

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: June 15, 2000
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. EXECUTIVE OFFICER COMMUNICATIONS

4. AUDITOR COMMUNICATION

5. MPAC COMMUNICATIONS

6. CONSENT AGENDA

6.1 Consideration of Minutes for the June 1, 2000 Metro Council Regular Meeting.

7. ORDINANCES – SECOND READING

- 7.1 **Ordinance No. 00-847B**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2000-01, making appropriations, and levying ad valorem taxes, and declaring an emergency. McLain
- 7.2 **Ordinance No. 00-859**, Amending the FY 1999-00 Budget and Appropriations Schedule for the Purpose of Adopting a Supplemental Budget for the Fiscal Year Beginning July 1, 1999 and Ending June 30, 2000; and Declaring an Emergency. McLain
- 7.3 **Ordinance No. 00-864**, For the Purpose of Amending the FY 1999-00 Budget and Appropriations Schedule by Transferring Appropriations from Contingency to Operating Expenses in the Zoo Operating Fund, and Declaring an Emergency. Washington
- 7.4 **Ordinance No.00-865**, For the Purpose of Amending the Regional Solid Waste Management Plan related to Disposal Facilities. Washington

- 7.5 **Ordinance No. 00-866**, For the Purpose of Amending Metro Code Chapter 5.01 Related to Solid Waste Facilities. Washington
- 7.6 **Ordinance No. 00-867**, For the Purpose of Amending Metro Code Chapter 5.02 Related to Regional System Fee Credits and Making other related changes. Washington
- 7.7 **Ordinance No. 00-857B**, For the Purpose of Amending Metro Code Chapter 7.01 to Convert the Excise Tax Levied on Solid Waste to a Tax Levied Upon Tonnage Accepted At Solid Waste Facilities, and Making Other Related Amendments. Park

8. COUNCILOR COMMUNICATION

ADJOURN

Cable Schedule for June 15, 2000 Metro Council Meeting

	Sunday (6/18)	Monday (6/19)	Tuesday (6/20)	Wednesday (6/21)	Thursday (6/15)	Friday (6/16)	Saturday (6/17)
CHANNEL 11 (Community Access Network) (most of Portland area)						2:00 P.M. *	
CHANNEL 21 (TVCA) (Washington Co., Lake Oswego, Wilsonville)	7:00 P.M. *	1:00 A.M. *		7:00 P.M. *			
CHANNEL 30 (TVCA) (NE Washington Co. - people in Wash. Co. who get Portland TCI)	7:00 P.M. *			7:00 P.M.*			
CHANNEL 30 (CityNet 30) (most of Portland area)		POSSIBLE 2:00 P.M. (previous meeting)					
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)	8:00 A.M. (previous meeting)			2:00 P.M. (previous meeting)	11:00 P.M. (previous meeting)		
CHANNEL 33 (ATT Consumer Svcs.) (Milwaukie)	4:00 P.M. (previous meeting)					10:00 P.M. (previous meeting)	9:00 A.M. (previous meeting)

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by email, fax or mail or in person to the Clerk of the Council. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

A G E N D A

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METRO

Agenda-REVISED 6/13/00

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Beginning July 1, 1999 and Ending June 30, 2000; and Declaring an Emergency. McLain

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Contingency to Operating Expenses in the Zoo Operating Fund, and
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7.4 **Ordinance No.00-865**, For the Purpose of Amending the Regional Solid
Waste Management Plan related to Disposal Facilities. Washington

- 7.5 **Ordinance No. 00-866**, For the Purpose of Amending Metro Code Chapter 5.01 Related to Solid Waste Facilities. Washington
- 7.6 **Ordinance No. 00-867**, For the Purpose of Amending Metro Code Chapter 5.02 Related to Regional System Fee Credits and Making other related changes. Washington
- 7.7 **Ordinance No. 00-857B**, For the Purpose of Amending Metro Code Chapter 7.01 to Convert the Excise Tax Levied on Solid Waste to a Tax Levied Upon Tonnage Accepted At Solid Waste Facilities, and Making Other Related Amendments. Park

8. **RESOLUTIONS**

- 8.1 **Resolution No. 00-2958**, For the Purpose of Authorizing Release of RFB #00B-19-REM for the Repair of the Perimeter Dike at St. Johns Landfill. McLain

9. **COUNCILOR COMMUNICATION**

ADJOURN

Cable Schedule for June 15, 2000 Metro Council Meeting

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Consideration of the June 1, 2000 Regular Metro Council Meeting minutes.

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

MINUTES OF THE METRO COUNCIL MEETING

June 1, 2000

Metro Council Chamber

Councilors Present: David Bragdon (Presiding Officer), Susan McLain, Ed Washington, Rod Park, Bill Atherton, Rod Monroe, Jon Kvistad

Councilors Absent: None

Presiding Officer Bragdon convened the Regular Council Meeting at 2:03 p.m.

1. INTRODUCTIONS

Dan Cooper, General Counsel, introduced Lisa Umschied to the Council. She will be job-sharing with Katie Poole, who provides legal work for MERC, Personnel, and Parks.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. AUDITOR COMMUNICATIONS

None.

5. MPAC COMMUNICATIONS

None.

6. CONSENT AGENDA

6.1 Consideration of minutes of the May 25, 2000, Regular Council Meeting.

Motion: Councilor Washington moved to adopt the meeting minutes of May 25, 2000, Regular Council meeting.

Seconded: Councilor Park seconded the motion.

Vote: The vote was 6 aye/ 0 nay/ 0 abstain. The motion passed, with Councilor Kvistad absent for the vote.

7. ORDINANCES - FIRST READING

7.1 Ordinance No. 00-865, For the Purpose of Amending the Regional Solid Waste Management Plan related to Disposal Facilities.

Presiding Officer Bragdon assigned Ordinance No. 00-865 to the Regional Environmental Management Committee.

7.2 Ordinance No. 00-866, For the Purpose of Amending Metro Code Chapter 5.01 Related to Solid Waste Facilities.

Presiding Officer Bragdon assigned Ordinance No. 00-866 to the Regional Environmental Management Committee.

7.3 Ordinance No. 00-867, For the Purpose of Amending Metro Code Chapter 5.02 Related to Regional System Fee Credits and Making other related changes.

Presiding Officer Bragdon assigned Ordinance No. 00-867 to the Regional Environmental Management Committee.

8. CONTRACT REVIEW BOARD

8.1 Resolution No. 00-2943, For the Purpose of Authorizing Amendment Number Four of the Personal Services Agreement with Pac/West Communications.

Motion: **Councilor Atherton** moved to adopt Resolution No. 00-2943.

Seconded: **Councilor Monroe** seconded the motion.

Councilor Atherton asked Mr. Bruce Warner to explain the details of the resolution. He said the essence of it is that Metro would be amending its current contract with PacWest Communication to increase the funds by \$22,000, for a total of \$156,000. This would not extend the contract's expiration date, but authorize funds to pay for services already provided.

Bruce Warner, Chief Operating Officer, said this issue would have been before the Council earlier, but the committee had questioned how the contract was managed, how the legislative committee would provide oversight in the future, and the committee had requested that Metro issue a Request for Proposals for these services. Mr. Warner said that Councilor Park had asked about yearly costs. This contract began in September of 1998, and for that fiscal year expenditures totaled \$58,000. For this fiscal year \$76,000 was authorized, and with this addition it would bring to the total to \$98,000. The office of General Counsel has budgeted \$100,000 for similar services for the next fiscal year.

Councilor Washington asked Mr. Warner how many months we were behind in paying our contract.

Mr. Warner said Metro was not in arrears regarding actual billings, which arrive about 30 days after services have been rendered. This action would authorize payment for billings expected in the next couple of days.

Councilor Washington asked if this happened often.

Mr. Warner said no.

Councilor Atherton urged an aye vote.

Vote: The vote was 6 aye/ 0 nay/ 0 abstain. The motion passed, with Councilor Kvistad absent for the vote.

9. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (1) (d) FOR THE PURPOSE OF DELIBERATING WITH PERSONS DESIGNATED TO CONDUCT LABOR NEGOTIATIONS.

Members Present: Scott Moss, Nancy Meyers, Lilly Aguilar, Jennifer Sims, Bruce Warner, Alexis Dow, Tony Ciez.

10. COUNCILOR COMMUNICATIONS

Councilor Monroe gave a review of the transit system in Bermuda, an island about 21 miles long with about 65,000 residents and a lot of tourists. The bus system was effective, but expensive compared with here--\$11.00 for a daily pass or \$4.00 for one ride. A rubber-wheeled train runs around the urban area, which mostly serves tourists. They also have an elaborate system of expensive taxi cabs.

Councilor Park said that the growth management committee would be forwarding a work plan to LDCD on June 9th for discussion only. Also, at 3:30 p.m. there would be a special SWAC meeting in the chamber to go over the current drafts of ordinances concerning the excise tax. Those ordinances would be considered at REM on June 7, and at Council on June 15, 2000.

Councilor Atherton asked Councilor Monroe about the rubber-tired train.

Councilor Monroe said it operated on regular roads with the rest of the traffic. It had an engine that pulled three open-air cars.

Councilor Atherton suggested that it might be something useful for the Willamette Trolley system. He noted that the Council had just discussed rising costs of health care benefits in executive session, which included dental benefits. He said fluoridating the water has the highest payback of any public health measure. He suggested that as a partner in the Water Consortium, Metro might have some influence on promoting water fluoridation in the region.

Councilor McLain reminded the Council of the TSCC public hearing on June 8th at 1:00p.m. in the annex. She also said she would be bringing an amendment to Council on June 15th requesting funding for Metro's membership in the Water Consortium. She thought the regional government should remain active in regional water issues. Finally, she announced that Water Resources Policy Advisory Committee (WRPAC) would meet on June 12th. She said she could report on WRPAC either at the Growth Management Committee or at the Council under Councilor Communication. She noted that WRPAC had been working on issues related to Goal 5 this past year. She thought it would be important for the WRPAC information to reach the Council in a timely manner.

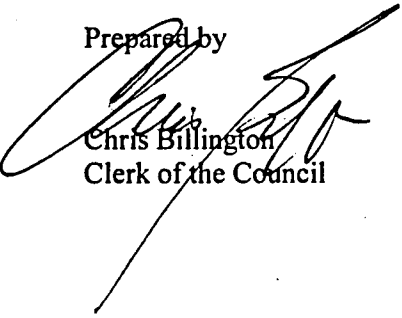
Presiding Officer Bragdon thanked the Council for the time spent on the retreat. He noted that the issue of charter reform with regard to the Executive Officer's position had been discussed, and he and Councilor Monroe had refined the comments and suggestions that had been made. A questionnaire based on that has been distributed, along with people's comments. In addition, with regard to the suggestion of having roundtables of opinion leaders moderated by someone outside the agency, Governor Barbara Roberts has agreed to moderate three of those four roundtables.

He announced that both the Informal meeting scheduled for June 6, and the Council meeting scheduled for June 8 had been cancelled.

11. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Bragdon adjourned the meeting at 2:49pm.

Prepared by



Chris Billington
Clerk of the Council

Agenda Item Number 7.1

Ordinance No. 00-847B, For the Purpose of Adopting the Annual Budget for Fiscal Year 2000-01, making appropriations, and levying ad valorem taxes, and declaring an emergency.

Second Reading

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
ANNUAL BUDGET FOR FISCAL YEAR)
2000-01, MAKING APPROPRIATIONS,)
AND LEVYING AD VALOREM TAXES, AND)
DECLARING AN EMERGENCY)

ORDINANCE NO. 00-847 B

Introduced by
Mike Burton, Executive Officer

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 2000, and ending June 30, 2001; and

WHEREAS, recommendations from the Multnomah County Tax Supervising and Conservation Commission have been received by Metro (attached as Exhibit A and made a part of the Ordinance) and considered; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The "Fiscal Year 2000-01 Metro Budget," in the total amount of THREE HUNDRED EIGHTY SEVEN MILLION SEVEN HUNDRED TWENTY FIVE THOUSAND FIVE HUNDRED NINE (\$387,725,509) ~~THREE HUNDRED EIGHTY SEVEN MILLION SEVEN HUNDRED ONE THOUSAND SIX HUNDRED NINETY SEVEN (\$387,701,697)~~ DOLLARS, attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Ordinance, at the rate of \$0.0966 per thousand dollars of assessed value for Zoo operations and in the amount of NINETEEN MILLION, NINE HUNDRED FORTY-FIVE THOUSAND, NINE HUNDRED FOUR (\$19,945,904) DOLLARS for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 2000-01. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from the <u>Limitation</u>
Zoo Tax Base	\$0.0966/\$1,000	
General Obligation Bond Levy		\$19,945,904

3. An interfund loan not to exceed TWO HUNDRED THOUSAND DOLLARS (\$200,000) is hereby authorized from the Risk Management Fund to the General Obligation Bond Debt Service Fund. The loan is anticipated to provide cash flow for debt service payments on the outstanding general obligation bonds in the possible event that fund balance carry-over is insufficient to fund the first quarter FY 2000-01 debt service. The loan will be re-paid in FY 2000-01 from general obligation debt property tax levy. Interest shall be paid on the loan amount from the date of draw based on Metro's monthly pooled investment yield as calculated by the Department of Administrative Services.

4. In accordance with Section 2.02.125 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Ordinance, and hereby appropriates funds for the fiscal year beginning July 1, 2000, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

5. Pursuant to Metro Code 2.04.026(b) the Council designated the contracts which have significant impact on Metro for FY 2000-01 and their designations as shown in Exhibit D, attached hereto.

6. The Executive Officer shall make the filings as required by ORS 294.555 and ORS 310.060, or as requested by the Assessor's Office of Clackamas, Multnomah, and Washington Counties.

7. This Ordinance being necessary for the health, safety, or welfare of the Metro area, for the reason that the new fiscal year begins July 1, 2000, and Oregon Budget Law requires the adoption of a budget prior to the beginning of the fiscal year, an emergency is declared to exist and the Ordinance takes effect upon passage.

ADOPTED by the Metro Council on this ____ day of June, 2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

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STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 00-847 ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 2000-01, MAKING APPROPRIATIONS AND LEVYING AD VALOREM TAXES, AND DECLARING AN EMERGENCY

Date: January 28, 2000

Presented by: Mike Burton
Executive Officer

FACTUAL BACKGROUND AND ANALYSIS

I am forwarding to the Council for consideration and approval my proposed budget for Fiscal Year 2000-01.

Council action, through Ordinance No. 00-847, is the final step in the process for the adoption of Metro's operating financial plan for the forthcoming fiscal year. Final action by the Council to adopt this plan must be completed by June 30, 2000.

Oregon Revised Statutes 294.635, Oregon Budget Law, requires that Metro prepare and submit Metro's approved budget to the Tax Supervising and Conservation Commission by May 15, 2000. The Commission will conduct a hearing during June 2000 for the purpose of receiving information from the public regarding the Council's approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

Once the budget plan for Fiscal Year 2000-01 is adopted by the Council, the number of funds and their total dollar amount and the maximum tax levy cannot be amended without review and certification by the Tax Supervising and Conservation Commission. Adjustments, if any, by the Council to increase the level of expenditures in a fund are limited to no more than 10 percent of the total value of any fund's appropriations in the period between Council approval and adoption.

Exhibits B and C of the Ordinance will be available at the public hearing on February 10, 2000.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 00-847.

Agenda Item Number 7.2

Ordinance No. 00-859, Amending the FY 1999-00 Budget and Appropriations Scheduled for the purpose of Adopting a Supplemental Budget for the Fiscal Year Beginning July 1, 1999 and ending June 30, 2000; and Declaring an Emergency.

Second Reading

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 1999-00)	ORDINANCE NO. 00-859
BUDGET AND APPROPRIATIONS)	
SCHEDULE FOR THE PURPOSE OF)	
ADOPTING A SUPPLEMENTAL BUDGET FOR)	Introduced by Mike Burton,
THE FISCAL YEAR BEGINNING JULY 1, 1999)	Executive Officer
AND ENDING JUNE 30, 2000; AND)	
DECLARING AN EMERGENCY)	

WHEREAS, Conditions exist which had not been ascertained at the time of the preparation of the FY 1999-00 budget and a change in financial planning is required; and

WHEREAS, The Multnomah County Tax Supervising and Conservation Commission held its public hearing on the Supplemental Budget of Metro for the fiscal year beginning July 1, 1999, and ending on June 30, 2000; and

WHEREAS, Recommendations from the Tax Supervising and Conservation Commission have been received and acted upon as reflected in the Supplemental Budget and Schedule of Appropriations; now, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 1999-00 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
FY 1999-00 Supplemental Budget
Ordinance No. 00-859

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
MERC Pooled Capital Fund							
<i>Resources</i>							
BEGBAL	Beginning Fund Balance		\$4,063,340		\$0		\$4,063,340
LGSHRE	Local Gov't Shared Revenues						
4130	Hotel/Motel Tax		602,786		0		602,786
INTRST	Interest Earnings						
4700	Interest on Investments		223,484		6,016		229,500
DONAT	Contributions from Private Sources						
4750	Donations & Bequests		0		1,000,000		1,000,000
TOTAL RESOURCES			\$4,889,610		\$1,006,016		\$5,895,626
<i>Materials & Services</i>							
GOODS	Goods						
5205	Operating Supplies		0		75,000		75,000
Total Materials & Services			\$0		\$75,000		\$75,000
<i>Capital Outlay</i>							
CAPNON	Capital Outlay (Non-CIP Projects)						
5720	Buildings & Related (non-CIP)		0		40,000		40,000
5750	Office Furn & Equip (non-CIP)		0		75,000		75,000
CAPCIP	Capital Outlay (CIP Projects)						
5725	Buildings & Related (CIP)		0		231,500		231,500
5745	Equipment & Vehicles (CIP)		0		50,000		50,000
Total Capital Outlay			\$0		\$396,500		\$396,500
<i>Contingency and Ending Balance</i>							
UNAPP	Unappropriated Fund Balance						
5990	Unappropriated Fund Balance		4,889,610		534,516		5,424,126
Total Contingency and Ending Balance			\$4,889,610		\$534,516		\$5,424,126
TOTAL REQUIREMENTS			\$4,889,610		\$1,006,016		\$5,895,626

Exhibit A
FY 1999-00 Supplemental Budget
Ordinance No. 00-859

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
MERC Operating Fund							
Total MERC Operating Fund							
<i>Resources</i>							
<i>BGBAL</i>	<i>Beginning Fund Balance</i>		\$11,502,968		\$0		\$11,502,968
<i>LGSHRE</i>	<i>Local Gov't Share Revenues</i>						
4130	Hotel/Motel Tax		5,462,500		0		5,462,500
<i>GVCNTB</i>	<i>Contributions from Governments</i>						
4145	Government Contributions		600,000		0		600,000
<i>CHGSVC</i>	<i>Charges for Service</i>						
4500	Admission Fees		1,154,600		0		1,154,600
4510	Rentals		4,525,376		0		4,525,376
4550	Food Service Revenue		9,117,160		0		9,117,160
4560	Retail Sales		59,500		0		59,500
4570	Merchandising		116,900		0		116,900
4580	Utility Services		1,309,672		0		1,309,672
4590	Commissions		338,924		0		338,924
4600	Administrative Fees		123,400		0		123,400
4620	Parking Fees		2,144,391		0		2,144,391
4645	Reimbursed Services		2,179,209		0		2,179,209
4650	Miscellaneous Charges for Svc		658,094		0		658,094
<i>INTRST</i>	<i>Interest Earnings</i>						
4700	Interest on Investments		998,364		(360,000)		638,364
<i>DONAT</i>	<i>Contributions from Private Sources</i>						
4750	Donations and Bequests		1,025,000		0		1,025,000
<i>DBTREV</i>	<i>Bond and Loan Proceeds</i>						
4905	Bond Proceeds		15,800,000		(15,800,000)		0
TOTAL RESOURCES			\$57,116,058		(\$16,160,000)		\$40,956,058

Exhibit A
FY 1999-00 Supplemental Budget
Ordinance No. 00-859

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
MERC Operating Fund							
Total MERC Operating Fund							
Total Personal Services		160.50	\$11,801,782	0.00	\$0	160.50	\$11,801,782
Total Materials & Services			\$14,712,777		\$0		\$14,712,777
<i><u>Debt Service</u></i>							
<i>CAPLSE Capital Lease Payments</i>							
5600	Capital Lease Pmts-Principal		188,076		0		188,076
5605	Capital Lease Pmts-Interest		17,878		0		17,878
<i>REVBND Revenue Bond Payments</i>							
5630	Revenue Bond Pmts-Principal		1,685,877		0		1,685,877
5635	Revenue Bond Payments-Interest		621,584		(531,214)		90,370
Total Debt Service			\$2,513,415		(\$531,214)		\$1,982,201
<i><u>Capital Outlay</u></i>							
<i>CAPNON Capital Outlay (Non-CIP Projects)</i>							
5710	Improve-Oth thn Bldg (non-CIP)		55,000		0		55,000
5720	Buildings & Related (non-CIP)		361,850		0		361,850
5740	Equipment & Vehicles (non-CIP)		224,100		0		224,100
5750	Office Furn & Equip (non-CIP)		38,000		0		38,000
<i>CAPCIP Capital Outlay (CIP Projects)</i>							
5715	Improve-Oth thn Bldg (CIP)		115,000		(50,000)		65,000
5725	Buildings & Related (CIP)		6,598,500		(5,000,000)		1,598,500
5745	Equipment & Vehicles (CIP)		250,000		0		250,000
Total Capital Outlay			\$7,642,450		(\$5,050,000)		\$2,592,450
<i><u>Contingency and Ending Balance</u></i>							
<i>CONT Contingency</i>							
5999	Contingency		1,054,682		0		1,054,682
<i>UNAPP Unappropriated Fund Balance</i>							
5990	Unappropriated Fund Balance		19,390,952		(10,578,786)		8,812,166
Total Contingency and Ending Balance			\$20,445,634		(\$10,578,786)		\$9,866,848
TOTAL REQUIREMENTS		160.50	\$57,116,058	0.00	(\$16,160,000)	160.50	\$40,956,058

Exhibit A
FY 1999-00 Supplemental Budget
Ordinance No. 00-859

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount

General Revenue Bond Fund

Resources

Resources

METRO REGIONAL CENTER

<i>BEGBAL</i>	<i>Beginning Fund Balance</i>						
	* Construction Account		22,044		0		22,044
	* Debt Service Account		10,000		0		10,000
	* Debt Service Reserve Account		1,889,020		0		1,889,020
	* Renewal & Replacement Account		583,388		0		583,388

INTRST *Interest on Investments*

4700	Interest Earnings						
	* Construction Account		1,047		0		1,047
	* Debt Service Reserve Account		85,000		0		85,000
	* Renewal & Replacement Account		27,711		0		27,711

EQTREV *Fund Equity Transfers*

4970	Transfer of Resources						
	* from Building Management Fund		1,689,020		0		1,689,020

WASHINGTON PARK PARKING LOT

<i>BEGBAL</i>	<i>Beginning Fund Balance</i>						
	* Project Account		125,000		0		125,000

EQTREV *Fund Equity Transfers*

4970	Transfer of Resources						
	* from Zoo Operating Fund		432,058		0		432,058

EXPO CENTER HALL D RENOVATION

<i>DBTREV</i>	<i>Bond and Loan Proceeds</i>						
4910	State Bond Bank Proceeds		0		2,500,000		2,500,000

TOTAL RESOURCES			\$4,864,288		\$2,500,000		\$7,364,288
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Construction Account

Capital Outlay

CAPNON *Capital Outlay (Non-CIP Projects)*

5750	Office Furn & Equip (non-CIP)		23,091		0		23,091
Total Capital Outlay			\$23,091		\$0		\$23,091

TOTAL CONSTRUCTION ACCOUNT			\$23,091		\$0		\$23,091
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Project Account

Capital Outlay

WASHINGTON PARK PARKING LOT

CAPCIP *Capital Outlay (CIP Projects)*

5715	Improve-Oth thn Bldg (CIP)		125,000		0		125,000
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EXPO CENTER HALL D RENOVATION

CAPCIP *Capital Outlay (CIP Projects)*

5725	Buidling & Related (CIP)		0		2,500,000		2,500,000
Total Capital Outlay			\$125,000		\$2,500,000		\$2,625,000

TOTAL PROJECT ACCOUNT			\$125,000		\$2,500,000		\$2,625,000
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Exhibit A
FY 1999-00 Supplemental Budget
Ordinance No. 00-859

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Revenue Bond Fund							
Debt Service Account							
<i>Debt Service</i>							
METRO REGIONAL CENTER							
<i>REVBND</i>	<i>Revenue Bond Payments</i>						
5630	Revenue Bond Pmts-Principal		570,000		0		570,000
5635	Revenue Bond Payments-Interest		1,224,020		0		1,224,020
WASHINGTON PARK PARKING LOT							
<i>LOAN</i>	<i>Loan Payments</i>						
5610	Loan Payments - Principal		177,788		0		177,788
5615	Loan Payments - Interest		254,270		0		254,270
TOTAL DEBT SERVICE ACCOUNT			\$2,226,078		\$0		\$2,226,078
General Expenses							
<i>Contingency and Ending Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency		395,000		0		395,000
	* Renewal & Replacement Account						
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Debt Reserve Account		1,879,020		0		1,879,020
	* Renewal & Replacement Account		216,099		0		216,099
Total Contingency and Ending Balance			\$2,490,119		\$0		\$2,490,119
TOTAL FUND REQUIREMENTS			\$4,864,288		\$2,500,000		\$7,364,288

Exhibit B
Schedule of Appropriations
FY 1999-00 Supplemental Budget
Ordinance No. 00-859

	<u>Current</u> <u>Appropriations</u>	<u>Revision</u>	<u>Amended</u> <u>Appropriations</u>
GENERAL REVENUE BOND FUND			
Construction Account			
Capital Outlay	\$23,091	\$0	\$23,091
Subtotal	23,091	0	23,091
Project Account			
Capital Outlay	125,000	2,500,000	2,625,000
Subtotal	125,000	2,500,000	2,625,000
Debt Service Account			
Debt Service	2,226,078	0	2,226,078
Subtotal	2,226,078	0	2,226,078
General Expenses			
Contingency	395,000	0	395,000
Subtotal	395,000	0	395,000
Unappropriated Balance	2,095,119	0	2,095,119
Total Fund Requirements	\$4,864,288	\$2,500,000	\$7,364,288
MERC OPERATING FUND			
Operating Expenses (PS & M&S)	\$26,514,559	\$0	\$26,514,559
Debt Service	2,513,415	(531,214)	1,982,201
Capital Outlay	7,642,450	(5,050,000)	2,592,450
Contingency	1,054,682	0	1,054,682
Unappropriated Balance	19,390,952	(10,578,786)	8,812,166
Total Fund Requirements	\$57,116,058	(\$16,160,000)	\$40,956,058
MERC POOLED CAPITAL FUND			
Materials & Services	\$0	\$75,000	\$75,000
Capital Outlay	0	\$396,500	396,500
Unappropriated Balance	4,889,610	534,516	5,424,126
Total Fund Requirements	\$4,889,610	\$1,006,016	\$5,895,626

All Other Appropriations Remain as Previously Adopted

STAFF REPORT

CONSIDERATION OF ORDINANCE 00-859 AMENDING THE FY 1999-00 BUDGET AND APPROPRIATIONS SCHEDULE FOR THE PURPOSE OF ADOPTING A SUPPLEMENTAL BUDGET FOR THE FISCAL YEAR BEGINNING JULY 1, 1999 AND ENDING JUNE 30, 2000; AND DECLARING AN EMERGENCY.

Date: April 5, 2000

Presented by: Tony Mounts
David Biedermann

FACTUAL BACKGROUND AND ANALYSIS

A supplemental budget is necessary due to unforeseen circumstances that require adjusting the adopted budget. This action is the first step toward adopting a supplemental budget for FY 1999-2000. Ordinance No. 00-859 revises the FY 1999-00 budget and appropriations schedule for the MERC Operating Fund, the MERC Pooled Capital Fund, and the General Revenue Bond Fund.

This ordinance is presented at this time but will not be adopted until after the Tax Supervising and Conservation Commission (TSCC) conducts its public hearing, scheduled for June 8, 2000. TSCC review is required under Oregon Budget Law because total appropriations are being increased by more than ten percent of the value of the funds' adopted expenditures. Specific changes to the budget under this proposal are explained below.

MERC Concessions Contract

The new MERC food and beverage contract with Aramark/Giacommetti required a \$1,000,000 contribution for capital acquisitions and improvement to the various MERC facilities. These funds were deposited into the MERC Pooled Capital Fund for expenditure in fiscal years 1999-00 and 2000-01. Over the two-year period, these funds will pay for the following projects:

- \$85,000 for computer upgrades in software and hardware related to the food concessionaire's computer system in all four facilities.
- \$345,000 for the renovation of the concession stand in the Oregon Convention Center Hall B into a full service Grill Works stand.
- \$120,000 for the construction of a coffee bar in the entrance lobby area of the Oregon Convention Center Hall B.
- \$325,000 to the Expo Center dedicated towards the outfitting of the kitchen in the reconstruction of Hall D.

- \$125,000 to the Portland Center for the Performing Arts to be used among all three PCPA buildings to modify and improve existing facilities as well as purchase equipment and smallwares to improve the catering capabilities.

This contribution was not anticipated during the preparation and review of the FY 1999-00 Adopted Budget. This action requests the recognition of the revenue contributed under the new MERC food and beverage contract and an increase in the fund's operation appropriation of \$471,500 with the balance placed in unappropriated fund balance.

Expo Center Hall D Construction Project

The Expo Center Hall D construction project was initially intended to begin in the fall of 1999, funded through a Metro issued revenue bond backed solely with Expo Center revenues. As a result, the FY 1999-00 Adopted Budget included the revenue bonds and the construction project expenditures in the MERC Operating Fund. The project will now be funded by a loan from the Oregon Economic and Community Development Department (OECD) with actual construction to begin in the Spring of 2000. Although the primary pledge of revenue for repayment of the loan is Expo Center revenue, there is an underlying secondary pledge of general agency revenues. In addition, loan proceeds funding the project will be received on a reimbursement basis only. To meet previous covenants related to general revenues and to provide better separation of operating versus capital project costs, this action moves the Expo Center Hall D Construction Project from the MERC Operating Fund to the General Revenue Bond Fund. Since the loan proceeds will be provided on a reimbursement basis, the ordinance seeks only to recognize the amount necessary to fund the anticipated expenditures for FY 1999-00.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Ordinance 00-859, for the purposes of adopting a supplemental budget for the FY 1999-00.

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Agenda Item Number 7.3

Ordinance No. 00-864, For the Purpose of Amending the FY 1999-00 Budget and Appropriations Schedule by Transferring Appropriations from Contingency to Operating Expenses in the Zoo Operating Fund, and Declaring an Emergency.

Second Reading

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 1999-00)	ORDINANCE NO. 00-864
BUDGET AND APPROPRIATIONS)	
SCHEDULE BY TRANSFERRING)	
APPROPRIATIONS FROM CONTINGENCY)	Introduced by Mike Burton,
TO OPERATING EXPENSES IN THE ZOO)	Executive Officer
OPERATING FUND; AND DECLARING AN)	
EMERGENCY)	

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations within the FY 1999-00 Budget; and

WHEREAS, The need for the transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 1999-00 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of transferring funds from contingency to operating expenses for unanticipated operating expenditures during FY 99-00.

2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
 FY 1999-00 Budget Amendment
 Ordinance No. 00-864

Zoo Operating Fund

ACCT	DESCRIPTION	FY 1999-00 Current Budget		FY 1999-00 Revision		FY 1999-00 Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
<i>Personal Services</i>							
<i>SALWGE Salaries & Wages</i>							
5010	Reg Employees-Full Time-Exempt						
	Director II	1.00	99,997	0.00	0	1.00	99,997
	Events Coordinator	2.00	86,541	0.00	0	2.00	86,541
	Food Service Coordinator	3.00	121,082	0.00	0	3.00	121,082
	Manager I	3.00	203,609	0.00	0	3.00	203,609
	Management Technician	1.00	38,704	0.00	0	1.00	38,704
	Program Analyst II	1.00	43,973	0.00	0	1.00	43,973
	Program Analyst III	1.00	59,030	0.00	0	1.00	59,030
	Program Director I	1.00	76,802	0.00	0	1.00	76,802
	Program Director II	1.00	88,837	0.00	0	1.00	88,837
	Program Supervisor I	3.00	137,682	0.00	0	3.00	137,682
	Program Supervisor II	3.00	175,833	0.00	0	3.00	175,833
	Research Coordinator II	1.00	43,243	0.00	0	1.00	43,243
	Research Coordinator III	1.00	48,779	0.00	0	1.00	48,779
	Service Supervisor I	7.00	253,395	0.00	0	7.00	253,395
	Service Supervisor II	2.00	101,986	0.00	0	2.00	101,986
	Service Supervisor III	2.00	102,627	0.00	0	2.00	102,627
	Veterinarian II	1.00	57,721	0.00	0	1.00	57,721
	Veterinarian I	1.00	44,446	0.00	0	1.00	44,446
	Administrative Assistant	1.00	36,712	0.00	0	1.00	36,712
	Asst. Pub. Affairs Specialist	1.00	36,733	0.00	0	1.00	36,733
	Catering Coordinator	2.00	83,481	0.00	0	2.00	83,481
	Food Service/Retail Specialist	0.00	0	0.00	0	0.00	0
	Graphics/Exhibit Designer	1.00	40,643	0.00	0	1.00	40,643
	Program Coordinator	2.00	72,851	0.00	0	2.00	72,851
	Restaurant Manager	1.00	33,715	0.00	0	1.00	33,715
	Retail Assistant Manager	1.00	40,466	0.00	0	1.00	40,466
	Senior Public Affairs Specialist	1.00	51,688	0.00	0	1.00	51,688
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Assistant III	2.00	66,826	0.00	0	2.00	66,826
	Administrative Secretary	3.00	97,224	0.00	0	3.00	97,224
	Animal Keeper	28.00	968,310	0.00	0	28.00	968,310
	Custodian	7.00	235,780	0.00	0	7.00	235,780
	Gardener I	7.00	245,831	0.00	0	7.00	245,831
	Maintenance Electrician	1.00	52,274	0.00	0	1.00	52,274
	Maintenance Lead	1.00	45,336	0.00	0	1.00	45,336
	Maintenance Technician	1.00	43,366	0.00	0	1.00	43,366
	Maintenance Worker 1	2.00	68,833	0.00	0	2.00	68,833
	Maintenance Worker 2	9.00	337,150	0.00	0	9.00	337,150
	Master Mechanic	1.00	45,336	0.00	0	1.00	45,336
	Nutrition Technician	1.00	36,449	0.00	0	1.00	36,449
	Office Assistant	1.00	20,109	0.00	0	1.00	20,109
	Program Assistant 1	1.75	46,078	0.00	0	1.75	46,078
	Program Assistant 2	3.00	89,667	0.00	0	3.00	89,667
	Program Assistant 2-Graphics	0.00	0	0.00	0	0.00	0
	Receptionist	1.00	21,826	0.00	0	1.00	21,826
	Secretary	1.00	23,769	0.00	0	1.00	23,769
	Security Officer 1	5.00	117,679	0.00	0	5.00	117,679
	Senior Animal Keeper	7.00	269,671	0.00	0	7.00	269,671

Exhibit A
 FY 1999-00 Budget Amendment
 Ordinance No. 00-864

Zoo Operating Fund

ACCT	DESCRIPTION	FY 1999-00 Current Budget		FY 1999-00 Revision		FY 1999-00 Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
	Senior Gardener	1.00	41,836	0.00	0	1.00	41,836
	Typist/Receptionist-Lead	1.00	27,646	0.00	0	1.00	27,646
	Veterinary Technician	1.00	36,449	0.00	0	1.00	36,449
	Warehouse Specialist	1.00	29,145	0.00	0	1.00	29,145
5020	Reg Employees-Part Time-Exempt						
	Research Coordinator I	0.00	0	0.00	0	0.00	0
	Veterinarian I	0.00	0	0.00	0	0.00	0
	Graphics/Exhibit Designer	1.00	40,644	0.00	0	1.00	40,644
5025	Reg Empl-Part Time-Non-Exempt						
	Administrative Secretary	1.60	53,490	0.00	0	1.60	53,490
	Animal Hospital Attendant	1.00	26,519	0.00	0	1.00	26,519
	Animal Keeper-PT	1.50	54,674	0.00	0	1.50	54,674
	Catering Specialist	1.50	37,453	0.00	0	1.50	37,453
	Clerk/Bookkeeper	1.60	44,938	0.00	0	1.60	44,938
	Custodian	0.00	0	0.00	0	0.00	0
	Educational Service Aide 2	0.00	0	0.00	0	0.00	0
	Gardener 1 - PT	0.50	17,533	0.00	0	0.50	17,533
	Maintenance Worker 1-PT	0.65	22,371	0.00	0	0.65	22,371
	Maintenance Worker 2-PT	2.10	80,031	0.00	0	2.10	80,031
	Office Assistant	0.50	9,537	0.00	0	0.50	9,537
	Program Assistant 1	1.40	38,767	0.00	0	1.40	38,767
	Program Assistant 2	0.50	15,364	0.00	0	0.50	15,364
	Secretary	0.75	17,386	0.00	0	0.75	17,386
	Security Officer 1-reg	0.00	0	0.00	0	0.00	0
	Typist/Receptionist Reg.(Part Time)	0.85	22,395	0.00	0	0.85	22,395
	Video/Photography Technician	0.50	17,482	0.00	0	0.50	17,482
	Visitor Service Worker 3-reg	4.15	88,942	0.00	0	4.15	88,942
5030	Temporary Employees		803,603		0		803,603
5040	Seasonal Employees		1,309,250		0		1,309,250
5080	Overtime		229,159		0		229,159
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits		2,276,711		0		2,276,711
Total Personal Services		151.85	\$10,353,415	0.00	\$0	151.85	\$10,353,415
<u>Materials & Services</u>							
<i>GOODS Goods</i>							
5201	Office Supplies		97,840		0		97,840
5205	Operating Supplies		1,018,507		50,000		1,068,507
5210	Subscriptions and Dues		30,328		0		30,328
5214	Fuels and Lubricants		30,000		0		30,000
5215	Maintenance & Repairs Supplies		250,980		150,000		400,980
5220	Food		1,004,760		0		1,004,760
5225	Retail		723,000		0		723,000
<i>SVCS Services</i>							
5240	Contracted Professional Svcs		991,876		0		991,876
5250	Contracted Property Services		0		0		0
5251	Utility Services		1,043,315		0		1,043,315
5255	Cleaning Services		21,700		0		21,700
5260	Maintenance & Repair Services		599,620		100,000		699,620
5265	Rentals		134,480		0		134,480
5280	Other Purchased Services		635,994		0		635,994

Exhibit A
 FY 1999-00 Budget Amendment
 Ordinance No. 00-864

Zoo Operating Fund

ACCT	DESCRIPTION	FY 1999-00 Current Budget		FY 1999-00 Revision		FY 1999-00 Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
5290	Operations Contracts		0		0		0
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
5300	Payments to Other Agencies		20,305				20,305
5305	Election Expenses		0		0		0
<i>OTHEXP</i>	<i>Other Expenditures</i>						
5450	Travel		53,720		0		53,720
5455	Training and Conference Fees		21,475		0		21,475
5490	Miscellaneous Expenditures		91,520		0		91,520
Total Materials & Services			\$6,769,420		\$300,000		\$7,069,420
<u>Capital Outlay</u>							
<i>CAPNON Capital Outlay (Non-CIP Projects)</i>							
5710	Improve-Oth thn Bldg (non-CIP)		0		0		0
5720	Buildings & Related (non-CIP)		344,300		0		344,300
5730	Exhibits and Related (non-CIP)		40,000		0		40,000
5740	Equipment & Vehicles (non-CIP)		153,000		0		153,000
5750	Office Furn & Equip (non-CIP)		18,500		0		18,500
5760	Railroad Eq & Facil (non-CIP)		52,000		0		52,000
<i>CAPCIP Capital Outlay (CIP Projects)</i>							
5715	Improve-Oth thn Bldg (CIP)		0		0		0
5725	Buildings & Related (CIP)		0		0		0
5735	Exhibits and Related (CIP)		0		0		0
5745	Equipment & Vehicles (CIP)		0		0		0
5765	Railroad Equip & Facil (CIP)		0		0		0
Total Capital Outlay			\$607,800		\$0		\$607,800
<u>Interfund Transfers</u>							
<i>INTCHG Internal Service Transfers</i>							
5800	Transfer for Indirect Costs						
	* to Support Services		1,295,754		0		1,295,754
	* to Risk Mgmt-Liability		124,432		0		124,432
	* to Risk Mgmt-Worker Comp		34,651		0		34,651
<i>EQTCHG Fund Equity Transfers</i>							
5810	Transfer of Resources						
	* to Wash. Park Parking Lot Fund		0		0		0
	* to General Revnue Bond Fund		432,058		0		432,058
	* to Zoo Capital Fund		0		0		0
Total Interfund Transfers			\$1,886,895		\$0		\$1,886,895
<u>Contingency and Ending Balance</u>							
<i>CONT Contingency</i>							
5999	Contingency		711,453		(300,000)		411,453
<i>UNAPP Unappropriated Fund Balance</i>							
5990	Unappropriated Fund Balance		7,761,177		0		7,761,177
Total Contingency and Ending Balance			\$8,472,630		(\$300,000)		\$8,172,630
TOTAL REQUIREMENTS		151.85	\$28,090,160	0.00	\$0	151.85	\$28,090,160

Exhibit B
Schedule of Appropriations
FY 1999-00 Budget Amendment
Ordinance No. 00-864

	Current Appropriations	Revision	Amended Appropriations
ZOO OPERATING FUND			
Operating Expenses (PS & M&S)	\$17,122,835	\$300,000	\$17,422,835
Capital Outlay	607,800	0	607,800
Transfers	1,886,895	0	1,886,895
Contingency	711,453	(300,000)	411,453
Unappropriated Balance	7,761,177	0	7,761,177
Total Fund Requirements	\$28,090,160	\$0	\$28,090,160

All Other Appropriations Remain as Previously Adopted

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 00-864 AMENDING THE FY 1999-00 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING APPROPRIATIONS FROM CONTINGENCY TO OPERATING EXPENSES IN THE ZOO OPERATING FUND, AND DECLARING AN EMERGENCY.

Date: April 26, 2000

Presented by: Kathy Kiaunis

FACTUAL BACKGROUND AND ANALYSIS

ORS 294.450 provides for transfers of appropriations within a fund if, such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction. The Oregon Zoo has a need for such a transfer in the Zoo Operating Fund.

Since adoption of the budget, several small unanticipated repair projects have been necessary at the zoo. In addition, some budgeted repair/replacement projects have increased in cost once engineering and permitting processes were begun. Also, based on the results of last year's audit, completed in November, some of the projects in progress that were budgeted as capital for FY99-00 may be deemed materials and services projects. In order to insure that the combination of these factors does not cause the materials and services appropriation to be overspent, it is prudent to transfer \$300,000 from contingency into operating expenses.

BUDGET IMPACT

This ordinance transfers \$300,000 from the Zoo Operating Fund contingency to operating expenses. This action leaves a contingency of over \$400,000 in this fund.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 00-864

Agenda Item Number 7.4

**Ordinance No. 00-865, For the Purpose of Amending the Regional Solid Waste Management Plan
related to Disposal Facilities.**

Second Reading

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) METRO ORDINANCE NO. 00-865
THE REGIONAL SOLID WASTE)
MANAGEMENT PLAN RELATED) Introduced by
TO DISPOSAL FACILITIES.) Executive Officer Mike Burton
)

WHEREAS, The Metro Council adopted the Regional Solid Waste Management Plan (RSWMP) as a functional plan in Ordinance No. 95-624; and

WHEREAS, RSWMP sets forth policies on disposal facilities related to disposal capacity and access to that capacity; and

WHEREAS, The Recommended Practices of the RSWMP related to access rely on small-scale reload facilities to serve as feeders to regional facilities; and

WHEREAS, Reload facilities have not been built, and are not likely to be built in sufficient numbers to address the accessibility objectives of the Plan; and

WHEREAS, Accessibility to regional disposal capacity remains a matter of metropolitan concern; and

WHEREAS, The potential conversion of material recovery capacity to disposal capacity is a matter of metropolitan concern; and

WHEREAS, These recitals were reviewed and recommended for approved by the Regional Solid Waste Advisory Committee; and,

WHEREAS, This ordinance was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. "Solid Waste Facilities and Services: Transfer and Disposal System," located on pages 7-25 of the Regional Solid Waste Management Plan, is amended to read:

Solid Waste Facilities and Services, Transfer and Disposal System

The recommendations identify four practices of regional concern for the transfer and disposal system. These practices are contingent upon growth forecasts and adoption of successful implementation of the recommended waste reduction practices.

1. Maintain- Allow additions to the existing system of three transfer stations as necessary to maintain solid waste transfer and disposal service levels that provide reasonable access for residents, businesses and haulers. - Build no new transfer stations. No redirection of haulers from Metro South to Metro Central. New transfer stations may be authorized where they provide a net benefit to the regional solid waste system. New transfer stations shall perform material recovery subject to facility recovery rate standards.
2. Maintain the existing system of private general and limited-purpose landfills.
3. Maintain options for haulers to choose among disposal alternatives.
4. Allow the siting of reload facilities for consolidation of loads hauled to appropriate disposal facilities.

SECTION 2. Recommended Practice No. 1, "Solid Waste Facilities and Services: Transfer and Disposal System," located on pages 7-25 to 7-26 of the Regional Solid Waste Management Plan, is amended to read:

1. Maintain- Allow additions to the existing system of three transfer stations as necessary to maintain solid waste transfer and disposal service levels that provide reasonable access for residents, businesses and haulers. - Build no new transfer stations. No redirection of haulers from Metro South to Metro Central. New transfer stations may be authorized where they provide a net benefit to the regional solid waste system. New transfer stations shall perform material recovery subject to facility recovery rate standards.

- Key Concept and Approach of the Recommended Practice:

Most of the region's waste is delivered to the three transfer stations (Metro South, Metro Central and Forest Grove) rather than being directly hauled to landfills. These three stations have sufficient capacity to handle the future demand for transfer services under the projected economic growth and waste reduction impacts of the recommended practices. However, an efficient disposal system depends on both capacity and accessibility. New transfer stations may be considered when the delivery of efficient disposal services is negatively affected by either of these two factors.

- Key Elements of the Recommended Practice:

- a) Successful implementation of waste reduction practices to reduce demand for transfer services.
- b) Allow additional transfer stations in the region. Such additional stations may, but need not be, limited as to the amount of waste they accept, process or dispose of, except to the extent that such limitations are required by local regulations or are in conflict with Goals and Objectives of this Plan.
- c) Provide more uniform access to transfer stations, in order to improve system efficiencies in those areas of the Metro region that are under-served.
- d) New transfer stations may be authorized where they benefit residents, businesses and solid waste haulers within the under-served areas.
- e) Preserve and enhance the region's material recovery capacity.
- fb) Modifications to existing facilities as required to maintain service levels
- gc) When necessary implement waste handling practices sufficient to reduce demand on transfer facilities
- hd) Modify ~~transfer the existing~~ stations as needed to coordinate with any changes in collection technologies (e.g., co-collection of waste and recyclables).
- ie) Provide a full range of public services at transfer stations that serve a broad or regional market. Examine service options to include reuse, recycling and disposal for households and businesses that self-haul their waste.

- Key Elements of Alternative Practices:

In the event waste reduction efforts do not perform as expected or growth is greater than expected, options to be evaluated on a case-by-case basis, depending on tonnages and system cost, will include:

- operational changes to existing facilities
- redirection of haulers from any transfer station that is exceeding capacity
- remodeling of publicly-owned transfer stations ~~existing facilities~~
- ~~adding reload capacity~~
- ~~building a new transfer station~~

Alternative practices may be adopted that achieve the same performance as the recommended practice.

- Roles and Responsibilities:

Metro will review service levels on a regular basis to determine if any of the alternative elements listed above need to be implemented. Metro will put maximum feasible effort into material recovery at the publicly-owned stations. Metro will monitor and report annually on the rate and amount of material recovery achieved at all regional facilities, and will include an analysis of any differences among facility recovery rates, especially any differences between facilities that are subject to minimum recovery rate standards and facilities that are not subject to the recovery rate standards. Metro's Capital Improvement Plan ~~will~~ shall include plans for any modification to the publicly-owned ~~existing~~ transfer stations needed to maintain service levels including material recovery.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

**EXECUTIVE SUMMARY
ORDINANCE NO. 00-865**

**AMEND THE REGIONAL SOLID WASTE MANAGEMENT PLAN RELATED TO
FACILITIES**

PROPOSED ACTIONS

The proposed RSWMP amendments will allow the Metro Council to consider authorizing additional transfer stations when a positive benefit to the regional solid waste system can be realized. New transfer stations will be required to perform material recovery and meet minimum standards.

WHY NECESSARY

- The current RSWMP Recommended Practice for disposal facilities is to build no new regional transfer stations. Access to disposal sites is addressed by recommending the development of small-scale "reload" facilities that serve as feeders to Metro Central or South. These reloads are unlikely to solve the access problems.
- An efficient disposal system depends on both capacity and accessibility. The proposed amendments allow Metro to consider new transfer stations when the delivery of efficient disposal services is negatively impacted by either of these two factors. Transfer stations could resolve the access problem.
- Material recovery requirements are necessary to strengthen the commitment to recovery at transfer stations. This is to help ensure that material recovery capacity is not converted to disposal capacity if existing MRFs apply to become regional transfer stations.

ISSUES / CONCERNS

- Additional transfer stations can provide a positive benefit to the regional solid waste system, if strategically located.
- Existing RSWMP policies do not allow Metro to authorize additional transfer stations - even in areas where a positive benefit to the regional system can be demonstrated.
- Authorizing additional transfer stations does not require building new public facilities, but rather could occur through the expansion of existing private facilities.

BUDGET / FINANCIAL IMPACTS

- Metro's costs change as tonnage shifts to new transfer stations. These changes are reflected in costs to operate its two transfer stations, and to transport and dispose of the waste. Generally these costs decline as the waste shifts to the new facilities. Under the scenario where two transfer stations are added to the system, the cost at Metro facilities would decline by over \$7 million (almost \$9.5 million in inflated dollars).
- While overall Metro's costs decline as waste shifts to other facilities, its unit cost (cost per ton) increases. This is due to the declining block rate structure of its transfer station operation and disposal contracts, and the fixed costs charged only at Metro's facilities. Metro's unit cost for the two transfer stations would rise about \$1.70 per ton (\$2.26 in inflated dollars in 2010) under the scenarios above. If Metro makes no changes to its cost or rate structures, this might ultimately have to be reflected in the tip fee.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 00-865 FOR THE PURPOSE OF AMENDING THE REGIONAL SOLID WASTE MANAGEMENT PLAN RELATED TO DISPOSAL FACILITIES.

DATE: June 1, 2000

Presented by: Terry Petersen
Doug Anderson

Action Requested and Purpose of the Ordinance

The Council is requested to adopt Ordinance No. 00-865 amending the Regional Solid Waste Management Plan. This ordinance is accompanied by two additional ordinances (No. 00-866 and 00-867) that would amend Metro Code to implement the Plan amendments.

These amendments were developed during the 1999–2000 review of the RSWMP and Metro Code provisions for regional transfer stations. The amendments make changes that are necessary to ensure the Regional Solid Waste Management Plan (RSWMP) remains a current and relevant policy document and that the Metro Code Chapter 5.01 implements the guiding policies contained in the RSWMP. The amendments are summarized later in this staff report.

Existing Law

Metro Council adopted the Regional Solid Waste Management Plan (RSWMP) as a functional plan in Ordinance No. 95-624. Any amendments to the Plan require adoption of an ordinance by the Council.

I. SUMMARY

Ordinance No. 00-865 would amend the Regional Solid Waste Management Plan policies regarding transfer stations. Ordinances No. 00-866 and 00-867 would amend Metro Code to implement the Plan amendments.

Given changes in the region and in the solid waste industry since adoption of the Plan, it is desirable to have a framework in which Council could consider expanding the system of transfer stations. Ordinance No. 00-865 provides this broader framework.

Ordinance No. 00-865 would not of itself authorize any new transfer stations. Rather, it provides a vehicle by which the private sector could apply to operate a new transfer station, and a framework in which Council could approve or deny the application. Any decision on a specific facility would be based on Council deliberations pursuant to the application and evaluation criteria in Metro Code Chapter 5.01.

Together, the three ordinances add specific new obligations designed to (1) conserve the region's material recovery capacity, (2) achieve higher levels of material recovery, (3) minimize the impact on Metro's two transfer stations, and achieve other public objectives.

This report recommends that the Regional Solid Waste Management Plan (RSWMP) and Metro Code be amended to allow Metro to consider new transfer stations where positive benefits can be realized. As discussed below, new transfer stations, under the appropriate set of circumstances, can provide a positive benefit to the regional solid waste system. Any new transfer stations would be required to provide a full range of public services, including provision of a recycling drop site, accommodating household hazardous waste collection, accepting all customers, and achieving a minimum material recovery rate of 25 percent from non-putrescible waste. Amending the RSWMP and Metro regulations to allow new transfer stations, requires action on the attached ordinances by the Metro Council.

II. INTRODUCTION

Commercial haulers in the Metro region spend 270,000 hours per year driving from their routes to disposal sites, at a cost to ratepayers of approximately 19 million dollars and about 12 million vehicle miles traveled (VMT). Self-haulers add another 100,000 hours and 4.5 million VMT.

This is partly the result of the location of transfer stations, which tend to be located in at the edges of the region or in remote industrial areas. A more spatially distributed set of facilities is one method of improving access. Depending on assumptions about location and the habits of users, additional transfer stations could reduce regional off-route time by at least 2 to 4 percent. This translates, conservatively, into at least \$970,000 and perhaps over \$1,200,000 per year in off-route cost savings (refer to Section VI – System Cost). These figures do not include the scope for savings due to capital and routing efficiencies, nor do they include the regional benefit of a reduction in VMT, localized congestion at existing facilities, and other impacts of transport.

In the long run, the amount of solid waste can grow only as fast as the region. Thus, adding disposal capacity is a zero-sum game in the short run. That is, for every ton received at a new facility, an existing facility loses tonnage. If, in the interest of achieving haul-time efficiency, Metro were to authorize new transfer stations, the flow of solid waste to Metro Central and Metro South would diminish. As a consequence, Metro's unit costs for station operation could rise.

Herein lies a dilemma for Metro. As the agency responsible for regulating disposal in the region, Metro has the opportunity to reduce—or at least contain—the costs of access to disposal sites by authorizing new transfer stations. However, as a market participant, Metro will lose commerce if it allows more players in the market.

The RSWMP, adopted by Metro Council in 1995, provides a policy to guide decisions in this situation. Goal 3 of the Plan states, "The costs and benefits to the solid waste system as a whole are the basis for assessing and implementing alternative management practices." Objective 3.1 goes on to define "system cost (the sum of collection, hauling, processing, transfer and disposal)" as the "primary criterion" for evaluation "rather than only considering the effects on individual parts of the system." Applying Goal 3 to the question of authorizing new transfer stations, Metro should decide in favor if the net savings are positive, even if this means a loss to its own enterprise activities.

As will be shown in this report, new transfer stations can provide a positive benefit to the regional solid waste system. Accordingly, this report recommends that the RSWMP and Metro Code be amended to allow Metro to authorize new transfer stations where these positive benefits can be realized. The RSWMP and Code revisions set up a framework and evaluation criteria that would allow the Metro Council to consider and approve applications for new transfer stations when these benefits can be demonstrated; and to deny them when benefits cannot be demonstrated.

However, the issue does not quite end here. Metro's two transfer stations play several public roles in addition to serving as disposal sites for commercial solid waste haulers. They provide a drop site for recyclable materials and household hazardous waste; they accept all customers including the self-hauling public; and the operators perform post-collection material recovery. As is the nature of public goods, the charge for these services does not always cover the cost. Thus, if Metro were to authorize a private company to operate a new transfer station, it is unlikely these public services would be offered voluntarily at the new station. If Metro were to authorize new transfer stations without conditions, Metro would risk a shift of high-value, efficient commercial loads to the new private facilities and be left as the main supplier of the public services.

This concern was addressed in Metro's revision of its Facility Regulation Code in 1998. As a result of that revision, Metro authorized a limited form of transfer station — one that delivered 50,000 or fewer tons per year to a disposal site. According to the new Code, facilities that delivered over 50,000 tons are required to take on some level of public function.

This policy—transfer stations must provide a certain level of public services—is re-affirmed as a recommendation in this report. To the three existing obligations - recycling drop site, accommodate hazardous waste collection and accepting all customers - is added a fourth: Perform material recovery at a rate of at least 25% of non-putrescible waste. These recommendations are described in more detail in the report.

This report also makes some ancillary recommendations for changes to the RSWMP or Metro Code. These are designed to support the main recommendation concerning transfer stations:

- Extending the minimum recovery rate requirement to dry waste materials recovery facilities. This is intended to help plug an opportunity to avoid the requirement by delivering to a facility without a minimum recovery rate standard.
- Extending the minimum recovery rate requirement to facilities that receive putrescible waste, but dispose of less than 50,000 ton per year. This extension is recommended for the same reason as above, but in addition, it helps level the playing field between "small" and "large" transfer stations with respect to the cost of operation in providing full public services.

Currently, there are several existing solid waste facilities that would be likely applicants to become regional transfer stations: Pride Recycling and Willamette Resources in Washington County, and Recycle America in Troutdale. These facilities are capable of handling additional waste, and are located in areas that would produce system efficiencies. It would then be up to local communities to weigh the pros and cons of allowing a facility to operate as a regional transfer station before Metro would consider granting a franchise.

We conclude this Introduction with a summary of the recommendation. Each of these recommendations are outlined in more detail later in this report in Section V – Recommendation on the Regional Policy Toward Transfer Stations. The basic components of the recommendation are as follows:

1. **Change the Plan framework to allow Metro to consider authorizing new transfer stations.**
2. **Require material recovery at transfer stations.**
 - *Establish minimum recovery requirements*
 - *Extend recovery requirements to all facilities regulated by Metro*
3. **Re-affirm the public obligations of regional transfer stations:**
 - *Accept all customers*
 - *Accommodate hazardous waste collection events*
 - *Provide a recycling drop site for the public*
4. **Maintain a distinction between types of facilities:**
 - *Reloads (small-scale, consolidated waste delivered to a transfer station)*
 - *Local transfer stations (disposal of 50,000 or fewer tons per year)*
 - *Regional transfer stations (disposal of more than 50,000 tons per year)*
 - *Maintain a further distinction of the role of the public (Metro's) transfer stations*
5. **Increase Metro's oversight of public obligations and performance standards**

III. STATEMENT OF THE PROBLEM AND THE POLICY FRAMEWORK

Background

Metro is responsible for providing solid waste planning and disposal services for the citizens in the Metro region. Currently, most of the area's waste is processed through Metro's two transfer stations (Metro South in Oregon City, and Metro Central in NW Portland), and a privately-owned, Metro-regulated transfer station in Forest Grove. During a recent update of the Metro Code regulating such facilities, Metro committed to revisit the adequacy of this network of regional transfer stations. Metro's Regional Environmental Management Department (REM) staff have been meeting regularly with representatives from the solid waste industry and local government solid waste staff to explore the question of whether additional solid waste transfer station services are needed.

In 1997, a number of stakeholders proposed amendments to the RSWMP policies toward reload facilities. These amendments removed a number of constraints on reloads, and simplified the RSWMP policy to: "Allow the siting of reload facilities for consolidation of loads hauled to appropriate disposal facilities." It was understood that reload facilities would be authorized to handle putrescible waste. This amendment was approved by Metro Council in 1997.

What had changed, since adoption of the plan, that motivated stakeholders to suggest that the RSWMP was in need of revision? There are two basic reasons that came to light during Council's deliberation on the reload policies in 1997. First, accessibility to disposal sites was a growing problem. To address accessibility, the RSWMP recommends that a feeder system of

reloads be developed at locations distant from transfer stations. However, this was not proving to be an efficient solution. Second, Metro's changing fee structure was undermining the economic foundation for operating material recovery facilities (MRFs), and several operators sought to handle putrescible waste in order to keep the facility operating. These factors are examined in turn.

RSWMP, Transfer Stations and Reloads

The Plan addresses two factors related to solid waste:

1. *Capacity to handle waste (throughput).* The Plan states that the 3 regional transfer stations (Metro Central & South, and Forest Grove) have sufficient capacity to handle the future demand for transfer services. Accordingly, the Recommended Practice is to build no new regional transfer stations.

Under the current Plan, a new transfer station could be authorized pursuant to an "Alternative Practices" process, and only upon a finding that the capacity of transfer stations to meet demand has been outstripped due to unanticipated regional growth or because the regional waste reduction program has not performed as expected.

2. *Accessibility to disposal sites.* Although the Plan assumed there was sufficient waste-handling capacity, access to disposal sites was also addressed. The Plan recommends that problems with access be addressed by the development of small-scale "reloads." These were to be located in areas with a "service gap," and perform simple consolidation of waste for delivery to Metro Central or South.

By 1997, it was becoming clear that accessibility was eroding. The amount of time that haulers spent travelling off-route to a disposal facility was growing faster than the rate of growth in the amount of solid waste. The fastest-increasing component of local rates was transport, especially in the suburban counties (source: local governments). The planning problem was not transfer capacity, but accessibility to that capacity.

By 1998, it was clear that reloads were not an efficient solution. Reloads provide savings only from a short intra-regional haul, provide limited economy of scale, require specialized investment (short-haul transport trucks), are as difficult to site as a large solid waste facility, and ultimately, the waste is handled twice: Once at the reload and again at the transfer station.

Only one company has attempted to develop a reload consistent with the Plan (Miller's Sanitary Service—Citistics, in Beaverton). Mainly due to siting and permitting problems, that facility took two-and-a-half years longer than expected to complete, and ended up five times over budget. The facility operated only a few months and is now closed. Other solid waste companies have taken Miller's experience as instructive, and no new reloads are known to be in the planning.

Metro Fee Changes

In 1998, Metro proposed the third drop in its tip fee in as many years. In succession, the rate fell from \$75 per ton, to \$70, to \$62.50 at Metro transfer stations. As the operator of largest disposal facilities in the region, Metro leads the market in price; no private facility can charge much more than the Metro tip fee, else it risks losing business. Thus, Metro's tip fee tends to peg the revenue available per ton at any regional solid waste facility. Metro's tip fee reductions

effectively cut the revenue at private solid waste facilities.

Metro also charges a fee and a tax on waste that is landfilled: a Regional System Fee (RSF) that funds Metro's non-disposal solid waste programs (e.g., hazardous waste), and an excise tax that helps fund general government functions (excluding solid waste; e.g., the Metro Council). During the three years that the tip fee fell, the RSF also fell, from \$17.50 per ton, to \$15, to \$14. (The excise tax rate did not change significantly during this period.)

Because they are levied on disposal, the RSF and excise tax are costs to operators of solid waste facilities. And clearly, these costs did not fall commensurately with the tip fee. Thus, while Metro cut potential revenues by \$12.50 per ton (\$75.00-62.50), it cut costs by only \$3.50 (\$17.50-\$14.00). By 1998, this loss in operating margin put several MRFs at risk. During the 1998 Code Revision, several operators argued that, if they were allowed to accept and transfer putrescible waste, they might be able to stay in business. This proposal converged in time and effect with the arguments that reloads are unlikely to solve the accessibility problem, as they are unlikely to be built. Furthermore, allowing MRFs to handle putrescible waste was consistent with the RSWMP policy to capitalize on existing solid waste infrastructure when expanding the disposal system (Objective 11.1, page 5.8 and Reload Key Element (a), page 7.27).

The Present Situation

Many of these issues were partially addressed in 1998, when the Solid Waste Regulatory Chapter of the Metro Code underwent a major revision. The revised Code authorizes solid waste facilities to accept putrescible waste *and* directly haul this waste to an appropriate landfill to avoid the double-handling inefficiency. The Code defined a difference between “small” and “large” facilities (disposal of less or more than 50,000 tons of waste per year, respectively), and imposed certain obligations on “large” facilities. Under the assumption that 50,000 tons confers sufficient economy of scale, “large” facilities are required to provide certain public services—acceptance of public self-haul customers, hazardous waste and a free recycling drop-site—to help reduce service burdens on the regional transfer stations.

After the 1998 revision, “small” transfer station status was granted to three solid waste facilities. These facilities are allowed (but not required) under the code to meet the obligations above. The Council found no conflict with the RSWMP in approving these applications. However, the revised Code continues to require a finding of consistency with the RSWMP in order to confer “large” transfer station status on a solid waste facility. As it is difficult to demonstrate either RSWMP condition—failure of the waste reduction program or unanticipated regional growth—no “large” station status has been granted to date.

The three new facilities do not fully solve the accessibility problem that the Plan intended them to address. Many haulers cannot be accommodated under the 50,000 ton cap, and these haulers continue to incur longer commute times to regional transfer stations—unable to capitalize on haul-time efficiencies afforded by the closer facilities. The accessibility problem for self-haulers (half of which are businesses) was never addressed by these new facilities, and continues to worsen.

IV. DECISION PROCESS

In response to the unresolved issue regarding additional regional transfer stations, a team of REM staff began working on the question of regional transfer stations. The project team worked to define the problem with Metro Council and the Executive Office, SWAC, the hauling community, solid waste facility operators and REM management. Their basic charge was to determine:

- Does the region need more transfer stations?

If so:

- Where should they be located?
- What are their obligations in the solid waste system?
- What changes to the RSWMP and Metro Code are required?

In June 1999, the REM asked the Solid Waste Advisory Committee (SWAC) to appoint a subcommittee to work with the project team to study the problem and develop solutions to carry forward for further review and refinement. The SWAC subcommittee included representatives from the solid waste hauling, processing and recycling industries and local government representatives.

For empirical work, the team has completed a survey of haulers, intercept surveys at facilities and a national travel time survey. It developed and calibrated a solid waste flow-simulation model that is capable of providing estimates of tonnage and off-route travel for a number of scenarios was also developed for the project. Transportation data used in the model were provided by Metro's Transportation Department, and are consistent with the current Regional Transportation Plan. Demographic and economic data were provided by Metro's Data Resource Center and are consistent with Metro's Region 2040 Plan. In addition, geographic information and mapping was provided by Metro's Data Resource Center. REM's Business & Regulatory Affairs Division conducted fiscal assessments. A system cost analysis was conducted by an independent consultant (R.W Beck) hired by Metro.

The planning process has focused on examining accessibility (the time that commercial garbage trucks and the public must travel in order to get to an existing transfer facility) and solutions that would be both durable and flexible enough to guide the region for the next 5 to 10 years. Based on outcomes of the planning sessions, recommendations were developed for incorporation into both the RSWMP and Metro Code Chapter.

Does the region need more transfer stations?

Based on the Regional Transportation Plan, and as illustrated in the travel time maps for the three existing regional transfer stations (refer to Attachment 1(a) and 1(b)-*Travel Time Maps to Existing Transfer Stations*), there are significant service gaps for haulers and residents of the eastern portions of Multnomah and Washington counties. Based on projections, travel times for these areas will increase as the region grows, and ultimately will increase the cost to ratepayers.

Early in planning sessions with the subcommittee, staff verified that the planning problem was not transfer station capacity, but accessibility to that capacity. Users of the facilities (commercial haulers and self-haul) agree that continued growth in the region and the resulting traffic

congestion has made it significantly more time-consuming to access the existing system of three regional transfer stations (refer to the Commercial and Self-Hauler Surveys – Dotten & Associates, September 9, 1999). The subcommittee also found that siting of reloads and the problem of double-handling inefficiencies argued against their development as a solution to accessibility problems.

The subcommittee agreed that authorizing new transfer stations did not require building new public facilities. Rather, the region could potentially save costs by utilizing the existing infrastructure of solid waste facilities to help provide the needed services.

This direction is consistent with current RSWMP Goals and Objectives for Facilities and Services:

Goal 11 – Accessibility, which states:

There is reasonable access to solid waste transfer and disposal services for all residents and businesses of the region.

Objective 11.1 states:

Extend and enhance the accessibility of the infrastructure already in place for management of the waste stream for which the RSWMP is responsible.

Service Gaps Identified

The RSWMP benchmarks for access to transfer stations for the year 2005 are already being exceeded in growing areas of the Metro region. The current RSWMP benchmarks for access to regional transfer stations lists the expected average haul times, by county, as between 18 and 23 minutes. These haul times were expected to remain relatively unchanged to the year 2005 if the recommended practices in the RSWMP are in place.

Findings from the planning sessions indicate that both commercial collection vehicles and the general public are spending considerably more time driving on the road to reach a regional transfer station. In particular, there are currently significant “service gaps” in eastern Washington and Multnomah counties, where access exceeds 25 minutes for large areas (refer to Attachment 1(a) and 1(b)-*Travel Time Maps to Existing Transfer Stations*). These “service gaps” are projected to grow by 2010, based on information from Metro’s Transportation Department. These gaps result in an imbalance in the accessibility and level of services typically provided by regional transfer stations to both commercial waste haulers and public self-haulers (e.g., solid waste disposal, household hazardous waste collection events, public self-haul access).

V. RECOMMENDATION FOR REGIONAL POLICY TOWARD TRANSFER STATIONS

The following recommendations were developed primarily by the SWAC subcommittee working with the REM Department. The actual RSWMP and Metro Code amendments are detailed in the Ordinances. SWAC held a work session on May 17 that resulted in a formal recommendation to Metro Council on the regional policy toward transfer stations, preservation of material recovery capacity, and related issues. The following is a summary of the recommendations with background on each point.

The basic components of the recommendation are:

1. Change the Plan framework to allow Metro to consider authorizing new transfer stations.
2. Require material recovery at transfer stations.
 - *Establish minimum recovery requirements*
 - *Extend recovery requirements to all facilities regulated by Metro*
3. Re-affirm the public obligations of regional transfer stations:
 - *Accept all customers*
 - *Accommodate hazardous waste collection events*
 - *Provide a recycling drop site for the public*
4. Maintain a distinction between types of facilities:
 - *Reloads (small-scale, consolidated waste delivered to a transfer station)*
 - *Local Transfer Stations (disposal of 50,000 or fewer tons per year)*
 - *Regional Transfer Stations (disposal of more than 50,000 tons per year)*
 - *Maintain a further distinction of the role of the public (Metro's) transfer stations*
5. Increase Metro's oversight of public obligations and performance standards

Summary of the Recommendation

1. Change the Plan framework to allow Metro to consider authorizing new transfer stations

The Regional Solid Waste Management Plan currently states that the three regional transfer stations (Metro Central, Metro South, and Forest Grove) have sufficient capacity to handle the future demand for transfer services. The current Recommended Practice is to build no new regional transfer stations.

Under the current RSWMP language, a new transfer station could be authorized upon a finding that (a) the regional waste reduction program has not performed as expected; or (b) regional growth is greater than expected, and service levels cannot be maintained within the existing system of three transfer stations because of lack of capacity.

The current Plan addresses access to disposal sites by recommending the development of small-scale "reloads" that serve as feeders to Metro Central or South. However, an efficient disposal system depends on both capacity and accessibility. Metro should be able to consider new transfer stations when the delivery of efficient disposal services is negatively affected by either of these two factors. The SWAC subcommittee's evaluation indicates that reloads are unlikely to improve the access problem, as it is unlikely they will be built. Transfer stations could resolve the access problem, and they are more likely to be built due to the efficiencies and economies of scale that are possible.

The new policy toward transfer stations would change the conditions under which transfer stations could be authorized. These conditions would take into account the recognition that reloads are unlikely to solve the access problem. The subcommittee's proposed new language is:

Maintain Allow additions to the existing system of three transfer stations as necessary to maintain solid waste transfer and disposal service levels that provide

reasonable access for residents, businesses and haulers. ~~Build no new transfer stations. No redirection of haulers from Metro South to Metro Central. New transfer stations may be authorized where they provide a net benefit to the regional solid waste system. New transfer stations shall perform material recovery subject to recovery rate standards.~~ [RSWMP page 7.25]

The last sentence in the new language above is designed to confirm the region's commitment to material recovery, and to help ensure that material recovery capacity is not converted to disposal capacity in a manner that affects regional recovery goals. See also 2, below.

2. Require material recovery at transfer stations

This policy is triggered by several concerns: (1) a general concern about the level and trend of post-collection recovery in the region; (2) the effect of this trend on recycling goals; and (3) the potential conversion of material recovery capacity to disposal capacity if existing MRFs apply to become regional transfer stations.

As shown above, new Plan language would strengthen the commitment to recovery at transfer stations. In addition, Metro Code would be amended to implement a minimum recovery standard on new regional transfer stations. A standard of 25% from non-putrescible waste is proposed. This recovery rate reflects a balance between a number that is real and achievable at a solid waste facility, and a concern that too-high a standard might provide a disincentive to serve source-separation programs. The recovery requirements would also be imposed on local transfer stations and MRFs, primarily for equity; but also to strengthen the effect of the policy by minimizing the number of alternatives that are not subject to the recovery requirement.

Solid waste stakeholders recommend that the recovery requirement be imposed only on new regional transfer stations (that is, franchised after July 1, 2000). This has the effect of "grandfathering" the existing regional transfer stations, and is a result of the following concerns:

- a) One role of the public stations (Metro Central and South) is as disposal sites of last resort. Furthermore, as disposal sites of first resort, they have no control over their incoming waste streams. Thus, they play a different role in the solid waste system than regulated private transfer stations. Furthermore, Metro's stakeholders have noted: (i) Metro is very public about its commitment to recycling, and stakeholders felt assured that Metro would always recover materials with maximum feasible effort. (ii) There is no real mechanism to enforce the recovery rate at public stations.
- b) The existing private station (Forest Grove) was not designed to perform material recovery, and the addition of recovery capacity at this time would not be cost-effective. Furthermore, land-use regulations constrain any additional uses of the site. The Forest Grove franchise has eight years to run. Metro's solid waste stakeholders have indicated this is adequate lead time to address the issue of recovery at the Forest Grove transfer station.

However, SWAC recommended that the Plan be amended to include language that commits Metro to maximum feasible recovery effort, in lieu of explicit recovery rate standards.

3. Re-affirm the public obligations of regional transfer stations

This policy recommendation arises from the concern that private transfer station operators would minimize the provision of public services (that is, accept all customers, accommodate hazardous waste collection events, and provide a public recycling drop site), leaving these to be provided solely by Metro. Re-affirmation of the policy ensures a fair sharing of responsibility for public services, and improves the equity of access to all users of disposal sites.

4. Maintain a distinction between types of facilities

This policy arises from the observation that a range of solid waste facilities can better serve the varied disposal needs of the region. However, without some level of certainty about the capital and operating requirements, private firms will be less willing to invest the time and resources in siting a facility.

Reloads

Reloads are currently exempt from Metro regulation, if their sole purpose is consolidation of loads collected by a single hauler and delivered to facilities within the region. This exemption is based on the intended role of reloads: efficiency-enhancing extensions of a collection system. The exemption is proposed to remain in Metro code, with a revised definition that better clarifies the purpose of this type of facility within the regional system. Multi-hauler reloads would remain subject to Metro regulation.

Local Transfer Stations

This type of facility is currently not formally defined in Metro code. Rather, it is described as a solid waste facility that disposes of 50,000 or fewer tons of solid waste per year. In conversation, these are sometimes called "direct-haul reloads." It is proposed to define this type of a facility formally as a "Local Transfer Station," to re-affirm the obligations currently specified in Metro Code, and to extend the new recovery rate requirements to Local Transfer Stations. The intent is to re-affirm that there is a need for medium-scale facilities in the solid waste system, and to specify the level of public obligations and operating conditions that would be required of them.

Regional Transfer Stations

This type of facility is currently not formally defined in Metro code. Rather, it is described as a solid waste facility that disposes of more than 50,000 tons of solid waste per year. However, an application for authority to dispose of more than 50,000 tons must be accompanied by an analysis showing that the proposed facility is consistent with the Regional Solid Waste Management Plan. As discussed previously, such a demonstration would be difficult under the current language of the Plan.

If Council were to approve amendments to the Regional Solid Waste Management Plan consistent with the option laid out in 1 above ("Change the plan framework..."), then Metro could begin considering applications for "large" transfer stations. To implement this change, Metro Code would be amended to formally define a "Regional Transfer Station," to re-affirm the obligations currently specified in Metro Code for "large" transfer stations, and to include a minimum recovery rate requirement.

5. Increase Metro's oversight of public obligations and performance standards

Metro Code currently contains substantial monitoring and enforcement language. However, solid waste stakeholders have recommended a review of Metro Code, policies and staffing in this area, with the goal of having an effective enforcement mechanism. REM recommends that Metro wait until the Council has decided on any changes to the Plan and Metro Code regarding transfer station policy, before undertaking this review. REM expects that review and recommendations would take three to four months after the Council's decision.

Accordingly, no specific options or language on monitoring and enforcement is provided at this time.

Consequences of the Proposed Policy

The following is a summary of the main consequences of the proposed policy:

- *Helps contain future cost increases in residential and commercial route collection and helps balance the equity of access to disposal services.* The main purpose of authorizing new transfer stations is to provide system efficiencies and more uniform access to public services in those areas of the Metro region that are under-served. Reductions in hauler travel time account for approximately half the savings that are projected in Section VI – System Cost. Such savings could be captured in the local government rate setting process.
- *Helps maintain regional recovery capacity.* The purpose of the new requirement for material recovery is to ensure consistency with the RSWMP provisions to preserve material recovery capacity and increase actual recovery of material. The 25% level was chosen to provide a good balance between a meaningful number, something that is achievable by the facility, and yet is not enough to provide any disincentive to service source-separation programs.
- *Helps reduce congestion and vehicle-miles traveled (VMT).* By increasing accessibility, haul times and congestion at existing facilities are reduced, which provides a benefit to the solid waste system, and also supports Metro's broader regional transportation goals.
- *Helps free up space at Metro transfer stations to accommodate growth and more recovery (e.g. organics reloading).* If additional transfer stations are authorized, some waste will flow away from the Metro facilities. This can free up space and become an opportunity to conduct additional material recovery or focus on new recovery strategies, such as organic waste reloading.

Other Issues

During the course of discussions, REM heard from independent haulers regarding (1) their concern about degrading access to transfer stations, and (2) concerns about price discrimination if new transfer stations are not tightly regulated. Several haulers recommended that Metro operate the scalehouses of any new regional transfer stations. This option was discussed at length, but rejected for now. Basically, REM found that operating the scalehouses would not provide sufficient protection from price discrimination. Furthermore, REM intends to review the resources available for oversight and regulation of new transfer stations, as discussed in subsection 5 above.

VI. SYSTEM COST

The basic empirical work involved comparing system costs among 3 basic scenarios:

1. Status quo. No new facilities are added to the system.
2. Target Service Gaps. What is the change in system cost if new transfer stations are developed to serve the areas identified as most-distant from transfer capacity?
3. Expand Existing System. What is the change in system cost if we capitalize on sunk investment, consistent with Objective 1.1 of the Plan?

The basic findings are:

1. Target Service Gaps. If new transfer capacity is located to best serve the areas most distant from existing transfer stations, there are significant annual savings in off-route transportation cost. It is important to note that this scenario assumes an appropriate solid waste site can be found within the areas with a "service gap." Even so, however, the cost of new transfer stations (amortized siting, construction and capital, plus operating costs) appears to be greater than the transport savings, if one assumes these will be full-service stations.
2. Expand Existing System. Although the previous scenario is not sufficient to conclude that new transfer stations will not be built, it does suggest that development of new transfer stations are unlikely. Accordingly, a second scenario was examined based on upgrading existing facilities into regional transfer stations. By capitalizing on sunk investment, the facility costs are significantly reduced relative to the previous scenario. However, because we rely on existing locations which do not necessarily address the "service gaps" perfectly, the transport savings are not as great as with the previous scenario. However, positive net system benefits are realized under this scenario.

The basic conclusion is that net system savings are possible with the development of new transfer stations. Accordingly, in the public interest, the Council should be able to consider applications for new transfer stations; and the Council should be able to approve or deny these applications based on their merits, including whether they provide a net benefit to the regional solid waste system.

The Scenarios

Metro retained a consulting firm (R. W. Beck) to conduct an independent analysis of the net costs to the system of various scenarios of new transfer stations in the region. These are summarized below. The methodology and results of the analysis are described in greater detail in the R. W. Beck report. The analysis of system cost is comprised of the following components:

- Changes in transportation cost as facilities are added or expanded.
- Cost changes at new or expanded facilities.
- Changes in Metro's costs as tonnage shifts to the new or expanded facilities.
- Changes in other facilities' costs as tonnage shifts to the new or expanded facilities.

On-route savings are not considered in the calculation. Insofar as greater accessibility provides an opportunity for on-route efficiencies, the system cost analysis is conservative.

Note: these scenarios have been prepared for analytical purposes, and does not imply that Metro will authorize two transfer stations only, or that only the listed facilities would be considered for transfer station status.

Transfer Station Scenario Summaries: “Existing Facilities are Expanded”

The following tables summarize the components of system cost for a scenario in which two regional transfer stations are added to the system. For purposes of scenario construction, Recycle America and WRI were chosen as the sites of the new regional transfer stations. From the tables, costs for the two facilities rise significantly, reflecting: (1) The large amount of additional tonnage that is projected (and the associated increase in capital and operating costs) and (2) the concomitant new public obligations. However, this increase is more than matched by decreased costs at facilities that lose tonnage. Finally, there is a decrease in off-route transportation cost, as would be expected with more accessibility.

- The analysis for the year 2000 shows system savings of \$972,000 if Recycle America and WRI were to operate as regional transfer stations (see table for year 2000 below).
- The analysis for the year 2010 shows system savings of \$1,282,000 (in year 2000 uninflated dollars) if Recycle America and WRI were to operate as regional transfer stations (see table for year 2010 below).

Planning Level System Cost Analysis - Year 2000
(annual costs; not inflated; 2000 dollars)

Component	Status Quo	“Expanded”	Difference
On-Route Transport	NA	NA	NA
Off-Route Transport	\$ 18,720,000	\$ 18,400,000	\$ (320,000)
Recycle America	\$ 1,742,000	\$ 6,409,000	\$ 4,667,000
WRI	\$ 2,310,000	\$ 5,047,000	\$ 2,737,000
Metro facilities	\$ 27,125,000	\$ 21,122,000	\$ (6,003,000)
Other facilities*	\$ 14,164,000	\$ 12,111,000	\$ (2,053,000)
Net cost (benefit)	\$ 64,061,000	\$ 63,089,000	\$ (972,000)

NA = not applicable

* The figure represents the change for all facilities combined

Source: R.W. Beck

Planning Level System Cost Analysis - Year 2010
(annual costs; not inflated; 2000 dollars)

Component	Status Quo	“Expanded”	Difference
On-Route Transport	NA	NA	NA
Off-Route Transport	\$ 22,930,000	\$ 22,370,000	\$ (560,000)
Recycle America	\$ 1,615,000	\$ 7,298,000	\$ 5,683,000
WRI	\$ 2,249,000	\$ 5,749,000	\$ 3,500,000
Metro facilities	\$ 30,372,000	\$ 23,032,000	\$ (7,340,000)
Other facilities*	\$ 17,072,000	\$ 14,507,000	\$ (2,565,000)
Net cost (benefit)	\$ 74,238,000	\$ 72,956,000	\$ (1,282,000)

NA = not applicable

* The figure represents the change for all facilities combined

Source: R.W. Beck

Practical interpretation of this analysis is that these transportation savings can be “bought” for less than the cost of upgrading the two facilities to handle more tonnage and the required public obligations.

The following table is a summary of projected material quantities (tons per year). The table compares the "Status Quo" scenario to the "Existing Facilities are Expanded" scenario previously described. The table illustrates tonnage flow shifts and recovery projections for the years 2000 and 2010 for the existing regional transfer stations and the direct-haul MRFs used in the scenario analysis by R.W. Beck.

**Summary of Projected Material Quantities (tons per year)
Year 2000**

Year 2000	Total wet + dry	Recovered	Disposed
"Status Quo" (Existing system of three regional transfer stations: Central, South and Forest Grove)			
Metro Central	399,964	29,571	37,0392
Metro South	353,529	11,183	342,346
Forest Grove	108,799	1,828	106,971
RA (direct-haul/MRF)	51,923	2,858	49,822
WRI (direct-haul/MRF)	63,632	13,810	49,822
"Expanded System" (Two existing MRFs authorized as regional transfer stations: RA and WRI)			
Metro Central	317,695	25,772	291,923
Metro South	263,937	9,195	254,743
Forest Grove	93,378	1,713	91,665
RA	211,596	18,628	192,969
WRI	144,264	26,518	117,746

**Summary of Projected Material Quantities (tons per year)
Year 2010**

Year 2010	Total wet + dry	Recovered	Disposed
"Status Quo" (Existing system of three regional transfer stations: Central, South and Forest Grove)			
Metro Central	481,988	33,788	448,2000
Metro South	437,578	12,968	424,611
Forest Grove	138,124	2,192	135,932
RA (direct-haul/MRF)	52,829	2,833	49,996
WRI (direct-haul/MRF)	65,113	15,153	49,960
"Expanded System" (Two existing MRFs authorized as regional transfer stations: RA and WRI)			
Metro Central	374,324	29,293	345,031
Metro South	317,065	10,530	306,535
Forest Grove	117,680	2,050	115,630
RA	253,344	21,555	231,789
WRI	178,281	31,115	147,166

As expected, when two additional regional transfer stations are authorized (RA and WRI), tonnages shift from the existing transfer stations (Metro Central, South and Forest Grove) to the newly authorized "expanded" facilities (RA and WRI). There is also a projected increase in material recovery directly related to the policy decision to require minimum recovery standards at new transfer stations. For additional details on scenario modeling, assumptions and tonnage shifts by facility, please refer to the System Impact Assessment report prepared by R.W. Beck, April 25, 2000.

“Service Gaps” Targeted

The following tables summarize the components of system cost for a scenario where two new regional transfer stations are added to the system in order to target the “service gaps” in the eastern and western part of the region. For planning purposes, the western transfer station is assumed to be a new facility located in close proximity to the Hillsboro Landfill. The eastern transfer station is modeled by an expansion of Recycle America into a full regional transfer station.

The “off-route transport” savings are about triple that of the previous scenario where existing facilities are “expanded”, as would be expected when facilities are located specifically to reduce a “service gap”. However, because an entirely new facility must be built in the west (i.e., there is no existing facility to expand or convert), the facility costs swamp the transport savings resulting in a net increase in the system costs.

- The analysis for the year 2000 shows system cost of \$727,000 (see table for year 2000 below).
- The analysis for the year 2010 shows system cost of \$531,000 (see table for year 2010 below).

Planning Level System Cost Analysis - Year 2000
(annual costs; not inflated; 2000 dollars)

Component	Status Quo	“Gaps” Targeted	Difference
On-Route Transport	NA	NA	NA
Off-Route Transport	\$ 18,720,000	\$ 17,720,000	\$ (1,000,000)
New Transfer Station	\$ 0	\$ 7,090,000	\$ 7,090,000
Recycle America	\$ 1,742,000	\$ 6,522,000	\$ 4,780,000
WRI	\$ 2,310,000	\$ 2,310,000	\$ 0
Metro facilities	\$ 27,125,000	\$ 21,322,000	\$ (5,803,000)
Other facilities*	\$ 14,164,000	\$ 9,824,000	\$ (4,340,000)
Net cost (benefit)	\$ 64,061,000	\$ 64,788,000	\$ 727,000

NA = not applicable

** The figure represents the change for all facilities combined*

Source: R.W. Beck

Planning Level System Cost Analysis - Year 2010
(annual costs; not inflated; 2000 dollars)

Component	Status Quo	“Gaps” Targeted	Difference
On-Route Transport	NA	NA	NA
Off-Route Transport	\$ 22,930,000	\$ 21,540,000	\$ (1,390,000)
New Transfer Station	\$ 0	\$ 8,188,000	\$ 8,188,000
Recycle America	\$ 1,615,000	\$ 7,454,000	\$ 5,839,000
WRI	\$ 2,249,000	\$ 2,193,000	\$ (56,000)
Metro facilities	\$ 30,372,000	\$ 23,598,000	\$ (6,774,000)
Other facilities*	\$ 17,072,000	\$ 11,796,000	\$ (5,276,000)
Net cost (benefit)	\$ 74,238,000	\$ 74,769,000	\$ 531,000

NA = not applicable

** The figure represents the change for all facilities combined*

Source: R.W. Beck

Finally, although this cost analysis does not mean a private firm will not build a facility in this location, it points out the cost effectiveness of capitalizing on existing facilities, consistent with the RSWMP objectives for extending and enhancing the infrastructure already in place.

VI. METRO FISCAL IMPACTS

Metro Costs

Metro's costs change as tonnage shifts to new transfer stations. These changes are reflected in costs to operate its two transfer stations, and to transport and dispose of the waste. Generally these costs decline as the waste shifts to the new facilities. Under the scenario where two transfer stations are added to the system, the cost at Metro facilities would decline by over \$7 million (almost \$9.5 million in inflated dollars).

Metro Fiscal Impacts

While overall Metro's costs decline as waste shifts to other facilities, its unit cost (cost per ton) increases. This is due to the declining block rate structure of its transfer station operation and disposal contracts, and the fixed costs charged only at Metro's facilities. Metro's unit cost for the two transfer stations would rise about \$1.70 per ton (\$2.26 in inflated dollars in 2010) under the scenarios above. If Metro makes no changes to its cost or rate structures, this might ultimately have to be reflected in the tip fee.

Conclusion

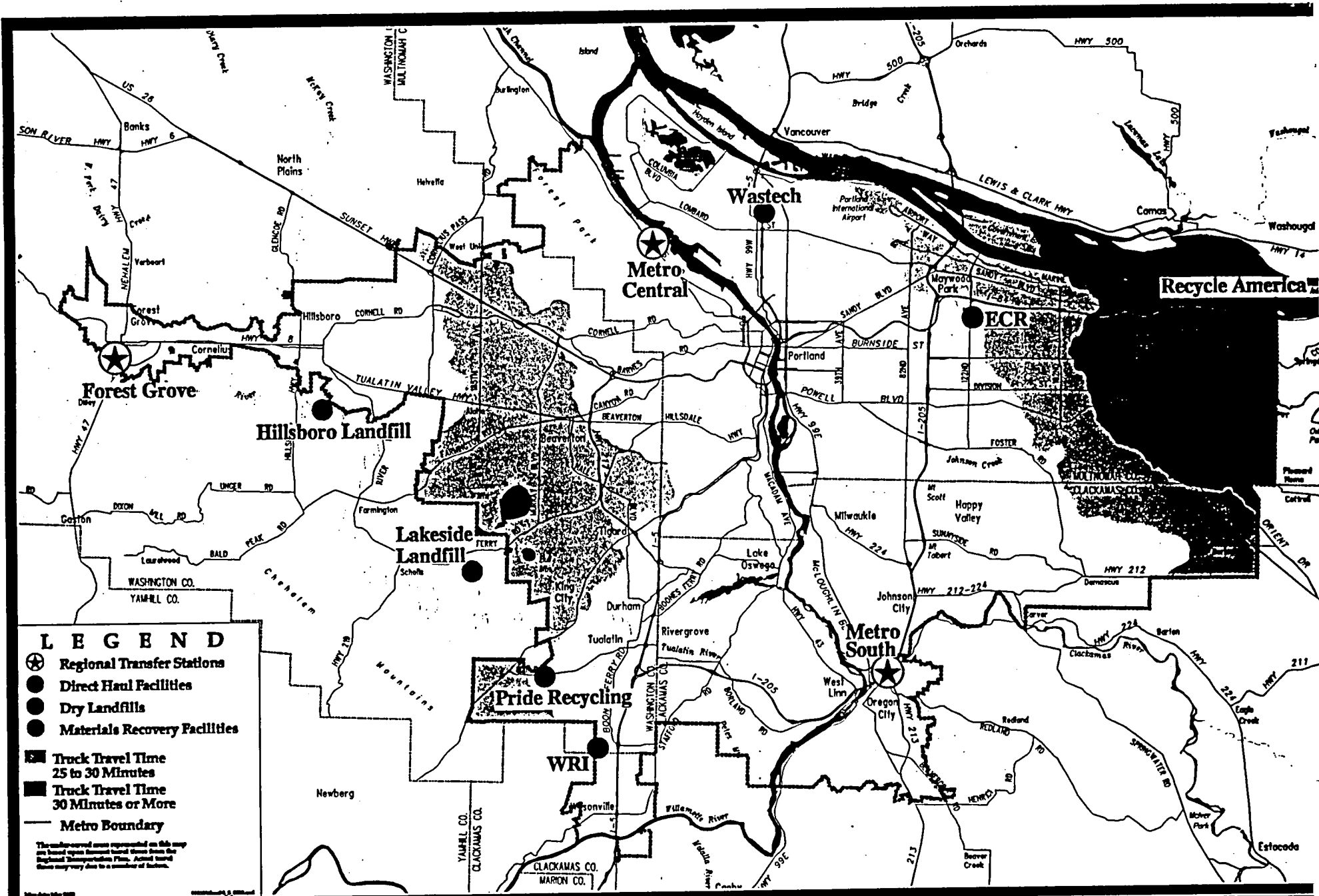
This report recommends that the Regional Solid Waste Management Plan (RSWMP) and Metro's regulatory code (Chapter 5.01) be amended to establish a framework, that would allow Metro to consider authorizing new transfer stations where positive benefits can be demonstrated. New transfer stations, under the appropriate set of circumstances, can provide a positive benefit to the regional solid waste system. Any new transfer stations would be required to provide a full range of public services, including provision of a recycling drop site, accommodating household hazardous waste collection, accepting all customers, and achieving a minimum material recovery rate of 25 percent. Amending the RSWMP and Metro regulations to allow Metro Council to consider applications for adding new transfer stations to the existing solid waste system, requires action on the attached ordinances by the Metro Council.

The amendments proposed under Ordinances No. 00-865, No. 00-866 and No. 00-867 will provide a framework with evaluation criteria, that will implement the recommendations described in this report. These amendments are consistent with the overall goal of the RSWMP which is to continue to develop and implement a Solid Waste Management Plan that achieves a solid waste system that is regionally balanced, environmentally sound, cost-effective, technologically feasible and acceptable to the public.

VIII. EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Ordinances No. 00-865, No. 00-866 and No. 00-867.

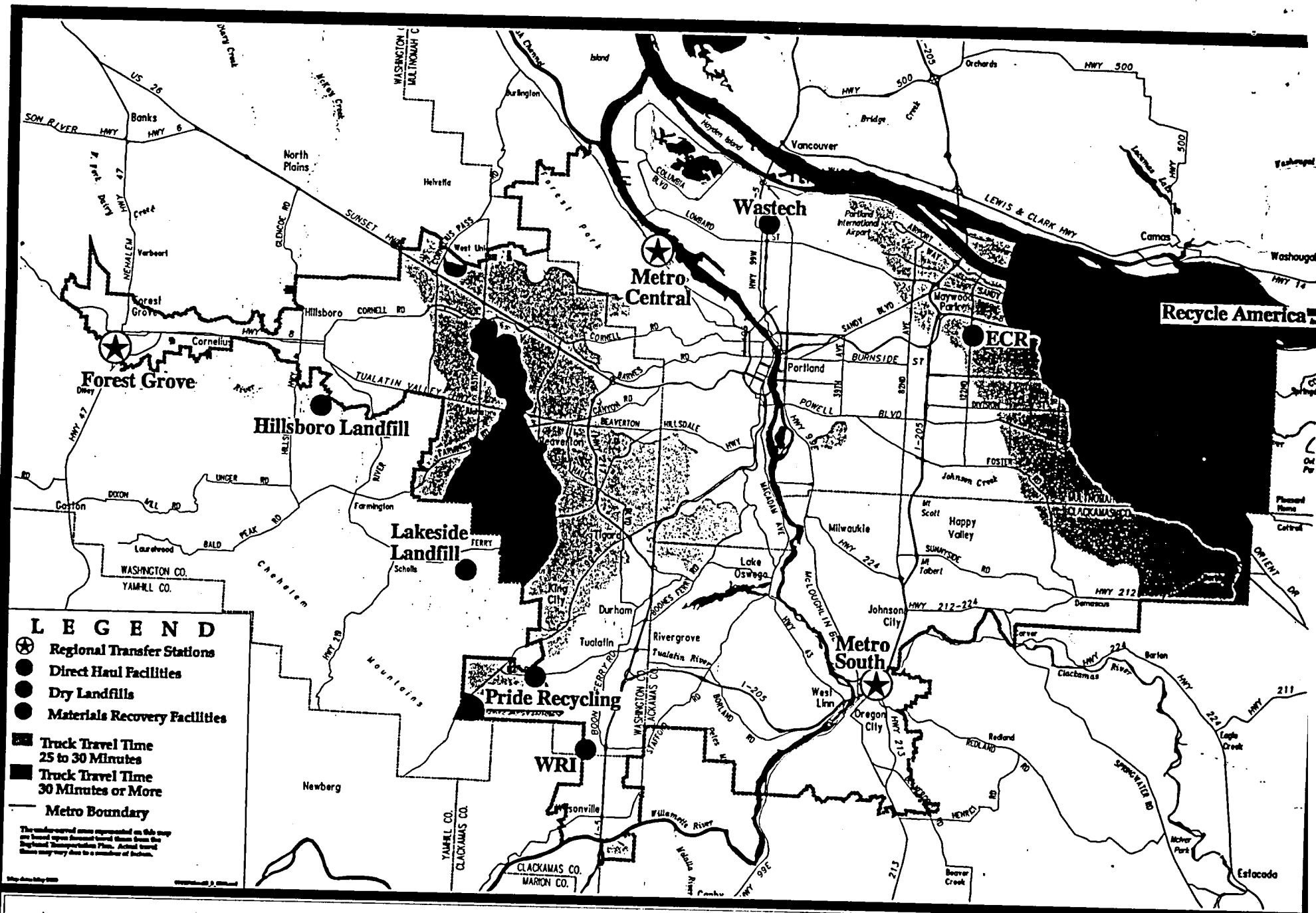
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Travel Time to Existing Regional Transfer Stations (1994)

ATTACHMENT 1(a)





Travel Time to Existing Regional Transfer Stations (2015)

Agenda Item Number 7.5

Ordinance No. 00-866, For the Purpose of Amending Metro Code Chapter 5.01 Related to Solid Waste Facilities.

Second Reading

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) METRO ORDINANCE NO. 00-866
METRO CODE CHAPTER 5.01)
RELATED TO SOLID WASTE) Introduced by
FACILITIES.) Executive Officer Mike Burton

WHEREAS, The Metro Council is considering Ordinance No. 00-865 amending the Regional Solid Waste Management Plan; and

WHEREAS, If such amendments are approved by Metro Council, it is necessary to amend Metro Code Chapter 5.01 to implement these amendments; and

WHEREAS, This ordinance was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. Metro Code Section 5.01.010 is amended to read:

5.01.010 Definitions

For the purposes of this chapter unless the context requires otherwise the following terms shall have the meaning indicated:

(a) "Activity" means a primary operation or function that is performed in a Solid Waste Facility or at a Disposal Site, including but not limited to Resource Recovery, Composting, Energy Recovery, and other types of Processing; Recycling; Transfer; incineration; and disposal of Solid Waste; but excluding operations or functions such as Segregation that serve to support the primary Activity.

(b) "Agronomic application rate" has the meaning provided in OAR 340-93-030(4)

(c) "Certificate" means the permission given by the Executive Officer to operate certain solid waste Activities

(d) "Cleanup Material Contaminated By Hazardous Substances" means solid waste resulting from the cleanup of releases of hazardous substances into the environment, including petroleum contaminated soils and sandbags from chemical spills. Cleanup Material Contaminated By Hazardous Substances does not mean solid waste generated by manufacturing or industrial processes.

(de) "Code" means the Metro Code.

(ef) "Compost" means the stabilized product of composting.

(fg) "Composting" means the controlled biological decomposition of organic material.

(gh) "Composting Facility" means a site or facility which utilizes organic material to produce a useful product through the process of composting.

(hi) "Council" means the Metro council.

(ij) "DEQ" means the Department of Environmental Quality of the State of Oregon.

(jk) "Direct haul" means the delivery of Putrescible Waste from a Solid Waste Facility directly to Metro's contract operator for disposal of Putrescible Waste. Direct Haul is an Activity under this chapter.

(kl) "Disposal site" means the land and facilities used for the disposal of Solid Wastes whether or not open to the public, but does not include transfer stations or processing facilities.

(lm) "District" has the same meaning as in Code section 1.01.040.

(mn) "Energy recovery" means a type of Resource Recovery that is limited to methods in which all or a part of Solid Waste materials are processed to use the heat content, or other forms of energy, of or from the material.

(no) "Executive officer" means the Metro Executive Officer or the Executive Officer's designee.

(op) "Franchise" means the grant of authority or privilege given by the Council to operate a Disposal Site, a Transfer Station or a Resource Recovery facility.

(pq) "Franchisee" means the person to whom a Franchise is granted by the Council under this chapter.

(qr) "Franchise fee" means the fee charged by the district to the Franchisee for the administration of the Franchise.

(fs) "Hazardous waste" has the meaning provided in ORS 466.005.

(st) "Household hazardous waste" means any discarded, useless or unwanted chemical, material, substance or product that is or may be hazardous or toxic to the public or the environment and is commonly used in or around households and is generated by the household. "Household hazardous waste" may include but is not limited to some cleaners, solvents, pesticides, and automotive and paint products.

(tu) "Inert" means containing only constituents that are biologically and chemically inactive and that, when exposed to biodegradation and/or leaching, will not adversely impact the waters of the state or public health.

(uv) "License" means the permission given by the Council or Executive Officer to operate a Solid Waste Facility not exempted or requiring a Certificate or Franchise under this chapter that Transfers, and Processes Solid Waste, and may perform other authorized Activities.

(vw) "Licensee" means the person to whom a License is granted by the Council or Executive Officer under this chapter.

(x) "Local Transfer Station" means a Transfer Station that delivers each calendar year to Disposal Sites or other Solid Waste Facilities 50,000 or fewer tons of Solid Waste, excluding special waste and recovered materials.

(wy) "Material recovery" means a type of Resource Recovery that is limited to mechanical methods of obtaining from Solid Waste materials which still have useful physical or chemical properties and can be reused, recycled, or composted for some purpose. Material Recovery includes obtaining from Solid Waste materials used in the preparation of fuel, but excludes the extraction of heat content or other forms of energy from the material.

(xz) "Metro Designated Facility" means a facility in the system of transfer stations, Metro Franchised facilities and landfills authorized under chapter 5.05 of this Title to accept waste generated in the area within the jurisdiction of Metro.

(yaa) "Non-putrescible waste" means any Waste that contains trivial amounts of Putrescible materials. This category includes construction, demolition debris, and land clearing debris; but excludes Source-Separated Recyclable Material whether or not sorted into individual material categories by the generator.

(ybb) "Non-putrescible waste" means any Waste that contains no more than -trivial amounts of Putrescible materials or minor amounts of Putrescible materials contained in such a way that they can be easily separated from the remainder of the load without causing contamination of the load. This category includes construction, demolition debris, and land clearing debris; but excludes Cleanup Materials Contaminated by Hazardous Substances

and Source-Separated Recyclable Material whether or not sorted into individual material categories by the generator.

(~~zcc~~) "Person" has the same meaning as in Code section 1.01.040.

(~~aadd~~) "Petroleum contaminated soil" means soil into which hydrocarbons, including gasoline, diesel fuel, bunker oil or other petroleum products have been released. Soil that is contaminated with petroleum products but also contaminated with a hazardous waste as defined in ORS 466.005, or a radioactive waste as defined in ORS 469.300, is not included in the term.

(~~bbee~~) "Process," "Processing" or "Processed" means a method or system of altering the form, condition or content of Wastes, including but not limited to composting, vermiprocessing and other controlled methods of biological decomposition; classifying; separating; shredding, milling, pulverizing, or hydropulping; but excluding incineration or mechanical volume reduction techniques such as baling and compaction.

(~~ceff~~) "Processing facility" means a place or piece of equipment where or by which Solid Wastes are processed. This definition does not include commercial and home garbage disposal units, which are used to process food wastes and are part of the sewage system, hospital incinerators, crematoriums, paper shredders in commercial establishments, or equipment used by a recycling drop center.

(~~degg~~) "Processing residual" means the Solid Waste destined for disposal which remains after Resource Recovery has taken place.

(~~eehh~~) "Putrescible" means rapidly decomposable by microorganisms, which may give rise to foul smelling, offensive products during such decomposition or which is capable of attracting or providing food for birds and potential disease vectors such as rodents and flies.

(~~ffii~~) "Putrescible waste" means Waste containing Putrescible material.

(~~ggjj~~) "Rate" means the amount approved by the district and charged by the Franchisee, excluding the user fee and franchise fee.

(~~hhkk~~) "Recyclable material" means material that still has or retains useful physical, chemical, or biological properties after serving its original purpose(s) or function(s), and that can be reused, recycled, or composted for the same or other purpose(s).

(~~ii ll~~) "Recycling" means any process by which Waste materials are transformed into new products in such a manner that the original products may lose their identity.

(~~jjmm~~) "Recycling drop center" means a facility that receives and temporarily stores multiple source separated recyclable materials, including but not limited to glass,

scrap paper, corrugated paper, newspaper, tin cans, aluminum, plastic and oil, which materials will be transported or sold to third parties for reuse or resale.

~~(kkn)~~ "Regional Solid Waste Management Plan" means the Regional Solid Waste Management Plan adopted as a functional plan by Council and approved by DEQ.

(oo) "Regional Transfer Station" means a Transfer Station that delivers each calendar year to Disposal Sites or other Solid Waste Facilities more than 50,000 tons of Solid Waste.

~~(lpp) "Reload" or "Reload facility" means a facility that performs only Transfer only by means of~~

~~(vv) "Transfer station" means a fixed or mobile facilities including but not limited to drop boxes and gondola cars, but excluding solid waste collection vehicles, normally used as an adjunct of a solid waste collection and disposal system or resource recovery system, between a collection route and a Solid Waste processing facility or a disposal site. This definition does not include solid waste collection vehicles.~~

~~(mmqg) "Resource recovery " means a process by which useful material or energy resources are obtained from Solid Waste.~~

~~(nrr) "Reuse" means the return of a commodity into the economic stream for use in the same kind of application as before without change in its identity.~~

~~(oess) "Segregation" means the removal of prohibited wastes, unauthorized wastes, bulky material (such as but not limited to white goods and metals) incidental to the Transfer of Solid Waste. Segregation does not include Resource Recovery or other Processing of Solid Waste. The sole intent of segregation is not to separate Useful Material from the Solid Waste but to remove prohibited, unauthorized waste or bulky materials that could be hard to handle by either the facility personnel or operation equipment.~~

~~(ppt) "Solid waste" means all Putrescible and Non-Putrescible Wastes, including without limitation, garbage, rubbish, refuse, ashes, waste paper and cardboard; discarded or abandoned vehicles or parts thereof; sewage sludge, septic tank and cesspool pumpings or other sludge; commercial, industrial, demolition and construction waste; discarded home and industrial appliances; asphalt, broken concrete and bricks; manure, vegetable or animal solid and semi-Solid Wastes, dead animals, infectious waste as defined in ORS 459.386, petroleum-contaminated soils and other wastes; but the term does not include:~~

- ~~(1) Hazardous wastes as defined in ORS 466.005;~~
- ~~(2) Radioactive wastes as defined in ORS 469.300;~~

- (3) Materials used for fertilizer, soil conditioning, humus restoration, or for other productive purposes or which are salvageable for these purposes and are used on land in agricultural operations and the growing or harvesting of crops and the raising of fowls or animals, provided the materials are used at or below agronomic application rates; or
- (4) Explosives.

(qquu) "Solid waste facility" means the land and buildings at which Solid Waste is received for Transfer, Resource Recovery, and/or Processing but excludes disposal.

(#fvv) "Source Separate" or "Source Separated" or "Source Separation" means that the person who last uses recyclable material separates the recyclable material from Solid Waste.

(ssww) "Source-separated recyclable material" or "Source-separated recyclables" means material that has been Source Separated for the purpose of Reuse, Recycling, or Composting. This term includes Recyclable Materials that are Source Separated by material type (i.e., source-sorted) and Recyclable Materials that are mixed together in one container (i.e., commingled).

(#txx) "System cost" means the sum of the dollar amounts expended for collection, hauling, processing, transfer and disposal of all Solid Waste generated within the District.

(uuuy) "Transfer" means the Activity of receiving Solid Waste for purposes of transferring the Solid Waste from one vehicle or container to another vehicle or container for transport. Transfer may include segregation, temporary storage, consolidation of Solid Waste from more than one vehicle, and compaction, but does not include Resource Recovery or other Processing of Solid Waste.

(wvzz) "Transfer station" means a Solid Waste Facility whose primary Activities include, but are not limited to, the Transfer of Solid Waste. ~~fixed or mobile facilities including but not limited to drop boxes and gondola cars normally used as an adjunct of a solid waste collection and disposal system or resource recovery system, between a collection route and a processing facility or a disposal site. This definition does not include solid waste collection vehicles.~~

(wwaaa) "Useful material" means material that still has or retains useful physical, chemical, or biological properties after serving its original purpose(s) or function(s), and which, when separated from Solid Waste, is suitable for use in the same or other purpose(s). Types of Useful Materials are: material that can be Reused; Recyclable Material; organic material(s) suitable for controlled biological decomposition such as for making Compost; material used in the preparation of fuel; material intended to be used, and which is in fact used, for construction or land reclamation such as Inert

material for fill; and material intended to be used, and which is in fact used, productively in the operation of landfills such as roadbeds or alternative daily cover. For purposes of this Code, Cleanup Material Contaminated By Hazardous Substances are not Useful Materials.

(~~xx~~bbb) "User fee" means a user fee established by the district under ORS 268.515.

(~~yy~~ccc) "Vermiprocessing" means a controlled method or system of biological Processing that utilizes worms to consume and digest organic materials, and that produces worm castings for productive uses.

(~~zz~~ddd) "Waste" means any material considered to be useless, unwanted or discarded by the person who last used the material for its intended and original purpose.

(~~aa~~eee) "Yard debris" means vegetative and woody material generated from residential property or from commercial landscaping activities. "Yard debris" includes landscape waste, grass clippings, leaves, hedge trimmings, stumps and other vegetative waste having similar properties, but does not include demolition debris, painted or treated wood.

(~~bb~~fff) "Yard debris facility" means a yard debris processing facility or a yard debris reload facility.

(~~cc~~ggg) "Yard debris reload facility" means an operation or facility that receives yard debris for temporary storage, awaiting transport to a processing facility.

SECTION 2. Metro Code Section 5.01.040 is amended to read:

5.01.040 Exemptions

(a) In furtherance of the purposes set forth in this chapter, the Metro Council declares the provisions of this chapter shall not apply to:

- (1) Municipal or industrial sewage treatment plants accepting sewage, sludge, septic tank and cesspool pumpings or other sludge;
- (2) Disposal Sites, Transfer Stations, or Solid Waste Facilities owned or operated by the District.
- (3) Facilities that exclusively receive non-Putrescible Source-Separated Recyclable Materials
- (4) Facilities that exclusively receive, process, transfer or dispose of Inert Wastes;

- (5) The following operations, which do not constitute yard debris facilities:
- (A) Persons who generate and maintain residential compost piles for residential garden or landscaping purposes.
 - (B) Residences, parks, community gardens and homeowner associations.
 - (C) Universities, schools, hospitals, golf courses, industrial parks, and other similar facilities, if the landscape waste or yard debris was generated from the facility's own activities, the product remains on the facility grounds, and the product is not offered for off-site sale or use.
 - (D) Operations or facilities that chip or grind wood wastes (e.g. untreated lumber, wood pallets), unless such chipped materials are composted at the site following chipping or grinding.
- (6) Temporary transfer stations or processing centers established and operated by a government for 60 days or less to temporarily receive, store or process Solid Waste if the District finds an emergency situation exists.
- (7) Any Reload facility facilities that deliver:
- (A) Accepts Solid Waste collected under the authority of a single franchise granted by a local government unit, or from multiple franchises so long as the area encompassed by the franchises is geographically contiguous; and
 - (B) Is owned or controlled by the same person granted franchise authority ascribed in subsection (A); and
 - (CA) Delivers any Putrescible Waste accepted at the facility to a Transfer Station owned, operated, Licensed or Franchised by the District; and and
 - (DB) Delivers all other Solid Waste accepted at the facility except Inert Wastes to a Metro Designated Facility authorized to accept said Solid Waste, or to another facility or Disposal Site under authority of a Metro Non-System License issued pursuant to chapter 5.05.

- (8) Persons who own or operate a mobile facility that processes Petroleum Contaminated Soil at the site of origin and retains any treated Petroleum Contaminated Soil on the site of origin.

(b) Notwithstanding section 5.01.040(a)(2) of this chapter, the District shall comply with section 5.01.150, User Fees.

SECTION 3. Metro Code Section 5.01.045 is amended to read:

5.01.045 Certificate, License and Franchise Requirements

(a) A Metro Solid Waste Certificate shall be required of the Person owning or controlling a facility which:

- (1) Processes Non-Putrescible Waste if such processing results in Processing Residual of less than ten percent; or
- (2) Processes Petroleum Contaminated Soil by thermal destruction, distillation, bioremediation, or by any other methods that either destroys or removes and contains such petroleum contamination from the soil.

(b) A Metro Solid Waste License shall be required of the Person owning or controlling a facility at which any of the following Activities are performed:

- (1) Processing of Non-Putrescible Waste that results in Processing Residual of more than ten percent.
- (2) Processing or Reloading of Yard Debris. A local government that owns or operates a yard debris facility may enter into an intergovernmental agreement with Metro under which the local government will administer and enforce yard debris standards at the facility in lieu of compliance with this chapter.
- (3) ~~Operation of a Local Transfer Station of Putrescible Waste, and any other Activity or combination of Activities taking place in the same facility that results in disposal of fewer than 50,000 tons of Solid Waste including Processing Residual during any calendar year.~~
- (4) Operation of a Reload unless exempt under section 5.01.040(a)(7) of this chapter.

(c) A Metro Solid Waste Franchise shall be required for the Person owning or controlling a facility at which any of the following Activities are performed:

- (1) ~~Operation of a Regional Transfer Station, of Putrescible Waste, and any other Activity or combination of Activities taking place in the same facility that results in disposal of more than 50,000 tons of Solid Waste including Processing Residual during any calendar year.~~
- (2) Operation of a Disposal Site or of an Energy Recovery Facility.
- (3) Any process using chemical or biological methods whose primary purpose is reduction of Solid Waste weight or volumes.
- (4) Delivery of Putrescible Waste directly from the facility to any Disposal Site. ~~Metro's contract operator for disposal of Putrescible Waste.~~
- (5) Any other Activity not listed in this section, or exempted by Metro Code section 5.01.040.

SECTION 4. Metro Code Section 5.01.060 is amended to read:

5.01.060 Applications for Certificates, Licenses or Franchises

(a) Applications for a Certificate, Franchise or License or for renewal of an existing Certificate, Franchise or License shall be filed on forms or in the format provided by the Executive Officer.

(b) In addition to any information required on the forms or in the format provided by the Executive Officer, all applications shall include a description of the Activities proposed to be conducted and a description of Wastes sought to be accepted.

(c) In addition to the information required on the forms or in the format provided by the Executive Officer, applications for a License or Franchise shall include the following information to the Executive Officer:

- (1) Proof that the applicant can obtain the types of insurance specified by the Executive Officer during the term of the Franchise or License;
- (2) A duplicate copy of all applications for necessary DEQ permits and any other information required by or submitted to DEQ;
- (3) A duplicate copy of any closure plan required to be submitted to DEQ, or if DEQ does not require a closure plan, a closure document describing closure protocol for the Solid Waste Facility at any point in its active life;

- (4) A duplicate copy of any documents required to be submitted to DEQ demonstrating financial assurance for the costs of closure, or if DEQ does not require such documents, proof of financial assurance for the costs of closure of the facility;
- (5) Signed consent by the owner(s) of the property to the proposed use of the property. The consent shall disclose the property interest held by the Licensee or Franchisee, the duration of that interest and shall include a statement that the property owner(s) have read and agree to be bound by the provisions of section 5.01.180(e) of this chapter if the License or Franchise is revoked or any License or Franchise renewal is refused;
- (6) Proof that the applicant has received proper land use approval; or, if land use approval has not been obtained, a written recommendation of the planning director of the local governmental unit having land use jurisdiction regarding new or existing disposal sites, or alterations, expansions, improvements or changes in the method or type of disposal at new or existing disposal sites. Such recommendation may include, but is not limited to a statement of compatibility of the site, the Solid Waste Disposal Facility located thereon and the proposed operation with the acknowledged local comprehensive plan and zoning requirements or with the Statewide Planning Goals of the Land Conservation and Development Commission; and
- (7) Identify any other known or anticipated permits required from any other governmental agency. If application for such other permits has been previously made, a copy of such permit application, and any permit that has been granted shall be provided.

(d) ~~An application for to deliver more than 50,000 tons per calendar year of Solid Waste to a Transfer Station or Disposal Site from a non-exempt facility that is authorized to accept Putrescible Waste~~ shall be accompanied by an analysis showing that the proposed facility is consistent with the Regional Solid Waste Management Plan.

(e) A person holding or making application for a Solid Waste Facility License or Franchise from Metro authorizing receipt of Putrescible Waste may make application to deliver Putrescible Waste directly to Metro's contract operator for disposal of Putrescible Waste. Said application must be accompanied by: (A) a showing that the proposed Direct Haul authorization is consistent with the Regional Solid Waste Management Plan, and (B) an analysis of the System Costs with and without the authorization for Direct Haul from the Solid Waste Facility.

SECTION 5. Metro Code Section 5.01.125 is amended to read:

5.01.125 Obligations and Limits for Selected Types of Activities

(a) A holder of a Certificate, License or Franchise authorized to perform for a Material Recovery facility, Reload or Local Transfer Station, or a holder of a Franchise issued after July 1, 2000 for a Regional Transfer Station shall perform Material Recovery from Non-Putrescible Waste accepted at the facility, or shall deliver Non-Putrescible Waste to a Solid Waste facility whose primary purpose is to recover useful materials from Solid Waste.

(b) A holder of a Certificate, License or Franchise for a Material Recovery facility or Local Transfer Station, or a holder of a Franchise issued after July 1, 2000 for a Regional Transfer Station, shall recover at least 25% by weight of non-putrescible waste accepted at the facility and waste delivered by public customers. Failure to maintain the minimum recovery rate specified in this section shall constitute a violation enforceable under Metro Code section 5.01.180 and 5.01.200.

(cb) In addition to the requirements of (a) and (b) in this subsection, holders of a Licensees or Franchisees for a Local Transfer Station: who deliver 50,000 or fewer tons per calendar year of Solid Waste to all Transfer Stations and Disposal Sites from a Solid Waste Facility authorized to accept Putrescible Waste:

(1) Shall accept Putrescible Waste originating within the Metro boundary only from persons who are franchised or permitted by a local government unit to collect and haul Putrescible Waste.

(2) Shall not accept hazardous waste.

(c) In addition to the requirements of (a) and (b) in this subsection, holders of a Franchisees for a Regional Transfer Station issued after July 1, 2000: who deliver more than 50,000 tons per calendar year of Solid Waste to all Transfer Stations and Disposal Sites from a Solid Waste Facility authorized to accept Putrescible Waste:

(1) Shall accept authorized Solid Waste originating within the Metro boundary from any person who delivers authorized waste to the facility, on the days and at the times established by Metro in approving the Franchise application.

(2) Shall provide an area for collecting Household Hazardous Waste from residential generators at the Franchised Solid Waste Facility, or at another location more convenient to the population being served by the franchised Solid Waste Facility, on the days and at the times established by Metro the Executive Officer in approving the Franchise application.

(3) Shall provide an area for collecting source-separated recyclable materials without charge at the Franchised Solid Waste Facility, or at another location more convenient to the population being served by the franchised Solid Waste Facility, on the days and at the times established by Metro ~~the Executive Officer~~ in approving the Franchise application.

SECTION 6. Metro Code Section 5.01.150 is amended to read:

5.01.150 User Fees

(a) Notwithstanding section 5.01.040(a)(2) of this chapter, the Council ~~shall~~ will set user fees annually, and more frequently if necessary, which fees shall apply to Solid Waste Facilities or Disposal Sites which are owned, operated, Certified, Licensed, or Franchised by the district or which are liable for payment of user fees pursuant to a special agreement with the district.

(b) User fees shall not apply to:

(1) Solid waste received at facilities that are certified, licensed, franchised or exempt from regulation under this Chapter, other than any Disposal Sites or Transfer Stations that are not subject to the requirements of section 5.01.125(a) Non-putrescible Wastes accepted at a Franchised or Licensed Solid Waste Facility that is authorized to perform only Materials Recovery or Recycling Activities; or

(2) Cleanup Material Contaminated By Hazardous Substances Petroleum Contaminated Soils accepted at Certified facilities that treat said Cleanup Material Contaminated By Hazardous Substances petroleum contaminated soil to applicable DEQ standards; or

(3) Source-separated yard debris accepted at Licensed yard debris processing facilities or yard debris reload facilities; or

~~(4) Wastes accepted at a Licensed or Franchised Solid Waste Facility that delivers Putrescible Waste to a Transfer Station owned, operated, Licensed or Franchised by the District, or to the District's contract operator for the disposal of Putrescible Waste; and that delivers Non-Putrescible Waste and Processing Residuals to: (A) a Licensed or Franchised facility that is authorized to perform Materials Recovery or Recycling Activities, or (B) to a Solid Waste Facility or Disposal Site listed as a Metro Designated~~

~~Facility in chapter 5.05, or (C) another facility or Disposal Site under authority of a Metro Non-System License issued pursuant to chapter 5.05, provided that the Person holding the Non-System License and License or Franchise pays all fees and taxes required by this Code; or~~

(45) Useful Material that is accepted at a Disposal Site that is listed as a Metro Designated Facility in chapter 5.05 or accepted at a Disposal Site under authority of a Metro Non-System License issued pursuant to chapter 5.05, provided that the Useful Material: (A) is intended to be used, and is in fact used, productively in the operation of the Disposal Site such as for roadbeds or alternative daily cover; and (B) is accepted at the Disposal Site at no charge; or

(5) Processing Residual produced by any tire processor that is regulated pursuant to this chapter and that sorts, classifies or processes used tires into fuel or other products, provided said Processing Residual conforms to Environmental Quality Commission standards established pursuant to ORS 459.710(2). This exemption is only granted to the extent, and under the terms, specified in the Metro certificate, license or franchise.

(c) Notwithstanding any other provisions of this Code, user fees shall apply to Cleanup Material Contaminated By Hazardous Substances that is derived from an environmental cleanup of a nonrecurring event, and delivered to any Solid Waste System Facility authorized to accept such substances. Such Cleanup Materials Contaminated By Hazardous Substances may be subject to credits against user fees pursuant to sections 5.02.047(c) and (d) of this Code. ~~petroleum contaminated soils disposed of by landfilling.~~

(d) User fees shall be in addition to any other fee, tax or charge imposed upon a Solid Waste Facility or Disposal Site.

(e) User fees shall be separately stated upon records of the Solid Waste Facility or Disposal Site.

(f) User fees and finance charges on user fees shall be paid as specified in Metro Code section 5.02.055.

(g) There is no liability for user fees on charge accounts that are worthless and charged off as uncollectible, provided that an affidavit is filed with the district stating the name and amount of each uncollectible charge account and documenting good faith efforts that have been made to collect the accounts. User fees may not be deemed uncollectible unless the underlying account is also uncollectible. If the fees have previously been paid, a deduction may be taken from the next payment due to the district for the amount found worthless and charged off. If any such account is thereafter

collected, in whole or in part, the amount so collected shall be included in the first return filed after such collection, and the fees shall be paid with the return.

(h) All user fees shall be paid in the form of a remittance payable to the district. All user fees received by the district shall be deposited in the solid waste operating fund and used only for the administration, implementation, operation and enforcement of the Regional Solid Waste Management Plan.

(i) Certificate, License or Franchise holders are eligible to apply for and receive Regional System Fee Credits pursuant to section 5.02.047 of the Metro Code.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

EXECUTIVE SUMMARY
ORDINANCE NO. 00-866 AND ORDINANCE NO. 00-867
AMEND METRO CODE RELATED TO FACILITIES AND SYSTEM FEE CREDITS

PROPOSED ACTIONS

Adopt Ordinances No. 00-866 and No. 00-867, which amend the Metro Code Chapters 5.01 and 5.02, respectively, to implement the guiding policies contained in the RSWMP amendments under Ordinance No. 00-865 related to disposal sites.

WHY NECESSARY

- If Council were to approve amendments to the Regional Solid Waste Management Plan consistent with the option laid out in Ordinance No. 00-865, then Metro could begin considering applications for “large” transfer stations. To implement this change, Metro Code would be amended to formally define a “Regional Transfer Station,” to re-affirm the obligations currently specified in Metro Code for “large” transfer stations, and to include a minimum recovery rate requirement of 25% from non-putrescible waste.
- The recovery requirements would also be imposed on local transfer stations and MRFs, primarily for equity; but also to strengthen the effect of the policy by minimizing the number of alternatives that are not subject to the recovery requirement.
- The proposed revisions to the Code definitions clarifies the purpose, obligations and limits of specific solid waste facilities: reloads, local transfer stations and regional transfer stations.

ISSUES / CONCERNS

- This recovery rate reflects a balance between a number that is real and achievable at a solid waste facility, and a concern that too-high a standard might provide a disincentive to serve source-separation programs.
- The proposed amendments maintain a distinction between types of solid waste facilities, and specifies the level of public obligations and operating conditions that would be required of them.

BUDGET / FINANCIAL IMPACTS

- Metro’s costs change as tonnage shifts to new transfer stations. These changes are reflected in costs to operate its two transfer stations, and to transport and dispose of the waste. Generally these costs decline as the waste shifts to the new facilities. Under the scenario where two transfer stations are added to the system, the cost at Metro facilities would decline by over \$7 million (almost \$9.5 million in inflated dollars).
- While overall Metro’s costs decline as waste shifts to other facilities, its unit cost (cost per ton) increases. This is due to the declining block rate structure of its transfer station operation and disposal contracts, and the fixed costs charged only at Metro’s facilities. Metro's unit cost for the two transfer stations would rise about \$1.70 per ton (\$2.26 in inflated dollars in 2010) under the scenarios above. If Metro makes no changes to its cost or rate structures, this might ultimately have to be reflected in the tip fee.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 00-866 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 5.01 RELATED TO SOLID WASTE FACILITIES.

DATE: June 1, 2000

Presented by: Terry Petersen
Doug Anderson

Action Requested and Purpose of the Ordinance

The Metro Council is considering Ordinance No. 00-865, which would amend the Regional Solid Waste Management Plan regarding disposal facilities.

If these Plan amendments are adopted, it is also necessary to amend Metro Code Chapter 5.01, "Solid Waste Facility Regulation," to implement these amendments.

Please see the staff report for Ordinance No. 00-865 for the relationship between this Ordinance No. 00-866 and the Plan amendments.

The Council is requested to adopt Ordinance No. 00-866 if the Council adopts Ordinances, No. 00-865.

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Agenda Item Number 7.6

Ordinance No. 00-867, For the Purpose of Amending Metro Code Chapter 5.02 Related to Regional System Fee Credits and Making other related changes.

Second Reading

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) METRO ORDINANCE NO. 00-867
METRO CODE CHAPTER 5.02)
RELATED TO REGIONAL SYSTEM) Introduced by
FEE CREDITS AND MAKING) Executive Officer Mike Burton
RELATED CHANGES)

WHEREAS, The Metro Council is considering Ordinance No. 00-865 amending the Regional Solid Waste Management Plan; and

WHEREAS, The Metro Council is considering Ordinance No. 00-866 amending Metro Code Chapter 5.01 to implement the changes in Ordinance No. 00-865; and

WHEREAS, If such amendments are approved by Metro Council, it is necessary to amend Metro Code Chapter 5.02 for consistency with these changes; and

WHEREAS, This ordinance was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. Section 2 is added to and made a part of Metro Code Chapter 5.02.015.

SECTION 2(a).

"Solid waste system facility" shall have the meaning assigned thereto in Metro Code section 7.01.010.

SECTION 2(b).

"Cleanup Material Contaminated By Hazardous Substances" means solid waste resulting from the cleanup of releases of hazardous substances into the environment, including petroleum contaminated soils and sandbags from chemical spills. Cleanup Material Contaminated By Hazardous Substances does not mean solid waste generated by manufacturing or industrial processes.

SECTION 3. Metro Code Section 5.02.045 is amended to read:

5.02.045 System Fees

(a) Regional System Fee: Solid waste ~~system disposal~~-facility operators shall collect and pay to Metro a Regional System Fee of \$21.90 per ton for the disposal of solid waste generated, originating, collected, or disposed of within Metro boundaries, in accordance with Metro Code section 5.01.150.

(b) Metro Facility Fee: Metro shall collect a Metro Facility Fee of \$2.55 per ton for all solid waste delivered to Metro Central Station or Metro South Station.

(c) System fees described in paragraph (a) shall not apply to exemptions listed in Section 5.01.150(b) of this Code. †

- ~~(1) Inert material, including but not limited to earth, sand, stone, crushed stone, crushed concrete, broken asphaltic concrete and wood chips used at disposal facilities for cover, diking, road base, or other productive use at such solid waste disposal facilities;~~
- ~~(2) Solid waste received at facilities which are licensed, franchised or exempt from regulation under Metro Code Chapter 5.01 and which accomplish materials recovery and recycling as a primary operation; or~~
- ~~(3) Solid waste received at Transfer Facilities which deliver such wastes to a Metro owned, licensed, franchised, or designated facility where Metro fees are collected and paid to Metro.~~

SECTION 4. Metro Code Section 5.02.047 is amended to read:

5.02.047 Regional System Fee Credits

(a) A solid waste facility which is certified, licensed or franchised by Metro pursuant to Metro Code Chapter 5.01 and which attains a Facility Retrieval Rate of 10 percent or greater shall be allowed a credit against the Regional System Fee otherwise due each month under Section 5.02.045 for disposal of Processing Residuals from the facility. The Facility Retrieval Rate and the Recovery Rate shall be calculated for each six-month period before the month in which the credit is claimed. The amount of such credit shall be in accordance with and no greater than as provided on the following table:

System Fee Credit Schedule

Recovery Rate		System Fee Credit of no more than
From Above	Up To & Including	
0%	20 24.99%	0.00
20 24.99%	25 30%	1.00 3.00
30%	35%	6.46
35%	40%	8.00
40%	45%	9.82
45%	100%	12.00

(b) The Executive Officer may establish additional administrative procedures regarding the Regional System Fee Credits, including, but not limited to establishing eligibility requirements for such credits and establishing incremental System Fee Credits associated with Recovery Rates which fall between the ranges set forth in paragraph (a) of this section.

(c) The following users of Metro solid waste system facilities shall be allowed a credit in the amount of \$9 per ton against the Regional System Fee otherwise due under Section 5.02.045(a):

- (1) Users of Metro Central and Metro South Transfer Stations;
- (2) Any Person delivering authorized waste:
 - (A) to any landfill or other solid waste facility that is authorized to receive such waste through a Metro license, certificate, franchise or Designated Facility Agreement; or
 - (B) under the authority of a Metro Non-System License.

(d) Any person delivering Cleanup Material Contaminated By Hazardous Substances that is derived from an environmental cleanup of a nonrecurring event, and delivered to any Solid Waste System Facility authorized to accept such substances shall be allowed a credit in the amount of \$10.40 against the Regional System Fee otherwise due under Section 5.02.045(a) of this Chapter.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

EXECUTIVE SUMMARY
ORDINANCE NO. 00-866 AND ORDINANCE NO. 00-867
AMEND METRO CODE RELATED TO FACILITIES AND SYSTEM FEE CREDITS

PROPOSED ACTIONS

Adopt Ordinances No. 00-866 and No. 00-867, which amend the Metro Code Chapters 5.01 and 5.02, respectively, to implement the guiding policies contained in the RSWMP amendments under Ordinance No. 00-865 related to disposal sites.

WHY NECESSARY

- If Council were to approve amendments to the Regional Solid Waste Management Plan consistent with the option laid out in Ordinance No. 00-865, then Metro could begin considering applications for “large” transfer stations. To implement this change, Metro Code would be amended to formally define a “Regional Transfer Station,” to re-affirm the obligations currently specified in Metro Code for “large” transfer stations, and to include a minimum recovery rate requirement of 25% from non-putrescible waste.
- The recovery requirements would also be imposed on local transfer stations and MRFs, primarily for equity; but also to strengthen the effect of the policy by minimizing the number of alternatives that are not subject to the recovery requirement.
- The proposed revisions to the Code definitions clarifies the purpose, obligations and limits of specific solid waste facilities: reloads, local transfer stations and regional transfer stations.

ISSUES / CONCERNS

- This recovery rate reflects a balance between a number that is real and achievable at a solid waste facility, and a concern that too-high a standard might provide a disincentive to serve source-separation programs.
- The proposed amendments maintain a distinction between types of solid waste facilities, and specifies the level of public obligations and operating conditions that would be required of them.

BUDGET / FINANCIAL IMPACTS

- Metro’s costs change as tonnage shifts to new transfer stations. These changes are reflected in costs to operate its two transfer stations, and to transport and dispose of the waste. Generally these costs decline as the waste shifts to the new facilities. Under the scenario where two transfer stations are added to the system, the cost at Metro facilities would decline by over \$7 million (almost \$9.5 million in inflated dollars).
- While overall Metro’s costs decline as waste shifts to other facilities, its unit cost (cost per ton) increases. This is due to the declining block rate structure of its transfer station operation and disposal contracts, and the fixed costs charged only at Metro’s facilities. Metro's unit cost for the two transfer stations would rise about \$1.70 per ton (\$2.26 in inflated dollars in 2010) under the scenarios above. If Metro makes no changes to its cost or rate structures, this might ultimately have to be reflected in the tip fee.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 00-867 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 5.02 RELATED TO REGIONAL SYSTEM FEE CREDITS AND MAKING RELATED CHANGES.

DATE: June 1, 2000

Presented by: Terry Petersen
Doug Anderson

Action Requested and Purpose of the Ordinance

The Metro Council is considering Ordinance No. 00-865, which would amend the Regional Solid Waste Management Plan regarding disposal facilities; and Ordinance No. 00-866, which would amend Metro Code Chapter 5.01, "Solid Waste Facility Regulation," to implement these amendments.

If these Plan amendments and Code changes are adopted, it is also necessary to amend Metro Code Chapter 5.02, "Disposal Charges and User Fees," for consistency with the changes to Chapter 5.01. Specifically:

- Minimum recovery rates are imposed on solid waste facilities, and the Region System Fee credit schedule is amended to reflect the minimum.
- Certain materials are used beneficially at solid waste disposal sites, and Region System Fee credits are created to encourage this practice.

Please see the staff report for Ordinance No. 00-865 for the relationship between this Ordinance No. 00-867 and the other two companion ordinances.

The Council is requested to adopt Ordinance No. 00-867 if the Council adopts the two companion ordinances, No. 00-865 and No. 00-866.

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Agenda Item Number 7.7

Ordinance No. 00-857B, For the Purpose of Amending Metro Code Chapter 7.01 to Convert the Excise Tax Levied on Solid Waste to a Tax Levied Upon Tonnage Accepted at Solid Waste Facilities, and Making Other Related Amendments.

Second Reading

Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO. 00-857B
METRO CODE CHAPTER 7.01 TO)
CONVERT THE EXCISE TAX LEVIED) Introduced by the Regional
ON SOLID WASTE TO A TAX LEVIED) Environmental Management
UPON TONNAGE ACCEPTED AT) Committee of the Metro Council
SOLID WASTE FACILITIES AND)
MAKING OTHER RELATED)
AMENDMENTS)

WHEREAS, ~~the State of Oregon Metro~~ has set a ~~recycling~~ Regional Recovery Rate goal for solid waste of 56 percent by the year 2005; and

WHEREAS, ~~recycling reduction~~ of solid waste in the region is of the utmost importance and should be a priority in Metro's solid waste fee system; and

WHEREAS, Metro needs a stable funding source for its charter mandated responsibilities; and

WHEREAS, Metro needs to respond to recent ~~centralization~~ consolidation within the solid waste industry; and

WHEREAS, newer processing facilities include both wet and dry waste components; and

WHEREAS, the purpose of this ordinance is to further ~~recycling~~ waste reduction and provide stability and predictability in the setting of solid waste fees during the Metro budget cycle; and

WHEREAS, Metro imposes an excise tax for the use of the facilities, equipment, systems, functions, services, or improvements, owned, operated, certified, licensed, franchised, or provided by Metro; and

WHEREAS, the tax is currently imposed as a percentage of the payment charged by Metro or by the operator of such solid waste facilities; and

WHEREAS, to enable Metro to fulfill its missions, it is desirable to change the method by which the tax on solid waste is imposed from the current method using a percentage of the payment charged for disposal to a method under which the tax is imposed upon each ton of solid waste disposed at solid waste facilities; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1. Metro Code Section 7.01.010 is amended to read:

For the purposes of this chapter unless the context requires otherwise the following terms shall have the meaning indicated:

(a) "Accrual basis accounting" means revenues are recorded in the accounting period in which they are earned and become measurable whether received or not.

(b) "Cash basis accounting" means revenues are recorded when cash is received.

(c) Cleanup Material Contaminated By Hazardous Substances means solid waste resulting from the cleanup of release of hazardous substances into the environment, including petroleum contaminated soils and sandbags from containment of chemical spills provided that such substances are derived from nonrecurring environmental cleanup activity. Cleanup Material Contaminated By Hazardous Substances does not mean solid waste generated by manufacturing or industrial processes.

(ed) "District facility" means any facility, equipment, system, function, service or improvement owned, operated, franchised or provided by the district. District facility includes but is not limited to all services provided for compensation by employees, officers or agents of Metro, including but not limited to the Metro Washington Park Oregon Zoo, Metro ERC facilities, all solid waste system facilities, and any other facility, equipment, system, function, service or improvement owned, operated, franchised or provided by the district.

(d) "Facility Retrieval Rate" shall have the meaning assigned thereto in Metro Code Section 5.02.015.

(e) "Inert" shall have the meaning assigned thereto in Metro Code 5.01.010(t).

(def) "Installment payments" means the payment of any amount that is less than the full payment owed either by any user to the district or to an operator or by an operator to the district.

(efg) "Metro ERC facility" means any facility operated or managed by the Metropolitan Exposition-Recreation Commission.

(fgh) "Operator" means a person other than the district who receives compensation from any source arising out of the use of a district facility. Where the operator performs his/her functions through a managing agent of any type or character other than an employee, the managing agent shall also be deemed an operator for the purposes of this chapter and shall have the same duties and liabilities as his/her principal.

Compliance with the provisions of this chapter by either the principal or managing agent shall be considered to be compliance by both.

(g~~h~~i) "Person" means any individual, firm, partnership, joint venture, association, governmental body, joint stock company, corporation, estate, trust, syndicate, or any other group or combination acting as a unit.

(h~~i~~j) "Payment" means the consideration charged, whether or not received by the district or an operator, for the use of a district facility, valued in money, goods, labor, credits, property or other consideration valued in money, without any deduction.

(j~~k~~) "Processing Residual" shall have the meaning assigned thereto in Metro Code Section 5.02.015.

(k~~l~~) "Facility Recovery Rate" shall have the meaning assigned thereto in Metro Code Section 5.02.015.

(m) "Regional Recovery Rate" shall have the meaning assigned thereto in ORS 459A.010(4)(a).

(h~~n~~) "Solid waste system facility" means all facilities defined as such pursuant to section 5.05.010 including but not limited to all designated facilities set forth in section 5.05.030 and any non-system facility as defined in section 5.05.010 that receives solid waste from within the Metro boundary whether pursuant to an authorized non-system license or otherwise.

(m~~o~~) "Source Separate" or "Source Separated" or "Source Separation" means that the person who last uses recyclable material separates the recyclable material from Solid Waste shall have the meaning assigned thereto in Metro Code Section 5.01.010.

(n~~p~~) "Source-separated recyclable material" or "Source-separated recyclables" means material that has been Source Separated for the purpose of Reuse, Recycling, or Composting shall have the meaning assigned thereto in Metro Code Section 5.01.010.

(j~~o~~q) "Tax" means the tax imposed in the amount established in subsection 7.01.020, and includes both the tax payable by a user and the aggregate amount of taxes due from an operator during the period for which he/she is required to report and pay the tax.

(r) "Useful material" shall have the meaning assigned thereto in Metro Code Section 5.01.010(ww).

(k~~p~~s) "User" means any person who pays compensation for the use of a district facility or receives a product or service from a district facility subject to the payment of compensation

SECTION 2. Metro Code Section 7.01.020 is amended to read:

7.01.020 Tax Imposed

(a) For the privilege of the use of the facilities, equipment, systems, functions, services, or improvements owned, operated, certified, licensed, franchised, or provided by the district, each user except users of solid waste system facilities shall pay a tax of 7.5 percent of the payment charged by the operator or the district for such use unless a lower rate has been established as provided in subsection 7.01.020(b). ~~Each user of all solid waste system facilities shall pay an additional tax of 1.0 percent of the payment charged by the operator or the district.~~ The tax constitutes a debt owed by the user to the district which is extinguished only by payment of the tax directly to the district or by the operator to the district. The user shall pay the tax to the district or to an operator at the time payment for the use is made. The operator shall enter the tax on his/her records when payment is collected if the operator keeps his/her records on the cash basis of accounting and when earned if the operator keeps his/her records on the accrual basis of accounting. If installment payments are paid to an operator, a proportionate share of the tax shall be paid by the user to the operator with each installment.

(b) The council may for any period commencing no sooner than July 1 of any year and ending on June 30 of the following year establish a tax rate lower than the rate of tax provided for in subsection 7.01.020(a) or in subsections 7.01.020(c)-(e) by so providing in an ordinance adopted by the district. If the council so establishes a lower rate of tax, the executive officer shall immediately notify all operators of the new tax rate. Upon the end of the fiscal year the rate of tax shall revert to the maximum rate established in subsection 7.01.020(a) unchanged for the next year unless further action to establish a lower rate is adopted by the council as provided for herein.

~~(c) — In lieu of taxes imposed under (a) of this section and notwithstanding section 7.01.050(a)(6), operators of solid waste facilities licensed or franchised under chapter 5.01 of this Code to deliver putrescible waste directly to the district's contract operator for disposal of putrescible waste shall pay a tax in the amount of \$1.76 per ton of putrescible waste delivered directly to the district's contract operator for disposal of putrescible waste.~~

(c) For the privilege of the use of the solid waste system facilities, equipment, systems, functions, services, or improvements, owned, operated, certified, licensed, franchised, or provided by the district, each user of all solid waste system facilities and each solid waste facility licensed or franchised under chapter 5.01 of this Code to deliver putrescible waste directly to the district's contractor for disposal of putrescible waste shall pay a tax in the amount calculated under subsection (e)(1) for each ton of solid waste exclusive of source separated recyclable materials accepted at the solid waste system facilities. The tax constitutes a debt owed by the user to the district which is extinguished only by payment of the tax directly to the district or by the operator to the district. The user shall pay the tax to the district or to an operator at the time payment for the use is made. The operator shall enter the tax on his/her records when payment is

collected if the operator keeps his/her records on the cash basis of accounting and when earned if the operator keeps his/her records on the accrual basis of accounting. If installment payments are paid to an operator, a proportionate share of the tax shall be paid by the user to the operator with each installment.

(d) For the Metro fiscal year beginning July 1, 2000, and for each fiscal year thereafter subject to Section 34 of this ordinance, the tax rate imposed and calculated under this section shall be sufficient to generate at least \$5,700,000 in excise tax revenue net excise tax revenue of \$5,700,000 after allowing for any tax credit or tax rebate for which provision is made in this chapter.

(e) The excise tax rate for each ton of solid waste exclusive of source separate recyclable materials accepted at the solid waste system facilities shall be the amount that results from dividing the amount set forth in sub-section (d) by an amount that is equivalent to the sum of the solid waste tonnage generated within the district and delivered to any disposal site for disposal, exclusive of inert materials and materials accepted for and actually used for a beneficial purpose at a disposal site, during the twelve month period ending on December 31 of each year, as further adjusted by the Executive Officer under sub-section (f). Subject to subsection 7.01.020(b), the rate so determined shall be the district's rate excise tax on solid waste during the subsequent Metro fiscal year.

(e)(1) The excise tax rate for each ton of solid waste, exclusive of (i) source separate recyclable materials accepted at the solid waste system facilities, (ii) inert materials, and (iii) Cleanup Materials Contaminated by Hazardous Substances, shall be the amount that results from dividing the net excise tax revenue amount set forth in sub-section (d) by the amount of solid waste tonnage which the Executive Officer reports to the Council under sub-section (f)(2). Subject to the provisions of subsection 7.01.020(b), the rate so determined shall be the district's excise tax rate on solid waste during the subsequent Metro fiscal year.

(e)(2) The excise tax rate for each ton of solid waste constituting Cleanup Materials Contaminated by Hazardous Substances shall be \$1.00.

(f) By June 1, 2000 and by March 1st of each year thereafter, the Executive Officer shall provide a written report to the Council stating the amount of solid waste tonnage generated within the district and delivered to any disposal site for disposal, exclusive of inert materials and materials accepted for and actually used for a beneficial purpose at a disposal site, for the twelve month period ending the previous December 31. Based upon the tonnage amount set forth in such written report, the Executive Officer at the same time shall calculate the amount of such solid waste tonnage that would have been generated during the previous calendar year if the solid waste recovery rates corresponding for each calendar year set forth on the following schedule had been achieved:

<u>Year</u>	<u>Recovery Rate</u>
<u>2000</u>	<u>46%</u>

<u>2001</u>	<u>48%</u>
<u>2002</u>	<u>50%</u>
<u>2003</u>	<u>52%</u>
<u>2004</u>	<u>54%</u>
<u>2005</u>	<u>56%</u>

The product of such calculation by the Executive Officer shall be used to determine the excise tax rate under sub-section (e) of this section.

(f) By December 1, 2000 and by March 1st of each year thereafter, the Executive Officer shall provide a written report to the Metro Council stating the following:

“(1) For the twelve-month period ending the previous December 31; the amount of solid wastes, exclusive of inert materials, delivered for disposal to any Solid Waste System Facility that is not exempt pursuant to section 7.01.050(a) of this chapter, and

“(2) The amount of such solid wastes that would have been delivered for disposal to any such non-exempt Solid Waste System Facility if the Regional Recovery Rates corresponding to each calendar year set forth on the following schedule had been achieved:

<u>Year</u>	<u>Regional Recovery Rate</u>
<u>1999</u>	<u>43%</u>
<u>2000</u>	<u>46%</u>
<u>2001</u>	<u>48%</u>
<u>2002</u>	<u>50%</u>
<u>2003</u>	<u>52%</u>
<u>2004</u>	<u>54%</u>
<u>2005</u>	<u>56%</u>

The result of such calculation by the Executive Officer shall be used to determine the excise tax rate under sub-section (e)(1).

(g) A solid waste facility which is certified, licensed or franchised by Metro pursuant to Metro Code Chapter 5.01 and which attains a Facility Retrieval Rate of 10 percent or greater shall be allowed a credit against the Excise Tax otherwise due under Section 7.01.020(e) or (f) for disposal of Processing Residuals from the facility. The Facility Retrieval Rate and the Recovery Rate shall be calculated for each six month period before the month in which the credit is claimed. The amount of such credit shall be in accordance with and no greater than as provided on the following table:

<u>Excise Tax Credit Schedule</u>	
<u>Recovery Rate</u>	<u>Excise Tax Credit</u>

<u>From Above</u>	<u>Up To & Including</u>	
<u>0%</u>	<u>20%</u>	<u>0%</u>
<u>20%</u>	<u>25%</u>	<u>4%</u>
<u>25%</u>	<u>30%</u>	<u>10%</u>
<u>30%</u>	<u>35%</u>	<u>20%</u>
<u>35%</u>	<u>40%</u>	<u>33%</u>
<u>40%</u>	<u>100%</u>	<u>45%</u>

(g) A solid waste facility which is certified, licensed or franchised by Metro pursuant to Metro Code Chapter 5.01 shall be allowed a credit against the Excise Tax otherwise due under Section 7.01.020(e)(1) for disposal of Processing Residuals from such facility. The Facility Recovery Rate shall be calculated for each six-month period before the month in which the credit is claimed. Such credit shall be dependent upon the Facility Recovery Rate achieved by such facility and shall be equal to the amount resulting from reducing the Excise Tax due by the percentage reduction corresponding with the Facility Recovery Rates provided on the following table:

<u>Excise Tax Credit Schedule</u>		
<u>From Above</u>	<u>Up To & Including</u>	<u>Excise Tax Credit</u>
<u>0%</u>	<u>25%</u>	<u>0%</u>
<u>25%</u>	<u>30%</u>	<u>4%</u>
<u>30%</u>	<u>35%</u>	<u>10%</u>
<u>35%</u>	<u>40%</u>	<u>20%</u>
<u>40%</u>	<u>45%</u>	<u>33%</u>
<u>45%</u>	<u>100%</u>	<u>45%</u>

SECTION 3. Section 4 of this Ordinance is added to and made a part of Metro Code Chapter 7.01.

SECTION 4. Consumer Price Index Adjustment

Commencing with the Metro fiscal year beginning July 1, 2001, and each year thereafter, the amount of revenue to be generated by the taxes imposed by Section 7.01.020(c) shall be the amount of tax revenue authorized in Section 7.01.020(d) increased by a percentage equal to (a) the annualized rate of increase in the Consumer Price Index, All Items, for Portland-Vancouver (All Urban Consumers) reported for the first six months of the federal reporting year as determined by the appropriate agency of the United States Government or (b) the most nearly equivalent index as determined by the Metro Council if the index described in (a) is discontinued, or such lesser amount as the Executive Officer deems appropriate.

SECTION 5. Budgeting of Excess Revenue

~~Commencing with the Metro fiscal year beginning July 1, 2000, and each year thereafter, if the tax revenues collected under the tax rate imposed by Section 7.01.020 (e) exceed the amount set forth in Section 7.01.020 (e) as adjusted by Section 4 of this Ordinance, such additional revenue shall be placed in an account within the General Fund specifically created to receive such revenue. The budgeting or expenditure of all such funds within this account shall be subject to review and approval by the Metro Council.~~

SECTION 5. Section 6 of this Ordinance is added to and made a part of Metro Code chapter 7.01.

SECTION 6. Budgeting of Excess Revenue:

Commencing with the Metro fiscal year beginning July 1, 2000, and each year thereafter, if the tax revenues collected under the tax rate imposed by Section 7.01.020 (e) exceed the net excise tax revenue amount set forth in Section 7.01.020 (d) as adjusted by Section 4 of this Ordinance, such additional revenue shall be apportioned as follows:

(1) Such excess net excise tax revenue shall first be placed in a Recovery Rate Stabilization Reserve Account established in the Metro General fund. The amount of excess net excise tax revenues in such account shall not exceed an amount equal to 10 percent of the total amount of excise tax collected under Metro Code Section 7.01.020(c) during the period of the two most recent Metro fiscal years. The budgeting or expenditure of all such funds within this account shall be subject to review and approval by the Metro Council.

(2) If at the end of any fiscal year, the maximum permitted balance for the Recovery Rate Stabilization Account has been reached, during the following fiscal year any additional excess net excise tax revenues shall be used to increase the tax credit provided under Metro Code Section 7.012.020(g) for any solid waste facility that has achieved a Facility Recovery Rate greater than 45%. Such excess revenue shall be used on a dollar-for-dollar basis to reduce the tax liability of all such qualifying facilities. The amount of the additional tax credit shall not exceed the total excise tax otherwise due from the facility under this chapter

(3) Any remaining excess revenue over the amounts apportioned in (1) and (2) of this section shall be placed in the account established in (1).

SECTION 7. Metro Code Section 7.01.050 is amended to read:

(a) The following persons, users and operators are exempt from the requirements of this chapter:

- (1) Persons, users and operators whom the district is prohibited from imposing an excise tax upon under the Constitution or Laws of the United States or the Constitution or Laws of the State of Oregon.
- (2) Persons who are users and operators of the Portland Civic Stadium or the Portland Center for the Performing Arts.
- (3) Persons whose payments to the district or to an operator constitute a donation, gift or bequest for the receipt of which neither the district nor any operator is under any contractual obligation related thereto.
- (4) Any persons making payment to the district for a business license pursuant to ORS 701.015.
- (5) Any person which is a state, a state agency or a municipal corporation to the extent of any payment made directly to the district for any purpose other than solid waste disposal, use of a Metro ERC facility, or use of the Metro Washington Park Zoo.
- ~~(6) An operator of a solid waste facility certified, licensed, or franchised under chapter 5.01 of this Code, other than any disposal sites or transfer stations owned, operated or franchised by the district, provided that such operator performs resource recovery or performs operations limited to transfer of yard debris.~~

(6) Users of the following facilities:

- (i) Facilities that are certified, licensed, franchised or exempt from regulation under Metro Code Chapter 5.01 other than Disposal Sites or Transfer Stations that are not subject to the requirements of Metro Code Section 5.01.125(a) as amended by Metro Ord. 00-866;
- (ii) Facilities that treat to applicable DEQ standards Cleanup Material Contaminated by Hazardous Substances;
- (iii) Licensed yard debris processing facilities or yard debris reload facilities;
- (iv) Tire processing facilities that sort, classify or process used tires into fuel or other products and thereafter produce a Processing Residual that is regulated under Metro Code Chapter 5.01 and that conforms to standards established pursuant to ORS 459.710(2) by the Oregon Environmental Quality Commission.

- (7) Persons making payments to the district on behalf of the Metro Washington Park Zoo for the following purposes:
- (A) Contributions, bequests, and grants received from charitable trusts, estates, nonprofit corporations, or individuals regardless of whether the district agrees to utilize the payment for a specific purpose including all payments to the Zoo Parents program;
 - (B) Corporate sponsorships or co-promotional efforts for events that are open to the general public, or for specific capital improvements, educational programs, publications, or research projects conducted at the zoo;
 - (C) Payments that entitle a person to admission to a fund-raising event benefiting the zoo that is not held on the grounds of the zoo;
 - (D) Payments that entitle a person to admission to a special fund-raising event held at the zoo where the event is sponsored and conducted by a nonprofit organization approved by the council and the primary purpose of which is to support the zoo and the proceeds of the event are contributed to the zoo;
 - (E) Notwithstanding the provisions of subsection (A) through (D) above, all payments received by the district for admission to the zoo, or which entitle individuals to receipt of food, beverages, goods, or rides on the zoo train shall be subject to tax regardless of whether payment is received from an individual or otherwise on behalf of special groups including but not limited to employee and family member picnics, corporate or family parties, or similar events.
- (8) Users and operators paying compensation to any person who is operating and lease property at the Glendoveer Golf Course pursuant to a long-term agreement entered into with Multnomah County prior to January 1, 1994.
- (9) A tire processor which is regulated pursuant to Metro Code chapter 5.01 and which sorts, classifies or processes used tires into fuel or other products, shall be exempt from payment of excise tax on disposal of residual material produced directly as a result of such process, provided said residual conforms to Environmental Quality Commission standards established pursuant to ORS 459.710(2).

This exemption is only granted to the extent, and under the terms, specified in the Metro certificate, license or franchise.

(10) Persons who deliver useful material to disposal sites, provided that such sites are listed as a Metro Designated Facility under Metro Code Chapter 5.05 or are named in a Metro Non-System License and provided further that the Useful Material: (A) is intended to be used, and is in fact used, productively in the operation of such site for purposes including roadbeds and alternative daily cover; and (B) is accepted at such site at no charge.

(b) Any person, user or operator that is exempt for the payment of an excise tax pursuant to this section shall nonetheless be liable for compliance with this chapter and the payment of all taxes due pursuant to any activity engaged in by such person which is subject to this chapter and not specifically exempted from the requirements hereof. Any operator whose entire compensation from others for use of a district facility is exempt from the provisions of this chapter shall be deemed to be a user and not an operator.

SECTION 8. Section 9 of this Ordinance is added to and made a part of Metro Code chapter 7.01

SECTION 9. Effective Date and Effect of Initiative Passage.

This Ordinance shall be effective on December 1, 2000, provided that during the State of Oregon General Election conducted on November 7, 2000, no amendment to the Oregon Constitution is adopted by the people which prohibits the imposition, adoption or levy of any new tax, fee or charge without first obtaining voter approval. If during such election, such an amendment is adopted by the people of the State of Oregon, the provisions of this Ordinance shall not become effective and the provisions of Metro Code Chapter 7.01 in effect as of June 1, 2000 shall remain in full force and effect.

SECTION 10. Section 11 of this Ordinance is added to and made a part of Metro Code chapter 7.01

SECTION 11. Council Review of Ordinance Effect

Between March 1, 2002 and March 31, 2002, the Metro Council shall conduct a review of the impacts and effects of this ordinance on the Metro Solid Waste System and shall conduct at least one public hearing regarding any such impacts and effects.

ADOPTED by the Metro Council this _____ day of _____,
2000.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

OGC/MDF/jep 06/07/2000
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Executive Summary

Ordinance No. 00-857A is seeking to achieve five basic goals.

GOALS

- EQUITY
- PROVIDE TAX INCENTIVES TO ENCOURAGE ADDITIONAL RECYCLING
- INSURE THAT METRO'S TAX SYSTEM DOES NOT HAMPER ACHIEVING OUR RECYCLING GOALS, BUT ACTUALLY ASSISTS IN ACHIEVING THOSE GOALS
- PROVIDE A MORE PREDICTABLE LEVEL OF FUNDING FOR METRO'S CURRENT CHARTER-MANDATED PROGRAMS AND
- PROVIDE A SIMPLE METHOD OF CALCULATING THE ANNUAL TAX RATE

BASIC ELEMENTS OF THE PROPOSED ORDINANCE:

- 1) Convert the current percentage excise tax to a per ton tax.
- 2) Establish a methodology for calculating the tax rate annually based on the prior year's solid waste tonnage and an aggressive percentage-recycling goal.
- 3) Set the initial tax rate for FY 2000-01 at a level that would raise an amount equal to the amount raised by the current percentage tax.
- 4) Place the amount to be raised in the ordinance and allow the amount to increase based on the CPI. The initial amount would be \$5.7 million.
- 5) If actual revenues exceed the amount calculated under the ordinance, all excess funds would be placed in a special account or used to enhance the tax credits for facilities that recycle at higher levels. Spending from this account would require a specific action by the Council.
- 6) Establish tax credit for recycling facilities to encourage additional recycling.

SECTION BY SECTION REVIEW:

Section 1. (Definitions)

Provides term definitions necessary for the operation of the ordinance. The amendments provide references to existing definitions in other code sections and add definitions for the terms "cleanup material contaminated by hazardous substances", "facility recovery rate", and "regional recovery rate".

Section 2. (Amends Metro Code 7.01.020)

The section provides necessary amendments to the existing excise tax code. These changes are needed to:

- Replace the existing percentage tax with a per ton tax (7.01.020 (a) (b) and (c))
- Establish the tax payment method (7.01.020 (c))
- Establish who should pay the tax and what types of tonnage are subject to the tax (7.01.020 (c) and (e))
- Establish the initial amount to be raised by the tax (7.01.020(d))
- Establish how the tax is to be calculated (7.01.020 (f))
- Establish a tax credit for facilities that recycle at a rate that exceeds 25% (7.01.020 (g))

The proposed amendments would affect subsection (c) through (g). The intent of these amendments is to:

- Clarify that direct haulers and out of district waste would be subject to the per ton tax by repealing the old 7.01.020.
- Clarify that source separated materials and inert materials would not be subject to the tax (subsection (d)).
- Establish a separate, lower tax of \$1/ton for cleanup materials contaminated by hazardous substances (mostly PCS) (subsection (e)(2)).
- Ensure that the tonnage base for the calculation of the tax is the same as the tonnage base on which the tax will be collected (subsections (e) and (f))
- Modify the tax credit table for conform with the credit table for the regional system fee (subsection (g)).

Section 3 (Adds Section 4 to Metro Code Chapter 7.01)

Section 4 (Provides for an Annual CPI Adjustment of the Amount of Tax to Be Collected)

This section provides that the dollar amount of the tax to be collected shall be annually modified by the Consumer Price Index calculated for the Portland-Vancouver area. This section was not amended.

Section 5 (Adds Section 6 to Metro Code Chapter 7.01)

Section 6 (Budgeting of Excess Revenue)

This section establishes how any excess revenue from the tax would be apportioned:

- First, these funds would be placed in a recovery rate stabilization account with the general fund. The maximum balance for this account would be an amount equal to 10% of the total per ton excise tax collections from the solid waste system in the preceding two fiscal years.
- Second, if additional revenue exceeds the maximum balance for the recovery rate stabilization account, an additional tax credit would be given to facilities with a recovery rate of greater than 45%. The total credit could not exceed the amount owed by the facility.
- Third, if excess revenue exceeds the both of the needs noted above, these funds would revert to the recovery rate stabilization account.

Section 7 (Clarifies tax exemption for certain facility users)

The exemptions would include users of:

- facilities that treat cleanup material Contaminated by Hazardous Wastes (generally facilities that use a heating process to cleanse PCS)
- licensed yard debris processing facilities
- tire processing facilities, and
- facilities that are certified, licensed, franchised or exempt from regulation other than disposal sites or transfer stations that are not subject to Metro Code 5.01.125(a)

In addition, persons delivering useful materials to disposal sites that are used as daily cover or for other productive uses are also exempt.

Section 8 (Adds Section 9 to Metro Code Chapter 7.01)

Section 9 (Relationship of Proposed Ordinance to Proposed Initiative Requiring Voter Approval of New Taxes)

A proposed initiative would require voter approval of new taxes such as the one proposed in Ordinance 00-857A. This section would move the effective date of the ordinance to December 1, at which time the outcome of the vote on the proposed initiative would be known. If the initiative passes, the ordinance would not take effect and the current percentage-based excise tax system would continue. If it fails, this ordinance would take effect.

Section 10 (Adds Section 11 to Metro Code Chapter 7.01)

Section 11 (Council Review of Ordinance Effect)

This section requires that the Council review the impacts and effects of the ordinance in March 2002.

MCLAIN BUDGET TALKING POINTS

TODAY THE COUNCIL WILL TAKE FINAL ACTION ON THE PROPOSED FY 2000-01 BUDGET

COUNCIL REVIEW BEGAN IN FEBRUARY WHEN THE BUDGET WAS SUBMITTED BY THE EXECUTIVE OFFICER

YOUR BUDGET COMMITTEE IMMEDIATELY RECOGNIZED THAT SEVERELY LIMITED GENERAL FUND RESOURCES WOULD REQUIRE AN IN-DEPTH REVIEW OF ALL ELEMENTS OF THE BUDGET

THE COMMITTEE EXAMINED THE FUNDING NEEDS OF MANDATED PROGRAMS, METRO'S ABILITY TO CONTINUE TO FUND NON-MANDATED AND ORGANIZATIONAL CHANGES THAT COULD REDUCE COSTS AND MAKE THE AGENCY MORE EFFICIENT

DURING A TWO MONTH SPAN THE COMMITTEE HELD 15 MEETINGS AND WORKSESSIONS TO COMPLETE ITS WORK. THE COMMITTEE CONSIDERED OVER 80 AMENDMENTS, BOTH LARGE AND SMALL, IN AN EFFORT TO BALANCE FUNDING NEEDS WITH LIMITED RESOURCES

NO DEPARTMENTS OR PROGRAMS WERE IMMUNE FROM CAREFUL EXAMINATION AND PROGRAM AND PERSONNEL REDUCTIONS WERE SPREAD THROUGHOUT THE AGENCY

FOR EXAMPLE, THE COUNCIL OFFICE MADE \$80,000 IN CUTS, INCLUDING A STAFF POSITION IN OUR OUTREACH OFFICE. OTHER VACANT POSITIONS IN THE EXECUTIVE OFFICE, TRANSPORTATION DEPARTMENT, GROWTH MANAGEMENT DEPARTMENT AND ASD WILL GO UNFILLED

THE BUDGET PROCESS ALSO RESULTED IN MANY POTENTIAL POSITIVES FOR METRO:

AT THE ZOO—SUFFICIENT FUNDING WAS PROVIDED TO CONTINUE WORK ON THE GREAT NORTHWEST EXHIBIT AND OTHER IMPROVEMENTS DESIGNED TO MAKE THE FACILITY ONE OF THE TOP VISITOR ATTRACTIONS IN THE STATE

MERC—METRO'S SHARE OF THE FUNDING FOR THE OCC EXPANSION WAS ALLOCATED. BUDGETARY AUTHORITY TO PROCEED WITH A NEW HALL D AT THE EXPO CENTER WAS PROVIDED. AND ISSUES RELATED TO MERC PAYMENT FOR METRO SUPPORT SERVICES WERE ADDRESSED AND RESOLVED.

TRANSPORTATION—THOUGH GENERAL FUND RESOURCES WERE SCARCE, NEEDED FUNDING WAS PROVIDED FOR THE CONTINUED DEVELOPMENT OF THE IMAX LIGHT RAIL LINE, IMPORTANT CORRIDOR STUDIES ALONG I-5 AND THE SOUTH CORRIDOR INTO CLACKAMAS COUNTY, AND FOR THE COMPLETION AND INITIAL IMPLEMENTATION OF THE REGIONAL TRANSPORTATION PLAN

REM—ADDITIONAL FUNDING WAS PROVIDED FOR RECYCLING MARKET DEVELOPMENT, BUSINESS GRANT AND LOANS AND PILOT PROJECTS WITH THE PRIVATE SECTOR AND OUR LOCAL GOVERNMENT PARTNERS TO FIND WAYS TO BETTER RECYCLING ORGANIC, COMMERCIAL AND CONSTRUCTION WASTE

THE COUNCIL'S CONSIDERATION AND ADOPTION OF THE PROPOSED BUDGET WILL SERVE AS A STARTING POINT FOR SEVERAL OTHER DISCUSSIONS DURING THE REMAINDER OF THE CALENDAR. THERE IS A CRITICAL NEED FOR THE COUNCIL TO EXAMINE THE AGENCY'S LONG TERM CAPITAL NEEDS AND VARIOUS TYPES OF FUNDING SOURCES THAT COULD PROVIDE METRO WITH A MORE STABLE FUNDING BASE.

THE COUNCIL AND EXECUTIVE OFFICER ALSO EXPRESSED INTEREST IN WORKING MORE CLOSELY TOGETHER IN THE DEVELOPMENT OF THE BUDGET FOR FY 01-02. THESE ARE ISSUES THAT THE BUDGET AND FINANCE COMMITTEE WILL CONTINUE TO ADDRESS DURING THE NEXT SIX MONTHS.

NONE OF US PROBABLY GOT EVERYTHING WE WANTED OUT OF THE BUDGET REVIEW PROCESS. SOME DESIRED ADDITIONAL FUNDING FOR SPECIFIC PROGRAMS OR ACTIVITIES. OTHERS SOUGHT A SIGNIFICANT REALLOCATION OF EXISTING RESOURCES. OTHERS URGED ADDITIONAL BUDGET REDUCTIONS.

THE BUDGET BEFORE YOU TODAY REPRESENTS A COMPROMISE OF THESE DIFFERING VIEWS. IT PROVIDES ADEQUATE FUNDING FOR METRO TO CONTINUE ITS BASIC MANDATED FUNCTIONS. IT IS A GOOD, WELL BALANCED EXPENDITURE OF THE PUBLIC'S DOLLARS

I WOULD URGE YOUR SUPPORT IN ADOPTING ORDINANCE 00-847B

REGIONAL WATER PROVIDERS CONSORTIUM

Portland Metropolitan Area

June 7, 2000

CONSORTIUM PARTICIPANTS

- City of Beaverton
- Clackamas River Water
Damascus Water District
- City of Fairview
- City of Forest Grove
- City of Gladstone
- City of Gresham
- City of Hillsboro
- City of Lake Oswego
- Metro
- City of Milwaukie
- Mt. Scott Water District
- Oak Lodge Water
District
- City of Portland
- Powell Valley Road
Water District
- Raleigh Water District
- Rockwood Water PUD
- City of Sandy
- City of Sherwood
- South Fork Water Board
- City of Tigard
- City of Tualatin
- Tualatin Valley Water
District
- West Slope Water
District
- City of Wilsonville
- City of Wood Village

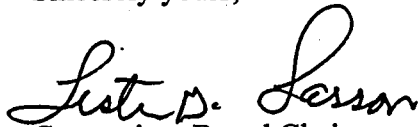
Metro Council
 C/O Chair David Bragdon
 Metro Regional Center
 600 N.E. Grand Ave.
 Portland, Oregon 97232-2736

Dear Metro Council Members:

The region's water providers as listed to the left ask that you give serious reconsideration to your decision to not participate in the Regional Water Providers Consortium. Metro signed an intergovernmental agreement and adopted a Council resolution (96-2419A) on November 21, 1996 committing to joining 26 water providers in supporting the Consortium. This body is the owner and manager of the Regional Water Supply Plan which fulfills one of the Metro Charter's listed functional plan elements. The Consortium is strengthened by having Metro, the only non-water provider, at the table. Metro is automatically given a seat on the Technical Subcommittee which directs the staff activities of the Consortium. The relationship between growth management and the provision of water supplies is clearly an important one that deserves the continuation of the relationship which has only just begun. The next year will be an important one as we define the revision of the Regional Water Supply Plan. We would like to have Metro remain at the table as we strategically plan for the provision of water supplies to the area defined by Metro.

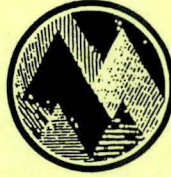
The Board of the Consortium asks that you reconsider continuing the Metro membership in the Consortium as was the intent when you and others signed the Intergovernmental Agreement.

Sincerely yours,


 Consortium Board Chairperson

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

Date: 14 June 2000
To: Metro Council
From: Susan McLain, Budget Committee Chair
Re: FY 2000-01 Budget Adjustment, Growth Management (DRC)

Action Requested: Recognize additional revenues and expenditures related to a cost-savings consortium project in DRC, and add contract to annual contract list for FY 2000-01.

Background Information: Last year, DRC formed a consortium of local governments to share the costs of aerial photography, which resulted in a savings of \$26,000 for Metro. Due to the success of this venture, DRC is proposing to continue the consortium again in the coming fiscal year, and is projecting a savings of \$21,000 against the \$45,000 currently budgeted for aerial photography in FY 2000-01. Metro would serve as the lead agency, with participating governments to include the cities of Beaverton, Fairview, Forest Grove, Gresham, Hillsboro, Oregon City, Portland, Sherwood, Tigard, Troutdale, and Tualatin; Washington and Clackamas counties; Port of Portland; and Tri-Met.

The outcome of the first year experiment, and the decision to continue this shared cost-savings approach, was not known at the time of budget preparation, and so the proposed revenues and expenditures beyond the budgeted \$45,000 were not included in the budget for 2000-01.

The breakdown of revenues and expenditures for the proposed consortium project are:

\$113,000	Contract for aerial photography services, DRC expenditure
<u>(\$ 89,000)</u>	Revenues received from other government agencies
\$ 24,000	Net cost to DRC
<u>(\$ 45,000)</u>	DRC allocated expenditures for aerial photography
(\$ 21,000)	Net savings and contingency to Metro DRC – general fund surplus at the end of the fiscal year to be returned to the general fund

Recommendation: Recognize additional intergovernmental revenues of \$89,000 for the aerial photography consortium project; recognize \$113,000 in professional services contractual expense; designate the contract as not having significant impact and award accordingly; and direct staff to hold the projected net savings of \$21,000 in contingency, with general fund surplus to be returned to the general fund at the end of the fiscal year.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: Councilor Ed Washington

DRAFTER: Council Analyst, Peggy Coats

DATE FILED: 15 June 2000

BUDGET COMMITTEE REVIEW DATE: n/a

PROPOSED AMENDMENT: Remove \$8,840 for Subscriptions and Dues from the Council Office budget, and restore funding for Metro purchase of a portion of the services of a regional federal lobbyist in the amount of \$15,000

AFFECTED DEPARTMENT FUND(S): Transportation Planning Department, General Fund (excise tax); Council Office, General Fund

AFFECTED LINE ITEM(S): Planning Fund (Transportation Department) – Contingency; and General Fund, Council Office/Council, Materials and Services, Subscriptions and Dues

PROGRAM/STAFFING IMPACTS: Remove payment of National Association of Regional Councils (NARC) dues in the amount of \$8,840 from the Council Office budget, and use these funds to pay for a portion of a \$15,000 shared federal lobbyist contract, with the remaining \$6,160 coming from general fund contingency.

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

1. This funding supports a portion of the services of a federal lobbyist, in conjunction with Tri-Met. The lobbyist pursues JPACT and Council adopted programs and funding requests.
2. Metro has participated in purchasing this joint lobbyist contract in the past; a contract which has provided benefit to Metro and which enhances Metro's cooperative relationship with Tri-Met.
3. While Metro's NARC membership helps the agency to share growth management and transportation planning issues with other agencies nationwide, Metro's transportation-related federal lobbying efforts have been highly successful.

PROPOSED FY 2000-01 BUDGET NOTE

PRESENTER: Councilor David Bragdon

DRAFTER: Council Analyst, Peggy Coats

DATE FILED: 14 June 2000

BUDGET COMMITTEE REVIEW DATE: n/a

PROPOSED DEPARTMENT: MERC

PROPOSED NOTE: The Council shall undertake a cooperative review during fiscal year 2000-01 of the relationships between MERC, POVA, and RACC to determine the role that arts funding plays in support of agency-managed facilities, tourism, and the livability of the region. The Council reaffirms past practice of providing appropriate public art in capital projects such as the currently-planned expansion of the Convention Center.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: Councilor Jon Kvistad

DRAFTER: Council Analyst, Peggy Coats

DATE FILED: 15 June 2000

BUDGET COMMITTEE REVIEW DATE: n/a

PROPOSED AMENDMENT: Provide \$25,000 to RACC (Regional Arts and Culture Council) to support the public funding of arts in the Portland Metropolitan region.

AFFECTED DEPARTMENT FUND(S): Council Office, General Fund

AFFECTED LINE ITEM(S): Materials and Services, Contracted Professional Services

PROGRAM/STAFFING IMPACTS: Would increase public awareness of the arts; would reduce the general fund contingency balance.

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

1. Metro has committed funds in the past to supporting the work of RACC, a beneficial regional agency dedicated to promoting arts and culture in the greater Portland area.
2. RACC has significant experience working with government agencies in developing and administering public arts programs which incorporate and consolidate the work of many artists, cultural groups, and creative individuals throughout the region.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: Councilor McLain
DRAFTER: Council Analyst John Houser
DATE FILED: February 25
BUDGET COMMITTEE REVIEW DATE: March 15

PROPOSED AMENDMENT: Addition of \$13,000 for the purpose of funding Metro dues related to participation in the work of the Water Consortium

AFFECTED DEPARTMENT/FUND (S): Council Office, General Fund

AFFECTED LINE ITEM (S): General Fund—Council Office (Council)—Materials and Services—Subscriptions and Dues increased from \$16,000 to \$29,000.

PROGRAM/STAFFING IMPACTS: None

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

- 1) While Metro must address our scarce General Fund resources for FY 00-01, the package of Council Office budget reductions offered by the Presiding Officer, if adopted, provides sufficient resources to fund the agency's dues for the Water Consortium with no negative impacts on other existing programs or staff.
- 2) The Water Consortium is one of several cooperative organizations that can provide valuable input in the development of regional responses to the difficult environmental and natural resource protection issues facing our area.
- 3) Metro's payment of dues and active participation in the work of the Consortium will insure a productive dialogue with those responsible for the planning, development and management of the region's future water supply system.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: Councilor Monroe
DRAFTER: Council Analyst, John Houser
DATE FILED: 15 June 2000
BUDGET COMMITTEE REVIEW DATE:n/a

PROPOSED AMENDMENT: Provide funding for Metro purchase of a portion of the services of a regional federal lobbyist in the amount of \$15,000

AFFECTED DEPARTMENT FUND(S): Transportation Planning Department, General Fund (excise tax)

AFFECTED LINE ITEM(S): Planning Fund (Transportation Department) – Contingency

PROGRAM/STAFFING IMPACTS: None

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

1. Metro has historically benefited from purchasing the services on a contract federal lobbyist
2. The lobbyist pursues JPACT and Council adopted programs and funding requests
3. The small amount needed to purchase these services provides Metro with access in Washington that results in the procurement of funding and adoption of federal transportation programs that are beneficial to the region.

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Revised 4/26/2000

SUBSTANTIVE AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
GENERAL FUND AND RELATED FUNDS									
Council Office									
2/15/00	Bragdon	Reduce Subscriptions & Dues in the Council Office (non-allocated) by \$11,000. Purpose to eliminate NARC dues (\$8,840) and conference fees for western regional NARC conference for five Councilors (\$1,875)	General Fund Council Office	Excise Tax			Passed 2-1 3/29/00	(\$11,000)	(\$11,000)
Coun #1									
2/15/00	Bragdon	Reduction Contracted Professional Services in the Council Office (non-allocated) by \$3,000. Purpose to eliminate the Regional Report produced twice each month by the Tualatin Valley Cable Access.	General Fund Council Office	Excise Tax			Passed 3-0 3/29/00	(\$3,000)	(\$3,000)
Coun #2									
2/15/00	Bragdon	Reduce Utility Services in the Council Office (non-allocated) by \$1,000	General Fund Council Office	Excise Tax			Passed 3-0 3/29/00	(\$1,000)	(\$1,000)
Coun #3									
2/15/00	Bragdon	Reduce Travel in the Council Office (non-allocated) by \$7,000	General Fund Council Office	Excise Tax			Passed 3-0 3/29/00	(\$7,000)	(\$7,000)
Coun #4									
2/15/00	Bragdon	Reduce Staff Development in the Council Office (non-allocated) by \$5,000	General Fund Council Office	Excise Tax			Passed 3-0 3/29/00	(\$5,000)	(\$5,000)
Coun #5									
2/15/00	Bragdon	Reduce Council Costs in the Council Office (non-allocated) by \$3,500	General Fund Council Office	Excise Tax			Passed 3-0 3/29/00	(\$3,500)	(\$3,500)
Coun #6									
2/15/00	Bragdon	Reduce Miscellaneous Expenses in the Council Office (non-Allocated) by \$3,817.	General Fund Council Office	Excise Tax			Passed 3-0 3/29/00	(\$3,817)	(\$3,817)
Coun #7									
2/15/00	Bragdon	Eliminate the Administrative Support Assistant position in the Council Office of Public Outreach. Position currently vacant. Salary = \$35,366; Fringe = \$13,262	General Fund Council Office of Public Outreach	Cost Allocation Plan			Passed 3-0 3/29/00	(\$48,628)	(\$23,239)
Coun #8									
2/25/00	Bragdon	Reduction of \$3,720 in the proposed salary for the Council Chief of Staff	General Fund Council Office	Excise Tax			Passed 2-1 3/29/00	(\$3,720)	(\$3,720)
Coun #9									
2/25/00	McLain	Restore Metro dues related to the participation in the work of the Water Consortium <i>Removed w/ Council #10</i>	General Fund Council Office	Excise Tax			Passed 2-0 3/29/00	\$13,000	\$13,000
Coun #10									
4/17/2000 AUD #5	Monroe	Increase Contracted Professional Services in the Council Office by \$2,500 to provide triennial review of Auditor	General Fund Council Office	Cost Allocation Plan			Passed 3-0 4/17/00	\$2,500	\$216

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Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
Office of the Executive									
3/14/00 Exec #1	Bragdon	Move the Salmon Coordinator position from the Executive Office to the Growth Management Office	General Fund/Planning Fund Executive Office/Growth Mgmt	Excise Tax			Passed 3-0 3/29/00	\$0	\$0
3/14/00 Exec #2	Houser	Allocate Salmon Coordinator position	General Fund/Planning Fund Executive Office/Growth Mgmt	Various Sources			Passed 3-0 3/29/00	\$0	(\$13,781)
3/15/00 Exec #3	Kvistad	Eliminate one Executive Analyst position from the Executive Office. \$54,207 in salary; \$18,430 in fringe	General Fund Executive Office	Excise Tax	(\$72,637)	(\$72,637)	Failed 0-3 3/29/00	\$0	\$0
Transportation Department									
3/29/00 Trans #1	Cotugno	Add Bike Map Revenue of \$50,000. Reduce a Sr. Transportation Planner to 60%, restore an Assistant Transportation Planner, add printing of Bike Map	Planning Fund Transportation	Enterprise Revenue			Passed 3-0 3/29/00	\$50,000	\$0
3/29/2000 Trans #3	Monroe	Add \$7,500 for Rail-Volution Sponsorship	Planning Fund Transportation	Excise Tax			fwd to Council w-neutral recomm.	\$7,500	\$7,500
3/29/2000 Trans #4	Monroe	Add \$15,000 for Federal Lobbyist.	Planning Fund Transportation	Excise Tax			Passed 3/29/00	\$15,000	\$15,000
3/29/2000 Trans #5	Monroe	Add \$7,500 for Association of Metropolitan Planning Organization Dues	Planning Fund Transportation	Excise Tax			Passed 4/3/00	\$7,500	\$7,500
3/29/2000 Trans #6	Monroe	Add \$39,500 for Outreach Materials	Planning Fund Transportation	Excise Tax	\$39,500	\$39,500	Failed 4/3/00	\$0	\$0
3/29/2000 Trans #2	McLain	Eliminate Schools Program. Reallocate staff to grant funds	Planning Fund Transportation	Excise Tax			Passed 4/3/00	(\$3,200)	(\$12,000)
3/29/00 Trans #7	Atherton	Add \$50,000 for Willamette Shores Trolley	Planning Fund Transportation	Excise Tax	\$50,000	\$50,000	Deferred for further analysis	\$0	\$0
Growth Management Department									
3/29/2000 GM #1	McLain	Add \$30,000 for public outreach for Goal 5	Planning Fund Growth Management	Excise Tax			Passed 4/3/00	\$30,000	\$30,000
3/29/2000 GM #2	McLain	Add \$35,000 for handbook for watershed planning <i>Removed as part of Balanced Budget '01</i>	Planning Fund Growth Management	Excise Tax			Passed 4/3/00	\$35,000	\$35,000
4/6/2000 GM #3	Kvistad	Amends Growth Management budget by cutting \$496,240 for programs related to goal 5 and stormwater/watershed planning	Planning Fund Growth Management	Excise Tax	(\$496,240)	(\$496,240)	Failed 1-3	\$0	\$0

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Revised 4/26/2000

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Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
Regional Parks & Greenspaces Department									
3/29/00	Bragdon	Budget Note: Recognizing volunteer time donated to the Regional Parks & Greenspaces program	Regional Parks Department	n/a			Passed 3/29/00	\$0	\$0
4/6/2000 RPG #1	Ciecko	Provide fence installation around north and east sides of Multnomah Park Cemetery	Regional Parks Fund Regional Parks & Greenspaces	Grant			Passed 4-0 4/6/00	\$65,000	\$0
4/6/2000 RPG #2	Ciecko	Initiate Fanno Creek Greenway Trail Feasibility Study	Regional Parks Fund Regional Parks & Greenspaces	Government Contributions			Passed 4-0 4/6/00	\$25,000	\$0
4/6/2000 RPG #3	Ciecko	Increase Howell Territorial Park Phase I and II capital improvement project	Regional Parks Fund Regional Parks & Greenspaces	Grant			Passed 4-0 4/6/00	\$150,000	\$0
4/6/2000 RPG #4	Ciecko	Recognize grant from the Oregon Watershed Board to enhance stabilization effort for salmon and stream enhancements	Open Spaces Fund Regional Parks & Greenspaces	Grant			Passed 4-0 4/6/00	\$86,000	\$0
4/6/2000 RPG #5	Ciecko	Provide funding for Fourth of July fireworks event at Blue Lake Park	Regional Parks Trust Fund Regional Parks & Greenspaces	Enterprise Revenue			Passed 4-0 4/6/00	\$5,300	\$0
ENTERPRISE RELATED ACTIVITIES									
Regional Environmental Management Department									
4/5/2000 REM #2	Washington	Reduction of proposed salary for REM Director and related fringe benefit costs	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	(\$11,782)	\$0
4/5/2000 REM #3	Washington	Reduction of travel expenditures in REM Office of Director	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	(\$1,938)	\$0
4/5/2000 REM #4	Washington	Budget Note: REM to report to Council on practices recommended by Sustainability Task Force before March 1, 2001	Solid Waste Revenue Fund Regional Environmental Mgmt.	N/A			Passed 4-0 4/5/00	\$0	\$0
4/5/2000 REM #5	Washington	Increase .50 FTE Inspector to full-time	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	\$34,858	\$0
4/5/2000 REM #6	Washington	Budget Note: REM to report to Council on status of facility auditing program before October 1, 2000	Solid Waste Revenue Fund Regional Environmental Mgmt.	N/A			Passed 4-0 4/5/00	\$0	\$0
4/5/2000 REM #7	Washington	Budget Note: REM to report to Council on status of household hazardous waste "round-up" program before March 1, 2001	Solid Waste Revenue Fund Regional Environmental Mgmt.	N/A			Passed 4-0 4/5/00	\$0	\$0
4/5/2000 REM #8	Washington	Budget Note: REM & Rate Review Committee to report to Council with recommendation on whether a fee should be charged at "round-up" events	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	unknown	potential impact: excise tax is 8.5% on these fees.

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					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
4/5/2000 REM #9	Washington	Reduction of \$14,500 in training expenditures in Business and Regulatory Affairs	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	(\$14,500)	\$0
4/5/2000 REM #10	Washington	Budget Note: REM & Rate Review Committee to report to Council with a recommendation related to cost of service for self haul customers and resulting changes to transaction fee before October 1, 2000	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	unknown	potential impact: excise tax is 8.5% on these fees.
4/5/2000 REM #11	Kvistad	Addition of Senior Mgmt Analyst for Market Development Program	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	\$66,580	\$0
4/5/2000 REM #12	Kvistad	Budget Note: REM to report to Council the status of discussions regarding the establishment of a recycling business grant or loan revolving fund before October 1, 2000	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	\$0	\$0
4/5/2000 REM #13	McLain	Increase M&S expenditures to fully fund Organics Workgroup workplan	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 3-1 4/5/00	\$300,000	\$0
4/5/2000 REM #14	McLain	Reduce Funding for Commercial Sector Waste Evaluations by \$100,000 and redirect these funds to other projects identified by the Commercial Sector Workgroup.	Solid Waste Revenue Fund Regional Environmental Mgmt.	Enterprise Revenue			Passed 4-0 4/5/00	\$0	\$0
4/6/2000 REM #15	McLain	Increase expenditure authorization from Business Recycling Grant Account to \$500,000	REM Solid Waste Revenue Fund Bus. Recycling Grant Acct.	Enterprise Revenue			Passed 4-0 4/6/00	\$250,000	\$0
4/6/2000 REM #16	Kvistad	Budget Note: REM shall review potential for using Internal Metro resources prior to obtaining outside consulting assistance.	REM Solid Waste Revenue Fund	N/A			fwd to Council w-neutral recomm.	\$0	\$0
Metro Exposition-Recreation Commission									
4/11/2000 MERC #1	McLain	Initiate procedure to revise Metro Code to eliminate MERC annual negotiation of support services contract and corresponding 90-day opt-out clause; provide an explicit but decreasing measure of General Fund support to MERC in the amount of: \$100,000 in FY 2000-01; \$75,000 in FY 2001-02; \$50,000 in FY 2002-03; no subsidy from FY 2003-04 forward; MERC to identify additional funds to meet its allocated cost obligations	MERC Operating Fund, General Fund, Support Services Fund	Excise Tax Cost Allocation Plan MERC Enterprise Revenues	\$85,000	\$100,000	Withdrawn		

FY 2000-01 PROPOSED BUDGET
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SUBSTANTIVE AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
4/11/2000 MERC #2	Washington	Initiate procedures to revise Metro Code to eliminate MERC annual negotiation of support services contract and corresponding 90-day op-out clause; provide an explicit but decreasing measure of General Fund support to MERC in the amounts of: \$200,000 in FY 2000-01; \$150,000 in FY 2001-02; \$100,000 in FY 2002-03; no subsidy from FY 2003-04 forward; MERC to identify additional funds to meet its allocated cost obligations	MERC Operating Fund, General Fund, Support Services Fund	Excise Tax Cost Allocation Plan MERC Enterprise Revenues	\$485,899	\$200,000	Withdrawn		
4/11/2000 MERC #3	McLain/ Washington	Initiate procedures to revise Metro Code to eliminate MERC annual negotiation of support services contract and corresponding 90-day op-out clause; provide an explicit but decreasing measure of General Fund support to MERC in the amounts of: \$150,000 in FY 2000-01; \$75,000 in FY 2001-02; \$50,000 in FY 2002-03; no subsidy from FY 2003-04 forward; MERC to identify additional funds to meet its allocated cost obligations	MERC Operating Fund, General Fund, Support Services Fund	Excise Tax Cost Allocation Plan MERC Enterprise Revenues			Passed 3-0 4/17/00	\$485,899	\$150,000
4/20/00 MERC #4	McLain	Reduced MERC Operating Fund Contingency by \$335,899 in the event that MERC is unable to provide line item amendments for the same amount by April 27, 2000 when the Metro budget is approved by the Council	MERC Operating Fund	Enterprise Revenue			Passes 3-0 4/20/00	(\$335,899)	\$0

SUPPORT SERVICES AND RELATED

Office of the Auditor

3/10/2000 Aud #1	Dow	Restore temporary position in the Office of the Auditor. \$34,250 in salary; \$1,858 in fringe	Support Services Fund Office of the Auditor	Cost Allocation Plan	\$35,108	\$1,118	Failed 2-1 4/17/00		
3/10/2000 Aud #2 - Revised	Dow	Increase Contracted Professional Services in the Office of the Auditor by \$10,000	Support Services Fund Office of the Auditor	Cost Allocation Plan	\$10,000	\$862	Failed 2-1 4/17/00		
3/10/2000 Aud #3	Dow	Increase Contracted Professional Services in the Office of the Auditor by \$2,500	Support Services Fund Office of the Auditor	Cost Allocation Plan	\$2,500	\$215	Substituted with Aud #5		
4/13/2000 AUD #4	Dow	Reclassify line item amount to more accurately reflect anticipated expenditures in FY 2000-01	Support Services Fund Office of the Auditor	Cost Allocation Plan			Passed 3-0 4/17/00	\$0	\$0

Office of General Counsel

4/5/2000 OGC #1	Cooper	Reclassify Archivist Technician, add work-study position; provide materials & services necessary to administer an agency archiving program	Support Services Fund Office of General Counsel	Cost Allocation Plan			Passed 3-0 4/17/00	\$22,951	\$3,456
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Revised 4/26/2000

SUBSTANTIVE AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
Office of Citizen Involvement									
4/12/2000 MCCI #1	Sherwood	Budget Note: Prior to March 2, 2001 each Metro subdivision identified in the list entitled 'Departmental Summaries' shall report to the Council concerning the nature and extent of citizen involvement in its planning and decision making processes. Each report shall....	All	n/a	\$0	\$0	Deferred for discussion at Legislative Committee		
4/17/2000 MCCI #2a MCCI #2b	Sherwood	Transfers supervision of the Office of Citizen Involvement from the Executive Office to the Office of the Auditor. Transfers 1.0 FTE Associate Public Affairs Specialist from the Planning Fund to the Office of Citizen Involvement (\$50,000 salary and \$17,000 fringe). Fund position from (a) funds currently proposed to fund the position in the Planning Fund (b) Planning Fund contingency, or (c) such other Planning Fund source as the Council may designate. Prohibits use of new staff time or resources related to the position for purposes other than citizen involvement. Defines purpose of new position.	General Fund/Planning Fund/ Support Services Fund Executive Office; Office of Citizen Involvement; Office of the Auditor; Transportation	Grants	\$67,000	\$67,000	Deferred for discussion at Legislative Committee		
4/17/2000 MCCI #3	Sherwood	Eliminates \$25,000 for "ground breaking ceremonies planner" in the Oregon Convention Center budget transferring funding to the Office of Citizen Involvement. Creates new fund/account in the Office of Citizen Involvement budget dedicated to support of OCI activities with (a) provide information to and communications between citizens and Metro through the Citizen's Information Correspondent, or (b) involve citizens directly and actively in Metro's decision making and planning activities and for no other purposes. Makes OCI recipient fund of intergovernmental transfers made in connection with evaluation and certification of adequacy of citizen involvement on the part of other governmental entities with respect to activities which Metro must endorse in Metro's role as a Metropolitan Planning Organization or otherwise in its various planning capacities.	MERC Operating Fund, General Fund, Planning Fund, Support Services Fund MERC, Office of Citizen Involvement, Transportation	Enterprise Revenue	\$25,000	\$0	Deferred for discussion at Legislative Committee		
Information Technology Department									
4/17/2000 IT #1	Bragdon	Eliminates funding for the Director of Information Technology Department	Support Services Fund Information Technology	Cost Allocation Plan			Passed 2-1 4/17/00	(\$119,563)	(\$17,750)

FY 2000-01 PROPOSED BUDGET
Fiscal Impact Summary of Budget Amendment Requests
Includes Budget Committee Actions through April 26, 2000

Revised 4/26/2000

SUBSTANTIVE AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
Administrative Services Department									
4/17/2000 ASD #1	Bragdon	Reduces Maintenance & Repair Services line item in Property Services division of ASD by \$14,094	Support Services Fund Administrative Services	Cost Allocation Plan			Passed 3-0 4/17/00	(\$14,094)	(\$4,450)
4/17/2000 ASD #2	Washington	Restore M/W/DBE Program	Support Services Fund Administrative Services	Cost Allocation Plan			Passed 3-0 4/17/00	\$73,007	\$5,500
4/17/2000 ASD #3a	McLain	Directs that MERC annual budget be delivered to the Metro Executive on the date required for all other Metro departments to make their final budget submissions. The Executive is authorized to analyze the budget and make recommendations to the Metro Council, but not to modify the budget, consistent with current Metro Code	Support Services Administrative Services	n/a			Passed 3-0 4/17/00	\$0	\$0
4/17/2000 ASD #3b	McLain	Adds .50 FTE Program Analyst III to the ASD budget to assist with analysis of the annual budget, and to assist with tracking and analysis of the budget during the year.	Support Services Administrative Services	Cost Allocation Plan			Passed 2-1 4/17/00	\$45,000	\$5,175
BALANCE THE GENERAL FUND BUDGET									
4/20/2000 Balanced Budget #1	McLain	TO BALANCE THE BUDGET: (1) Withdraws amendment GM#2 which added \$35,000 for the production of a handbook for watershed planning (2) Reduces election expenses in Special Appropriations in the General Fund by \$35,000 (3) Designates projected FY 1999-00 Council Office excise tax funded underexpenditures to be used for offsetting projected draw on the FY 2000-01 General Fund (4) Allocated projected unanticipated FY 1999-00 additional excise tax revenues to the General Fund Reserve (5) Eliminates Regional Parks technical amendment RP #5 for \$7,000 for Howell Territorial Park "grand opening"	General Fund, Planning Fund, Regional Parks Fund Council Office, Special Appropriations, Growth Management, Regional Parks	Excise Tax			Passed 3-0 4/20/00	(\$282,000)	(\$282,000)
4/26/00	Financial Planning	Final adjustment to General Fund ending balance based on actual impact of the cost allocation plan. Original estimates of Committee Recommendations assumed a net excise tax reduction of cost allocation actions of \$31,092. Actual reduction is \$34,393	General Fund	Excise Tax			Passed 3-0 4/26/00	n/a	(\$3,301)
4/26/00	Monroe	Reduce Salary/fringe for Growth Management Department Director	Planning Fund Growth Management	Excise Tax			Passed 3-0 4/26/00	(\$1,630)	(\$1,630)

FY 2000-01 PROPOSED BUDGET
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Includes Budget Committee Actions through April 26, 2000

Revised 4/26/2000

SUBSTANTIVE AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
					Total Fiscal Impact	Excise Tax Impact		Total Fiscal Impact	Excise Tax Impact
4/26/00	Monroe	Reinstate \$8,840 in the Council Office for NARC dues using the following funding: 1. \$3,910 excise tax balance after all other Committee actions 2. \$3,300 final adjustment for excise tax from cost allocation actions taken by Council 3. \$1,630 reduction in salary/fringe for the Growth Management Department Director position	General Fund Council Office	Excise Tax			Passed 3-0 4/26/00	\$8,840	\$8,840
GRAND TOTAL								\$907,664	(\$115,001)

FY 2000-01 PROPOSED BUDGET
Fiscal Impact Summary of Budget Amendment Requests
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Revised 4/26/2000

TECHNICAL AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Action by Committee	Final Action	
								Total Fiscal Impact	Excise Tax Impact
GENERAL FUND AND RELATED FUNDS									
Transportation Department									
4/3/2000 TR #1	Cotugno	Carry forward of grant funds for the Wilsonville-Beaverton Commuter Rail Study	Planning Fund Transportation Department	Grants			Passed 3-0 4/6/00	\$399,454	\$0
4/3/2000 TR #2	Cotugno	Increase grant funding for the Highway 217 project to expand technical and public outreach	Planning Fund Transportation Department	Grants			Passed 3-0 4/6/00	\$165,000	\$0
Growth Management Department									
4/3/2000 GM #1	Wilkerson	Contract carryover for four projects – Transportation, Community and System Preservation Pilot project in Pleasant Valley/Damascus area; Goal 5 uplands analysis; Title 3 Notices to Property Owners; and Urban Growth Boundary Locational Adjustments	Planning Fund Growth Management	Beginning Fund Balance Grants			Passed 3-0 4/6/00	\$265,400	\$0
Regional Parks & Greenspaces Department									
4/3/2000 RP #1	Ciecko	Revise classification of Natural Resource and Property Management position based on classification review by Human Resources	Regional Parks Fund Regional Parks Department	Ending Unappropriated Balance			Passed 3-0 4/6/00	\$2,954	\$0
4/3/2000 RP #2	Ciecko	Carry forward federal grant funding for implementing wetland enhancement project on Metro open space properties	Open Spaces Fund Regional Parks Department	Grants			Passed 3-0 4/6/00	\$262,000	\$0
4/3/2000 RP #3	Ciecko	Carry forward of three capital maintenance projects at Blue Lake and one project at Howell Territorial Park	Regional Parks Fund Regional Parks Department	Beginning Fund Balance			Passed 3-0 4/6/00	\$78,200	\$0
4/3/2000 RP #4	Ciecko	Contract carry forward for three projects in the planning and education division – grant writing services; greenspaces protection plan; and Blue Lake economic feasibility study	Regional Parks Fund Regional Parks Department	Beginning Fund Balance			Passed 3-0 4/6/00	\$144,500	\$0
4/3/2000 RP #5	Ciecko	Carry forward of funds for "grand opening" of new improvements at Howell Territorial Park (Carryover originally approved at Committee on 4/6/00. Action later reversed at Committee 4/20/00)	Regional Parks Fund Regional Parks Department	Beginning Fund Balance	77,000	\$0	Passed 2-1 4/6/00 Reversed 2-1 4/20/00	\$0	\$0
4/3/2000 RP #6	Ciecko	Carry forward of capital improvement projects approved in the capital improvement plan	Regional Parks Fund Regional Parks Department	Grant Donation Interfund transfers			Passed 3-0 4/6/00	\$1,999,698	\$0
4/3/2000 RP #7	Ciecko	Personal services adjustment to reflect the results of the classification review of the Regional Planner positions required by collective bargaining.	Regional Parks Fund Regional Parks Department	Ending Unappropriated Balance			Passed 3-0 4/6/00	\$10,530	\$0

FY 2000-01 PROPOSED BUDGET
Fiscal Impact Summary of Budget Amendment Requests
Includes Budget Committee Actions through April 26, 2000

Revised 4/26/2000

TECHNICAL AMENDMENTS

Date Submitted	Presenter	Amendment	Fund/Department	Funding Source	Requested Action		Final Action		
							Action by Committee	Total Fiscal Impact	Excise Tax Impact
4/3/2000 RP #8	Ciecko	Carry forward of three projects	Smith & Bybee Lakes Fund Regional Parks Department	Beginning Fund Balance			Passed 3-0 4/6/00	\$67,000	\$0
4/3/2000 RP #9	Ciecko	Carry forward of local share project funding	Open Spaces Fund Regional Parks Department	Beginning Fund Balance			Passed 3-0 4/6/00	\$4,088,095	\$0
ENTERPRISE RELATED ACTIVITIES									
<i>Regional Environmental Management Department</i>									
4/3/2000 REM #1	Petersen	Contract Carryover for various solid waste projects	Solid Waste Revenue Fund Regional Environmental Mgmt	Beginning Fund Balance			Passed 3-0 4/6/00	\$1,821,000	\$0
4/3/2000 REM #2	Petersen	Include Neighborhood Cleanup Grants	Solid Waste Revenue Fund Regional Environmental Mgmt	Beginning Fund Balance			Passed 3-0 4/6/00	\$75,000	\$0
SUPPORT SERVICES AND RELATED									
<i>Administrative Services Department</i>									
4/3/2000 ASD #1	Sims	Revise Contractor's Business License program to reflect a change in timing of the booking of the payment to participating cities.	Support Services Fund Administrative Services	Beginning Fund Balance			Passed 3-0 4/6/00	(\$308,213)	\$0
4/3/2000 ASD #2	Sims	Correct typographical error to reflect the FTE of a position	Building Management Fund Administrative Services	n/a			Passed 3-0 4/6/00	\$0	\$0
GRAND TOTAL								\$9,070,518	\$0

061500.04



METRO

June 6, 2000

Councilor Susan McLain
Chair, Council Budget & Finance Committee
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: FY 2000-01 Budget Technical Adjustments

Dear Councilor McLain:

Since the Council approved the FY 2000-01 budget, a number of technical adjustments to various funds have been identified. Technical adjustments consist of carryovers of uncompleted projects from FY 1999-00, amendments to grant funded projects already included in the proposed budget, and corrections of technical errors. Each technical adjustment is explained in further detail in an attachment to this letter. The following is a summary of the requested adjustments:

<u>Request</u>	<u>Page</u>	<u>Department/Fund Requested Adjustment</u>	<u>Amount</u>
		<i>Transportation Department/Planning Fund</i>	
T1	1	• Increase grant funds and local match for the Wilsonville-Beaverton Commuter Rail Study based on recent Congressional appropriation. Washington County will provide local match.	\$625,000
T2	2	• Increase grant funds to reflect the full scope of the South Corridor Study Environmental Impact Statement.	\$447,500
T3	3	• Carry forward grant funding for completing the Oregon Public Broadcasting contract.	\$ 28,405
T4	4	• Carry forward federal grant funding for the Transims Project in the Travel Forecasting Section.	\$234,379
		<i>MERC/General Revenue Bond Fund</i>	
M1	5	• Revise revenue appropriations to accurately reflect the timing of load proceeds for construction of Expo Hall D. No net change to fund.	\$0
		<i>MERC/MERC Pooled Capital Fund</i>	
M2	6	• Reduce Contingency and increase Transfer of Resources to the OCC Project Capital Fund to support the OCC Expansion. No net change to fund.	\$0

Council Susan McLain
FY 2000-01 Budget Technical Adjustments
April 3, 2000

M2	6	<i>MERC/MERC Operating Fund</i> <ul style="list-style-type: none">• Shifts appropriations by reducing Contingency and increasing Transfer of Resources to OCC Project Capital Fund to support the OCC expansion. No net change to fund.	\$0
M2	7	<i>MERC/OCC Project Capital Fund</i> <ul style="list-style-type: none">• Shifts appropriations by increasing Transfer of Resources from MERC Pooled Capital Fund and MERC Operating Fund and reducing Government Contributions to reflect support for OCC expansion from MERC funds. No net change to fund.	\$0
M3	8	<ul style="list-style-type: none">• Shifts appropriations by reducing Loan Payments – Principle and increasing Miscellaneous and Buildings & Related (CIP). Reflects the fact that relatively little of the Interfund Loan from the Regional Solid Waste Fund was used. Shifts appropriations into construction related accounts. No net change to fund.	\$0
A1	9	<i>Auditor/Support Services Fund</i> <ul style="list-style-type: none">• Carry forward funds to complete InfoLink update contract.	\$13,000
EO1	10	<i>Executive Office/General Fund (allocated)</i> <ul style="list-style-type: none">• Carry forward funds to complete work associated with the adopted Communications Plan. \$6,500 to in support of 2040 reengagement and \$5,000 for regional campaign on ESA impact and ways to improve water quality.	\$11,500

If you have questions regarding these adjustments, please contact the Financial Planning Division. Staff will also be available at the Council meeting on June 15, 2000, to answer questions.

Sincerely,


Mike Burton
Executive Officer

Attachments

cc: Councilor Bill Atherton
Councilor David Bragdon
Councilor Jon Kvistad
Councilor Rod Monroe
Councilor Rod Park
Councilor Ed Washington
Peggy Coates, Council Analyst
~~John Houser, Council Analyst~~

Michael Morrissey, Council Analyst
Pat Weathers, Council Assistant
Bruce Warner, Chief Operating Officer
Jennifer Sims, Chief Financial Officer
Tony Mounts, Financial Planning Manager
Kathy Rutkowski, Budget Coordinator
Cherie Yasami, Budget Analyst

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: ANDY COTUGNO, TRANSPORTATION DIRECTOR
DRAFTER: JENNY KIRK, TRANSPORTATION MANAGER
DATE FILES: JUNE 2, 2000
BUDGET COMMITTEE REVIEW DATE: JUNE 15, 2000

PROPOSED AMENDMENT: This amendment is proposed to increase the grant for the Wilsonville-Beaverton Commuter Rail Study an additional \$625,000. The funding for this program is \$500,000 5309 funds and \$125,000 of local match, provided by Washington County. The \$500,000 in FTA Section 5309 New Start funds has been appropriated by Congress to advance this project into Preliminary Engineering. The Metro Council amended the Metropolitan Transportation Improvement Program (MTIP) to include these funds in FY 00-01. These funds will be used for the following general tasks:

- Advance project design to the 30% level, including:
 - + Plan and profile drawings
 - + Cross-Sections
 - + Ancillary facility plans - stations, park and ride lots
- Develop systems elements such as signals and wayside communications
- Preliminary Design of Maintenance Facility
- Development of vehicle specifications
- Preparation of Project Management Plan for Final Design and Construction

The majority of these funds will be passed through to Washington County and their consultant team. Metro will administer the grant and serve as FTA liaison for the project. Metro will also continue to assist Washington County in developing the project's finance plan and will submit annual New Starts Reports to the FTA.

AFFECTED DEPARTMENT/FUND(S):

Transportation Department, Planning Fund,

AFFECTED LINE ITEMS(S):

Acct #	Account Description	Approved Budget	Change	Adopted Budget
Resources				
4100	Federal Grants-Direct	\$2,648,203	\$500,000	\$3,148,203
4120	Local Grants-Direct	4,163,765	125,000	4,288,765
Total Resources Impacts		\$6,811,968	\$625,000	\$7,436,968
Requirements				
5300	Payments to Other Agencies	\$250,000	\$625,000	\$875,000

PROGRAMS/STAFFING IMPACTS: The Transportation Department will use existing staff to support this grant. No additional excise tax is requested for this program.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: ANDY COTUGNO, TRANSPORTATION DIRECTOR
DRAFTER: JENNY KIRK, TRANSPORTATION MANAGER
DATE FILES: JUNE 2, 2000
BUDGET COMMITTEE REVIEW DATE: JUNE 15, 2000

PROPOSED AMENDMENT:

This technical amendment adjusts contract totals for FY 00-01 \$447,500 to include changes in the study scope and schedule for the South Corridor Study. At the time the original budget was developed, the scope of the study was not fully developed. The contract amounts for intergovernmental agreements and consulting contracts have been increased to reflect undertaking a Draft Environmental Impact Statement starting in December 2000. Consultant services will be required for conceptual design, environmental analysis, transportation analysis and public involvement assistance.

AFFECTED DEPARTMENT/FUND(S):

Transportation Department, Planning Fund

AFFECTED LINE ITEMS(S):

Planning Fund, Transportation Department

Acct #	Account Description	Approved Budget	Change	Adopted Budget
Resources				
4100	Federal Grants-Direct	\$2,648,203	\$380,375	\$3,028,578
4120	Local Grants-Direct	4,163,765	67,125	4,230,890
Total Resources Impacts		\$6,811,968	\$447,500	\$7,259,468
Requirements				
5240	Professional Contractual Services	\$1,668,879	\$250,000	\$1,918,879
5300	Payments to Other Agencies	250,000	197,500	447,500
Total Requirements Impacts		\$1,918,879	\$447,500	\$2,366,379

PROGRAMS/STAFFING IMPACTS:

The Transportation Department will use existing staff to support this grant. No additional excise tax is requested for this program.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: ANDY COTUGNO, TRANSPORTATION DIRECTOR
DRAFTER: JENNY KIRK, TRANSPORTATION MANAGER
DATE FILES: JUNE 2, 2000
BUDGET COMMITTEE REVIEW DATE: JUNE 15, 2000

PROPOSED AMENDMENT:

The Transportation Department is proposing carryover contractual amounts for the Transims Project within the Travel Forecasting Section. The contracts are:

- MUSE Technologies, providing the Virtual Environment and Graphics Display, carryover of \$164,000:
- Mark Bradley providing Transims models, carryover of \$51,457
- John L. Bowman providing technical support, carryover of \$18,922.03

These carryover amounts increase the Travel Forecasting Transims budget a total of \$234,379.03. This entire carryover is 100% grant funded.

AFFECTED DEPARTMENT/FUND(S):

Transportation Department, Planning Fund.

AFFECTED LINE ITEMS(S):

Planning Fund, Transportation Department

Acct #	Account Description	Approved Budget	Change	Adopted Budget
Resources				
4100	Federal Grants-Direct	\$2,648,203	\$234,379	\$2,882,582
Requirements				
5240	Professional Contractual Services	\$1,668,879	\$234,379	\$1,903,258

PROGRAMS/STAFFING IMPACTS:

There will be no staffing impacts for the budget.

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

The purpose of these carryovers is to continue work currently under contract for Transims. There are no excise tax funds necessary for these carryovers.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: ANDY COTUGNO, TRANSPORTATION DIRECTOR
 DRAFTER: JENNY KIRK, TRANSPORTATION MANAGER
 DATE FILES: JUNE 2, 2000
 BUDGET COMMITTEE REVIEW DATE: JUNE 15, 2000

PROPOSED AMENDMENT:

Transportation Department is proposing an additional carryover contract amount for the Oregon Public Broadcasting Contract. Due to the administrative requirements in working with ODOT to fully execute this contract it was delayed.

AFFECTED DEPARTMENT/FUND(S):

Transportation Department, Planning Fund and Executive Office/General Fund (allocated)

AFFECTED LINE ITEMS(S):

Planning Fund, Transportation Department

Acct #	Account Description	Approved Budget	Change	Adopted Budget
Resources				
4100	Federal Grants-Direct	\$2,648,203	\$26,433	\$2,674,636
4105	Transfer of Resources (General Fund)	877,773	1,972	879,745
Total Resources Impacts		\$3,525,976	\$28,405	\$3,554,381

Requirements

5240	Professional Contractual Services	\$1,668,879	\$28,405	\$1,697,284
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General Fund

Acct #	Account Description	Approved Budget	Change	Adopted Budget
Resources				
BEBAL	Beginning Fund Balance	\$599,000	\$1,972	\$600,972
Requirements				
5810	Transfer of Resources (Planning Fund)	\$3,686,943	\$1,972	\$3,688,915

PROGRAMS/STAFFING IMPACTS:

There will be no staffing impacts for the budget.

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

The purpose of this amendment is to carryover contracted funds and to enable the delayed work to begin.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: TONY MOUNTS
 DRAFTER: TONY MOUNTS
 DATE FILES: JUNE 5, 2000
 BUDGET COMMITTEE REVIEW DATE: JUNE 15, 2000

PROPOSED AMENDMENT:

When preparing the FY 2000-01 budget, it was anticipated that the revenue for the construction of Expo Hall D would be received in a lump sum in FY 1999-00 but not fully expended. As a result, the balance of the bond proceeds would be carried over to FY 2000-01 as part of the Beginning Fund Balance. Metro has negotiated a loan from the Oregon Economic and Community Development Department for this project. The loan proceeds are disbursed on a reimbursement basis rather than a lump sum. The requested change reflects this disbursement method and shows the funds coming in as bond proceeds rather than being carried over as Beginning Fund Balance.

The total amount of the loan is \$15,631,000. Of that total, \$2,500,000 is expected to be received as reimbursement in FY 1999-00 leaving a remaining balance of \$13,131,000.

AFFECTED DEPARTMENT/FUND(S):

General Revenue Bond Fund

AFFECTED LINE ITEMS(S): (include account #, line item name and dollar amount)

General Revenue Bond Fund - Expo Hall D Expansion

Account Number	Approved Budget	Change	Adopted Budget
BGBAL	\$14,100,000	(13,131,000)	\$969,000
4910 State Bond Bank Proceeds	0	13,131,000	\$13,131,000

PROGRAMS/STAFFING IMPACTS:

NONE

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

This amendment is technical in nature. There are no changes in total appropriations for this fund.

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: TONY MOUNTS
 DRAFTER: ROY BURLING
 DATE FILES: 6/1/2000
 BUDGET COMMITTEE REVIEW DATE: 6/15/2000

PROPOSED AMENDMENT:

This requested technical change reduces the contingency amounts in the MERC Pooled Capital Fund and the MERC Operating Fund and increases the transfer of resources to the Convention Center Project Capital Fund for the Expansion project. This change is to reflect Metro's contribution to the OCC expansion project. The total individual budgets remain the same.

AFFECTED DEPARTMENT/FUND(S):

MERC Pooled Capital Fund
 MERC Operating Fund
 Convention Center Project Capital Fund

AFFECTED LINE ITEMS(S): (include account #, line item name and dollar amount)

MERC Pooled Capital Fund

	<u>Approved</u>	<u>Adjustment</u>	<u>Adopted</u>
TOTAL RESOURCES	\$ 5,946,787	\$0	\$ 5,946,787
<i>Requirements</i>			
5205 Operating Supplies	\$ 25,000	\$0	\$ 25,000
5720 Building & Related (non-CIP)	325,000	0	325,000
5725 Building & Related (CIP)	415,000	0	415,000
5745 Equipment & Vehicles (CIP)	50,000	0	50,000
5810 Transfer of Resources - OCC Cap Project	0	4,000,000	4,000,000
5999 Contingency	4,550,000	(4,000,000)	550,000
5990 Unappropriated Fund Balance	581,787	0	581,787
TOTAL REQUIREMENTS	\$ 5,946,787	\$0	\$ 5,946,787

MERC Operating Fund

	<u>Approved</u>	<u>Adjustment</u>	<u>Adopted</u>
TOTAL RESOURCES	\$37,643,602	\$0	\$37,643,602
<i>Requirements</i>			
Total Personal Services	\$ 12,322,842	\$0	\$ 12,322,842
Total Material & Services	13,394,957	0	13,394,957
Total Debt Service	216,265	0	216,265
Total Capital Outlay	729,375	0	729,375
5800 Transfer for Indirect Costs	1,731,141	0	1,731,141
5810 Transfer of Resources -			
* OCC Project Capital Project Fund	40,000	1,000,000	1,040,000
* to Revenue Bond Fund	812,000	0	812,000
5999 Contingency	2,899,728	(1,000,000)	1,899,728
5990 Unappropriated Fund Balance	5,397,194	0	5,397,194
TOTAL REQUIREMENTS	\$37,643,602	\$0	\$37,643,602

Convention Center Project Capital Fund

	<u>Approved</u>	<u>Adjustment</u>	<u>Adopted</u>
<u>Resources</u>			
Beginning Fund Balance	\$ 500,000	\$0	\$ 500,000
4145 Government Contributions	51,500,000	(5,000,000)	46,500,000
4700 Interest On Investments	100,000	0	100,000
4970 Transfer of Resources			
* from MERC Operating Fund	.. 100,000	4,000,000	4,100,000
from MERC Pooled Capital Fund	0	1,000,000	1,000,000
TOTAL RESOURCES	\$52,200,000	\$0	\$52,200,000

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: TONY MOUNTS
DRAFTER: ROY BURLING
DATE FILES: 6/1/2000
BUDGET COMMITTEE REVIEW DATE: 6/15/2000

PROPOSED AMENDMENT:

This requested technical change decreases the loan payment – principal and increases building and related capital projects to better reflect actual spending on the project. Total resources and total requirements are unchanged.

AFFECTED DEPARTMENT/FUND(S):

Convention Center Project Capital Fund

AFFECTED LINE ITEMS(S): (include account #, line item name and dollar amount)

Convention Center Project Capital Fund

	<u>Approved</u>	<u>Adjustment</u>	<u>Adopted</u>
<u>Requirements</u>			
5010 Regular Employees FT	\$ 495,767	\$0	\$ 495,767
5100 Fringes	173,533	0	173,533
5201 Office Supplies	10,000	0	10,000
5205 Operating Supplies	10,000	0	10,000
5240 Contracted Professional Services	50,000	0	50,000
5265 Rentals	60,000	0	60,000
5280 Other Purchased Services	50,000	0	50,000
5300 Pymts to Other Agencies	1,750,000	0	1,750,000
5400 Charges for Services	60,000	0	60,000
5450 Travel	2,000	0	2,000
5490 Miscellaneous	10,000	250,000	260,000
5610 Loan Pymts – Principal	6,500,000	(4,500,000)	2,000,000
5615 Loan Pymts - Interest	100,000	0	100,000
5725 Buildings & Related (CIP)	36,150,000	4,250,000	40,400,000
5999 Contingency	1,800,000	0	1,800,000
5990 Unappropriated Fund Balance	4,978,700	0	4,978,700
TOTAL REQUIREMENTS	\$52,200,000	\$0	\$52,200,000

PROPOSED FY 2000-01 BUDGET AMENDMENT

PRESENTER: BRUCE WARNER
DRAFTER: JANICE LARSON, JOHN DONOVAN, KAREN BLAUER, CATHY KIRCHNER
DATE FILED: JUNE 5, 2000
BUDGET COMMITTEE REVIEW DATE: JUNE 15, 2000

PROPOSED AMENDMENT:

Carry forward \$11,500 for public education efforts identified in Communications Plan adopted by the Metro Council in October 1999.

AFFECTED DEPARTMENT/FUND(S):

Public Affairs & Govt. Relations, General Fund allocated (010-00320)

AFFECTED LINE ITEMS(S): (include account #, line item name and dollar amount)

Contracted Professional Services 5240-010-00320 \$11,500

PROGRAMS/STAFFING IMPACTS:

Communications Plan implementation

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT:

Funds will be used to complete two projects begun in FY 1999-00 to implement the Communications Plan.

Community Conversation sponsorship development.
(Communications Plan. Objective 1, Tactic 2, Step 3)

\$6,500

Metro has retained a consultant to complete and implement a comprehensive sponsorship plan for the Community Conversation – the regionwide effort to reengage the public in 2040. Phase One of the contract will result in the plan to generate sponsors and will be completed by June 30, 2000. Phase Two will deliver sponsorship recruitment tools and meetings with potential public and private sponsors. The cost of phase two will not exceed the \$6,500 requested.

Regional partnership to educate public about impact of ESA listings
(Communications Plan. Objective 1, Tactic 4, Step 2).

\$5,000

Funds will cover Metro's contribution to the Regional Coalition for Clean Rivers and Streams 2001 public education campaign. Funds will leverage \$40,000 plus to conduct a radio, television and print advertising campaign to educate the public about the impact of the Endangered Species Act listings in our region, promote ways to protect and improve water quality and address stormwater runoff pollution problems.

Coalition partners include Multnomah County, Clackamas County, City of Portland, Unified Sewerage Agency and City of Gresham. Metro and Clark County will become partners under an intergovernmental agreement to be signed this summer. Funds cannot be transferred until the IGA is signed.

FY 2000-01 BUDGET AMENDMENT

PRESENTER: Tony Mounts
DRAFTER: Kathy Rutkowski
DATE FILED: 5/19/2000
BUDGET COMMITTEE REVIEW DATE: 6/15/2000

PROPOSED AMENDMENT:

The requested amendment will correct various line items in the General Revenue Bond Fund, Expo Center Hall D project to reflect the final funding structure of the construction project. The total budget remains the same.

AFFECTED DEPARTMENT/FUND(S):

General Revenue Bond Fund

AFFECTED LINE ITEM(S): (include account #, line item name and dollar amount)

	<u>Approved</u>	<u>Adjustment</u>	<u>Adopted</u>
<i>Resources</i>			
3500 Beginning Fund Balance	14,100,000	(14,100,000)	0
4700 Interest Earnings	210,000	(210,000)	0
4910 State Bond Bank Proceeds	0	14,310,000	14,310,000
4970 Transfer of Resources	812,000	0	812,000
TOTAL RESOURCES	\$15,122,000	\$0	\$15,122,000
<i>Requirements</i>			
5240 Contracted Professional Svcs	10,000	(10,000)	0
5310 Taxes (Non-Payroll)	40,000	(40,000)	0
5400 Charges For Services	50,000	(50,000)	0
5725 Buildings & Related	14,210,000	100,000	14,310,000
5610 Loan Payments - Principal	102,000	0	102,000
5615 Loan Payments - Interest	710,000	0	710,000
TOTAL REQUIREMENTS	\$15,122,000	\$0	\$15,122,000

PROGRAMS/STAFFING IMPACTS: (this section is not needed for technical adjustments)

None

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT: (this section is not needed for technical adjustments)

Properly reclassifies resources and requirements to the known anticipated line items.



June 8, 2000

EXHIBIT A

**Tax Supervising
& Conservation
Commission**

501 SE Hawthorne
4th Floor
Portland, Oregon 97214

Telephone (503) 988-3054

Fax: (503) 988-3053

E-Mail:
TSCC@co.multnomah.or.us

Web Site:
www.multnomah.lib.or.us/tsccl

Councilors
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Council Members:

The Tax Supervising and Conservation Commission met on June 8, 2000 to review, discuss and conduct a public hearing on the Metro 2000-01 Annual Budget. This hearing was conducted pursuant to ORS 294.605-705 to confirm compliance with applicable laws and to determine the adequacy of estimates necessary to support efficient and economical administration of the district.

The 2000-01 budget, filed May 11, 2000, is hereby certified by majority vote of the members of the Commission with one objection which will require a written response.

Objection:

Debt Service Levy

The General Obligation Bond Debt Service levy approved by the Metro Council on April 27, 2000, provided for the repayment of a potential cash flow loan. The loan was initially anticipated by staff based on revenue forecasts through December 1999, and would have been used to provide necessary cash flow for debt service payments due in July 2000. Since approval of the budget and property tax levy by the Metro Council in April, Metro financial staff have updated their forecast based on the latest information available. They now feel comfortable that the cash flow loan will not be necessary and have requested a reduction in the debt levy amount. The TSCC concurs with this request and directs that the property tax levy for general obligation debt be reduced from \$19,945,940 to \$19,733,138 at the time budget is adopted.

Commissioners
Richard Anderson
Nancy Conrath
Anthony Jankans
Carol Samuels
Julie Van Noy

Aside from the exception noted, estimates were judged to be reasonable for the purposes shown and the document was found to be in substantial compliance with the law. Budget estimates and levy amounts as shown in the approved budget and as adjusted by TSCC are as follows:

		Unappropriated Portion
General Fund	\$9,816,711	\$299,460
Risk Management Fund	11,877,534	6,088,448
Support Services Fund	10,505,540	147,000
Building Management Fund	3,898,270	1,365,538
Solid Waste Revenue Fund	96,460,224	22,978,633
General Revenue Bond Fund	19,916,840	2,124,170
General Obligation Bond Debt Service Fund	30,899,150*	11,773,996
Zoo Operating Fund	27,643,480	4,502,114
Planning Fund	19,533,928	0
MERC Operating Fund	37,543,502	5,397,193
Regional Parks and Expo Fund	11,648,285	2,433,607
Zoo Capital Fund	3,724,380	777,425
Open Spaces Fund	38,571,436	0
Convention Center Project Capital Fund	52,140,000	4,978,700
MERC Pooled Capital Fund	5,946,787	581,787
Regional Parks Trust Fund	479,367	409,853
Rehabilitation & Enhancement Fund	2,777,783	1,788,528
Smith & Bybee Lakes Fund	<u>4,342,292</u>	<u>3,469,442</u>
Total Budget Estimates	\$387,725,509	\$69,115,894
Tax Levy:		
Permanent Rate Zoo Operating -	\$ 0.0966	
Debt Service - Not Subject to Limit	\$ 19,733,138*	


*As adjusted by the objection in this letter.

Please file a copy of the adopted budget and supporting documentation with the Commission within 15 days of adoption. The filing should include all budget detail sheets, LB-50, proof of publication of the notice of the public hearing, and the resolutions. The response to the Commission objection should be included either in the adopting resolution, or within an accompanying letter.


Finally, thanks to staff for their efforts and assistance. Metro's budget is well done. It is extremely thorough and well organized.

Yours very truly,

TAX SUPERVISING & CONSERVATION COMMISSION


Richard Anderson, Commissioner


Nancy Conrath, Commissioner


Anthony Jankans, Commissioner


Carol Samuels, Commissioner

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: June 15, 2000
TO: Metro Council
FROM: Jennifer Sims, Chief Financial Officer
RE: RESPONSE TO THE TSCC CERTIFICATION LETTER

We have received the Tax Supervising and Conservation Commission's certification letter of Metro's FY 2000-01 annual budget. The TSCC certified Metro's budget with one objection that requires a written response.

Objection: Debt Service Levy

The General Obligation Bond Debt Service levy approved by the Metro Council on April 27, 2000 provided for the repayment of a potential cash flow loan. The loan was initially anticipated by staff based on revenue forecasts through December 1999, and would have been used to provide necessary cash flow for debt service payments due in July 2000. Since approval of the budget and property tax levy by the Metro Council in April, Metro finance staff have updated their forecast based on the latest information available. They now feel comfortable that the cash flow loan will not be necessary and have requested a reduction in the debt levy amount. The TSCC concurs with this request and directs that the property tax levy for general obligation debt be reduced from \$19,945,940 to \$19,733,138 at the time the budget is adopted.

Response:

The change in the debt service levy was requested by the Financial Planning staff. The initial debt service levy calculation assumed the potential need for a cash flow loan in the first quarter of FY 2000-01 when the first of the semi-annual debt service payments on the outstanding general obligation bonds are due. This assumption was based on projections using December 1999 actual revenue numbers. Those projections were updated in mid-May based on April, 2000 revenue numbers. We have also had discussions with Metro's investment manager and now believe there will be no need for a cash flow loan. However, once the budget was Approved by the Metro Council in April, the debt levy could not be changed except by request of the TSCC. We have, therefore, requested the TSCC to reduce our debt service levy to avoid the over levying of property taxes in FY 2000-01. Because the loan was to be repaid in the same fiscal year that it was made it was not necessary to show the loan in the budget. As a result, no change in the budget document is necessary but Ordinance 00-847B must be amended to show the lower debt service levy amount and the section authorizing the cash flow loan should be stricken from the body of the ordinance.

BUDGET AND FINANCE COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 00-859, AMENDING THE FY 1999-00 BUDGET AND APPROPRIATIONS SCHEDULE FOR THE PURPOSE OF ADOPTING A SUPPLEMENTAL BUDGET FOR THE FISCAL YEAR BEGINNING JULY 1, 1999

Date: June 14, 2000

Presented by: Councilor McLain

Committee Recommendation: At its May 10 meeting, the Committee considered Ordinance No. 00-859 and voted 5-0 to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilor Atherton, Bragdon, Park, Washington and Chair McLain. Councilors Monroe and Kvistad were absent.

Committee Issues/Discussion: Kathy Rutkowski, Financial Planning Budget Analyst, presented the staff report. She explained that the proposed ordinance is a supplemental budget that would amend several MERC funds for the current fiscal year. The size of the proposed amendments will result in changes in the affected funds that trigger state budget law provisions requiring the changes be adopted through a supplemental budget. Rutkowski noted that the supplemental budget adoption includes a TSCC hearing, which was held on June 8. Following the hearing, the commission approved the supplemental budget.

The ordinance makes two changes in the MERC budget. First, when the budget was adopted, it was assumed that Metro revenue bonds would be issued to finance the new Hall D at the Expo Center. However, the state agreed to finance the entire project through a loan from the Oregon Economic Development Department (OEDD). For budgeting purposes, such a loan is treated in a different manner than the issuance of Metro bonds. Therefore, the ordinance moves the Hall D project from the MERC Operating Fund to the General Revenue Bond Fund.

The second change addresses the budget recognition of a \$1 million contribution that the new concession vendor will make toward capital acquisitions and improvements at various MERC facilities. At the time the budget was adopted, a new vendor had not been selected and the size and use of any vendor capital contribution was not known. The staff report outlines the projected uses for these funds, which includes: 1) concessionaire computer system software improvements, 2) concession stand renovations, 3) construction of a coffee bar at OCC, and outfitting of kitchen in the new Hall D at the Expo Center.

Councilor Bragdon asked whether the interest rate on the OEDD loan was lower than the rate would have been if Metro bonds had been issued to finance Hall D. Rutkowski responded that the interest rate on the loan was lower than it would be for Metro-backed bonds.

Councilor Park asked for a clarification about where the funding for the credit comes from. Petersen answered that the funds come from the undesignated portion of the solid waste fund balance. This portion of the fund balance is currently \$8.4, including a reduction of \$900,000 for the fee credit portion. Petersen noted that the department is working to reduce this undesignated amount and therefore, the cost of the fee credit program is not replenished annually.

METRO OPERATIONS COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 00-864, FOR THE PURPOSE OF AMENDING THE FY 1999-00 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING APPROPRIATIONS FROM CONTINGENCY TO OPERATING EXPENSES IN THE ZOO OPERATING FUND, AND DECLARING AN EMERGENCY

Date: June 8, 2000

Presented by: Councilor Washington

Committee Action: At its June 7, 2000 meeting, the Metro Operations Committee voted 3-0 to recommend Council adoption of Ordinance 00-864. Voting in favor: Councilors Atherton, Washington and Monroe.

Background: Kathy Kaiunas Deputy Director, Oregon Zoo, made the staff presentation. Ordinance 00-864 is companion legislation to a supplemental budget request that Council approved several weeks ago. This ordinance now allocates \$300,000 of revenues from that prior action into materials and services line items, specifically;

Operating supplies	\$50,000
Maintenance and Repairs Supplies	150,000
Maintenance and Repairs Services	100,000

Several small, unanticipated repair projects have necessitated this action.

- Existing Law: ORS 294.450, providing for transfers within a fund, with authorization from the governing body.
- Budget Impact: Transfers \$300,000 from contingency in the Zoo Operating fund to materials and services for FY--99-00.

Committee Issues/Discussion: There was no committee discussion.

REGIONAL ENVIRONMENTAL MANAGEMENT COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 00-865, FOR THE PURPOSE OF AMENDING THE REGIONAL SOLID WASTE MANAGEMENT PLAN RELATED TO DISPOSAL FACILITIES

CONSIDERATION OF ORDINANCE NO. 00-866, FOR THE PURPOSE OF AMENDING CODE CHAPTER 5.01 RELATED TO DISPOSAL FACIL

CONSIDERATION OF ORDINANCE NO. 00-867, FOR THE PURPOSE OF AMENDING CODE CHAPTER 5.02 RELATED TO REGIONAL SYSTEM FEE CREDITS AND MAKING RELATED CHANGES

Date: June 13, 2000

Presented by: Councilor Washington

Committee Recommendation: At its June 7 meeting, the Committee considered a package of three ordinances including, Ordinance No. 00-865, Ordinance No. 00-866, and Ordinance No. 00-867 and voted unanimously to send the ordinances to the Council with a do pass recommendation. Voting in favor: Councilors Park and McLain and Chair Washington.

Background: In 1990, the Metro Council adopted the Regional Solid Waste Management Plan (RSWMP) as a functional plan. The plan outlines goals, guidelines and roles for Metro and its local government partners related to the development and management of the region's solid waste disposal system. Three ordinances (00-865, 00-866, and 00-867) have been introduced to incorporate changes resulting from an 18-month review of the transfer station provisions of the Metro Code and RSWMP by REM staff and the Solid Waste Advisory Committee (SWAC). The package of amendments has generally been referred to as the transfer station service plan.

Ordinance No. 00-865 would amend the provisions of the RSWMP and Ordinance No. 00-866 would the necessary Code amendments to reflect the RSWMP amendments. Ordinance No. 00-867 would make changes in the regional system fee credit program and other finance related changes to conform with the changes made by the other ordinances and the potential Council adoption of Ordinance No. 00-857B.

The current plan includes a provision the calls for no new transfer station capacity to be added to the regional disposal system. This package of ordinances addresses four major issues related to Metro's transfer station capacity policies.

Need for Additional Transfer Station Capacity. SWAC and the REM staff concluded that, while there is adequate disposal processing capacity for the region's waste, the geographic location of the existing facilities results in unacceptably long drive times from certain portions of the region to these facilities. The RSWMP recommends that the drive times from the end of a collection route to a disposal facility should not exceed 18-23 minutes. Currently, the drive times from portions of eastern Washington and the Gresham-Troutdale area exceed 25-30 minutes and increasing congestion in these areas indicates that these times could lengthen in future years. Local government representatives indicated that transportation costs are the fastest growing hauler cost.

The ordinances would amend the RSWMP and the Code to provide a framework for possible Council consideration of applications for new transfer stations. It is assumed that likely applicants

for transfer station designation would be three existing MRF/reload facilities that operate with a 50,000 ton annual cap on the amount of material that they can process. These facilities are the Recycle America facility in Troutdale, the WRI facility in Wilsonville, and the Pride Disposal facility in Sherwood. Each of these could provide disposal services to those geographic areas that currently have the longest drive times to existing facilities.

Facility-Type Designations. The ordinances would establish a more clearly defined hierarchy of disposal facilities that would include: 1) reload facilities, 2) local transfer stations, and 3) regional transfer stations.

- Reload facilities are currently not regulated by Metro and would remain so under the proposed amendments. They provide single haulers the opportunity to consolidate their loads from smaller collection route trucks to larger trucks for the purpose of transporting material to a disposal facility.
- Local transfer stations are not currently defined in the plan or the Code. The amendments would apply this designation to a facility that processes less than 50,000 tons annually. The service and operational requirements for such facilities would be somewhat lower than those for regional transfer stations. This designation would apply to the Recycle America, WRI and Pride facilities as they are currently operated.
- Regional transfer stations would include the current Metro stations and the Forest Grove transfer station. The proposed amendments are designed to allow Metro to consider applications for additional regional transfer stations. Such facilities would be required to meet certain operational standards, minimum recovery requirements and provide overall disposal system cost savings.

New Facility Operational Requirements. Any new regional transfer station facility would be required to meet certain operational requirements. These generally would include: 1) accepting all customers, including self haulers; 2) accommodating HHW collection events, and 3) providing public recycling drop sites.

Such facilities would have to meet a minimum 25% recovery rate for the non-putrescible waste processed at the facility. Local transfer stations also would be required to meet this recovery rate. The recovery rate was set at 25% to encourage additional recycling while not impairing existing source-separated recycling programs. The Metro stations and the Forest Grove facility would not be required to meet this requirement. There are two principal reasons for this exemption. First, these facilities generally have no control over the types of waste that they accept, and thus receive a higher percentage of non-recyclable waste. Second, neither Metro South or the Forest Grove Station were operationally designed to perform material recovery and in the case of Forest Grove there are local land use regulations that restrict the addition of recycling facilities at the site.

Metro Enforcement. The code currently provides significant monitoring and enforcement authority. Some stakeholders have suggested that current enforcement capacity be reviewed in light of the potential for new private transfer station facilities that may result from the adoption of these ordinances. REM staff has agreed that following the adoption of the ordinances, it will implement a 3-4 month review of its monitoring and enforcement program to determine if additional resources are needed. It should be noted the Council recently amended the proposed amendment to upgrade the REM inspector position to full-time.

Committee Discussion: Terry Petersen, REM Director, and Doug Anderson, Waste Reduction, Planning and Outreach Manager presented the staff report. Anderson reviewed the intent of each of the ordinances and addressed the policy issues noted above. Petersen explained that the ordinances reflect needed amendments to the Code and Plan to address recent changes in the region's solid waste disposal system. He noted that, while the addition of new transfer station could increase per unit costs at the Metro stations, reduced drive times would provide savings to ratepayers in many portions of the region. The ordinances also would give the Council to opportunity to apply conditions to individual facilities based on unique situations.

Councilor McLain noted that the system must be looked at as a whole. Petersen noted that applications for new facilities would be examined in terms of their effect on overall system costs. She also asked if potential applicants would be required to obtain all of the necessary state and local permits prior to applying to Metro. Peterson replied that they would have to obtain such permits prior to making application to Metro. McLain also asked that staff work with potential applicants to identify any potential "fatal flaws" prior to their investing significant resources to obtain the necessary permits and franchises.

Councilor Washington asked about the nature of the HHW disposal activities that would occur at any new transfer station. Petersen explained that they would have to make their facilities available to Metro for HHW collection events similar to those that Metro currently conducts around the region.

The committee received testimony from several industry representatives in support of the proposed ordinances.

Diana Godwin, representing BFI/Allied, noted that Ordinance No. 00-867 would reduce the regional system fee for petroleum contaminated soils. She noted that the current fee was a burden and impediment to the proper disposal of this type of material.

Merle Irvine, representing WRI, testified in support of all three ordinances. He noted that if his facility could obtain a franchise as a regional transfer station, he would be able to improve access to the facility to independent haulers. He explained that, in the past, he has had to restrict use of the facility due to the current 50,000-ton cap on the amount of material he could process annually. He also supported the 25% minimum recovery rate.

Dean Kampfer, representing Waste Management, noted several benefits that would result from adoption of the ordinances. These included: 1) mandatory recovery rates that would spur recycling, 2) expanded disposal capacity that would facilitate recycling, 3) improved facility access, 4) increased competition, and 5) reduced air pollution and congestion.

Dave White, representing hauler interests, supported all three ordinances. He noted that haulers had been concerned about access to new facilities, but that the ordinances addressed this issue and created a level playing field for all haulers. He encouraged the staff to actively enforce the new Code and plan requirements.

Transfer Stations

Metro Council
June 15, 2000

3 Ordinances

- ❖ No. 865 Amends the Solid Waste Management Plan
- ❖ No. 866 Amends Metro Code, Regulatory Chapter
- ❖ No. 867 Amends Metro Code, Solid Waste Finance Chapter

865: Amends the Plan

- ❖ Current Plan:
"No New Transfer Stations"

- ❖ New: provide framework:
 - ◆ Private sector can apply
 - ◆ Metro Council can approve or deny

map A

map B

865: Amends the Plan

- ❖ New transfer stations must "solve problems"
 - ◆ Transport savings
 - ◆ Service or access needs
- ❖ Public obligations of transfer stations:
 - ◆ Recover material
 - ◆ Provide full public services

866: Amends Regulatory Code

❖ Implements Plan amendments:

- ◆ Definitions
- ◆ Material recovery requirements
- ◆ Re-affirms public obligations
- ◆ Clarifies exemptions, licenses, franchises

866: Amends Regulatory Code

❖ Definitions:

- ◆ Local transfer station
- ◆ Regional transfer station

❖ Material recovery requirements

- ◆ Universal*
- ◆ Sets 25% minimum recovery rate

* 2 exceptions

866: Amends Regulatory Code

- ❖ Public obligations:
 - ◆ Serve all customers + recycling drop site
 - ◆ Host Metro Hazardous Waste events
- ❖ Clarify licenses, franchises
 - ◆ Local transfer station: license
 - ◆ Regional transfer station, any direct haul: franchise

Regulation What doesn't Change?

- ❖ For approval, the Council must find:
 - ◆ Consistent with the RSWMP
 - ◆ Local area not unreasonably affected
 - ◆ Health, safety, welfare of the District's residents not unreasonably affected
 - ◆ Ability to comply with regulations

Regulation What doesn't Change?

- ❖ Consistency with RSWMP:
 - ◆ Provide net benefit
 - ◆ Preserve/enhance material recovery
 - ◆ Demonstrate system cost savings

Regulation What Doesn't Change?

- ❖ Effect on District's residents:
 - ◆ Allows broad look at impacts
 - ◆ Not limited to local neighborhood
 - ◆ Examples:
 - Traffic in neighboring cities
 - Effect on regional ratepayers

Regulation What Doesn't Change?

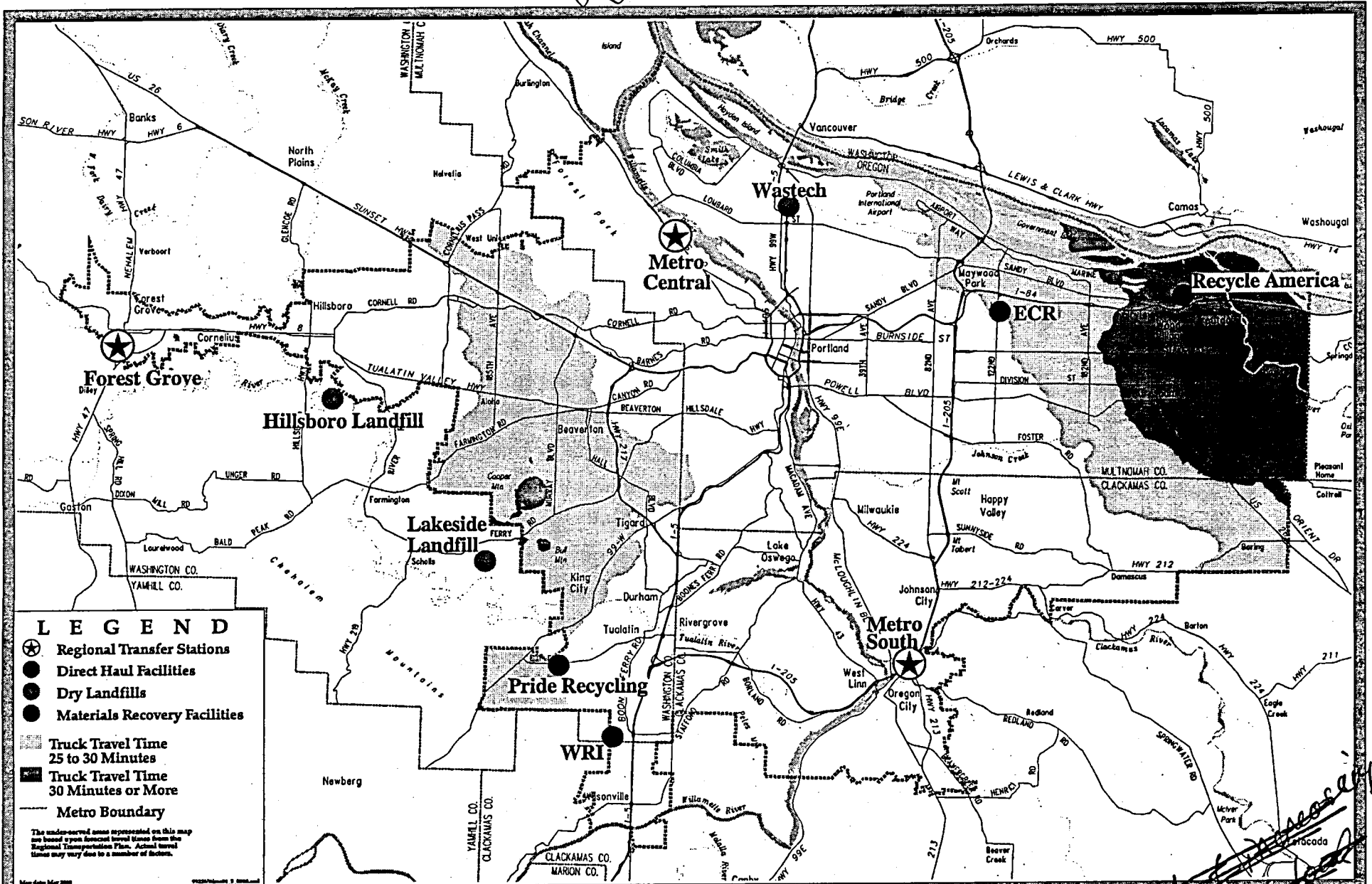
- ❖ Council's Flexibility:
 - ◆ Council can add to franchises "Conditions the Council deems necessary to ensure that regulatory objectives are met"
 - ◆ Variance procedure:
 - Allows selective relief from regulations
 - Based on "conditions beyond control" or "extremely burdensome or impractical"

867: Amends Solid Waste Finance Chapter

- ❖ Recycling credits aligned with recovery rate policy
- ❖ Other fee policies aligned with new excise tax

MAP A

W U I

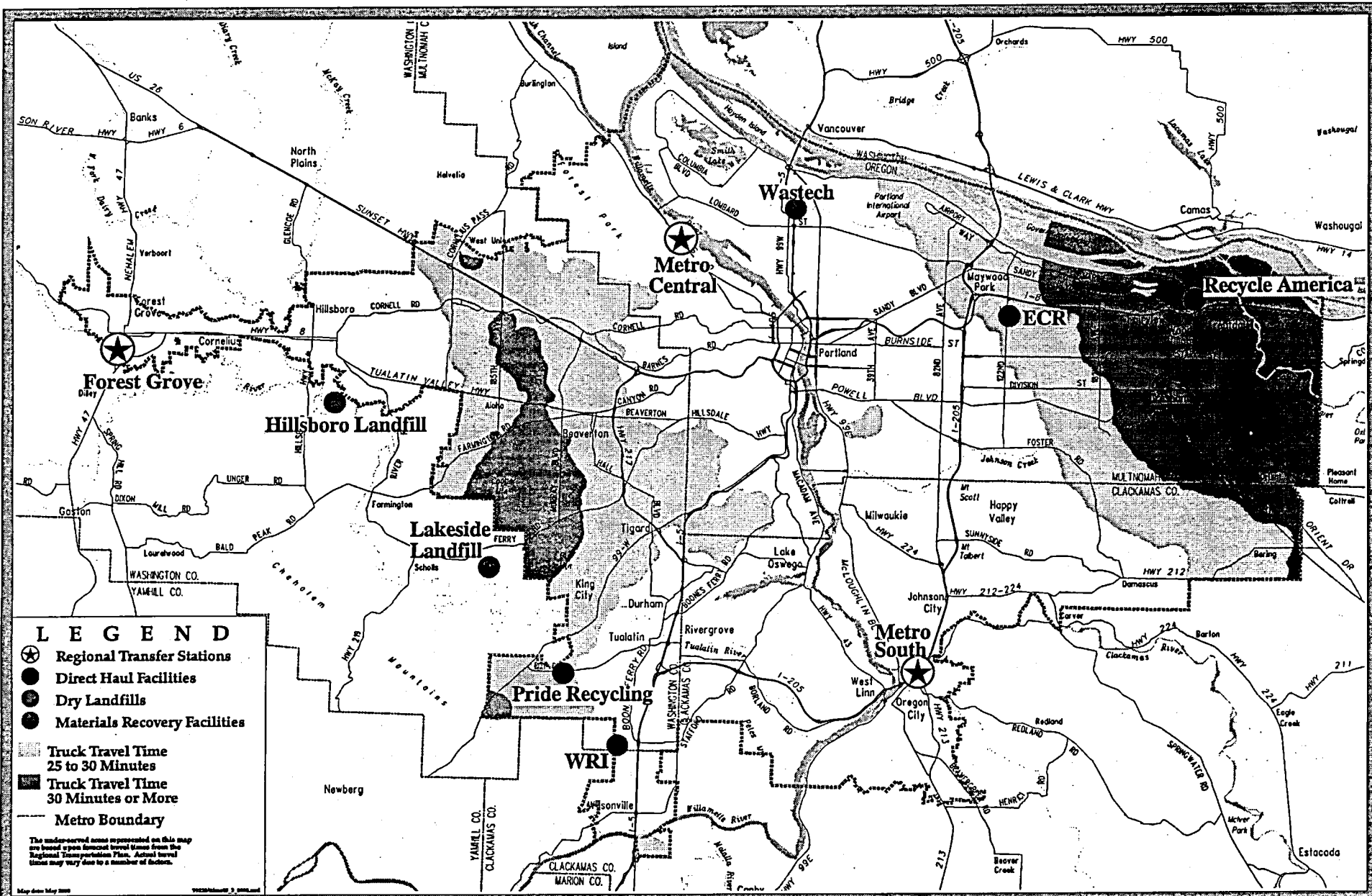


Travel Time to Existing Regional Transfer Stations (1994)

by 2005



Handwritten signatures and notes in the bottom right corner.



Travel Time to Existing Regional Transfer Stations (2015)



**WASTE MANAGEMENT**7227 NE 55th Avenue
Portland, OR 97218
(503) 331-2221
(503) 331-2219 Fax

Testimony of Dean Kampfer, Waste Management
Ordinance Nos. 865, 866, 867, and 857A
Before the Regional Environmental Management Committee
June 7, 2000

Chairman Washington, members of the committee, thank you for the opportunity to testify. My name is Dean Kampfer and I represent Waste Management. I am here today to urge you to move Ordinance Nos. 865, 866 and 867 and 00-857A to the full Council for adoption.

First, let me thank Chairman Washington and Councilor Park and the R.E.M. staff for several months of hard work in helping bring this legislation forward. As a SWAC member and a member of the Service Provision Subcommittee of SWAC, I can assure you that there were plenty of complicated, sometimes contentious, issues to work through. It is noteworthy that after much debate and fine-tuning, these ordinances come to you with the broad support of the public and private sectors.

The combined effect of the four ordinances on the region's ability to meet and exceed its recovery goals while improving efficiency of the solid waste management system is substantial. A few of the most significant elements include:

- Implementing mandatory recovery requirements for facilities as well as meaningful incentives to spur new investment in recycling;
- Expanding the region's capacity not just for the transfer of solid waste, but also recovery efforts;
- Improving access to solid waste facilities in the region, lowering system costs;
- Maintaining the competitiveness of the regional system;
- Reducing air pollution, congestion and other transportation impacts of solid waste hauling in the region; and
- Establishing a healthy, predictable and more stable revenue stream for Metro's general fund requirements.

While Waste Management will pay a higher proportion of the excise tax under the flat tax than it currently pays, the company recognizes the benefits of the proposed system and is committed to helping the region meet its waste recovery goals. It will be important to track closely the many new elements embodied in these ordinances and we look forward to working with the Council, the Executive and staff in the coming months.

Thank you for the opportunity to testify. I would be happy to answer any questions.

Ordinance No. 00-857A Solid Waste Excise Tax

Metro Regional Environmental
Management Council Committee
June 7, 2000

Note:

The presentation was unchanged from the version given at the 6/7/00 REMCOM.

The date on the title slide and the ordinance number were not changed for the 6/15/00 council meeting.

Policy objectives

Ordinance 00-857A
Solid Waste Excise Tax

- 1. Incentives for recycling**
- 2. Tax system assist recycling goals**
- 3. Equity**
- 4. Stable funding for Charter-mandated programs**
- 5. No revenue "windfall"**
- 6. Understandable and explainable**

Implementation Elements

Ordinance 00-857A Solid Waste Excise Tax

- î Per ton tax
- î Tax landfill waste (not recycled waste)
- î Tax credit based on recycling level

Ordinance 00-857A Current Percentage Tax



\$50
tip fee



Landfill A



\$4.25 tax @ 8.5%



\$10
tip fee

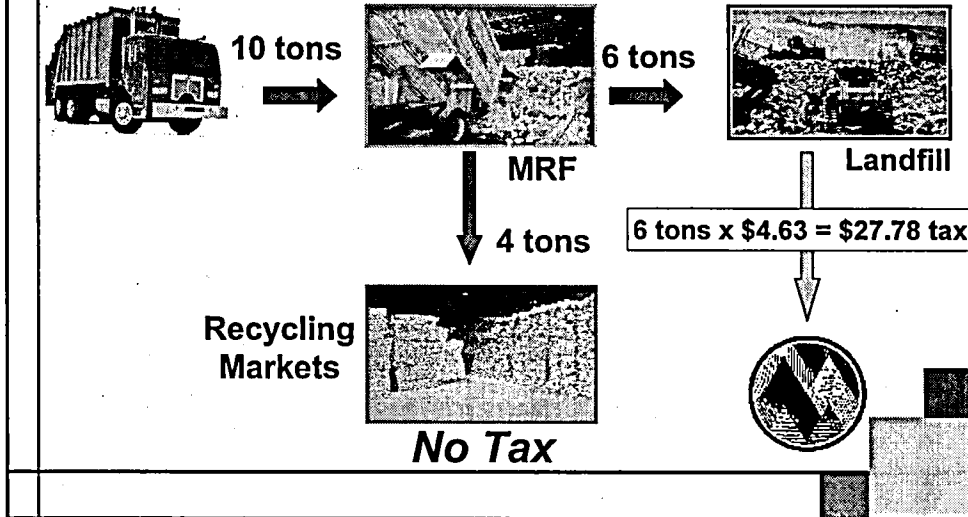


Landfill B

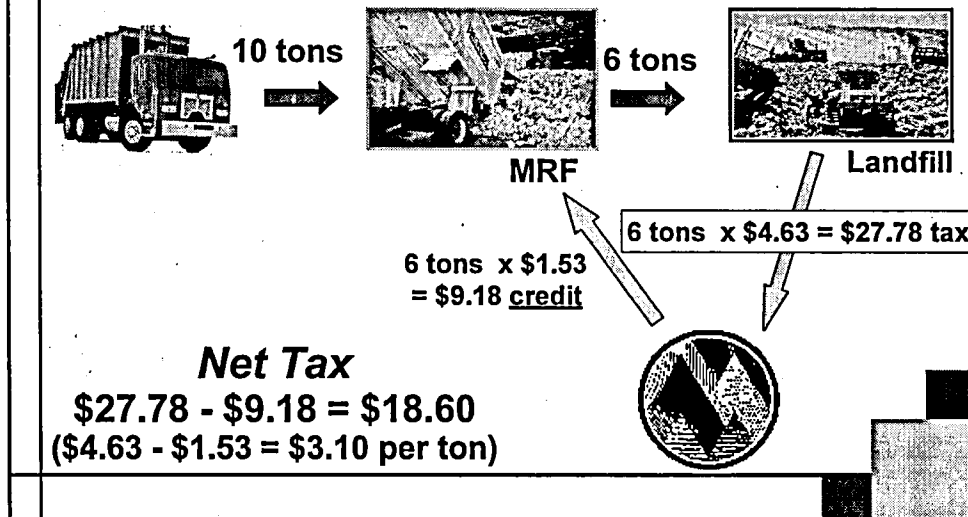


\$0.85 tax @ 8.5%

Ordinance 00-857A
Tax landfill waste (not recycled)



Ordinance 00-857A
Tax credit based on recycling level



Ordinance 00-857A

Key Points

Finance Elements:

- î \$5.7 million in Metro Code reflecting current need
- î CPI used to ensure stable funding
- î Recycling Rate Stabilization Reserve to mitigate fluctuations in recycling

Ordinance 00-857A

Key Points

Implementation Elements:

- î Per-ton tax (\$4.63 FY 00-01)
- î Facilities subjected to 25% recovery requirement are exempt (landfill only)
- î Higher recovery = Lower tax rate (based on recovery rate at facilities)

Ordinance No. 00-857A
Solid Waste Excise Tax

Metro Regional Environmental
Management Council Committee
June 7, 2000

REGIONAL ENVIRONMENTAL MANAGEMENT COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 00-857B, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 7.01 TO CONVERT THE EXCISE TAX LEVIED ON SOLID WASTE TO A TAX LEVIED UPON TONNAGE ACCEPTED AT SOLID WASTE FACILITIES AND MAKING OTHER RELATED CHANGES

Date: June 12, 2000

Presented by: Councilor Park

Committee Recommendation: At its June 7 meeting, the Committee considered Ordinance No. 00-857B and voted unanimously to send the ordinance, as amended, to the Council with a do pass recommendation. Voting in favor: Councilors Park and McLain and Chair Washington.

Background: In 1990, the Metro Council adopted Metro Code Chapter 7.01, which established a percentage excise tax on various Metro services and functions. Since its enactment, the excise tax rate and the activities that are subject to the tax have been modified several times. Currently, the tax on solid waste disposal generates about 75% of the total tax revenue, while activities at the Zoo, Convention Center and Expo Center generate most of the remaining revenue. Excise tax revenues are placed in the Metro General Fund.

Since the excise tax was enacted, the voters of the region and the state have authorized or mandated that Metro perform several new functions. These include various growth management planning activities and the management of open spaces purchased with the proceeds of the voter-approved open spaces bond measure. In addition, Metro also assumed management responsibility for the Multnomah County parks system. None of these programs included a significant source of funding, and therefore, Metro has used its excise tax to provide the necessary operating funds for these programs.

The Metro Code and the state also have established percentage goals for waste reduction and recycling from the region's wastestream. The effect of achieving these goals will be to reduce the amount of tonnage that is subject to the excise tax. Thus, because a large portion of the total excise tax collections come from solid waste tonnage there is a fundamental conflict between the need to meet the region's recycling goals and the need to provide adequate revenue to fund Metro's programs that are dependent on the excise tax.

Ordinance 00-857B seeks to address and resolve these conflicting goals. First, it replaces the percentage tax with a per ton tax. This allows all disposal tonnage to be taxed equally, regardless of the disposal facility that is used. Second, it sets an amount in the code that is to be raised by the tonnage tax based on current need. This amount would be adjusted by the rate of inflation in future years. Third, the annual tax rate will be calculated based on the previous year's tonnage adjusted for an aspirational recycling rate.

A section-by-section analysis of the ordinance is included in the attached executive summary.

The ordinance was first presented in a conceptual form at the March Solid Waste Advisory Committee (SWAC) meeting. Various drafts of the ordinance have been considered at three additional SWAC meeting and at a meeting of the Rate Review Committee.

Committee Issues/Discussion: Councilor Park gave introductory remarks concerning the goals and basic elements of the proposed ordinance. Terry Petersen, REM Director, presented background information on how the ordinance would be implemented. His presentation focused on the nature of the flat per ton tax. He explained that the initial tax would be \$4.63/ ton, effective December 1, 2000.

Petersen noted that the tax would be collected from users of the Metro transfer stations and the Forest Grove Transfer Station in the same way that the current percentage tax is collected. Material recovery facilities also would pay the tax on their residual material in the same manner that they currently pay the percentage tax. New transfer stations authorized under the transfer station service plan (see Ordinances 00-865, 00-866, and 00-867) would not be required to collect the tax, but would be required to pay the tax on their residual material. Direct haul facilities would pay the full amount of the tax, while the tax on petroleum contaminated soil would be a reduced rate of \$1 ton.

Councilor McLain asked why the tax would be collected on material that was ultimately recycled at the Metro Stations and at Forest Grove. Petersen responded that the existing tax was collected on this material and that the new ordinance sought to retain as many elements of the current collection system as possible. He also noted that, due to their design, very little recycling was currently done at either Forest Grove or Metro South.

Councilor McLain also asked for an explanation of the difference between the existing rate stabilization account and the proposed recovery rate stabilization reserve. Petersen and Councilor Park responded. They noted that the existing stabilization account was designed to insure that the disposal tip fee would not be subject to large increases resulting from factors that might cause a decrease on tonnage. The recovery rate reserve is designed to provide stability for collections under that per ton tax in future years should unforeseen factors cause less than the budgeted amount to be collected.

Councilor Atherton asked for an explanation of the proposed tax credits for those facilities that reach certain recycling goals, specifically why there are graduated tiers. Councilor Park explained that the higher the percentage of recycling at the facility, the greater the percentage of the tax credit they would receive. The intent would be to encourage such facilities to go after material that is more difficult to recycle.

Councilor Atherton then asked about the cost of administering the tax credit program. Petersen responded that the staff had prior experience in administering the regional system fee credit program. Because the tiers for the tax credit are identical to those used for the system fee credit, the only additional cost would be the development of reporting forms for the new per ton tax.

The committee then received testimony from several industry representatives in support of the ordinance. Merle Irvine, representing Willamette Resources, noted that he had initially thought that the new per ton tax would significantly increase the tax burden for his facility, but that the addition of the tax credit and other amendments would result in only a small increase. He expressed some concern about the inflationary adjustment of the amount to be collected and adjusting the tonnage amount by the aspirational recycling rates. But, he would be willing to see how these adjustments work for a short period of time. He praised the proposed amendment that would require Council review of the ordinance in March 2002.

Dean Kampfer, representing Waste Management, noted that, while his company might pay some additional tax, "the company recognizes the benefits of the proposed system and is committed to helping the region meet its waste recovery goals." He also indicated that some of the new elements of the ordinance would need to be tracked closely.

Dave White, representing local hauling interests, expressed general support for the ordinance. He noted that the per ton tax will have the effect of treating all tons equally for tax purposes. He expressed concern that the use of the aspirational recycling goals to calculate the tax added a level of complexity to the ordinance. He indicated that, while many haulers would have preferred to have any overcollected taxes returned as a future tax offset, the proposed reserve would help insure that these funds would be properly spent.

Ralph Gilbert, representing East County Recycling, testified in strong support of the ordinance. He noted that it would have the effect of leveling the playing field. He also expressed interest in increasing the minimum recycling rate to qualify for the tax credit, but recognized the need to balance facility-based recycling with the need to encourage source-separated recycling.

Aleta Woodruff testified in favor of returning a portion of Metro's contract savings to the ratepayers.

The committee made two minor amendments to the ordinance. First, the Financial Planning requested that the Recovery Rate Stabilization Account be renamed as a "reserve". This change would clarify the purpose of the reserve under state budget law. The second amendment was to clarify the funds in reserve could not be allocated without prior Council approval.

Executive Summary

Ordinance No. 00-857A is seeking to achieve five basic goals:

GOALS

- EQUITY
- PROVIDE TAX INCENTIVES TO ENCOURAGE ADDITIONAL RECYCLING
- INSURE THAT METRO'S TAX SYSTEM DOES NOT HAMPER ACHIEVING OUR RECYCLING GOALS, BUT ACTUALLY ASSISTS IN ACHIEVING THOSE GOALS
- PROVIDE A MORE PREDICTABLE LEVEL OF FUNDING FOR METRO'S CURRENT CHARTER-MANDATED PROGRAMS AND
- PROVIDE A SIMPLE METHOD OF CALCULATING THE ANNUAL TAX RATE

BASIC ELEMENTS OF THE PROPOSED ORDINANCE:

- 1) Convert the current percentage excise tax to a per ton tax.
- 2) Establish a methodology for calculating the tax rate annually based on the prior year's solid waste tonnage and an aggressive percentage-recycling goal.
- 3) Set the initial tax rate for FY 2000-01 at a level that would raise an amount equal to the amount raised by the current percentage tax.
- 4) Place the amount to be raised in the ordinance and allow the amount to increase based on the CPI. The initial amount would be \$5.7 million.
- 5) If actual revenues exceed the amount calculated under the ordinance, all excess funds would be placed in a special account or used to enhance the tax credits for facilities that recycle at higher levels. Spending from this account would require a specific action by the Council.
- 6) Establish tax credit for recycling facilities to encourage additional recycling.

SECTION BY SECTION REVIEW:

Section 1. (Definitions)

Provides term definitions necessary for the operation of the ordinance. The amendments provide references to existing definitions in other code sections and add definitions for the terms "cleanup material contaminated by hazardous substances", "facility recovery rate", and "regional recovery rate".

Section 2. (Amends Metro Code 7.01.020)

The section provides necessary amendments to the existing excise tax code. These changes are needed to:

- Replace the existing percentage tax with a per ton tax (7.01.020 (a) (b) and (c))
- Establish the tax payment method (7.01.020 (c))
- Establish who should pay the tax and what types of tonnage are subject to the tax (7.01.020 (c) and (e))
- Establish the initial amount to be raised by the tax (7.01.020(d))
- Establish how the tax is to be calculated (7.01.020 (f))
- Establish a tax credit for facilities that recycle at a rate that exceeds 25% (7.01.020 (g))

The proposed amendments would affect subsection (c) through (g). The intent of these amendments is to:

- Clarify that direct haulers and out of district waste would be subject to the per ton tax by repealing the old 7.01.020.
- Clarify that source separated materials and inert materials would not be subject to the tax (subsection (d)).
- Establish a separate, lower tax of \$1/ton for cleanup materials contaminated by hazardous substances (mostly PCS) (subsection (e)(2)).
- Ensure that the tonnage base for the calculation of the tax is the same as the tonnage base on which the tax will be collected (subsections (e) and (f))
- Modify the tax credit table for conform with the credit table for the regional system fee (subsection (g)).

Section 3 (Adds Section 4 to Metro Code Chapter 7.01)

Section 4 (Provides for an Annual CPI Adjustment of the Amount of Tax to Be Collected)

This section provides that the dollar amount of the tax to be collected shall be annually modified by the Consumer Price Index calculated for the Portland-Vancouver area. This section was not amended.

Section 5 (Adds Section 6 to Metro Code Chapter 7.01)

Section 6 (Budgeting of Excess Revenue)

This section establishes how any excess revenue from the tax would be apportioned:

- First, these funds would be placed in a recovery rate stabilization account with the general fund. The maximum balance for this account would be an amount equal to 10% of the total per ton excise tax collections from the solid waste system in the preceding two fiscal years.
- Second, if additional revenue exceeds the maximum balance for the recovery rate stabilization account, an additional tax credit would be given to facilities with a recovery rate of greater than 45%. The total credit could not exceed the amount owed by the facility.
- Third, if excess revenue exceeds the both of the needs noted above, these funds would revert to the recovery rate stabilization account.

Section 7 (Clarifies tax exemption for certain facility users)

The exemptions would include users of:

- facilities that treat cleanup material Contaminated by Hazardous Wastes (generally facilities that use a heating process to cleanse PCS)
- licensed yard debris processing facilities.
- tire processing facilities, and
- facilities that are certified, licensed, franchised or exempt from regulation other than disposal sites or transfer stations that are not subject to Metro Code 5.01.125(a)

In addition, persons delivering useful materials to disposal sites that are used as daily cover or for other productive uses are also exempt.

Section 8 (Adds Section 9 to Metro Code Chapter 7.01)

Section 9 (Relationship of Proposed Ordinance to Proposed Initiative Requiring Voter Approval of New Taxes)

A proposed initiative would require voter approval of new taxes such as the one proposed in Ordinance 00-857A. This section would move the effective date of the ordinance to December 1, at which time the outcome of the vote on the proposed initiative would be known. If the initiative passes, the ordinance would not take effect and the current percentage-based excise tax system would continue. If it fails, this ordinance would take effect.

Section 10 (Adds Section 11 to Metro Code Chapter 7.01)

Section 11 (Council Review of Ordinance Effect)

This section requires that the Council review the impacts and effects of the ordinance in March 2002.

601500.14

Eric Merrill

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Vancouver, WA 98661
360.695-4858 Office - Vancouver Number
503.288.7844 Office - Portland Number
360.695.5091 Fax



WASTE CONNECTIONS INC.
Connect with the Future

Fax

To: METRO COUNCILORS **From:** Eric Merrill

Fax: 503-797-1493 **Pages:** 2

Phone: **Date:** 6/12

Re: **CC:** JOHN HOUSER

Urgent For Review Please Comment Please Reply Please Recycle

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WASTE CONNECTIONS INC.
Connect with the Future

June 12, 2000

Councilor Ed Washington
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor Washington,

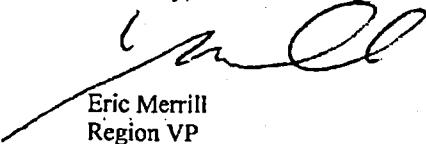
On Thursday, June 15, you are bringing forward to the full Council Ordinance 00-867A, which amends Metro Code Chapter 7.01. On page 7 of that Ordinance you amend Metro Code Section 7.01.020 (g) to allow credits against the Metro Excise Tax to any "solid waste facility which is certified, licensed or franchised by metro pursuant to Metro Code Chapter 5.01".

The effect of this language is to impose the Metro Excise Tax on any waste originating within the Metro Region while not allowing offsetting credits if that waste is processed outside the Metro Region. As the operator of a solid waste facility which is outside the Metro Region, we must protest this language.

Metro has always prided itself on its commitment to promoting recycling. This language creates a strong disincentive to recycle at our facilities in Vancouver, WA. In addition, this creates a situation where Metro is creating an economic advantage for processors within the state of Oregon over other processors. As such, this Ordinance is, quite possibly, unconstitutional.

We urge you to reconsider this language and make appropriate changes before you vote on this legislation.

Sincerely;



Eric Merrill
Region VP
Pacific Northwest Region
Waste Connections, Inc.

Cc: Metro Councilors
Rob Nielsen - District Manager, Columbia Resource
Dan Schooler - District Controller, Columbia Resource

C:\Metro Councilors June 13

06/15/00.15

Agenda Item Number 8.1

Resolution No. 00-2958, For the Purpose of Authorizing Release of RFB #00B-19-REM for the Repair of the Perimeter Dike at St. Johns Landfill.

**Metro Council Meeting
Thursday, June 15, 2000
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 00-2958
RELEASE OF RFB #00B-19-REM FOR)
THE REPAIR OF THE PERIMETER DIKE) Introduced by Mike Burton,
OF ST. JOHNS LANDFILL) Executive Officer

WHEREAS, the perimeter dike of St. Johns landfill is in need of the repairs described in the accompanying staff report; and

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

WHEREAS, the project was identified in Metro's Adopted Capital Improvement Plan and the proposed FY 2000-2001 budget; and

WHEREAS, this resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes issuance of RFB #00B-19-REMB
2. That the Metro Council, pursuant to Section 2.04.026(b) of the Metro Code, authorizes the Executive Officer to execute a contract with the most responsive, responsible bidder.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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**EXECUTIVE SUMMARY
RESOLUTION 00-2958
REPAIR OF ST. JOHNS LANDFILL PERIMETER DIKE**

PROPOSED ACTION

- Adopt Resolution No. 00-2958, which authorizes release of RFB #00B-19-REM and authorizes the Executive Officer to execute a contract for the repair of three sections of the perimeter bank of St. Johns Landfill.

WHY NECESSARY

- The perimeter dike of St. Johns Landfill serves as a filter and barrier between the solid waste in St. Johns Landfill and surrounding surface water.
- Surface water is eating away at this protective filter and barrier, reducing its ability to filter hazardous contaminants, increasing the risk that solid waste will fall into the North Slough, and increasing risk to the landfill gas pipeline and perimeter road.
- Repair will confer long-term stability to three critical areas of the outer bank of the dike.
- Long-term stability will maintain the soil filter/barrier and a riparian canopy of native plants that provide shade necessary to promote salmon habitat.
- Long term-stability will make it feasible to construct and maintain a future cutoff wall as an improved barrier between the waste and surface water in North Slough.

ISSUES/CONCERNS

- The Army Corps of Engineers has not yet issued a permit for construction
- It is necessary to select a contractor without delay in order to accomplish construction during a narrow time window of feasibility.
- Delay increases the risk that solid waste may fall into the slough.

BUDGET/FINANCIAL IMPACTS

- Dike stabilization is included in the CIP and is budgeted in FY2000-2001 at \$920,000. Payments will be made from the St. Johns Landfill Closure Account.

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 00-2958 FOR THE
PURPOSE OF AUTHORIZING RELEASE OF RFB # 00B-19-REM
FOR THE REPAIR OF THE PERIMETER DIKE OF ST. JOHNS
LANDFILL

Date: June 7, 2000

Presented by: Terry Petersen

PROPOSED ACTION

Adopt Resolution No. 00-2958 that authorizes release of RFB # 00B-19-REM and authorizes the Executive Officer to execute a contract with the most responsive, responsible bidder.

EXISTING LAW

This contract is identified as having significant impact on Metro in the FY 1999-2000 budget. In accordance with Metro Code 2.04.026 contracts with significant impact require Council approval.

FACTUAL BACKGROUND AND ANALYSIS

From 1940 to 1991 about 12 to 15 million tons of solid waste were buried in St. Johns Landfill. Some of it may be hazardous waste including pesticide-manufacturing residues. This source of contamination is separated from the surrounding surface water by a perimeter dike, both natural and engineered, consisting mostly of low-permeability silt. This soil retards or stops the movement of most contaminants from the waste, especially the more toxic contaminants. Surface water is eating away at this filter and barrier.

Metro assumed responsibility for the St. Johns Landfill from the City of Portland in 1990. From 1992 to 1996 Metro constructed a 225 acre, membrane based, cover system over the buried solid waste in order to control the impact of the landfill on the surrounding wetland environment. Metro is now concentrating its attention of the perimeter dike and has identified three critical sections that need repair soon.

A 1000-foot section of bank along North Slough is considered to be in critical condition. Here, only a thin veneer of soil separates the solid waste from surrounding surface water. Surface water erosion is undercutting the low natural bench that underlies this soil veneer and buried waste. There is a risk that buried waste will slide into the North Slough. The outer bank must be stabilized before a cement-bentonite cutoff wall can safely be constructed within the dike to combat contaminant migration. At other critical areas further erosion could undermine a buried high-pressure landfill gas pipe and the perimeter road, as well as erode away the silt filter/barrier.

Metro has developed a design for these repairs based on conditions specific to St. Johns Landfill. This design strikes the best balance between the goal of restoring "natural" conditions and the goal of restoring properly functioning habitat conditions such as long term bank stability and

pollutant filtering. A rock filter, at the base of the slope (where vegetation does not grow), will support layers of stabilized soil planted with about 5000 native trees and shrubs. These bank hardening techniques provide the long term slope stability needed to: 1. Maintain the soil filter and barrier needed to combat water quality degradation by contaminants; 2. Maintain shading by a riparian canopy of native vegetation necessary to promote the pH, temperature, and dissolved oxygen conditions desirable for salmon and other fish.

Since submitting applications in July 1999, Metro has received authorizations from the Oregon Division of State Lands, the City of Portland, and DEQ. Metro has not yet received an Army Corps of Engineers 404 permit. The Corps of Engineers is currently carrying out a federally mandated consultation with the National Marine Fisheries Service (NMFS). Through the effort of the Metro Salmon Coordinator, Metro staff was able to discuss the project directly with a NMFS representative. The initial response was favorable. The Corps of Engineers has not indicated that any hurdles remain after the consultation with NMFS is complete.

In-water construction is feasible only during a narrow time window extending from mid-summer to September 15, a deadline mandated by regulatory agencies. It is necessary to select a contractor without delay to carry out construction on time. Therefore, it is recommended that the contractor selection process be started in anticipation of a 404 permit.

BUDGET IMPACT

Construction of dike stabilization improvements is budgeted in the St. Johns Landfill Closure Account for FY 2000-2001 at \$920,000. The engineers estimate for the bank repair is (not to exceed) \$829,000.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 00-2958.

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PLEASE CONTACT REM DEPT. FOR
COPY.

REQUEST FOR BID'S
FOR THE
ST. JOHNS LANDFILL
PERIMETER DIKE STABILIZATION

MAY 2000

RFB #00B-19-REM

Metro
Regional Environmental Management Department
600 N.E. Grand Avenue
Portland, OR 97232-2736
www.metro.dst.or.us