

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AUTHORIZING THE ) RESOLUTION NO. 03-3294  
ISSUANCE OF A REQUEST FOR BID NO. 03- ) Introduced by: Mark Williams, Interim Chief  
1056-SW TO CONSTRUCT THE METRO SOUTH ) Operating Officer, with the concurrence of  
STATION NORTHERN TIP FLOOR (BAY 2) ) David Bragdon, Council President  
RENOVATION.

WHEREAS, Metro owns the Metro South Station (MSS), a solid waste transfer station located in Oregon City, and;

WHEREAS, the northern tip floor, or Bay 2, of the MSS facility requires renovation as specified in the Capital Improvement Plan; and,

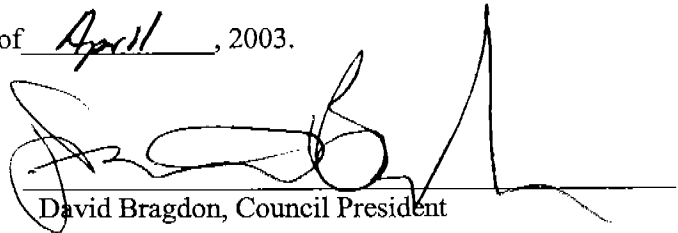
WHEREAS, funds have been assigned in the current fiscal year's budget for construction; and,

WHEREAS, release of the RFB requires Council approval; and,


WHEREAS, the resolution was submitted to the Chief Operating Officer for consideration and was forwarded to the Council for approval; now therefore,

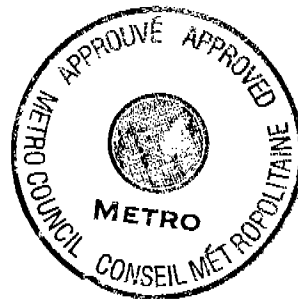
BE IT RESOLVED that the Metro Council, pursuant to Section 2.04.026(b) of the Metro Code, authorizes the Chief Operating Officer to release a request for bids substantially similar to that attached at Exhibit A and execute a contract with the lowest, responsive and responsible bidder.

ADOPTED by the Metro Council this 17<sup>th</sup> day of April, 2003.

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney



**Exhibit A to Resolution No. 03-3294**

**REQUEST FOR BIDS**

**TO**

**CONSTRUCT THE METRO SOUTH STATION  
NORTHERN TIP FLOOR RENOVATION**

PLEASE NOTE: This document  
(Exhibit A) was too large to  
scan in its entirety. To view  
the document in hard copy, please  
contact the Council Archivist.

**March 2003**

**RFB #03-1056-SW**

**Metro  
Solid Waste and Recycling Department  
600 N.E. Grand Avenue  
Portland, OR 97232-2736  
[www.metro-region.org](http://www.metro-region.org)**

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## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 03-3294 FOR THE PURPOSE OF AUTHORIZING THE ISSUANCE OF A REQUEST FOR BID NO. 03- 1056-SW TO CONSTRUCT THE METRO SOUTH STATION NORTHERN TIP FLOOR (BAY 2) RENOVATION

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Date: February 13, 2003

Prepared by: Rob Smoot

## BACKGROUND

Metro South Transfer Station (MSS) is located at 2001 Washington Street in Oregon City, Oregon, and is one of two transfer stations owned by Metro. Approximately 900 tons of waste is received each day. Materials that can be economically recycled are removed from the waste stream and the remaining waste is compacted and trucked to the Columbia Ridge Landfill in Gilliam County, Oregon. Browning Ferris Industries (BFI) operates MSS under contract to Metro.

The original transfer station is an engineered steel structure built in 1982-83 with a footprint of about 35,000 square feet. The facility has two areas for disposal operations: the southern tip floor, or Bay 1, and the northern tip floor, or Bay 2. These two areas are separated by a 40-foot wide by 12-foot deep pit.

Bay 1 is 80-feet wide by 200-feet long. The area is primarily used to tip commercial waste directly into the pit. Material recovery ends once in the pit. Since the construction of the new Public Unloading Facility Bay 2 has primarily been used for processing select commercial loads of waste to recover recyclable materials. However, Bay 2 is too small (69-feet wide by 150-feet long) for efficient recovery operations.

The expansion of Bay 2 was originally recommended in the 1998 Master Plan for Metro's two transfer stations. An updated Master Plan 2001 suggested three alternatives for improving Bay 2. The first alternative was to change the use of Bay 2 from serving the public to floor sorting high-grade drop boxes and commercial loads. The Plan called for Metro to operate Bay 2 in this manner and assess whether Alternative 1 had sufficiently increased the commercial recycling effort, which at the time was considered to be an additional 2% to 3% from the entire waste stream.

Alternate 1, coupled with the addition of the new public unloading area netted an additional 3,800 tons (1.3%) of material recovery in the first year, which was below expectations. The available space in Bay 2 limited our Contractor to only recovering from select drop boxes. No recovery was attempted from commercial loads and very limited recovery was occurring from self-haul vehicles. In addition, due to the limited storage space, recovered material is often moved multiple times before it can be processed for shipment.

As a result, staff believed that additional recovery could be achieved by expanding Bay 2 to provide much needed space for staging and processing. The Master Plan suggested expanding Bay 2 in two stages. The first, Alternate, 2 called for adding 4,800 sf at an estimated construction cost of \$676,000. The second, Alternative 3, called for expanding Bay 2 an additional 1,300 sf at an estimated cost of \$265,000 and installing a baler for \$465,000. Eighteen months of operational experience has shown that a lack of space to stage and sort waste is the greatest impediment to increasing recovery.

Staff decided to delay the purchase of a baler and only complete the floor expansions of Alternates 2 and 3 to gain operational experience with the enlarged floor space. Base on the recommendation of the engineer and our operational experience this project actually increases floor space by about 2000 square feet more than anticipated in the Master Plan. The estimated construction cost for the proposed expansion of 8,000 sf is \$887,000. Even with this increase in floor space, staff estimates that the complete project, including the installation of the baler, can be completed within the cost estimate in the CIP. Staff will continue to monitor operations in Bay 2 before a final decision is made on installation of a baler.

By partially combining two CIP projects staff believe they have made significant headway in maximizing commercial recovery at MSS given the site constraints. This Project will also improve employee and public safety by providing additional maneuvering space for vehicles and equipment.

The recent improvements at MSS have increased the recovery of recyclable materials by more than 30% when comparing calendar year 2002 to 2001. The MSS recovery rate was 5.5% for all waste and 11.6% for dry waste in 2002. Staff anticipates achieving a 15% recovery rate for dry waste with the additional floor space, without a baler or increased operating costs to Metro.

This project at Metro South was recommended by URS, a local consultant, in its 2001 Master Plan and is listed in the current Capital Improvement Plan. The expansion of Bay 2 was first recommended in the 1998 Master Plan for Metro's two transfer stations. It is currently listed in this 2003-04 CIP and scheduled for completion in 2004.

Release of an RFB for construction is anticipated by early April with the issuance of a construction contract in late June. Estimated construction time is 6-9 months, thereby concluding in the winter or spring of 2004.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

No known opposition.

### **2. Legal Antecedents**

Metro Code 2.04.026(c) requires Council authorization prior to the release of bid documents for contracts designated as having a significant impact on Metro. The construction contract is designated as a significant impact.

### **3. Anticipated Effects**

Recovery of recyclable materials at MSS could improve by 3% of the dry waste stream. Natural lighting and ventilation have been included in the design to reduce construction, operation and maintenance (O&M) costs.

### **4. Budget Impacts**

The FY 2002-03 budget includes \$676,000 for construction, a portion of which will need to be carried over to the 2003-2004 fiscal year, which contains \$544,000. Funds are available for this project.

## **RECOMMENDED ACTION**

The Chief Operating Officer recommends approval of Resolution No. 03-3294 that will authorize the issuance of RFB #03-1056-SW for renovating Bay 2 at Metro South Station and allow the Chief Operating Officer to execute a contract with the lowest, responsive and responsible bidder.

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