

ITEM 1
MANAGER'S REPORT NO. 15
COUNCIL MEETING 90/02/26

RE: RECYCLING VEHICLES

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1990 FEBRUARY 19

FROM: DIRECTOR ENGINEERING

SUBJECT: RECYCLING VEHICLES

PURPOSE: To seek Council approval for the next steps towards implementation of a Multi-Material Curbside Collection program.

RECOMMENDATION:

1. THAT the Director Engineering be authorized to call tenders for curbside collection vehicles as outlined in this report.

REPORT

BACKGROUND

On 1989 October 30 Council received a report on recycling strategies and approved the recommendations from the Environment and Waste Management Committee. In this report Burnaby's Action Plan included four recycling strategies namely:

1. Retain Administrative Resource.
2. Establish a Multi-Material Curbside Collection Program (MMCC).
3. Establish the separate collection of lawn and garden wastes, with delivery to the G.V.R.D.'s composting operation.
4. Establish and maintain a Recycling Depot.

Positive steps have been taken to implement strategies #'s 1, 2 and 4 and we will be ready to bring #3 into operation as soon as G.V.R.D. establishes a central composting facility. This report addresses the required next steps to implement #2 - a Multi-Material Curbside Collection program.

VEHICLES AND EQUIPMENT

Since the Multi-Material Curbside Collection strategy's inauguration depends on the delivery of specialist vehicles and equipment, and since the lead time required is from six to twelve months authorization to purchase is essential if we are to meet the targets set out in the report of 1989 October 30.

Estimates made in 1989 October for the number of vehicles required for MMCC were based on the assumptions projected in the G.V.R.D. McLaren Report. The McLaren Report assumed an individual truck route size of 1,800 potential stops per working day. A Municipality the size of Burnaby would require 5 truck routes (ie. 42,000 residential single family homes divided by 1,800 potential stops divided by 5 working days). This calculation provided the rationale for 6 vehicles (5 routes plus 1 spare) suggested in the 1989 October 30 report. 102

The critical factor in developing a solid waste routing program is not so much the number of potential stops, but rather is the number (or percentage) of households who "put out" a receptacle on any given day. This number then represents the number of pick-ups to be achieved on a task basis. A task of 500-600 pick-ups/day/vehicle is considered reasonable and is consistent with the experience of other jurisdictions. The McLaren Report therefore inherently assumed a 30% participation rate in a MMCC (1,800 potential stops divided by 540 pick-ups/day equals 30%).

The McLaren Report's recommendation of 30% initial participation seemed fair and reasonable and utilized data current at that time, however, the impetus and enthusiasm for curbside collection has increased so rapidly that operations in the Toronto area and Seattle are experiencing participation in the 60-80% range. These levels of participation have been confirmed by the research undertaken on a first hand basis by staff. In addition the current participation being experienced both by Surrey and the City of Vancouver's pilot project in MMCC confirms higher participation than was projected by McLaren Engineers a year ago.

From the number of phone calls received by the Engineering Department and from the extensive participation we have recorded at our existing recycling depot at Stride Avenue we are confident that at the time when our MMCC operation starts we can expect a minimum of 50% "put out" rate on a regular basis. This percentage would be consistent with the Surrey and City of Vancouver experiences.

For purposes of establishing garbage collection routes, the Municipality's 42,000 single family residences are divided into 5 zones (ie. each weekday represents a zone) each representing approximately 8,400 homes. A 50% "put out" rate would require 4,200 pick-ups/zone/day. Utilizing the information gained both locally and from the Toronto area it would seem that the task of 500-600 pick-ups/day/vehicle is considered reasonable for a multi-material curbside recycling program. These figures have formed the basis of discussion among the joint committee of Engineering Department staff management and union representatives to arrive at the route adjustments and task limits for the new recycling collection routes. One zone representing 8,400 homes with a 50% "put out" rate and a task of 525 pick-ups/day would translate into 8 routes. This would require a fleet of 9 recycling collection vehicles (8 routes plus 1 spare).

In order to meet the implementation schedule of October/November 1990 for the MMCC it is necessary that we invite tenders for the specialized recycling collection vehicles as soon as possible.

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FINANCING

The recycling collection vehicles are estimated at \$116,000 each for a total cost of \$116,000 x 9 = \$1,044,000. Funds to finance this expenditure are available from Capital Reserves.

In 1989 December, the Municipality made application for a Provincial GO B.C. grant for 1/3 of the Capital Equipment costs. Following discussions with the Lottery Grants B.C. office an amended application has been made to reflect the 9 collection vehicles. No decision has yet been made on the Municipality's application. The gross grant application made by the Municipality is as follows:

Eligible Capital Costs

9 Specialized Collection Vehicles @ \$116,000 ea	\$1,044,000
1 Foreman's Pick-Up	15,000
50,000 Blue Boxes @ \$5.25 ea	<u>262,500</u>
	\$1,321,500
Grant Application - 1/3	<u>440,333</u>

Net Cost

\$ 881,167
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Staff have been advised that the Municipality's grant application will be considered by the Provincial Ministry in the near future. Notwithstanding the status of our grant it is necessary for the Municipality to interim finance the entire Capital cost pending approval and receipt of any GO B.C. grant funds.

SUMMARY

The current impetus towards recycling has evoked a 50% "put out" rate for a MMCC rather than the 30% predicted in the G.V.R.D. McLaren Report.

Staff research and calculations have established that a fleet of nine specialized recycling collection vehicles is required to adequately service the anticipated participation in a Multi-Material Curbside Collection program. It is necessary to call tenders for these vehicles as soon as possible to meet the proposed implementation timetable. Funds for the estimated Capital cost of \$1,044,000 are available from Capital Reserves.

MR/WCS:je

cc: Director Finance

W.C. Sider
DIRECTOR ENGINEERING

