
M E M O R A N D U M

DATE: June 8, 1999
TO: Becky Shoemaker, Council Archivist
FROM: Aaron Brondyke, Assistant to the Director of REM
RE: Disposition of Resolution No. 98-2637

This Resolution was withdrawn from consideration.

This item was originally proposed as an RFB, jointly contracting for construction of both the truck wash and the building extension. REM secured a resolution number with this purpose in mind. However, REM staff were later advised to break up this proposed RFB into two pieces. The two pieces ended up going to Council as Resolution Nos. 98-2650 and 98-2649.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING RELEASE)	RESOLUTION NO. 98-2637
OF RFB #98B-23-REM FOR THE CONSTRUCTION)	
OF A TRUCK WASH AND EXTENSION OF THE)	Introduced by Mike Burton,
MAIN TRANSFER BUILDING METRO SOUTH)	Executive Officer
STATION)	

WHEREAS, For reasons of improving service and water quality as described in the accompanying staff report, as well as to increase the potential for other activities, Metro requires the construction of a truck wash at Metro South Station; and

WHEREAS, For reasons of improving materials recovery and service for both commercial and public customers as described in the accompanying staff report, Metro requires expansion of the commercial tipping floor at Metro South Station; and

WHEREAS, The project was identified in Metro's Adopted Capital Improvement Plan; and

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

BE IT RESOLVED,

1. That the Metro Council authorizes issuance of RFB #98B-23-REM attached hereto as Exhibit "A".
2. That the Metro Council, pursuant to Section 2.04.026(b) of the Metro Code, authorizes the Executive Officer to execute a contract with the lowest responsive bidder.

ADOPTED by the Metro Council this ___ day of _____, 1998.

WITHDRAWN
Jon Kvistad, Presiding Officer

Approved as to Form:

**EXECUTIVE SUMMARY FOR RESOLUTION 98-2637
CONSTRUCTION OF A TRUCK WASH AND EXTENSION OF THE MAIN TRANSFER
BUILDING AT THE METRO SOUTH TRANSFER STATION**

PROPOSED ACTION

- Adopt Resolution No. 98-2637, which authorizes release of RFB #98B-23-REM and authorizes the Executive Officer to execute a contract for the construction of a truck wash and extension of the commercial side of the main transfer building at the Metro South Transfer Station.

WHY NECESSARY

Truck Wash

- A truck wash is needed at the facility to clean vehicles prior to leaving the site, thereby minimizing litter and liquids escaping onto the roadways, and also because it is a environmental service requested by the haulers to minimize the number of such facilities in the community. A service for which they are willing to pay for in their rate
- A new truck wash is necessary because the existing one was damaged in a windstorm and no longer has a roof. A roof is required by the sewerage agency serving the facility to minimize the amount of water requiring treatment
- The existing truck wash has been a continual source of oil and grease contamination, causing sewer effluent to exceed permit quantities for oil
- The current location limits future activities, such as the public unloading area proposed in the draft Master Facilities Plan

Commercial Tip Floor Extension

- The extension will increase the recovery of wood and yard debris by permitting the stockpiling of materials for later processing, some of which are currently dumped in the pit and disposed of.
- The extension will reduce waiting times for commercial haulers by increasing the number of stalls available for tipping on weekdays and for public use on the weekends
- Safety should be improved for both customer groups because more maneuvering space would be available
- The extension will also permit direct loading of wood into the compactor without abrading the pit floor, which currently has to be completely clean before loading the compactor. Direct loading also provides an opportunity to easily load other recovered materials (such as organics) in the future

ISSUES/CONCERNS

- Construction of the truck wash would require temporary relocation of employee parking. However, a convenient location has been found across the street at the Rossman's Landfill
- Construction of the expansion may cause some disruption for commercial haulers using the station.

BUDGET/FINANCIAL IMPACTS

- The Engineer's Estimate for the truck wash project is \$110,000. This estimate is consistent with the estimate included in the approved Capital Improvement Plan and the FY1998-99 budget.
- The Engineer's Estimate for the extension of the tipping floor is \$356,000. This estimate is approximately \$50,000 higher than the construction estimate contained in the Capital Improvement Plan and FY1998-99 budget. This is because the size of the expansion has increased from the conceptual estimate to provide better access to the new floor space. However, sufficient funds are available in the General Account to complete the project.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 98-2637, FOR THE PURPOSE OF AUTHORIZING RELEASE OF RFB #98B-23-REM FOR THE CONSTRUCTION OF A TRUCK WASH AND EXTENSION OF THE MAIN TRANSFER BUILDING AT METRO SOUTH STATION

Date: April 10, 1998

Presented by: Bruce Warner,
Rob Smoot

PROPOSED ACTION

Adopt Resolution No. 98-2637, which authorizes release of RFB #98B-23-REM and authorizes the Executive Officer to execute a contract for the construction of a truck wash and extension of the commercial side of the main transfer building at the Metro South Transfer Station.

FACTUAL BACKGROUND AND ANALYSIS

Truck Wash

A truck wash has been a critical part of the Metro South Station since it was opened. It was provided to minimize the amount of debris and contaminated liquids escaping out of hauling vehicles after unloading, and to provide a service to our customers that was requested. The hauling community consists of many companies of various sizes. Access to an environmentally sound truck wash in the community is limited due to the nature of the material. Both the hauling community and Metro realized that a central, conveniently located truck wash would be more cost effective for the hauling community, as well as environmentally preferable. The cost of the truck wash and its maintenance is incorporated into the commercial rate.

The existing on-site truck wash was damaged during a 1996 windstorm that required removal of its roof. It was not rebuilt because the Department was considering moving the location of the truck wash to facilitate other activities on the site. These other activities, such as a public unloading and materials recovery area, are needed to increase materials recovery and customer service.

Since that time, REM has developed a draft Master Facilities Plan that would utilize the current truck wash location for accessing a public unloading area. Construction of the unloading area is scheduled in the Capital Improvement Plan to begin in FY 1999-2000. This facility change is contingent upon the relocation of the Waste Transport Services Contractor's (STS) parking to an offsite location.

The location of the truck wash contained in RFB #98-23-REM would be in the area currently occupied by a portion of the site's employee parking near the rear entrance to the facility. Employee parking would temporarily be relocated across Washington Street at a parking area on the closed Rossman's Landfill. Once the existing truck wash has

been demolished, parking would occupy this landfill space until STS is relocated off of Metro South grounds, and more area for parking becomes available.

The new truck wash will be a 3-sided pre-engineered steel building. The facility will provide an improved level of service to haulers as well as improved wastewater treatment. The accumulation of solids and grease at the existing truck wash has resulted in water quality violations. Wastewater treatment systems in the new facility should prevent such violations in the future. These upgrades would have been necessary even if the facility was not relocated.

Building Extension

This project will extend the tipping floor on the commercial side of the transfer station by 4,000 square feet, towards the rear of the facility. The expansion is necessary to improve wood recovery at the facility by providing room for stockpiling and initial processing on the tipping floor, rather than coming into contact with waste in the pit. This should improve the quality of the materials recovered by reducing contamination.

It also provides an opportunity to directly load recovered materials into the compactor's hopper without first placing the materials in the pit. Currently recovered wood can only be loaded into the compactor from the pit, after the pit floor has been cleaned. The material abrades the asphalt lift protecting the pit floor. If waste were allowed to remain in the pit, the recovered materials can become contaminated. The expansion should eliminate these problems.

Direct loading into the hopper also provides an opportunity to easily load other materials we may wish to recover in the future. With a decrease in the availability of materials such as wood due to the licensing of materials recovery facilities, direct loading, as well as the availability of additional space, permits the segregation and stockpiling of multiple materials without cross contamination. This will allow the station operator to recover materials in a manner similar to that of Metro Central that has additional room and a higher recovery rate.

The expansion will also improve service for commercial customers. Now, particularly during the morning rush, most stalls are continuously in use and some queuing occurs. An expanded tipping area would decrease such wait time, and improve safety by providing more maneuvering room.

On weekends, the expansion would decrease congestion due to increased numbers of public customers. The commercial side is available for public use since most commercial haulers do not use the facility on weekends. Some additional material recovery could occur, while significant declines in queuing times and improved safety are expected.

BUDGET IMPACT

Both projects are included in the approved Capital Improvement Plan. The Engineer's

Estimate for the truck wash project is \$110,000. This estimate is consistent with the estimate included in the Capital Improvement Plan and the FY1998-99 budget. The Engineer's Estimate for the extension of the tipping floor is \$356,000. This is approximately \$50,000 higher than the construction estimate contained in the Capital Improvement Plan and FY1998-99 budget. This is because the size of the expansion has increased approximately 50% over the expansion on which the lower estimate was based. The increase in the size was necessary to provide better access to the new floor space as determined during final design. However, sufficient funds are available in the General Account to complete the project.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 98-2637.