

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF INSTRUCTING) RESOLUTION NO. 80-202
STAFF TO CHARGE "COMPACTED RATES")
FOR DROP BOX LOADS WHICH HAVE BEEN) Introduced by the
MECHANICALLY PROCESSED) Regional Services Committee

WHEREAS, The Metro Council established a policy charging for solid waste disposal based on weight as the most equitable method; and

WHEREAS, The Metro Council adopted Ordinance No. 80-100 which established new rates for solid waste disposal at the St. Johns Landfill effective October 1, 1980, said rates are based on density of material delivered; and

WHEREAS, Metro developed a conversion rate that will allow for charging for solid waste disposal on a basis of compacted and noncompacted cubic yards until April 1, 1981, at which time the method of charging for solid waste disposal will be by weight; and

WHEREAS, Metro pays its contractor to operate the St. Johns Landfill based on weight of solid waste received; and

WHEREAS, Some solid waste is mechanically processed or otherwise reduced in volume after it is collected from the source of generation and placed in open containers, i.e., drop boxes, which when delivered to the St. Johns Landfill equals or exceeds the average density of solid waste delivered in compaction vehicles; now, therefore,

BE IT RESOLVED,

That solid waste delivered to the St. Johns Landfill in noncompaction type vehicles which has been mechanically processed

and meets or exceeds the average density of compacted municipal solid waste be charged on a compacted basis.

ADOPTED by the Council of the Metropolitan Service District
this 20th day of November, 1980.



Presiding Officer

MI/gl
1113B/135

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Instructing Staff to Charge "Compacted Rates" for Drop Box Loads Which Have Been Mechanically Processed

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve Resolution No. 80-202 establishing a policy for charging on a compacted basis for solid waste which has been mechanically processed.
- B. POLICY IMPACT: Metro Council established a policy of charging for solid waste disposal based on the weight of material delivered as the most equitable method. Adoption of Resolution No. 80-202 is consistent with this established policy.

This proposal is consistent with the adopted Five Year Operational Plan.

- C. BUDGET IMPACT: If Resolution No. 80-202 is not adopted Metro could lose in excess of \$50,000 in disposal fees charged at the St. Johns Landfill through April 1, 1981.

II. ANALYSIS:

- A. BACKGROUND: The Metro Council adopted Ordinance No. 80-100 establishing disposal rates at the St. Johns Landfill effective October 1, 1980. The rates were based on weight, however, a conversion factor was developed for both compacted and noncompacted waste delivered to the landfill so that the disposal charge could be levied on a cubic yard basis. This conversion factor is 590 lbs. per cubic yard for compacted waste and 250 lbs. per cubic yard for noncompacted waste. Metro Council specified that the cubic yard charge would continue until April 1, 1981, when each load delivered would be weighed and charged accordingly. Metro pays its contractor for landfill operation on a basis of tonnage received. Since the Metro Code does not define "compacted" and "noncompacted" the method for charging for solid waste disposal has been based generally on the type of vehicles delivering the waste.

It has become apparent that some material delivered in noncompaction type vehicles has been mechanically processed prior to loading. The result in some cases, is a more dense material (sometimes exceeding 675 lbs. per cubic yard) than received in compaction type vehicles. Metro has been approached by various collection companies

indicating their desire to start mechanically processing solid waste prior to disposal. On April 1, 1981, when the conversion to weight as a basis for charging occurs it will no longer matter what type of vehicles deliver the solid waste since the charge will be based on actual weight. Until such time, however, Metro will receive more solid waste than is recorded and disposal fees collected.

B. ALTERNATIVES CONSIDERED: Three alternatives were considered:

1. Continue until April 1, 1981, to charge for solid waste disposal by the type of vehicle in which the solid waste is delivered. This alternative could result in a loss of revenue to Metro in excess to \$50,000 between now and April 1, and will result in a nonequitable system for disposal payment.
2. Charge a compacted rate for solid waste which has been mechanically processed and delivered in noncompaction type vehicles. This alternative could provide projected revenue to Metro and is consistent with previously adopted Metro policy. The cubic yard charge will more closely follow the density of the material.
3. The third alternative is to convert to weight as a method of charging sooner than April 1, 1981. Scales have been installed, certified and are operational at the St. Johns Landfill. This alternative could provide projected revenue to Metro, depending on the date of earlier conversion, however, the collection industry will have a shorter time period to adjust to a different system.

C. CONCLUSION: Recommend adoption of Resolution No. 80-202 establishing a policy of charging on a compacted basis for solid waste which has been mechanically processed.

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