

MEMORANDUM



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	Email: ATucker@whistler.ca		
FROM:	Veronica Bartlett, Solid Waste Planner, Morrison Hershfield Reviewed by Todd Baker, Senior Waste Engineer	FOR INFO OF:	Resort Municipality of Whistler
RE:	Request for Proposal – Municipal Solid Waste Disposal Services, RFP # 6684 Landfill Waste Disposal Service	DATE:	September 28, 2020

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Background

The Resort Municipality of Whistler (RMOW) currently sends its residual waste to the Roosevelt Regional Landfill in Washington State, USA. The current contract with Republic Services expires November 1, 2020 and the RMOW commissioned Morrison Hershfield (MH) to support the development of an RFP document for the Municipal Solid Waste Disposal Services and the evaluation of the proposal submissions to secure and award a new service provider.

Three submissions for the above-referenced project were received by the RMOW. All three submissions satisfied all mandatory criteria included in the RFP. Appendix A contains the RFP documents.

MH was retained to complete an independent evaluation of the submissions. This report presents a summary of the evaluation completed by MH.

The evaluation was completed using the evaluation matrix criteria and scoring table provided in the RFP. It focused on the following proposal sections: Project Understanding and Proposed Approach; Qualifications and Experience including Safety; Company Capacity and Availability; Commitment to Sustainability; Innovative Approaches; and Cost.

As part of the proposal evaluation process, the RMOW conducted interviews with the two leading proponents as the final tabulated scores were within 5 points. Morrison Hershfield attended teleconference interviews with Belcorp and Republic Services on September 24, 2020. The interviews were conducted by RMOW staff. MH's evaluation has considered the responses provided during the interviews.

Summary of the Proponents

Republic Services: This company is based in Washington State and proposes to continue to transport waste from the Designated Collection Point – the Surrey Intermodal Facility to the Roosevelt Regional Landfill via rail. A Legacy Company of Republic Services in the Pacific Northwest is Rabanco, which has been in business for more than 60 years.

Belkorp: Belkorp Environmental Services Inc. (Belkorp) is based in Vancouver, B.C. Belkorp proposes an alternative Designated Collection Point in Coquitlam from which Municipal Solid Waste (MSW) is transferred via B-trains to Campbell Hill Landfill located near Cache Creek, B.C. B-trains have a larger capacity (approximately 30% larger) than the intermodal containers currently used to transport the RMOW's MSW.

Belkorp operated the Cache Creek Landfill in cooperation with the Village of Cache Creek. These parties received Provincial approval to receive MSW at the Campbell Hill Landfill in 2016 and were granted an Amended Operational Certificate in July 2019.

Waste Management: Waste Management is based in Arlington, Oregon, USA, and proposes to use the same type of containers that are currently used by the RMOW to transport MSW from the Designated Collection Point in Burnaby, BC. The proponent proposes to transport MSW via rail from the Designated Collection Point to the Columbia Ridge Landfill in the northern part of Oregon, USA.

Waste Management is headquartered in Houston, Texas, and operates an extensive network that includes solid waste landfill disposal sites, landfill gas-to-energy, organics processing facilities, recycling processing centers, transfer stations, etc. throughout North America.

Final Evaluation Results

MH provided draft evaluation results to the RMOW on September 21, 2020.

RMOW scheduled interviews with the two leading proponents as the evaluation scores were within 5 points. MH participated in teleconference interviews with Belkorp and Republic Services on September 24, 2020.

Following the interviews, MH participated in a consensus scoring meeting with the RMOW on September 25, 2020. The responses provided by Belkorp and Republic Services were discussed during the consensus scoring meeting, and the final scoring was determined.

The following table presents MH's final overall scores and relative ranking of the three proponents determined during the consensus scoring meeting.

	Belkorp	Republic Services	Waste Management
Overall Score	73.4	72.1	66.4
Ranking	1	2	3

Discussion

The RMOW received three submissions which all provided adequate to very good submissions in response to the RFP # 6684 Landfill Waste Disposal Service.

All three responses are proposing landfilling with some form of landfill gas collection with beneficial conversion/use. Belkorp's landfill has recently opened and the proponent has committed to establishing a LFG system once there is sufficient waste depth to connect with the existing gas-to-energy facility which is currently in place at the now closed neighbouring Cache Creek Landfill. Republic Services and Waste Management are proposing the same containers, while Belkorp is proposing to use B-Trains and 53' walking floor trailers when there is a system disruption or emergency requiring backup to the B-Train fleet assigned to RMOW.

In terms of sustainability and innovative approaches, the MH evaluation team considers all submissions the same because they are all proposing landfilling without any particular plans to increase waste diversion prior to landfilling.

Another important aspect of sustainability is the comparison of GHG emissions from hauling with truck vs. train. To compare the GHG impact of the different waste hauling options, MH performed a GHG emission assessment that compared the two proponents with the highest scores: Republic Services and Belkorp. The table below outlines the base assumptions for the assessment.

Belkorp has experience with backhauling from the now closed Cache Creek Landfill and is in the process of establishing a “temporary” reload facility and later a full scale facility in Cache Creek. Belkorp is proposing to backhaul wood chips from a local sawmill in the empty containers and thereby reduce the GHG emissions associated with the truck hauling of MSW to the Campbell Hill Landfill. Belkorp has provided a letter from Catalyst Paper Corporation (a division of Paper Excellence) indicating that it is willing to use the Cache Creek reload facility to transport fibre from the interior to the coast.

	Republic Services	Belkorp
Assumptions for GHG emission assessment	<ul style="list-style-type: none"> 650 containers are hauled by truck from Whistler TS to Designated Collection Point in Surrey, where two containers are loaded onto each rail car and transferred to the Roosevelt Landfill in southern Washington. The containers are returned empty to the Designated Collection Point (Surrey) via rail and thereafter to Whistler by truck. 	<ul style="list-style-type: none"> 480 B-trains (assuming 33 tonnes/trip based on information provided by Belkorp) are transported by truck from Whistler Transfer Station to Campbell Hill Landfill near Cache Creek, BC, via the Designated Collection Point in Coquitlam. The containers are used for backhauling from the Campbell Hill Landfill to the Designated Collection Point. The containers are hauled empty from the Designated Collection Point to Whistler.

The estimated GHG emissions for waste transfer to the Republic Services site and return of the containers are 467 tonnes CO₂e/year. The corresponding GHG emission for waste transfer to Belkorp site and hauling of the empty containers from the Designated Collection Point to Whistler are 462 tonnes CO₂e/year. Without backhauling, the GHG emissions for the Belkorp scenario would increase to around 700 tonnes CO₂e/year. In light of Belkorp’s efforts to reduce GHG emissions, our draft scoring indicated that Belkorp scored slightly better than Republic Services under criteria ‘Commitment to Sustainability and Innovative Approaches’, however it does not change the overall ranking.

As part of the RMOW’s final decision for contract award, the RMOW should consider the following risks associated with the two leading proponents and develop action plans to mitigate the risks during the contract negotiations and award process:



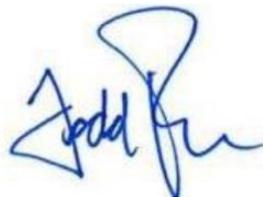
- Risk associated with hauling MSW into the U.S. Although the risk is low, there are external factors (such as changing trade agreements, etc.) that are out of the municipality's control that can impact a disposal contract with a U.S. based company. To manage any risk of sending MSW to a landfill in the U.S, the RMOW may want to plan for a back-up option that can provide a contingency option for the municipality.
- If Belkorp is selected as the preferred proponent, it is understood that the existing compactor at the Whistler Transfer Station will need to be modified to accommodate the B-train trailers proposed by Belkorp. It is understood that the existing compactor cannot load directly into both trailers, and top loading into one of the trailers will be required until the compactor has been modified. The RMOW will need to engage in discussions with the current operator as soon as possible to understand the costs and schedule associated with completing the required compactor upgrades. The dimensions of the proposed B-train trailers and overall compatibility with the existing transfer station site layout should also be confirmed with the existing operator as soon as possible. It is understood that preliminary discussions with the current operator have already occurred.
- The exact timing of when Belkorp will establish the backhaul remains uncertain. Belkorp has not committed to a specific date, nor are they contractually obligated by RMOW to backhaul material. If Belkorp is selected as the preferred proponent, the RMOW could consider including backhaul as a condition in the contract. Alternatively, the RMOW could seek to obtain a more defined date and commitment from Belkorp
- If Belkorp is selected as the preferred proponent, the existing hauling contractor should be approached as soon as possible to initiate negotiations to determine the required contract revisions based on hauling B-trains from the Whistler Transfer Station to the Designated Collection Point. The potential additional costs and schedule implications related to hauling larger trailers should be determined as soon as possible.

Yours truly,

Morrison Hershfield Limited



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