	2024 BUDGET	JAN	FEB	MAR	APR	MAY	JUN	JÜL	AUG	SEPT	ост	NOV	DEC	2024 Y-T-D	2023 Y-T-D	2024/2023 VARIANCE	BUDGET VARIANCE
<u>TONS:</u> MSW TONS	106.821	8,049	7,351	7,862	8.645	9,392	8,853	10,179	9,809	8,515	9,247	8,123	8,443	104,468	106,774	(2,306)	(2,353)
C&D TONS	36,179	2,239	2,011	2,544	3,169	3,570	3,316	3,509	3,287	3,077	3,344	2,933	2,477	35,476	35,908	(432)	
SLUDGE TONS	3,050	219	215	250	267	309	315	252	307	274	313	288	248	3,257	3,259	(2)	207
REVENUES:  MSW TIPPING FEE	\$ 16,445,000	\$ 1,186,083	\$ 1.078,561	\$ 1,202,245	\$ 1,359,365	\$ 1,499,672	\$ 1,404,870	\$ 1,586,147	\$ 1,504,677	\$ 1,350,081	\$ 1,458,144	\$ 1,278,380	\$ 1,243,603	16,151,828	15,788,746	363,082	(293,172)
SLUDGE TIPPING FEE	\$ 350,750	\$ 25,206	\$ 24,689	\$ 28,730	\$ 30,722	\$ 35,521	\$ 34,184	\$ 28,995	\$ 35,336	\$ 31,480	\$ 36,036	\$ 33,165	\$ 30,642	374,706	358,523 290,007	16,183 (19,696)	23,956
COMPOST TIPPING FEE/SALES	\$ 254,500		\$ 16,070 \$ 6,835		\$ 48,956 \$ 10,186	\$ 40,192 \$ 8,046	\$ 28,457 \$ 3,931			\$ 16,771 \$ 2,926	\$ 8,002 \$ 2,926	\$ 10,347 \$ 3,704	\$ 9,005   \$ 5,804	270,311 67,335	53,208	14,127	15,811 21,299
LEACHATE HAULING/BOX RENTAL FUEL SURCHARGE	\$ 46,036 \$ 1,488,878				\$ 106,020	\$ 112,628	\$ 102,492		\$ 106,013	\$ 86,816			\$ 78,098	1,141,987	1,380,658	(238,671)	(346,891)
PULL CHARGES	\$ 237,500	\$ 18,525	\$ 17,860	\$ 17,195			\$ 19,095		\$ 20,900	\$ 16,720	\$ 19,760	\$ 18,050	\$ 17,480	227,050	244,906 241,391	(17,856) 290	(10,450)
RECYCLING/SERVICE FEES	\$ 220,000 \$ 495,000		\$ 14,472 \$ 47,772	\$ 19,935 \$ 60,581		\$ 22,444 \$ 71,797	\$ 20,824 \$ 54,239	\$ 25,001 \$ 60,373		\$ 20,560 \$ 91,483	\$ 23,553 \$ 54,050			241,681 709,763	536,286	173,477	21,681 214,763
SALES OF RECYCLABLES MISC. REVENUES	\$ 250,000		\$ 15,690	\$ 11,737		\$ 9,947	\$ 64,794		\$ 20,820	\$ 12,803	\$ 13,251	\$ 17,141	\$ 19,222	301,889	211,422	90,467	51,889
HHW/MWRR/FSR GRANTS	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,560	\$ -	\$ 5,895	\$ -	\$ 222,792	241,247	321,141	(79,894)	(38,753)
TOTAL DEVENIES	\$ 20.067.664	¢ 1 442 925	\$ 1,302,781	\$ 1 478 148	\$ 1 722 555	\$ 1.821.717	\$ 1,732,886	\$ 1,873,137	\$ 1.813:231	\$ 1.629.640	\$ 1.712.314	\$ 1,494,926	\$ 1,703,637	19,727,797	19,426,288	301,509	(339,867)
TOTAL REVENUES	\$ 20,007,004	φ 1,442,020	Ψ 1,502,701 [	ψ (,410,140 ]	Ψ 1,122,000 [	ψ 1,021,711	ψ 1/102/000 I	4 .10701.01	+ 1/5:5/ <u>-</u> 5:	1 111			, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				, , ,
MUNICIPAL CONTRACTOR																	
EXPENSES: PERSONNEL	\$ 3.996.668	\$ 200,144	\$ 327,242	\$ 394,037	\$ 298,506	\$ 306,415	\$ 310,873	\$ 305,886	\$ 407,316	\$ 316,311	\$ 324,055	\$ 325,277	\$ 552,913	4,068,975	3,722,881	(346,094)	\$ (72,307)
ADMINISTRATION EXPENSE	\$ 532,972	\$ 36,145	\$ 77,607	\$ 50,225	\$ 53,755	\$ 35,843			\$ 46,258	\$ 36,575	\$ 24,074	\$ 29,721		512,580	470,713	(41,867)	\$ 20,392
RECYCLING EDUCATION	\$ 50,000	\$ 1,976	\$ 6,145 \$ 35,375	\$ 3,568 \$ 35,690	\$ 2,746 \$ 35,341	\$ 2,415 \$ 35,339				\$ 2,346 \$ 34,436	\$ 1,367 \$ 34,102	\$ 4,426 \$ 34,102		53,513 430,025	64,443 413,381	10,930 (16,644)	\$ (3,513) \$ (36,712)
INSURANCE FACILITIES O&M EXPENSE	\$ 393,313	\$ 35,375	\$ 30,379	\$ 30,090	क उउ,उ41	\$ 20,000	φ 55,547.	φ 34,101	ψ U-7,101			Ψ <u>0.010</u> μ	Ψ 10,110				1
MRF OPERATIONS	\$ 106,000	\$ 5,230	\$ 9,532	\$ 8,024	\$ 10,985	\$ 7,208		\$ 3,628				\$ 13,866		103,349	131,272	27,923	\$ 2,651
TRANSFER STATIONS	\$ 162,300	\$ 95,205 \$ 11,823	\$ 28,917 \$ 5,109	\$ 21,405 \$ 13,438	\$ 28,614 \$ 3,414	\$ 12,165 \$ 5,262		\$ 15,076 \$ 2,741				\$ 16,514 \$ 3,068		276,596 73,123	266,462 87,675	14,552	\$ (114,296) \$ 31,877
VEHICLE MAINTENANCE FACILITY COMPOSTING OPERATIONS	\$ 105,000 \$ 100,000	\$ 11,823			\$ 22,048	\$ 4,557		\$ 4,267		\$ 5,135	\$ 960	\$ 3,847	\$ 13,214	118,428	110,533	(7,895)	
HHW CLEANUP DAY	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 37,324		\$ 39,951				\$ 37,628		150,476 89,627	158,547	8,071	\$ 9,524
TRANSPORTATION SYSTEM	\$ 95,000	\$ 9,265			\$ 12,103 \$ 24,845	\$ 8,576 \$ 63,631		\$ 7,101 \$ 15,002				\$ 5,220 \$ 17,762		249.782	105,807 223,327	16,180 (26,455)	\$ 5,373 \$ (42,282)
VEHICLE & EQUIP. MAINT. FUEL REPLENISHMENT PROGRAM	\$ 207,500 \$ 1,099,824	\$ 17,067 \$ 77,499			\$ 85,634	\$ 84,564		\$ 93,747				\$ 72,379	\$ 72,829	959,149	1,124,378	165,229	\$ 140,676
MSW HAULING PRIVATE CONTRACTS	\$ 5,527,409	\$ 369,086	\$ 373,820	\$ 439,008										5,495,484	5,470,834	(24,650)	
SOLID WASTE DISPOSAL COSTS	\$ 4,056,084			\$ 307,305 \$ 2,189	\$ 329,862 \$ -	\$ 370,897 \$ 6,358		\$ 389,383 \$ 3,428		\$ 323,069 \$ 7,982	\$ 357,999 \$ 3,379	\$ 327,263 \$ 1,609		4,023,294 41,147	3,924,165 39,137	(99,129) (2,010)	\$ 32,790 \$ 1,353
RECYCLING DISPOSAL COSTS OTHER DISPOSAL COSTS	\$ 42,500 \$ 31,000	\$ 5,862 \$ 2,357				\$ 2,107				\$ 6,463	\$ 3,807	\$ 2,639	\$ 3,894	44,454	35,755	(8,699)	\$ (13,454)
SLUDGE DISPOSAL & TRANSPORT	\$ 309,575	\$ 29,957	\$ 20,382	\$ 28,680	\$ 24,457	\$ 29,754								346,295	341,747	(4,548)	
CLF MONITORING & MAINTENANCE	\$ 26,785			\$ 1,645 \$ 41,912		\$ 614 \$ 19.424		\$ 3,869 \$ 6,791	\$ 2,751 \$ 17,028		\$ 23,628   \$ 2,615	\$ 14,189 \$ 6,276	\$ 9,826 \$ 29,776	76,477 270,647	31,247 267,316	(45,230) (3,331)	\$ (49,692) \$ (80,647)
LEACHATE DISPOSAL HCB PAYMENTS	\$ 190,000 \$ 378,032	\$ 55,314 \$ 32,121							\$ 33,797	\$ 28,943		\$ 30,753	\$ 26,245	360,321	335,316	(25,005)	
HOD! ATMENTO	1								A 1054405	4 4 500 500	A 4 450 055	A 4 400 000	0 (044450	47 740 740	47.004.000	/440 pnp)	470 700
TOTAL OPERATING EXPENSES	\$ 17,569,962	\$ 1,289,730	\$ 1,336,166	\$ 1,508,258	\$ 1,459,278	\$ 1,596,226	\$ 1,454,988	\$ 1,556,593	\$ 1,654,102	\$ 1,388,328	\$ 1,459,655	\$ 1,426,268	\$ 1,514,150	17,743,742	17,324,936	(418,806)	\$ (173,780)
									- :								I
NET OPERATING REVENUES	\$ 2,497,702	\$ 153,095	\$ (33,385)	\$ (30,110)	\$ 263,277	\$ 225,491	\$ 277,898	\$ 316,544	\$ 159,129	\$ 241,312	\$ 252,659	\$ 68,658	\$ 89,487	1,984,055	\$ 2,101,352	(117,297)	\$ (513,647)
			<b>m</b>	<u></u>	\$ -	<u>e</u>	\$ .	œ .	\$ -	\$ -	\$ -	\$ -	\$ 80,438	80,438		80,438	\$ (2,736)
OP RESERVE TRANSFERS OUT CAPITAL OUTLAY	\$ 77,702 \$ 720,000		\$ -	\$ - \$	т	\$ 41.691	1 47		\$ 108,000			<del></del>		845,745	408,980	(436,765)	
CONTINGENCY ACCT TRANSFERS IN	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -1	\$ -	<del></del>	4 700 000	4 700 000	-	\$ (90,000)
DEBT SERVICE PAYMENTS	\$ 1,790,000	\$ -	\$ 1,790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<u> </u>	\$ -	\$ -	- ¢	1,790,000	1,790,000	<del>-</del>	\$ -
SURPLUS/(DEFICIT)	\$ -	\$ 153,095	\$ (1,823,385)	\$ (30,110)	\$ 227,571	\$ 183,800	\$ (46,602)	\$ 316,544	\$ 51,129	\$ 241,312	\$ 252,659	\$ 68,658	\$ (326,799)	(732,128)	(97,628)	(634,500)	İ
COLL CONTRACTORY	T	1		<u></u>													

#### **ULSTER COUNTY RESOURCE RECOVERY AGENCY**

# TREASURER'S REPORT HIGHLIGHTS - 2024

#### **TONNAGES**

- Overall, waste volume decreased by 1.9% from the prior year and were less than budgeted by 2.1%. Predicting waste volume can be very difficult from year to year, and 2024 was no different as post COVID volumes continue to trend downward. Commercial hauler and municipal volumes decreased by 2.1% and 2.7%, respectively. These decreases were within range of overall MSW volume decreases from the prior year, which was 2.2%. Business self-hauler volume decreased by 0.99% and correlated with a decrease in C&D volume of 1.2%.
- Total recycling received at the MRF decreased by only 1.0% from the prior year. News, commingle and glass decreased by 2.3%, which is in direct correlation with municipal MSW. OCC increased from the prior year by 1.36% due to an increase in volume received from a few private haulers.
- Total diversion increased by 4.56%; there were increases from the prior year in clean wood/rubble, Ewaste, and scrap metal.
- Revenues and expenses that are impacted by volume, correlated with volume

#### REVENUE

- Tipping fees for msw/c&d/sludge impacted by volume
- Compost revenues tipping fees decreased 10.8% due to permit limits; bulk compost sales decreased by 2.2% due to lower supply/less product screened; bagged compost sales increased by 76.3%
- Fuel Surcharge impacted by lower volume and lower fuel prices
- Recycling markets improved over the prior year which led to higher revenues for sale of recyclables
- Increase in interest revenue (Misc. Revenues); approximately \$10k per month
- Trade-in of excavator and skidsteer generated \$57,500 in miscellaneous revenue in current year
- Total revenue increased from the previous year due to higher tipping fees but was less than budgeted due to lower volumes

## **EXPENDITURES**

- Personnel costs are comprised of wages, OT, compensated absences, payroll taxes, health insurance, pension costs, and temp help. Increases from the prior year were mostly budgeted for. Differences in actual/budget costs were effected by items with varying rates that aren't easily determined when our budget is completed health insurance, HRA realizations, compensated absences, and pension estimates contributed to a majority of the difference.
- Insurance increased due to premium increases. A majority of the increase over the prior year was recognized in December, which is the start of the new policy year for liability insurance.

- Transfer stations costs increased due to the major repair of the Ulster floor
- Fuel costs for hauling impacted by lower volume and lower prices
- Closed landfill maintenance increased and was over budget due an unplanned replacement of pumps and a panel at the Ulster CLF.
- Leachate costs increased because leachate volume increased. We surpassed our budget in May.
- Total expenses were over budget by less than 1%; this was mainly due to uts floor repairs and leachate costs.

### SURPLUS/(DEFICIT)

Net operating revenues for the year were down\$117k; ultimately due to less volume compared to the previous year. Interest earned in our operating reserve account remained in our operating reserve account, which is represented as a decrease to our bottom line. Capital outlay includes two purchases from the 2023 budget that totaled \$427k. End of year deficit was due to lower-than-expected volumes, unplanned costs for the UTS floor repair, increased leachate volumes, and the timing of capital purchases from one year to the next (i.e. if the new loader was received two days later, our deficit would have improved by \$304k).