

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EXTENDING	)	ORDINANCE NO. 81-106
THE DATE FOR CONVERSION OF	)	
ROSSMAN'S LANDFILL TO WEIGHT	)	Introduced by the
BASIS RATES; ESTABLISHING	)	Regional Services Committee
ADDITIONAL CHARGES AT ST. JOHNS	)	
LANDFILL; AND AMENDING CODE	)	
SECTION 4.06.010, AND ORDINANCE	)	
NO. 80-100	)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1:

Metro Code Section 4.06.010 [Disposal Charges; St. Johns Landfill,] is hereby amended to read:

"A base disposal rate of \$8.40 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. Said rate is in addition to user fees collected at the St. Johns Landfill pursuant to Code Section 4.03.020. The minimum charge for commercial vehicles shall be one ton. The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the St. Johns Landfill:

VEHICLE CATEGORY	BASE RATE		METRO FEE		TOTAL RATE	
	\$/TON	\$/CY	\$/TON	\$/CY	\$/TON	\$/CY
<b>COMMERCIAL</b>						
Compacted	\$8.40	\$2.48	\$1.33	\$0.34	\$9.73	\$2.82
Uncompacted	8.40	1.05	1.33	0.20	9.73	1.25
Special						
Sewage Sludge	8.40	6.55	1.33	0.20	9.73	6.75
<b>PRIVATE</b>						
Cars <sup>1</sup>	3.15		0.45		3.60	
Station Wagons <sup>1</sup>	3.15		0.45		3.60	
Vans <sup>2</sup>	4.05		0.45		4.50	
Pick-ups <sup>2</sup>	4.05		0.45		4.50	
Trailers	4.05		0.45		4.50	

VEHICLE CATEGORY	BASE RATE		METRO FEE		TOTAL RATE	
	\$/TON	\$/CY	\$/TON	\$/CY	\$/TON	\$/CY
<b>TIRES**</b>						
Passenger (up to 10 ply)	\$0.55				\$0.55	
Passenger Tire (tire on rim)	1.25				1.25	
Tire Tubes	0.55				0.55	
Truck Tires (20" diameter to 48" diameter or greater than 10 ply)	1.75				1.75	
Small Solids	1.75				1.75	
Truck Tire (tire on rim)	7.00				7.00	
Dual	7.00				7.00	
Tractor	7.00				7.00	
Grader	7.00				7.00	
Duplex	7.00				7.00	
Large Solids	7.00				7.00	

<sup>1</sup>Based on minimum load of two cubic yards.

<sup>2</sup>For the first two and a half cubic yards, each additional cubic yard is \$1.76.

\*\*Cost per tire listed"

Section 2:

Ordinance No. 80-100 Section 3, (uncodified) is amended to read:

"[Said] The rate established by section 2 of this ordinance shall be collected on the basis of cubic yardage delivered, commencing on October 1, 1980. The Metro Council intends that the rates stated in Section 2 above, shall be levied on a volume basis until April 1, 1981, after which time, the rates charged at the St. Johns Landfill shall be converted to a weight basis. Provided, however, that said change to a weight basis be contingent upon Metro reaching an agreement with Clackamas County [by January 1, 1981,] for conversion of rates charged at Rossman's Landfill to a weight basis by April 1, 1981."

Section 3:

Section 4 of this ordinance shall be added to Chapter 4.06 of the Metro Code.

Section 4:

All vehicles entering the St. Johns Landfill  
with gross weights in excess of the Incinerator  
Road Bridge weight limits shall be charged  
double for the excess weight in addition to the  
normal disposal charge.

ADOPTED by the Council of the Metropolitan Service District  
this 5<sup>th</sup> day of March, 1981.

  
\_\_\_\_\_  
Presiding Officer

Attest:

  
\_\_\_\_\_  
Clerk of the Council

(Underlined language is new, language in brackets is repealed.)

AJ:gl  
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5. ORDINANCES

- 5.1 PUBLIC HEARING on Ordinance No. 81-106, For the Purpose of Extending the Date for Conversion of Rossman's Landfill to Weight Basis Rates; Establishing Additional Charges at St. Johns Landfill; and Amending Code Section 4.06.010, and Ordinance No. 80-100 (First Reading)

There being no objections from Council, Presiding Officer Deines opened the public hearing on Ordinance 81-106. Mr. Merle Irvine explained the proposed ordinance would accomplish three tasks: 1) It would impose an additional charge for waste entering the landfill for vehicles that are deemed to be overloaded. This would help to ensure overloaded trucks would not enter the landfill site and thus, not perpetrate structural damage to the bridge crossing the Columbia River near the site. Additional funds collected would also be used to provide a one-way grid system or mechanism to allow trucks to cross the bridge safely. 2) The ordinance would impose a one ton minimum charge for waste entering the site. This recommendation was made by the garbage collection industry in September, 1980, when this ordinance was proposed to the Regional Services Committee. 3) The ordinance would modify the method of charging for disposal at Rossman's Landfill from a cubic yard basis to a weight basis effective April 1, 1981. This would be consistent with the Clackamas County Board of Commissioner's decision to change the method of charging at the landfill. The Council voted in September, 1980, to reach such an agreement with Clackamas County by January 1, 1981. This ordinance would require the agreement to be reached by April 1, 1981.

Mr. Gene Plew, 8305 N.E. Union Avenue, Portland, objected to the proposed conversion of Rossman's Landfill to a weight basis. He said it would be difficult to determine what rates to charge customers. He also questioned whether Metro would not again increase rates in a short period of time and challenged Metro to justify the current rates being charged at the landfills. Mr. Plew also objected to the fact that private vehicles would be charged \$4.50 per vehicle and would not be subject to a weight charge.

Mr. Irvine responded that the \$9.73 per ton rates adopted by the Council in September were not proposed to change. The additional charge would only be imposed on overloaded trucks.

Coun. Rhodes explained that the \$4.50 charge per load for private vehicles is a temporary convenience to the public and allows for expedient handling of these loads. This practice would end in the future when transfer stations would be built for the public. Mr. Irvine also added that the \$4.50 rate was established after determining the average weight of private loads. Weighing each private vehicle that entered the landfill would take too much time, he said.

Coun. Banzer suggested that Mr. Plew draft proposed amendments to the ordinance for the Regional Services Committee to review if he had alternative solutions to perceived problems.



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Dennis Bernhardt, 8305 N.E. Union Avenue, Portland, was concerned that private vehicles would be given a rate advantage and that commercial haulers would not. He was also concerned that the disposal fee one year ago was \$1.90 per cubic yard for compacted waste and today the fee is \$2.82. He felt it difficult to quote prices to customers and could not be assured rates would not again increase. He also asked if written notices would be provided to haulers advising them of a rate increase if the ordinance was adopted.

Mr. Irvine responded that the proposed ordinance was not increasing rates. He also suggested that haulers could charge their customers on an average weight basis or deposit basis as is now being done by haulers in other parts of the country. Mr. Irvine said a written notice has already been distributed to collectors some months ago. The notice informed collectors that, effective October 1, 1980, the landfill rates had changed and effective April 1, 1981, they would be charged on a weight basis.

Mr. Harold Alexander, 810 North Hunt Street, Portland, testified he had been in the garbage business in Portland since 1952. He anticipates he will have problems in passing weight based rates along to his customers since it will be difficult to accurately estimate in advance how much the waste will weigh. He felt that many collectors will have to absorb the difference in prices quoted versus the actual landfill fee and thus, eliminate profits. He questioned whether Metro needs to increase their rates and whether they need to charge on a weight basis. If the integrity of a bridge is at stake, he said, perhaps additional funds could be sought for bridge repair.

Presiding Officer Deines replied that Metro's rates are fair and that the agency makes no profit from running the St. Johns Landfill. Fees collected from haulers pay the contractor operating the landfill.

Mr. Don Bryden, 3031 N.E. 158th, Portland, said that 100 percent increases proposed in this ordinance were unfair to the people of Portland. He also asked why private citizens would not be allowed in the St. Johns Landfill at some future point in time.

Coun. Rhodes replied that the ordinance would not increase disposal rates. She also explained that future plans called for the public who wished to do so to dispose of waste at various transfer stations. The waste would then be hauled to a resource recovery plant for use as fuel or to a landfill for final disposal.

Mr. Walt Soder, Route 1, Portland, stated that the costs of Metro's landfill operation were increasing because of too many unnecessary staff such as planners.

There being no further public testimony, Presiding Officer Deines closed the public hearing on Ordinance No. 81-106. Coun. Bonner moved and Vice Presiding Officer Schedeen seconded that a vote on Ordinance No. 81-106 be taken at the March 5, 1981, Council meeting. A vote was taken on the motion, all councilors present voting aye. The motion carried.

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CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Presiding Officer Jack Deines at 7:40 p.m. in the Council Chamber, 527 S.W. Hall Street, Portland, Oregon.

WRITTEN COMMUNICATIONS TO COUNCIL

Presiding Officer Deines reported that Metro had received two communications awards from the National Association of Regional Councils (NARC). One award was granted for Metro's Five Year Operational Plan. Another award was granted for the zookeeper series of public service announcements produced for the Zoo by Ted Hallock's agency. Presiding Officer Deines said these awards speak well of Metro's public relations staff.

1. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were no citizen communications on non-agenda items at this meeting.

2. ORDINANCES

- 2.1 Ordinance No. 81-106, For the Purpose of Extending the Date for Conversion of Rossman's Landfill to Weight Basis Rates; Establishing Additional Charges at St. Johns Landfill; and Amending Code Section 4.06.010, and Ordinance No. 80-100 (Second Reading)

Coun. Rhodes moved, seconded by Coun. Kirkpatrick, to adopt Ordinance No. 80-106. Mr. Merle Irvine said he had not received any additional public input since the public hearing on the ordinance held the previous week. Coun. Rhodes reported she and several other Councilors had toured the St. Johns Landfill and nearby bridge over the weekend. She noticed the bridge was showing signs of stress due to heavy weight loads. She urged the Council to support the ordinance, particularly the section requiring penalty charges for overweight loads.

Presiding Officer Deines informed visitors that the public hearing on the ordinance was held on February 26, 1981. Discussion at this evening's meeting, he said, would be among Councilors only.

A vote was called on the motion. Voting aye were Couns. Oleson, Kirkpatrick, Rhodes, Schedeen, Bonner, Etlinger, Kafoury, Burton and Deines. Abstaining was Coun. Banzer. Coun. Williamson was not present at the time the vote was taken. The motion carried.



ORDINANCE NO. 81-106

TITLE FOR THE PURPOSE OF EXTENDING THE DATE FOR CONVERSION OF ROSSMAN'S LANDFILL TO WEIGHT BASIS RATES; ESTABLISHING ADDITIONAL CHARGES AT ST. JOHNS LANDFILL; AND AMENDING CODE SECTION 4.06.010, AND ORDINANCE NO. 80-100.

DATE INTRODUCED 2/26/81  
 FIRST READING 2/26/81  
 SECOND READING 3/5/81  
 DATE ADOPTED 3/5/81  
 DATE EFFECTIVE \_\_\_\_\_

ROLLCALL

	Yes	No	Abst.
Burton	✓		
Oleson	✓		
Williams on	✓		
Berkman			
Kirkpatrick	✓		
Deines	✓		
Rhodes	✓		
Schedeen	✓		
Miller	✓		
Banzer			✓
Etlinger	✓		
Kafoury	✓		