

ATTACHMENT XI
ECONOMIC ANALYSIS OF LONG TERM EXPORT SCENARIOS

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1.0 BASIS OF ANALYSIS

This Attachment compares cost estimates for the Proposed Action and the original plan to convert eight MTSs. The economics are presented by comparing the total annual costs that DSNY would expect to incur under the two scenarios assuming full implementation of each and using the same time period and same quantities of waste. For purposes of this analysis, the total DSNY-managed Waste is assumed to be approximately 3,500,000 tpy or 11,700 tpd.

The costs considered include those for waste transfer, transport and disposal. This analysis excludes the costs of collection and recycling, and other solid waste management costs not related to the Long Term Export Program. The scenarios analyzed are:

- Proposed Action: Conversion, operation and maintenance of four MTSs (North Shore, Hamilton Avenue, Southwest Brooklyn and East 91st Street); delivery of waste to up to five truck-to-rail or truck-to-barge transfer stations (up to two located in the Bronx, one in Queens and up to two in Brooklyn); and direct haul of waste generated in Manhattan (excluding the wastesheds served by the East 91st Street Converted MTS) to the Essex County RRF.
- Original Plan: Conversion of all eight MTSs.

Under both scenarios, Staten Island waste is assumed to be delivered to the Staten Island Transfer Station that is approved and permitted in the Existing SWMP and now under construction. The economics presented herein do not reflect the costs of transfer, transport and disposal for the Staten Island wasteshed since the costs would be the same under both scenarios. The tonnage allocated under each scenario is shown in Table XI 1-1.

The estimated cost of the Proposed Action and the original plan are comprised of the following elements, as appropriate: waste transfer (inclusive of debt service, if applicable, and operating and maintenance costs for transfer stations), waste transport and disposal. These elements are:

**Table XI 1-1
Tonnage Allocation for Long Term Export Options**

Facility	Proposed Action	Original Plan
South Bronx Converted MTS	-	2,100
Southwest Brooklyn Converted MTS	950	950
Greenpoint Converted MTS	-	2,150
Hamilton Avenue Converted MTS	1,900	1,900
West 135 th Street Converted MTS	-	960
West 59 th Street Converted MTS	-	720
East 91 st Street Converted MTS	720	720
North Shore Converted MTS	2,200	2,200
Bronx Truck to Rail TSs	2,100	-
Brooklyn Truck to Rail/Barge TSs	950	-
Queens Truck to Rail/Barge TS	1,200	-
Manhattan Direct Haul to Essex County RRF	1,680	-
Total	11,700	11,700

1. The estimated capital costs and operating and maintenance expenses of the Converted MTSs;
2. The estimated cost of contracting with private companies to transport and dispose of containerized waste; and
3. The estimated cost of contracting with private companies to receive, containerize, transport and dispose of DSNY-managed Waste.

DSNY has received a number of proposals in response to five RFPs issued for Long Term Export of DSNY-managed Waste. These are active procurements that are still subject to negotiations and awards. The cost estimate for the Proposed Action, therefore, should not be taken as being indicative of the actual future costs based upon negotiated contracts. The estimated cost of contracting with private companies to receive, containerize, transport and dispose of DSNY-managed Waste is accurate within a 10% range.

There are significant technical and/or permitting requirements associated with development of each potential Converted MTS site. The estimated cost of contracting with private companies to transport and dispose of containerized waste is accurate within a 15% range.

Therefore, the cost estimates in this analysis should be viewed on a comparative basis and not as absolutes or an indicator of the actual future cost of these actions.

2.0 RESULTS

Table XI 1-2 presents the estimates of the total cost of transfer (facility debt service and operating and maintenance costs), transportation and disposal costs developed for the Proposed Action and the original plan based on the design capacity of the appropriate type facility. Based upon current estimates of the various cost elements, the Proposed Action is likely to be the lowest cost alternative.

Additionally, the Proposed Action is preferred to the other options because it:

- Results in the lowest capital outlay for the City; and
- Provides for a larger diversity of transfer and haul options, resulting in a more flexible and robust solid waste management system.

Table XI 1-2
Proposed Action Long Term Export
Estimated Annual Costs for Waste Transfer, Transportation and Disposal by Scenario

Option	Description	Annual Tons	Annual \$
Proposed Action	4 Converted MTSs, Up to 5 Truck-to-Rail (or Barge), Direct Haul to Essex County RRF	3,500,000	\$388,000,000
Original Plan	8 Converted MTSs	3,500,000	\$473,000,000

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