

Topic: Parkland County Transfer Station (PCTS) Expansion Project

**Introduction:**

The Parkland County Transfer Station (PCTS) is in need of upgrading in order to handle the current and future volume of traffic through the facility. Expansion options were presented for information at the April 19<sup>th</sup> Committee of the Whole meeting. This report provides information based on the questions and input received at the April 19<sup>th</sup> meeting.

**Facts (Background Information):**

Council has previously approved a \$3,000,000 budget initiative for the PCTS and funding is in place to construct an addition to the PCTS facility which will serve the community for the next 10 years.

To serve the community beyond the 10 year horizon further expansion is required to meet the ultimate goal of 20 plus years. Council has the option to construct the ultimate expansion now in order to save an anticipated \$476,000 in costs and avoid a second interruption in service to the users of the facility due to construction. The expansion options are shown below:

**Option A (staged construction)** – Expand the existing PCTS building to the south in 2016. Then in the year 2026, expand the building to the north with the addition of a second scale. The expenditure for both projects (completed in different years) would be \$2,900,000 in 2016 plus \$3,267,000 in 2026 for a total expenditure of \$6,167,000. This option offers a phased approach to construction and will keep up with traffic volumes.

**Option B** – Expand the existing TIPP building to the north and to the south including a second scale in 2016 for a total cost of \$5,691,000. This option will provide an appropriate level of service until the year 2036 (20 years). Constructing both north and south expansions at the same time saves an estimated \$476,000 in costs as opposed to staged construction.

**Questions from the April 19<sup>th</sup> Committee of the Whole Meeting**

*If Option B was chosen and the full expansion was completed in 2016, what would the additional maintenance and staffing costs be?* The additional maintenance and staffing costs would be \$17,050 per year. Considering that Option B moves the time line forward by 10 years, the total differential cost is estimated at \$170,500.

Considering the projected construction cost savings of \$476,000 minus the additional maintenance of \$170,500 incurred by completing the full expansion in 2016, the net savings for Option B is \$305,500.

*What is the breakdown in users to the PCTS, what percentage is Parkland County versus other users?* The 2015 volumes show; 89.9% from Parkland County; 8.2% from Stony Plain; 1.5% from Spruce Grove; and 0.4% from places other than the Tri Municipal Area.

*What are the fees at the PCTS and how do they compare with similar facilities in the Province?* Parkland residents do not pay for household waste and would be considered low in comparison. However the fee for Non-Parkland County users is considerably higher than the average and is the second highest in comparison with other Transfer Stations.

#### PCTS

Non-Parkland County users	\$155 per tonne for all types of waste
Parkland County users	\$145 per tonne for C&D waste (Construction and Demolition)
	\$0 per tonne for household waste

Construction and Demolition (C&D) waste are things like concrete rubble and construction debris such as roofing shingles, drywall, cut timber and flooring products.

#### Vermillion County

Vermillion County users	\$80 per tonne
Non County users	\$100 per tonne
Oilfield	\$200 per tonne

#### Hornhill Red Deer

Residential	\$62 per tonne
Commercial	\$72 per tonne

#### City of Cold Lake

Residential	\$50 per tonne
Industrial, Commercial and Institutional	\$141 per tonne

*Do Non-Parkland County users pay more?* Yes, Non-Parkland County users pay \$155 per tonne for all waste. By contrast, Parkland County users are not charged for their regular household waste.

*How does that rate relate to the actual cost to transport and dispose of waste afterward?* The Non-Parkland rate is \$155 per tonne, which is on the high side in comparison with others. The cost to transport the waste and dispose of it at Beaver Regional Landfill is currently \$72.69 per tonne.

*What makes the current location of the PCTS a good fit?* With its direct link to Highway 16A, the PCTS has excellent traffic connections. It is central to the subdivisions between Highway 770 and Acheson and fundamental to the majority of users. The PCTS is close enough for residents of the Tri Municipal area to utilize. Residents outside of the immediate area are serviced by one of the rural sites or the Cholla Household drop off area.

*How much volume does the PCTS handle in contrast with the Rural Transfer Stations?* The graphs attached to this report show volume comparison between the PCTS and the Rural Transfer Stations.

**Analysis:**

It is projected that expanding the PCTS building to the north and to the south, along with the addition of a second scale will serve Parkland County for the next 20 years.

**Alternatives:**

1. That “Option A (staged construction)” be chosen and the PCTS facility be expanded to the south in 2016 and in 2026 be expanded to the north along with the addition of a second scale.
2. That “Option B” be chosen and the PCTS facility be expanded to the north and south in 2016 along with the addition of a second scale.

**Conclusion/Summary:**

That the full expansion of the PCTS facility be completed as one project in 2016 so that service interruptions to customers due to construction are kept to a minimum and that \$476,00 in construction costs will be saved.

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