

ATTACHMENT A

RECOLOGY SPLIT-BODY PILOT PROPOSAL

Recology San Mateo County
Split-Body Vehicle Pilot Program Proposal
February 23, 2015

SUMMARY

In June 2014, the SBWMA introduced to Recology San Mateo County (RSMC) the Long Range Plan (LRP). The concept behind the LRP was to look into new and innovative ideas that could improve diversion and/or stabilize the cost of services in the SBWMA service area. The concept of using Split-Body vehicles to service residential customers for the collection of Municipal Solid Waste (MSW) and Recycling was introduced. In December of 2014, RSMC completed a preliminary case study that we believe warrants a full scale pilot program to more extensively measure the potential benefits and drawbacks of using Split-Body collection vehicles. To that end, an eight week pilot program to test these vehicles is being presented. Two-four week tests would be conducted over the eight week pilot program. In each four week test period, four Single-Body Single-Family Dwelling (SFD) routes (two recycle and two MSW) would be converted to three Split-Body routes, each route collecting both Recycling and MSW.

Currently, Recology is using Split-Body vehicles to service residential customers in San Francisco, San Bruno, Vacaville, Vallejo and Gilroy. The potential benefit of using Split-Body vehicles is that routes become more efficient as total time to service each customer is reduced. The use of Split-Body vehicles collecting two commodities would reduce the number of vehicles driving down each street on service days from three vehicles to two vehicles, lessen road impacts, and potentially reduce Greenhouse Gas Emissions (GGE) and operational costs. Conversely, there are some potential drawbacks that require a more in depth study. Possible drawbacks include non-optimal payload capacities requiring additional trips to the Shoreway Facility, increased dump times as vehicles will be required to weigh in and weigh out twice per load, and the fact that Split-Body vehicles may not be suitable for every jurisdiction, which may result in a net zero effect to the current number of routes. Additionally, the conversion to Split-Body vehicles will change the cost allocations to the Member Agencies as MSW collection times and Recycle collection times will be identical where Split-Body collection vehicles are used. The cost to perform the pilot program is estimated to be \$71,813. A detail of the costs to complete this pilot program is included in Attachment A.

New Split-Body vehicles, both semi-automated and fully-automated are not currently available to be leased from the manufacturer. Therefore the lease costs noted in Attachment A are lease costs associated with used semi-automated Split-Body vehicles currently in use at other Recology collection companies.

ROUTE CONVERSION

From September 14, 2015 through November 6, 2015, RSMC is proposing to use four 60/40 Split-Body vehicles (three route vehicles and one spare) to collect both Recycling (60%) and MSW (40%). The three Split-Body collection vehicles would replace four total routes; two Single-Body Recycle and two Single-Body MSW vehicles currently being used in the SBWMA service area. The pilot would cover eight weeks

over two four week periods. The first four week period, four routes (MSW routes 811 and 813 along with similarly routed recycle routes) servicing the City of Menlo Park would be replaced by three Split-Body collection vehicles. Approximately 8,330 residents per week, averaging 555 residents or 1110 lifts per route per day would be serviced by the Split-Body collection vehicle configuration.

The second four week period, four routes (MSW routes 801 and 802 along with similarly routed recycle routes) servicing the City of Burlingame and the County of San Mateo would be replaced by three Split-Body collection vehicles. Approximately 7,950 residents per week, averaging 530 residents or 1060 lifts per route per day would be serviced by the Split-Body collection vehicle configuration.

RECORD KEEPING

As these new vehicles will not be equipped with Routeware, our on board GPS tracking system, and because Routeware is not configured to record multiple collections at the same address, three temporary employees will be hired during the eight week period to ride along in the Split-Body collection vehicles to document specified data. The data collected would include the number of customers per route, number of set outs by commodity (Recycle and/or MSW), on-route time, dump time and tons delivered per commodity and by load.

CUSTOMER NOTIFICATION

Customers affected by the route changes described above would need to be notified of the temporary service vehicle change and potential change in collection times. Therefore, in collaboration with the SBWMA, Recology is proposing to notify each customer via the following outreach mediums:

- Utility bill insert notifying residents of the upcoming pilot. Cost estimates included in Attachment A are for a tri-fold self-mailer including postage costs, should the mailings to customers not fall within their billing cycle schedule.
- Design and production of cart hangers/tags, which would be placed on residential MSW carts of pilot program homes at least one week prior to the start of the pilot program.
- Robocalls to affected residents one week prior to the pilot program launch and again, one day/evening prior to their service day during the first week of the pilot program.
- Placards on two sides of each pilot program collection vehicle, describing that the vehicle is picking up recycling and MSW in a co-collection vehicle and that the collected materials are not being mixed in the body of the truck.

As a result of the change in the usual collection time of the effected customers, Recology would also request relief from the Single-Family Missed Pick-up Collection Event disincentive included in Attachment I of the Franchise Agreement in the jurisdictions in which the pilot program is being performed. Recology is also requesting relief from all Member Agencies for Liquidated Damages associated with the Average Speed of Answer and 90 Second Hold Time, should call volumes increase significantly due to the Pilot Program.

RESULTS

Approximately four weeks after the completion of the eight week pilot program, the results of the program will be delivered to the SBWMA. The results will include Recology's analysis and recommendation on whether to roll-out Split-Body vehicles to the entire SBWMA service area or to continue servicing SFD customers in Single-Body vehicles. The recommendation will also include the anticipated route changes if this program were to be rolled out to all SFD customers. As a reference, a summary of the data collected by the temporary employees during the eight weeks of collection would also be provided.

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	Cost
1.) Rental of 4 Split Body Vehicles (60-40 split) over 8 weeks @ \$2,700/month/truck	21,600
- 3 route vehicles an 1 spare	
- Weeks 1-4 service routes	
8,330 Homes serviced per week	
Each Split Body route will service 555 homes/day (1,110 lifts/day)	
- Weeks 5-8 service routes	
7,950 Homes serviced per week	
Each Split Body route will service 530 homes/day (1,060 lifts/day)	
2.) Hire 3 Temporary staff to record data over the 8 week period \$25/hr	27,000
- Data tracked will be # of Homes, Stops by commodity, on route time, dump time, Tons /load by commodity	
3.) Outreach needed to inform customers of pilot program and possible service time change	
- Letter designed to inform customers	400
- Letters printed/mailed to 16,280 residential customers (8000 weeks 1-4 and 8000 weeks 5-8)	5,057
- Robocalls to remind customers of possible service time changes (2 per customer)	1,920
- Cart Hangers delivered to each resident (1 each put on MSW cart)	5,954
- Placards on side of vehicle (two sides, four vehicles) describing co-collection vehicle use	3,060
4.) Results identifying possible tracked data (from #2 above) as well as anticipated change in routing to convert entire SBWMA service area	
Project Costs	64,991
Profit @ 90.5%	6,822
Total Cost of Project	71,813