



Draft Transport and Disposal RFPs Public Comment Summary Report

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*We engage others in ways that foster
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Background

Currently, Metro contracts for the transportation and disposal of garbage. The contracts for those services will expire at the end of 2019, and Metro is in the process of soliciting proposals from firms intended in providing transport and disposal services from Metro's two public transfer stations, Metro South Station (MSS) and Metro Central Station (MCS).

Metro staff began exploring how to structure the procurement of transport and disposal services in late 2016. Part of this process involved meeting with landfill operators, trucking, rail and barge companies. Staff also interviewed representatives from other Northwest jurisdictions about how they structure service for disposal and transport of their garbage.

A decision was made to keep the two procurements separate and issue a Request for Qualifications (RFQu) for disposal service prior to an RFP. Issuing the RFQu provided two main benefits. Transportation firms would know which landfill destinations were in play and Metro could screen for important landfill requirements early in the process.

The RFQu was issued in June of 2017, and four landfills qualified. All four have 30 years or greater capacity once one or both transfer stations garbage is added to their current commitments, and landfill gas that is used to produce energy (representing three landfills) or fuel by January 1, 2020.

RFP Comment Period

Metro drafted RFPs for transport and disposal service and published them for comment September of 2017. This provided people an opportunity to provide Metro feedback on our procurement and industry a chance to ask preliminary questions.

Staff also presented to Metro Council in July and August of 2017 to solicit input on evaluation criteria for the two RFPs.

Metro heard from three individuals, the three landfill companies that were prequalified, three jurisdictions, three transport firms and one coalition for workforce equity.

The individuals echoed what staff heard from Metro Council. This procurement should not be just about cost but should place greater emphasis on the environment, reducing traffic impacts and explore other opportunities for disposing garbage. The three communities offered concern about the impacts of job displacement and the support disposal fees provide to Oregon Department of Environmental Quality to support environmental protection. Landfill and transportation firms asked questions to clarify language in the RFPs and also suggest changes. Finally, the coalition offered suggestions on how to improve criteria in the Community and Diversity sections of the RFPs.

The following is a table of all the comments with Metro's responses.

Metro's Response to Comments on Draft RFP 3396 Solid Waste Transportation Services

November 9, 2017

I. Waste Management Comments (refer to attached email dated 9/12/2017):

- Waste Management Comment #1: RFP due date - The draft indicates a due date in January 2018. Considering the holidays, would Metro move the due date to February 2018?

Metro Response to Waste Management Comment #1: There will be three months between the issue date and due date.

- Waste Management Comment #2: Section III.2 states the Contractor shall provide containers that [are] compatible with preload compactors used at transfer stations.

a. How do we arrange field inspections of the Metro compactors to verify that our proposed equipment is compatible with the Metro transfer station equipment?

b. All Metro equipment and loading bays must be measured by our operations team to verify compatibility.

Metro Response to Waste Management Comment #2: Metro will provide a tour of Metro South and Metro Central on November 7, 2017. At that time, potential proposers will be able to measure clearance and review compactor specifications. Metro will include information on this tour with the RFP release in October.

- Waste Management Comment #3: Section III. 2 f states all trucks and containers/trailers will be equipped with a real time GPS data device such that Metro can determine the location, travel path and status of each piece of equipment.

a. What is Metro's definition of real time? The frequency of data communications will affect the cost of the service.

b. Some areas of Oregon do not have reliable communication coverage; how will this be accommodated?

c. Does Metro require access to the contractor's software? If so, how will Metro handle any required licensing agreements?

Metro Response to Waste Management Comment #3:

a) The ability to look at a tracking system and see where equipment is at the time of observation.

b) Metro's expectation is to know where equipment is at all times. We expect proposers to use equipment that avoids this issue such as satellite based tracking rather than the GPS that relies on cell service or identify dead zones for Metro approval.

c) Yes, with a contract.

- Waste Management Comment #4: Section III. 4 states shuttle vehicles at transfer stations will be electric and best in class to reduce emissions

a. Please clarify these are off road vehicles that will not operate on public roads.

b. Will the transfer stations have accommodations to charge these vehicles?

c. Would an alternative fuel vehicle, such as compressed natural gas or liquid natural gas, be an acceptable alternative to electric?

Metro Response to Waste Management Comment #4:

a) Yes, these are for use at the transfer stations or staging that does not require vehicles to enter public roads.

b) We will make accommodations based on proposals. See changes proposed in 4.c

c) We will be revising this to read as a desired outcome (high emission standards) and not a requirement allowing proposers to be creative in the thinking of yard goat operations.

- Waste Management Comment #5: Section XI and Appendix A. Standard Agreement - please confirm the comment period for the draft agreement will be extended for a reasonable period since it was not available for review as of September 5, 2017.

Metro Response to Waste Management Comment #5: Comments for Appendix A. Standard Agreement will be accepted until October 3, 2017 at 5 PM.

- Waste Management Comment #6: Appendix B. Proposal Questionnaire, Section B. 4. Cost Proposal
 - a. Question A. asks for price per load, is assumed that the transporter will be required to provide tipping service within this price per load? If option, how will Metro evaluate proposals?
 - b. A. 2. - references "A. 1" if "no", complete item "#4"? Where would we locate item "#4" within this section?

Metro Response to Waste Management Comment #6:

a) The transport proposers will need to include the tipping price in their proposals whether they own it or the landfill owns it. Having the tipper price be in a consistent place allows evaluators to compare proposals. If a transport company does not wish to own or operate a tipper, it's their responsibility to communicate with qualified landfills to establish that cost.

b) Should read, "If no, complete item #4 of the Price Inputs below."

II. Republic Comments (refer to attached email dated 9/11/2017):

- Republic Comment #1: How is Metro assuring transparency that each disposal facility receives appropriate and sufficient consideration from each of the transportation proposers to prevent collusion, real or perceived?

Metro Response to Republic Comment #1: Draft Transportation RFP Questions: Metro is relying on market conditions to drive this procurement process. We see no reason a firm would ignore the opportunity to be awarded a contract with a matching landfill unless there were physical obstacles that prevent such a relationship or previous sour working relations. None of which constitute collusion.

- Republic Comment #2: Will it be a requirement for the transportation company to have a designated tipper at the landfill?

Metro Response to Republic Comment #2: We are not requiring the transport companies to own and operate tipplers however if they choose to do so, we are requiring landfills to allow for this. All tipping costs will be presented in the transport proposals regardless of ownership.

- Republic Comment #3: Page 2 Bullet 5 for Disposal and Page 8, Bullet 7 for Transportation: The draft Transportation and Disposal RFPs mention that the successful companies require an alternative plan. Please clarify. Who is proposing the alternative plan, the transportation company proposer or the disposal company proposer or both?

Metro Response to Republic Comment #3: Page 2 Bullet 5 for Disposal and Page 8, Bullet 7 for Transportation: Metro will require alternative plans for transport and disposal. For disposal, we want to know which landfill you will use in the unlikely event your landfill is closed for an **extended** period of time or permanently. For transport, we want to know back up routes or modes that may be used in the event the main route is closed. Metro will also be securing back up landfills west of the Cascades in the event of **temporary** disruptions caused by but not limited to snow, ice, fire, etc. through the Columbia Gorge. Landfills may also make recommendations or propose for these west of the Cascade back up landfills but this will not be part of the evaluation process.

III. Tidewater Comments (refer to attached emails dated 8/23/2017 and 9/12/2017):

- Tidewater Comment #1:

MCS Compactor Setup:

I found some notes from 2008 when we last went to MCS and surveyed the compactors and the measurement we took from the end of the compactor to the pedestal was 3' 5". By end of the compactor I am referring not to the steel plate chute that goes inside of the trailer door opening but the end of the compactor sidewall which is where the trailer door opening butts up to the compactor. This leaves a maximum of 41" for a rear deck on the trailer to slide underneath the compactor. If you look at the pdf file attached "Walsh trailer" you will see that Walsh Trucking's trailer design has a rear deck 38" long.

Adjusting how the new compactors will be set on their pedestals to increase the clearance underneath for the trailer rear deck will have no effect on your current payloads being hauled by Walsh Trucking since their 38" rear deck can remain the same without modification.

Payload Distribution:

To haul the maximum weight over Oregon roads it is necessary to spread the load over eight axles. The tractor has four axles and the trailer another four. It is also necessary to make the overall tractor-trailer combination as long as practical to spread the weight across the axles. Walsh uses a 53' trailer and we use 53' chassis, holding a 40' container, to achieve this. The challenge with a compacted load is that the compactor ram is limited with how far forward inside the cargo box the load can be pushed. It is important to get the center of gravity of the load further forward to spread the weight more evenly and across the axles of the tractor.

Please look at the attached pdf titled "Metro Commissioned Trailer Design". Metro paid for this analysis back in 2007 during the last transportation RFP. This study states on the first page that the payload can be increased by positioning the load forward another 3'-4'.

To achieve the best center of gravity with a container and chassis configuration that would be used by either barge or rail, the 40' container needs to be set as far forward on the chassis as possible. To do this, the rear deck of the chassis needs more clearance than the 41" currently set up for at MCS. Attached is a pdf file titled "Tidewater chassis – rear deck" showing a photo of one of our standard chassis units with a container on it. As you will see, the rear deck of the chassis measures 85".

Without setting up the new compactors at MCS with added clearance to best accommodate a container on chassis loading scenario, Metro is limiting their transportation mode options by putting the use of containers at a disadvantage. I hope that the setup of your new compactors can be reviewed and adjusted. Please treat this email as a formal comment to your draft RFP for solid waste transport service. Do not hesitate to contact me with questions.

Metro Response to Tidewater Comment #1: Metro has already contracted to replace compactors at Metro South and Central with SSI. We require the same specifications as we currently have to work with our current transport contractor for the remaining two years of the contract.

We suggest proposers investigate with SSI ways to modify the compactors to work with an 8-9' deck or develop a chassis that can work with the current compactor and then wench the container forward to provide an 8-9' deck and make the load road legal. All this should be included in your proposal.

- Tidewater Comment #2: VII. Evaluation of Proposals

In section B.1. the maximum payload per container to determine cost is to be based on a single bale compacted at 7' high by 7' wide, maximum length of 34', and pushed from the end of the compactor a maximum of 7'. This is a general industry standard in our experience and works well with 40' long ISO intermodal containers which are used for transporting MSW by barge or rail. 40' ISO containers can be built to handle Metro's desire for 34 ton payloads, however, these loads cannot be made road legal under existing regulations in the states of Oregon and Washington. In order to maximize what can be legally hauled over public roads, Metro's compactors must be able to accommodate containers set on chassis which have a rear deck spanning the distance from the container door to the rear bumper of the chassis that measures approximately 9 feet. Current, or new, compactors must be modified so that all modes of transportation can achieve their best payload possible if Metro is to fairly evaluate the options available.

Metro Response to Tidewater Comment #2: See Metro response to comment #1

- Tidewater Comment #3: II. Other On-Site Transfer Station Activities & Proposal Questionnaire E.4.E. Metro states that their contracts for operating the transfer stations contain an incentive for exceeding payloads of 34 tons and a penalty for not achieving payloads of 34 tons. This is in contrast to what we read in the current contracts, which pay an incentive of \$11/ton above 33.5 tons and a penalty of \$22/ton below 33.5 tons. The transfer station operations contracts were put in place after the current transportation provider began operations and will expire no later than Dec. 31, 2019 which is also when the current transportation contract will expire. There should be no link between the RFP, or future transportation services contract, and the current transfer station operations contracts since those will no longer be relevant when the new transportation provider begins operations on Jan. 1, 2020.

The Proposal Questionnaire also states that there will be a penalty assessed for equipment used by the future transportation provider that does not achieve 34 ton payloads of \$125.27 per MCS load and \$88.55 per MSS load which are additional compared to "if" 34 ton capable equipment were to be used. These penalties presumably are to pay for additional costs operating the transfer stations. These penalties should be removed since:

Metro Response to Tidewater Comment #3: Any incentives or penalties will be established with our next transfer station operator based on winning transport proposals projected load capacity. There is now a cost for being under 34 tons as well as a benefit of being over 34 tons in the transport evaluation based on the additional costs needed to compact more or fewer loads per day.

- Tidewater Comment #4:

1. Cost being weighted at 40% of the evaluation criteria makes it very likely that the lowest cost proposer will be awarded the new transportation contract. Metro will therefore be paying the best

price available. Or, if Metro selects a provider who was not the lowest cost, Metro will have determined that other benefits provided by that transport option warranted the additional costs.

2. The 34 ton payload target is based on available tractor-trailer combinations and current over-the-road regulations. Other modes of transportation not based on a pure trucking solution from transfer station to landfill are being penalized before evaluating their costs and non-price related benefits.

3. When the new transportation contract goes into effect, there will also be new transfer station operations contracts in place. Therefore, it is impossible to determine what future changes in costs Metro will incur for both transport and operations at this time.

Metro Response to Tidewater Comment #4: A change in container capacity either greater or less than the current 34 tons will have impacts to transfer station operations. Metro's approach to calculating those were done with the best, currently available data. We can't anticipate what the future pay structure will be for the two transfer stations but we can assume that with labor and capital increasing over time it will likely be more, not less expensive.

- Tidewater Comment #5: Reduction in Waste Volume

In the draft RFP Metro is making no assurances in projected volumes originating from each transfer station yet requiring the contractor to provide sufficient equipment to handle all of the waste from each transfer station. How will Metro determine the amount of equipment necessary? Purchasing excess equipment that is underutilized in future years adds costs to any contractor's operations. We suggest that Metro commit to a minimum annual volume by transfer station source site over the term of the contract and/or allow for rate adjustments if volumes decrease below those minimums.

Metro Response to Tidewater Comment #5: Reduction in Waste Volumes: Metro will base required equipment on the 10 year waste projections provided in the Transport RFP.

- Tidewater Comment #6: Contingency Plans

The contractor is to provide written contingency plan(s) if normal operations are disrupted. There are many possible disruptions that could occur and many of these conceivably would involve the prevention of transport east of Mt. Hood using normal routes.

1. For these brief periods, will Metro have arrangements to deliver waste to other landfills north or south of Portland which would bypass the possible restrictions moving east of the metropolitan area?

2. The Proposal Questionnaire only asks for a cost per load. Delivery to an alternative landfill will most likely reduce or increase operating costs based on mileage and other factors. Will Metro put into the Proposal Questionnaire language for a proposer to decrease or increase their cost per load based on alternative landfills?

Metro Response to Tidewater Comment #6: Contingency Plans:

1) Yes, Metro intends to secure back up landfills west of the Cascades in the event of **temporary** disruptions caused by but not limited to snow, ice, fire, etc. through the Columbia Gorge.

2) Since this is a back up option, it will not be evaluated in this RFP process and will be negotiated with the transportation firm once Metro has identified the back up landfill locations. (not part of this procurement)

- Tidewater Comment #7: Evaluation Criteria – Environmental

The Criteria and Subcriteria in the draft RFP VIII.B. are listed as:

1. Environmental

1.a PM10

1.b NOx in CR Gorge National Scenic Area

1.c Fuel Use in CR Gorge National Scenic Area (proxy for SOx)

1.d Greenhouse gases (CO2)

In the Transportation Proposal Questionnaire B.1. it states “analysis of environmental impacts will focus on the generation of PM, NOx, Sox and greenhouse gases”.

It is unclear which particulate matter will be evaluated. In one area only PM10 is listed while in another only the generic term PM is used. PM2.5 is arguably more of a visibility issue than PM10 but is not specifically asked for. Please clarify the types of PM that need to be analyzed and submitted.

In B.2. of the Transportation Proposal Questionnaire it states “emission factors will be based on engine Tier standards, as defined in the Federal Register”. Please provide the exact citation(s) in the Federal Register so as to avoid confusion.

Metro Response to Tidewater Comment #7: Evaluation Criteria – Environment:

B.1 The EPA defines Marine Engine and Locomotive Engine emissions standards as total particulate matter (PM). The EPA has published a Technical Highlights document for Locomotive Engines (EPA-420-F-09-025. April 2009), which states the following: “Similarly, PM emissions can be expressed as PM10 (which includes all particles up to 10 microns in diameter) or PM2.5 (which includes only those particles up to 2.5 microns in diameter). PM2.5 emissions can be estimated as 0.97 times the PM10 emissions, meaning that nearly all of the PM is less than 2.5 microns in diameter.”

The EPA SmartWay model will be used to calculate emissions from trucks and will provide emission factors for both PM10 and PM2.5. It can be assumed for emission comparison purposes that total PM from engine exhaust can be defined as PM10, but that nearly all of the total PM from engine exhaust is considered PM2.5.

To avoid confusion, we recommend changing 1.a from PM10 to PM.

B.2 Engine Tiers for Locomotive and Marine Engines are defined in 73 FR 37096, June 30, 2008.

- Tidewater Comment #8: VI. Proposal Contents
Emissions modeling will be more complex for a barge option than for other modes. We suggest that for barging, models and supporting data be allowed as a submission in the appendix to the proposal.

Metro Response to Tidewater Comment #8: Proposers may submit this as attachments however; evaluators will make the final decision on which data to use in making the environmental evaluations.

- Tidewater Comment #9: III. Proposed Scope of Work/Schedule
GPS Data Devices – This equipment is listed as a requirement for all trucks and containers/trailers. However, in the proposal questionnaire it is excluded for transport options by barge/rail. This needs to be clarified. More importantly, we request that GPS devices not be required for intermodal containers moved by barge. Containers are designed to be much more durable than truck trailers due to the rough nature of their handling. Containers are stacked and stowed up against each other in yards and on barges. Because of this physical handling, attached GPS devices will be frequently damaged and torn from containers. We also see no practical reason to require GPS devices on containers. Containers are tracked when they are interchanged at barge terminals and manifested when loaded on to barges. Accurate locations of containers, and whether they are loaded or empty,

can be tracked using established industry methods. We also ask for Metro to define why any GPS tracking would be necessary since the value of this data is not readily apparent to us.

Metro Response to Tidewater Comment #9: We will be revising this to read as a desired outcome and not a requirement allowing proposers to be creative in the thinking how to meet Metro's need to know where equipment is at any given time.

- Tidewater Comment #10: Shuttle Vehicles – *Those used at the transfer stations are required to be electric in the draft RFP. While the current transportation provider uses conventional yard goats (smaller yard trucks not designed for long haul use) with the way their system is set up, we see it very likely that conventional long haul tractors will need to do that work. Also, at this time we can find no electric equivalent capable of performing this work. We suggest Metro remove this requirement.*

Metro Response to Tidewater Comment #10: We will be revising this to read as a desired outcome and not a requirement allowing proposers to be creative in the thinking of yard goat operations.

- Tidewater Comment #11: Transfer Station Loading – *The scope of work states “Contractor will be responsible for receiving a load of waste from MCS and/or MSS whenever a load has been prepared by the transfer station operator.” Provisions should be outlined for the transportation provider to be compensated due to loading delays and overtime caused by transfer station operational delays.*

Metro Response to Tidewater Comment #11: We have left this language the same.

IV. McCall Oil Comments (refer to attached email dated 9/12/2017):

- McCall Oil Comment #1: *If a barge mode of transportation is selected and 40ft ISO containers are being used, will the transfer station operator be forgiven the financial penalty for not reaching the 34-ton load requirement?*

Metro Response to McCall Oil Comment #1: We don't know what the penalties will be for the transfer stations until we know the container size and those contacts are negotiated.

- McCall Oil Comment #2: *Will Metro be open to negotiating Minimum Annual Guarantees with the selected transportation company to back stop the capital expense requirements?*

Metro Response to McCall Oil Comment #2: No, however how you structure your per container pricing is up to you. Such as container 1 is \$x and each following container is \$y.

- McCall Oil Comment #3: *Will Metro reimburse the transportation company's labor expenses for compactor/equipment delays or shutdowns at the transfer stations? Including overtime costs to hire Saturday/Sunday drivers to make up for any production interruptions during the week due to transfer station issues?*

Metro Response to McCall Oil Comment #3: As per the RFP, transport must be available during compacting hours. We also have redundant compactors at both stations in case of compactor failure.

- McCall Oil Comment #4: *More weight should be placed on environmental factors to reward those companies striving to reduce fuel consumption & emissions through the application of advanced cost-effecting technologies.*

Metro Response to McCall Oil Comment #4: Staff went with the guidance received from Metro Council on the weighting of our four major evaluation criteria.

- McCall Oil Comment #5: *Will Metro accept the installation charge for RFID and GPS data devices for each container, trailer or truck as required during the duration of the agreement?*

Metro Response to McCall Oil Comment #5: Metro expects tracking of equipment to be part of the required component of this procurement. Any costs associated with this should be included in your per load costs. We will be changing this to a service level rather than prescribing the solution such as GPS or RFID. Proposers will have the opportunity to develop a plan for how Metro will know where equipment is.

- McCall Oil Comment #6: *Please clarify the restriction for Wasco Landfill only to accept waste from MSS? Is this tonnage based or other? If MSS is assigned to a different landfill, would Wasco be able to take MSW from Metro Central?*

Metro Response to McCall Oil Comment #6: Wasco identified Metro South or equivalent tons. The RFP will be changed to reflect Metro South or Metro Central but not both.

V. Charles Hawkes Comment (refer to attached email dated 9/4/2017):

- Charles Hawkes Comment: *I notice that the current metro plan is to continue to use traditional landfills. Is there a possibility to transition to something else? Has there been any consideration toward something like a waste to energy plant.*

Metro Response to Charles Hawkes Comment: Metro has been looking at alternatives to landfills. The following link will detail that work. <http://www.oregonmetro.gov/public-projects/future-garbage-and-recycling/waste-energy>

VI. Walsh Trucking Comments (refer to attached email dated 9/6/2017):

- Walsh Trucking Comment #1: *Is there a set date for the replacement of the compactors at the Metro South and Metro Central stations? Will the replacement compactors have the same specifications as the ones currently in use?*

Metro Response to Walsh Trucking Comment #1: Target dates are January for Metro South Station and April for Metro Central Station. The MSS again in September and MCS before Christmas. The new compactors will have the same performance specifications and load chute physical dimensions.

- Walsh Trucking Comment #2: *How many loads are expected to be compacted in a 12 hour period?*

Metro Response to Walsh Trucking Comment #2: MCS .38 hours per load on average so 12 hours would be 31.58 loads. For MSS its .4 hours per load on average so 12 hours would be 30 loads.

- Walsh Trucking Comment #3: *What is Metro's contingency plan for when compactors go down or are unable to perform to expectations? For example if the compactors at Metro South are unable produce loads due to a transfer station breakdown, is the transportation company to go to Metro Central to get loads? If not, what is the contingency plan for the trucks while the compactors are not performing to expectations?*

Metro Response to Walsh Trucking Comment #3: Both stations are equipped with redundant compactors and the TS operators are required to provide redundant loaders. This helps to ensure that compaction is always available, if at a slower pace.

If one transporter services both facilities, flexing transport would be an option.

- Walsh Trucking Comment #4: *Will Metro have control over setting the schedule for weekend tipping at the landfill?*

Metro Response to Walsh Trucking Comment #4: Metro is requiring that landfills be open or have storage capacity (containers) so that all waste can leave the transfer stations and be serviced that day at the landfill.

- Walsh Trucking Comment #5: *In regard to the hours of operation at the landfill:*
 - a. *Who is going to set them?*
 - b. *Will they be determined before the proposals for the transportation contract are submitted?*
 - c. *Will the specific operating hours of the landfill be written into the contract?*

Metro Response to Walsh Trucking Comment #5: In regard to the hours of operation at the landfill:

- a) The time needed to service the transfer station waste will set the hours.
 - b) No. Based on multiple modes needing different service requirements.
 - c) Likely but again, it's the service that's determining this rather than set hours
- Walsh Trucking Comment #6: *What is Metro's contingency plan for an alternative landfill option if the primary landfill is not accessible or operable? Is the alternative landfill on the approved landfill list?*

Metro Response to Walsh Trucking Comment #6: Metro will be securing back up landfill options for contingency. We will also be asking transport proposers for alternative routes to landfills and landfill proposers to identify back up landfills in the event of a closure at their landfill.

- Walsh Trucking Comment #7: *Who are the current bidders on the transportation RFP? If that information is not currently available, when can we expect it?*

Metro Response to Walsh Trucking Comment #7: We will not know until we receive proposals on the due date.

- Walsh Trucking Comment #8: *In regard to Metro's new requirement of the use of electric Yard Goats:*
 - a. *Will Metro provide the charging stations? If so, how many will be provided?*
 - b. *Where will the charging stations be located?*
 - c. *Will Metro provide the power for the charging stations?*

Metro Response to Walsh Trucking Comment #8: We will be revising this to read as a desired outcome and not a requirement allowing proposers to be creative in the thinking of yard goat operations.

- Walsh Trucking Comment #9: *If all of the tractors are equipped with GPS and you have the ability to look up specific tractor locations, understanding that an individual tractor can only pull one trailer at a time, what is the logic behind having the trailers equipped with GPS as well?*

Metro Response to Walsh Trucking Comment #9: We will be revising this to read as a desired outcome and not a requirement allowing proposers to be creative in the thinking how to meet Metro's need of know where equipment is at any given time.

VII. The Metropolitan Alliance for Workforce Equity Comment (refer to attached email dated 9/12/2017):

- The Metropolitan Alliance for Workforce Equity Comment: *Community impact*
 - a. *Require that bidders submit a route and facility siting analysis that assesses and minimizes the impact on environmental justice communities.*

Metro Response to The Metropolitan Alliance for Workforce Equity Comment: Metro is evaluating routes and community impacts in the RFP.

VIII. Arlen Sheldrake Comment (refer to attached email dated 8/31/2017):

- Arlen Sheldrake Comment: *Please give preference to transporting my waste by rail or barge to the landfill instead of by truck. We know that our traffic congestion is only going to get worse and I would like transporting my waste to not be part of the cause.*

Metro Response to Arlen Sheldrake Comment: Metro won't give preference to modes but will evaluate modes on traffic generated, times of day and routes operated on to reduce the impacts of transport on our community and the communities our garbage travels through.

Metro's Response to Comments on RFP 3355 Solid Waste Disposal Services

November 9, 2017

I. Waste Connection Comments (refer to attached email dated 9/12/2017):

- Waste Connection Comment #1: Section IV. (page 2) Second Bullet 'Three references from municipalities that have similar annual waste volumes to Metro and which have used the landfill in the last five years.'

There are four landfills that were prequalified. For each of the four landfills to provide three references from municipalities with similar volumes, that would mean 12 municipalities with similar (500k tons) volumes. There are not 12 municipalities within trucking, rail or barging distance from these four landfills with that large of volumes. Please consider changing this language to "Three references from municipalities that have similar waste streams that have used the landfill in the last five years".

Metro Response to Waste Connection Comment #1: We will change the language to reflect your proposal.

- Waste Connection Comment #2: B. 1. Cost (page 5)
We do not feel that the current Cost weighting and calculation gives enough importance to economics. In your example, a \$10 price advantage or \$5,000,000 annually (or \$100,000,000 assuming flat volumes during the life of the 10 year agreement and the 2-five year extensions) is only worth 4 points out of 100. It seems like Metro would be doing a disservice to the rate payers by not giving more weighting for a \$100,000,000 savings. Please consider changing how you calculate the scoring for Cost, to give more consideration to economics. The other scored criteria I are much more subjective and one of these sections could easily outweigh a huge savings to the rate payers.

Metro Response to Waste Connection Comment #2: Staff went with the guidance received from Metro Council on the weighting of our four major evaluation criteria.

- Waste Connection Comment #3: Lastly, when Waste Connections completed the Metro's Request for Qualifications 3355 Waste Disposal Services for Wasco County landfill, we requested 11MSS or 265,000 tons". Waste Connections' intent was to receive the tons out of MSS or the equivalent 265,000 tons out of MCS. We apologize if this was not stated clearly and ask that Metro consider changing the draft to allow transportation companies to quote a transportation bid from MCS to Wasco. To clarify, Wasco County landfill is willing to accept up to 265,000 tons annually from either MSS or MCS. We feel it is in Metro's best interests to have transportation quotes from both facilities to the Wasco County landfill when making long term transportation and disposal decisions.

Metro Response to Waste Connection Comment #3: Metro will change the RFP to reflect your intent.

II. Waste Management Comments (refer to attached email dated 9/12/2017):

- Waste Management Comment #1: RFP due date - The draft indicates a due date in January 2018. Considering the holidays, would Metro move the due date to February 2018?

Metro Response to Waste Management Comment #1: There will be three months to respond between the posting and due date.

- Waste Management Comment #2: Section III. 11 states the landfill operator must provide the tipper owner one week's notice of staging changes. This is operationally impractical because tippers are

often moved every few days. Would Metro allow the landfill operator and tipper owner to determine a mutually beneficial notification protocol for tipper moves?

Metro Response to Waste Management Comment #2: Metro will maintain the current language.

- Waste Management Comment #3: Section XI and Appendix A. Standard Agreement - please confirm the comment period for the draft agreement will be extended for a reasonable period since it was not available for review as of September 5, 2017.

Metro Response to Waste Management Comment #3: Comments for Appendix A. Standard Agreement will be accepted until October 3, 2017 at 5 PM.

- Waste Management Comment #4: Appendix B. Proposal Questionnaire, Section B. 4. Cost a. 1. - Should you be asking for two disposal prices, one that includes tipping and one without tipping? It is unclear if the transporter is required to provide for the tipping.
b. Question A. asks for price per ton and then section A . 2. B) asks price per load, should this be consistent (tons v . loads)?
c. A. 2. - references "1(a)" should this be "1"?

Metro Response to Waste Management Comment #4: Costs should only be the landfills per ton cost including any fees (all inclusive). Any tipper fees should be shared with transportation firms wishing to use the landfills tipper and staff rather than own and operate their own. Those costs will be evaluated in the transport proposals.

III. Republic Comments (refer to attached email dated 9/11/2017):

- Republic Comment #1: Pg. 2-Proposed Scope of Work/Schedule:
"Metro intends to award this to one or two firms to provide the services required. The term of the contract is anticipated to be January 1, 2020 through December 31, 2029 with two five year extension options. Metro reserves the right to award additional contracts from this RFP during the above stated term."

Please clarify the sentence, "Metro reserves the right to award additional contracts from this RFP during the above stated term."

Will there be more than two contracts awarded?

Metro Response to Republic Comment #1: Pg. 2- Proposed Scope of Work/Schedule:

We will clarify this. There is a minimum of two contacts possible (one transport and one disposal) and four contract maximum, (two transport to two landfills).

- Republic Comment #2: Page 2 Bullet 12:
Will the successful proposer be paid based on Metro's scale or proposers scale?

Metro Response to Republic Comment #2: Page 2 Bullet 12: Proposer will be paid based on Metro's scale.

- Republic Comment #3: B-2 of 5- Environmental
How is the ranking evaluated on the LFG qualifications? Please define scoring criteria.
Will landfills score higher for utilizing more landfill gas for beneficial reuse?

Metro Response to Republic Comment #3: B-2 of 5 Environmental: All questions in the Environmental section of the Disposal Questionnaire will be evaluated on a scale basis. For number

2 in this section, we'll create a ratio of productive use and flaring. Production is dependent on many factors. Creating a ratio allows us to compare landfills regardless of material composite, totals already in the ground and technologies used.

- Republic Comment #4: B-3 of 5- Operational:
Please explain why would there be a potential 20% reduction in MSW?

Metro Response to Republic Comment #4: B-3 of 5- Operational: We want all our proposers to have contingencies planned for various possibilities. The 20% reduction comes from our experience with the economy post 2008, however it could also come from a temporary transfer station closure or other unforeseen event.

- Republic Comment #5: B-4 of 5- Community and Diversity:
"Describe how you will report to Metro."

a) Define the criteria Metro is looking for.

b) And, will Metro be providing a standardized reporting tool?

Please "clarify" community, is Metro looking for definitive or quantitative data.

Metro Response to Republic Comment #5: B-4 of 5 Community and Diversity: In Appendix B. 3 A (2, the criteria metro is looking for is "Include race, ethnicity, gender, veteran status and disability." Metro is exploring standardized report tools for this and wages and compensation.

For the Disposal RFP, Community is defined as the host community however we are interest in hearing from communities that waste passes through although this is not required for Disposal RFPs.

- Republic Comment #6: Wages
a) Will Metro give greater weight to companies that have wage and rates defined by a contract versus market opportunity?
b) How will Metro confirm wage information that has been submitted by companies?

Metro Response to Republic Comment #6: Metro anticipates wages to be part of the evaluation process however no preference will be given to how those wages are negotiated.

Part of the standardized report tool Metro is considering has a wage reporting component that also audits.

- Republic Comment #7: B-5 of 5: Cost
a) Is the consumer price index being considered by Metro the West All Urban Size Class A?
b) Will the draft contract have a definitive percentage increase identified when released?
c) Would Metro be willing to accept an alternative industry specific index that is more aligned with our actual cost of doing business?

Metro Response to Republic Comment #7: B-5 of 5 Cost:

a) Yes.

b) Proposers will propose the percent of CPI they would like as an escalator. This will be used to calculate total costs over the 10 years of the contract.

c) No.

IV. The Metropolitan Alliance for Workforce Equity Comment (refer to attached email dated 9/12/2017):

- The Metropolitan Alliance for Workforce Equity Comment: Landfill emissions
a. Rather than simply asking each potential operator to in effect set their own goals for landfill emissions, set specific emissions reduction goals and ask respondents to submit their plan to meet them.

Metro Response to The Metropolitan Alliance for Workforce Equity Comment: Because of the nature of landfills, it is difficult to measure all methane emission. We will be looking at ratios of energy use to flaring of methane as a way to evaluate proposers.

V. Davi Rios Comment (refer to attached email dated 8/17/2017):

- Davi Rios Comment: *I am writing in response to the Landfill and transport draft RFPs shared at <http://www.oregonmetro.gov/news/public-notice-comments-sought-draft-request-proposals-landfill-disposal-and-waste>*

I do not believe the scoring rubric appropriately reflects the values of the people of Portland, OR, and they certainly do not reflect my values.

While cost is certainly a consideration when deciding upon a provider, it is not the only or even the primary consideration. The people of Portland, OR consistently vote to raise taxes and levies when they are presented for both environmental and social initiatives. Quite frankly, the current cost of garbage service is extraordinarily affordable both for curbside service and when taking waste to the transfer stations. I am not concerned that the service will jump to unreasonable or unaffordable levels, especially when stacked up against the high cost of things like property taxes and sewer bills in Portland.

It is unconscionable that you would sell my children's future for a cheaper garbage bill. A rubric that more appropriately matched Portland's values for both RFPs would look something like:

Environmental 35

Operational Considerations/Reduction of Risk to Metro 20 Community and Diversity 25 Cost 20

Also, "Emergency procedures for dealing with accidents and releases to the environment" and "sustainable practices proposed" should be included in the Environmental score rather than Operational Considerations.

Metro Response to Davi Rios Comment: Staff went with the guidance received from Metro Council on the weighting of our four major evaluation criteria. Metro will be looking at proposers safety plans and safety record as part of the evaluation.

VI. City of Arlington Comments and Metro Response:

See Attachment A

VII. City of Condon Comments and Metro Response

See Attachment B

VIII. Gilliam County Comments and Metro Response

See Attachment C

Metro's Response to Comments on RFP 3396 Solid Waste Transportation Services and RFP 3355
Solid Waste Disposal Services Community and Equity Considerations

November 9, 2017

I. The Metropolitan Alliance for Workforce Equity Comment (refer to attached email dated 9/12/2017):

- The Metropolitan Alliance for Workforce Equity Comment: Workforce
 - a. *Given the high cost of living and growing inequality in the Portland region, as well as the need to ensure a stable, well trained workforce in this important public function, Metro has a public interest rationale in contracting with employers who pay sustainable wages. The RFPs should require that all employees are paid a wage keyed to a widely recognized standard, like prevailing wage, a living wage, or another wage rate calculated based on local cost of living and industry standards.*
 - b. *Metro could ensure that public dollars are supporting the job growth in economically impacted communities by requiring respondents to participate in a First Source Hiring program, or other program that directly connects disadvantaged job seekers with job opportunities in the waste industry.*
 - c. *Given historic and present racial inequities in the criminal justice system, Metro should require compliance with strong "ban-the-box" policies that remove barriers to employment for the formerly incarcerated.*
 - d. *The use of temp agency services is a common practice in the waste industry. These services pay lower wages, and divert accountability for employment practices from the primary employer. The RFPs should place specific limitations on the use of temporary services agencies, as well as require policies that give temporary or part time workers preference for hiring into permanent or full time positions. Alternately, the RFP could require that the primary contractor be considered a joint employer for purposes of compliance with all applicable workplace laws.*
 - e. *Transportation incidents are the most common type of fatality at work, and refuse and recyclable materials collectors and truck drivers had the fifth and seventh highest rates of fatalities at work in 2015 (based on BLS data released in December 2016). Given the safety issues prevalent in the waste and transportation industry, the health and safety sections of the RFPs should be strengthened by requiring:
 - i. *Disclosure about past health and safety incidents and proof that any deficiencies found by public agencies or internal audits have been corrected. Require contractors to abate OSHA violations within the abatement period required by OSHA, regardless of whether the company challenges the violation.*
 - ii. *Submittal of an Illness and Injury Prevention Program (I2P2) that emphasizes identifying and eliminating hazards, to be audited by a third party annually, with proof that deficiencies have been corrected.**

Metro Response to The Metropolitan Alliance for Workforce Equity Comment: Metro was able to include your suggestions or some variation of them in both RFPs. The only example where this was not the case was regarding temp labor. This is very rare at landfills or with transport firms but is useful as we consider our transfer station contracts that will be expiring soon.

Attachment A: City of Arlington Comments and Metro's Response

CITY OF ARLINGTON

P.O. BOX 68
ARLINGTON, OR 97812
PHONE: 541-454-2743
FAX: 541-454-2753
TTY: 800-572-0638

Landfill Draft RFP
% Metro
600 NE Grand Ave.
Portland, OR 97232

September 6, 2017

Dear Metro Councilors and Staff,

I am writing on behalf of the City of Arlington to provide comments on Metro's draft Request for Proposals (RFP) for Solid Waste Disposal. As the host community for the current contract at Columbia Ridge Landfill, the City of Arlington would like to focus our comments on the "Community and Diversity" evaluation criteria in the draft RFP found in *Section VIII Part B* and in *Appendix B, Section B, Subsection 3*.

First, we were pleased to see "Community & Diversity" included in Metro's evaluation criteria. In the nearly 30 years since Gilliam County partnered with Metro to solve the region's solid waste disposal challenges, our community has experienced, firsthand, the impact of this contract. We know it extends far beyond the benefit to a single company and its employees; it has served as an economic driver and a lifeline for our small, rural community for decades.

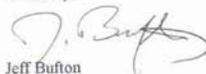
As Metro considers awarding a new contract, we believe the impact to host communities should be a key consideration in Metro's decision. Therefore, we urge Metro to increase the number of points allocated to "Community & Diversity" in *Section VIII, Part B* and to also place greater emphasis on the "Commitment to Community Relations" sub-criteria to ensure the full impact to the host community is properly considered.

To strengthen this focus, we also recommend modifications in *Appendix B, Section B, Subsection 3* that allow Metro Council and staff to better gauge the contract's broader impact on potential host communities. Specifically, in the questions regarding staffing plans, we encourage Metro to request information about the number of jobs created or saved in the host county, as well as their potential impact as a percentage of total employment in the area.

We use the word "saved" here purposely, as we believe the Metro Council should consider not just the positive job opportunities the Solid Waste Disposal Contract will bring to a host community, but also the potential job losses that may result if Metro severs an existing relationship with a host community.

The City of Arlington appreciates the opportunity to comment on Metro's draft Request for Proposals for Solid Waste Disposal. Please feel free to contact us if we can provide further information about our comments or answer any questions.

Sincerely,



Jeff Bufton
Mayor

The City of Arlington is an Equal Opportunity Provider.

Metro Response to City of Arlington Comments: Staff went with the guidance received from Metro Council on the weighting of our four major evaluation criteria. Metro will be looking into quality of jobs in the Community and Diversity section of the RFPs. This includes wages and benefits. While job creation and loss is important to consider, it is very difficult to measure and it's not clear of the impact on landfills or where the workers actually reside that work at any of the four qualified landfills. We have moved the "cost" of host fees from the Cost section to the Community and diversity section to reflect the benefits they bring to communities.

Attachment B: City of Condon Comments and Metro's Response



128 S Main St.
PO Box 445
Condon, OR 97823
P: 541-384-2711
F: 541-384-2700

September 6, 2017

Dear Metro Councilors and Staff,

The City of Condon would like to offer our comments regarding Metro's draft Request for Proposals (RFP) for Solid Waste Disposal. Although we are located nearly 40 miles south of Columbia Ridge Landfill, the site of the current waste disposal contract, we have seen a positive impact on our community and economy over the course of this partnership. Because of this experience, we would like to address the "Community and Diversity" evaluation criteria as outlined in Section VIII Part B and in Appendix B, Section B, Subsection 3.

We have always seen this contract as a positive partnership between Metro and our communities - Arlington, Condon, Lonerock, and Gilliam County. For the City of Condon, it has been a partnership that has brought economic stability and tremendous resources to our community. That's why we believe it is critical for Metro to fully consider the proposals' broader impact on prospective host communities during its evaluation process. We commend the Metro Council for including "Community & Diversity" in its evaluation criteria; however, we are concerned the draft RFP does not give this category enough weight in its current form.

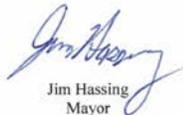
We respectfully request Metro increase the number of points allocated to "Community & Diversity" in *Section VIII, Part B* and allocate at least half of those points to the "Commitment to Community Relations" sub-criteria to ensure the proposal's full impact on host communities is given due consideration.

In addition, we would like to see modifications to *Appendix B, Section B, Subsection 3* that allow Metro Councilors and staff to measure and award points based on the proposal's overall impact on the host county's economy. We believe this can be accomplished by requiring companies to provide information about the number of jobs saved or created, as well as the percentage of total employment these jobs represent in the host county.

Finally, we recommend Metro consider including additional metrics for measuring community impact in its evaluation criteria, such as host fees paid to support local economic development initiatives, college scholarships for local students, and donations to support local organizations. We feel these additional metrics provide a more complete picture of the proposal's impact on prospective host communities.

Thank you for the opportunity to provide our feedback on this critical issue. Please let us know if we can answer any questions.

Sincerely,

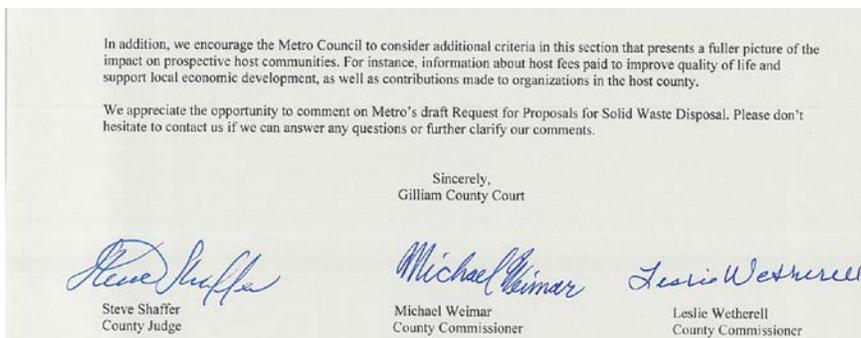
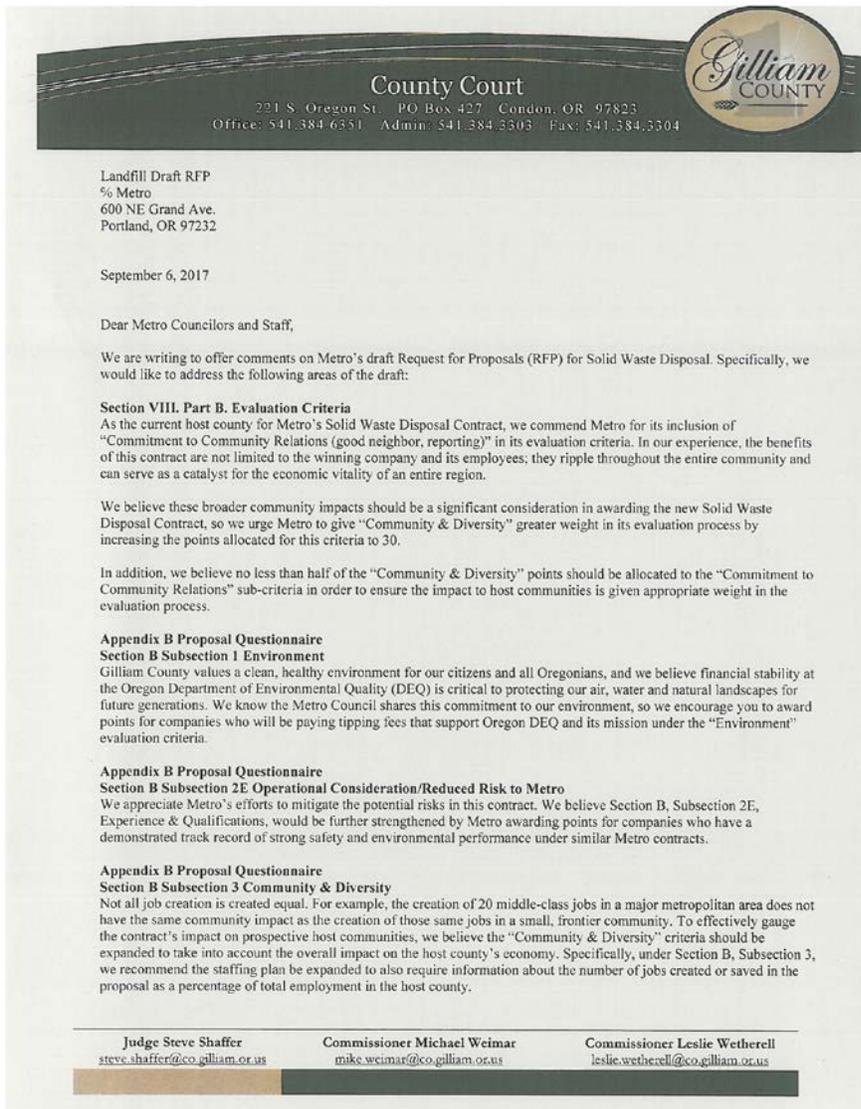


Jim Hassing
Mayor

cityofcondon@jncable.com ~ www.cityofcondon.com

Metro Response to City of Condon Comment: Staff went with the guidance received from Metro Council on the weighting of our four major evaluation criteria. Metro will be looking into quality of jobs in the Community and Diversity section of the RFPs. This includes wages and benefits. While job creation and loss is important to consider, it is very difficult to measure and it's not clear of the impact on landfills or where the workers actually reside that work at any of the four qualified landfills. We have moved the "cost" of host fees from the Cost section to the Community and diversity section to reflect the benefits they bring to communities.

Attachment C: Gilliam County Comments and Metro's Response



Metro Response to Gilliam County Comment: Staff went with the guidance received from Metro Council on the weighting of our four major evaluation criteria. Metro will be looking into quality of jobs in the Community and Diversity section of the RFPs. This includes wages and benefits. While job creation and loss is important to consider, it is very difficult to measure and it's not clear of the impact on landfills or

where the workers actually reside that work at any of the four qualified landfills. We have moved the “cost” of host fees from the Cost section to the Community and diversity section to reflect the benefits they bring to communities.

From: [Kampfer, Dean](#)
To: [Landfills and Transport Comment](#)
Cc: [Will Elder](#)
Subject: Metro RFP 3355 Solid Waste Disposal - Comments
Date: Tuesday, September 12, 2017 11:31:42 AM
Attachments: [image002.png](#)
[170912 Metro RFP - Disposal # 3355.pdf](#)

Dear Metro

Attached you will find Waste Management's comments to the Disposal RFP #3355

Thank you for the opportunity to comment.

Dean Kampfer

Marketing Manager, Public Sector Services

Pacific Northwest Area

dkampfer@wm.com

Waste Management

7227 NE 55th Avenue

Portland, OR 97218

Tel 503 493 7831

Cell 503 849 6444

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WASTE MANAGEMENT

7227 NE 55th Avenue
Portland, OR 97218

September 12, 2017

Mr. Will Elder
Senior Solid Waste Operations Planner
Property and Environmental Services
Metro
600 NE Grand Avenue
Portland, Oregon 97232

SUBJECT: Metro RFP 3355 Solid Waste Disposal

*** sent by email only ***

Dear Will:

Thank you for the opportunity to provide comments on Metro's draft Solid Waste Disposal RFP 3355. We look forward to Metro's clarifications and considerations of these items:

- 1.) RFP due date - The draft indicates a due date in January 2018. Considering the holidays, would Metro move the due date to February 2018?
- 2.) Section III. 11 states the landfill operator must provide the tipper owner one week's notice of staging changes. This is operationally impractical because tippers are often moved every few days. Would Metro allow the landfill operator and tipper owner to determine a mutually beneficial notification protocol for tipper moves?
- 3.) Section XI and Appendix A. Standard Agreement - please confirm the comment period for the draft agreement will be extended for a reasonable period since it was not available for review as of September 5, 2017.
- 4.) Appendix B. Proposal Questionnaire, Section B. 4. Cost
 - a. 1. - Should you be asking for two disposal prices, one that includes tipping and one without tipping? It is unclear if the transporter is required to provide for the tipping.
 - b. Question A. asks for price per ton and then section A. 2. B) asks price per load, should this be consistent (tons v. loads)?
 - c. A. 2. - references "1(a)" should this be "1"?

Let me know if you have questions or need clarification about our comments. You can reach me at 503.493.7831 or dkampfer@wm.com.

Waste Management looks forward to working with Metro during the RFP process.

Thank you,

A handwritten signature in blue ink that reads "Dean Kampfer". The signature is written in a cursive, flowing style.

Dean Kampfer
Municipal Relations Manager - Oregon

From: [McLain, Therese](#)
To: [Landfills and Transport Comment](#)
Subject: Questions on the Draft RFPs for Regional Transport and Diposal
Date: Monday, September 11, 2017 3:26:39 PM
Attachments: [image001.jpg](#)
[RS Questions on Metro Draft RFPs on Disposal and Transportation 9.11.17.pdf](#)

Attached, please find Republic Services' questions to the two draft RFPs to transport and dispose approximately 500K tons per year of the region's garbage. The deadline for the public comment period is September 12, 2017.

Thank you,

Therese M. McLain

Municipal Contracts Administrator
10295 SW Ridder Road, Wilsonville, OR 97070
e TMclain@republicservices.com
o 503-404-4187 c 503-826-4683
f 503-582-9307 w www.RepublicServices.com
[RS_EMAIL_SIGNATURE_LOCKUP_1](#)





September 11, 2017

Landfill and Transport Draft RFPs
Metro
600 NE Grand Avenue
Portland, OR 97232

Submitted via email to: landfills@oregonmetro.gov

Dear Metro Review Team,

Below are Republic Services' questions in response to the formal public comment period open through September 12, 2017, on the two draft requests for proposals to transport and dispose approximately 500,000 tons per year of the region's garbage.

DRAFT DISPOSAL RFP QUESTIONS:

Pg. 2- Proposed Scope of Work/Schedule:

"Metro intends to award this to one or two firms to provide the services required. The term of the contract is anticipated to be January 1, 2020 through December 31, 2029 with two five year extension options. Metro reserves the right to award additional contracts from this RFP during the above stated term."

Please clarify the sentence, "Metro reserves the right to award additional contracts from this RFP during the above stated term."

Will there be more than two contracts awarded?

Page 2 Bullet 12:

Will the successful proposer be paid based on Metro's scale or proposer's scale?

B-2 of 5- Environmental:

*How is the ranking evaluated on the LFG qualifications? Please define scoring criteria.
Will landfills score higher for utilizing more landfill gas for beneficial reuse?*

B-3 of 5- Operational:

Please explain why would there be a potential 20% reduction in MSW?

B-4 of 5- Community and Diversity

"Describe how you will report to Metro."

- a) *Define the criteria Metro is looking for.*
- b) *And, will Metro be providing a standardized reporting tool?*

Please "clarify" community, is Metro looking for definitive or quantitative data.

Wages

- a) *Will Metro give greater weight to companies that have wage and rates defined by a contract versus market opportunity?*
- b) *How will Metro confirm wage information that has been submitted by companies?*

B-5 of 5: Cost

- a) *Is the consumer price index being considered by Metro the West All Urban Size Class A?*
- b) *Will the draft contract have a definitive percentage increase identified when released?*
- c) *Would Metro be willing to accept an alternative industry specific index that is more aligned with our actual cost of doing business?*

DRAFT TRANSPORTATION RFP QUESTIONS:

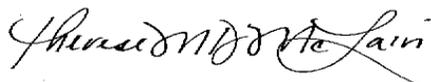
How is Metro assuring transparency that each disposal facility receives appropriate and sufficient consideration from each of the transportation proposers to prevent collusion, real or perceived?

Will it be a requirement for the transportation company to have a designated tipper at the landfill?

Page2 Bullet 5 for Disposal and Page 8, Bullet 7 for Transportation:

The draft Transportation and Disposal RFPs mention that the successful companies require an alternative plan. Please clarify. Who is proposing the alternative plan, the transportation company proposer or the disposal company proposer or both?

Thank you,



Therese McLain
Contracts Administrator and
POC for Metro RFPs on Disposal and Transportation
tmclain@republicservices.com
p: 503-826-4683

From: [Will Elder](#)
To: [Landfills and Transport Comment](#)
Subject: FW: MCS Compactors
Date: Wednesday, August 23, 2017 8:05:26 AM
Attachments: [image001.png](#)
[Metro Commissioned Trailer Design.pdf](#)
[Tidewater chassis - rear deck.pdf](#)
[Walsh trailer.pdf](#)

Guess we can put the attachments in the same folder?

Will Elder

Senior Solid Waste Operations Planner

Property and Environmental Services

Metro

600 NE Grand Avenue

Portland, Oregon 97232-2736

503.797.1581 Phone

503.797.1795 Fax

From: Gregory Zanavich [mailto:Greg.Zanavich@tidewater.com]

Sent: Tuesday, August 22, 2017 3:37 PM

To: Will Elder

Subject: MCS Compactors

Hi Will,

Thanks for looking into the setup for the new compactors at MCS we spoke about last week. I am sorry to hear that there is no plan at this time to set up the new compactors differently. Hoping it might help to explain why this is such an issue I thought it would be a good idea to explain it in writing with some supporting details.

MCS Compactor Setup:

I found some notes from 2008 when we last went to MCS and surveyed the compactors and the measurement we took from the end of the compactor to the pedestal was 3' 5". By end of the compactor I am referring not to the steel plate chute that goes inside of the trailer door opening but the end of the compactor sidewall which is where the trailer door opening butts up to the compactor. This leaves a maximum of 41" for a rear deck on the trailer to slide underneath the compactor. If you look at the pdf file attached "Walsh trailer" you will see that Walsh Trucking's trailer design has a rear deck 38" long.

Adjusting how the new compactors will be set on their pedestals to increase the clearance underneath for the trailer rear deck will have no effect on your current payloads being hauled by Walsh Trucking since their 38" rear deck can remain the same without modification.

Payload Distribution:

To haul the maximum weight over Oregon roads it is necessary to spread the load over eight axles. The tractor has four axles and the trailer another four. It is also necessary to make the overall tractor-trailer combination as long as practical to spread the weight across the axles. Walsh uses a 53' trailer and we use 53' chassis, holding a 40' container, to achieve this. The challenge with a compacted load is that the compactor ram is limited with how far forward inside the cargo box the load can be pushed. It is important to get the center of gravity of the load further forward to spread the weight more evenly and across the axles of

the tractor.

Please look at the attached pdf titled "Metro Commissioned Trailer Design". Metro paid for this analysis back in 2007 during the last transportation RFP. This study states on the first page that the payload can be increased by positioning the load forward another 3'-4'.

To achieve the best center of gravity with a container and chassis configuration that would be used by either barge or rail, the 40' container needs to be set as far forward on the chassis as possible. To do this, the rear deck of the chassis needs more clearance than the 41" currently set up for at MCS. Attached is a pdf file titled "Tidewater chassis – rear deck" showing a photo of one of our standard chassis units with a container on it. As you will see, the rear deck of the chassis measures 85".

Without setting up the new compactors at MCS with added clearance to best accommodate a container on chassis loading scenario, Metro is limiting their transportation mode options by putting the use of containers at a disadvantage. I hope that the setup of your new compactors can be reviewed and adjusted. Please treat this email as a formal comment to your draft RFP for solid waste transport service. Do not hesitate to contact me with questions.

Regards,

Greg Zanavich

Email: gregz@tidewater.com

Phone: (360) 693-1491

Mobile: (503) 866-2223





YOUNG TRAILER CO.

May 17, 2007

Bob McMillan, P.E.
METRO
600 NE Grand AVE
Portland OR, 97232

Dear Bob:

After close evaluation of the loading procedures and testing done at Metro Central using the Load Xpert software; our findings are as follows. The maximum payload that can be hauled legally without the ability to move the load further forward into the trailer will be 33 ½ ton (67,000 lbs). If the load could be moved approximately 3 to 4 ft. forward a 34 ton (68,000 lbs) payload could be achieved. The inner bridge (axle 2-8 and 3-8) with a 34 ton load is over the allowable weight as specified by ODOT. This was based this on a generic designed truck and specifically designed 53 ft. 4 axle transfer trailer with a 36" platform at the rear of a 50 ft box.

Manac Trailers has also looked at the operation and has agreed that they would build these custom trailers.

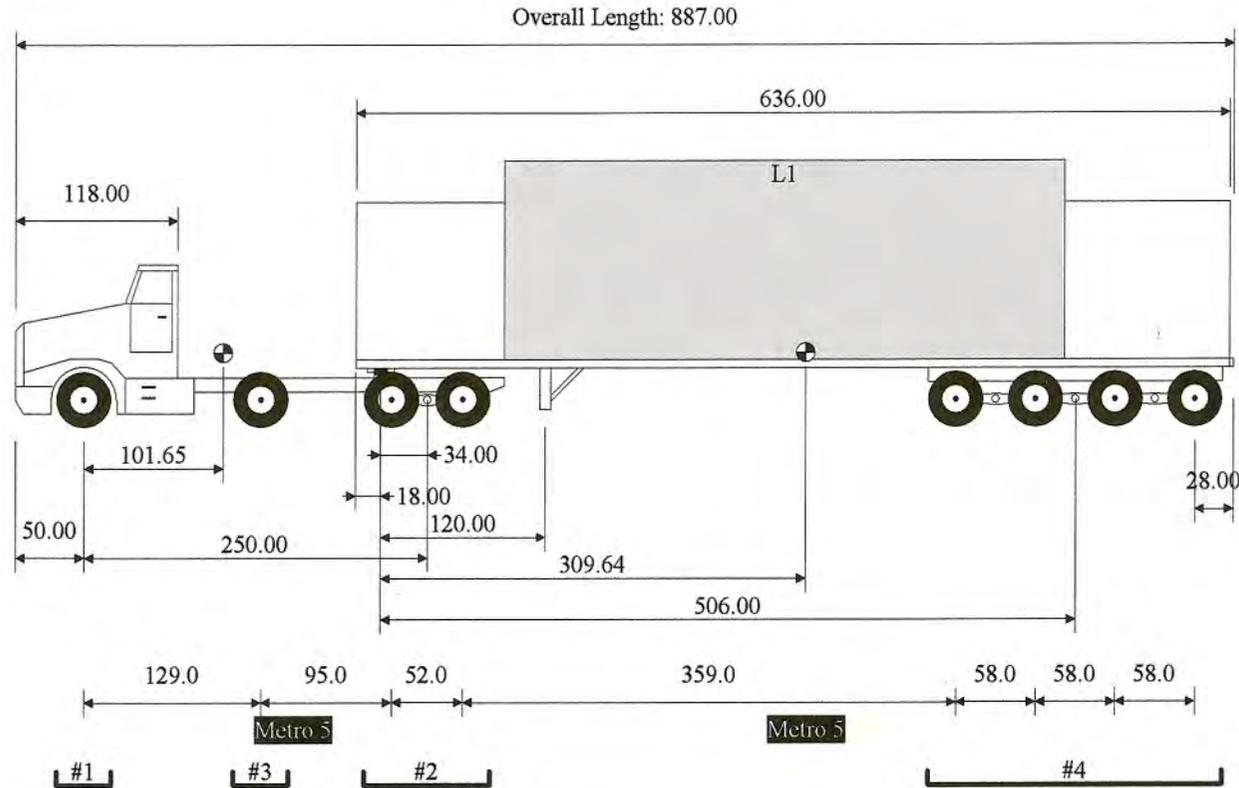
Sincerely,

Jerry Blair
Young Trailer Co

JB/lh

All lengths in inches and weights in pounds

Printout of Load Xpert software



Axle Loads (lb)

	#1	#3	#2	#4
Tare:	11717	0	11219	11862
Accessories:	0	0	0	0
Payload:	-538	9000	19609	38929
Total:	11179	9000	30828	50791

	Unit 1 (Tractor)	Unit 2 (Trailer)	Vehicle
Tare weight (lb):	18798.0	16000.0	34798.0
Accessories(lb):	0.0	0.0	0.0
Payload (lb):	0.0	67000.0	67000.0
Total (lb):	18798.0	83000.0	101798.0

Title:

Metro

Company:

Young Trailer Co

By:

Jerry Blair

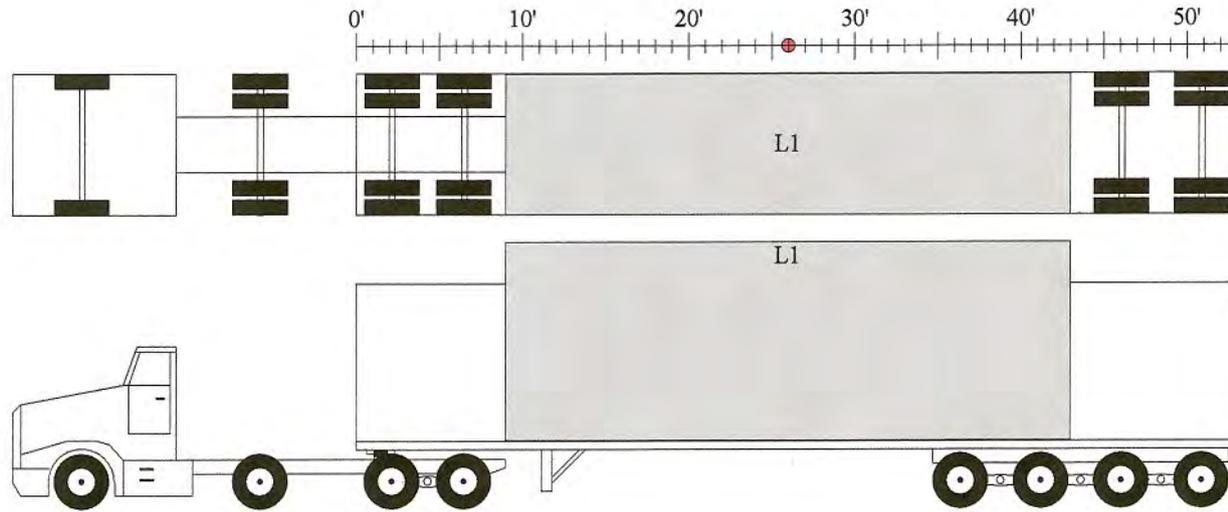
Date:

May 17 2007

Dwg No.:

All lengths in inches and weights in pounds

Printout of Load Xpert software



Axle Loads (lb)

	#1	Metro 5 #3	#2	Metro 5 #4
Tare:	11717	0	11219	11862
Accessories:	0	0	0	0
Payload:	-538	9000	19609	38929
Total:	11179	9000	30828	50791

Payload (all loads together) Information	Unit 1 (Tractor)	Unit 2 (Trailer)
Payload weight (lb):	-	67000.0
Payload C.G. position* (in):	-	312.0
Position where loading starts* (in):	-	108.0

* Measured from front of Unit; for straight truck, measured from front-end of body

Title:

Metro

Company:

Young Trailer Co

By:

Jerry Blair

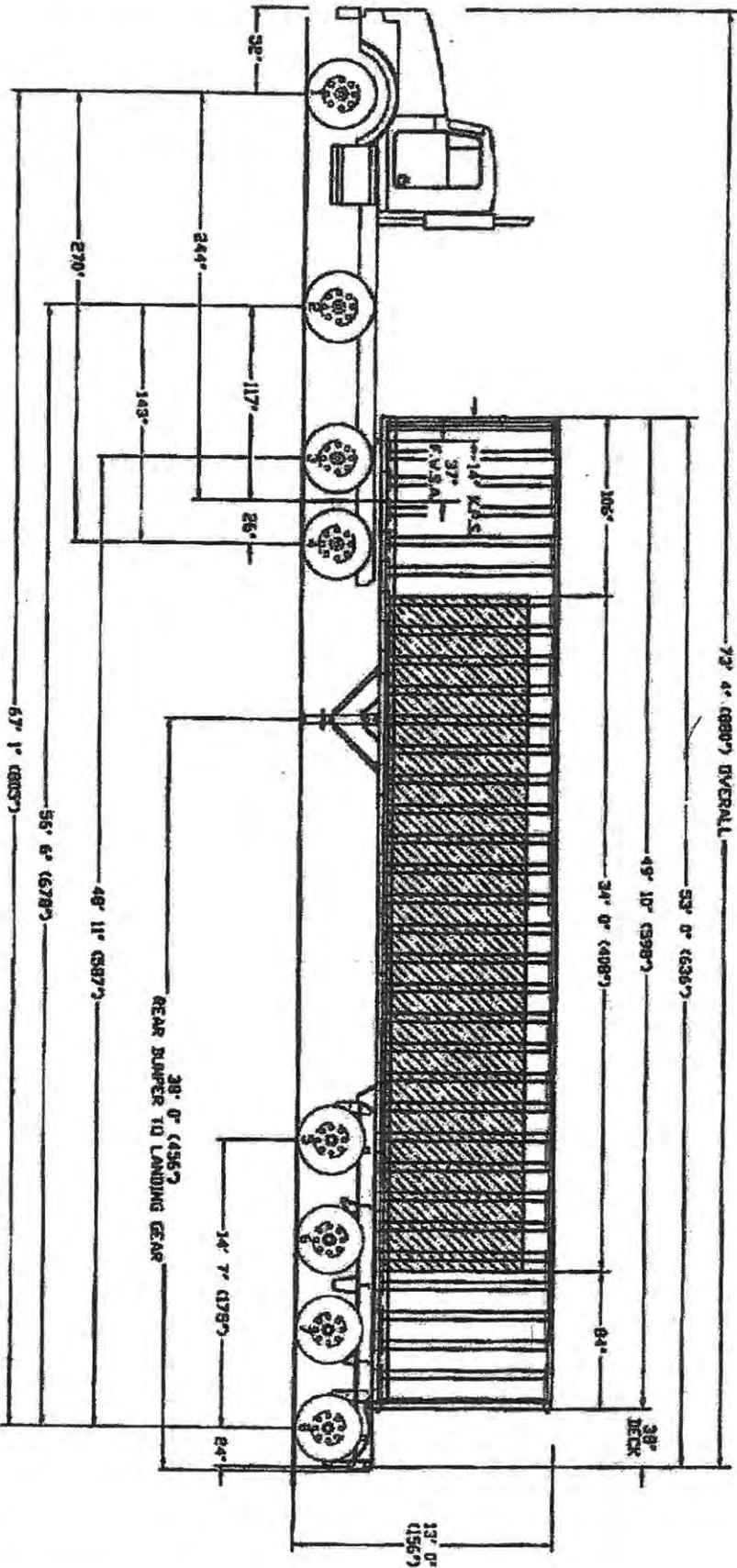
Date:

May 17 2007

Dwg No.:

Exhibit 1
Equipment Used In The
Performance Of This Agreement

Option 1 - 38" Deck



102' WIDE TRAILER
NOTE: TRAILER VOLUME IS 127.2 CUBIC YARDS

AXLE LOADINGS (lbs)				VEHICLE WEIGHTS (lbs)			
GROUP	MAX WGT.	ACTUAL	GROUP	MAX WGT.	ACTUAL	UNIT	WEIGHT
1	13,200	12,925	3-8	83,000	82,083	TRACTOR	18,536
1-4	57,500	51,618	5-8	52,000	52,090	TRAILER	14,672
1-8	104,000	103,708					
2	8000	8000					
2-4	45,000	38,794					
2-8	91,000	90,883					
3-4	34,000	30,794					

REV B:
REV A:

BY:

WESTERN TRAILERS®
PORTLAND METRO PROJECT
S3 REFUSE FLATFLOOR SEMI

STATES OREGON
SCALE 1/8"=1'-0"
DATE: 02-18-08
DRAWN BY: M.E.B.
NOTED BY: 99-WALSH

(200) 344-0828 6701 BUSINESS PARK BLVD, SUITE 400 PORTLAND, OR 97206
www.westerntrailers.com

This drawing is the sole property of Western Trailer Company, and cannot be used for any purpose whatsoever without the written consent of Western Trailer Company. To do so would be in violation of U.S. Copyright/Trade Dress Law No. 94-533.

From: [Noa Lidstone](#)
To: [Landfills and Transport Comment](#)
Subject: RFP 3396 Comments
Date: Tuesday, September 12, 2017 1:38:40 PM
Attachments: [image001.png](#)

Good Afternoon,

Please find our comments/questions for draft RFP 3396.

Comments to Metro

- If a barge mode of transportation is selected and 40ft ISO containers are being used, will the transfer station operator be forgiven the financial penalty for not reaching the 34-ton load requirement?
- Will Metro be open to negotiating Minimum Annual Guarantees with the selected transportation company to back stop the capital expense requirements?
- Will Metro reimburse the transportation company's labor expenses for compactor/equipment delays or shutdowns at the transfer stations? Including overtime costs to hire Saturday/Sunday drivers to make up for any production interruptions during the week due to transfer station issues?
- More weight should be placed on environmental factors to reward those companies striving to reduce fuel consumption & emissions through the application of advanced cost-effecting technologies.
- Will Metro accept the installation charge for RFID and GPS data devices for each container, trailer or truck as required during the duration of the agreement?
- Please clarify the restriction for Wasco Landfill only to accept waste from MSS? Is this tonnage based or other? If MSS is assigned to a different landfill, would Wasco be able to take MSW from Metro Central?

Best Regards,

Inline image 1



Noa S. Lidstone

Project Manager

McCall Oil & Chemical Corporation

5480 NW Front Avenue

Portland, OR 97210

(503) 221-6400 Ext. 438

(360) 690-5284 Cell

Email: noa@mccalloil.com

www.mccalloil.com

From: [Charles Hawkes](#)
To: [Landfills and Transport Comment](#)
Subject: Waste to energy plant
Date: Monday, September 04, 2017 8:41:19 PM

I notice that the current metro plan is to continue to use traditional landfills. Is there a possibility to transition to something else? Has there been any consideration toward something like a waste to energy plant.

-Charles Hawkes

From: [Harpreet Hayer](#)
To: [Landfills and Transport Comment](#)
Subject: Transport (RFP 3396) The Public Comment Period
Date: Wednesday, September 06, 2017 4:04:30 PM
Attachments: [9.6.17 Waste Transportation Contract Draft Requests for Proposals.docx](#)

Good Afternoon,

Attached is our submittal of questions during the public comment period. Please confirm receipt of this email and accompanying attachment.

Thank you,

Harpreet Hayer

Walsh Trucking Co., Ltd.

503.667.1912

Harpreeth@WalshTruckingCo.com



WALSH TRUCKING CO.

September 6, 2017

Landfill and transport draft RFPs
Metro
600 NE Grand Ave.
Portland, OR 97232
Fax no.: 503-797-1795
landfills@oregonmetro.gov

**Re: Draft Requests for Proposals: Transport (RFP 3396)
The Public Comment Period**

1. Is there a set date for the replacement of the compactors at the Metro South and Metro Central stations? Will the replacement compactors have the same specifications as the ones currently in use?
2. How many loads are expected to be compacted in a 12 hour period?
3. What is Metro's contingency plan for when compactors go down or are unable to perform to expectations? For example if the compactors at Metro South are unable produce loads due to a transfer station breakdown, is the transportation company to go to Metro Central to get loads? If not, what is the contingency plan for the trucks while the compactors are not performing to expectations?
4. Will Metro have control over setting the schedule for weekend tipping at the landfill?
5. In regard to the hours of operation at the landfill:
 - a. Who is going to set them?
 - b. Will they be determined before the proposals for the transportation contract are submitted?
 - c. Will the specific operating hours of the landfill be written into the contract?

6. What is Metro's contingency plan for an alternative landfill option if the primary landfill is not accessible or operable? Is the alternative landfill on the approved landfill list?
7. Who are the current bidders on the transportation RFP? If that information is not currently available, when can we expect it?
8. In regard to Metro's new requirement of the use of electric Yard Goats:
 - a. Will Metro provide the charging stations? If so, how many will be provided?
 - b. Where will the charging stations be located?
 - c. Will Metro provide the power for the charging stations?
9. If all of the tractors are equipped with GPS and you have the ability to look up specific tractor locations, understanding that an individual tractor can only pull one trailer at a time, what is the logic behind having the trailers equipped with GPS as well?

Respectfully,

Harpreet Hayer
Director of Human Resources
Walsh Trucking Co., Ltd.
503.667.1912
Harpreeth@WalshTruckingCo.com

From: [Kelly Haines](#)
To: [Landfills and Transport Comment](#)
Cc: [Tom Hughes](#); [Sam Chase](#); [Martha Bennett](#); [Shirley Craddick](#); [Carlotta Collette](#); [Craig Dirksen](#); [Kathryn Harrington](#); [Bob Stacey](#)
Subject: Comment on Draft RFPs: Transport and Disposal
Date: Tuesday, September 12, 2017 4:13:28 PM
Attachments: [image001.png](#)
[Draft Public Comment on Metro Waste RFPs2.pdf](#)

Greetings:

Please find attached a letter outlining our concerns with the draft RFPs open for public comment for Disposal and Transport services through Metro.

This letter is a response drafted by the Metropolitan Alliance for Workforce Equity (MAWE), which is made up of over 20 organizations, representing over 150,000 regional community members, including:

Constructing Hope

Columbia Pacific Building Trades Council

East Portland Action Plan

Hacienda CDC

Jobs with Justice

LiUNA Local 737

NAYA

O'Neill Electric

Operators Union Local 701

Oregon Tradeswomen

Pacific NW Regional Council of Carpenters

Portland YouthBuilders

Rose CDC

Rosewood Initiative

The Urban League of Portland

Worksystems, Inc.

Respectfully,

Kelly Haines

Senior Project Manager

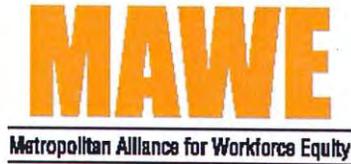
Worksystems

1618 SW 1st Ave. Suite 450

Portland, OR 97201

p 503.478.7331





To: Metro Solid Waste RFP Staff

From: The Metropolitan Alliance for Workforce Equity

Re: Public Comment on Metro Draft RFP #3396, Solid Waste Transport Services and Draft RFP #3355, Solid Waste Disposal

Date: September 12, 2017

We are the Metropolitan Alliance for Workforce Equity (MAWE), a historic partnership between the Carpenters, Operating Engineers, Laborers, other unions, construction contractors, pre-apprenticeship programs, and community-based organizations. MAWE works to promote economic opportunity and equity in workforce and contracting, and develop practical strategies to address historic inequities in the region. As you are aware, these partners developed Portland's first Community Benefits Agreement (CBA) to create a framework for shared community oversight and accountability, fair labor standards, and goals and resources to increase contracting and workforce opportunities for historically underserved community members.

The goals of MAWE are to:

- Support the creation of good quality construction jobs and contracting opportunities in the Portland Metro area.
- Specifically connect these jobs and opportunities to historically underrepresented populations, including people of color and women.
- Sustain and grow the training and community infrastructure with resources in order to address the regional need for a trained, qualified, and diverse construction workforce and contractor pool.
- Work with partners, contractors and public owners to replicate best practices on construction projects and systematize those practices region-wide in order to accomplish workforce and contracting equity.

We are part of a broad coalition of community partners who are working together to address the complex issues that have resulted in disparate impacts for communities of color, those with low-incomes, renters, workers, and minority- and women-owned small businesses. We are united in the belief that the benefits of the City's investments must be broadly shared, focused

particularly on achieving equitable outcomes for communities who have historically been burdened by or currently experience displacement from public investments and development.

Metro's inclusion of environmental, community, and workforce equity criteria in each of the referenced RFPs is commendable. However, Metro could use its procurement power to much greater effect by establishing minimum standards for qualification in each program area, and then giving respondents additional points for promised performance that exceeds those standards.

By not using a minimum standards approach, Metro runs the risk of receiving multiple bids that, while competitive with each other, do not substantially improve equity outcomes. Ensuring that all bids meet minimum standards is especially important given the 10-year nature of the contracts. These RFPs are a major opportunity to leverage Metro's procurement process to make concrete progress toward the goals laid out in Metro's Equity Plan.

Examples of how a minimum standards approach could work across various content areas follows. This is not an inclusive list, but is intended to illustrate how a minimum standards approach would strengthen

1) Workforce

- a. Given the high cost of living and growing inequality in the Portland region, as well as the need to ensure a stable, well trained workforce in this important public function, Metro has a public interest rationale in contracting with employers who pay sustainable wages. **The RFPs should require that all employees are paid a wage keyed to a widely recognized standard, like prevailing wage, a living wage, or another wage rate calculated based on local cost of living and industry standards.**
- b. Metro could ensure that public dollars are supporting the job growth in economically impacted communities by **requiring respondents to participate in a First Source Hiring program, or other program that directly connects disadvantaged job seekers with job opportunities in the waste industry.**
- c. Given historic and present racial inequities in the criminal justice system, **Metro should require compliance with strong "ban-the-box" policies that remove barriers to employment for the formerly incarcerated.**
- d. The use of temp agency services is a common practice in the waste industry. These services pay lower wages, and divert accountability for employment practices from the primary employer. **The RFPs should place specific limitations on the use of temporary services agencies, as well as require policies that give temporary or part time workers preference for hiring into permanent or full time positions. Alternately, the RFP could require that the primary contractor**

be considered a joint employer for purposes of compliance with all applicable workplace laws.

- e. Transportation incidents are the most common type of fatality at work, and refuse and recyclable materials collectors and truck drivers had the fifth and seventh highest rates of fatalities at work in 2015 (based on BLS data released in December 2016). Given the safety issues prevalent in the waste and transportation industry, the health and safety sections of the RFPs should be strengthened by requiring:
 - i. **Disclosure about past health and safety incidents and proof that any deficiencies found by public agencies or internal audits have been corrected. Require contractors to abate OSHA violations within the abatement period required by OSHA, regardless of whether the company challenges the violation.**
 - ii. **Submittal of an Illness and Injury Prevention Program (I2P2) that emphasizes identifying and eliminating hazards, to be audited by a third party annually, with proof that deficiencies have been corrected.**
- 2) Community impact**
- a. Require that bidders submit a route and facility siting analysis that assesses and minimizes the impact on environmental justice communities.
- 3) Landfill emissions**
- a. Rather than simply asking each potential operator to in effect set their own goals for landfill emissions, set specific emissions reduction goals and ask respondents to submit their plan to meet them.

From: ASheldrake@comcast.net
To: [Landfills and Transport Comment](#)
Subject: RFP 3396 Solid Waste Transport Services
Date: Thursday, August 31, 2017 7:17:07 PM

please give preference to transporting my waste by rail or barge to the landfill instead of by truck. we know that our traffic congestion is only going to get worse and I would like transporting my waste to not be part of the cause.

Arlen L. Sheldrake
1718 SW Parkview Court
Portland OR 97221-2640
503-223-7006

From: [Jason Hudson](#)
To: [Landfills and Transport Comment](#)
Cc: [Kevin Green](#); [Eric Merrill](#)
Subject: Draft Disposal RFP comments
Date: Tuesday, September 12, 2017 1:29:22 PM
Attachments: [image001.jpg](#)
[Waste Connections" Comments on Metro's Draft Disposal RFP.pdf](#)

To Whom it May Concern:

On behalf of Waste Connections, Inc., I want to thank you for the opportunity to comment on Metro's draft Disposal RFP. Attached you will find our comments. Please let me know if you have any questions or concerns regarding our comments.

Thank you for your consideration.

Sincerely,

Jason Hudson

Division Vice President

Waste Connections of Washington Inc.

12115 NE 99th St., Suite 1830

Vancouver, WA 98682

503.318.1572 (c)

360.944.2374 (w)





WASTE CONNECTIONS, INC.

Connect with the Future®

September 12, 2017

Landfill and Transport Draft RFPs
Metro
600 NE Grand Ave.
Portland, OR 97232

To whom it may concern:

On behalf of Waste Connections, Inc., I would like to make the following comments regarding Metro's Draft Disposal RFP.

Section IV. (page 2) Second Bullet *"Three references from municipalities that have similar annual waste volumes to Metro and which have used the landfill in the last five years."*

There are four landfills that were prequalified. For each of the four landfills to provide three references from municipalities with similar volumes, that would mean 12 municipalities with similar (500k tons) volumes. There are not 12 municipalities within trucking, railing or barging distance from these four landfills with that large of volumes. Please consider changing this language to "Three references from municipalities that have similar waste streams that have used the landfill in the last five years".

B. 1. Cost (page 5)

We do not feel that the current Cost weighting and calculation gives enough importance to economics. In your example, a \$10 price advantage or \$5,000,000 annually (or \$100,000,000 assuming flat volumes during the life of the 10 year agreement and the 2-five year extensions) is only worth 4 points out of 100. It seems like Metro would be doing a disservice to the rate payers by not giving more weighting for a \$100,000,000 savings. Please consider changing how you calculate the scoring for Cost, to give more consideration to economics. The other scored criterial are much more subjective and one of these sections could easily outweigh a huge savings to the rate payers.

Lastly, when Waste Connections completed the Metro's Request for Qualifications 3355 Waste Disposal Services for Wasco County Landfill, we requested "MSS or 265,000 tons". Waste Connections' intent was to receive the tons out of MSS or the equivalent 265,000 tons out of MCS. We apologize if this was not stated clearly and ask that Metro consider changing the draft to allow transportation companies to quote a transportation bid from MCS to Wasco. To clarify, Wasco County Landfill is willing to accept up to 265,000 tons annually from either MSS or MCS. We feel it is in Metro's best interests to have transportation quotes from both facilities to the Wasco County Landfill when making long term transportation and disposal decisions.

Thank you for considering our comments. If you have any questions regarding our comments, please call me at 503-318-1572.

Sincerely,



Jason Hudson
Division Vice President
Waste Connections, Inc.
503-318-1572

From: [Davi at The Mothership](#)
To: [Landfills and Transport Comment](#)
Subject: Public comment on Landfill and transport draft RFPs
Date: Thursday, August 17, 2017 6:14:26 PM

To whom it may concern:

I am writing in response to the Landfill and transport draft RFPs shared at <http://www.oregonmetro.gov/news/public-notice-comments-sought-draft-request-proposals-landfill-disposal-and-waste>

I do not believe the scoring rubric appropriately reflects the values of the people of Portland, OR, and they certainly do not reflect my values.

While cost is certainly a consideration when deciding upon a provider, it is not the only or even the primary consideration. The people of Portland, OR consistently vote to raise taxes and levies when they are presented for both environmental and social initiatives. Quite frankly, the current cost of garbage service is extraordinarily affordable both for curbside service and when taking waste to the transfer stations. I am not concerned that the service will jump to unreasonable or unaffordable levels, especially when stacked up against the high cost of things like property taxes and sewer bills in Portland.

It is unconscionable that you would sell my children's future for a cheaper garbage bill. A rubric that more appropriately matched Portland's values for both RFPs would look something like:

Environmental 35
Operational Considerations/Reduction of Risk to Metro 20
Community and Diversity 25
Cost 20

Also, "Emergency procedures for dealing with accidents and releases to the environment" and "sustainable practices proposed" should be included in the Environmental score rather than Operational Considerations.

Sincerely,
Davi Rios
5543 NE Going St
Portland, OR 97218
(503) 885-4700