

transfer stations by the generator of that waste. Loads in any other vehicle configuration shall not be considered Self-Haul."

Section 2. Metro Code Section 5.02.020, Disposal Charges at the St. Johns Landfill, is amended as follows:

(a) A commercial base disposal rate of \$ [31.75] 30.75 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. A Self-Haul base disposal rate of \$ [11.00] 10.50 per trip is established for disposal at the St. Johns Landfill. Said rate shall be in addition to other fees, charges and surcharges established pursuant to this chapter.

(b) Notwithstanding the provisions of 5.02.020(a), the base disposal rate for Self-Haul trips of two and one-half cubic yards or less of garbage shall be \$ [3.75] 3.50 per cubic yard if the disposer has separated and included in his/her load at least one-half cubic yard of recyclables. This rate shall be in addition to other fees and charges established pursuant to this chapter.

(c) The following tables summarize the disposal charges to be collected by the Metropolitan Service District from all persons disposing of solid waste at the St. Johns Landfill. The minimum charge for commercial vehicles shall be \$[14.00] 13.50. (Ordinance No. 82-146; amended by Ordinance No. 83-163, Sec. 1; Ordinance No. 85-191, Sec. 2; Ordinance No. 86-214, Sec. 2; and Ordinance No. 88-257, Sec. 3)

ST. JOHNS LANDFILL

<u>Vehicle Category</u>	<u>Fee Component</u>	<u>Tonnage Rate \$/Ton</u>
<u>Commercial</u>	Base Rate	\$[31.75] <u>30.75</u>
	Metro User Fee	4.25
	Regional Transfer Charge	<u>6.25</u>
	TOTAL RATE	\$[42.25] <u>41.25</u>

<u>Vehicle Category</u>	<u>Fee Component</u>	<u>Trip Rate</u>
<u>Self-Haul</u>	Base Rate	\$(11.00) <u>10.50</u>
	Metro User Fee	<u>1.75</u>
	Regional Transfer Charge	<u>1.25</u>
	TOTAL RATE	\$(14.00) <u>13.50</u>

<u>Tires</u>	<u>Type of Tire</u>	<u>Disposal Rate Per Unit</u>
	Car tires off rim	\$.85
	Car tires on rim	2.30
	Truck tires off rim	2.30
	Truck tires on rim	7.00
	Any tire 21 inches or larger diameter off or on rim	12.00

Section 3. Metro Code Section 5.02.025, Disposal Charges at the [Clackamas Transfer and Recycling Center] Metro South Station, is amended as follow:

(a) A commercial base disposal rate of \$ [31.75] 30.75 per ton of solid waste delivered is established for disposal at the [Clackamas Transfer and Recycling Center] Metro South Station. A Self-Haul base disposal rate of \$ [11.00] 10.50 per trip is established for disposal at the [Clackamas Transfer and Recycling Center] Metro South Station.

(b) A convenience charge of \$3.00 per commercial ton and \$1.25 per Self-Haul trip delivered is established to be added to the base disposal rates at the [Clackamas Transfer and Recycling Center] Metro South Station. An Oregon City Enhancement fee of \$.50 per commercial ton and \$.25 per Self-Haul trip is established to be charged at the [Clackamas Transfer and Recycling Center] Metro South Station.

(c) Notwithstanding the provisions of 5.02.025(a) and (b), the following charges apply for Self-Haul trips of two and one-half cubic yards or less of garbage if the disposer has separated and included in his/her load at least one-half cubic yard of recyclables.

the base disposal rate shall be \$ [3.75] 3.50 per cubic yard;

the convenience charge shall be \$.40 per cubic yard; and

the Oregon City enhancement fee shall be \$.10 per cubic yard.

(d) The base disposal rate, convenience charge and enhancement fee established by this section shall be in addition to other fees, charges and surcharges established pursuant to this chapter.

(e) The following tables summarize the disposal charges to be collected by the Metropolitan Service District from all persons disposing of solid waste at the [Clackamas Transfer and Recycling Center] Metro South Station,. The minimum charge for commercial vehicles shall be \$[15.50] 15.00. (Ordinance No. 82-146; amended by Ordinance No. 83-163, Sec. 1; Ordinance No. 85-191, Sec. 2; Ordinance No. 86-214, Sec. 2; and Ordinance Mo. 88-257, Sec. 3)

[CLACKAMAS TRANSFER AND RECYCLING CENTER] METRO SOUTH STATION

<u>Vehicle Category</u>	<u>Fee Component</u>	<u>Tonnage Rate \$/Ton</u>
<u>Commercial</u>	Base Rate	\$[31.75] <u>30.75</u>
	Metro User Fee	4.25
	Regional Transfer Charge	6.25
	Oregon City Enhancement Fee	.50
	Convenience Charge	<u>3.00</u>
	TOTAL RATE	\$[45.75] <u>44.75</u>

<u>Vehicle Category</u>	<u>Fee Component</u>	<u>Trip Rate</u>
<u>Self-Haul</u>	Base Rate	\$[11.00] <u>10.50</u>
	Metro User Fee	1.75
	Regional Transfer Charge	1.25
	Oregon City Enhancement Fee	.25
	Convenience Charge	<u>1.25</u>
	TOTAL RATE	\$[15.50] <u>15.00</u>

<u>Tires</u>	<u>Type of Tire</u>	<u>Disposal Rate Per Unit</u>
	Car tires off rim	\$.85
	Car tires on rim	2.30
	Truck tires off rim	2.30
	Truck tires on rim	7.00
	Any tire 21 inches or larger diameter off or on rim	12.00

Section 4. Metro Code Section 5.02.070, Source Separated Yard Debris Disposal Charge, is amended as follows:


(a) There is hereby established a disposal fee for Source Separated Yard Debris which shall be collected on all Source Separated Yard Debris disposed at the St. Johns Landfill by Commercial and Self-Haul disposers. Said disposal charge is in lieu of other Base Disposal charges, User Fees, Regional Transfer Charges, Rehabilitation and Enhancement Fees, State Landfill Siting Fees and Certification Non-Compliance Fees which may be required by Sections 5.02.020, 5.02.025, 5.02.041, 5.02.045, 5.02.046, 5.02.050 and 5.02.075 of this chapter. These other fees shall not be collected on waste which is accepted as Source Separated Yard Debris, under the definition of 5.02.015(d). The purpose of the Source Separated Yard Debris Charge is to encourage better source separation of yard debris so that

material is diverted from land disposal at the St. Johns Landfill and is made available for reuse.

(b) The amount of the Source Separated Yard Debris Charge to be collected at the St. Johns Landfill shall be \$25.00 per ton for Source Separated Yard Debris delivered by Commercial disposers; and \$10.00 per trip for Source Separated Yard Debris delivered by Self-Haul disposers.

(c) The minimum charge for Commercial vehicles delivering Source Separated Yard Debris shall be \$10.00. The minimum charge for delivery of a single Christmas tree as Source Separated Yard Debris shall be \$.50 (Ordinance 86-210, Section 2; amended by Ordinance 86-211, Section 1; Ordinance 86-214, Section 7; and Ordinance 88-257, Section 10)

ADOPTED by the Council of the Metropolitan Service District this 25th day of May, 1989.



Mike Ragsdale, Presiding Officer

ATTEST:



Clerk of the Council

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SOLID WASTE COMMITTEE REPORT

Agenda Item 5.1

Meeting Date May 25, 1989

ORDINANCE NO. 89-295, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 5.02, RELATING TO SOLID WASTE DISPOSAL CHARGES

Date: May 10, 1989

Presented by: Councilor Kelley

COMMITTEE RECOMMENDATION: The Solid Waste Committee voted unanimously to recommend Council adoption of Ordinance No. 89-295. Councilors voting: Hansen, Kelley, Buchanan, Ragsdale and Wyers. This action May 9, 1989.

COMMITTEE DISCUSSION/ISSUES: Adoption of Ordinance No. 89-295 would eliminate the \$1.00-per-ton landfill siting fee and lower the base rate by \$1.00 per ton at both St. Johns and Metro South Station. In addition, it would establish a commercial disposal rate for separated yard debris at the St. Johns Landfill.

The Solid Waste Committee asked if the proposed lowering of the disposal rates was reviewed the Rate Review Committee. Solid Waste staff stated that it was and that they recommended a rate reduction.

The Committee asked if the rate reduction occurred, would the haulers pass the savings on to their customers. The Solid Waste Director stated that in his opinion, it is likely that the commercial customers would receive a reduction because of the greater cost impact and competition. In the case of residential customers, he thought it unlikely that customers of unfranchised haulers would see any reduction because the savings would only be about 10 cents per month for one-can service. Customers of franchised haulers may see some rate reduction when their hauler's rates are reviewed by their local jurisdiction.

The Committee asked about the impact of proposed Solid Waste legislation on Solid Waste rates. Solid Waste staff indicated that proposed legislation may force Metro to increase the rates, but the amount is not known at this time.

The Committee requested that a notice go out to the communities regarding the decrease in rates.

SK:RB:pa
A:\RAYB.076

CONSIDERATION OF ORDINANCE NO. 89-295 FOR THE PURPOSE
OF LOWERING OF THE DISPOSAL RATES

Date: May 1, 1989

Presented by: Bob Martin

FACTUAL BACKGROUND AND ANALYSIS

Senate Bill 662, passed by the 1985 Oregon Legislature required Metro to pay the Department of Environmental Quality one dollar per ton for a landfill siting effort. Since July 1985, the DEQ conducted landfill siting activities and has been reimbursed by Metro on an as-billed basis. In January 1989, Metro was notified by the DEQ that landfill siting related costs had been satisfied and that payments by Metro could be discontinued. Ordinance No. 89-295 will reduce the disposal rates collected at Metro facilities for this purpose.

Rates were adjusted on November 1, 1988, with required revenues consistent with the FY 1988-89 budget which assumed payment of the siting fee throughout 1988-89. The landfill siting fee has been eliminated from the fee structure for the proposed FY 1989-90 budget. The DEQ will be refunding approximately \$350,000 of overpayments due to cost reduction over anticipated expenditures at the time of budget adoption. This \$350K will be credited within the revenue accounts reserved for collection of the Landfill Siting Fee. This better identifies the amount overcollected to be used for future rate reductions.

This ordinance accordingly lowers the base rate by \$1.00 per ton at both Metro facilities. This means that the commercial rate will be reduced by \$1.00 and the self-haul rate will drop \$.50 per trip, assuming an average self-haul load of one-half ton.

Tables 1 and 2 below illustrate the effect of this proposed reduction.

TABLE 1

ST. JOHNS LANDFILL

	Commercial (per ton)	Self-Haul (per trip)
Base Rate	\$ 30.75	\$ 10.50
User fee	4.25	1.75
Regional Transfer Charge	<u>6.25</u>	<u>1.25</u>
	\$ 41.25	\$ 13.50

TABLE 2

METRO SOUTH TRANSFER AND RECYCLING CENTER

Base Rate	\$ 30.75	\$ 10.50
User fee	4.25	1.75
Regional Transfer Charge	6.25	1.25
Convenience Charge	3.00	1.25
Oregon City Enhancement Fee	<u>.50</u>	<u>.25</u>
	\$ 44.75	\$ 15.00

Additionally, it is proposed to establish a commercial disposal rate for source separated yard debris at the St. Johns Landfill that will be consistent with the revised Waste Reduction Plan.

The revised Waste Reduction Plan calls for the St. Johns Landfill to accept clean yard debris for processing from commercial and private disposers. Yard debris received at the Landfill will be removed and processed by a private processor, as has been past practice. Staff is writing a request for bids, to award a contract in July 1989. By January 1, 1990, Metro will prohibit disposal of source separated yard debris at certain Metro area disposal sites, including the St. Johns Landfill, if uncontaminated by other wastes.

It should be noted that Ordinance No. 89-295 will reinstate a previous policy of charging a reduced rate for source separated yard debris from commercial and private disposers. Ordinance No. 88-257 eliminated this reduced rate because it placed Metro in competition with yard debris processing companies. This Ordinance will not reintroduce that competition since the material received at the Landfill will be processed by a private processing company. Self-haulers are already charged less for clean yard debris than for regular waste.

The cost to Metro for removal of the yard debris received at the St. Johns Landfill is projected to be \$25.00 per ton. Ordinance No. 89-296 establishes a commercial and private yard debris rate at that amount.

A final recommendation relates to language modifications to the Definitions section of the Metro Code, Section 5.02.015. Ordinance No. 88-278, adopted by the Council on December 22, 1988 removed the term "Residential" from several Code sections, but inadvertently, a reference to "Residential" in subsection (g) was not removed by that corrective ordinance. The amending language contained in this present ordinance corrects that omission.

The second Definitions matter is the deletion of the definition of "private" from subsection (h). When the concept of "Residential Self-Haul" was introduced in Ordinance No. 88-257, adopted on August 11, 1988, (with the term "Residential" subsequently being deleted by Ordinance No. 88-278 referred to above), the terms "Commercial" and "private" were superceded by the terms "Commercial" and "Residential Self-Haul". The word "private" ceased to have an applicable meaning as a defined term under this section of the Code. Therefore, the word "private" as a defined term under subsection (h) is now being deleted.

The last Definitions modification relates to subsection (i) of the Definitions section. The language change is only a semantic clarification of the existing language. No substantive change is being made. Also, with the deletion of "private" as a defined term as noted above, subsection (i) will be re-lettered as "(h)".

EXECUTIVE OFFICER'S RECOMMENDATION

Lowering the costs of disposal to reflect true costs is consistent with agency policies and our commitment to the customers of the agency facilities. Metro will need to continue to work with the DEQ in developing the Solid Waste System for the region. Also, revision of the disposal charge for commercial disposers of source separated yard debris is consistent with the revised Waste Reduction Plan. Timing for this action is projected for mid-May when the spring clean-up can be expected to generate the highest volumes among commercial and private disposers, thus allowing measurement of volumes for accurate contract projections.

STAFF REPORT

Agenda Item: 5.1

Meeting Date: April 27, 1989

CONSIDERATION OF ORDINANCE NO. 89-295 FOR THE PURPOSE
OF LOWERING OF THE DISPOSAL RATES

Date: March 3, 1988

Presented by:

FACTUAL BACKGROUND AND ANALYSIS

Senate Bill 662, passed by the 1985 Oregon Legislature required Metro to pay the Department of Environmental Quality one dollar per ton for a landfill siting effort. Since July 1985, the DEQ conducted landfill siting activities and has been reimbursed by Metro on an as-billed basis. In January 1989, Metro was notified by the DEQ that landfill siting related costs had been satisfied and that payments by Metro could be discontinued. Ordinance No. 89-295 will reduce the disposal rates collected at Metro facilities for this purpose.

Rates were adjusted on November 1, 1988, with required revenues consistent with the FY 1988-89 budget which assumed payment of the siting fee throughout 1988-89. The landfill siting fee has been eliminated from the fee structure for the proposed FY 1989-90 budget. The DEQ will be refunding approximately \$350,000 of overpayments due to cost reduction over anticipated expenditures at the time of budget adoption. This \$350K will be credited within the revenue accounts reserved for collection of the Landfill Siting Fee. This better identifies the amount overcollected to be used for future rate reductions.

This ordinance accordingly lowers the base rate by \$1.00 per ton at both Metro facilities. This means that the commercial rate will be reduced by \$1.00 and the self-haul rate will drop \$.50 per trip, assuming an average self-haul loads of one-half ton.

Tables 1 and 2 below illustrate the effect of this proposed reduction.

TABLE 1

ST. JOHNS LANDFILL

	Commercial (per ton)	Self-Haul (per trip)
Base Rate	\$ 30.75	\$ 10.50
User fee	4.25	1.75
Regional Transfer Charge	<u>6.25</u>	<u>1.25</u>
	\$ 41.25	\$ 13.50

TABLE 2

METRO SOUTH TRANSFER AND RECYCLING CENTER

Base Rate	\$ 30.75	\$ 10.50
User fee	4.25	1.75
Regional Transfer Charge	6.25	1.25
Convenience Charge	3.00	1.25
Oregon City Enhancement Fee	<u>.50</u>	<u>.25</u>
	\$ 44.75	\$ 15.00

EXECUTIVE OFFICER'S RECOMMENDATION

Lowering the costs of disposal to reflect true costs is consistent with agency policies and our commitment to the customers of the agency facilities. Metro will need to continue to work with the DEQ in developing the Solid Waste System for the region.



METRO

Memorandum

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Date: May 26, 1989
To: Rena Cusma, Executive Officer
From: Gwen Ware-Barrett, Clerk of the Council
Regarding: TRANSMITTAL OF ORDINANCE NOS. 89-289 and 89-295 FOR
CONSIDERATION OF VETO

Attached for your consideration is a true copy of Ordinance Nos. 89-289 and 89-295 adopted by the Council March 25, 1989.

If you wish to veto these ordinances, I must receive a signed and dated written veto message from you no later than 5:00 p.m., Friday, June 2, 1989. The veto message, if submitted, will become part of the permanent record. If no veto message is received by the time stated above, this ordinance will be considered finally adopted.

I, _____, received this memo and a true copy of Ordinance Nos. 89-289 and 89-295 from the Council Clerk May 26, 1989.

Dated: May 26, 1989

ordtran
gpwb