

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE ESTABLISHING SOLID) ORDINANCE NO. 82-146
WASTE DISPOSAL CHARGES AND USER)
FEES; ESTABLISHING A CREDIT POLICY)
AT METRO DISPOSAL FACILITIES; AND)
REPEALING ORDINANCE NOS. 49, 80-96,))
80-100, 80-106 and 81-122.)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Purpose: The purpose of this ordinance is to establish base solid waste disposal rates and charges for the St. Johns Landfill and the Clackamas Transfer & Recycling Center, solid waste user fees, a regional transfer charge, and an out-of-state surcharge, and to establish a credit policy at Metro disposal facilities.

Section 2. Definitions: As used in this ordinance, unless the context requires otherwise:

(a) "Person" means any individual, partnership, association, corporation, trust, firm, estate, joint venture or any other private entity or any public agency.

(b) "Solid Waste" means all putrescible and nonputrescible wastes, including without limitation, garbage, rubbish, refuse, ashes, paper and cardboard; vehicles or parts thereof; sewage sludge, septic tank and cesspool pumpings or other sludge; commercial, industrial, demolition and construction waste; home and industrial appliances; and all other waste material permitted by ordinance to be disposed of at the St. Johns Landfill.

(c) "St. Johns Landfill" is that landfill owned by the City of Portland, Oregon, operated by Metro and located at 9363 N. Columbia Blvd., Portland, Oregon 97203.

(d) "Clackamas Transfer & Recycling Center" is that solid waste transfer station owned and operated by Metro and located at 16101 82nd Dr., Oregon City, Oregon, 97045.

Section 3. Disposal Charges at St. John Landfill:

(a) A base disposal rate of \$10.33 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. Said rate shall be in addition to fees, charges and surcharges established pursuant to Sections 8, 9 and 10 of this ordinance. The minimum charge for commercial vehicles shall be for one ton of solid waste.

(b) The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the St. Johns Landfill:

<u>Vehicle Category</u>	<u>Base Rate</u>		<u>Metro User Fee</u>		<u>Regional Transfer Charge</u>		<u>Total Rate</u>	
	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>
COMMERCIAL								
Compacted	10.33	3.05	1.68	0.43	1.47	0.38	13.48	3.88
Uncompacted	10.33	1.30	1.68	0.25	1.47	0.22	13.48	1.77

<u>Base Rate</u>	<u>Metro User Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>

PRIVATE

Cars ¹	\$3.36	\$0.54	\$1.60	\$5.50
Station Wagons ¹	3.36	0.54	1.60	5.50
Vans ²	4.11	0.54	1.60	6.25
Pick-ups ²	4.11	0.54	1.60	6.25
Trailers ²	4.11	0.54	1.60	6.25
Extra Yards	1.68	0.27	0.80	2.75

<u>Base Rate</u>	<u>Metro Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
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TIRES³

Passenger (up to 10 ply)	\$0.20	\$0.20
Passenger Tire (on rim)	\$0.90	\$0.90
Tire Tubes	\$0.55	\$0.55
Truck Tires	\$2.00	\$2.00
(20" diameter to 48" diameter on greater than 10 ply)		
Small Solids	\$2.00	\$2.00
Truck 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

¹Based on a minimum load of two cubic yards.

²Based on a minimum load of two and one-half cubic yards.

³Cost per tire is listed.

Section 4. Disposal Charges at Clackamas Transfer & Recycling Center:

(a) A base disposal rate of \$10.33 per ton of solid waste delivered is established for solid waste disposal at the Clackamas Transfer & Recycling Center.

(b) A convenience charge of \$1.49 per ton of solid waste delivered is established to be added to the base disposal rate at Clackamas Transfer & Recycling Center.

(c) The base disposal rate and convenience charge established by this section shall be in addition to fees, charges and surcharges established pursuant to Sections 8, 9 and 10 of this ordinance. The minimum charge for commercial vehicles shall be for one ton of solid waste.

(d) The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the Clackamas Transfer & Recycling Center:

<u>Vehicle Category</u>	<u>Base Rate</u>		<u>Metro User Fee</u>		<u>Regional Transfer Charge</u>		<u>Convenience Charge</u>		<u>Total Rate</u>	
	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>
<u>COMMERCIAL</u>										
Compacted	10.33	3.05	1.68	0.43	1.47	0.38	1.49	0.38	14.97	4.24
Uncompacted	10.33	1.30	1.68	0.25	1.47	0.22	1.49	0.22	14.97	1.99

<u>PRIVATE</u>	<u>Base Rate</u>	<u>Metro User Fee</u>	<u>Regional Transfer Charge</u>	<u>Convenience Charge</u>	<u>Total Rate</u>
	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>
Cars ¹	\$4.86	\$0.54	\$1.60	\$0.50	\$7.50
Station Wagons ¹	4.86	0.54	1.60	0.50	7.50
Vans ²	5.61	0.54	1.60	0.50	8.25
Pickups ²	5.61	0.54	1.60	0.50	8.25
Trailers ²	5.61	0.54	1.60	0.50	8.25
Extra Yards	2.43	0.27	0.80	0.25	3.75

<u>Vehicle Category</u>	<u>Base Rate</u>	<u>Metro Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
<u>TIRES³</u>				
Passenger (up to 10 ply)	\$0.20			\$0.20
Passenger Tire (on rim)	\$0.90			\$0.90
Tire Tubes	\$0.55			\$0.55
Truck Tires (20" diameter to 48" diameter on greater than 10 ply)	\$2.00			\$2.00
Small Solids	\$2.00			\$2.00
Truck 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

¹Based on a minimum load of two cubic yards.

²Based on a minimum load of two and one-half cubic yards.

³Cost per tire is listed.

Section 5. Waiver of Disposal Charges at St. John Landfill: A waiver of disposal charges may be made by the operator of the St. Johns Landfill for disposal of inert material including but not limited to earth, sand, stone, crushed concrete and broken asphaltic concrete and wood chips, if, at the discretion of the operator of the landfill, such material is needed at the landfill for cover, road base or other internal use.

Section 6. Litter Control at St. Johns Landfill and Clackamas Transfer & Recycling Center: All vehicles entering the St. Johns Landfill or the Clackamas Transfer & Recycling Center with loads which are both uncovered and which are susceptible to being blown from the vehicle while in motion shall be charged double the total disposal charge which would otherwise be charged.

Section 7. Excess Weight Charge at St. Johns Landfill: All vehicles entering the St. Johns Landfill with gross weights in excess of the Incinerator Road Bridge weight limits established by the City of Portland shall be charged double the normal disposal rate per ton for the amount of weight in excess of the bridge weight limit. Said weight limit shall be posted at the gatehouse of the landfill.

Section 8. User Fees: The following user fees are established and shall be collected and paid to Metro by the operators of solid waste disposal facilities, whether within or without the boundaries of Metro, for the disposal of solid waste generated, originating or collected within Metro boundaries in accordance with Metro Ordinance No. 81-111, Section 16:

(a) For noncompacted solid waste, 25¢ per cubic yard delivered, or \$1.68 per ton delivered.

(b) For compacted solid waste, 43¢ per cubic yard delivered; or \$1.68 per ton delivered.

(c) For all material delivered in private cars, station wagons, vans, single and two-wheel trailers, trucks with rated capacities of less than one (1) ton, 27¢ per cubic yard with a minimum charge of 54¢ per load.

(d) User fees for solid waste delivered in units of less than a whole cubic yard shall be determined and collected on a basis proportional to the fractional yardage delivered.

(e) Inert material, including but not limited to earth, sand, stone, crushed stone, crushed concrete, broken asphaltic concrete and wood chips used at a landfill for cover, diking, road base or other internal use and for which disposal charges have been waived pursuant to section 5 of this ordinance shall be exempt from the above user fees.

Section 9. Regional Transfer Charge:

(a) There is hereby established a regional transfer charge which shall be a charge to the operators of solid waste disposal facilities for services rendered by Metro in administering and operating solid waste transfer facilities owned, operated or franchised by Metro. Such charge shall be collected and paid in the form of an add-on to user fees established by Section 8 of this ordinance.

(b) The following regional transfer charges shall be collected and paid to Metro by the operators of solid waste disposal facilities, whether within or without the boundaries of Metro, for the disposal of solid waste generated, originating or collected within Metro boundaries:

- (1) For noncompacted solid waste, \$0.22 per cubic yard delivered; \$1.47 per ton delivered.
- (2) For compacted solid waste, \$0.38 per cubic yard delivered; \$1.47 per ton delivered.
- (3) For all material delivered in private cars, station wagons, vans, single and two wheel trailers, trucks with rated capacities of less than one (1) ton, \$0.80 per cubic yard with a minimum charge of \$1.60 per load.

Section 10. Out-of-State Surcharge:

(a) There is hereby established an out-of-state surcharge on all solid waste originating, generated or collected outside the State of Oregon and transported to Metro-owned or operated solid waste disposal facilities for disposal. Said surcharge shall be in addition to any other charge or fee established by this ordinance. The purpose of the surcharge is to require out-of-state users of Metro disposal facilities to pay a portion of the total costs of facility operations proportionately equivalent to the financial support received from the State of Oregon.

(b) The out-of-state surcharge shall be \$0.54 per ton of solid waste delivered by commercial vehicles and \$0.20 per public vehicle, and the minimum surcharge for each commercial vehicle shall be the rate for one (1) ton of solid waste.

(c) Waivers of disposal charges pursuant to Section 5 of this ordinance shall not apply to out-of-state surcharges.

Section 11. Payment of Disposal Charges and Surcharges; Credit Policy:

(a) Disposal charges and out-of-state surcharges established pursuant to Sections 3, 4 and 10 of this ordinance may be paid in cash or check at the time of disposal, or may be paid pursuant to the credit policy established in this section.

(b) For purposes of this section, the following definitions shall apply:

- (1) Account charges are "due" on or before the last day of the month billed and are "past due" thereafter.
- (2) Account charges are "30 days past due" on the first day of the month following billing.
- (3) Account charges are "45 days past due" on the fifteenth day of the month following billing.
- (4) Account charges are "60 days past due" on the first day of the second month following billing.

(c) Persons wishing to dispose of solid waste at Metro disposal facilities on a credit basis shall be required to first submit and have approved an application for credit on a form provided by Metro. That application shall include such provisions as the Metro Director of Solid Waste deems necessary to secure prompt payment. Approval shall be by the Director, and approval shall be granted unless good cause is shown for denial of credit.

(d) A finance charge of one and one-half (1-1/2) percent per month (18 percent per annum), computed from the date an account becomes thirty (30) days past due, will be assessed on all accounts which become sixty (60) days past due and will be added to the oldest months charges past due.

(e) Accounts 45 days past due may be placed on a "cash only" basis until the account is paid in full or brought to within 30 days past due. If an account is allowed to become 60 days past due, permission to dispose of waste at the facility may be denied until the account and finance charges are paid in full.

(f) If, pursuant to subsection (e) of this section, an account is placed on a "cash only" basis more than once during any consecutive 12-month period, or if service is denied because the account is allowed to become 60 days past due, the account may be required to submit a new application for credit. Such new application must be accompanied by a satisfactory payment guarantee bond, or other payment guarantee acceptable to the Director of Solid Waste, which is:

- (1) Effective for one year; and
- (2) Collectable if the account again becomes 60 days overdue during the period of the bond; and
- (3) In an amount equal to 150 percent of the amount due when credit was last suspended or service was denied, whichever is greater.

Section 12. Repealer: Metro Ordinance Nos. 49, 80-96, 80-100, 80-106 and 81-122 are repealed.

Section 13. Declaration of Emergency; Effective Date: The Council finds that, in order to recoup sufficient revenue to operate disposal facilities and programs for FY 1983, it is necessary that the rates established herein be effective by January of 1983. Therefore, an emergency is hereby declared to exist pursuant to ORS 268.515(7), and the rates, fees and charges established by this ordinance shall be effective on and after January 3, 1983.

ADOPTED by the Council of the Metropolitan Service District
this 4th day of November, 1982.



Presiding Officer

ATTEST:



Clerk of the Council

AJ:gl
6925B/318

Executive Officer's
Summary & Proposal

**SOLID WASTE
DISPOSAL SYSTEM**

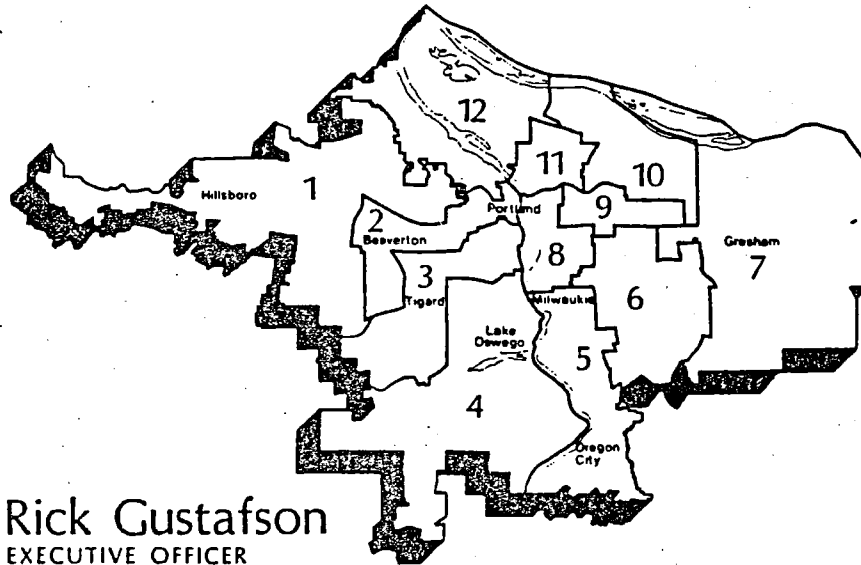
1983 Rate Study



METRO

September 1982

METROPOLITAN SERVICE DISTRICT



Rick Gustafson
EXECUTIVE OFFICER

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DISTRICT 5

Marge Kafoury
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Jane Rhodes
DISTRICT 6

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DISTRICT 12

METRO'S
SOLID WASTE DISPOSAL SYSTEM
1983 RATE STUDY

EXECUTIVE OFFICER'S SUMMARY AND PROPOSAL

1983 is an important year for Metro's solid waste program. It is the year in which a second Metro-operated disposal facility--the Clackamas Transfer and Recycling Center (CTRC)--comes on-line. This marks the beginning of a regional system to dispose of the more than 750,000 tons of garbage generated in the tri-county area each year. Future additions to the system may include transfer stations in Washington and Multnomah Counties, a new regional landfill and an energy recovery facility.

With the opening of CTRC, the task of setting disposal rates includes not only computing a rate that will cover expenses, but also establishing a rate-setting policy that can be applied as any new facility is added to the system. To determine a policy that is fair to all users of the system, it is necessary to know where the garbage is coming from, where it will be disposed of, what costs are associated with the disposal of that garbage, and who incurs those costs. The Solid Waste Disposal Rate Study for 1983 has examined each of these issues. The study also suggests several methods for raising adequate revenues to pay for the operation of St. Johns Landfill and CTRC.

In developing this study, Metro staff conducted a literature search of rate-setting methods, surveyed garbage haulers and local government officials throughout the region, and included suggestions from the Solid Waste Policy Alternatives Committee (SWPAC), the Rate Review Committee and the Metro Council.

WASTE QUANTITIES AND FLOW

For the two years that Metro has managed the operation of the St. Johns Landfill, the facility has handled approximately one-third of the region's waste. The remaining garbage has gone to privately operated landfills within and outside the Metro boundary. Over 300,000 tons have gone to Rossman's Landfill in Oregon City each year.

With the closure of Rossman's in January 1983, St. Johns is expected to accept up to 70 percent of the region's waste, estimated to come from the following sources:

241,400	tons based on historical trends at St. Johns
135,800	tons from Multnomah County haulers now using Rossman's
<u>146,000</u>	tons from CTRC (limit set by Oregon City permit)
523,200	tons total

The 146,000-ton capacity of CTRC represents 100 percent of the publicly hauled waste now going to Rossman's, but only 40 percent of the commercially hauled waste, or that portion coming from Clackamas County. That means that when Rossman's closes, Washington County haulers now using the landfill may go outside the region to Newberg or Woodburn landfills, and Multnomah County haulers will have to use Killingsworth Fast Disposal or St. Johns.

This situation suggests one of the policy issues before the Metro Council: whether the new transfer station should be paid for only by those who use the facility, or whether the cost should be allocated more broadly.

Regardless of how rates and fees are set, two things are important: adequate revenue must be raised to cover costs, and the costs should be allocated to the various user groups according to how those costs are incurred.

COSTS

For calendar year 1983, \$7.2 million will be required to cover the expenses of the St. Johns Landfill and CTRC. Many of the expenses that make up the total cost are unrelated to the policy decisions now before the Council (but may be found in the full report). Four expenses directly affect the rates that will be set for 1983. They are as follows:

Operations Contracts

Genstar Conservation Systems, Inc., was the low bidder for the operating contracts for both facilities. Genstar performs most of the refuse handling tasks, including transferring the waste from CTRC to St. Johns, and disposing of waste at St. Johns. Their fees are based on a sliding scale. The fee per ton decreases as the amount of garbage increases. The two contracts for Genstar in the coming year amount to over \$4.5 million, not including the final improvements to be made on portions of the St. Johns Landfill. (see below)

Debt Service

Capital improvements at St. Johns and CTRC were financed by a grant/loan from the Department of Environmental Quality. Of the total debt service for the coming year (\$835,650), all operational debt (40 percent) must be recovered from rates, with the remainder coming from user fees. The rate income will be applied to the costs of building the gatehouse and private transfer area at St. Johns, building CTRC and developing the transfer station portion of the Oregon City site.

It is recommended that the user fee be increased by \$0.35 per ton to cover the debt service requirements for the development of the remainder of the Oregon City site.

Final Cover Fund

Thirty-three acres of the St. Johns Landfill are ready for final cover, top soil and seeding, and other portions of the landfill now require culverts and berms. For the first

Final Cover Fund (continued)

time since Metro took over the landfill operation, the disposal rates must recover the majority of the costs for the final improvements, which will be performed by Genstar. For 1983, the total cost for final improvements is \$1,330,000. The rates must generate approximately \$1 million of that total.

Contingency

There has never been a contingency fund for the St. Johns Landfill, despite the operating risks involved. With the addition of the CTCRC and the expected doubling of Metro's disposal operation, the Council recommended that a contingency fund be established and included in the rate structure. The contingency would cover fluctuations in the flow of garbage and operating emergencies that could arise. The amount of the suggested contingency (\$271,000) is based on the effect on the total operations cost created by a five percent decrease in the volume of waste anticipated in 1983.

ALLOCATING COSTS

The expenses of operating St. Johns Landfill and CTCRC can be allocated to specific users at those facilities. Some costs are allocated according to the amount of garbage contributed by each user group. For example, the cost for the actual disposal of the garbage is allocated on a per ton basis because Genstar is paid on a per ton basis. Other costs, such as the gatehouse operations, are allocated according to the number of commercial and public vehicles trips to the facility. Still other costs are allocated to just one user group. For example, cost of tire disposal is allocated only to users who bring in tires.

By allocating costs in this manner, each group of users pays only the amount required to serve that user group. The rates are then determined by dividing the total cost to each user group by the tonnage or number of trips for which that group is responsible.

ESTABLISHING RATES

With the addition of a new transfer station, Metro must decide how to allocate the costs for two separate but interdependent facilities. Several rate-setting methods have been considered. These are the three basic approaches:

Cost of Service

The users of each facility pay the cost for that facility only. Users of St. Johns pay for the cost of disposal there. Users of CTRC pay the cost of transferring the waste to St. Johns, plus the cost of its final disposal there. This results in a substantially higher rate for CTRC users.

Limited Uniform Rate

Users of Metro-operated facilities pay equally within their user group, regardless of which facility they use. The rates are based on the average cost of service. The cost of transferring waste from CTRC to St. Johns is shared by the users of both facilities.

Full Uniform Rate

Users of Metro-operated facilities pay a disposal rate based on the cost of service at St. Johns Landfill. The cost of the transfer

Full Uniform Rate(continued)

station system is allocated to all waste generators in the region in the form of a transfer charge that is collected at all disposal sites accepting Metro-area garbage, whether the site is within or outside the Metro boundary.

The regional transfer charge is established by allocating the \$1.7 million cost for CTRC to each user group according to total regional waste flow. This results in a transfer charge of \$1.47 per ton for commercial haulers and \$2.31 per trip for the public.

The three rate-setting methods produce the following rates for St. Johns Landfill and CTRC, including a user fee of \$1.68 per ton for commercial haulers and \$0.54 per trip for the public:

	<u>COST OF SERVICE</u>		<u>LIMITED UNIFORM RATE</u>	<u>FULL UNIFORM RATE</u>
	<u>St. Johns</u>	<u>CTRC</u>	<u>Both Facilities</u>	<u>Both Facilities</u>
Commercial (rate per ton)	\$12.01	\$21.28	\$14.10	\$13.48
Public(rate per trip)				
Car	4.75	7.75	6.75	6.00
Truck	5.75	9.50	8.25	6.75
Extra Yards	2.50	4.00	3.50	3.00

RATE RECOMMENDATION

The Full Uniform Rate structure most closely meets Metro's goals of providing equitable service on a region-wide basis. Through the regional transfer charge, all waste generators within the region help pay for new facilities, even if their waste is disposed of outside the region. This prevents commercial customers whose haulers do not have an alternative to St. Johns or CTRC from bearing the full cost of the transfer station system.

The Full Uniform Rate structure also avoids sudden large rate increases in specific geographical areas, and provides for more gradual disposal rate increases as new facilities are added to the system.

The Full Uniform Rate does present a problem with respect to the public rates, however. The addition of a public regional transfer charge at non-Metro facilities adversely affects those landfill owners by boosting their rates above those for comparable service at Metro facilities. Therefore, SWPAC is recommending that the Full Uniform Rate be applied for commercial haulers, but that the regional transfer charge be dropped for the public, and the Limited Uniform Rate be applied to users in that class. This means that the public's share of the transfer system costs is applied only to the users of St. Johns and CTRC.

ADDITIONAL CHARGES

Two other policy issues should be considered in setting rates. One issue is levying a convenience charge on users of CTRC. The other is adding a surcharge to garbage coming in from out-of-state.

Convenience Charge

SWPAC requested that Metro consider adding a convenience charge to the public and commercial rates at CTRC. The idea of a convenience charge is that by having a modern, local facility for garbage disposal, users of CTRC avoid expending time, fuel and vehicle wear and tear that a drive to another disposal site would require. For the convenience of having CTRC, the users should pay a little more.

Recognizing that it is hard to assign a dollar value to the convenience of CTRC, Metro developed a formula for computing the charge. Although the facility is presently limited to accepting 400 tons per day, it could handle more waste. Because of the sliding scale with

Convenience Charge (continued)

our contractor, this would decrease the cost per ton and provide additional service to the southern portion of the region.

Metro will ask the Oregon City Planning Commission to consider lifting the flow restriction at CTRC. If the city agrees, haulers from outside Clackamas County will be able to use the facility. This would result in an overall increase in Metro's costs, however, because Multnomah County collectors who might have direct-hauled their waste to St. Johns may elect to haul to CTRC instead. Metro then picks up the cost of hauling that waste to the landfill.

The convenience charge would recover the additional costs of increasing the capacity from 400 to 600 tons per day. Dividing the \$325,600 additional cost by the total flow of waste to CTRC results in a convenience charge of \$1.49 per ton for commercially hauled waste and \$0.50 per trip for publicly hauled garbage.

It is very hard to predict what the waste flow at CTRC will be if the Oregon City limit is lifted. If more than 600 tons per day are received at CTRC it may be necessary to increase the convenience charge \$0.50 to \$0.75 to recover the additional revenue required.

Out-of-State Surcharge

The State of Oregon supports Metro's solid waste activities through the State Pollution Control Fund, which funds capital construction and improvements at Metro-operated disposal sites. The fund is a combination grant/loan program, and the

Out-of-State Surcharge (continued)

grant portion is paid for by income taxes collected from the citizens of Oregon. The grants are in effect, subsidizing the disposal cost by \$0.54 per ton of garbage. The Metro Council could choose to levy a \$0.54 per ton surcharge on garbage coming into the region from out-of-state, so that Oregon income taxpayers are not subsidizing disposal of out-of-state garbage at Metro facilities.

SUMMARY OF RECOMMENDED RATES

	<u>St. Johns Landfill</u>	<u>CTRC (includes convenience charge)</u>
Commercial Vehicles	\$13.48	\$14.97
Public Vehicles		
Car	6.00	6.50
Truck	6.75	7.25
Extra Yards	3.00	3.25
Out of state surcharge:	\$0.54 per ton	
Regional transfer charge for commercial vehicles at any facility accepting waste from the region:	\$1.47 per ton	

NC:pp
9/22/82

SOLID WASTE DEPARTMENT

1983 Disposal Rate Review Study

Services Committee (presentation)	Sept. 27
Services Committee (action item)	Oct. 12
Council (1st reading)	Oct. 28
Council (2nd reading)	Nov. 4

CONSIDERATION AND RECOMMENDATION OF THE DISPOSAL
RATE POLICIES AND ASSOCIATED RATE STRUCTURE TO BE
CHARGED AT THE ST. JOHNS LANDFILL AND THE CLACKAMAS
TRANSFER & RECYCLING CENTER

Date: October 14, 1982

Presented by: Dan Durig

FACTUAL BACKGROUND AND ANALYSIS

The 1983 Disposal Rate Study has examined the cost of operating both the St. Johns Landfill and the Clackamas Transfer & Recycling Center (CTRC). There are several factors to consider in determining an appropriate rate policy for these operations. First, adequate revenue must be generated through the rates to fully fund these operations. Second, a rate structure must be adopted that charges all users fair and equitable rates. And third, the rates need to be sensitive to the users and haulers who are ultimately responsible for collecting these fees from their customers. Finally, the addition of a second Metro-operated facility--CTRC--requires these factors be viewed as to how the rate method applied will adapt to a growing disposal system.

In consideration of these major objectives, the Metro staff has examined several rate alternatives. These alternatives, as well as the major objectives being addressed, were presented to hauler groups, the Metro Rate Review Committee and the Metro Solid Waste Policy Alternatives Committee (SWPAC). At the direction of SWPAC, Metro staff also conducted a survey which was mailed to all of the haulers, cities and counties of the region. Metro staff utilized the input from these groups to complete the Disposal Rate Study.

Upon completion, the rate study was presented to the SWPAC for review and the Rate Review Committee for a recommendation. The Metro SWPAC, after careful consideration, endorsed the rate setting policy recommended in the study. The Rate Review Committee, after reviewing both the study and SWPAC's endorsement, recommended a different rate policy and structure.

The two rate policy recommendations differ over one key philosophical point--whether all users in the region should pay equally for solid waste disposal or whether each should pay what it costs to provide solid waste disposal at each individual facility. The rate policies before the Council are outlined below.

The initial study urged that Full Uniform Rates be considered. Under this method, all Metro users would pay equally for disposal

service. The cost of the new transfer station, CTRC, would be paid through a regional transfer charge on all waste in the region (similar to the present user fee). The cost of this first transfer station is borne by all the region, since in the future the entire region will benefit from Metro's solid waste system. Furthermore, a convenience charge should be added to the Full Uniform Rate charged at CTRC.

SWPAC also recommended that Full Uniform Rates be adopted, but the Committee foresaw a problem with implementing a regional transfer charge on the public at non-Metro facilities. Therefore, they recommend the Full Uniform Rate for commercial users, and a Limited Uniform Rate (i.e., a simple average cost rate for St. Johns Landfill and CTRC) for the public. Again, a convenience charge is recommended to be added to the Full Uniform Rate charged at CTRC. Both of the above policies and associated rates are suggested under the philosophy that all users in the Metro region should pay equally for solid waste disposal at Metro facilities--a concept of equality.

The Rate Review Committee has recommended a Cost of Service approach. Unlike the Uniform Rate method, the Cost of Service method would charge each user exactly what it costs to serve that user--no costs are spread over the region. The Committee did recognize the problems with implementing a straight Cost of Service rate structure for the commercial users (i.e., large increases in rates for a specific area). To avoid this rate shock, the Committee recommends that a gradualized Cost of Service approach be implemented. Under this gradualized approach, only part of the CTRC costs would be recovered through the regional transfer charge. Aside from this, all other costs would be allocated by the strict Cost of Service approach.

The Rate Review Committee endorses a Cost of Service approach on the basis of efficiency. They suggest that Cost of Service rates will be more efficient than Uniform Rates since all users will know and plan for the actual cost of the disposal service they receive.

EXECUTIVE OFFICER'S RECOMMENDATION

Although our immediate need is to generate sufficient revenue to properly cover the cost of solid waste operations for 1983, it is important to acknowledge and develop a financial philosophy that results in a rate schedule which recognizes Metro's movement from a single facility service to a regional operation. The rate schedule should not only generate adequate revenue fairly, but also complement our need to manage flow control.

Due to these concerns, it is recommended that Council take a dual approach when adopting solid waste disposal rates for 1983. It is recommended that commercial charges be based upon the Full Uniform Rate which incorporates the regional transfer charge of \$1.47 per ton and the CTRC convenience charge of \$1.49. However, due to the imbalance this approach would cause between Metro facilities and the privately operated landfills, it is recommended

that the public regional transfer charge be reduced to \$1.60 per trip by distributing only the operating cost of CTRC over the region (the full uniform distributes both operating and capital cost). This hybrid approach results in consistency between user classes, generates sufficient revenue, maintains equality, assists Metro in managing flow control, and establishes a basic financial philosophy for the future.

COMMITTEE CONSIDERATION AND RECOMMENDATION

After reviewing the recommendations from the Executive Officer, the Rate Review Committee, SWPAC, and the information contained in the 1983 Disposal Rate Study, the Regional Services Committee endorsed and recommended the Executive Officer's rate proposal as modified for the reduced public Regional Transfer Charge.

The Committee also recommended that a resolution be adopted that directs staff to include in all future rate studies and facility cost analyses the equivalent cost of service rates for the facility or facilities in question.

RECOMMENDED RATES

	<u>Base Rate</u>	<u>User Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
St. Johns				
Commercial	\$10.33	\$1.68	\$1.47	\$13.48
Public: Car	3.36	.54	1.60	5.50
Truck	4.11	.54	1.60	6.25
CTRC				
Commercial	\$10.33	\$1.68	\$1.47	\$13.48
Public: Car	4.86	.54	1.60	7.00
Truck	5.61	.54	1.60	7.75
Convenience Charge (CTRC Only)				
Commercial	--	--	--	1.49
Public	--	--	--	.50

Note: Commercial rates are in dollars per ton; Public rates are in dollars per trip.

DR/gl
6986B/318
10/15/82



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: October 12, 1982
To: Metro
From: Solid Waste Rate Review Committee
Regarding: Rate Recommendation for Metro Facilities in 1983

The Rate Review Committee recommends the following:

I. Charge Cost-of-Service Rates on a Site-by-Site Basis

Rationale:

Cost-of-service rates allocate scarce resources efficiently by sending an accurate cost signal to purchasers and policy planners. Under cost-of-service rates purchasers "vote" their approval and non-purchasers vote their disapproval, thereby, making subsequent planning for future landfills or transfer stations rational. Cost-of-service rates are also equitable since they eschew hidden subsidies by one citizen group of other citizen groups. Such subsidies should be accomplished legislatively by elected officials to avoid taxation by regulation. The Committee rejects uniform rates for all sites since they: 1) send inaccurate price signals to consumers regarding the true cost of service; 2) complicate policy decisions regarding potential future transfer station decisions (distorted demand caused by non-cost-of-service rates provides inaccurate base data for policy planners); and 3) are an inequitable pricing method since they result in some consumers heavily subsidizing other consumers.

II. Uniform Rates Implemented on a "System" Basis Will Cause an Entire System to be Built Regardless of Need

Rationale:

Staff contends that since transfer stations are part of a new, unbuilt "system," uniform rates are required. This contention is simplistic and potentially disastrous. The so-called "system" currently exists in the form of landfills and, in the past, has operated tolerably using market-set rates (for privately owned landfills) and cost-based rates (for St. Johns). A changeover to uniform rates may result in the overbuilding of transfer stations since consumer demand is likely

to be deceptively high given relatively low uniform rates. Such uniform rates will not reflect the true costs of additional transfer stations. Undoubtedly there is a positive relationship between transfer station prices and consumer demand; the lower the price the higher demand. Only cost-based rates can determine accurately whether to build the next potential transfer station.

III. Cost-of-Service Rates Compliment Possibly Needed Flow Control

Rationale:

Flow control may be needed for Metro to successfully finance the Energy Recovery Facility. Investors need and require guaranteed flow. Flow control, then, may be crucial to a successful financing of the Energy Recovery Facility.

Cost-of-service rates, not uniform rates, compliment flow control. Price, reflected by cost-of-service rates, encourage efficient use of transfer stations. Uniform rates encourage inefficient use of transfer stations, which, to correct, may require the blunt instrument of rationing through involuntary flow control.

IV. Possible Changeover to Uniform Rates When Transfer Station and Energy Recovery Facility Completed

Rationale:

Staff predicts that site costs should be equal upon completion of the system. Uniform rates are recommended at that time if the staff's cost predictions holds true; such rates will, of course, have all the benefits of cost-based rates.

V. Since Pure Cost-of-Service Rates on an Individual Site Basis May Work an Undeserved Hardship on Certain Haulers, Cost-of-Service Rates Should Be Gradually Implemented

Rationale:

Rate "gradualism" is a dominant method of making rate increases more equitable and tolerable. The Rate Review Committee recommends graduated rates in implementing the cost-of-service theory. One way to gradually adopt cost-of-service rates would be to let a percentage of St. Johns rates subsidize Clackamas Transfer Station rates. The result

may be a rate that is a few dollars higher at Clackamas than St. Johns. This is desirable since it: 1) reflects costs with all of the advantages contained in recommendation #1, supra; 2) reflects the value to haulers of the increased cost, associated with a Clackamas haul to St. Johns; and 3) contributes positively to flow control.

VI. The Use of a Regional Transfer Charge

Rationale:

The cost-of-service per ton at the transfer station increases as the level of flow decreases. If potential users of the transfer station flee that facility in favor of less expensive facilities, the cost per ton of operation will increase thereby inequability increasing the burden on the remaining users. To mitigate this situation, the Committee recommends the imposition of a Regional Transfer Charge on all non-Metro facilities, including those outside the District which already levy the Metro user fee. In addition, the Committee recommends the use of the Regional Transfer Charge at St. Johns, as a means of implementing gradualism.

VII. Out-of-State Users of Metro Facilities Should Pay a Surcharge of 54 Cents per Ton

Rationale:

As explained on pp. 3-10 of the Solid Waste Disposal System 1983 Rate Study, Metro facilities are subsidized by the Oregon taxpayer at the rate of 54 cents per ton through the Pollution Control Fund. Since out-of-state users do not pay Oregon taxes which support this subsidy, the Committee recommends that these users reimburse the Metro facilities the 54 cent per ton subsidy.

VIII. Public Rates Should be Charged on a Pure-Cost-of-Service Basis

Rationale:

The purpose of Gradualism was to mitigate rate shock that would be suffered if pure-cost-of-service rates were implemented immediately. Staff indicates that, unlike commercial users, public users are not "price sensitive." Since convenience and not price dictate public behavior, the Committee could find no justification for subsidizing public users at the transfer station.

IX. Calculation of Commercial Rates

The Committee noted that the base rate for St. Johns increased about 14 percent from \$9.08 in 1982 to \$10.33 in 1983. In order to determine a subsidy for CTRC, the Committee experimented with an increase of 20 percent and 25 percent for the base rate for St. Johns. The monies raised by these additional increases at St. Johns were credited to the financing of the transfer station. It was decided by all five members of the Committee that the 25 percent option produced rates that were equitable. The Committee unanimously decided that the excess of the 25 percent option over the actual cost-of-service rate base for St. Johns be used as a Regional Transfer Charge, thereby, spreading the subsidy of CTRC to all generators of garbage and users of facilities in the District.

The table below displays the Committee's recommended rate structure for commercial rates:

Rate Structure

<u>Facility</u>	<u>Base Rate</u>	<u>RTC</u>	<u>CTRC Charge</u>	<u>User Fee</u>	<u>Total Rate</u>
St. Johns	\$10.33	\$1.02	--	\$1.68	\$13.03
CTRC	10.33	1.02	\$2.83	1.68	15.86
All Facilities in Region	N/A	1.02	--	1.68	2.70

Plus an Out-of-State surcharge of \$0.54.

6982B/322

SUPPLEMENT

One member of our Committee dissents from the Cost-of-Service theory, preferring a Uniform-Rate theory with convenience charge. The dissenting member argues that Metro facilities represent a system and, therefore, rates should be based on the average cost of a unified system.

The dissenting member rejects the method used by staff to determine the convenience charge. He recommends instead a method of determining the convenience charge as a fee for reduction in hauling costs from the transfer station area to the actual disposal site.

In his dissent, this member emphasizes that a uniform rate structure is a long-term goal envisioned on the basis of the possible construction of the Energy Recovery Facility and two other transfer stations. The dissenting member joins the majority in recommending cost-of-service rates for the public, but hopes to work toward a uniform rate structure for all in the future.

6982B/322

6.1 Public Hearing on Ordinance No. 82-146, An Ordinance establishing Solid Waste Disposal Charges and User Fees; establishing a credit policy at Metro Disposal Facilities; and repealing Ordinance Nos. 49, 80-96, 80-100, 80-106 and 81-122. (First Reading)

Councilor Burton described the process which had taken place in order to bring the 1983 rates recommendation to the Council. He stated that the Services Committee recommended adoption of Uniform Rates as contained in the Ordinance before the Council.

Motion to adopt Ordinance No. 82-146 (Burton/Rhodes).

Councilor Oleson stated that a point made by the Rate Review Committee was that a non-uniform rate would encourage the public and haulers to use the most economical facility and asked for a response to that point.

Councilor Burton replied that in applying the uniform rate what Metro would be saying is that there is a regional system and that the uniform rates pay for the components of the total system; that everyone in the system benefits from the facilities available and the rates are set to pay for all those facilities. He stated for future decisions the question of how many facilities the system requires needs to be addressed and a way of doing that is requiring the tracking of costs of services.

Mr. George Hubel, Chairman, Solid Waste Rate Review Committee, stated that one of the biggest problems they had wasn't only the question of whether or not Metro was forcing itself to build future facilities that may be uneconomical by application of the uniform rate, but also the problem that people are being encouraged to use facilities in a less efficient fashion. However, he stated, the two rate structures, full uniform and graduated cost of service, were almost the same and that there really wasn't so much a difference in the rates as there was in philosophy.

Presiding Officer Banzer then opened the public hearing.

Mr. Tim Viviano, 169th and Foster Road, asked several questions regarding the Clackamas Transfer and Recycling Center, and stated that the tonnage limit imposed on CTCRC should be raised to allow more haulers to use the Center. He also stated that the rates at Clackamas should be higher because haulers there could get a higher rate because of their franchises.

Councilor Rhodes pointed out that the convenience charge for users of CTCRC was intended to balance out the convenience to users of the facility.

Mr. David Phillips, Clackamas County Solid Waste Administrator, and member of the Solid Waste Policy Advisory Committee, stated that the Solid Waste Commission of Clackamas County had directed him to work with Metro to try to get the 400 ton weight limitation lifted for CTRC.

Mr. Dave Miller, 19930 S.W. Boones Ferry, Tualatin, representing the Chairman of the Solid Waste Policy Advisory Committee, testified that after reviewing all the information, the committee was recommending uniform rates for the region but stressed that that recommendation was contingent upon the lifting of the weight restriction at CTRC.

The public hearing on the ordinance was closed, and the ordinance was passed to second reading on November 4, 1982.

Councilor Kirkpatrick suggested that language be developed to support raising the tonnage limit at CTRC.

Councilor Bonner indicated that he was going to bring in alternative language to impose rates closer to the Rate Review Committee's recommendation.

Agenda Item 7.1 was taken up at this time because it related to item 6.1.

7.1 Resolution No. 82-366, For the purpose of allocating resources on a cost of service basis to provide an accurate cost signal to users and policy-makers on the cost of a facility.

Councilor Burton stated that the intent of the Resolution was to address the concern that the Rate Review Committee had about how the Council proceeds in making its decisions on matters of rates and being able, for the purpose of budgeting and rate setting in the future, to determine where those costs should be properly allocated.

Motion to adopt Resolution No. 82-366 (Burton/Rhodes). The vote on the motion resulted in:

Ayes: Councilors Bonner, Burton, Deines, Etlinger, Kafoury, Kirkpatrick, Oleson, Rhodes, Schedeen, Williamson, and Banzer.

Nays: None.

Absent: Councilor Berkman

Abstention: None.

and join the efforts of the Oregonians for Clean Air in a recycling program to help solve the garbage problem.

Mr. Michael Zocol, 16091 Winston Drive, Oregon City, expressed displeasure at the Council's behavior while people were testifying.

4. Councilor Communications.

Councilor Etlinger congratulated Executive Officer Rick Gustafson and Councilor Ernie Bonner on their successful campaigns.

5. Consent Agenda.

The consent agenda consisted of the following:

5.1 Minutes of the meetings of May 6 and October 7, 1982.

5.2 Resolution No. 82-363, For the Purpose of granting a franchise to Killingsworth Fast Disposal for the purpose of operating a solid waste disposal site.

Motion to approve the consent agenda (Burton/Rhodes).
The vote on the motion resulted in:

Ayes: Councilors Bonner, Burton, Deines, Etlinger, Oleson, Rhodes, Schedeen, and Banzer.

Nays: None.

Absent: Councilors Berkman, Kafoury, Kirkpatrick, and Williamson.

Abstention: None.

6.1 Ordinance No. 82-146, establishing Solid Waste Disposal Charges and User Fees; establishing a credit policy at Metro Disposal Facilities; and repealing Ordinance Nos. 49, 80-96, 80-100, 80-106, and 81-122. (Second Reading)

Councilor Bonner moved that the recommendation of the Rate Review Committee with respect to the rates at Clackamas Transfer and Recycling Center and St. Johns Landfill be adopted, and further moved that the rates be changed gradually

so that in five years the tipping fee at Clackamas and St. Johns reflected the cost of operation of those facilities.

He said his reason for the motion was that a facility in one part of the region should not subsidize a facility in another part of the region. However, he said, it would be too great a shock to ratepayers to go from the present system to the cost of service system and that was why he was proposing a gradual increase in the rates over a period of five years to approach a rate structure at CTRC and St. Johns which reflected each facility's cost of service.

Councilor Etlinger seconded the motion for discussion purposes.

There was general discussion of the motion.

Councilor Rhodes pointed out that while the recommendation from the Rate Review Committee and the rates proposed in the ordinance were close for the first year, the different philosophy presented by each was what the real question was. She stated that it was her philosophy that Metro was a regional government and must be looking at a regional system; that each of the components must be a part of the total system.

Councilor Burton stated that the resolution which was adopted by the Council at their last meeting addressed the concern of the Rate Review Committee; that of tracking costs of services. He stated he agreed with Councilor Rhodes that the system should be treated as a regional one and urged the Council to take the regional perspective by adopting the uniform rates.

Councilor Oleson stated that the tonnage limit at CTRC was a problem for the regional system argument. He said it was not fair to pay for something that couldn't be used by everyone. He said a letter received from the Washington County Board of Commissioners expressed that concern. He stated he had a resolution he wanted to introduce which dealt with raising the tonnage limit at CTRC.

Councilor Etlinger stated that the inefficiencies and inequities in the garbage collection system were so great that he was persuaded that uniformity was needed. He suggested there should be a differential rate for those who recycle but indicated he wasn't going to introduce it at this point in time but wanted the Council to consider it in the near future.

A voice vote on Councilor Bonner's motion resulted in:

Ayes: Councilors Bonner and Banzer.
Nays: Councilors Burton, Deines, Etlinger, Oleson,
Rhodes, and Schedeen.
Absent: Councilors Berkman, Kafoury, Kirkpatrick, and
Williamson.
Abstention: None.

The motion failed.

Councilor Burton requested that the letter from Washington County be read into the record. Presiding Officer Banzer read the letter into the record. (A copy of the letter is appended to the agenda of the meeting.)

The vote on the motion to adopt Ordinance No. 82-146 resulted in the following:

Ayes: Councilors Burton, Deines, Etlinger, Rhodes,
and Banzer.
Nays: Councilors Bonner and Oleson.
Absent: Councilors Berkman, Kafoury, Kirkpatrick,
Schedeen, and Williamson.
Abstention: None.

The motion failed (seven affirmative votes required to adopt an ordinance).

At this time the Council recessed for five minutes.

Councilor Burton moved reconsideration of Ordinance No. 82-146. Councilor Bonner seconded the motion.

The motion to reconsider Ordinance No. 82-146 resulted in a voice vote as follows:

Ayes: Councilors Bonner, Burton, Deines, Etlinger,
Oleson, Rhodes, Schedeen, and Banzer.
Nays: None.
Absent: Councilors Berkman, Kafoury, Kirkpatrick, and
Williamson.
Abstention: None.

The motion to reconsider carried.

The vote on adoption of Ordinance No. 82-146 (reconsideration) resulted in the following:

Ayes: Councilors Bonner, Burton, Deines, Etlinger, Rhodes, Schedeen, and Banzer.
Nays: Councilor Oleson.
Absent: Councilors Berkman, Kafoury, Kirkpatrick, and Williamson.
Abstention: None.

The motion to adopt Ordinance No. 82-146 carried.

Councilor Bonner explained that while he had voted no on the ordinance earlier, he voted yes the second time because he was aware that if the other members of the Council who were absent were present, they would vote in favor of the ordinance and it was simply a matter of getting it going that he voted yes.

Councilor Oleson stated that he voted no, not necessarily against the uniform rate but because there wasn't a uniform rate as long as there was a ceiling at CTTC and there was no guarantee that that ceiling was going to be lifted.

Resolution No. 82-369, for the purpose of removing the 400 ton per day limitation at the Clackamas Transfer & Recycling Center.

Councilor Oleson introduced the resolution and moved its adoption. Councilor Etlinger seconded the motion.

Councilor Oleson stated that the Resolution was self-explanatory and gave authority to press for the change of the limit. Dan Durig commented that SWPAC, Clackamas County Solid Waste Advisory Group, the Washington County Board of Commissioners, and the industry supported the raising of the limit.

The vote on the motion to adopt Resolution No. 82-369, resulted in the following:

Ayes: Councilors Bonner, Burton, Deines, Etlinger, Oleson, Rhodes, Schedeen, and Banzer.
Nays: None.
Absent: Councilors Berkman, Kafoury, Kirkpatrick, and Williamson.
Abstention: None.

The motion carried.



METRO

METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

November 8, 1982

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Cindy Banzer
PRESIDING OFFICER
DISTRICT 9

Bob Oleson
DEPUTY PRESIDING
OFFICER
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jack Deines
DISTRICT 5

Jane Rhodes
DISTRICT 6

Betty Schedeen
DISTRICT 7

Ernie Bonner
DISTRICT 8

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

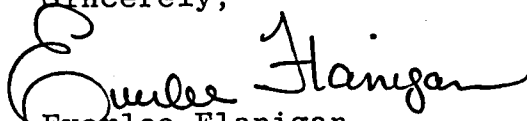
Mr. George Poppen
County Clerk
Clackamas County Courthouse
906 Main
Oregon City, Oregon 97045

Dear Mr. Poppen:

Enclosed is a true copy of Ordinance No. 82-146,
adopted by the Council of the Metropolitan Service
District on November 4, 1982.

Please file this copy in the Metro ordinance files.

Sincerely,


Everlee Flanigan
Clerk of the Council

Enclosure



METRO

METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

November 8, 1982

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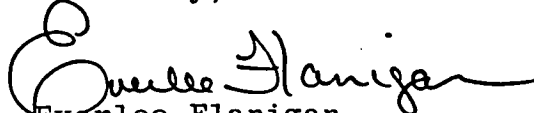
Mr. Gordon Mulleneaux
Washington County Administrator
150 North First, Room 418
Hillsboro, Oregon 97123

Dear Mr. Mulleneaux:

Enclosed is a true copy of Ordinance No. 82-146,
adopted by the Council of the Metropolitan Service
District on November 4, 1982.

Please file this copy in the Metro ordinance files.

Sincerely,


Everlee Flanigan
Clerk of the Council

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527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

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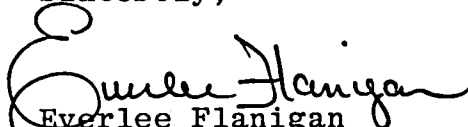
Ms. Jane McGarvin
Clerk of the Board
Multnomah County Courthouse
1021 S.W. Fourth Avenue, Room 606
Portland, Oregon 97204

Dear Ms. McGarvin:

Enclosed is a true copy of Ordinance No. 82-146,
adopted by the Council of the Metropolitan Service
District on November 4, 1982.

Please file this copy in the Metro ordinance files.

Sincerely,


Everlee Flanigan
Clerk of the Council

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