to the appropriate disposal site or processing facility. Materials delivered to the MRF are processed and the recovered recyclables are sold to export and domestic markets.

### Inbound Volume

SBR received a total of 340,245 tons into the Transfer Station. Inbound volumes have not fully recovered to pre pandemic levels. Inbound tonnage to the Facility decreased by nearly 2% from prior year. The graphs below show the inbound trend analysis for each entity, by major material type.



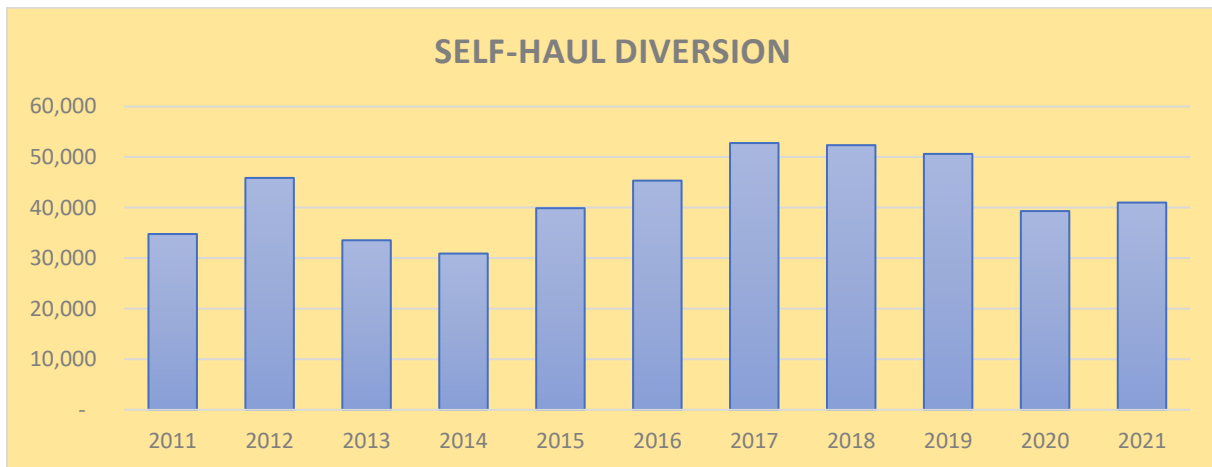
### Anaergia Organics to Energy Pilot

Processing of Source Separated Organics (SSO) through the Anaergia OREX Press equipment started in April 2021. SBR delivered a total of 4,888 tons of post-processed SSO to various Wastewater Treatment Plants (WWTP) in the Bay Area. See table below.

WWTP	Trips	Tons
SCVW	199	3,697
Central Marin Sanitary (CMS)	55	976
EBMUD	11	215
<b>Total</b>	<b>265</b>	<b>4,888</b>

### Self-Haul Diversion

SBRs Operating Agreement requires 30,000 tons be diverted from disposal annually. This requirement was exceeded in 2021 despite reduced inbound construction and demolition debris due to COVID-19. (See graph).



### Compost Giveaway

Customers who reside within the Rethink Waste service area are eligible to receive up to two 3-cubic yard bags of compost at no charge. Customers inform the Scale Attendant they would like to pick up compost, show proof of residency (e.g., utility bill, or identification card), and will be directed to the public side of the Transfer Station where customers are provided a shovel and bag(s) to fill with compost provided by Rethink Waste. Customers may pick up free compost twice per week, based on availability.



## Material Recovery Facility (MRF) Operations

The Material Recovery Facility accepts residential and commercial single stream recyclables and source separated cardboard. Through mechanical, magnetic, automated, and manual processing, this material is separated by commodity type, baled and sold to market.

The processing equipment is performing in a manner consistent with design parameters, however, due to a change in policy, China is no longer accepting recycled materials from the US and so SBR (as well as all MRFs in California) is now shipping fiber bales to SE Asian countries. The quality standards for the SE Asian export markets for fiber have increased dramatically. These changes have a substantial impact on the quality levels which must be achieved the MRF. In addition, current export standards for excess moisture are much more restrictive than industry standards over the past twenty years. For example, traditionally excess moisture (often the result of measurable rain) of 10% or more was regularly exported with little or no negative consequences. However, prevailing standards only allow for 3%-5% excess moisture, and levels beyond that can result in a shipment rejection.



In response to this unprecedented change, MRF staffing levels increased and material processing speeds were reduced. This has enabled SBR to continue to sort and market paper and cardboard to meet market standards. SBR has split a portion of the increased sort labor expense with the SBWMA while internalizing the expense of longer operating hours for operators, additional maintenance expense, higher operating expenses, reduced revenue share, and higher disposal costs. SBR's request for compensation for those losses was denied by SBWMA.

SBR has successfully applied and continues to fully commit its operational expertise to recycling activities, and this has ensured continued product movement without having to send recyclables to the landfill. Recently port congestion on US west coast has made transportation challenging, but SBR's presence in the export market has thus far been able to ensure uninterrupted flow of fiber exports. This enables SBR to maximize the recovery of marketable materials. By judiciously utilizing equipment and

labor, of the total commingled recyclables processed in 2021, SBR achieved an overall total material recovery rate of 80.7%.

#### MRF Processing Equipment Upgrade (Phase I)

In 2019, the SBWMA Board of Directors approved the first phase of a two phase MRF Processing Equipment upgrade. The goals of the system upgrades are to improve the MRF productivity and commodity quality. These goals have been met. In July 2020, Phase I was completed, which consisted of the following:

1. Battery Removal/Glass Cleanup System. This system is designed to remove contaminants (including, shredded paper, and metals from mix glass). In particular, the system is intended to remove batteries with the goal of reducing lithium ion batteries and the fire risk that they pose.
2. Mid-Fraction/Optical Sort Line. Mechanically scalps recyclable materials that are 5 inches or less in diameter from both the commercial and residential lines and conveys this material through two optical sorters; one recovering mixed fiber, and the second recovering CRV containers. Mixed fiber is conveyed to the fiber post-sort QC and containers are conveyed to the container post-sort lines where they are optically segregated by type (e.g., Aluminum, PET, HDPE, etc.), while residue is conveyed directly to the Transfer Station.

#### Third-Party MRF Sort Labor

The County has several public programs whose purpose is to assist people in attaining their maximum potential within a work environment through counseling, work experience, education, and vocational testing. One of the County programs used by South Bay Recycling is the VRS program, which is a unique public/private partnership that strives to enhance people's self-esteem and dignity. Due to changes in County regulations and VRS program costs, combined with an Operations Agreement which restricts SBR's compensation, the total costs of the VRS program continue to exceed SBR's reimbursement level.

At the request of the SBWMA Board of Directors, South Bay Recycling contracted the services of San Mateo County's, Vocational Rehabilitation Services Program (VRS) to provide MRF Sort Labor who staff quality control stations during processing operations and manually remove non-recyclables from the material stream. In 2021, The Director of Employment Services for the County notified SBR that it would not be renewing its Agreement after June 30, 2021. SBR will continue to actively work with VRS to improve its program at SBR, in hopes for a longer-term agreement. They have extended their Agreement with SBR through June 30, 2022.

#### Battery Fire Hazard & Recovery

Lithium-ion batteries present a clear and present danger to the Shoreway Facility. These types of batteries contain a flammable electrolyte and may become pressurized if they become damaged. There have been battery-related recalls by some companies, including the 2016 Samsung Galaxy Note 7 recall for battery fires.

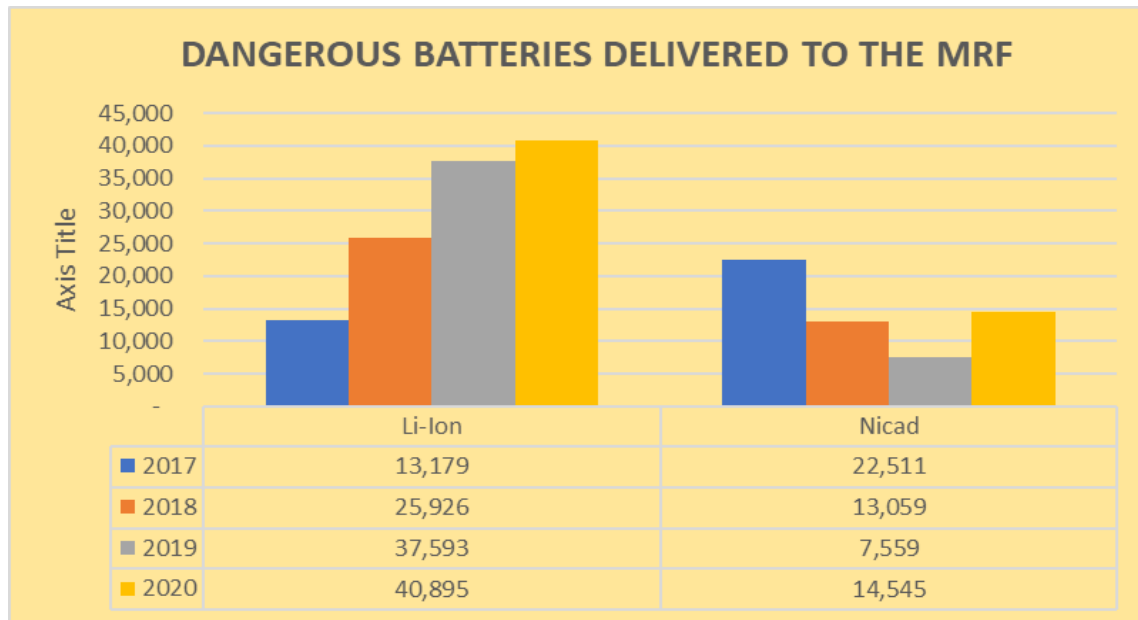
Another problem can occur if a lithium-ion battery is damaged or crushed, or if a battery without overcharge protection is subjected to a higher electrical load than it can safely handle. Additionally, an external short circuit can trigger the batteries to explode. While some of the larger lithium-ion batteries can at times be identified and recovered, most are not detectable during normal MRF operations.

In addition, small and look like AA or AAA size household alkaline batteries also pose a same danger to the MRF. Most Li-I batteries can easily become buried in recyclables and cannot be visually observed when offloading from trucks or passing through the MRF sort system.



To mitigate the risk of fire, the Phase I System Upgrades includes new equipment to extract batteries early in the sorting process. By removing the batteries early, the risk of them igniting materials along the sort process is reduced significantly. (note that “enhanced fire suppression equipment was installed in prior years in all mechanical screens and fiber and container storage bunkers, fire extinguishers and hose reels were added in various areas of the MRF and SBR employee fire suppression and emergency evacuation procedure training was increased from annual to bi-annual). SBWMA and SBR continue to explore additional enhanced fire suppression systems.

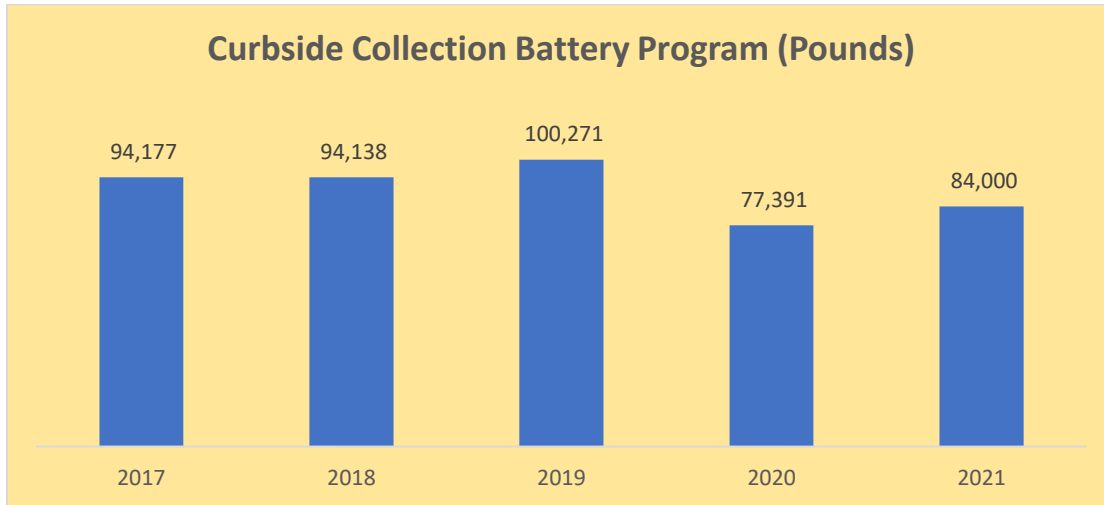
Both Lithium-Ion and NiCad batteries present a clear and present danger in both the Materials Recovery Facility and Transfer Station. The graph below shows the estimated number of Lithium-Ion and NiCad batteries delivered to the Shoreway MRF based on results from battery composition tests conducted since 2017.



Curbside Battery Collection Program

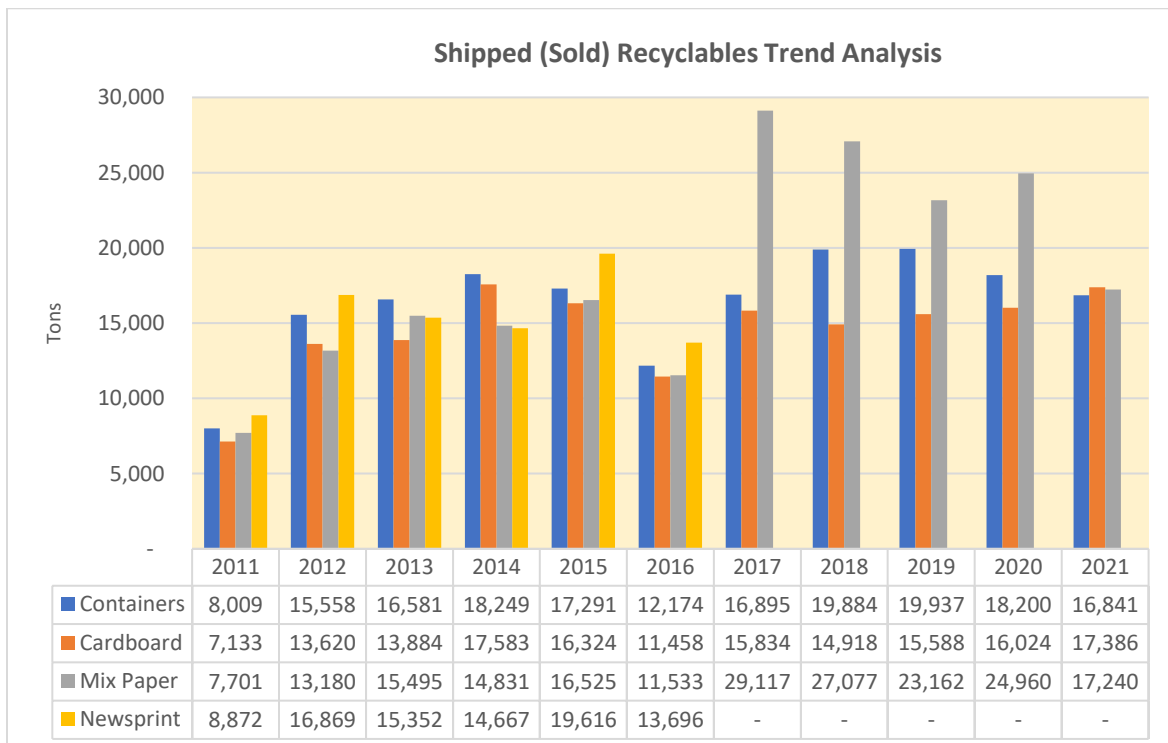
Recognizing the risk by these types of batteries being introduced to single stream recyclables, the SBWMA directed SBR to conduct annual tests to determine the amount of batteries by type being delivered to the Shoreway MRF by curbside and commercial collection routes. These tests provided valuable information, which led to the 2018 relaunch of SBWMAs curbside battery collection program. The graph below shows the amount of batteries (lbs.) brought into the Shoreway Facility by RSMC

collection routes. Batteries are collected by a third-party vendor in a safe and appropriate manner for further processing.



#### MRF Commodity Sales/Shipments

The Material Recovery Facility shipped 51,484 tons of recyclable commodities recovered from processing operations. The graph below shows recyclable commodities shipped in each year by major material type.



**Note: 2011: represents 9 months (MRF startup occurred on April 4, 2011); 2016: represents 9 months (MRF closed Sep-Dec due to MRF Fire).**

## Public Recycling Center

The Public Recycling Center is a convenient option for member agency residents to drop-off certain household hazardous items (see list below) and other recyclable materials. An Attendant greets customers and directs them to where they can drop off their items. Household hazardous waste materials (e.g., batteries, Used Motor Oil, Fluorescent Tubes, etc.) are collected by licensed vendors for further processing. Donated cardboard, mixed paper and used beverage containers are transferred to the MRF, processed and sold.

In August 2019, California's largest operator of recycling redemption centers shut down all 284 of its recycling centers. This closure left few options for people in the State to redeem their CRV containers. The Shoreway Public Recycling Center was not designed to manage the increased traffic flow and continuing to accommodate the public in redeeming CRV containers could not be accomplished in a safe manner.

On August 9, 2019, the SBWMA directed SBR to close the Buy Back portion of its Public Recycling Center SBR decertified its RC Permit with CalRecycle, and the Shoreway Buy Back portion of the Public Recycling Center permanently closed on August 16, 2019.



The Public Recycling Center is open to the public Monday through Saturday from 8:30 a.m. to 4:00 p.m.

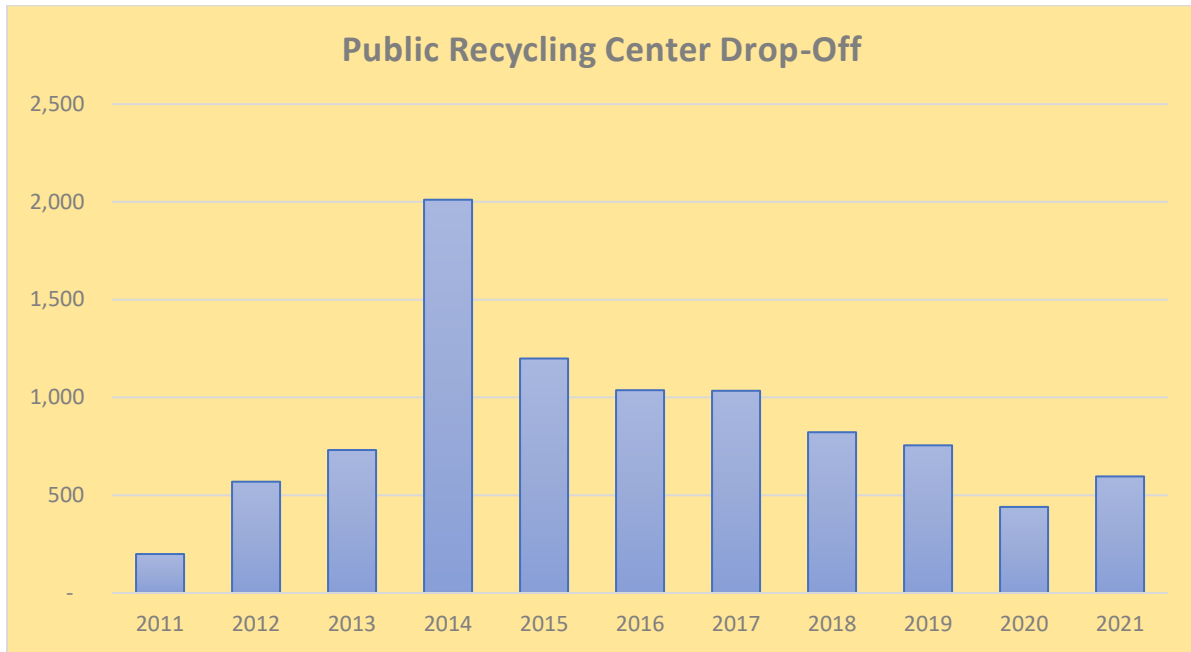
### Acceptable Materials

Cardboard  
Mixed Paper  
Glass Bottles  
Mixed Containers  
Aluminum Cans  
Plastic Containers  
Used Motor Oil Filters  
Used Motor Oil  
Used Antifreeze

Paint  
Electronics  
Fluorescent Tubes  
Household Batteries  
Sharps  
Pharmaceuticals  
Cooking Oil  
Small Appliances

Inbound Volume

The Public Recycling Center received 596 tons of drop off items and recyclables, a 35% increase from prior year. (See graph)



# EQUIPMENT

## Transportation Equipment

South Bay Recycling's transportation fleet consists of 23 Class A Trucks, and 27 Trailers to transport materials from the Transfer Station to various sites for disposal or further processing. SBR operates 21 Kenworth T800 and 2 Peterbilt 357 Class A Trucks. Kenworth Trucks are powered by CAT engines, one Peterbilt Truck is powered by 2014 CARB-compliant Cummins engine, and one Peterbilt Truck is powered by 2010 CARB-compliant Cummins engine, all of which employ emissions control technology to reduce NOx and Particulate Matter.

The California Air Resources Board (CARB) change in law will require that truck engines be replaced or removed from service by the end of 2022. SBR and SBWMA have developed a plan to ensure compliance with the new regulations.

SBR's trailers were custom designed, engineered and manufactured to minimize weight and maximize payload, resulting in less equipment on the road which reduces traffic congestion, resource consumption and CO2 emissions. Those trailers were designed for the 10-year term of the Operations Agreement. Although the trailers performed remarkably well for 10 years, they now require maintenance and repair expenses that were not anticipated, nor are they being reimbursed to SBR.



SBR continually assesses its transportation equipment to improve operational performance and efficiency. SBR's trailers are equipped with on-board weigh scales to maximize payloads and improve productivity. Some trailers are specially designed and manufactured to transport specific types of materials. Trailers transporting construction and demolition debris are outfitted with steel floors and four end-dump trailers are designed for the efficient loading, transportation and offloading of MRF 3 mix glass.

Apart from construction and demolition debris, average payloads exceed the aggressive targets that SBR identified in its bid documents, which many thought unattainable. In 2015, SBWMA's construction and demolition debris processor made significant changes to the types of materials it would accept. This had an impact on SBR's ability to attain payloads it previously enjoyed. These changes reflect material densities accepted based on commercial terms between SBWMA and their third-party processor, and not SBR's ability to meet or exceed payload targets.

**Average Payloads by Material Type**

	Q1	Q2	Q3	Q4	Total
Solid Waste					
Tons	47,910	49,428	50,139	54,928	202,408
Loads	1,942	2,050	2,085	2,320	8,397
Avg. Tons/Load	24.67	24.11	24.05	23.68	24.10
Organics					
Tons	24,157	24,145	22,141	26,063	96,507
Loads	1,019	1,000	922	1,089	4,030
Avg. Tons/Load	23.71	24.15	24.01	23.93	23.95
C&D					
Tons	9,862	10,482	10,545	9,002	39,892
Loads	505	533	531	459	2,028
Avg. Tons/Load	19.53	19.67	19.86	19.61	19.67

Other Operating Equipment

SBR also operates and maintains, five (5) 2010 Volvo Wheel Loaders, one (1) 2016 Caterpillar Wheel Loader, a diesel-powered Man-Lift, electric powered Scissor Lift, four (4) electric powered Industrial Trucks, a diesel-powered Industrial Truck, and a Bobcat Skid Steer. The Linde Forklifts produce zero emissions and have a battery life that allow for a full 12-hour operation before needing to be recharged.

Equipment Maintenance

SBR maintains its equipment to include, facilities, stationary equipment, processing equipment, and rolling stock. Some repairs are performed by equipment manufacturers in highly specialized equipment repair shops. Equipment is frequently inspected and analyzed to develop and incorporate processes and procedures that result in sustainable equipment performance.

Rolling stock equipment was selected based on the 10-year term of the Operations Agreement. Many pieces of equipment now require maintenance and repair expenses that were not anticipated, nor are they being reimbursed to SBR.



**Equipment Operated and Maintained by South Bay Recycling:**

Equipment Type	Quantity	Comments
Power Units	23	21-Kenworth T800 2-Peterbilt 357
Trailers	27	11-Tipper Trailers 11-Walking Floor Trailers 5-End Dump Trailers
Other Vehicles	2	1-Autocar Roll-Off 1-Ford F-150 Truck
Wheel Loaders	7	2-Volvo L110 Loaders 3-Volvo L60 Loaders 1-CAT 950M Loader 1-CAT Excavator
Industrial Equipment	8	4-Linde Electric Industrial Trucks 1-Linde Diesel Industrial Truck 1-Telescoping Boom Lift 1-Scissor Lift 1-Skid Steer
Debris Boxes	12	7-50 Yard Debris Boxes 5-20-Yard Debris Boxes
Storage Containers/Bins	47	11-8 cubic yard bins 18-6 cubic yard bins 2-4 cubic yard bins 2-3 cubic yard bins 2-1.5 cubic yard bins 4-6 cubic yard tilt hoppers 4-40' sea containers 4-Universal waste containers

# PERSONNEL

Our Greatest Asset is Our People



## SBR Personnel

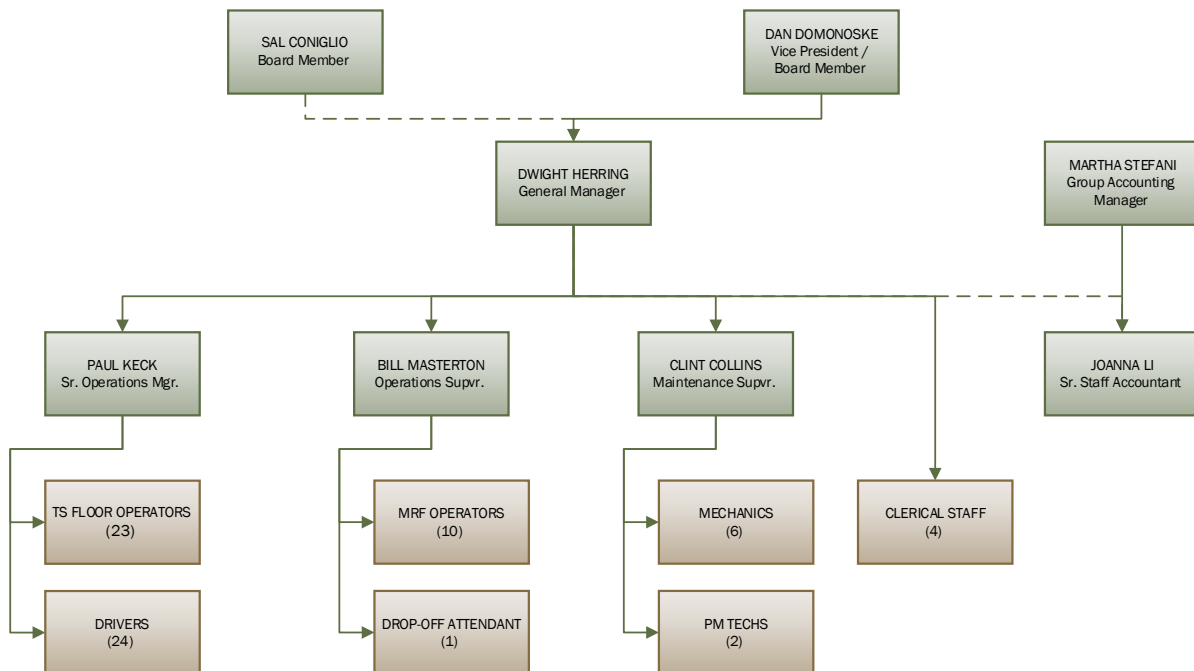
South Bay Recycling employs a total staff of 75 personnel. SBR personnel are made up of the following:

<u>Department</u>	<u>Staff</u>
Management	4
Administrative	5
Transportation	24
Maintenance	8
MRF Personnel	11
TS Personnel	<u>23</u>
<b>Total Personnel</b>	<b>75</b>

All hourly employees are represented by Teamsters Local Union No. 350 and are assigned to one of three Collective Bargaining Units, dependent on their job classification:

- Facility Operations Unit
- Semi Drivers Unit
- Clerical Unit

## SBR ORGANIZATION CHART



## SBR Management Team



Dwight Herring  
General Manager  
650-596-2303  
[dherring@sbr recycling.net](mailto:dherring@sbr recycling.net)

Dwight Herring has been with South Bay Recycling, since February 2011, and has served as General Manager, since November 2011. Mr. Herring has over 30 years' experience in the waste and recycling industry, having served in operations and senior management roles for collection, post-collection and material processing operations in diverse markets throughout the United States.



Paul Keck  
Senior Operations Manager  
650-596-2302  
[pkeck@sbr recycling.net](mailto:pkeck@sbr recycling.net)

Paul Keck has been with South Bay Recycling since August 2014 and served as Senior Operations Manager. Mr. Keck has over 40 years' experience in the waste and recycling industry, having served in management roles for post-collection, composting and material processing operations.



Clint Collins  
Maintenance Supervisor  
650-596-2314  
[Collins2@sbr recycling.net](mailto:Collins2@sbr recycling.net)

Clint Collins has served as Maintenance Supervisor since January 2020. Mr. Collins has over 20 years' experience in fleet and equipment maintenance operations, most recently managing the fleets for two peninsula municipalities.



William Masterton  
Operations Supervisor  
650-596-2314  
[Wmasterton@sbr recycling.net](mailto:Wmasterton@sbr recycling.net)

Bill Masterton has served as Operations Supervisor since March 2021. Mr. Masterson has over 20 years' experience in logistics and operations management.

## MATERIAL MARKETING SUMMARY



South Bay Recycling operated the Materials Recovery Facility equipment, processing and recovered normal grades of recyclable materials as follows:

Old Corrugated Containers (OCC)  
Mix Paper (MP)  
PET Plastic #1  
Aluminum Cans  
HDPE Color Plastic #2 (HDPE-N)

HDPE Natural Plastic #2 (HDPE-C)  
Mixed Rigid Plastic (MRP)  
Tin Cans  
3-Mix Glass  
Scrap Metal

MRF 3-mix glass is transported by SBR to a glass beneficiating plant in Fairfield operated by Strategic Materials. SBR is evaluating the possibility of marketing the glass to another glass beneficiating plant based on the end user taking responsibility for transportation. All other recyclable materials are sold freight on board (FOB) San Carlos, with the buyer responsible for transportation.

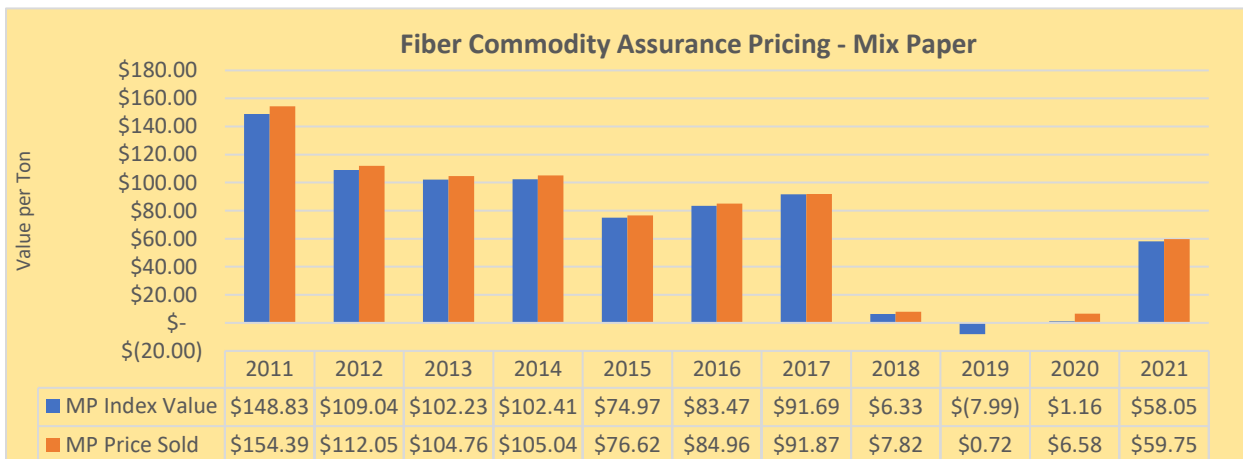
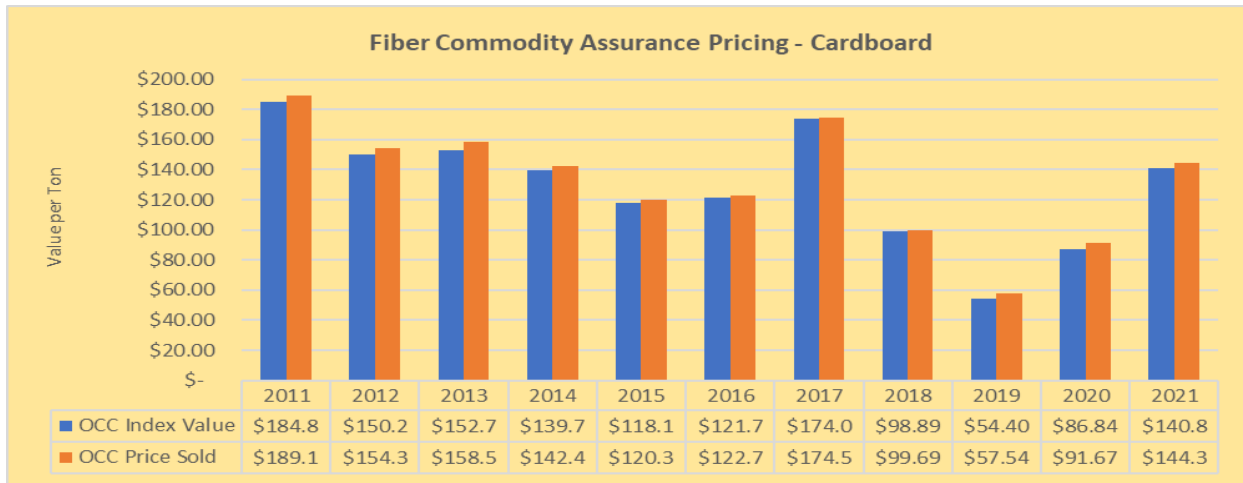
As required under the terms of the Operating Agreement, SBR compiles data, and compares sold fiber against the Fiber Commodity Price Assurance Average Index Value. The chart below provides a calculation showing the Quarterly Index value compared to the average sale price for each grade of fiber from the MRF, the Price Assurance Index, and the Premium per ton for each grade.

All MRFs in California remain dependent on export markets in SE Asia for the recovered fiber, which consists of paper and cardboard (OCC). Fiber represents 67% of all the materials recovered in the MRF. Demand for recovered fiber has shifted from China to other countries in SE Asia, and SBR continues to market recovered fiber to them. Pricing for recovered fiber was significantly impacted by one event – the change of law in China referred to as the National Sword. That single event is the sole cause of the unprecedented collapse in recovered fiber pricing, and SBR has suffered serious financial loss due to this change in law. Unfortunately, the biggest impact is to paper, which represents approximately 2/3 of the fiber being generated by the MRF.

The pandemic and evolving world trade patterns combined to negatively impact port operations in the US, including the Port of Oakland. This has resulted in higher transportation costs, not only for trucking but also for steamship lines hauling export containers.

**Fiber Commodity Assurance**

SBR’s expertise in material marketing has provided the SBWMA with a premium value for recovered fiber. See graphs below.



**Selecting Buyers for Non-Fiber Commodities**

SBR only conducts business with established brokerage firms and end users that are in solid financial standing and have a good reputation in the industry. A financial background check is conducted on all potential buyers interested in purchasing processed commodities. Qualified firms who prove to be financially responsible and have a long-standing reputation to conduct business in an ethical manner, are invited to physically inspect post-processed recyclables to assess material quality.

Brokers who are interested in submitting bids to purchase non-fiber commodities are provided the company’s Commodity Sales & Shipment Procedure Policy. Buyers are required to periodically reevaluate non-fiber commodities as changes in material composition can impact quality.

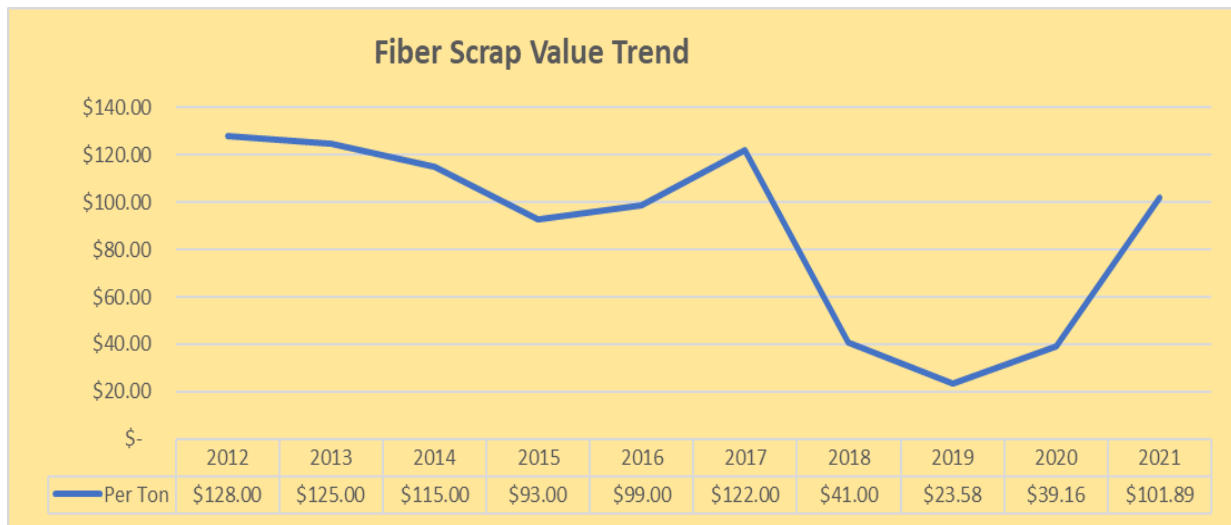
**Material Bidding and Monthly Revenue**

Each month, SBR sends a Request for Bid to approved interested brokers. Brokers submit their pricing for the non-fiber commodity they are interested in purchasing. Bids are reviewed and awarded based on best pricing.

Revenue from commodities consists of two components: scrap value and California Refund Value (CRV). The average value of containers sold was 16% scrap value and 84% CRV value. The CRV value is determined by CalRecycle. The CRV program in California has strong bi-partisan support and is well established throughout the State. However, if there is a significant change in the CRV program then the impact would require a careful review of financial impacts to both SBR and the SBWMA.

The scrap value consists of two primary types of materials, fiber and containers. Fibers include Old Corrugated Containers (OCC), and Mix Paper (MP). Containers include glass, aluminum, plastics and metal. Scrap value from fiber made up 78% of total scrap value revenue.

**The average fiber scrap value per ton improved by 61.6% over prior year, however, primarily due to the Chinese National Sword, we’ve recognized a 121% reduction in average fiber scrap value in the last four years compared to the prior six years.** Historical fiber scrap value per ton (OCC & MP) are shown in the graph below:



The dramatic plunge in fiber pricing has created significant challenges for all MRFs in California. CalRecycle and other agencies are trying to support the recycling industry, but now no practical solutions have been identified. It is unlikely that domestic fiber markets will provide relief for any MRFs in California. The 2018 change in law, (China’s National Sword) is not being relaxed, and in fact other countries in SE Asia are imposing higher quality standards for all imported fiber. The SE Asia export market continues to pay much better prices than the very limited domestic market, which continues to decrease in size with each passing year.

Fiber Commodity Moisture Monitoring

The moisture testing protocol and test results were submitted to and approved by the Authority in 2011. In 2017 and 2018 the local weather was a bit dryer than normal. In late 2018/beginning of 2019, that changed with more storms passing through bringing more rain. The presence of excess moisture has a measurable and negative impact on MRF sorting operations, and if material is so wet as to be clumped and wadded then it cannot be mechanically sorted using screens such as those deployed in Shoreway and at every MRF in California.

There are three levels of excess moisture: minor which can be sorted with claims for excess moisture; significant which result in sorted baled commodities with moisture over 16% which are rejected by end users; and extreme amounts which is so wet that it cannot be mechanically sorted is not considered to be recyclable, and is unable to be processed in the MRF.

If excessive moisture is present in fiber materials, SBR notifies the SBWMA who will determine the process for this material based on the following information:

- Daily rainfall records in the local area
- Moisture measured in inbound loose material
- Average bale weights for OCC, & Mix Paper
- Moisture measured in sorted/processed material

## OUTLOOK FOR SALE OF RECYCLABLE MATERIALS



There are two components to the value of recyclable commodities: scrap value and California Redemption Value (CRV). The scrap value indicates the dollar amount that end users or intermediate processors are willing to pay for a specific commodity and quality. The CRV value indicates the total dollar amount that CalRecycle establishes for beverage containers that are included in the CRV program that are recovered in the Material Recovery Facility (MRF) and sold to end users.

The overall scrap value outlook for 2022 remains stable for fiber and other grades. Recyclable materials are commodities, and as such they are subject to local, regional, and international forces of supply and demand, including transportation services. For many years the U.S. recycling industry has generated far more recovered materials than there are domestic markets for, and as such the export market has been and continues to be a critical destination for enormous quantities of post-consumer recyclables, particularly fiber.

Approximately 60% of the recyclable materials recovered in the MRF are fiber: Cardboard (OCC) and Mixed Paper (MP). Export demand and pricing for all fiber increased in 2021 as SE Asian paper and paperboard mills increased their consumption of recovered paper. However, higher ocean transportation costs have eroded some of the value for baled material in California. To make matters worse, supply chain disruptions reduce the export capacity from Oakland which causes many MRFs to stockpile baled fiber.

The paper generated by MRFs in CA is typically sold as Mixed Paper, but with only a few countries in SE Asia allowing Mix Paper imports, there is a concern that further restrictions could have a serious negative impact on Mix Paper pricing and movement. At this time there is essentially no domestic demand in CA for Mixed Paper, so long term it will be important that MRF Phase II equipment is installed to reduce the amount of Mix Paper being generated and increase the quality of it.

Fiber pricing is very difficult to predict in 2022 and there is a great deal of uncertainty regarding what impact inflation will have. Much of the current challenges are caused by irregularities in the capacity for steamship lines to allow their ships to haul wastepaper loaded into 40' containers from USA back to

SE Asia. The pandemic and changes in import volumes have caused steamship lines to reduce the available space allocated for recovered fiber exports, and to charge much higher rates for transporting such cargo. To make matters worse, some steamship lines are not willing to allow any export cargo from the US to be loaded onto their ships because their schedule is delayed and as such, they prefer to haul their 40' containers back to SE Asia empty. SBR continues to work with the Federal Maritime Commission (FMC) and stakeholders to keep exports flowing.

The demand in SE Asia for OCC (Old Corrugated Containers, aka Cardboard) continues to increase. Several countries have begun imposing inspection requirements for some destinations, and SBR continues to monitor the situation carefully.

The scrap values for other recyclable commodities are expected to fluctuate in ranges consistent with those experienced in the past few years. SBR finds no reason to think that 2022 levels for non-fiber scrap pricing will be materially different than the recent past. Next year a new glass beneficiating processor is opening in Central California, and that should help increase demand for glass. The plastics industry is under increasing pressure to use post-consumer recycled plastics, and this should spur demand for PET #1 and HDPE #2. SBR is prioritizing plastic shipments to the domestic market in a manner consistent with marketing efforts in 2021.

CRV values are subject to funding received by CalRecycle, budgetary actions at the State level, changes to refund & processing payments, and regulatory changes which are sometimes driven by special interest groups. The CA CRV program remains popular and healthy. The CRV payments from beverage containers sorted in the MRF are an essential part of the annual revenue. Special interest groups continue to promote changes to the CRV program along with various types of Producer Responsibility schemes. It is very important that the CRV program continue in a manner consistent with what has been in place for more than 20 years, because that CRV revenue is a critical part of the SBWMA recycling revenue.

# ENVIRONMENTAL HEALTH & SAFETY COMPLIANCE



## Response to COVID-19 PANDEMIC

SBR continued to follow all rules and regulations established by San Mateo County Health and has continued to provide and ensure employees don enhanced Personal Protective Equipment (PPE) to include masks, gloves, and face shields, and monitored employees interacting with coworkers and the public to ensure social distancing guidelines were being followed. Hand sanitizing stations were placed throughout the facility and are monitored and refilled by a third-party vendor. Employees were provided materials to sanitize shared equipment and management ensured all common areas at the facility were either closed and/or sanitized daily. These steps were taken to minimize exposure to our employees and the public.

## Creating a Culture of Safety

A safety culture exists within an organization when each individual employee, regardless of their position, assumes an active role in error prevention and that role is supported by the organization.

At SBR, we recognize that an ideal safety culture is the ‘engine’ that drives the system towards the goal of sustaining the maximum resistance towards its operational hazards. This goal is achieved irrespective of the organization's leader or current commercial concerns. What drives our safety program is a constant level of respect for anything that may bypass organizational safety systems. In other words, we are constantly looking for what can go wrong. It is very dangerous to think that an organization is safe because no information is saying otherwise.

The culture we are creating requires safety management to be aware of the numerous factors that have an impact on the safety systems (i.e. human, technical, organizational, and environmental). SBRs safety culture is reflected and promoted by the following four factors:

1. Senior management’s commitment to safety;
2. Shared care and concern for hazards and a solicitude for their impacts on people;
3. Realistic and flexible norms and rules about hazards; and
4. Continual reflection upon practice through monitoring.

## Preventative Measures

SBR makes every effort to ensure it is in full compliance of the General Operating Standards and Services required under the Operating Agreement. SBRs approach is preventative versus reactive. To this regard, management works collaboratively with its employees, the SBWMA and other regulatory

agencies to develop and implement preventative measures that will reduce the risk of injury to our employees and the public we serve.

To ensure the operation is compliant with Cal-OSHA standards, SBR contacted Cal-OSHA's Consulting Division and requested a post-operating review of the operation. As a result, Cal-OSHA made recommendations to SBR's established programs. SBR has since updated its safety program to include the recommended changes and trained staff and employees on the updated procedures.

**2021 Accidents/Injuries**

Date	Job Classification	Location	Injury
2/12/2021	Loader	Transfer Station	Back Pain
3/26/2021	Driver	OX MTN LF	Shoulder Strain
5/21/2021	Spotter	Transfer Station	Ankle Sprain
7/15/2021	Driver	Newby Island	Debris in Eye
8/31/2021	Driver	SCVW	Back Sprain
9/6/2021	Driver	OX MTN LF	Broken Ribs
11/15/2021	Loader	Transfer Station	Repetitive Injury
12/29/2021	Driver		COVID-19
12/29/2021	Driver		COVID-19

**2021 Facility Fire Incidents**

Date	Location	Cause
04/09/21	MRF	Lithium Battery
04/26/21	MRF	Lithium Battery
05/03/21	MRF	Battery Pack
06/15/21	MRF	Lithium Battery
06/25/21	MRF	Lithium Battery
06/30/21	MRF	Paper jam under NRT lights
08/02/21	MRF	Lithium Battery
09/02/21	MRF	Lithium Battery
10/21/21	MRF	Lithium Battery
10/26/21	MRF	Lithium Battery
11/23/21	MRF	Paper jam under NRT lights
11/25/21	TS	Lithium Battery
04/09/21	MRF	Lithium Battery
04/26/21	MRF	Lithium Battery
05/03/21	MRF	Battery Pack
06/15/21	MRF	Lithium Battery
06/25/21	MRF	Lithium Battery
06/30/21	MRF	Paper jam under NRT lights
08/02/21	MRF	Lithium Battery
09/02/21	MRF	Lithium Battery
10/21/21	MRF	Lithium Battery
10/26/21	MRF	Lithium Battery
11/23/21	MRF	Paper jam under NRT lights
11/25/21	TS	Lithium Battery

Other General Operating Standards and Services in place include, but are not limited to:

Litter Control

SBR employs Utility Workers, who are assigned to remove and properly dispose of any litter or debris that may be on or adjacent to Shoreway Road between Ralston and Holly. These employees also remove and properly dispose of any debris found throughout the property at the Shoreway Facility. SBR has contracted with a commercial sweeping company who mechanically sweeps all areas within the Shoreway Facility and on Shoreway Road between Ralston and Holly twice per day.

Vector Control

SBR conducts its operations in such a manner as to ensure conditions are unfavorable for production of rodents, insects and seagulls. To this regard, SBR ensures that all putrescible waste transported from the Facility within 48 hours of receipt. SBR contracts with a pest control services company to provide vector control throughout the Shoreway Facility, and bird control measures have been installed throughout the Facility to reduce the presence of seagulls and crows.

Odor, Dust and Noise Control

Odor, noise and dust are always a concern when operating a Post-Collection Facility. Dust and odor control systems have been installed and are in good working condition at the Facility.

Regulatory Compliance

SBRs management team conducts monthly facility and equipment inspections to ensure the facility and equipment are in good working condition and are compliant with DOT and OSHA regulations, and facility Operating Permits. Any deficiencies or areas of concern are documented, and every effort is made to correct any issues prior to the next inspection. SBR utilizes EEAP (Safety Consultant) to conduct quarterly, comprehensive facility inspections, and reviews their findings with the management team.

San Mateo County Local Enforcement Agency (LEA) conducts monthly inspections to ensure the facility is operating in compliance with its Solid Waste Facilities Permit. No Notices of Violation (NOVs) were issued by the Local Enforcement Agency (LEA) to SBR in 2021.

Changes in Storm water compliance continue to impact the Shoreway Facility. In the past expenditures for site improvements were paid by SBWMA for work that was performed by SBR. Ongoing improvements are being made at the site.

Employee Training

SBRs management team conducts safety meetings each month with its employees. The training topics are listed below.

- |                                     |  |
|-------------------------------------|--|
| Bloodborne Pathogens                | Fire Prevention & Suppression          |
| Confined Space Entry                | Hazard Communication                   |
| Driver Qualification and Inspection | Hearing Conservation                   |
| Emergency Response                  | Lock Out/Tag Out                       |
| Employee Observation                | Personal Protective Equipment          |
| Ergonomics                          | Seat Belt Use                          |
| Fall Protection                     | Spill Prevention Control & Containment |

# FUTURE OPTIONS UNDER CONSIDERATION



SBR is intent on identifying opportunities to expand the diversion efforts at the Shoreway Facility. We are focused on working directly with SBWMA staff and Equipment Manufacturers to identify and analyze current and emerging technologies that could potentially improve material quality, and recovery of high value commodities with appropriate staffing levels to expand recycling efforts. Space constraints continue to be the biggest challenge in further enhancing diversion in the Transfer Station.

SBR continues to participate in the Long-Range Planning process, which includes, evaluating markets that will bring new opportunities to enhance diversion and create the sorted products demanded by the marketplace.

## MRF Equipment Upgrades

Phase II Equipment Upgrade may include the following:

MAX-AI Vision Fiber QC & Scada. Using the latest Artificial Intelligence (AI) technology, this equipment located at the end of each fiber post-sort line, identifies and records the composition of material reporting to the paper bunkers. This information is communicated to SCADA (Software Information System) for further analysis. Robotic technology will provide accurate measurement of material compositions enabling real-time adjustments to equipment settings.

Robotic Sorters for Recovery of Recyclables from Residue. This AI equipment identifies and records the composition of the residue conveyed to the Transfer Station This information is communicated to SCADA (Software Information System) for further analysis. Robotic technology will provide accurate measurement of material compositions enabling real-time adjustments to equipment settings.

## CIVIC ENGAGEMENT

All planned Civic Engagement Activities were cancelled or postponed to a future date in 2022 due to the pandemic.