

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 00-2982
RELEASE OF RFB #00B-31-REM FOR THE)
CONSTRUCTION OF A PUBLIC UNLOADING) Introduced by Mike Burton,
FACILITY AT METRO SOUTH STATION.) Executive Officer

WHEREAS, Construction of a public unloading facility at Metro South will result in an increase in materials recovery at Metro South; and

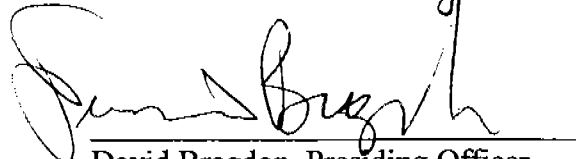
WHEREAS, For reasons of safety, efficiency and growth in the region the construction of a public unloading facility at Metro South Station is required; and

WHEREAS, Metro has contracted with URS Corporation and it has provided a design for a new public unloading facility at Metro South as described by RFB #00-31-REM attached as Exhibit "A"; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the full Council for review and approval; now therefore,

BE IT RESOLVED, That the Metro Council authorizes release of RFB #00B-31-REM to solicit bids for the construction of a Public Unloading Facility at Metro South Station, and authorizes the Executive Officer to execute a contract in a form substantially similar to that attached as Exhibit "A" with the lowest responsible bidder.

ADOPTED by the Metro Contract Review Board this 17th day of August, 2000.


David Bragdon, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel



RRS:clk

EXECUTIVE SUMMARY RESOLUTION 00-2982

PROPOSED ACTION

- Adopt Resolution 00-2982 that authorizes the Executive Officer to release a Request for Bids (RFB #00B-31-REM) and authorizes the Executive Officer to execute a contract for the construction of a public unloading area at Metro South Station with the most responsive and responsible bidder.

WHY NECESSARY

- Improve Customer Service
- Reduce Traffic Impacts
- Increase Material Recovery
- Enhance Safety
- Provide Operational Flexibility

ISSUES/CONCERNS

- The Public Unloading Facility is the most important component to Metro South in the Metro Master Facility Plan, 7/99.
- Since 1995 public loads to Metro South have increased by 36%.
- Growth in public customers at Metro South has been double the anticipated rate for the last five years.
- New transfer stations are expected to reduce growth, so that these improvements will allow Metro to meet the expected demand for 7 to 10 years.
- There is a clear deficiency for tipping space in the existing facility causing congestion at the scales and the entrance to the tip floors. The scales can process 144 customers per hour, but only 70 per hour can dispose due to lack of tipping space.
- Metro South could increase its recovery by 5,000 to 8,000 tons per year if it had the floor space to sort the rich public loads and select commercial loads.
- This project is necessary to allow Metro to meet its recycling goals at Metro South Station.
- Traffic congestion on the site increases the risk to both customers and the workers at the facility.
- Provide a means of loading waste other than with the compactors in the event of an emergency.

BUDGET/FINANCIAL IMPACTS

- The budget for construction of a new facility is \$1,986,800.
- Staff estimates that it will take seven months to construct the new public unloading area.
- The CIP indicates the public unloading area will require an additional \$52,530 per year for operating expenses related to additional spotters.
- Construction funds are available in the general account for fiscal year 2000-2001.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 2982 FOR THE PURPOSE OF AUTHORIZING RELEASE OF RFB #00B-31-REM FOR THE CONSTRUCTION OF A PUBLIC UNLOADING FACILITY AT METRO SOUTH STATION.

Date: August 9, 2000

Presented by: Terry Petersen

PROPOSED ACTION

Adopt Resolution 00-2982 that authorizes the Executive Officer to release a Request for Bids (RFB #00B-31-REM) and authorizes the Executive Officer to execute a contract for the construction of a public unloading area at Metro South Station with the most responsive and responsible bidder.

EXISTING LAW

This contract is identified as having significant impact on Metro in the FY 2000-2001 budget. In accordance with Metro Code 2.04.026 contracts with significant impact require Council approval.

FACTUAL BACKGROUND AND ANALYSIS

The proposed public unloading facility at Metro South is a key element in the implementation of the Master Facility Plan. Metro staff began a planning process to identify facility needs at all of Metro's solid waste facilities in 1996. At that time, Metro was receiving complaints from customers and Oregon City related to the excessively long lines. The complaints focused on Metro's impaired ability to serve its customers and the traffic problems when the lines extended out the entrance of the facility onto Washington Street. The Oregon City Planning Commission asked that Metro act to reduce the impact on Washington Street and requested that queues onto Washington Street be limited to one day per year.

A Master Facility Plan was developed to identify the needed improvements. The primary objectives of the plan were to:

- Improve Customer Service
- Reduce Traffic Impacts
- Increase Material Recovery
- Enhance Safety
- Provide Operational Flexibility

Metro has already implemented a number of these improvements, including, construction of a new scale, reconfiguration of the entry, relocation of the truck wash and construction of additional tipping space in the transfer building. While these improvements have substantially

improved the service level at the facility, it is still operating at levels significantly in excess of its design capacity.

While the new public unloading facility was the most important component in the plan for improving service at Metro South, there was no place on the site to construct it until Metro's contract with its transportation contractor was modified in 1999. After renegotiation of the transportation contract, Metro retained a design firm to prepare plans and specifications for the new facility

At the same time, a temporary overflow dumping area was established on the area vacated by the transport contractor. The overflow area is an open area where select loads are dumped on the ground and later taken to the main transfer building. A small tent was installed to allow covered dumping of yard debris during peak times. Implementation of these temporary measures has virtually eliminated lines of customers extending out onto Washington Street. It should be noted that while open storage of waste may be acceptable in the short term, it is not acceptable under all weather conditions and with all waste types.

The existing tipping floor, including the pit, at Metro South covers about 31,000 square feet. Of this area, the public area is 9,660 square feet and the commercial area covers about 13,840 square feet including the recently completed building addition. The pit takes up about 7,400 square feet.

The new facility will provide approximately 27,000 square feet of floor space, about the same area as the existing building. The new building will not have a pit, so the increase in floor space for dumping, processing and staging materials at Metro South will more than double from about 24,500 to 51,500 square feet.

The new public unloading facility is expected to enable Metro to handle the public customer load at Metro South from 7 to 10 years based on the projections included in the Facility Master Plan. This was based on a four percent per year growth rate in public customers. Actual growth rates for the last five years have been double this rate.

The Metro Council recently approved changes to the Regional Solid Waste Management Plan that may permit additional transfer stations in the region. Staff estimates that if 100,000 to 150,000 tons of commercial waste is lost to new transfer stations, Metro South will reach design capacity in about the same time as originally anticipated. If new transfer stations fail to reduce the growth in customers at Metro South the facility will reach capacity sooner.

The following discussion identifies how the proposed Public Unloading Facility contributes to meeting the goals identified earlier in this Staff Report.

Customer Service

Construction of a new Public Unloading Facility is intended to improve service to all customers, not just the self haul public. The analyses conducted during the facility planning process determined that long waits for service were the result of inadequate space to handle the number of vehicles being served. Metro South was originally designed to handle approximately 500 tons per day of waste compared to our current average of 1230 tons per weekday. While subsequent

modifications to the transfer station, such as installation of compactors, enabled the station to handle larger volumes of waste, no additional unloading areas were provided.

Since 1995, total solid waste tonnage delivered to Metro South has declined by seven percent, while during the same period the total number of loads has increased by 16 percent. Tonnage delivered by the public has increased by 39 percent and the number of public loads has increased by 36 percent. The public currently accounts for almost 70 percent of the transactions and 16 percent of the waste delivered to the transfer station. The following table summarizes the tonnage and transactions at the station from 1995 through 1999.

***Metro South Transfer Station
Operating Data 95-99***

Year	Tons		Loads	
	Total	Public	Total	Public
1995	377,229	39,423	184,971	109,069
1996	385,522	44,507	195,455	119,177
1997	376,775	47,440	196,252	124,763
1998	370,585	50,706	202,778	135,284
1999	350,833	54,990	214,981	148,855

While Metro and its contract operator have been able to modify operations to minimize the impacts of this growth in customers, the level of service for both commercial customers and the public is adversely affected. The construction of the Public Unloading Facility will result in better service for both commercial customers and the public.

Traffic Impacts

Widening the entrance and adding a scale at Metro South in 1997 improved the service rate for processing customers across the scales to about 144 vehicles per hour. The existing transfer building can only process 70 vehicles per hour. This deficiency in the processing rate causes vehicle queuing to extend to, and sometimes beyond, the main entrance. Staff estimates that nearly 64 vehicles per hour could be processed through the new public unloading facility. This is a 91 percent increase in the service rate for Metro South and will improve the traffic conditions at both the entrance to the facility and on site.

Material Recovery

Metro South is a pit type transfer station. While this type of transfer station is efficient for transferring waste, it is not designed to facilitate materials recovery. This is evident if one compares the recovery rates between Metro Central, a floor dump facility and Metro South. More than twice as much material is recovered at Metro Central than at Metro South, even though both stations receive similar amounts of waste.

Since the existing facility receives more customers than it was designed to handle, the facility operator is forced to choose between customer service and recovery. In order to serve the customers of the facility the operator must maximize the space used for unloading the waste. This results in less space available for sorting through the waste for recovery and or for storage of recoverable material.

Material Recovery at Metro Facilities
Recovered Tons

<i>Fiscal Year</i>	<i>Metro South</i>	<i>Metro Central</i>
1998-1999	5,685	13,957
1999-2000	6,626	13,970

Adding a new public unloading facility will provide much needed floor space to allow sorting of the materials received at Metro South. The new facility will allow the operator of the transfer station to use the existing public unloading area in the main building to sort and store high-grade loads from commercial customers for materials recovery. In addition the loads from the public can be sorted on the floor of the new facility to increase recovery from public loads. Staff estimates that an additional 5,000 to 8,000 tons of waste will be recovered annually at Metro South as a result of this new facility.

Safety

The crowded conditions in the existing building and the traffic congestion on-site increase the risk to both Metro’s customers and the workers at the facility.

The new facility will allow a separation of commercial and public vehicles that will improve internal site circulation. On site queuing will be increased and queue lines will be safer because they will not interfere or congest access for commercial haulers.

The new facility will provide a larger area for maneuvering vehicles around and within the new facility. The current public area is very restrictive, so much so that customers with medium sized trailers must use the commercial area for disposal.

Operational Flexibility

The only way to load transfer vehicles at Metro South is with the compactors. If the compactors are out of service due to a fire, flood, power outage, chemical release, or mechanical problems, the new facility would allow top loading of trailers.

If the regional recovery goals are to be met, it may be necessary to utilize Metro’s transfer stations to ship materials such as food waste to processing facilities. Metro South is not designed to efficiently handle these materials. Not only is space limited, use of the compactors is not an appropriate method of loading for all types of materials. The new public unloading area will provide additional space and a alternative method of loading trailers.

BUDGET IMPACT

1999 CIP budget estimate for construction was \$1,986,800. These funds are available in the general account for fiscal year 2000-2001.

It is estimated that the public unloading facility will require an additional \$52,530 per year for operating expenses related to additional spotters. This will be included in future budgets when the facility begins operation.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 00-2982.

RS:clk
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**Request for Bids
for
Construction of a
Public Unloading
Facility at Metro
South Station**

RFB #00B-31-REM

**Prepared by:
METRO**

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August 2000



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REQUEST FOR BIDS

FOR

**CONSTRUCTION OF A PUBLIC UNLOADING
FACILITY AT**

METRO SOUTH STATION

August 2000

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