



**Village of Haines Junction
Report to Council**

February 7th, 2024

Council Decision
 Council Direction
 Council Information
 Closed Meeting
 CoW meeting

RE: LANDFILL OPERATIONS UPDATE

Recommendation:

That Council review this report and consider this information with the Landfill Regionalisation Agreement Update RTC; and,

That Council provide direction to staff based on this report at the next Council Meeting.

Background:

On October 25th Council held a Committee of the Whole meeting to discuss regionalization and concerns of ‘out of region waste deposits’ and ‘toxic materials’ being left at the facility while unattended. Staff recommended several measures to limit these concerns:

- 1- Installation of a camera system
- 2- Tipping fees for commercial grubbing, stripping, and organics
- 3- Fee for disposal of end-of-life vehicles (ELVs)
- 4- Change hours of operation
- 5- Institute right of refusal

Motion #290-23 carried, and staff have progressed with implementing the above initiatives.

Current Status:

Staff have followed up on Motion #290-23 with the following changes:

1. Initiated research into privacy concerns of having a surveillance camera system at a public facility. Installation of a camera system would be most efficient if included in the proposed layout changes.
2. Instituting tipping fees for grubbing, stripping, and organic materials will require a change to the Landfill Users Fee Bylaw. Due to the time of year, this has not yet become a concern. If directed by Council, staff can update the Bylaw with proposed fees based on the type of waste and the type of user.
3. Pending Bylaw amendment, staff have placed a moratorium on accepting new ELVs at the landfill. To date this has not been reported as a concern, except by Source Motors, which is heavily impacted. Staff have worked with Source Motors to explore measures balancing business interest with the liability concerns at the landfill. A letter from Source Motors was received on January 8th and is included as in this package as Appendix B.

On January 24, 2024 Council passed Motion #22-24 stating, “*THAT Administration explore the possibility of funding from YG for end-of-life vehicle disposition to explore options and opportunities for Haines Junction*”. And that #21-24 “*Administration put forward to AYC that the topic of end-of-life vehicle disposition be added to the agenda for the next meeting.*”

Staff are exploring outside funding opportunities for this initiative.

With winter drawing to a close it is likely that we will see other individuals seeking to dispose of ELVs. Staff are drafting a motion for the AYC convention requesting that YTG take a proactive, leading role in the disposition of ELVs.

4. The landfill hours of operation have been changed and the facility to ensure that staff are on-site whenever the facility is open to the public. The new hours are from 9:00A.M. to 6:00P.M. Wednesday to Sunday. To date, no complaints about the hours of operation have been received by the Village office or staff.
5. Right of refusal was passed to allow enforcement of the above restrictions pending the passage of an updated Bylaw and Policy.

Analysis:

The Village is required to update its Solid Waste Management Plan (SWMP) every ten years. Sperling Hanson and Associates were engaged, and the report was completed on Dec 15th, 2023. The executive summary is attached as appendix C. The recommended changes in the SWMP will require a substantial amount of ditching, berming and landscaping work over the coming years. Changing the current casual position at the landfill to a full-time permanent position would provide the required operational capacity to undertake the work outlined in the Solid Waste Management plan. Ideally, changes to the operating budget would be included in the 2024 VOHJ annual Budget.

Sperling Hansen is also in the process of designing proposed changes to the public ‘front side’ of the facility, appendix A. Highlights include:

- Additional public drop off bins. The intention is to limit the need for the public to access the ‘back’ of the landfill. This limits rubbish being dropped in the wrong location, creating more work for staff.
- Changes to the access road. Creating a separate commercial access and turnaround area. This also accommodates a location for a future weigh-scale and gatehouse.
- Space for a building to replace the aging existing structure. This would also allow for an independent free store building and lay down area for the diversion and salvage of usable construction and household waste.

Other considerations for ongoing operations include:

- Purchase of a tub-grinder, glass crusher, mattress stripper, and metal shredder/bailer would allow for further refinement of materials entering the facility and costs could be shared with other landfills in the Yukon.
- Explore curbside pickup feasibility.
- Organics Composting*. The Village may consider a self-contained composting unit similar to the one used in Carcross.

Composting facility in Carcross.



Conclusion:

Adopting the changes made in Motion #290-23 has been successful in ensuring proper oversight and separation of materials entering the landfill. It has also reduced the instances of toxic materials entering the site. Work is ongoing to accommodate all user groups and direction from Council is key to advancing Policy and Bylaw development moving forward.

The proposed changes outlined in the SWMP will require an increase in operational capacity and funding to complete. It is recommended that additional funding be budgeted over the coming years to offset the increased costs.

The proposed changes to the ‘Front’ of the landfill will require new capital funding. As detailed cost estimates become available, proposed budget will be prepared for Council review. Increased revenue to offset these capital costs will be required.

Prepared by

David Fairbank
Chief Administrative Officer

Appendix A

X:\PRJ\PRJ22\PRJ22018 - HAINES JUNCTION SWMP\06_AUTOCAD DRAWINGS\03_DRAWINGS ENTRANCE UPGRADE\PRJ22018 HAINES ENTRANCE UPGRADES WITH TRAFFIC ANALYSIS (WB-20) - REV 2.DWG



<p>Legend</p> <ul style="list-style-type: none"> 5m EXISTING CONTOUR 1m EXISTING CONTOUR EXISTING FENCE PROPERTY BOUNDARY EXISTING ROAD TRAFFIC FLOW 		<p>Legend</p> <ul style="list-style-type: none"> Landfill Services Group Layout & Design Design & Operation Plan Environmental Monitoring 44 - 1,000 feet level North West corner: N 629,700, E 962,900 North East corner: N 629,800, E 963,000
<p>CLIENT:</p> <p>VILLAGE OF HAINES JUNCTION</p>	<p>PROJECT:</p> <p>HAINES LANDFILL ENTRANCE UPGRADE</p>	<p>TITLE:</p> <p>FRAME 1</p>
<p>DATE:</p> <p>2024/01/26</p>	<p>PROJECT NO.:</p> <p>PRJ 22018</p>	<p>SCALE:</p> <p>1:750</p>
<p>DESIGNED BY:</p> <p>DRAWING NO.:</p>	<p>DESIGNED BY:</p> <p>DRAWING NO.:</p>	<p>FIGURE</p>
<p>CHECKED BY:</p>	<p>DATE:</p>	<p>SCALE:</p>

CONSULTING ENGINEER OCTOBER 6, 2020
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Dear VOHJ Council

JAN 08 2024

Your recent decision to ban accepting vehicles at the dump has made a direct impact on ~~Village of~~ **Haines Junction** and the future of any Automotive Shop possibly opening in the Haines Junction area.

If that was the only impact your decision had it might have been tolerable. But unfortunately it impacts a wide range of people, and of course the hardest hit will be the ones who are marginalized.

No consultation was done with the only NGO stakeholder, Source Motors Ltd. And i find out that very little was done with any other affected like RCMP, Motor Vehicles, EMR, or Conservation Officers who are government organizations that should have been consulted as they are directly impacted by the ban.

At the time of your decision i was doing a yard cleanup to get the business location ready for a possible purchase in the New Year. I also had 3 jobs for long time Yukoners to haul vehicles to the landfill. The following Saturday the RCMP called to have an abandoned vehicle removed from the Kathleen River Bridge. I informed them i could not take the job as i have no place to take abandoned vehicles. A truck from Whitehorse towed it. At the moment local government is favoring out of town businesses which have no Haines Junction interests.

The interested parties in my location will be notified about this ban. The Source Motors location is about the only property in Haines Junction that an Automotive Shop can be viably established. But at the moment from an outsider's view this council is not very business friendly, as a couple long-time cornerstone businesses are closed. As a business owner with a lot of properties in Haines Junction on which i pay a lot of tax, I am very concerned with decisions this council as acted on.

After a couple discussions with your CAO some information was exchanged and i was at least able to fulfill the jobs i had. I have invested over 60K in recovery and towing equipment which isn't a very good investment in Haines Junction at the moment. I had just paid my yearly insurance the week before your decision. I am sure everyone knows somebody who has had a vehicle impounded; Chances are there will be a \$1000.00 tow added to these now. At the moment i have 8 vehicles that are impounded. These will be towed to Whitehorse by the time the paperwork is finished there will be \$1500.00 per vehicle added. I have heard that YTG will be going after the last registered owners for costs. So far they have all been abandoned.

Two summers ago a single mother who was on income assistance came to visit some friends. Her 20 year old van died, engine seized. She knew a friend who got a hold of me and i towed her van off the highway. I had a \$500.00 station wagon i sold her on payments because she knew a friend. At the time i was stripping and draining vehicle's so i processed her van and took it to the landfill. This young lady cannot afford anything more than she was driving. Neither could she afford \$150.00 an hour for anyone to fix her transportation. Try to squeeze her for vehicle disposal and other parts of her life will suffer. In the end she will be denied the basic transportation she needs.

These are the vehicle's that will litter the back roads around Haines Junction, the main roads of the area, and also in Haines Junction. I know of at least 3 abandoned vehicle's on VOHJ land that have been there for over a year

Then YTG will have to get involved and costs will skyrocket.

This isn't anyone's problem especially the single mother who is just getting by. It's not any municipal government's problem. It has been forced on everyone by the government that should be dealing with it, senior government, YTG.

It's a territorial problem from where the Alaska Highway enters the Yukon to where it exits, up and down every road in the Yukon it's a problem. The territorial government has made it everyone else's problem by not dealing with it as they should. This is not a problem anywhere but the territories. In any big southern city dead cars are picked up for free. If it runs drive it to the recyclers and leave with cash. Haines Junction so far has managed to resist senior government's attempts to sluff it off on them, but that seems to be coming to an end. Really ask yourselves "what has senior government done that isn't a mess". Why should Haines Junction partner with YG when there are better partner governments in the area?

Senior government reaps all the rewards off of all people requiring basic transportation to luxury transportation. From the time someone buys a car, paying taxes on the car with money they earned which was taxed. Then registration which is taxed, insurance which is taxed, any repairs or maintenance is taxed.

Then the big one... \$.32 cents per liter taxes.

The average car for basic transportation will net senior government \$ 18,930.00 in tax's and registration over its life. I base this on my own basic transportation a 2000 Pontiac Sunfire. This vehicle was written off by insurance 10 years ago, but i extended its life making senior government more money

The numbers i am using will not be 100% accurate as i did not go back to when GST was 7% or made any kind of adjustment for inflation etc.

Purchase price on my car in 2000 was \$17,500.00 average. In 2000 June 25th was considered tax freedom day, which is pretty close to mid-year. So to pay \$17500.00 for a car that meant you had already paid the same amount in taxes on every dollar you spent on purchasing the car with cash.

GST on the purchase price \$875

Registration fees plus GST \$870.00 for 23 years

GST on insurance for 23 years \$460.00

Tax's on fuel for 23 years, 250,000 KMS ,at 22 liters per 100 combined comes to 55,000 liters of tax's at .32 comes to \$17,600.00

GST on maintenance, tires, etc. over 23 years \$575.00

A ballpark figure of the tax's generated by 1 basic transportation vehicle over its life come to \$18,930.00 plus the original \$17,500.00 in taxes paid on the original \$17,500.00 earned. You now get a figure of \$36,430.00 that senior government has received in taxes from one basic transportation vehicle over its 23 year life which i don't think is an unfair example.

Its senior government's responsibility to dispose of end of life vehicle's as they have benefited the most out of the vehicles life.

I remember when the VOHJ ran a swimming pool.

At the time it was determined that it cost the VOHJ \$42.00 for everyone who swam in the pool. The fee was \$2.00. It was also determined that there were people that could not swim in the VOHJ Pool as they could not afford the \$2.00 fee to swim. The solution was to not charge anyone to swim. Then the facility got more use and nobody was excluded from the benefits of using the facility. Maybe it was a safer alternative to swimming without the protection of a lifeguard for some. Plus it did not cost the VOHJ any extra money. The fees were lost, but they were minimal. The ability for everyone to use the pool was worth more than any fees generated.

The point is the fees were not raised to cover the costs of a swim. And swimming was made more inclusive without any fees.

The landfill should be view the same, as the costs that will be incurred for cleaning up the dumping of cars, waste, and hazardous waste in the wilderness will far exceed the costs of dealing with them in the proper location.

As a business if fees get imposed on me, they will be passed on to the customer. Source Motors Ltd. will have to adapt to keep operating. Or Haines Junction could find itself without a few more services.

Thomas Eckervogt

Source Motors LTD

RECEIVED

JAN 08 2024

**Village of
Haines Junction**



SPERLING HANSEN ASSOCIATES

- Landfill Engineering
- Solid Waste Planning
- Environmental Monitoring
- Landfill Fire Risk Control

December 15, 2023

PRJ22018

Jerry Tracey, CWP/CWWP
 Public Works Manager
 Village of Haines Junction
 P.O. Box 5339
 Haines Junction, Yukon Y0B 1L0

**Re: Haines Junction Solid Waste Management Facility, Solid Waste Management Plan
 2023-2033**

Dear Mr. Tracey:

Sperling Hansen Associates (SHA) is pleased to present the final Solid Waste Management Plan for the Haines Junction Solid Waste Management Facility.

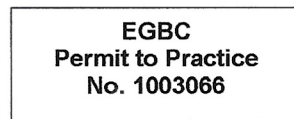
This report updates the 2013-2023 Solid Waste Management Plan as required by the Yukon Government to renew the Permit for the facility.

Our project team would like to thank you for the opportunity to work with the Village of Haines Junction and we look forward to receiving any revisions you may have. Please contact me if you have any questions regarding the report.

Yours truly,

SPERLING HANSEN ASSOCIATES

Nicole Kohnert, P.Eng., FEC
 Senior Environmental Engineer



Haines Junction Solid Waste Management Facility SOLID WASTE MANAGEMENT PLAN 2023-2033



PREPARED FOR: VILLAGE OF HAINES JUNCTION



PREPARED BY: SPERLING HANSEN ASSOCIATES
Final: December 15, 2023

PRJ22018



SPERLING
HANSEN
ASSOCIATES

- Landfill Engineering
- Solid Waste Planning
- Environmental Monitoring
- Landfill Fire Control

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EXECUTIVE SUMMARY

The Haines Junction SWMF is a well located and operated solid waste management facility. Due to the ideal hydrogeologic setting, the risk of environmental impact from this natural control facility is considered low. The facility provides opportunities for solid waste diversion of common recyclables and new programs are being considered to further reduce the amount of waste being landfilled, including a composting program.

To continue the steady improvement of solid waste management services, the following is a summary of the recommendations that have been identified throughout the SWMP including a section on regionalization at the end of this summary:

1. SHA has recommended that an area-based approach be implemented that would make full use of the landfill footprint already covered with trenches (Sperling Hansen Associates, January 2021).
2. SHA recommends that annual volume tracking commence immediately via topographical or aerial survey during snow-less cover months. Alternatively, volumes can be tracked based on set sizing such as quarter, half and full truck box at the gate using a spreadsheet. This method would not take into consideration the amount of soil cover used but could be compared with surveys to determine waste to soil ratios that are useful for operational performance measurements.
3. SHA recommends that the waste streams be comingled utilizing C&D waste strategically to provide structural support for heavy machinery. Waste lifts should not exceed 0.6 m prior to compaction and be consistent with Permit 80-020 requirements with cover occurring every seven days or every 0.5 m lift.
4. SHA recommends that a minimum compaction density of 650 kg/m^3 be applied for this site to minimize annual air space consumption and maximize SWMF longevity. For best practices compaction density ranges should be from 650 kg/m^3 to 850 kg/m^3 (Environment and Climate Change Canada, 2017). Moving forward, it will be imperative for SWMF operations to achieve desired compaction densities and annually maintain a recommended minimum waste to cover ratio of 3:1.
5. SHA recommends that a regional labelling/signage system be implemented for the SWMF and the future service areas.
6. SHA recommends that an updated map of the facility be produced for onsite location enquiries. Signage for hazardous wastes should be upgraded to produce a comprehensive list of all hazardous wastes stored at the SWMF and placed in designated hazardous waste storage sheds.

7. SHA recommends that surface water ditches be upgraded to allow for climate change, ease of maintenance, and certainty in design geometry to convey the required volume of water during a storm event.
8. SHA recommends that pond sizing for this site be revisited during design with additional information on infiltration and snow melt with respect to climate change. Both areas considered for pond placement will allow for further expansion of these preliminary size recommendations. Given the amount of snow cover at the landfill, multiple ponds are recommended to capture spring freshet with the amount of snow melt.
9. The recommended approach to filling is termed the strip method of development. Recommended lifts of 2 m are proposed for the SWMF to a maximum elevation of 653 masl (Phase 3). From the 2020 topography, the ten year design for Phase 1 will combine six 2 m lifts for an approximate vertical fill height of 11 m and 3H:1V side slopes. SHA recommends a lift edge development approach for filling at top of slopes. During the construction of each lift, the process involves first dumping a line of soil stockpiles along the crest of the landfill slope to a height of 1.3 m to 1.5 m to contain the refuse and to prevent spill-over.
10. To further enhance litter control, SHA recommends that Village staff experiment with the containment berm method of cell construction used at Carmacks Landfill. This approach does require additional soil for berms but is expected to result in a marked reduction in the amount of windblown litter. Stumps, mattresses and other bulky wastes can be buried within these berms.
11. SHA recommends that as the service population grows for the SWMF, the hazardous waste storage area should be upgraded to include secondary containment. A lined surface would mitigate any spills from entering the surrounding environment.
12. SHA recommends that consideration be given to annual geotechnical site inspections during the operation of the landfill conducted by a qualified professional and coinciding with annual survey. The geotechnical inspection should be conducted by a geotechnical engineer, to inspect the active and inactive areas of the landfill footprint, to check the cover for potential problems arising from cracking, erosion especially during snow melt or slumping and to determine the state of any infrastructure that does not receive regular inspection or maintenance. If geotechnical concerns are discovered, then a mitigative action plan should be developed by the QP.
13. The engineering team explored several design issues to answer questions in optimizing the cover design concepts. These considerations and recommendations are outlined below:
 - SHA recommends that closure occur progressively to avoid accumulation of a large closure liability, control stormwater and minimize leachate production.

- Slopes should be effectively re-vegetated during construction of the final cover to assist in evapotranspiration and improve soil stability.
- Gas control is considered desirable beneath the barrier layer to prevent gas pressure build up and to eliminate the risk of LFG displacing atmospheric air in the root zone of vegetation growing on the cover. For this reason, a network of passive lateral gas vents is usually recommended for cover systems employing a barrier layer if active gas collection is not considered.
- The minimum requirement is for a 150 mm thick layer of topsoil. In most final cover designs, SHA typically recommends a thicker 300-600 mm layer of topsoil to provide sufficient moisture retention in the soil during periods of drought, thereby preventing plant mortality, and to reduce the risk of root penetration into the underlying barrier layer. With the lower precipitation levels at Haines Junction, making a thicker topsoil layer of 300 mm is acceptable.
- SHA recommends that modelling be completed at the time of closure design to ensure all local conditions are considered when making a decision regarding material types, layer depths and type (e.g. gravel) and barrier layer type. The Hydrologic Evaluation of Landfill Performance (HELP) Model is a useful tool for this purpose.
- The recommended closure strategy for the SWMF is to permanently or temporarily cover the finished side slopes as soon as possible, starting with the south slope of Phase 1 and moving to the east and north side slopes of Phases 1 and 2. Since Phase 3 will be built ovetop Phases 1 and 2, final closure of the crest of the landfill would be completed once filling has reached final contours. The timeline for the first closure is estimated to be 2055.
- In their January 2021 report, SHA recommended the Village establish a sinking fund for the progressive closure of the Landfill and post-closure monitoring at a level of \$28,569 per year.

The following initiatives are recommended by Village staff:

- (a) Since food waste is one of the largest components of refuse going to landfill (25 – 40 percent typically) diverting this 'low hanging fruit' will make the largest impact on diversion in most communities if doing so is practical and economically sound for the Village.
- (b) Crushing the bottles collected at the site would save shipping costs and provide the Village with a supply of aggregate type material for on-site use, therefore purchase of a glass crusher is recommended.
- (c) The Village hopes to avoid burying stumps at the Landfill to conserve air space. The following options are provided:

- i. For very dirty stumps embed them in the cell construction berms at the berm core
 - ii. For stumps that are not dirty, they can be burned with the other brush collected at the site
 - iii. Break the stump up on site to knock off the dirt and then burn
 - iv. Disallow land clearing waste at the SWMF
 - v. To ensure only no dirty stumps are brought to the site, the Village could charge a fee that is high enough to incentivize customers to clean the stumps first before they are brought to the site.
- (d) Install a septic field to reduce costs of hauling holding tank waste. It is recommended that the Village use a qualified professional to design the system.

Regionalization

The lifespan calculation for the SWMF included a regionalization approach in that the population from communities outside Haines Junction were included in the waste generation rate for the site. With an annual average estimated airspace consumption of 2,300 m³, the life of the site is estimated to be to 2131. Since capacity is not the limiting factor for acceptance of out of jurisdiction waste, the Village may want to consider the challenges with respect to tracking the materials from outside the Village boundaries, either from roadside receptacles the roads maintenance company collects or communities that may have to haul longer distances to other facilities. With the Haines Junction SWMF being conveniently located and open convenient hours, the most important consideration is collecting fees for the cost of the service.

Out of jurisdiction agreements are one way to manage fee collection if the agency responsible for the waste is able to collect their costs from residents and businesses outside the Village jurisdiction. Measuring the incoming waste materials will increase the Village's costs as shown in the SWMP, however if these costs can be recouped through the agreements it would be a beneficial change of operation for all parties.

Alternatively, fees could be collected on a per volume basis from each out of jurisdiction vehicle entering the facility (show driver's license). The fee level should be assessed based on the extra costs to attend the gate that is open for specified hours for out of jurisdiction customers.



Village of Haines Junction
Report to Council

February 7th, 2024

Council Decision
 Council Direction
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 Closed Meeting
 CoW meeting

RE: LANDFILL REGIONALIZATION AGREEMENT UPDATE

Recommendation:

That Council review this report and at the next Council meeting, adopt a resolution providing direction to staff to amend Bylaw #174-03-A Landfill user Fees Bylaw, and Bylaw #343-19 Consolidated Municipal Fees Bylaw, to meet the requirement outlined in the solid waste regional agreement; and,

That Council Direct Staff to create a Landfill Policy for the operations and management of the facility.

Background:

The Yukon Territorial Government (YTG) has been negotiating with municipalities through the Association of Yukon Communities (AYC) to enter into a solid waste regionalization agreement. As part of this initiative, YTG will be closing several transfer stations. Relevant to Haines Junction are: Silver City and Canyon transfer stations. These closures will increase the number of peripheral users for the Haines Junction landfill.

The Interim Agreement is intended to *“provide funding for municipalities to work on waste management and to ensure all residents within each regional boundary have access to a Regional Waste Management Facility. These interim agreements will be replaced by Regional Agreements once lease, liability and other operational standards are established at municipal facilities.”*

The interim agreement is a one-year term allowing municipalities time to implement the requirements of the regional agreement. For Haines Junction the interim agreement would include a payment of \$55,900 to support this implementation.

The interim agreement specifies that the Municipality work towards the requirements of the regional agreement but does not obligate the municipality to enter into the regional agreement.

While the exact language of the regional agreement has not been finalized, the terms of the agreement have been outlined by YTG:

- Requirement for a gate attendant whenever the landfill is open.

- Requirement to have a bylaw in place mandating tipping fees, and that the fees are applied equally to all user types.

The regional agreement will also include the following:

- The Municipality assumes responsibility for operations of the facility.
- YTG will continue to remove and dispose of any ‘designated materials’ (recycling); and ‘non-commercial special waste’ (hazardous materials). Sorting and handling costs remain with the Municipality.
- YTG to assume 50/50 cost sharing for closure and post closure costs.
- YTG is committed to sharing long term environmental liability.
- YTG to provide \$111,800 in annual funding once the above conditions are met.
- YTG will provide up to \$400,00 in capital or operational funding for the Facility.

Key Assumptions:

- The funding provided in the agreement is intended to offset the cost of peripheral users. Users within the municipal boundary already contribute to operational costs through property taxes.
- The agreement assumes that commercial, industrial, and institutional waste will be collected at cost recovery. The regional agreement does not cover the cost of these waste categories and it is up to the municipality to ensure it establishes rates that capture these costs.
- YTG will continue working towards a lease agreement for the landfill, transferring the land to the village.
- YTG will lead the development of an agreement addressing long-term environmental liabilities. Note that in the regional agreement YTG commits to sharing long-term environmental liability.

Current Status:

Council will need to choose if it wishes to:

1. Sign the Interim Agreement
2. If it intends to sign the Regional Agreement.
3. Explore other options.

Looking at other rural Yukon communities: Faro and Haines Junction have not signed the Interim Agreement.

Teslin, Watson Lake have had Regional Agreements in place for many years.

Carmacks, Mayo, and Dawson are on track to enter the Regional Agreement in 2024 and to receive full funding.

*Mayo’s landfill facility is currently un-staffed; this will be a larger challenge than other communities and may impact their ability to meet the agreement requirements.

Overview of Status of Regionalization

Municipality	Status of Agreement	Fence + Gate	Staff	Tipping Fees	Weigh Scale/Capital	2023 Amount
Carmacks	Interim signed June 2023	y	Working toward	Fees implemented in Nov 2023	Design and tender complete. Scale install in 2024	50%
Mayo	Interim signed June 2023	y	N	In process of switching from annual fees to tipping fees. See new bylaw	Design nearly complete, planning for scale install 2024	50%
Teslin	Interim signed April 2023	y	y	y	Scale install underway, completion - 2024	100%
Watson Lake*	Interim signed April 2023	y	y	y	Scale already in place	100%
Dawson*	Interim signed December 2023	y	y	Working toward	Reviewing scale install feasibility	50%
Haines Junction	Unsigned	y	y	Working toward	TBD	Eligible for 50% for 2024
Faro	Unsigned	y	y	y	Considering capital upgrade instead of scale	Eligible for 100% for 2024

*Watson Lake and Dawson have had regional agreements in place for many years. Recent interim agreements were signed to align with all other municipal agreements.

Analysis:

For the average resident of Haines Junction, there would be no additional cost to using the landfill facility with tipping fees in place. The 2022 audited the landfill ran at a deficit of (\$263,900). Under the proposed plan the annual landfill would generate an estimated revenue of \$19,750. This is a savings of \$145,00 per year, which could be used to improve operations at the site and implement the recommendations in the Solid Waste Management Plan.

There are currently two full-time positions, the recycling center attendant, the landfill attendant. There is also one term part-time casual position working two days a week. If the regionalization agreement were signed, the part-time position would become a full-time position. All costs of meeting the agreement requirements, including additional staffing, are included in the provisional budget below.

The \$400,000 in funding from YTG was initially meant to pay for the installation of a weigh scale but may be used for other improvements.

The funding could be used to offset the capital costs of proposed changes to the ‘public side’ of the landfill, improving operations and ease of use for the public. More details on

the recommendations from Sperling Hanson and Associates are included in the Landfill Operations RTC.

Landfill tipping fee options						
EXISTING LANDFILL BUDGET			PROPOSED REGIONALIZED BUDGET			
Expenses:			Expenses:			
salaries		\$ 174,000	Property tax credit @ \$200	298 households	\$ 59,600	
Other		\$ 89,900	salaries	Add \$74,000	\$ 248,000	
Total Operating Cost of Landfill		\$ 263,900	Other	Add \$20,000	\$ 109,900	
Revenue:			Revenue:			
User Fees - Gov't / Inst		\$ 7,900	Regionalization Agreement	fully implemented	\$ 110,000	
User Fees - CAFN Agreement		\$ 20,400	Est. tipping fees	Est.	\$ 183,700	
Groundwater Monitoring		\$ 7,390	User Fees - Gov't / Inst	New Contracts	\$ 33,300	
Beverage Container Refunds		\$ 69,790	User Fees - CAFN Agreement	terminate contract	\$ -	
Recycle Centre Operating Grant		\$ 33,070	Groundwater Monitoring		\$ 7,390	
		\$ 138,550	Beverage Container Refunds		\$ 69,790	
			Recycle Centre Operating Grant		\$ 33,070	
					\$ 437,250	
Current Operating Expense to VOHJ			Proposed Operating Expense to VOHJ			
		\$ 125,350			-\$ 19,750	
			Savings after additional position and expenses			
			\$ 145,100			
Tipping fees at existing locations			Estimated Tipping fees			
Category	Watson Lake	Whitehorse	Item	Est. annual quantity	Unit Price	Annual revenue
Residual (sorted) waste	\$ 2	\$ 6	1.5 x bags/week	500 homes * 1.5 bags/week	\$ 2	\$ 78,000
Residual (sorted) waste	\$5-\$80 on weight	\$ 23	Clearing and Grubbing typical 50'x100' lot	20 loads per lot * 15 lots	\$ 80	\$ 24,000
Residual (sorted) waste	\$80/ton	\$130/ton	Commercial waste received from outside municipal	80 tones	\$ 430	\$ 34,400
Unsorted waste	\$280/ton	\$300/ton	Vehicles at cost or prohibit	At cost Est, \$900	\$ -	\$ -
brushing, clean wood	\$80/ton	\$60/ton	Construction Waste	300 tons	\$ 80	\$ 24,000
grubbing	\$80/ton	\$80/ton	scrap metal	Est. 30 tons/yr.	\$ 110	\$ 3,300
construction (sorted)	\$80/ton	\$140/ton	Other fees	Bulk items, unsorted, Etc.	Varies	\$ 20,000
construction (unsorted)	\$280/ton	\$300/ton				
scrap metal (sorted)	\$110/ton	\$140/ton				
			Estimated tipping fee revenue			183700

Conclusion:

Signing the regional agreement will reduce the operating cost of the landfill to the Municipality, while increasing the level of service to users, without adding additional cost to most tax paying residents.

The saving to the municipality will afford needed improvements to the facility over the coming years.

If directed by Council staff can update the Landfill User Fee Bylaw and draft a Policy for the operation and management of the landfill facility.

Prepared by

David Fairbank
Chief Administrative Officer

Interim Regional Waste Management Facility Agreement

This Interim Agreement made in the Yukon Territory

Between

THE VILLAGE OF HAINES JUNCTION,
as represented by its Chief Administrative Officer
("Haines Junction")

and

GOVERNMENT OF YUKON,
as represented by the Director of Operations and Programs, Community Services
("Yukon")

together with the above referred to as the "Parties"

PREAMBLE

The Yukon Government (YG) and the Association of Yukon Communities (AYC) are working to modernize Yukon's management of solid waste in order to reduce risks, liabilities and cost to taxpayers as outlined in the 2016 AYC report Solid Waste Management: Vision for a Sustainable Model, and the 2018 Ministerial Committee on Solid Waste recommendations report.

Interim Regional Agreements are being struck to provide funding for municipalities to work on waste management and to ensure all residents within each regional boundary have access to a Regional Waste Management Facility. These interim agreements will be replaced by Regional Agreements once lease, liability and other operational standards are established at municipal facilities.

BACKGROUND

- A. Haines Junction possesses a Waste Management Permit (#80-002) to operate a waste disposal facility (the “Facility”) and a special waste management facility granted under the *Environment Act* R.S.Y. 2002, c.76, the *Solid Waste Regulations* OIC 2000/011, and the *Special Waste Regulations*, O.I.C. 1995/047 (the “Permit”).
- B. The Permit expires December 31, 2023.
- C. Haines Junction operates a municipal landfill in accordance with the Permit on Yukon government land set aside for this purpose by Yukon at and as further described on the map attached as Schedule A (the “Regional Waste Management Facility”).
- D. Yukon wishes to ensure use of the Regional Waste Management Facility by nearby unincorporated users within each Regional Boundary (see Schedule B).
- E. The Parties are working together to regularize the use and occupation of the Regional Waste Management Facility by raising title to the land then leasing it (if not already titled) to Haines Junction and by making a final regional agreement with Haines Junction about their operating of the Regional Waste Management Facility and the provision of these municipal services to the region.
- F. The Parties recognize that the process to subdivide the landfill site from the YG reserve area is a slow process. This interim agreement is intended as a bridge agreement to facilitate the flow of compensation funds from YG Community Services to Haines Junction.
- G. The interim agreement will provide supportive funding for the municipality to facilitate the transition to a Regional Waste Management Facility.
- H. For greater clarity the Parties are committed to and in the process of developing overarching regional solid waste management agreements which will include:
 - a. Gates, staff, and tipping fees at all facilities.

April 6, 2023

- b. Lease agreement.
- c. Liability agreement reflecting an equal cost sharing of closure and post closure costs. (50% each)
- d. Financial compensation by YG to the municipalities for the acceptance of residential waste from regional residential users.
- e. YG assistance with environmental issues that may arise from the operation of a Solid Waste Management Facility.

AGREEMENT

Now therefore, the Parties agree as follows:

1. DEFINITIONS

1.1. In this Interim Agreement;

“Designated Materials” means those materials for which Yukon collects a point-of-sale or manufacturing fee in relation to waste disposal or recycling and as further defined under the *Environmental Act*, specifically the *Designated Materials Regulation* and the *Beverage Container Regulation*. These designated materials include tires, electronic waste, and beverage containers.

“Special Waste” has the same meaning as found in the *Environmental Act* and the *Special Waste Regulations*, and includes residential products accepted under Community Services’ Household Hazardous Waste Program.

“Tipping fees” means fees charged by the Regional Waste Management Facility to all facility users per unit, or per unit of volume or mass, for waste disposed of at the facility.

2. REGIONAL WASTE MANAGEMENT FACILITY OPERATIONS & PERMITTING

2.1. Tipping Fees

2.1.1. Haines Junction will work to develop a waste management bylaw that establishes sorting requirements and tipping fees at the Regional Waste Management Facility.

2.1.2. Haines Junction agrees that all residential users of the Regional Waste Management Facility will be charged the same tipping fees. Some variation from one municipality to the other is expected due to individual operation practices.

2.2. Safe operations

2.2.1. Haines Junction will carry out the operation and maintenance of the Regional Waste Management Facility safely, in compliance with all relevant legislative and regulatory requirements and with due care to ensure that it does not cause any injury.

2.3. Permits

2.3.1. Haines Junction is responsible for all permitting and license application requirements associated with the operation and maintenance of the Regional Waste Management Facility and will ensure compliance with relevant legislative requirements;

2.3.1.1. its obligations as a proponent for any environmental assessments;

2.3.1.2. renewal of the Permit; and

2.3.1.3. its obligations under the Workers' Safety and Compensation Act S.Y. 2021, c.11.

2.4. Not a YG operation

2.4.1. Haines Junction acknowledges that it has sole responsibility for

the operation and maintenance of the Regional Waste Management Facility including controlling access to the site.

3. FUNDING

- 3.1. Yukon will provide a contribution of \$55,900 (based on 50% of the 466 unincorporated users plus 20% x \$200pp) to offset the costs associated with providing waste disposal services to residents outside of the municipality of Haines Junction as per the regional boundary identified in Schedule B and to assist with operation and maintenance costs of the Regional Waste Management Facility. (Note: Municipalities that have already implemented the requirements of fencing, gating, facility attendants, tipping fees, and with the Solid Waste Facility Permit in place will receive 100% of the eligible compensation amount.)
- 3.2. In the event that this Agreement is extended past December 31, 2023, a review of the eligible regional population will be carried out by AYC and the revised population numbers must be reviewed and agreed to by Community Services and upon consensus, used to calculate the future compensation amount. As there is no reliable source of information on the regional population, AYC will use at least two sources and present an average regional population for each municipality.
- 3.3. The payment will cover the period from January 1, 2023, to December 31, 2023 (12 months).
 - 3.3.1. This contribution will be paid in one payment within 60 days of signing the agreement.
 - 3.3.2. YG currently reimburses Municipalities for costs associated with the testing of monitoring wells installed in and around the landfill site. The practice will continue until a Regional Waste Management Facility Agreement has been reached. The parties will negotiate the final well monitoring arrangement and include as part of the Regional Waste Management Agreement.
- 3.4. Yukon will arrange and pay for the pick-up, transport from the Regional Waste Management Facility and processing or disposal of:
 - 3.4.1. any Designated Materials; and

3.4.2. Non-commercial Special Waste.

3.5. The obligation of YG to make any payments to under this Interim Agreement is subject to the following:

3.5.1. the Financial Administration Act (Yukon);

3.5.2. money being appropriated by the Legislature for the purpose of this Interim Agreement; and

3.5.3. abiding by the terms and conditions of this Interim Agreement.

4. TERM

4.1. This Interim Agreement is in force from January 1, 2023 to December 31, 2023, and may be extended annually upon agreement by both parties until such time as it is replaced by a Regional Waste Management Agreement.

The Parties have executed this Interim Agreement by their Duly Authorized Officials:

GOVERNMENT OF YUKON by the)	
Director of Community Operations:)	
)	
_____)	
David Albisser)	Date Signed
THE VILLAGE OF Haines Junction by)	
the Chief Administrative Officer:)	
)	
_____)	
CAO)	Date Signed

April 6, 2023

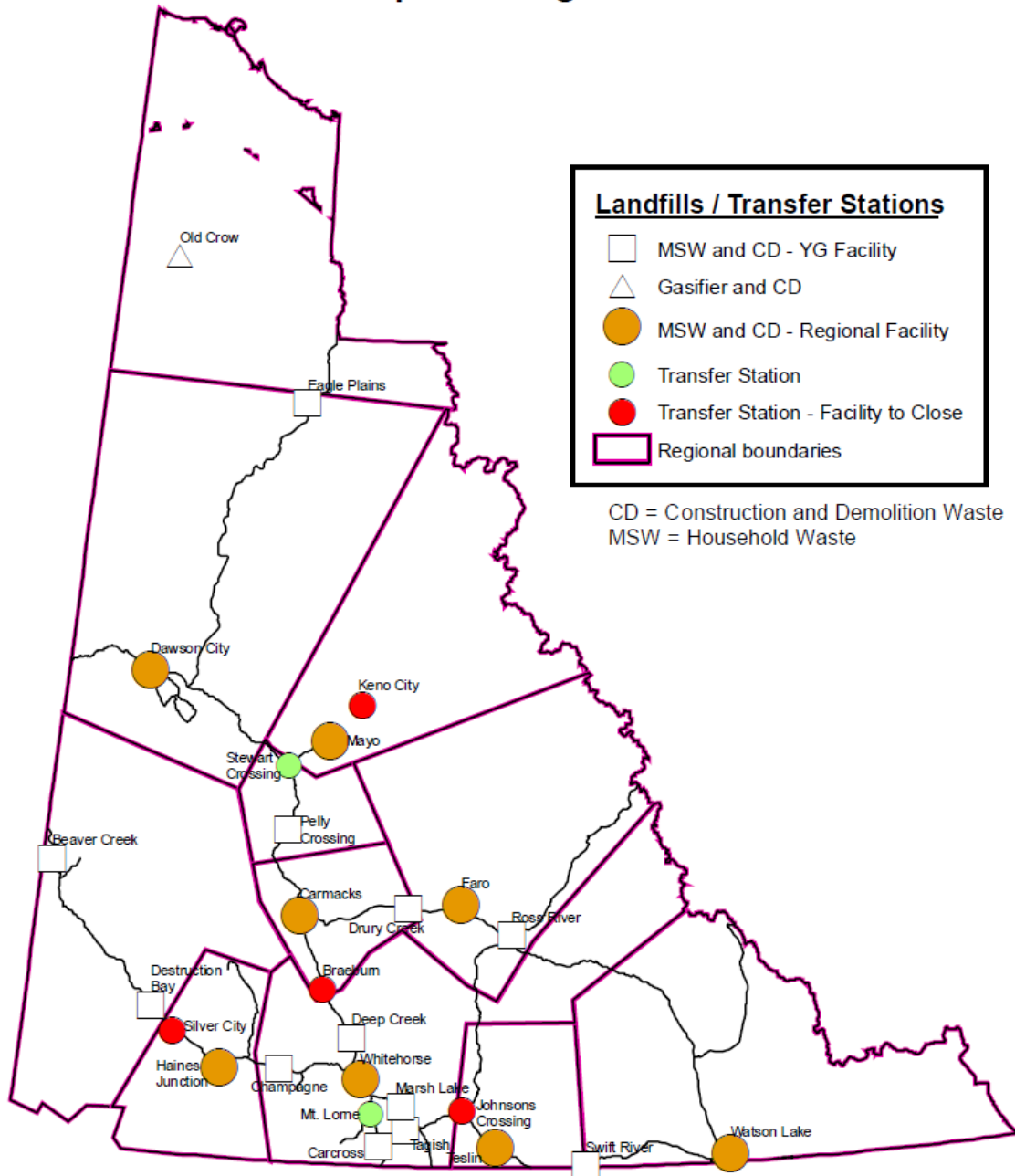
Schedule A

Map of the Location of the Solid Waste Management Facility



Schedule B

Yukon After Regionalization: Proposed Regional Boundaries and Sites to be Closed



Interim Regional Waste Management Facility Agreement

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April 6, 2023

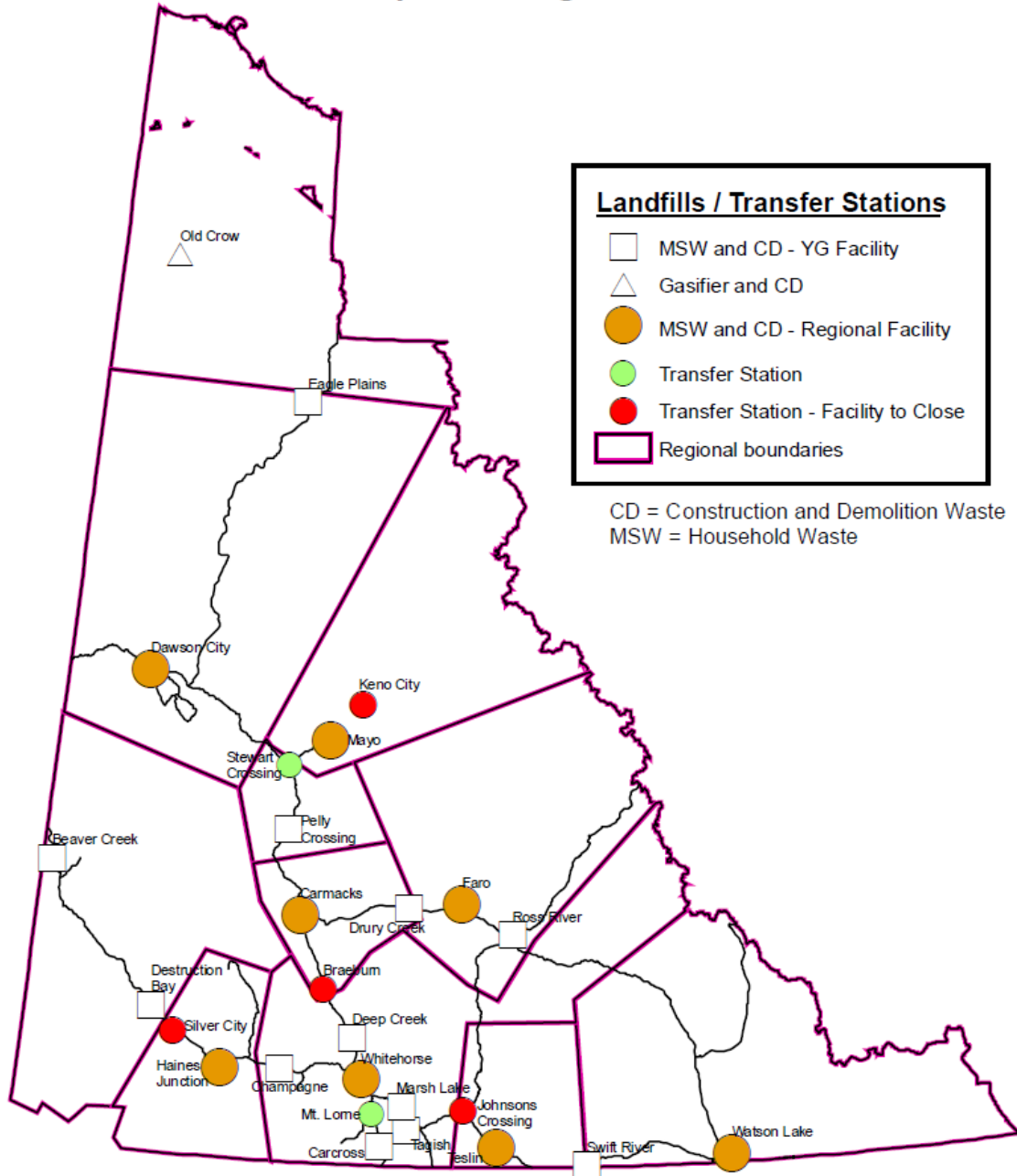
Schedule A

Map of the Location of the Solid Waste Management Facility



Schedule B

Yukon After Regionalization: Proposed Regional Boundaries and Sites to be Closed





**Village of Haines Junction
Report to Council
December 20, 2023**

Council Decision
 Council Direction
 Council Information
 Closed Meeting

RE: Public Engagements on Silver City Transfer Station

Background

YG Department of Community Services submitted a proposal for the following project “Solid Waste Management Facilities (Beaver Creek, Destruction Bay, Silver City, Canyon Creek, Champagne)” to YESAB on March 29th. This project falls within the Haines Junction Assessment District. This project details the eventual transition to operating hours, facility attendants and tipping fees for the facilities in Beaver Creek, Destruction Bay and Champagne (where not already in place), and final closure of the Silver City and Canyon Creek Transfer Stations. The Decision Body for the project is YG Environment.

The following public engagements have taken place in recent months:

- This project has just completed an Additional Seeking Views and Information Stage – public comments were accepted from December 4 to 14, 2023. This additional period was provided to allow time for CAFN and KFN to provide comments on the project.
- Community Services held public meetings with Silver City Residents on August 31, 2023 and November 22, 2023.

Yukon government has approached the Village of Haines Junction to discuss entering into an agreement to support landfill regionalization. Funding would be available for the Village of Haines Junction to upgrade facilities, advance operational standards, address liability requirements and to provide waste management disposal services to unincorporated residents within a regional boundary around the municipality. This agreement would require the Village to adopt a user-pay model, a standardized tipping fee structure and to ensure the facility is gated and staffed.

Current Status

The Village of Haines Junction has not made a decision regarding Yukon government’s proposed landfill regionalization agreement. Council has expressed an interest in keeping abreast of the Silver City conversations as these will be one factor in their decision making on whether or not to enter into an agreement with Yukon government on landfill regionalization.

The Village has taken steps to change the operating hours at the landfill to ensure staff are always present when the landfill is open. Council are also considering, at today’s Council meeting, possible amendments to the Consolidated Municipal Fees bylaw to place fees on commercial brush, commercial grubbing, commercial clean soil, end of life vehicles (light

duty cars and trucks) and campers, RVs, side-by-side and other vehicles. These measures are consistent with several of Yukon government's objectives on landfill regionalization, and have been implemented outside of an agreement with Yukon government.

Discussion/Analysis

Comments on Online Registry

At noon on Friday December 14th, a total of 45 comments were posted on the YESAB online registry about this project. Most of the comments on the registry were posted in the summer and before this latest comment period was opened.

- The vast majority expressed opposition to the planned closure of the transfer station at Silver City.
- Many also object to tipping fees for local residents, particularly those with limited incomes.
- Many highlighted a concern with YG's lack of consultation on this project.

Comments at August 31 public meeting

The August 31, 2023 meeting was attended by 30 residents. Comments include:

- Support for keeping the Silver City Transfer Station open was near-unanimous.
- Residents expressed a tremendous amount of anger, frustration, and concern with the lack of consultation and the impact a closure would have.
- Many asked why a public meeting was being held when it appeared that YG has already decided to close the Silver City Transfer Station.

Comments at November 22 public meeting

The November 22 meeting was attended by 17 residents. Four experts on solid waste and wildlife management were invited to give presentations.

- This meeting discussed potential options for waste management.
- The community proposed the creation of a new site for waste drop-off and potentially compost/recycling that would be built by YG and maintained and operated by the community.
- Developing a new facility near to the existing facility was noted to be ideal. A gravel pit adjacent to the current location was noted as a potential site.

Yukon government has not proposed any changes or amendments to the project scope for the YESAB submission regarding the Silver City Transfer Station as a result of feedback received from the two public meetings.

Prepared by:
Aynslie Ogden
Corporate Manager