

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING RELEASE ) RESOLUTION NO. 99-2792  
OF RFB #99B-15-REM FOR THE REPLACEMENT )  
OF A SOLID WASTE COMPACTION SYSTEM AT ) Introduced by Mike Burton,  
THE METRO CENTRAL TRANSFER STATION ) Executive Officer

WHEREAS, A compaction system at Metro Central Station is in need of replacement as described in the accompanying staff report; and

WHEREAS, Staff has prepared the request for bids attached as EXHIBIT "A"; and

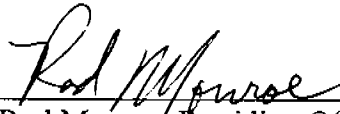
WHEREAS, The project was identified in Metro's Adopted Capital Improvement Plan, the Regional Environmental Management Department's Renewal and Replacement Study, and proposed FY1999-2000 budget; and

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 #99B-15-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 17<sup>th</sup> day of June, 1999.

  
Rod Monroe, Presiding Officer

Approved as to Form:

  
Daniel B. Cooper, General Counsel  
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**EXECUTIVE SUMMARY**  
**RESOLUTION 99-2792**  
**COMPACTOR REPLACEMENT AT METRO CENTRAL TRANSFER STATION**

**PROPOSED ACTION**

- Adopt Resolution No. 99-2792, which authorizes release of RFB #99B-15-REM and authorizes the Executive Officer to execute a contract for the replacement of an existing compactor at the Metro Central Transfer Station.

**WHY NECESSARY**

- The three compactors at Metro Central have been in operation for approximately 9 years.
- Metro has identified one of these units for replacement in FY1999-2000 in the Agency's Capital Improvement Plan, and the Department's Renewal and Replacement Study and proposed budget.
- The unit to be replaced has been used the most, and recently sustained damage to its support structure.
- The replacement compactor should increase payloads and reduce Metro's payments to its transport contractor whom is paid on a per-load basis.

**ISSUES/CONCERNS**

- Due to the recent damage, we have started the procurement process a few months early. However, no funds will be spent until FY1999-2000.
- We hope to replace the unit before it wears out completely.

**BUDGET/FINANCIAL IMPACTS**

- This project is included in the CIP and is budgeted during FY1999-00 at \$888,800. These payments will be made from the Renewal & Replacement Account.
- Annual savings for increasing average load weight by one ton per load (29.2 tons per load to 30.2 tons per load) is estimated to be about \$80,000 per year.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 99-2792 FOR THE PURPOSE OF AUTHORIZING RELEASE OF RFB #99B-15-REM FOR THE REPLACEMENT OF A SOLID WASTE COMPACTION SYSTEM AT THE METRO CENTRAL STATION

Date: May 10, 1999

Presented by: Terry Petersen,  
Chuck Geyer

## PROPOSED ACTION

Adopt Resolution No. 99-2792, that authorizes release of RFB #99B-15-REM and authorizes the Executive Officer to execute a contract with the lowest responsive bidder.

## FACTUAL BACKGROUND AND ANALYSIS

Metro Central Station (MCS) is a solid waste transfer station that receives waste from both commercial haulers and the general public. The station operator compacts the waste into loads for transport 150 miles one-way to the Columbia Ridge Regional Landfill, located in Gilliam County, Oregon. The waste is compacted to minimize the number of trips to the landfill. In 1999, MCS will receive approximately 355,000 tons of waste for disposal, resulting in the transport of over 12,000 loads.

Waste received at the facility is unloaded in one of three bays running the length of the station, depending on the type of waste being delivered. Bay #1 receives primarily commercial compacted waste, upon which some material recovery occurs. Bay #2 receives loose waste from drop boxes. An intensive manual sort is done upon this waste, producing most of the station's recovery. Bay #3 receives residential waste from packer trucks with no significant material recovery (unrecovered material from Bay #2 is also handled in Bay #3).

After unloading and material recovery, waste is pushed to a conveyor that loads a compactor. A compactor operator builds a load of waste in the compactor to desired specifications. The load of waste is then extruded into a trailer for transport to the landfill.

### *The Existing Compactors*

There are three compactors at MCS. This project proposes replacement of the compactor for Bay #1. This unit is a SSI two-bale compactor that has been the workhorse of the facility. It has been identified in the Department's *Renewal and Replacement Study, Capital Improvement Plan, and 1999-2000 Proposed Budget* for replacement in the upcoming fiscal year. The compactor for Bay #3 is scheduled for replacement in FY2000-01. The compactor for Bay #2 is not used on a regular basis, and has not been scheduled for replacement at this time. All three compactors were installed in 1991.

Since being identified for replacement, the Bay #1 compactor has sustained damage to its support structure. Due to this damage, staff is initiating replacement prior to the start of FY1999-00. Replacement is to occur within 180 calendar days of the award of a contract.

Potential vendors for this system have been given an opportunity to review a draft of the RFB. Their questions as well as staff's responses are contained in Attachment No. 1 to this staff report.

#### BUDGET IMPACT

This project is budgeted in the Renewal and Replacement Account for FY1999-00 at \$888,800. All expenditures will take place during that fiscal year.

#### EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 99-2792.

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**METRO**

May 17, 1999

Re: Questions received regarding draft documents and Metro's responses

All Planholders for RFB #99B-15-REM

Metro has received the following questions regarding a draft of RFB #99B-15-REM for the replacement of a solid waste compaction system at our Metro Central Transfer Station. Below are listed the questions received and Metro's responses.

The Metro Council prior to release of final bid documents will review this project. Interested parties are invited to attend the Regional Environmental Management subcommittee meeting of the Council at which the project will be discussed. It is tentatively scheduled for June 9<sup>th</sup> at 1:30 in the Council Chambers. You may contact Chris Billington, Council Clerk at 797-1542 to confirm this meeting. Documents would then be released after the full Council meeting on June 17<sup>th</sup> if approved.

#### Questions & Responses

- 1. We would like some language to cover the "contractor responsible for required permits" section, as far as delays caused by others that the bidder has no control over. Such as local City or County Departments that issue permits causing delays that affect the contract timing. There should be a day to day contract extension if something like this should occur.*

**Metro Response:** No change. Since no building permit will be required, the permitting process is unlikely to cause delays if pursued promptly.

- 2. Our company has a corporate policy against taking other firm's equipment in on trade.*

**Metro Response:** No change. The RFB requirement to take out the existing compactor does not require the bidder to take it "in on trade". Bidders are free to remove the existing compactor and scrap it if they wish.

- 3. A time period for project completion of 180-190 days is requested from 150 in the RFB.*

**Metro Response:** Metro will increase the project completion requirement to 180 days.

- 4. Request to utilize concrete curbing for spill containment at the HPU.*

**Metro Response:** Metro wishes to have spill containment of 50% of HPU's reservoir capacity provided through a tank at the HPU. Metro will clarify this requirement in the RFB.

5. *Request not to display individual pump pressures at the control panel.*

**Metro Response:** No change. Metro wants these pressures displayed at the control panel to assist the operator in identifying problems and to assist in remote diagnosis through the modem interface with the control panel by the manufacturer.

6. *Request to use a three-stage cylinder for compaction and bale eject vs. the single stage specified.*

**Metro Response:** This request should be submitted to Metro during the bid process per the procedures contained in the "OR APPROVED EQUAL" clause of the RFB.

7. *Request to allow three weeks to prepare bids.*

**Metro Response:** Agreed.

8. *A request to clarify whether the "RESIDENT/NON-RESIDENT BIDDER" clause allows a preference for firms residing in Oregon.*

**Metro Response:** No it does not. The clause only applies if a bidder resides in another state that gives a preference to bidders from that state over bidders from other states. If a bidder from a state that gives preferences bids on this project, then its bid would be increased by the amount of preference it enjoys in the state it resides.

9. *Please clarify the bidder's responsibilities to interface with the conveyor.*

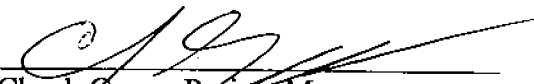
**Metro Response:** Metro will clarify this specification in the final document.

10. *Item #6 of the "CHECKLIST" to be submitted with the bid requests a registration number from the Construction Contractors Board. A firm wishes to know if it had to be registered with the board even though it was a manufacturing company that uses subcontractors to perform the installation tasks such as electrical and hydraulic.*

**Metro Response:** No, the bidder is not required to be registered with the board, although the subcontractors must have the appropriate accreditations for the work they perform. Metro will remove this item from the checklist.

11. *A request to clarify that the Prevailing Wage requirements of BOLI only apply to the onsite installation work, not the manufacturing of the unit.*

**Metro Response:** That is Metro's understanding. Bidders should contact BOLI directly for additional information or explanation.

  
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Chuck Geyer, Project Manager

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**Request for Bids**  
**for**  
**Replacement of a Solid**  
**Waste Compaction**  
**System at the Metro**  
**Central Transfer Station**

**RFB #99B-15-REM**

*Regional Environmental Management  
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**June 1999**



**METRO**  
**Regional Services**  
*Creating livable  
communities*

**REQUEST FOR BIDS**  
**for**  
**REPLACEMENT OF A SOLID WASTE COMPACTION SYSTEM**  
**at the**  
**METRO SOUTH TRANSFER STATION**

**RFB #99B-15-REM**

Metro  
Regional Environmental Management  
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Portland, OR 97232

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