

**JEFFERSON BELMONT REGIONAL SOLID WASTE AUTHORITY  
MINUTES FROM REGULAR MEETING OF MARCH 10, 2025**

**ROLL CALL:**

**PRESENT:** Bob Baird, Mike Bianconi, John Davies, Chuck Dawson, Jerry Echemann, Andrew Henry, George Irvin Jr, Robert Krajnyak, Dan Lima, James Mavromatis, Mitch Morelli, Rob Sproul

**ABSENT:** Scott Fabian, Tony Kolanski, Joe Luckino

**OTHERS:** Anita Petrella, Scott Renforth, Natalie Lysle, Mark McVey, Dorene Unterzuber, Tim Pierce, Franco Carapellotti, via Zoom Louis Triano

A quorum being present, Chair Rob Sproul called to order the regular meeting of the Jefferson Belmont Regional Solid Waste Authority Board at the JB Green Team building, 228 Technology Way, Steubenville, Ohio at 5:32PM on, Monday, March 10, 2025.

**MINUTES:** A motion to approve the February 10, 2025 Regular Monthly Meeting minutes was made by Mr. Echemann, and seconded by Mr. Sproul. **Vote: 10 said Aye, with Mr. Lima and Mr. Morelli abstaining. Motion passed.**

Ms. Petrella asked that Mr. Carapellotti's presentation be moved up in the Agenda so he wouldn't have to remain for the entire Board Meeting. Mr. Sproul agreed.

**NEW BUSINESS:**

**Acentri**

Franco Carapellotti from Acentri addressed the Board and spoke about the background of the Company briefly. He explained it is a startup technology company, and has been in development for 15-20 years now by the founder of this technology. This company hooked up with the developer about a year and a half ago and is now in the process of getting this technology to the market. The Authority's mechanic looked at it and shared some concerns with him, comparing it to an EGR System, which is currently on the trucks. Mr. Carapellotti explained that the difference between them is that an EGR System cools the engine causing it to run more efficiently, but what we are doing is recycles the burn off and reinducing it to the engine, creating more fuel efficiency. They have tested it and are currently at 120,000 miles on a Class A truck, he is aware that the Authority has nine (9) trucks and recommends trying it on one truck that is no longer covered under warrantee. Acentri is currently offering a "No Risk Pilot" for \$15,200 with \$5,000 down. They would come in and install it, reimpose testing of it, and if it hits the numbers they expect it to hit then they would trigger a payment of the remaining \$10,200. If the Pilot doesn't hit that expected number then the Authority would get it's \$5,000 back and they would remove the System from the truck. They will ensure that if anything happens to the truck while their System is on the truck they will warrantee that and take care of it. Initial testing shows a 50% reduction in fuel consumption, and 90% reduction in emissions. The 50% in fuel reduction lends to the trucks traveling about a 100,000-120,000 miles per year, he knows that the Authority truck do not travel that volume but the 90% reduction in emissions is a big marketing tool for the Authority. Mr. Carapellotti discussed other trucking companies they are working with that will be doing Pilots across the U.S. and then offered to answer any questions the Board might have. Mr. Dawson asked about installation. Mr. Carapellotti explained it would take about a day to do installation and pre-imposed testing, it goes between the turbo and intake of the engine, if the Authority is not satisfied they would remove the unit from the truck.

Mr. Lima asked if typical exhaust from a diesel engine is mostly Co<sub>2</sub>, and how does that work with the System? Mr. Carapellotti explained that it is before it goes through the exhaust, but this System recirculates it, so the burn off in the unit is recirculating and there are a few things in it that captures it plus a chemical reaction within the system which enhances a cleaner burn. It actually increases the oxygen going into it which helps facilitate a cleaner burn, with that there is less carbon build up on the engine meaning less maintenance cost. This would allow you to do away with the DEF System.

Mr. Baird asked what happens to the existing EGR System on the truck? Is there a filtration system that requires maintenance on it? and does it cool the air before it's reintroduced to the engine? Mr. Carapellotti explained that it doesn't interact with the EGR, it can remain on the truck or be removed if you choose, and does not require any replacement filters or media cartridges, it is simply a canister that would need emptied. It does have a cooling aspect to it when it goes on to the intake.

Mr. Echemann asked how often the canister needs to be emptied. Mr. Carapellotti stated he believes it is once a month, but will find out for sure. Mr. Dawson asked if there were any other companies currently using the system that could be contacted about feedback. Mr. Carapellotti stated yes there is a trucking company in Tennessee that he can connect the Authority with. Mr. Carapellotti stated for the Pilot program they are targeting 30-50% reduction in fuel consumption, a truck that it is on now is showing a 50% reduction. The percentage rate will not decrease or change over time.

Mr. Davies asked about the type of system, and how it gets back to the intake, if they adapt it or have one made. Mr. Carapellotti stated they have one made, it is basically plug and play. Mr. Baird asked if they have had testing on any other equipment similar to the engines we have in our fleet of trucks today, he would be interested in seeing test results on more modern trucks than what is shown (on his presentation documents). Mr. Carapellotti stated he just received a list of engines today, he will cross reference them and send them to Ms. Petrella, along with some of the others they have done.

Mr. Carapellotti explained they would do a pretest on the truck before installation, then a post test, then test every 30 days during the pilot.

Mr. Baird discussed different types of engines and asked if this was a pre-emissions engine shown in the documents or an engine similar to what we would have in trucks today? Mr. Carapellotti stated it was running in states like California so if it was rebuilt he assumed it would have been done with the carbon specs required there. Mr. Carapellotti's answered additional questions as follows: No reduction in power or torque, No need for DEF, No moving parts, Product life span would be for the life of the truck and be removed to put on another truck, The Company is based out of Steubenville but headquarters in Tennessee and has it's equipment built in North America and UK, there won't be parts from China.

Mr. Carapellotti stated he will put a Full Proposal together of the Pilot for the Board to review.

Mr. Bianconi asked Mr. Baird about his reference to the older engine used in the shown documents. Mr. Baird explained it was the most popular diesel engine in the U.S. for a very long time, mid 80's to early 2000's, and many still want them today because they are buying rebuilt ones, and probably why it is shown here in a 2020 freightliner. The issue is the emissions with federal regulations, that engine was discontinued in 2007. He is interested in seeing how this

System does on a newer engine, because what is in our garage today is product of engine manufacturers spending their money on research and development to meet federal efficiency regulations, coming out with all these current systems. So, we are running engines that look different than the one in the first Pilot shown here. Mr. Davies asked what happens if our trucks get DOT'd because they will be looked at and wouldn't want to have that as an issue. Mr. Carapellotti stated there shouldn't be any issues, because where it is at is non-invasive, and the different Agencies they have talked to have had no requirements. Mr. Davies stated they monitor DEF and other stuff so it should probably be checked into to be sure first.

Mr. Baird asked about the warrantee during the Pilot, and if it includes replacing the engine. Mr. Carapellotti responded that it does, up to a certain amount, he will provide warranty information to Ms. Petrella to provide the Board prior to the Pilot.

Ms. Petrella informed the Board that if we do this Pilot Program it would be on the 2018 Peterbilt Glass Recycling Truck since it is no longer under Manufacturer Warranty.

Mr. Carapellotti provided his email information to the Board for any further questions they might have.

#### **OLD BUSINESS:**

FoamCycle – Louise Triano

Ms. Petrella began the Zoom presentation by Louis Triano who explained he is the founder of the patented FoamCycle System. His 25 years' experience in the waste and recycling industry, and how he began to create this system after meeting with a municipality in Jew Jersey in 2016 who was hit with the "Amazon Effect" from all of the foam packaging being used. They needed a housing system for the Densifier, so he created this system and they used it as a Test Site, which ended up winning a SWANA award. He now has 10 sites in New Jersey, and 37 across the Country.

Mr. Triano explained there are different types of Styrofoam. Commercial Foam from Dow Chemicals which has fire retardant materials in it, cannot be used in this system. Food service foam such as cups, plates, coolers, and packaging foam is the targeted area for this program. Food service Foam has actually been banned in many states, like in NJ so they don't collect it, but the Authority can do both if they wish and they will successfully densify together.

Mr. Triano explained the system, as basically a plug and play system, it gets rolled of the back of a truck and has everything inside of it. You can purchase extra collection bins for additional service sites. The bins have super sack bags which allow easy transport to the Densifier location. The system condenses the Foam at a rate of 90-1, and it can be stored outside. The System was patented in 2022. He showed many of his sites across the Country, adding that he currently has none in Ohio, so the Authority would be the first. Before and after photos of the Foam were shown. Foam that once filled a 125 yard walking floor will fit on 3 pallets after being densified, so it reduces the amount of trucking involved. The densified product can be sold and is a valuable commodity in the current market and can be recycled again. There is a Canadian Company that purchases the product to make Blue Boards for home construction, and a company in New Jersey that makes picture frame molding boards it sells to a Company in Miami who uses it to make picture frames for the Cruise Industry. There is a trailer that can be used for foam collection day events or to transport the foam.

Ms. Petrella explained the system would be kept at the Jefferson Building, possibly in the garage, with 5 drop-off sites in each County, and would use a truck go to the sites to collect the bags. She wants to be sure we have the volume to use the system, explaining we already have the logistics of a route for the locations. She stated we would do a big advertising campaign to announce the program, including a ribbon cutting ceremony to kick it off as a separate stream.

Mr. Triano stated they would provide training for using the Densifier after it is dropped off and the electricity is hooked up. They would be there to hang the signage, he suggests using a 30 yd container with a sign "drop your foam here." They will take that container and process the foam giving a gage of how much to expect to come in. Ms. Petrella asked for any advertising items he could provide from others who have done the program successfully. Mr. Triano stated other small communities have invited all the little towns around them to drop their foam to them. He has about 15 pamphlets/flyers that he can share for the Authority to mirror, and agreement examples for services. Mr. Lima asked if most of the Foam is commercial or residential? Mr. Triano stated that most of the foam is residential and warned that if you open up to commercial to be careful not to take roofers foam board which has the fire-retardant materials in it. Most of the foam is very clean, and the machine is handfed so you may be able to watch for that type of material.

The Board continued to discuss. Ms. Petrella explained the plan for the program, that Mr. Triano would set us up on a cross-country pickup route to collect the pallets we generate because we would not generate enough to fill our own trucks.

Ms. Petrella introduced Tim Peirce from Peirce Media who does the Authority Ads, Videos, etc. and will be doing the advertising for the Foam Program, she explained he was here to learn about the program from the presentation. Ms. Petrella explained more details about the process and equipment to be used and passed around an example of the densified foam. The Board discussed it further. Mr. Peirce stated it would be beneficial to educate and advertise heavily for this new program. Ms. Petrella stated she wanted to be sure the Board wished to proceed with the Foam program, adding that they have already allocated for the \$150,000 investment. The Board liked the idea and agreed to move forward with the FoamCycle program.

#### **STAFF REPORTS:**

##### **Fiscal Report:**

Mr. Renforth reported February 2025 revenues of \$524,111.01, which includes an intra-fund transfer of \$200,000 from Fund 01 to Fund 20 to ensure balance on the new truck is covered. A second truck is expected anytime now. Expenditures of \$630,004.84, also includes same intra-fund transfer for the same \$200,000. Leaving a net loss of \$206,860.68. There was a large expenditure that was paid for the first of the two trucks for \$316,177.00. Both Non-Payroll and Payroll Expenditures were presented for the Board inspection.

Mr. Bianconi asked if the Belmont Building Generator was ever fixed. Ms. Petrella answered yes it was fixed, ERB came back and fixed it, after which it was paid for, so it is now able to run, adding that however we have not yet lost power since it was fixed.

Apex January Tonnage Report reflected 8,168.02 In-District Tons, 24,778.36 Out-of-District Tons, 134,434.10 Out-of-State Tons, yielding \$259,375.89 in fees.

Mr. Renforth requested the Boards approval of this year's Permanent Appropriations. There is an increased request from the Temporary Appropriations tax budget for 2025 that was approved



in January. The Tax Budget is completed in July of the previous fiscal year and is a basis for the temporary appropriations passed in January of this year. Payroll expense increase of \$140,000.00 due to having a full staff as well as an increase in staffing due to retiring drivers being on payroll while training new drivers. This also includes overtime expenses as well as retirement payouts. New Program spending that has been Board approved and was not calculated in the Temporary Appropriations for \$230,000.00, including the FoamCycle equipment and Electronic Collections. Non-Payroll Increase of \$310,500.00, which includes approximately \$100,000.00 in expenses from 2024 but weren't presented for payment until 2025, which includes concrete work and new Generator at the Belmont Building, and facility updates at the Jefferson Building. Thus leaving about \$210,500.00 in new spending for fiscal year 2025 with an increase of \$25,000 in advertising/education; \$70,000 increase in Contract Services; Insurance Increase of \$1,000; Utilities Increase of \$20,000 (atleast); Recycling Supplies/Equipment Increase of \$17,500; Litter Enforcement and cleanups Increase of \$44,000 with EEO litter cleanups, and PPE safety upgrades in replacement of worn equipment/items/parts/tools; and Township and HHW cleanups; Economic Incentives Increased \$10,000 (Board Approved); and Other Increases of \$23,000. He has added extra cushion this year because there are many uncertainties, but whatever is not used will be rolled back in, he would just like to be ahead of the curve.

A motion to accept the fiscal officer's report and approve Expenditures for February 2025 was made by Mr. Irvin and seconded by Mr. Dawson. **VOTE: Unanimous, Yea, by roll call. Motion passed.**

Mr. Krajnyak made a motion to approve the 2025 Permanent Appropriations, seconded by Mr. Echemann. **VOTE: Unanimous, Yea, by roll call. Motion passed.**

#### **Director's Report:**

##### The Junction delay

Ms. Petrella reported that The Junction is not ready to take any material from the Authority yet. We have done test runs, but now they are not going to take paper from us like they previously agreed because it is not cost effective for them. We were still going to Valley Converting anyway but hoped to take it to the Junction on emergency situations, like when Valley's machine was frozen this past winter, but now the Junction will not take it at all. The Junction does not yet have a Processor for glass, so they are not able to take our Commingled yet. The new Kimble facility in St. Clairsville is only taking in their own materials at this point, and not accepting any from outside trucks. We will still be running the Cell Yard in Jefferson County, and Belmont drivers will continue hauling to Cambridge like we have for the last couple of years.

##### HHW sites

Ms. Petrella reported that the HHW Collection in Belmont County will be again at the County Fairgrounds, but in Jefferson County the Mall has sold the Macy's property so this year it will be held at the JB Green Team Building. She just discovered that the Electronics Recycling Company Infinite in Wintersville has gone out of business. But it turns out that Clean Earth, who does the HHW also takes some electronics, so we will be accepting Electronics on the same days as the HHW Collections for both Counties. This will likely generate a lot more traffic at these two collections.

Ms. Petrella explained that she has several notes that Belmont Coordinator McVey wanted brought to the Boards attention, she and Mr. McVey scheduled the Community Cleanups

according to last year's schedule, then Wheeling Township Trustees approached him upset that they did not get a cleanup again this year. They stated that last year the previous Belmont Coordinator told them there wasn't enough funding for them to have one for some reason. Because of this they weren't on the list to schedule a Collection this year, but we have now added them to the 2025 Schedule. Ms. Petrella stated she was not aware and is not sure what the reason was the previous Belmont Coordinator denied allowing Wheeling Township to have one last year.

Ms. Petrella reported that she attended the Belmont County Commissioners' meetings twice this month, once to introduce the new Coordinator Mr. McVey. They provided Scott Larkin's name to help find a new site for the current 331 Community Drop-off Recycling location since they will be building a new Humane Society building at the current location. She asked if anyone knows of another site that is concrete and no overhead lines near there that may work for a drop-off site to please let her know. Two Jefferson County sites had to be relocated as well, the Steubenville Lincoln Ave site was moved to the empty lot on 4<sup>th</sup> Street next to Steve's Fish & Chips, thanks to City Manager Mr. Mavromatis. The owner is putting in a used car lot on the old site. The Richmond site was relocated temporarily due to the Richmond Park's plans to have an amphitheater and child drive-through theater built, she is hoping to find a better site soon. Mr. Lima suggested checking with the OUE about the Athletic building area for a recycling drop-off site in Belmont. Mr. Bianconi stated the Board should take another look at purchasing property for sites.

Mr. Bianconi stated that Colerain Twp has about 200 tires they have amassed and wish to bring to a collection and asked if his Pease Twp and Colerain Twp could bring their tires to the Mead Twp Collection next Saturday. Ms. Petrella explained that this year for the first time we are taking tires at all community collections to get an estimate of what to expect at those locations in future years. Last year Belmont Coordinator got involved with Belmont Soil & Water and it went south from the very first cleanup. Soil & water thought they would only get a few tires which is never the case. A semi-trailer can fit approx. 1,200– 1,500 tires, and the Townships that do not fill at least half the semi-truck trailer this year won't be getting one next year, in order to keep the tire collections cost efficient. She warned that if Pease Township takes their tires to another Township Collection and then doesn't have over 600 tires at their own collection, they wouldn't get a Tire Collection Trailer next year. She told Mr. Bianconi he is welcome to take his Township's tires to any cleanup, but he should keep in mind it may affect his Township's Tire Count and eligibility for having one at your Township next year. The trailers are dropped off by the trucking company, they do not load them, we have always had to supply the labor in both counties partnering with the Townships.

Mr. Lima asked if like the Foam recycling, we should consider investing in recycling the tires collected ourselves. Ms. Petrella explained her experience in working with a previous local tire recycling company years ago, and the dangers of dealing with the large machinery as well as the smell. They were eventually shut down after an accident nearly took a hand/arm off of an employee who got caught in the shredding machine. Mr. Henry spoke briefly about the issue the Health Department has had with tires in the County.

**EXECUTIVE COMMITTEE REPORT:**

None.

**FINANCE COMMITTEE REPORT: Rob Sproul**

None.

**PERSONNEL COMMITTEE REPORT: George Irvin**  
None.

**PLANNING COMMITTEE REPORT: Jim Mavromatis**  
None.

**GRANTS/SPECIAL EVENTS COMMITTEE REPORT: Mike Bianconi**  
None.

**SEARCH COMMITTEE REPORT:**  
None.

**LANDFILL REPORT: Andrew Henry**

Mr. Henry reported that so far in 2025 Apex has not received any Notice of Violations. The Tonnage report reflects February numbers, MSW was 146,797 tons, the CD&D was 90,947.67 tons. Odor complaint trend was pretty high for the month at 32, but there were some meeting discussions that may have helped inflate that number. The Odor intensity report shows his technicians did identify odors two times during visits, and they are now back to weekly visits because their Sanitarian Training is up to speed.


**NEW BUSINESS:**

Mr. Bianconi asked the Board's thoughts were on the truck part discussed earlier. Mr. Baird stated he wants more information that Mr. Carapellotti will be sending, specifically with the newer engines, rating the horsepower and torque. Adding that the truck he used in the documents is kind of a glider, it's great when it's on flat roads, but hills are different, and that all affects the engine performance. He would like more information about the filtration and about the cooling, will it affect the computers, the carbon reintroduction system, etc. Other concerns were discussed by the Board.

The next meeting was set for Monday, April 14, 2025 at the Belmont JB Green Team building at 5:30pm.

**ADJOURNMENT:** With no further business to come before the board, the meeting was adjourned at 6:53 pm. with a motion from Mr. Echemann, seconded by Mr. Mavromatis. All said Aye.

**ATTEST:**

  
Rob Sprout, Vice Chair

  
Mike Bianconi, Secretary

