



AGENDA -- REGULAR COUNCIL MEETING

Date: NOVEMBER 4, 1982
Day: THURSDAY
Time: 6:30 P.M. - Informal Council Meeting
7:30 P.M. - Regular Council Meeting
Place: Conference Rooms A1, A2 - Informal Meeting
Council Chamber - Regular Council Meeting

Approx.
Time

Presented By

7:30

CALL TO ORDER

ROLL CALL

1. Introductions.
2. Written Communications to Council.
3. Citizen Communications to Council on Non-Agenda Items.
4. Councilor Communications.

7:45

5. Consent Agenda (Items 5.1 and 5.2)

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

Services Committee Recommendation:

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

D. O'Neil

6. Ordinances:

7:50

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

D. Durig

<u>Approx. Time</u>			<u>Presented By</u>
8:00	6.2	<u>Ordinance No. 82-145</u> , amending the Metro Urban Growth Boundary (UGB) in Washington County for Contested Case No. 81-8. (Second Reading)	J. Cortright
8:10	6.3	<u>Ordinance No. 82-147</u> , approving in part the City of Portland's petition for locational adjustment of Metro's Urban Growth Boundary (UGB) for the area known as Schoppe Acres. (Second Reading).	J. Cortright
	7.	Other Reports	
8:20	7.1	Citizen Involvement in the Budget Process for FY 1983-84.	Councilor Deines
8:40	7.2	First Quarter Financial Report.	D. Carlson
	7.3	Executive Officer's Report.	
	7.4	Committee Reports.	
9:00		ADJOURN	

Additional Item:

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

Betty & Bob will meet with Ray
at 7:20 PM
Contract Review Board meets
at 5:45 PM
Executive Session 6:00 PM

DATE November 4, 1982

TIME: 6:45 Informal Mtg.
7:30 Council Meeting

MEETING - Call Sheet for Councilors - Reminder

		<u>YES</u>	<u>NO</u>
Bob Oleson	224-4280	<u>X</u>	<u> </u>
Charlie Williamson	227-6784	<u> </u>	<u>X</u> (out of town)
Craig Berkman	228-0700	<u> </u>	? <u>X</u> (out of town until Thursday)
Corky Kirkpatrick	244-6111	<u> </u>	<u>X</u> (out of town)
Jack Deines	654-1449	<u>X</u>	<u> </u>
Jane Rhodes	771-6461	<u>X</u>	<u> </u>
Betty Schedeen	667-7153	<u>X</u>	<u> </u>
Ernie Bonner	231-9643	<u>X</u>	<u> </u>
Cindy Banzer	253-2915	<u>X</u>	<u> </u>
Bruce Etlinger	255-7758	<u>X</u>	<u> </u>
Marge Kafoury	248-3565	<u>X</u>	<u> </u>
Mike Burton	636-8141	<u>X</u>	<u> </u>

25 people Max ^{11/20/84} ^{11/20/84} Metro Council ^{in the} ^{retiree}

My Name is Walter Sander Rt#5 Box 1000

I would like to offer some criticism as well as a couple of solutions to the Solid Waste disposal problem. Questions please ^{see end} ~~see end~~
Sometimes I think Metro was created to cause problems & Division. Take the Garbage Burner in Oregon City. The 6 initiatives were approved by the people against the burner. Rick Bristof said that the problem was merely political. This leads me to believe Metro will use legislative, judicial and administrative tools to go against the wishes of the people. Is Metro going to puff up for its power for any little like pet project? Is the problem a lack of consciousness or will as too much

power.
The Willwood Site for land fill could never will never be accepted, ~~most because~~ Metro has been uncooperative, dictatorial uncooperative and arrogant in the dealings with the West Hills Jamie Island Neighbors. Metro must realize its creating a situation consisting of the U.S. How does Metro expect people to cooperate with Metro when Metro will not cooperate

with people...
I have a lot of Common Sense out there
that Metro could use instead of fight.
Now for my opinion as to what
the relations might be.

The Method for Siteing a Sanitary Landfill
is Simple.

It would seem as though things were done
backwards. You created a process of Site
Selection that was simple and quiet
while the ~~of~~ outcome has been complicated.
I believe the process of Site Selection should
be complicated, because I think the public should
be involved at the Onset, so that the outcome
be simple and understood. In other words

Take you lets say forty five potential sites
give them notice, let them know and acknowledge
that the outcome is final. Let the people decide,
with metro knowledge and planning as a backup.
I know it to state Site, let them with
Metro in an objective guiding store decide.
In the end I believe even the losers
will walk away thinking it was a fair
fight.

We at Wildwood do not think this was
a fair fight, so we will continue to work
with any means at our disposal to knock
you down.

As far as the Garbage Dumper in Oregon
City

It must burn all the Garbage
I believe this is a ^{major} problem prevalent to
most cities in the U.S.

Propose that Oregon come up with
the National Prototype

It should be a totally closed system
& able to recycle all if not most
items in refuse. Even if it cost 500 Million
to build the first one.

Turn the Garbage Dumping question into
a Prof. Jerry School called that what
appears to be an ~~not~~ experimental project
that will probably benefit on published paper
the most

~~the~~ The Solid Waste problem must
be solved, Metro at this point has not
shown the wisdom to do it.

Date NOVEMBER 4, 1982

Meeting Title COUNCIL MEETING

Name

Affiliation/Address

Walter J. Sauder

Rt# 5 Box 1000

George Hubel

Solid Waste Rate Review Committee

John Trout

SWPAC - Collection Industry

Liz Mischogianis

O.C.A. PO Box 182 O.C.

Dolores Rhodig

O.C.A. PoBox 182 O.C.

Pete J. ...

Industry - Portland, Me



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

A G E N D A -- REGULAR COUNCIL MEETING

Date: NOVEMBER 4, 1982
Day: THURSDAY
Time: 7:30 P.M.
Place: COUNCIL CHAMBER

C O N S E N T A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet with the Consent List Criteria established by the Rules and Procedures of the Council. The Council is requested to approve the recommendations presented on these items.

- 5.1 Minutes of May 6 and October 7, 1982.
- 5.2 Resolution No. 82-363 for the purpose of granting a franchise to Killingsworth Fast Disposal for the purpose of operating a solid waste disposal site.

Rick Gustafson, Executive Officer

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

MAY 6, 1982

Members present: Couns.: Banzer, Berkman, Bonner, Burton, Deines, Etlinger, Kafoury, Kirkpatrick, Oleson, Rhodes, Schedeen and Williamson

Staff present: Don Carlson, Andy Jordan, Jennifer Sims, Kay Rich, Warren Iliff, Mike Holstun, Joe Cortright, Andy Cotugno, Doug Drennen, Norm Wietting, Mike Holstum, Jack Bails,

The meeting was called to order by Presiding Officer Banzer at 5:30 pm prior to the Regular Council Meeting at 7:30 pm. This meeting is a continuation of the Budget Committee Meeting of the Council from the May 3, 1982 Meeting.

ZOO BUDGET FUND

Don Carlson, Metro Deputy Executive Officer, directed Councilors' attention to both the Zoo's operating and capital funds. He reviewed both the Budget Committee recommendations and the Executive Officer's alternatives documents with the proposed figures and then invited questions.

Coun. Rhodes said that it was her impression that the Services Committee had asked for cuts in the following Zoo categories: auto and travel; dues, fees and publications; meetings and conferences; training and tuition. She felt that if the Departments of Solid Waste, Executive Management and Transportation are asked to make a cutback in travel funding then the Zoo ought to be required to do the same.

Warren Iliff, Zoo Director, said that at the last Coordinating meeting the Zoo management was prepared to make cuts across-the-board. After a hard look at the budget we feel that in order for the Zoo to maintain good and responsible management, the designated \$42,000 is a reasonable requirement. He then spoke about the continuing need to attract and maintain the best staff possible.

Coun. Rhodes stated that at the May 11 Services meeting, she will ask that the Zoo's program priorities be revised and updated in light of the scarcity funds.

Coun. Kafoury asked what is the Zoo's revenue projection for the coming year's attendance?

Mr. Iliff answered that revenue projections are based on a 20,000 visitor increase.

Motion to recommend to the Council to approve the Zoo Budget as proposed in the May 3, 1982 Committee Recommendations and Executive Officer Proposed Alternative for Budget Committee Consideration - May 3, 1982. (Rhodes/Oleson) carried unanimously.

TRANSPORTATION PLANNING FUND

Coun. Bonner reported that the Development Committee unanimously recommended that no changes be made in the proposed budget. However, the Committee did express some concern about not having a contingency fund in the budget because if the Federal Grant of \$65,000 does not materialize, further cuts will have to be made in the planning budget.

Coun. Rhodes noted that although she recommends to accept this budget as it stands, should the Solid Waste budget get bogged down and need more money, then she will want to cut back on the planning fund.

Motion to recommend to the Council to adopt the budgets for transportation, development services, joint development and land use coordination (Bonner/Kafoury) passed unanimously.

SOLID WASTE BUDGET CONTINUATION

Coun. Banzer said that this Committee took three hours of testimony at the May 3 meeting. No more public comment will be accepted at this meeting but comment will be accepted again at the regular Council meeting tonight at 8:00 pm.

Solid Waste Base Budget

Coun. Bonner described an alternative budget to the Executive Officer's proposal which would do the following:

- 1) No increase in the solid waste user fees
- 2) No increase in the St. Johns disposal fee.
- 3) There is an established disposal fee at CTRC, the new transfer station in Oregon City which covers the cost of CTRC.
- 4) It includes the basic recycling program of about \$300,000 and a limit on spending that money until a recycling plan is adopted by the Council.
- 5) No borrowing for planning or capital spending on Wildwood, ERF or Transfer Stations (other than CTRC) until Council adopts a solid waste management plan and capital improvements program.

Coun. Bonner then explained the reasoning for the shifts and the reductions in his proposed base budget.

Mr. Carlson directed the Council's attention to today's memo, August 6 which is a result of May 3's options showing revisions to the Services meeting April 26 when the budget was discussed. He then reviewed the Tables listed and described changes from previous budget allocations.

Projected Solid Waste revenues and disposal rates were then discussed by Councilors and staff.

Motion to recommend to the Council that the revised Solid Waste Base Operational Budget and Program options as outlined in the May 6 Memo be adopted by the Council (Rhodes/Kafoury)

Motion to Amend the motion to direct the staff to meet the following objectives (Bonner/Deines):

- 1) No increase in the solid waste user fees
- 2) No increase in the St. Johns disposal fee, except to cover CTRC costs
- 3) A basic recycling program of about 300,000 - and a limit on spending that money until a recycling plan is adopted by the Council
- 4) No borrowing for planning or capital spending on Wildwood, ERF or Transfer Stations (other than CTRC) until Council adopts a solid waste management plan and capital improvements program.

(Banzer, Bonner, Burton, Deines, Etlinger:- Yes) (Kafoury, Kirkpatrick Oleson, Rhodes, Schedeen, Williamson:- No) Amendment to the motion failed. Main motion carried.

The following actions were recommended by the Budget Committee of the Council:

Motion to recommend to the Council that the Solid Waste Capital budget be adopted with the following deletions:

- line item Account 5700 - DEQ loan by \$7.7 million
- line items of the Transfer Station with the exception of \$50,000 and the purchase of the land in Wildwood (Deines/Bonner)

Motion to Amend to delete the proposed cuts in the Solid Waste budget (Williamson/Kirkpatrick) Banzer, Burton, Bonner, Deines, Schedeen, Etlinger: No) Kafoury, Kirkpatrick, Oleson, Rhodes, Williamson: Yes) Amendment to the motion failed. Main motion carried.

Motion to adopt the Solid Waste Capital Budget with approximately \$7.7 million of deletions: (Banzer, Bonner, Burton, Deines, Etlinger, Schedeen: Yes) (Kafoury, Kirkpatrick, Oleson, Rhodes, Williamson: No) Motion carried.

Motion to adopt the Solid Waste Debt Service Fund (Burton/Kirkpatrick) Motion carried unanimously.

Motion to adopt the Solid Waste Drainage Fund (Kirkpatrick/Kafoury) Motion carried unanimously.

Motion to adopt the Energy Recovery Facility Funds for:

- 1) Bond Construction
- 2) Debt Service
- 3) Reserve

(Williamson/Kafoury) Bonner voted no, all other Councilors voted Yes. Motion carried.

Motion to approve the proposed budgets for Criminal Justice and the Transportation Technical Assistance Funds. (Rhodes/Kafoury) Motion carried unanimously.

Motion to recommend to the Council that the Fiscal 1983 Budget be adopted as outlined by this Budget Committee (Oleson/Kafoury) Motion carried unanimously.

After a short recess, the regular Council meeting was called to order by Presiding Officer Banzer at 8:45 PM.

1. Introductions

Coun. Schedeen introduced Coun. Etlinger's parents and brother who were attending this evening's meeting.

2. Written Communications to Council

Presiding Officer stated that the followings letters have been received: a) the Oregon City Commission requested notification of the Council's Resource Recovery Facility proceedings and invited Councilors to meet with them for lunch sometime in May; b) many letters regarding the waste reduction program; c) a letter from Keller Drop-box; d) the City of Portland requesting reconsideration on a past agenda item regarding the Urban Growth Boundary and a letter from Jenne Lynn neighbors in response to that; two letters regarding the Wildwood Landfill site. She then passed the letters for Councilors' review.

3. Citizen Communications to Council on Non-agenda

There were no citizen communications to Council on non-agenda items.

4. Councilor Communications

There were no communications at this time.

5. Consent Agenda

The consent agenda for this meeting consisted of:

5.1 A-95 Review

5.2 Recommendation on Resolution No. 82-326, For the Purpose of Responding to the FY 1981 Audit Report

5.3 Recommendation on Approval of Audit Contract for Fiscal Years 1982, 1983 and 1984

Motion that the consent agenda be approved; carried unanimously. (Kirkpatrick/Kafoury)

6. Recommendation on Resolution No. 82-325, Endorsing State Ballot Measure 3 to Increase Correctional Facility Capacity.

Jack Bails, Director of Criminal Justice Planning, reported that the Plan submitted from the three Counties in this area is now included in the State's Plan which will be voted on May 18 in Ballot Measure 3.

Motion to endorse State Ballot Measure 3 to create a correctional facility construction fund (Oleson/Schedeen) Kafoury voted no, all other Councilors voted yes. Motion carried.

7. Recommendation on City of Portland's Request for Reconsideration of Contested Case No. 81-6 (Jenne Lynd Acres)

Motion to reconsider the Jenne Lynd Contested Case 81-6 at the next Council Meeting (Williamson/Deines)

Mike Holstun, Assistant Legal Counsel, stated that at the March 25 meeting, the Council decided to adopt the Hearings Officer's report on this contested case. The Hearings Officer recommended denial of the proposed trade. The City of Portland has filed its request for reconsideration and it is filed under our contested case procedures which provides that a party can, after a case has been concluded and an order has been issued - request reconsideration of that order's decision. The City stated that the findings are inadequate, that Metro has misinterpreted the standards in the Ordinance and raised the point that only 7 members of the Council were present when the decision was made. He said that the decision before the Council is whether it wishes to reconsider the decision at a future date.

Rozanne Nelson, representative of the City of Portland, repeated the 4 reasons for the City's request as stated in her April 19 letter which is in the agenda packet.

Coun. Rhodes stated that she will vote against reconsideration because a) Having 7 Councilors in attendance is a quorum and not a sufficient issue for reconsideration and, b) Complaint about Metro not following its own guidelines is incorrect. We voted against it because we felt that the area has a definite hazard.

Coun. Williamson felt it is important to have more than 7 Councilors present for voting on this important issue and will vote for reconsideration.

Coun. Etlinger said he will vote for reconsideration although the facts and findings have not changed, he felt the full Council ought to meet on this issue.

Coun. Kafoury will vote to support the motion for reconsideration as the City's request should be honored. This should not be interpreted in any other way. She had voted in favor of denial and hasn't seen any new evidence to change her mind.

Coun. Bonner said he as Coun. Williamson feels there is no need for further testimony but will vote for reconsideration.

Coun. Berkman felt that Oregon is in such poor economic straits that it is important for a larger number of Councilors look at UGB issues and land use management. He said that he votes for reconsideration.

Coun. Banzer said that she, Couns. Bonner and Williamson will work out reconsideration procedures and tentatively set Thursday, May 27 as the date to have this topic on the agenda.

Motion to approve the City of Portland's Request for reconsideration of Contested Case No. 81-6: Coun. Rhodes voted no, Coun. Schedeen abstained, all other Councilors voted yes. Motion carried.

8.1 Ordinance No. 82-131, Amending Ordinance No. 81-109 and Adding Appropriations to the Fiscal Year 1982 Budget (Second Reading)

Motion to adopt the amended Ordinance No. 81-109 and adding Appropriations to the Fiscal Year 1982 Supplemental Budget (Kirkpatrick/Williamson) Motion carried unanimously.

9.1 Public Hearing on Ordinance No. 82-132, Adopting the Annual Budget of the Metropolitan Service District for Fiscal Year 1983, Making Appropriations from Funds of the District in Accordance with Annual Budget and Levying Ad Valorem Taxes (First Reading)

Motion to adopt the annual budget of the Metropolitan Service District for Fiscal Year 1983 making appropriations from funds of the District in accordance with said annual budget and levying Ad Valorem taxes (Deines/Kafoury)

Coun Banzer stated that the Council Budget Committee has already had extensive discussions on this proposed budget and announced that the meeting is now open for Public Hearing.

Ed Kulawiak, CPA, 16106 S. Winston Drive, Oregon City, congratulated Coun. Bonner for bringing sanity to the budget proceedings tonight. He commented that Metro's financial presentation was poor and felt Councilors did not have a good understanding of what is in the budget. He pointed out that Metro has taken a position stressing recycling but the budget shows only \$300,000 out of a \$7 million budget for waste reduction and recycling. A third of that amount is being spent on personnel and operating costs. He suggested that more money ought to be put into recycling.

Coun. Banzer thanked him and said that although it may be Mr. Kulawiak's first meeting regarding the budget, Councilors have spent many, many hours poring over the budget and understand what its policy implications are.

Bob Breihof - 1246 S.E. 49th, representing Portland Recycling Refuse Operators, Inc. (formerly Southeast Recycling Service, Inc.), handed out a packet describing their Solid Waste Reduction Proposal.

Coun. Kafoury suggested that this packet be referred to the Recycling Committee for review.

Coun. Banzer assured Mr. Breihof that suggestions in his May 3rd letter regarding differential fees based on the amount of recycling is being looked at by the Services Committee for feasibility and implementation.

Mark Peterman, President of Portland Recycling Team (PRT) said he currently has a contract with Metro for providing recycling services. His company is in favor of the allocation of the \$300,000 in the Solid Waste program and would prefer to see it increased. He objected to PRT's budget being cut from \$65,000 to \$50,000 and felt the needed money should come from the contingency fund. He said that he and his staff,

in a letter, has offered to assist Metro in finding a meaningful waste reduction program. He then described PRT's recycling program's efforts in the community.

Coun. Kafoury spoke in support of PRT's dedication to the principles of recycling. She also said that not all Councilors agree with the position not to fund PRT.

Gayle Towne-4515 N.E. 41st, Portland-member of Portland Recycling Refuse Operators, stated that his company does the same service as PRT and doesn't require Metro funding. He is both a recycler and hauler and has paid fees at the dump for six years. He objects to his fees being used to support PRT as well as Metro giving \$50,000 in funding to PRT.

George Finley - Garbage Collector and Recycler, feels that all tipping and user fees should, by law, only be used for operation of the dump site they are collected from. Any other use of these funds, makes control too difficult. If Metro feels it cannot operate under these guidelines then it ought to go to the property tax base for money. He wants his customers to look upon his business as garbage collection rather than tax collection.

Steve Borgens - Milwaukie, opposes any additional budget measure which may be imposed on garbage recycling haulers since it's just too expensive to pass on to the public.

John Trout - 1020 N.E. 3rd, Portland, said he's representing other recyclers and garbage haulers as well as himself this evening. He restated earlier concerns regarding Metro's budget which are as follows:

- General Fund transfer to support a Public Affairs budget which is too large and should be pared.
- Charge a user fee to the secondary materials market (Publishers' Paper, Independent Paper, Calbag Paper, etc.) to raise money for recycling.
- Although he is pleased that some items in the Capital Fund have been cut, he doesn't understand why \$900,000 has been placed in the Contingency Fund.

Norm Wietting, Solid Waste Operations Manager, explained that the \$900,000 will be used for the Clackamas Transfer Station.

Coun. Banzer said she appreciated John Trout's comments and asked him to please attend the next Regional Services Committee meeting on May 27 at 5:30 p.m. At that time, the Solid Waste budget will be reconsidered. The Solid Waste Policy Advisory Committee will also have an opportunity to review this budget before it is finalized.

Stan Kahn - 722 S.E. 18th, Portland, said it is his impression that several million dollars has already been spent promoting and developing the garbage burner. Had that money been spent to promote recycling, then it would have made a great difference. He felt that the fee charged at St. John's Landfill for yard debris should be dropped and Metro ought to

fund curbside pickup. Also, other fees at St. John's Landfill should be raised now to pay for a future site when this landfill closes.

Coun. Deines responded that curbside yard debris pickup has been tried and has been unsuccessful because the public does not like to store its yard debris until pickup time.

Marilyn Pitts - 4142 N.E. 13th, Portland, Parkrose High School Teacher, said that for the past eight years, she has served as an advisor for the Environment Action Club Fair which is a non-profit, voluntary group. She then talked about its recycling efforts in the Parkrose community which serves approximately 200 families who have made a commitment to recycling. She stated that there is an attitudinal change in both her high school and community towards recycling. Ms. Pitts recommends that Metro keeps all recycling options open and continues to fund recycling centers.

There being no further testimony, the Public Hearing was closed.

(to be continued on page 9)

MOTION to add Local Government Assistant III position to the Public Affairs Department budget; passed unanimously. (Rhodes/Oleson)

MOTION to delete Local Government Assistant III (Council Assistant) from the Council budget. (Kirkpatrick/Kafoury) Discussion followed.

Councilors Etlinger and Oleson expressed concern that a move was being made to remove this position from the budget. They felt the position was needed and the Coordinating Committee should review the job description before proceeding to fill the position.

Coun. Kirkpatrick felt responsible to present the motion because she firmly disagrees with establishing the position. It is an impossible situation for anyone to work in and she receives assistance from the Metro staff and will continue to do so.

Coun. Burton agreed with Kirkpatrick because it is impossible for a staff person to divide their time twelve ways.

Coun. Deines surveyed the Councilors last year regarding the assistant position and responsibilities and received twelve different responses. He couldnt justify expenditure for this position unless it was combined with Local Government Assistant III position.

MOTION to delete Local Government Assistant III (Council Assistant) from the Council budget; FAILED 4-8.

Coun. Burton commented on footnote on page 13 under General Expense, General Fund of the May 6 Budget Committee Recommendations. He wanted to make sure it reflected the intent of Council to designate someone in the organization at a high level of responsibility as the Chief Financial Officer and that this action be reviewed at a later date. The savings incurred by not hiring a Chief Financial Officer should be reserved for a budget analyst position or some type of budget planning.

Presiding Officer Banzer called for discussion on the Planning Fund, Transportation and Technical Assistance Fund, Criminal Justice Fund, Drainage Fund and Zoo Operations Fund. Discussion followed only on the Zoo Operations Fund.

Coun. Rhodes commented that she understood the Zoo staff had requested COLA for the Zoo employees and it had been budgeted in the contingency fund but no action as to policy on this matter had been taken.

Don Carlson stated that the Coordinating Committee would consider this matter and the funds could be appropriated at a later date.

There was no discussion on the Zoo Capital Fund, however, discussion followed on the Solid Waste Operating Fund.

MOTION to remove \$7,350 from Item 7350 Supplies in Table J, Expenditures for Landfill Site Planning Option, of the Solid Waste Operating Budget and insert \$500, placing the balance of \$6,850 in contingency; PASSED unanimously. (Rhodes/Kafoury)

MOTION to reduce Item 7400, Contractual Services, in Table H, Expenditure for Waste Reduction Option, Solid Waste Operating Budget, by \$143,000 and place the \$143,000 in contingency, with a footnote that this amount not be spent until a Waste Reduction Plan is approved. (Deines/Burton) Discussion followed.

Coun. Etlinger stated that the major emphasis of Metro's Solid Waste Program is waste reduction. This is not reflected in the budget. He repeated his request, and wanted it on record, that the Recycling Coordinator appear before the Regional Services Committee with a Waste Reduction program update. Coun. Banzer requested that the Regional Services Committee schedule such a report.

Coun. Kafoury asked that Portland Recycling Team be allowed to request operating funds in the future.

Presiding Officer Banzer requested that a program for waste reduction be presented to the Council before the end of the fiscal year, and if it cannot be developed in that time, consideration should be given to extending the PRT contract.

Coun. Berkman expressed concern that a staff evaluation of PRT and its expenditure of funds has not been presented to Council as had been requested.

MOTION PASSED 7-4.

MOTION to reduce Item 7400, Contractual Services, Table I, Expenditures for Energy Recovery Facility Planning Option, by \$100,000 and place this amount in contingency. FAILED 4-6-1 (Etlinger/Deines)

Discussion on Solid Waste Capital Fund.

Jennifer Sims stated that once Council approves the budget, it can be increased by 10% in each fund and if Council wishes to appropriate additional revenues, it can do so in the Supplemental Budget; this was a response to Coun. Burton's inquiry.

Coun. Burton expressed concern about Metro's ability to approve bonds for the financing of a Washington County transfer station if it was not appropriated in the budget. A spokesman from DEQ stated that bond money would be available to another jurisdiction, such as Washington County, if what they wanted to do was within the scope of the Solid Waste Management Plan and if the Metro Council approved the funding. The bonds would not have to be financially backed by Metro. Executive Officer Gustafson expressed concern that this action would give the power of solid waste authority to Washington County and preclude other options.

MOTION to restore funds for Transfer Stations in the Solid Waste Capital budget. (Oleson/Williamson)

Coun. Banzer stated she would not vote for the motion because we need to make it clear statement that the private sector should fund this program if at all possible.

MOTION PASSED 6-5.

There was no discussion on the Solid Waste Debt Service Fund, ERF Bond Construction Fund, ERF Debt Service Fund or the ERF Bond Reserve Fund.

9.2 Resolution No. 82-328, Transmitting the Fiscal Year 1983 Budget to the Tax Supervising and Conservation Commission.

MOTION to approve Resolution No. 82-328 PASSED 9-1.

Resolution No. 82-327, Clarifying the Council's Purpose in Including the Energy Recovery Facility Bond Revenues and Expenses in Metro FY '83 Budget introduced by Councilor Banzer; PASSED UNANIMOUSLY. (Kafoury/Burton)

10.1 Executive Officer's Report. No report.

10.2 Committee Reports. No reports.

Meeting Adjourned.

Written by Toby Janus and
Sonnie Russill

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

OCTOBER 7, 1982

Members Present: Councilors Banzer, Bonner, Burton, Deines, Etlinger, Kafoury, Kirkpatrick, Oleson, and Williamson.

Members Absent: Councilors Berkman and Schedeen

Staff Present: Don Carlson, Andy Jordan, Dan LaGrande, Dan Durig, Ray Barker, Warren Iliff, Reg Henwood, Norm Weiting, Andy Cotugno, Dennis Mulvihill, Sonnie Russell, Doug Robertson, and Doug Drennen.

Visitors Present: George Hubel, Solid Waste Rate Review Committee
David Dobak, TPAC member
Greg Kantor, TPAC member
Alicia Lund, TPAC member
George Starr, TPAC member
Bill McDonald, City of Milwaukie

The meeting was called to order by Presiding Officer Banzer at 7:06 P.M.

1. Introductions.

There were no introductions at this time.

2. Written Communications to Council.

There were no written communications to Council.

3. Citizen Communications to Council on Non-Agenda Items.

There were no citizen communications to Council on non-Agenda items.

4. Councilor Communications.

Councilor Etlinger distributed to Council members a copy of an article from The Oregonian dated October 7, 1982 regarding Wildwood. He also distributed a statement which he read into the record regarding public review of solid waste options.

5.1 Public Hearing on Ordinance No. 82-141, An Ordinance Relating to Local Improvement Districts and Repealing Code Chapter 4.05 (Ordinances No. 79-78 and 80-93). (First Reading)

General Counsel Jordan stated that the Ordinance repeals existing Metro ordinances which provide for LID procedures. He stated that the legislature had altered the LID authority substantially and made Metro's procedures obsolete. He said if an LID is proposed at a later date, new procedures would have to be adopted.

Council Rhodes stated that the Services Committee had recommended approval of the Ordinance.

Motion to adopt Ordinance No. 82-141 (Rhodes/Kafoury).

There was no public testimony on this matter.

4.1 Appointment of Citizen Members to Transportation Policy Alternatives Committee (TPAC).

Councilor Bonner stated that the Development Committee was recommending six citizens for appointment to TPAC: Lee Ann MacColl, David Dobak, George Starr, Alicia Diaz Lund, Greg Kantor, and Dr. Larry Griffith.

Councilor Rhodes pointed out that there was no citizen representative from Clackamas County where major projects were expected to occur. She stated she had recommended an individual who was not selected because he was a transportation planner and the Council had a standing policy which disallowed citizens with expertise in the area to serve on the committee. She stated she felt the policy should be changed.

Motion to approve six citizens cited above to TPAC (Bonner/Etlinger).

Councilor Deines stated he too felt the policy of not using citizens with expertise was wrong and indicated he was going to have his committee look at the policy.

The motion carried unanimously.

6.1 Energy Recovery Facility.

Dan Durig introduced Dennis Mulvihill, the newly appointed Waste Reduction Manager. Mr. Mulvihill distributed to the Council copies of the "Energy Recovery Facility Report, October 1982". Mr. Durig then gave a brief overview of the document.

Councilor Bonner asked if R.W. Beck would be looking at the report. Mr. Durig responded that R.W. Beck had been sent a copy of the report. Councilor Bonner requested that Beck review the project economics and asked to see further information on the detail of the costs.

Councilor Deines suggested that the Council read the report and then ask questions. Presiding Officer Banzer suggested that Council members submit written questions to be gathered at the Services Committee meeting on Tuesday, October 12th.

Don Carlson stated that it was recommended that the Council not hold hearings on the contracts until the Council was satisfied that the community had received sufficient information on the options available for the disposal of garbage and until there was a firm proposal as far as the contracts. He stated there were no specific dates set for hearings on the Energy Recovery Facility but that Dan LaGrande would go over the proposed dates for hearings to be held on the solid waste alternatives.

Dan LaGrande then passed out a memo to the Council regarding Community Review of Solid Waste Options and stated that it was recommended that public meetings begin in mid-November. He said meetings with key interest groups had already begun. Presiding Officer Banzer requested that the Council be informed of meetings held with key interest groups. Mr. LaGrande responded that members of the Services Committee were involved and that in the future all members of the Council would be notified.

4.1 Introduction of TPAC Members.

At this time, Presiding Officer Banzer introduced the newly appointed TPAC members who were present: Greg Kantor, David Dobak, Alicia Lund and George Starr.

6.2 McLoughlin Corridor.

Councilor Bonner presented a brief status report on the McLoughlin Corridor project. He stated that Clackamas County, the City of Portland and the City of Milwaukie had approved the project and that it was to go before the Multnomah County Board of Commissioners next.

Andy Cotugno stated that Multnomah County had contracted with Robert Conrad, a transportation consultant, to look at the McLoughlin project and evaluate the alternatives available, especially the need for the Tacoma Street overpass. He went on to state that McLoughlin could still be considered for light rail even though funding was not presently available. He said legislation before Congress is intended to clarify that the no new rail starts policy is in fact a deferment;

that Congress intends to eventually fund light rail starts and that when that time comes, jurisdictions with plans ready would be funded first. He said in anticipation of that, the Westside project and McLoughlin could proceed to their next step in the process.

6.3 1983 Disposal Rate Review Study.

Dan Durig stated that the Rate Review Study would be before the Services Committee on October 12th and it was anticipated that first reading of the ordinance would occur on October 28th, with second reading on November 4th. He then reviewed the highlights of the study, which included the rate structure alternatives evaluated: Cost of Service, Limited Uniform and Full Uniform Rates. He stated the proposed rates include debt service, final cover for St. Johns and a contingency fund for the St. Johns Landfill.

Doug Robertson then explained the allocation of costs for the St. Johns Landfill and the Clackamas Transfer & Recycling Center and a more detailed explanation of the rate structure alternatives.

There was general discussion regarding the allocation of costs and the rate options.

George Hubel, Solid Waste Rate Review Committee, presented an overview of the Committee's position. He stated that the majority of the Committee favored the Cost of Service theory, with one member favoring the Uniform Rate theory. He stated it was anticipated that the Rate Review Committee's written recommendation would be available for the Services Committee meeting on October 12th.

Councilor Rhodes requested that the Solid Waste Rate Review Committee include in their presentation to the Services Committee an opinion on the philosophy behind the regional transfer charge.

6.4 1983 Legislative Issues.

Presiding Officer Banzer stated that the 1983 legislative issues would be sent to the Coordinating Committee before Council consideration.

7.2 Council Workshop.

Ray Barker stated that the background material and agenda had been distributed for the October 14th workshop.

7.1 Wildwood Landfill Appeal.

General Counsel Jordan stated that the Wildwood appeal was scheduled for hearing before the Multnomah County Board of Commissioners on November 16th, with no guarantee that a decision would be made that day.

7.4 Reports from Committees.

The Committee Reports consisted of reminders of the upcoming meetings:


JPACT - October 14th
Services Committee - October 12th
Coordinating Committee - October 18th

7.3 Executive Officer's Report

There was no Executive Officer's Report.

The meeting adjourned at 9:15 P.M.

Respectfully submitted,


Everlee Flanigan
Clerk of the Council

CONSIDERATION OF RESOLUTION NO. 82-362 GRANTING
KILLINGSWORTH FAST DISPOSAL A FRANCHISE TO OPERATE
A SOLID WASTE DISPOSAL SITE

Date: October 13, 1982

Presented by: Dennis O'Neil

FACTUAL BACKGROUND AND ANALYSIS

The purpose of the attached Resolution is to grant the attached franchise to Killingsworth Fast Disposal to continue operation of the company's demolition landfill at 5700 N. E. 75th Avenue, Portland, Oregon. Killingsworth Fast Disposal has operated this site under a District Certificate since March 1981. Currently, the site accepts waste only from commercial haulers. The DEQ has given the site permission to accept public waste when H. G. LaVelle closes later this year.

The attached franchise contains the requirements included in the Disposal Franchise Ordinance for solid waste disposal facilities. Other requirements in the Franchise Agreement specifically designed for Killingsworth Fast Disposal include a \$125,000 performance bond; an on-site drop off center for recyclable material (see Schedule D of the attached Franchise); and a rate schedule (see Schedule E). The term of the franchise is five years.

This franchise establishes the first recycling drop off center at a site franchised by Metro.

The Rate Review Committee recommends approval of Killingsworth Fast Disposal's current rates and recommends approval of a public rate of \$3.00 per cubic yard with a two yard minimum to take effect when DEQ authorizes the site to receive public waste. The Solid Waste Policy Alternatives Committee recommends approval of Killingsworth Fast Disposal's franchise agreement.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of the attached Resolution granting Killingsworth Fast Disposal a franchise to operate a solid waste disposal site.

COUNCIL COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Services Committee recommends that the Council grant Killingsworth Fast Disposal a solid waste franchise.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF GRANTING A	)	RESOLUTION NO. 82-362
FRANCHISE TO KILLINGSWORTH)	
FAST DISPOSAL FOR THE PURPOSE OF	)	Introduced by the
OPERATING A SOLID WASTE DISPOSAL	)	Executive Officer
SITE)	

WHEREAS, Section 4 of the Disposal Franchise Ordinance requires a Metro Franchise for any person to establish, operate, maintain or expand a solid waste disposal site, processing facility, transfer station or resource recovery facility within the district; and

WHEREAS, Killingsworth Fast Disposal operates a solid waste disposal facility at 5700 N. E. 75th, Portland, Oregon which accepts wood, concrete, metal, and other demolition material; and

WHEREAS, The attached Franchise includes a disposal rate for commercial haulers and a rate for the public to take effect when the Department of Environmental Quality authorizes Killingsworth Fast Disposal to receive public waste; and

WHEREAS, The Disposal Franchise Ordinance requires franchised facilities to implement a waste reduction program; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District

authorizes the District to enter into the attached Franchise Agreement with Killingsworth Fast Disposal within ten (10) days of the adoption of this Resolution.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

DO/TA/srb
6829B/318
09/29/82

FRANCHISE NO.: 03
DATE ISSUED:
EXPIRATION DATE: October 28, 1987

SOLID WASTE FRANCHISE
issued by the
METROPOLITAN SERVICE DISTRICT
527 SW Hall Street
Portland, Oregon 97201
503-221-1646

ISSUED TO: Riedel International, Inc.
NAME OF FACILITY: Killingsworth Fast Disposal
ADDRESS: 5700 NE 75th Avenue, Portland, Oregon 97218
LEGAL DESCRIPTION: Tax Lot 30, 38, Section 17, Township 1 North,
Range 2 East, W. M. Multnomah County
CITY, STATE, ZIP: Portland, Oregon 97218
NAME OF OPERATOR: Riedel International, Inc.
PERSON IN CHARGE: Gary Newbore
ADDRESS: P.O. Box 3320
CITY, STATE, ZIP: Portland, Oregon 97208
TELEPHONE NUMBER: 503-285-9111

This Franchise will automatically terminate on the expiration date shown above, or upon modification revocation, whichever occurs first. Until this Franchise terminates, Riedel International is authorized to operate and maintain a solid waste disposal facility located at 5700 NE 75th Avenue, Portland, Oregon 97210, for the purpose of accepting and disposing of solid waste in accordance with the Metro Code and the attached Schedules A, B, C, D and E and in accordance with the provisions specified in the Solid Waste Disposal Site Permit No. 330 issued by the State of Oregon, Department of Environmental Quality (DEQ). This Franchise may be revoked at any time for any violation of the conditions of this Franchise or the Metro Code. This Franchise does not relieve the Franchise Holder from responsibility for compliance with ORS Chapter 459 or other applicable federal, state or local laws, rules, regulations or standards.

Gary Newbore
General Manager
Killingsworth Fast Disposal

Cindy Banzer
Presiding Officer
Metro Council

FRANCHISE CONDITIONS

Franchise Number: 03

Expiration Date: October 28, 1987

SCHEDULE A

AUTHORIZED AND PROHIBITED SOLID WASTES

- SA-1 The Franchise Holder is authorized to accept for disposal only soil, rock, gravel, pavement, bricks, concrete block, concrete, asphaltic concrete, mortar, sheet rock, rubble, tile, reinforcing steel, metal frames, metal bands, copper wire, insulation, fixtures, glass, nails, bolts, tire chips, plastic bags and containers, wood and wood products, pallets, corrugated cardboard, packing materials, wrapping paper, cardboard, logs, limbs, stumps, and sod. No other wastes shall be accepted unless specifically authorized in writing by Metro supplementary to this certificate.
- SA-2 Whole tires may be accepted and shall be stored in a separate area of the disposal site. No more than 500 whole tires may be stored at any time. Prior to landfilling, the tires must be processed to meet the volume reduction requirements of the Metro Code. Tires must be stored in such a manner as to prevent vector harborage.
- SA-3 The following types of materials are specifically prohibited from the disposal site:
- a. All food wastes, food containers and wrappers and disposable eating utensils.
 - b. All wastes from food processors or manufacturers.
 - c. All loose paper except very small amounts of paper incidentally included in commercial drop boxes containing substantially building demolition and/or construction debris.
 - d. Car bodies, dead animals, whole tires, sewage sludges, septic tank pumpings and hospital wastes. Appliances may be stored for brief periods for recycling but may not be landfilled.
 - e. All chemicals, oils, liquids, explosives, infectious materials and other materials which may be hazardous or difficult to manage, unless specifically authorized by DEQ.
- SA-4 Public dumping is allowed. Dumping by commercial solid waste haulers is allowed. No commercial hauler may be excluded from this site except for grounds considered reasonable by Metro. Loads of loose material that contain any food or food related material will not be accepted. Loads of solid waste

in compactor trucks and compacting drop boxes or containers will not be accepted unless otherwise authorized on a company by company basis by the Solid Waste Director.

SA-5 Salvaging is authorized, if controlled so as to not interfere with optimum disposal operation and to not create unsightly conditions or vector harborage.

SA-6 Prohibited wastes shall be removed from the disposable solid waste as soon as discovered and shall be transported to a franchised or authorized disposal site. Storage and transportation shall be carried out to avoid vector production and bird attraction.

FRANCHISE CONDITIONS

Franchise Number: 03

Expiration Date: October 28, 1987

SCHEDULE B

MINIMUM MONITORING, REPORTING AND FEE SUBMISSION REQUIREMENTS

SB-1 The Franchise Holder or his Contractor shall effectively monitor the disposal site operation and maintain records of the following required data to be submitted to Metro:

- a. Name and address of the franchisee
- b. Month and year of each report

<u>Item or Parameter</u>	<u>Minimum Monitoring Frequency</u>
c. Cubic yards of solid waste deposited by commercial collection vehicles classified among noncompacted, minimum loads and special loads	Daily
d. Cubic yards of solid waste deposited by private vehicles	Daily
e. Tons of solid waste deposited by commercial collection vehicles and private vehicles if requested by Metro	When Requested
f. Number of commercial collection vehicles	Daily
g. Number of private vehicles including cars, pickups, trailers and other small hauling vehicles.	Daily
h. Unusual occurrences affecting disposal site operation	Each Occurrence
i. Construction activities	Each Occurrence
j. Test results from groundwater monitoring wells	When Required by DEQ
k. Test results from gas venting monitoring wells	When Required by DEQ
l. Tons of source separated waste recycled by type	Daily

m. Tons of waste salvaged

Monthly

n. Signature and title of the franchisee
or its agent

- SB-2 Monitoring results shall be reported on approved forms. The reporting period is the calendar month. Reports must be submitted to Metro by the 20th day of the month following the end of each month.
- SB-3 In accordance with the provisions of Metro Ordinance No. 81-111 Section 16, and Metro Code 4.03.020 (User Fee) as amended the Franchise Holder shall submit to Metro on an approved form a monthly User Fee statement and payment. The statement and payment shall be submitted on or before the 20th day of each month following the preceding month of operation.
- SB-4 The Franchise Holder shall pay an annual franchise fee established by the Council within 30 days of the effective date of the franchise agreement.
- SB-5 The Franchise Holder shall report to the District any changes in excess of five (5%) percent of ownership of the franchisee's corporation or similar entity, or of the partners of a partnership within ten days of such changes of ownership.
- SB-6 The franchisee may contract with another person to operate the disposal facility only upon ninety (90) days prior written notice to the District and the written approval of the Executive Officer. If approved, the franchisee shall remain responsible for compliance with this franchise agreement.
- SB-7 The franchisee shall establish and follow procedures designed to give reasonable notice prior to refusing service to any person. Copies of notification and procedures for such action will be retained on file for three (3) years by each franchisee for possible review by the District.
- SB-8 The franchisee shall maintain during the term of the franchise public liability insurance in the amounts set forth in SC-1 and shall give thirty (30) days written notice to the District of any lapse or proposed cancellation of insurance coverage or performance bond.
- SB-9 The franchisee shall file an annual operating report on forms provided by the District on or before March 1 of each year for the preceding year.
- SB-10 The franchisee shall file a monthly report on forms approved by the District indicating the types (wood, paper, cardboard, metal, glass, etc.), quantities (tonnage/cubic yards) and selling price of source separated and nonsource separated

solid wastes accepted at the facility and not disposed at the franchised site.

- SB-11 The Franchise Holder shall submit a duplicate copy to the District of any information submitted to, or required by the Department of Environmental Quality pertaining to the solid waste permit for this facility.
- SB-12 The Franchise Holder shall report to Metro the names of solid waste credit customers which are sixty (60) days or more past due in paying their disposal fees at the disposal site. Such report shall be submitted in writing each month on Metro approved forms. For the purposes of this section sixty (60) days past due means disposal charges due, but not paid on the first day of the second month following billing.
- SB-13 In the event a breakdown of equipment, flooding, fire, sliding or other occurrence causes a violation of any conditions of this Franchise Agreement or of the Metro Code, the Franchise Holder shall:
- a. Immediately take action to correct the unauthorized condition or operation.
 - b. Immediately notify Metro so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.
- SB-14 In the event that the disposal site is to be closed permanently or for an indefinite period of time during the effective period of this Franchise, the Franchise Holder shall provide Metro with written notice, at least ninety (90) days prior to closure, of the proposed time schedule and closure procedures.

FRANCHISE CONDITIONS

Franchise Number: 03

Expiration Date: October 28, 1987

SCHEDULE C

GENERAL CONDITIONS

- SC-1 The Franchise Holder shall furnish Metro with public liability insurance, including automotive coverage, in the amounts of not less than \$300,000 for any number of claims arising out of a single accident or occurrence, \$50,000 to any claimant for any number of claims for damage to or destruction of property, and \$100,000 to any claimant for all other claims arising out of a single accident or occurrence, or such other amounts as may be required by State law for public contracts.
- SC-2 The Franchise Holder shall obtain a corporate surety bond in the amount of \$125,000 guaranteeing full and faithful performance during the term of this franchise of the duties and obligations of the franchisee under the Solid Waste Code, applicable federal, state and local laws and rules and regulations and name the District as an additional insured under the provisions of SC-1 above.
- SC-3 The Franchise Holder shall submit to the District a time schedule and plan for the complete and proper closure of this site in writing to Metro at the same time this is submitted to DEQ.
- SC-4 The term disposal site is used in this Franchise as defined in Section 2(b) of Metro Ordinance No. 81-111.
- SC-5 The conditions of this Franchise shall be binding upon, and the Franchise Holder shall be responsible for all acts and omissions of, all contractors and agents of the Franchise Holder.
- SC-6 The disposal site operation shall be in strict compliance with the Metro Code regarding storage, collection, transportation, recycling and disposal of solid waste.
- SC-7 The Franchise Holder shall provide an adequate operating staff which is duly qualified to carry out the reporting functions required to ensure compliance with the conditions of this Franchise Agreement.
- SC-8 Metro may reasonably regulate the hours of site operation as it finds necessary to ensure compliance with this Franchise Agreement.

- SC-9 At least one sign shall be erected at the entrance to the disposal site. This sign shall be easily visible, legible, and shall contain at least the following:
- a. Name of facility;
 - b. Emergency phone number;
 - c. Operational hours during which wastes will be received for disposal;
 - d. Disposal rates and fees;
 - e. Metro information phone number; and
 - f. Acceptable materials.
- SC-10 If the Executive Officer finds that there is a serious danger to the public health or safety as a result of the actions or inactions of a franchisee, he/she may take whatever steps necessary to abate the danger without notice to the franchisee.
- SC-11 Authorized representatives of Metro shall be permitted access to the premises of the solid waste disposal facility owned or operated by the Franchise Holder at all reasonable times for the purpose of making inspections, surveys; collecting samples; obtaining data; examining books, papers, records and equipment, performing any investigation as may be necessary to verify the accuracy of any return made, or if no return is made by the franchisee, to ascertain and determine the amount required to be paid; and carrying out other necessary functions related to this Franchise. Access to inspect is authorized:
- a. during all working hours;
 - b. at other reasonable times with notice;
 - c. at any time without notice where, at the discretion of the Metro Solid Waste Division Director, such notice would defeat the purpose of the entry.
- SC-12 This Franchise Agreement is subject to suspension, modification, revocation or nonrenewal upon finding that a franchisee has:
- a. Violated the Disposal Franchise Ordinance, the franchise agreement, the Metro Code, ORS Chapter 459 or the rules promulgated thereunder or any other applicable law or regulation; or
 - b. Misrepresented material facts or information in the franchise application, annual operating report, or other information required to be submitted to the District;

- c. Refused to provide adequate service at the franchised site, facility or station, after written notification and reasonable opportunity to do so.
- d. Misrepresented the gross receipts from the operation of the franchised site, facility or station; or
- e. Failed to pay when due the fees required to be paid under this Ordinance.
- f. That there has been a significant change in the quantity or character of solid waste received or the method of solid waste disposal.

SC-13 This Franchise Agreement, or a photocopy thereof, shall be displayed where it can be readily referred to by operating personnel.

SC-14 The granting of a franchise shall not vest any right or privilege in the franchisee to receive specific types of quantities of solid waste during the term of the franchise.

- (a) To ensure a sufficient flow of solid waste to the District's resource recovery facilities, the Executive Officer may, at any time during the term of the franchise, without hearing, direct solid wastes away from the franchisee. In such case, the District shall make every reasonable effort to provide notice of such direction to affected haulers of solid waste.
- (b) To carry out any other purpose of the Metro Disposal Franchise Ordinance, the Executive Officer may, upon sixty (60) days prior written notice, direct solid wastes away from the franchisee or limit the type of solid wastes which the franchisee may receive.

Any franchisee receiving said notice shall have the right to a contested case hearing pursuant to Code Chapter 5.02. A request for a hearing shall not stay action by the Executive Officer. Prior notice shall not be required if the Executive Officer finds that there is an immediate and serious danger to the public or that a health hazard or public nuisance would be created by a delay.

FRANCHISE CONDITIONS

Franchise Number: 03

Expiration Date: October 28, 1987

SCHEDULE D

WASTE REDUCTION PLAN

The franchisee shall implement the following waste reduction plan:

SD-1 Site Preparation

The recycling facility shall be in a fenced area. A four-foot by four-foot sign at the entrance to the landfill shall indicate which materials are accepted for recycling and that there is no disposal fee for recycled material. Space shall be provided for both public and commercial drop off of source separated recyclable material. The surface of the recycling area shall be graveled or paved.

SD-2 Operational Plan

The recycling facility for both commercial and public drop-offs shall be open during normal working hours. The recycling area shall be supervised at all times. Source separated newsprint, corrugated cardboard, aluminum, glass and metals shall be accepted from the public and commercial haulers. Other recyclable materials may be accepted as market conditions warrant.

SD-3 Materials Preparation

The franchisee shall send a letter to all of the site's customers detailing preparation requirements for the various source separated materials accepted. The information shall also be clearly posted in the recycling area. Only source separated, prepared materials shall be accepted by the recycling facility for possible further processing to be sold either on or off site.

SD-4 Equipment Usage/Storage Capacity

Drop boxes or other suitable containers shall be provided for each source separated material. Drop boxes will be added or removed as flow dictates. The facility shall provide for convenient unloading and maneuvering space for cars and trucks as well as adequate maneuvering space for rail-truck placement of drop boxes.

SD-5 Marketing

The franchisee shall arrange for shipment of materials to appropriate secondary materials markets.

SD-6 Data Compliation

The tonnage and revenue collected at the recycling facility shall be tabulated by each item on an "as sold" basis and shall be reported to Metro monthly. An annual report of the operational cost and materials volumes and sales, relating to the recycling program shall be provided to Metro.

SD-7 Maintenance and Control

The site and equipment shall be well maintained at all times. Each type of source separated materials shall be stored in a designated container and shall not exceed the capacity of that container. A sufficient quantity of containers shall be available and the operator shall be responsible for keeping the sight free of litter, in conformance with all applicable noise control ordinances and the security to discourage to vandalism.

SD-8 Public Promotion and Education

If funds are available, Metro shall assist the franchisee in developing leaflets promoting the recycling facility. These leaflets shall be distributed to all vehicles entering the landfill at the gatehouse. The Recycling Switchboard shall also be utilized to disseminate information about this new facility. News releases will be developed as soon as the facility is ready for operation.

FRANCHISE CONDITIONS

Franchise Number: 03

Expiration Date: October 28, 1987

SCHEDULE E

DISPOSAL RATES

SE-1 The franchisee shall charge the following commercial rates as of October 28, 1982:

FULL MEASURE RATES

Loose Material	\$1.60/yard
Compacted Material	2.50/yard
Demolition Material	2.00/yard
Tires - Car	2.00/tire
Tires - Truck	5.00/tire
Stumps, Logs 5"+, Timbers	4.25/yard
Boulders, Concrete	4.25/yard
Wire Cable	4.25/yard

All Fees Include Metro Charges

Dumping charges for materials which present special handling or compaction problems will be agreed upon prior to dumping.

SE-2 The franchisee shall charge a public rate of \$3.00 per cubic yard with a two cubic yard minimum effective when the Department of Environmental Quality authorizes the franchisee to receive public waste.

TA/srb
6354B/310
09/29/82

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

Date: October 14, 1982

Presented by: Dan Durig

FACTUAL BACKGROUND AND ANALYSIS

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

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

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

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

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

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

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

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

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

EXECUTIVE OFFICER'S RECOMMENDATION

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

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

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

COMMITTEE CONSIDERATION AND RECOMMENDATION

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

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

RECOMMENDED RATES

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

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

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

METRO'S
SOLID WASTE DISPOSAL SYSTEM
1983 RATE STUDY

EXECUTIVE OFFICER'S SUMMARY AND PROPOSAL

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

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

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

WASTE QUANTITIES AND FLOW

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

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

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

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

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

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

COSTS

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

Operations Contracts

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

Debt Service

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

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

Final Cover Fund

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

Final Cover Fund (continued)

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

Contingency

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

ALLOCATING COSTS

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

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

ESTABLISHING RATES

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

Cost of Service

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

Limited Uniform Rate

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

Full Uniform Rate

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

Full Uniform Rate(continued)

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

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

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

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

RATE RECOMMENDATION

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

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

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

ADDITIONAL CHARGES

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

Convenience Charge

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

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

Convenience Charge (continued)

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

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

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

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

Out-of-State Surcharge

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

Out-of-State Surcharge (continued)

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

SUMMARY OF RECOMMENDED RATES

	<u>St. Johns Landfill</u>	<u>CTRC (includes convenience charge)</u>
Commercial Vehicles	\$13.48	\$14.97
Public Vehicles		
Car	6.00	6.50
Truck	6.75	7.25
Extra Yards	3.00	3.25

Out of state surcharge: \$0.54 per ton

Regional transfer charge for commercial vehicles at any facility accepting waste from the region: \$1.47 per ton

NC:pp
9/22/82

SOLID WASTE DEPARTMENT

1983 Disposal Rate Review Study

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



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

MEMORANDUM

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

The Rate Review Committee recommends the following:

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

Rationale:

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

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

Rationale:

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

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

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

Rationale:

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

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

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

Rationale:

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

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

Rationale:

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

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

VI. The Use of a Regional Transfer Charge

Rationale:

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

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

Rationale:

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

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

Rationale:

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

IX. Calculation of Commercial Rates

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

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

Rate Structure

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

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

6982B/322

SUPPLEMENT

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

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

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

6982B/322

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

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

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

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

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

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

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

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

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

Section 3. Disposal Charges at St. John Landfill:

(a) A base disposal rate of \$10.33 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. Said rate shall be in addition to fees, charges and surcharges established pursuant to Sections 7, 8 and 9 of this ordinance. The minimum charge for commercial vehicles shall be for one ton of solid waste.

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

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

	<u>Base Rate</u>	<u>Metro User Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>
PRIVATE				
Cars ¹	\$3.36	\$0.54	\$1.60	\$5.50
Station Wagons ¹	3.36	0.54	1.60	5.50
Vans ²	4.11	0.54	1.60	6.25
Pick-ups ²	4.11	0.54	1.60	6.25
Trailers ²	4.11	0.54	1.60	6.25
Extra Yards	1.68	0.27	0.80	2.75

	<u>Base Rate</u>	<u>Metro Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
TIRES³				
Passenger (up to 10 ply)	\$0.20			\$0.20
Passenger Tire (on rim)	\$0.90			\$0.90
Tire Tubes	\$0.55			\$0.55
Truck Tires (20" diameter to 48" diameter on greater than 10 ply)	\$2.00			\$2.00
Small Solids	\$2.00			\$2.00
Truck Tire (on rim)	\$7.00			\$7.00
Dual	\$7.00			\$7.00
Tractor	\$7.00			\$7.00
Grader	\$7.00			\$7.00
Duplex	\$7.00			\$7.00
Large Solids	\$7.00			\$7.00

¹Based on a minimum load of two cubic yards.

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

³Cost per tire is listed.

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

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

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

(c) The base disposal rate and convenience charge established by this section shall be in addition to fees, charges and surcharges established pursuant to Sections 7, 8 and 9 of this ordinance. The minimum charge for commercial vehicles shall be for one ton of solid waste.

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

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

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

<u>Vehicle Category</u>	<u>Base Rate</u>	<u>Metro Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
<u>TIRES³</u>				
Passenger (up to 10 ply)	\$0.20			\$0.20
Passenger Tire (on rim)	\$0.90			\$0.90
Tire Tubes	\$0.55			\$0.55
Truck Tires	\$2.00			\$2.00
(20" diameter to 48" diameter on greater than 10 ply)				
Small Solids	\$2.00			\$2.00
Truck Tire (on rim)	\$7.00			\$7.00
Dual	\$7.00			\$7.00
Tractor	\$7.00			\$7.00
Grader	\$7.00			\$7.00
Duplex	\$7.00			\$7.00
Large Solids	\$7.00			\$7.00

¹Based on a minimum load of two cubic yards.

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

³Cost per tire is listed.

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

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

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

Section 8. User Fees: The following user fees are established and shall be collected and paid to Metro by the operators of solid waste disposal facilities, whether within or without the boundaries of Metro, for the disposal of solid waste generated, originating or collected within Metro boundaries in accordance with Metro Ordinance No. 81-111, Section 15:

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

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

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

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

(e) Inert material, including but not limited to earth, sand, stone, crushed stone, crushed concrete, broken asphaltic concrete and wood chips used at a landfill for cover, diking, road base or other internal use and for which disposal charges have been waived pursuant to section 4 of this ordinance shall be exempt from the above user fees.

Section 9. Regional Transfer Charge:

(a) There is hereby established a regional transfer charge which shall be a charge to the operators of solid waste disposal facilities for services rendered by Metro in administering and operating solid waste transfer facilities owned, operated or franchised by Metro. Such charge shall be collected and paid in the form of an add-on to user fees established by Section 7 of this ordinance.

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

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

Section 10. Out-of-State Surcharge:

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

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

(c) Waivers of disposal charges pursuant to Section 4 of this ordinance shall not apply to out-of-state surcharges.

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

(a) Disposal charges and out-of-state surcharges established pursuant to Sections 3, 4 and 9 of this ordinance may be paid in cash or check at the time of disposal, or may be paid pursuant to the credit policy established in this section.

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

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

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

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

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

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

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

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

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

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 19__.

Presiding Officer

ATTEST:

Clerk of the Council

AJ:gl
6925B/318



WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123
(503) 648-8681

Mike Sandberg

BOARD OF COMMISSIONERS

VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
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BONNIE L. HAYS
LUCILLE WARREN

ROOM 418

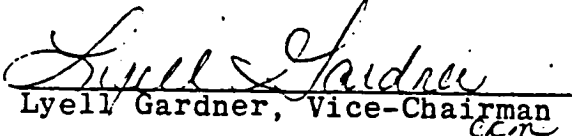
November 2, 1982

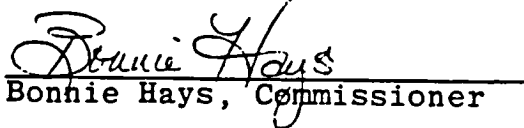
Metropolitan Service District
527 S. W. Hall
Portland, Oregon

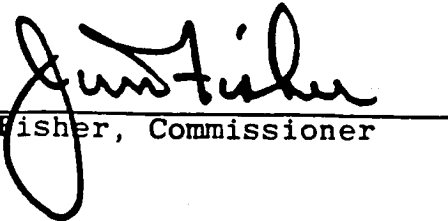
Gentlemen:

The Washington County Board of Commissioners, at its regular meeting of November 2, 1982, approved a motion of non-support of a rating schedule relative to the Clackamas County Transfer Station that would establish a uniform transfer fee throughout the Metropolitan area, assuming that the above referenced transfer station's facilities would not be made available region-wide..?


Virginia Dagg, Chairman


Lyell Gardner, Vice-Chairman
cc:m


Bonnie Hays, Commissioner


Jim Fisher, Commissioner


L. Lucille Warren, Commissioner

BCC:crm

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REMOVING THE	)	RESOLUTION NO. 82-369
400 TON PER DAY LIMITATION AT)	
THE CLACKAMAS TRANSFER &	)	Introduced by
RECYCLING CENTER	)	Councilor Bob Oleson
)	

WHEREAS, Metro has the responsibility for the disposal of solid waste within its boundary; and

WHEREAS, Metro is building a transfer station in Oregon City; and

WHEREAS, The Clackamas Transfer & Recycling Center (CTRC) is a regional disposal facility and is designed to handle 102 public vehicles per hour which occurs only on weekends; and

WHEREAS, The City of Oregon City has placed a 400 ton per day (TPD) maximum limit on the amount of waste material that can be transferred from CTRC; and

WHEREAS, The CTRC could otherwise accept more than 400 TPD if delivered by commercial garbage vehicles; and

WHEREAS, The Clackamas County Solid Waste Commission has indicated its support to remove the 400 TPD Condition imposed by the City of Oregon City; now, therefore,

BE IT RESOLVED,

That Metro join with the Clackamas County Solid Waste

Commission in an appeal to the City of Oregon City for the purpose of removing the 400 ton per day limitation on the Clackamas Transfer and Recycling Center.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1982.

Presiding Officer

NW/srb
7122B/327

STAFF REPORT

Agenda Item No. 6.2

Meeting Date November 4, 1982

AMENDING THE URBAN GROWTH BOUNDARY (UGB) TO ADD
PROPERTY OWNED BY GERDA CEREGHINO (CONTESTED CASE
NO. 81-8)

Date: September 30, 1982

Presented by: Joseph Cortright

FACTUAL BACKGROUND AND ANALYSIS

On February 4, 1982, the Council approved Resolution No. 82-294, expressing its intent to approve a UGB amendment in Contested Case 81-8, following the annexation of the Cereghino property to the city of Sherwood. On September 16, 1982, the Portland Metropolitan Area Boundary Commission approved that annexation. The attached Ordinance amends the Boundary and is the final action in this case.

This Ordinance implements an adopted Council policy position and has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

Adoption of this ordinance is consistent with the Council intent expressed in Resolution No. 82-294.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On October 11, 1982, the Regional Development Committee voted to recommend passage of Ordinance No. 82-145 by the Council.

JC/srb
6874B/318
10/01/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING THE METRO) ORDINANCE NO. 82- 145
URBAN GROWTH BOUNDARY (UGB) IN)
WASHINGTON COUNTY FOR CONTESTED)
CASE NO. 81-8)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. The District Urban Growth Boundary (UGB), as adopted by Ordinance No. 79-77, is hereby amended as indicated in Attachment A of this Ordinance which is incorporated by this reference.

Section 2. In support of the amendment in Section 1 of this Ordinance, the Council hereby adopts findings of fact, conclusions and proposed order in Attachment B of this Ordinance which is incorporated by this reference.

Section 3. In support of the findings of fact, conclusions and proposed order adopted in Section 2 of this Ordinance, the Council hereby designates as the record herein those documents and records submitted before or at the hearing in this matter on February 4, 1982.

Section 4. This Ordinance is the final order in Contested Case No. 81-8 for purposes of Metro Code Section 5.02.045.

Section 5. Parties to Contested Case No. 81-8 may appeal this

Ordinance under 1979 Or. Laws ch. 772.

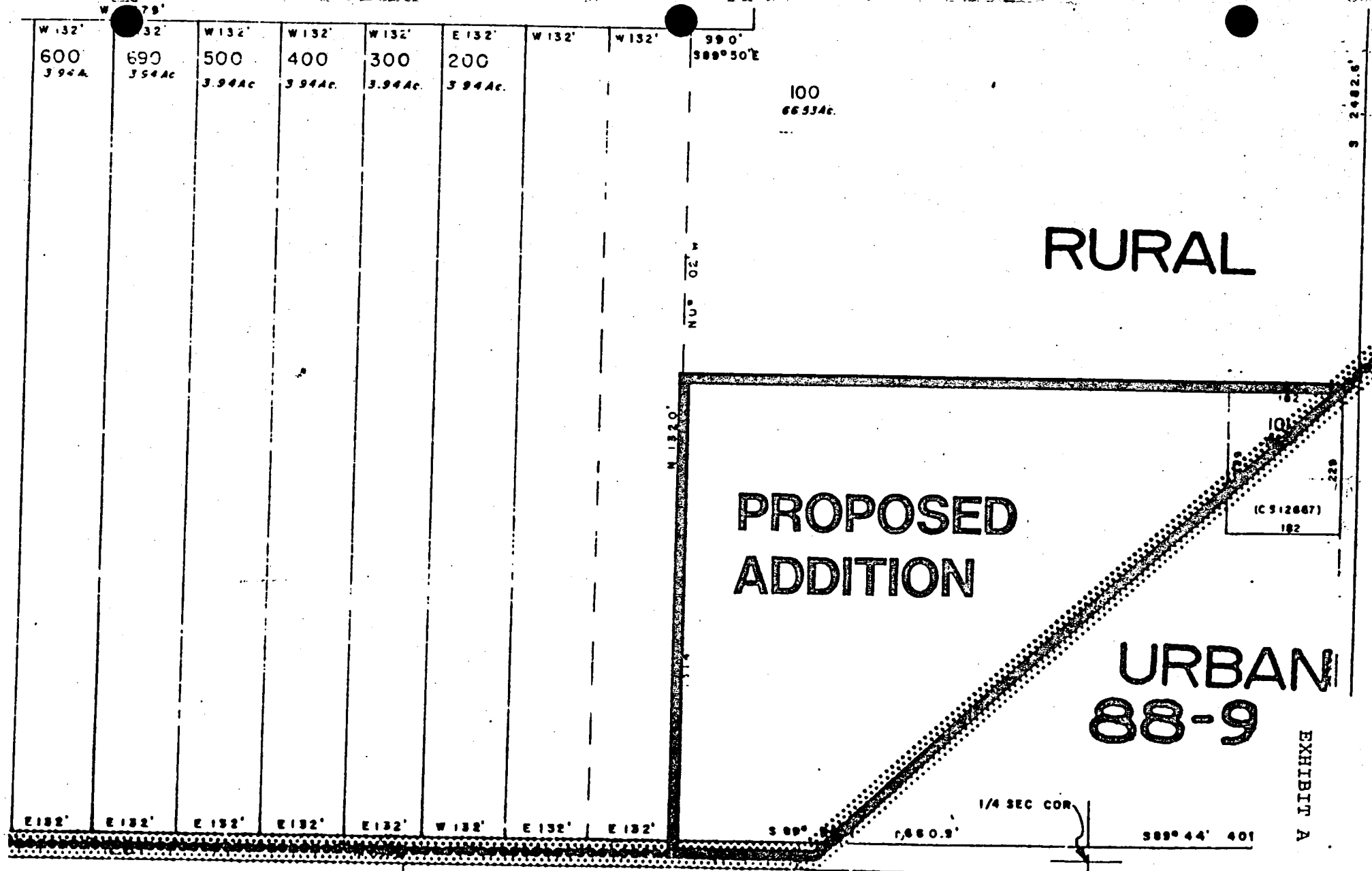
ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

ATTEST:

Clerk of the Council

JC/srb
6874B/318



SEE MAP
2S 1 29D

●●●●● METRO BOUNDARY
 ■■■■■ URBAN GROWTH BOUNDARY (12-21-78)

21801-
 2S 1 29A

EXHIBIT A

BEFORE THE HEARINGS OFFICER
OF THE METROPOLITAN SERVICE DISTRICT

Petition for Locational	)	NO. 81-8
Adjustment of Urban Growth)	
Boundary by David and Gerda	)	FINDINGS, CONCLUSION AND
Cereghino.	)	RECOMMENDATION
)	

SUMMARY OF REQUEST

This petition is to add portions of two tax lots (TLS) currently divided by the Urban Growth Boundary (UGB). One, TL 101, is a .96-acre parcel which is about two-thirds within the UGB now and would, if this adjustment is approved, be included in its entirety. The other lot, TL 100, is a 66.63-acre parcel, approximately seven acres of which is now within the UGB, and approximately ten additional acres of which is proposed for inclusion for this amendment. The property is located along the urban corridor between Tualatin and Sherwood. The UGB along this stretch follows the U.S.A. boundary which runs parallel to the Southern Pacific Railroad and cuts diagonally through a number of properties in this area that are also oriented toward section lines. The City of Sherwood and Washington County both support this adjustment, and none of the service providers have any objection.

STANDARDS FOR APPROVAL
FINDINGS AND CONCLUSIONS

1. Based upon my review of the matters contained in the case file and the evidence presented at the hearing, I find that I can most efficiently set forth what I believe to be the appropriate standards, findings and conclusions by referencing and incorporating herein portions of the report prepared by Benkendorf & Associates.

2. The standards for approval and the findings regarding these standards contained in the above-referenced report, pages 15-19, are incorporated herein.

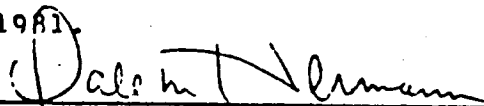
3. The specific additional findings of fact contained at pages 20-21, of the above-referenced report are incorporated herein.

4. The conclusions of the above-referenced report contained on pages 21-22, are incorporated herein.

RECOMMENDATION

Based upon the above findings and conclusions, I recommend that the application be approved.

DATED: October 23, 1981.


Dale M. Hermann
Hearings Officer

D. Compliance with METRO Criteria - Section 8 of METRO Ordinance No. 81-105 contains five criteria to be addressed and considered for any Locational Adjustment to the Regional Urban Growth Boundary. Each criteria is addressed individually in this section.

- 1. Orderly and Economic Provision of Public Facilities and Services - Water and sanitary sewer services have been planned and programmed for the northeast Sherwood area for several years. A Local Improvement District was formed to facilitate planning and financing of the systems. Service plans were finalized and included in the city's Community Development Plan as the Sewer Service Plan (Figure VII-1) and Water Service Plan (Figure VII-5). In the Sewer Program Priority (Table VII-4), both the Rock Creek Trunk and the Edy Road Lateral which will serve the site are Priority 1 items and are scheduled for completion in 1981. Water service will be available in mid-summer, 1981.**

The Edy Road Sewer Lateral will extend eastward from the Rock Creek Trunk at the west property line of Tax Lot 100 along Edy Road to the east property line of the subject site. With the Locational Adjustment, the eight-inch lateral would serve properties on the north side of the road in addition to properties on the south side, increasing the efficiency of the new sewer line. The line size will remain at eight inches.

Assessments through the Rock Creek L.I.D. may be more equitably amortized and additional revenues may be gained from an increased number of hookups, not only for sanitary sewer but for water service. Economically, the Locational Adjustment will benefit the L.I.D. and the city and will create a more efficient use of the programmed services.

Storm drainage is not an issue. Localized drainage will be improved when development occurs. The Rock Creek channel will be used for drainage purposes and will be facilitated by the proximity of the site to the channel.

Fire protection will continue to be provided by the Tualatin Rural Fire Protection District.

Police protection would remain under the jurisdiction of the Washington County Sheriff's Department.

Any development on the site after the Locational Adjustment occurs will result from annexation to the city of Sherwood. All services and facilities will be in place or programmed and proposed development will not adversely impact the services or facilities.

2. **Maximum Efficiency of Land Uses** - The existing Regional U.G.B. has created an awkward and inefficient development parcel. The area within the U.G.B. not only bisects the only dwelling on the site, but creates an irregularly shaped area. Unusual geometric shapes are unsuitable for industrial purposes.

The Locational Adjustment will not change the southwest and northeast corners. The created parcel north of Edy Road will be sized and shaped to provide a much more efficient use of land for future industrial development within the city in conformance with the city's Community Development Plan.

3. **Consequences**

- a. **Environmental** - The Rock Creek Flood Plain is located on the west and north portions of the site area and can be engineered to provide more efficient and effective site and vicinity drainage when development occurs. The site area is not an identified open space or wildlife habitat and the inclusion within the Regional U.G.B. will not create any negative environmental consequences.

- b. **Energy** - The proximity of the site to existing transportation facilities and all urban services and public utilities will promote the energy conscious use and development of the site within the Regional U.G.B. No negative impact will result from the Locational Adjustment.
 - c. **Economic** - The Locational Adjustment will create a more efficient development parcel and will lead to a better and more desirable economic benefit for Sherwood, Washington County and the metropolitan area. The more efficiently sized and shaped parcel when appropriately developed and used, will contribute more tax dollars. Use of existing services will also contribute to a better financed service system which will be more economically used. There will be no negative economic consequences resulting from the Locational Adjustment.
 - d. **Social** - Due to the present lack of development on the site, there will be no social consequences as a result of the Locational Adjustment.
4. **Retention of Agricultural Land** - The specific site area has never been in agricultural production. Soils information obtained from the Soil Conservation Service indicates that the soils are a combination of clays and clay loams, ranging from capability Class II to Unclassified. The soils are either wet or subject to erosion or both. The site area soils are quite gravelly and contain large stones and boulders not only at the surface but below the surface. A visual survey revealed that boulders up to three feet in diameter are present on the surface.

Soils mapping of the site did not occur from specific onsite investigation but from aerial photo interpretation and extrapolation of surrounding area soils associations. The Soil Conservation Service does not map units or areas under 10 acres in size on a site specific basis and will not review the

soils on this site. However, based on the soil types and particular characteristics of the area, the inclusion of the site area within the Regional U.G.B. will not adversely impact the agricultural use or potential of the balance of the property. The efficiency of land use and services in the area will be improved as a result of the Locational Adjustment without negatively impacting the retention of agricultural land.

5. **Compatibility of Proposed Urban Uses with Nearby Agricultural Activities** - The wooded character of the site will allow for effective perimeter buffering.

The only agricultural activity adjacent to the site area is on the same property directly to the north. The existing onion farm is owned by the applicant who desires to separate the farm from the non-farm area. The dwelling and non-farm area is proposed for inclusion within the Regional U.G.B., while the onion farm and farm related structures are specifically proposed to remain outside the U.G.B.

Any development activity on the site will be oriented southward toward Edy Road, away from the agricultural activity to the north. When combined with buffering and setbacks, there will be no adverse impact on nearby agricultural activities and the existing compatibility with agricultural uses will be retained.

E. Section 8, Item d., 2. of Ordinance 81-105

The only similarly situated contiguous land which could also be appropriately included within the Regional U.G.B. under a Locational Adjustment lies to the northeast of the subject site area. Although soils, physical characteristics and existing land uses are similar, the more direct proximity to agricultural activities on two sides, west and north, would create greater impacts on agricultural lands than the subject site. Properties to the west of Rock Creek,

although serviceable and adjacent to the Regional U.G.B., are currently in agricultural production. More importantly, these properties are not contiguous to the existing local U.G.B. or city limits. There is no similarly situated contiguous land which could also be appropriately included within the Regional U.G.B. and subsequently annexed into the city for future industrial development.

IV. SUMMARY

A. Findings of Fact

- 1. A portion of the site approximately seven acres, is currently within the Regional U.G.B.**
- 2. The entire site, including the area within the Regional U.G.B. will be approximately 18.3 acres, and is contiguous to the existing local U.G.B. and city limits on both the south and east sides.**
- 3. The site is programmed for sanitary sewer and water services, both of which will be provided in 1981.**
- 4. The site has access to Edy Road (C.R. 1070) and the total site area, when combined with the area already within the Regional U.G.B., will have 1,070 feet of frontage on Edy Road.**
- 5. The portion of the site currently within the Regional U.G.B. is designated on Sherwood's Community Development Plan for General Industrial use.**
- 6. The entire site can be easily and effectively provided with all forms of urban services and necessary public utilities.**
- 7. Existing Metropolitan Service District (METRO) and Unified Sewerage Agency (USA) boundaries are the same as the existing Regional U.G.B.**
- 8. Existing Regional U.G.B., METRO and USA boundary placement creates an awkward and inefficient site which does not promote practical and rational land use and development.**
- 9. The existing structures on the site are a single family dwelling and a garage.**

10. None of the site has ever been in agricultural production. All agricultural activity occurs to the north on the balance of Tax Lot 100. All farm related structures will remain outside the adjusted U.G.B.
11. Soils range from Class II to Unclassified, but are characterized by wet clayey soils with a predominance of gravel, stones and boulders.
12. The Rock Creek Flood Plain includes the north and west portions of the entire site area, but constitutes less than 50 percent of the total site.

B. Conclusions

1. The current area within the Regional U.G.B. is poorly sized and shaped and cannot be used to maximum efficiency. The Locational Adjustment will create a properly shaped site for industrial purposes.
2. The Locational Adjustment will have no adverse impacts on the environment, social or urban services, energy provision or use and the economic framework of the area.
3. The soils on the site may be of questionable agricultural value, considering the physical characteristics.
4. The Locational Adjustment will not adversely impact any agricultural activities on surrounding properties. Through buffering and setbacks, any future development will retain compatibility with the agricultural character of the balance of the property.
5. The flood plain will not adversely impact the future development of the site.
6. When services become available to the site, the site can be more effectively and efficiently used if the Regional U.G.B. is adjusted and the site is annexed to the city.

7. Frontage on Edy Road will allow for a more feasible industrial development and use of the site area.
8. The Locational Adjustment of the Regional U.G.B. is logical, rational and complies with the criteria specified in METRO Ordinance No. 81-105.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

A RESOLUTION OF INTENT TO APPROVE	)	RESOLUTION NO. 82-294
A PETITION BY DAVID AND GERDA)	
CEREGHINO FOR AN URBAN GROWTH	)	Introduced by the
BOUNDARY LOCATIONAL ADJUSTMENT	)	Regional Development
AND TO AMEND THE BOUNDARY UPON	)	Committee
ANNEXATION TO METRO)	

WHEREAS, David and Gerda Cereghino have submitted a request for a locational adjustment to the Urban Growth Boundary (UGB) in Washington County; and

WHEREAS, Such request was given a contested case hearing before a Metro Hearings Officer on October 8, 1981; and

WHEREAS, The Hearings Officer has submitted Findings, Conclusions and Recommendations; and

WHEREAS, The Council has reviewed and agrees with the Findings, Conclusions and Recommendations as submitted by the Hearings Officer; and

WHEREAS, Section 14(d) of Ordinance No. 81-105 provides that "when the Council acts to approve...a petition affecting land outside the District...such action shall be by resolution expressing intent to amend the UGB if and when the affected property is annexed to the District..."; and

WHEREAS, The requested adjustment is not within the Metro District; now, therefore,

BE IT RESOLVED,

1. That the Council hereby declares its intent to approve the petition and to amend the Urban Growth Boundary as indicated in Exhibit A hereto following annexation of that property to Metro.

2. That the approval and adoption indicated in section 1 of this Resolution shall be by ordinance and that such ordinance shall be the Final Order in Contested Case No. 81-8 for purposes of judicial review.

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

Cindy Banger

Presiding officer

JH:le
4444B/259
1/7/82

STAFF REPORT

Agenda Item No. 6.3

Meeting Date November 4, 1982

AMENDING THE URBAN GROWTH BOUNDARY (UGB) TO
REMOVE PROPERTY OWNED KNOWN AS SCHOPPE ACRES
(CONTESTED CASE NO. 81-6)

Date: October 6, 1982

Presented by: Joseph Cortright

FACTUAL BACKGROUND AND ANALYSIS

On October 5, 1982, the Council approved Resolution No. 82-356, expressing its intent to approve a UGB amendment in Contested Case No. 81-6. The attached Ordinance amends the Boundary and is the final action for this property.

This Ordinance implements an adopted Council policy position and has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

Adoption of this ordinance is consistent with the Council intent expressed in Resolution No. 82-356.

COMMITTEE CONSIDERATION AND RECOMMENDATION

No recommendation necessary.

JC/gl
6874B/318
10/14/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE APPROVING IN PART THE) ORDINANCE NO. 82-147
CITY OF PORTLAND'S PETITION FOR)
LOCATIONAL ADJUSTMENT OF METRO'S)
URBAN GROWTH BOUNDARY (UGB) FOR)
THE AREA KNOWN AS SCHOPPE ACRES)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. The District UGB, as adopted by Ordinance No. 79-77, is hereby amended as indicated in Exhibit A of this Ordinance which is incorporated by this reference.

Section 2. In support of the amendment in Section 1 of this Ordinance the Council hereby adopts Findings, Conclusions and Recommendations in Exhibit B of this Ordinance which is incorporated by this reference.

Section 3. In support of the Findings, Conclusions and Recommendations adopted in Section 2 of this Ordinance, the Council hereby designates as the record herein those documents and records submitted before or at the hearing in this matter on November 23, 1981.

Section 4. For purposes of Metro Code Section 5.02.045 this Ordinance is the final order in that portion of Contested Case No. 81-6 regarding the area shown in Exhibit B.

Section 5. Parties to Contested Case No. 81-6 may appeal this Ordinance under 1979 Or. Laws, ch. 772.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

ATTEST:

Clerk of the Council

JH/gl/6726B/318

RURAL

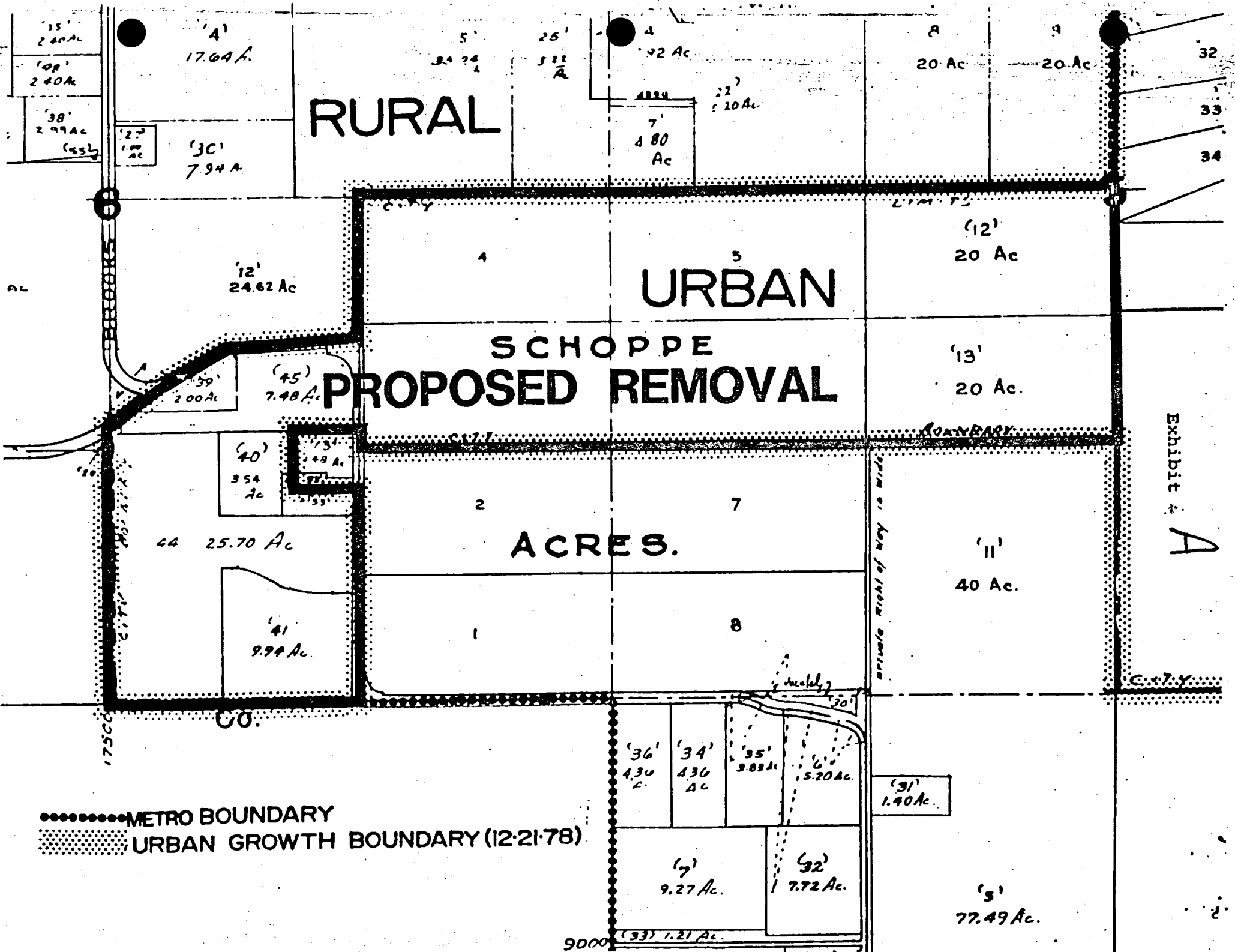
URBAN

SCHOPPE
PROPOSED REMOVAL

ACRES.

Exhibit
A

..... METRO BOUNDARY
..... URBAN GROWTH BOUNDARY (12-21-78)



FINDINGS, CONCLUSIONS AND PROPOSED ORDER
OF THE REGIONAL DEVELOPMENT COMMITTEE IN
CONTESTED CASE NO. 81-6: PETITION FOR
LOCATIONAL ADJUSTMENT BY CITY OF PORTLAND

INTRODUCTION

The City's petition involves proposed UGB changes in three areas: 1) the removal of 170 acres at Schoppe Acres; 2) the addition of 170 acres at Jenne Lynd Acres; and 3) the addition of five acres owned by Kenneth and Melinda Scott. The Scott property is the subject of separate Council action; this report addresses the first two areas.

The standards for approval of the City's request are the standards for trades found in Section 8(c) of Ordinance No. 81-105. These standards require an evaluation of the merits of each area proposed for removal (Subsection c(1)) and addition (Subsections c(2) and c(3)), as well as evaluation of the overall merits of the entire trade (Subsections c(4) and c(5)).

The format of this report is first to evaluate each area individually against the applicable standards, and then to use these evaluations in making the findings necessary on the entire trade. The discussion of the Jenne Lynd Acres area begins on p. ___ .

I. REMOVAL OF SCHOPPE ACRES

Summary:

This petition is one part of a three-part proposal by the City of Portland for a locational adjustment involving a trade of approximately 170 acres to be removed from the Urban Growth Boundary (UGB) and approximately 175 acres to be added to the UGB.

This section examines the petition to remove 170 acres located at the extreme northwest "hook" of the City of Portland in the vicinity of Kaiser, Brooks and Quarry Roads. The area is rural in character and contains four dwelling units.

Of the service providers contacted, all of them support the proposed de-annexation and subsequent UGB adjustment. Multnomah County did not review this portion of the City's proposed trade since most of the land is now within the City's jurisdiction.

Standards for Approval (Section 8(c), Ordinance No. 81-105):

c(1): THE LAND REMOVED FROM THE UGB MEETS THE CONDITIONS FOR REMOVAL IN SUBSECTION (b) OF THIS SECTION.

b(1): CONSIDERATION OF THE FACTORS IN SUBSECTION (a) OF THIS SECTION DEMONSTRATE THAT IT IS APPROPRIATE THAT THE LAND BE EXCLUDED FROM THE UGB.

a(1): Orderly and economic provision of public facilities and services. A locational adjustment shall result in a net improvement in the efficiency of public facilities and services, including but not limited to water, sewerage, storm drainage, transportation, fire protection and schools in the adjoining area within the UGB; any area to be added must be capable of being served in an orderly and economical fashion.

- According to the City, the land under consideration was annexed in 1965 as the first stage in a plan to extend City services south to Sunset Highway. The plan has since been abandoned.
- The land does not currently receive the full level of urban services. The nearest City water line is to the east at NW Skyline Boulevard. Private wells currently serve the four residences in the area.
- The surrounding roads are not improved to urban standards and there is no convenient bus service to the site. By not allowing urban development, which would create new transportation demands in an isolated area, transportation efficiency is enhanced.
- There is no sewer service and there are no plans to extend sewer lines to the area. Because of topography, the logical trunk line would extend from USA facilities in Washington County. It would, however be impractical for USA to extend trunk lines through the intervening non-urban area solely to serve this narrow strip of urban land.
- Maintenance of roads in the area would remain the responsibility of Multnomah County. Removal of the land would not result in a change of responsibility for road maintenance.
- The removal of this land from the UGB would reduce the amount of City land which is expensive and relatively inefficient to serve at urban levels with police and fire protection. The net effect of this proposal, therefore, would be a slight increase in overall service provision efficiency.

a(2): Maximum efficiency of land uses. Consideration shall include existing development densities on the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.

- The City's current plan designation for the land is Farm and Forest, which permits agricultural use and residential development with a minimum lot size of two acres. This land, which is unsubdivided and either in agricultural use or heavily wooded, is similar to the surrounding rural land already outside the UGB. The removal of this land would not hinder the development of the adjoining urban land lying to the east.
- In December 1980, the City approved a property owner's request for de-annexation of thirty-three (33) acres on the site currently proposed for UGB removal. This action resulted in a noncontiguous boundary for the City. The proposed UGB adjustment in conjunction with the de-annexation of the remaining land in question would re-establish a contiguous and presumably more efficient City boundary.
- The property is surrounded by non-urban land on three sides. Its removal would create a straighter more effective UGB.

a(3): Environmental, energy, economic and social consequences. Any impact on regional transit corridor development must be positive, and any limitations imposed by the presence of hazards or resource lands must be addressed.

- The site in question is not located near any regional transit corridors.
- Land which is not in agricultural use contains stands of trees which might be retained as timber or other forest resource if the site is removed from the UGB. The surrounding land, currently under Multnomah County's jurisdiction, is zoned either Multiple Use Agriculture or Multiple Use Forest.
- There have been no other resources identified which would inhibit urban development if the land were to remain

within the UGB, other than the agricultural resource discussed in a(4) below.

a(4): Retention of agricultural land. When a petition includes land with Class I through IV Soils, that is not irrevocably committed to nonfarm use, the petition shall not be approved unless the existing location of the UGB is found to have severe negative impacts on service or land use efficiency in the adjacent urban area, and it is found to be impractical to ameliorate those negative impacts except by means of the particular adjustment requested.

- The soils on the subject site range from Class III to Class VI. The City notes that much of the land which is not wooded is being farmed, as is the adjacent land already outside the UGB. Approximately eighty (80) acres are under farm tax deferral status.
- Removing this land from the UGB would promote its retention as agricultural land.

a(5): Compatibility of proposed urban uses with nearby agricultural activities. When a proposed adjustment would allow an urban use in proximity to existing agricultural activities, the justification in terms of factors (1) through (4) of this subsection must clearly outweigh the adverse impact of any incompatibility.

- Non-urban use for the area would be more compatible with adjoining non-urban lands zoned Multiple Use Forest or Multiple Use Agriculture.
- The land immediately east of the site which would remain in the UGB is zoned by the City as Farm and Forest with a two acre minimum lot size for residential development. It is unlikely, at the densities allowed, that this adjoining urban land would prove incompatible with agricultural activity on the site proposed for removal from the UGB.

b(2): THE LAND IS NOT NEEDED TO AVOID SHORT-TERM LAND SHORTAGES FOR THE DISTRICT OR FOR THE COUNTY IN WHICH THE AFFECTED AREA IS LOCATED AND ANY LONG-TERM LAND SHORTAGE THAT MAY RESULT CAN REASONABLY BE EXPECTED TO BE ALLEVIATED THROUGH ADDITION OF LAND IN AN APPROPRIATE LOCATION ELSEWHERE IN THE REGION.

- The trade proposed involves the addition of approximately 131 vacant acres and the removal of approximately 166 vacant acres, resulting in the net removal of 35 vacant acres in Multnomah County. However, since Schoppe Acres is unlikely to be sewerred even it remains in the UGB, the development potential of the land to be added is actually greater than that of the area to be removed.
- On the 166 vacant acres proposed for removal, the probable conversion from City zoning (two-acre lots) to County zoning (20-acre lots) would decrease the potential population by approximately 137. This would have little impact on the projected year 2000 capacity even for that portion of Multnomah County west of the Willamette.
- The proposal will not create short- or long-term land shortages in either the District or the County.

b(3): REMOVALS SHOULD NOT BE GRANTED IF EXISTING OR PLANNED CAPACITY OF MAJOR FACILITIES SUCH AS SEWERAGE, WATER AND ARTERIAL STREETS WILL THEREBY BE SIGNIFICANTLY UNDERUTILIZED.

- As noted above, the City does not serve the subject property with sewer or water and there are no plans to extend these services. The adjacent land on the eastern border, which would remain within the UGB, is zoned by the City for low density residential/agricultural use (Farm and Forest). There is little likelihood that the City will invest in high capacity water and sewer lines in the area.
- Of the access roads serving the subject property, Skyline Boulevard has never been upgraded to urban standards. Multnomah County maintains Skyline as well as Brooks and Kaiser Roads.
- Since urban level services have not been planned, no existing or planned services will be underutilized as a result of the proposed removal.

b(4): NO PETITION SHALL REMOVE MORE THAN 50 ACRES OF LAND.

- This standard does not apply to land removed as part of trade. See discussion at c(4) in Section IV of this report.

II. ADDITION OF JENNE LYND ACRES

Summary:

The Jenne Lynd Acres area is approximately 170 acres located between the cities of Portland and Gresham, forming a non-urban "hook" in the UGB. The area is divided into some 80 parcels owned by some 40 property owners. About half the parcels are developed for single family use. The lots range in size from less than one acre to over 10 acres. Johnson Creek runs along the western and northern edges of the area. A portion of the area is located within the 100-year floodplain and the entire area is within the Johnson Creek drainage basin. Jenne Road runs through the area from Foster Road to the south to S. E. 174th to the north. All three of these roads require upgrading to serve existing and planned development.

Standards for Approval, Section 8, paragraph c, of Ordinance No. 81-105:

c(2): CONSIDERATION OF THE FACTORS IN SUBSECTION (A) OF THIS SECTION DEMONSTRATE THAT IT IS APPROPRIATE THAT THE LAND TO BE ADDED SHOULD BE INCLUDED WITHIN THE UGB.

a(1): Orderly and Economic Provision of Public Facilities and Services. A locational adjustment shall result in a net improvement in the efficiency of public facilities and services, including but not limited to water, sewerage, storm drainage, transportation, fire protection and schools in the adjoining area within the UGB; any area to be added must be capable of being served in an orderly and economical fashion.

WATER AND SEWER:

- A 12-inch City of Portland water line (former supply line) is located in Jenne Road and already serves about ten households because of failures in private water supplies. The reliability of supply in the area has been improved by the recent construction of storage facilities and a transmission line in the Clatsop Butte area to the west of Jenne Lynd Acres. Construction of an underground reservoir on Powell Butte will further increase water pressure and supply to the area. The existing 12" line is available for immediate extension to serve additional development.
- The area is in the Johnson Creek Interceptor service area. Current sewer lines exist north of Johnson Creek in Circle Avenue and to the southwest at Foster and 162nd Avenue. The Johnson Creek Interceptor was constructed to accommodate development in this area at no greater density than is permitted by R10 zoning. Sewer extensions

into this area would likely be funded through a Local Improvement District (LID). Opponents who could remonstrate against an LID for their area, argued that they would not support such an improvement because they have functioning septic tanks and could not afford the cost of such a system.

- Because no system improvements would be needed to water storage and transmission facilities or to sewer lines in order to serve this area, the addition would increase the efficiency of water and sewer services within the existing UGB by increasing overall system usage for little or no increase in cost. Water and sewer service can also both be provided efficiently to the area, but unless and until area residents support annexation and the extension of city services, these services are unlikely to be provided.

TRANSPORTATION:

- Jenne Road, running through the area, as well as Foster Road and S. E. 174th, serving both the area affected and the adjacent urban area, will require upgrading to serve existing and projected traffic, whether or not the subject petition is approved.
- The City of Portland is currently conducting a Mt. Scott/Powell Butte Transportation Study to identify improvements needed in its study area. The City will include an analysis of improvements needed as a result of this addition, if it is approved.
- The City estimates that urbanization of the area would produce a maximum of 418 units, generating 4,180 trips a day on Jenne Road. These trips would represent about 16 percent of projected traffic on Jenne at Foster and about 11 percent of the projected traffic on 174th south of Powell.
- Approval of this addition would allow the City to plan the road improvements needed to serve an urban level of development for the subject site and to establish appropriate design and improvement standards to be applied in conjunction with approval of development requests in this area.
- Some means of mitigating the volume and danger of traffic on Jenne Road, whether through road improvements or through development of alternate routes, will have to be found even if Jenne Lynd remains rural. The road does now serve area

residents and will continue to do so if the area is urbanized. The increased traffic resulting from urbanization can be considered a negative impact on transportation service in the area itself (on Jenne Road) and in the adjoining urban area (on Foster, Powell and 174th). However, inclusion within the UGB would have the positive effect of allowing for the traffic problems in this area to be studied and resolved on a comprehensive basis and based on consideration of ultimate development patterns and traffic demand, provided the entire area is under the control of one jurisdiction. In net, the positive and negative effects in both the area itself and the adjoining urban area balance one another and the overall effect is judged neutral.

SCHOOLS:

- The Centennial School District as a whole has had declining enrollment.
- The area is served by Pleasant Valley School, where enrollment has been increasing. Starting next year, students in the seventh and eighth grades will be transferred to Lynch Terrace Middle School. If there are no further increases in enrollment at Pleasant Valley, enrollment after the seventh and eighth graders are transferred would then be at 1977-1978 levels for students remaining at Pleasant Valley.

In addition, four additional classrooms have been added at Pleasant Valley. Centennial School District initially filed a position of "no comment"; however, the Superintendent of the District later submitted a letter stating that the District disapproves of the locational adjustment because of resulting transfers and disruption for the Pleasant Valley School attendance area. The Superintendent also states that the District is prepared to meet the growth of Anderegg Meadows and Hunters Highlands developments, but "additional development in the Jenne Lynd neighborhood could create overloads in those schools bordering the southern portion of our District."

- According to the testimony of the Superintendent of the Centennial School District, urbanization of this area may cause some disruption and overcrowding in the service area for the Pleasant Valley School. However, because enrollments have been declining in the rest of the District, the

District as a whole does have the capacity to provide school services to the area. For that portion of the School District within the existing urban area, the increase in enrollment that would result from including this area within the UGB might be considered to increase the District's efficiency, but without the District Superintendent's support for this view, the impact on the adjacent urban area must be considered neutral.

STORM DRAINAGE:

- If and when the land is resubdivided for urban level development, facilities for detention and release of stormwater would be provided. The City of Portland's subdivision ordinance requires that adequate drainage facilities be provided as determined by the City Engineer.
- The provision of drainage facilities for the area would neither increase nor decrease the efficiency of storm drainage facilities in the adjoining urban area. The environmental consequences of urbanization of this area regarding drainage and flooding are discussed under a(3), below.

POLICE AND FIRE PROTECTION:

- The City of Portland would provide police protection for the area if it were annexed. Although response time would increase somewhat, emergency service would be dispatched from the closest available unit, whether City or County, through the 911 system.
- The area is currently served by RFPD #10. The Portland Fire Bureau commented that should annexation occur, RFPD #10 would continue to provide protection for the area via contract with the City. Fire hydrants connected to the existing water lines in Jenne Road would be provided by the Water Bureau upon annexation.
- The area can be provided with adequate police and fire protection without increasing or decreasing the efficiency of these services to the adjoining urban area.

CONCLUSIONS:

- The area can be provided with urban services in an orderly and economical fashion, provided it is annexed in its entirety to a city which is

responsible for sewer extension and capable of identifying and implementing transportation improvements needed to relieve traffic hazard and congestion in and adjacent to the area.

Urbanization would have neither a positive nor a negative impact on the provision of police and fire protection, transportation, schools and storm drainage to the adjacent urban area; but would increase the efficiency of existing water and sewerage facilities in the adjacent urban area, resulting in a net increase in services overall. This increase in efficiency is particularly significant when evaluated in conjunction with the efficiencies achieved through removal of Schoppe Acres in trade for this addition.

a(2): Maximum Efficiency of Land Uses. Consideration shall include existing development densities on the area included within the amendment, and whether the amendment would facilitate needed development on adjacent existing urban land.

- The area is abutted by the Urban Growth Boundary and the city limits of Portland and Gresham on three sides. Over the next 20 years, almost all of these abutting urban lands will be developed.
- Most of the area is part of the Jenne Lynd subdivision, containing some 70 lots and about 35 ownerships. About half the parcels in the area are developed for single family uses.
- If the area remained rural, present Multnomah County zoning would allow construction of a maximum of about 50 new houses on existing lots of record and new lots portioned from the larger existing lots. Development of all legal existing and new lots would depend on whether or not a septic tank permit could be issued.
- Soils in the area are generally rated poor for subsurface sewerage disposal. In a letter to Co-Petitioner Anderson, W. H. Doak, a soil scientist and registered sanitarian, states that "There have been quite a number of septic tank denials in the immediate area." Furthermore, Mr. Anderson was ordered by Multnomah County to replace his septic tank before he took up residence three years ago.
- The City estimates that 24 acres of the area are unbuildable, 65 acres would be subject to a variable density zone overlay designed for

application in areas "characterized by a diversity of physiographic conditions," including both stable and unstable soils allowing development at an estimated average density of 2.1 units an acre; and 81 acres are buildable at R10 densities (4.35 units an acre). Under this zoning, the maximum development potential would be 418 units. Full development to maximum potential is unlikely, however, due to existing development, platting, and topographic patterns.

- As the land in the adjacent urban area continues to develop, along with further development on lots of record in Jenne Lynd Acres itself, the pressures for urbanization of Jenne Lynd will increase, and the viability of a continued rural life style diminish. Eventual urbanization of the area appears virtually inevitable. Although the existing level of rural development limits the degree to which the area can develop to urban densities, efficient urbanization and service extensions will be still more difficult if attempted later rather than sooner.
- The City of Portland has voted to support a triple majority petition for annexation of the southern portion of the area. Properties to the north are not currently proposed for annexation and residents appear opposed at this time to any annexation proposal. If the northern portion of the area is not annexed to a city capable of providing sewer service to allow urbanization, this portion of the area would remain a pocket of rural development surrounded by urban uses on all sides. The inefficiencies of such a land use pattern would defeat many of the benefits of the addition.
- Approval is not needed to facilitate development of adjacent urban lands.

a(3): Environmental, Energy, Economic and Social Consequences. Any impact on regional transit corridor development must be positive, and any limitations imposed by the presence of hazards or resource lands must be addressed.

- A portion of the area is located within the Johnson Creek 100-year floodplain and the entire area is located in the Johnson Creek drainage basin.
- Approximately 20 percent of the area is sloped 30 percent or more. Much of the soil in the area is clay with poor drainage and slow permeability.

- Inclusion in the proposed addition to the UGB of land within the floodplain is necessary to include buildable lands to the south and east.
- Section 34.70.020(B) of Portland's subdivision ordinance requires that: "Drainage facilities shall be provided within the subdivision to serve both the subdivision and areas that drain through or across the subdivision. The facilities shall connect the subdivision drainage to drainage ways or storm sewers outside the subdivision. Design of drainage within the subdivision may be required to include on-site retention facilities, as required by the City Engineer. Design criteria for the retention facilities shall fulfill the requirements of the City Engineer."
- The City of Portland has indicated that it will have storm sewers, emptying into Johnson Creek, installed in conjunction with development of the area. The use of storm sewers would mitigate the negative impacts of increased run-off from the high land in the southern portion of the area through the lowlands in the northern portion. Urbanization will, however, increase the total volume of stormwater run-off.
- Portland Resolution No. 32544 further provides for the imposition of Metro's Stormwater Management guidelines within the Johnson Creek Basin. These guidelines include standards for on-site retention, to be applied by the City Engineer.
- Metro's Stormwater Management Guidelines for Johnson Creek provide that when land is subdivided, provision must be made for sufficient on-site detention of stormwater to ensure that the volume of runoff from the site during a storm of such severity as would occur once every 25 years would not be greater than the volume of runoff that would be produced from the site, if it remained undeveloped, during a storm of such severity as would occur once every 10 years. Since less rain, and thus less runoff, is produced in a 10-year than in a 20-year storm, this standard means that after the property is developed, the volume of stormwater runoff should be less than or equal to the volume of runoff prior to development. This standard applies to both the amount of stormwater that must be detained and to the rate at which detained stormwater may be released. Implementation of this policy will mitigate impacts of urbanization on the flooding of Johnson Creek.

- Implementation of these guidelines is nonetheless not sufficient to eliminate altogether the negative impacts of increased runoff from urbanization. In particular, there are two problems the guidelines, and the City's implementation of them, do not address. First is the timing of the release of detained stormwater. Because there are no standards controlling when stormwater may be released, release may occur during times of flooding and thus exacerbate flooding problems. Second, the guidelines do not explicitly require, and the City of Portland does not appear to have provided for, inspection and maintenance of drainage facilities to ensure that they continue to function effectively.
 - Opponents have questioned if and how the City's drainage policies have been and will be effectively enforced. Testimony regarding stormwater gushing from storm sewers when the Creek is flooding may indicate either that facilities have been improperly constructed or that even when stormwater is properly retained and released, the amount and timing of stormwater release can still cause problems.
 - These negative impacts should, however, be balanced against the positive impacts of urbanization, including the environmental benefit of replacing septic tanks with sewers and the overall environmental, energy and economic benefits of development in the Jenne Lynd area, in close proximity to urban facilities and services and to shopping and employment opportunities, in place of the more remote Schoppe Acres.
 - The area is not adjacent to the regional transit corridor identified by Metro in its "Priority Corridor Report." Inclusion of this area within the UGB will, however, provide development to help support improved transit service for this area.
- a(4): Retention of Agricultural Lands. When a petition includes land with Class I through IV Soils, that is not irrevocably committed to nonfarm use, the petition shall not be approved unless the existing location of the UGB is found to have severe negative impacts on service or land use efficiency in the adjacent urban area, and it is found to be impractical to ameliorate those negative impacts except by means of the particular adjustment requested.
- Although many residents raise animals on their property, Multnomah County's plan, as acknowledged

by LCDC, includes an exception to Goal No. 3 (Agricultural Lands) for this area, based upon its commitment to non-farm use. This standard, therefore, does not apply.

a(5): Compatibility of Proposed Urban Uses with Nearby Agricultural Activities. When a proposed adjustment would allow an urban use in proximity to existing agricultural activities, the justification in terms of factors (1) through (4) of this subsection must clearly outweigh the adverse impact of any incompatibility.

- The land to the south has been designated by the County for rural residential, rather than agricultural use. This standard, therefore, does not apply.

c(3): IF, IN CONSIDERING FACTOR 1 OF SUBSECTION (A) THE PETITIONER FAILS TO DEMONSTRATE THAT EXISTING OR PLANNED PUBLIC SERVICES OR FACILITIES CAN ADEQUATELY SERVE THE PROPERTY TO BE ADDED TO THE UGB WITHOUT UPGRADING OR EXPANDING THE CAPACITY OF THOSE FACILITIES OR SERVICES, THE PETITION SHALL NOT BE APPROVED ABSENT A SHOWING OF UNUSUAL CIRCUMSTANCES.

- Approval of this addition would require an upgrading of Foster Road, Jenne Road and S. E. 174th.
- However, these roads require improvement to serve existing and planned development in the adjacent urban area and approval of this addition will allow these improvements to be designed based on the area's eventual urban development.
- Since eventual urban development of the area, given its location and parcelization, appears inevitable, its inclusion now will allow these improvements to be identified and provided in a more orderly and efficient manner than if a decision on urbanization were postponed.
- This standard is designed to protect the service planning efficiencies of a fixed UGB. In this case, however, transportation plans for the adjoining area have not been finalized and sewer plans were designed and implemented prior to UGB adoption and were based on this area's urban development.
- The plans for urban development of the area proposed for removal from the UGB as part of this trade have been abandoned. The sewer extension and road improvements needed to allow Schoppe Acres to urbanize would be far more substantial than the road improvements needed to accommodate urbanization of the Jenne Lynd area.

- This combination of circumstances is sufficient to justify approval of the trade proposed notwithstanding the road improvement needed to accommodate this proposed addition.

III. OVERALL EVALUATION OF PROPOSED TRADE

c(4): ANY AMOUNT OF LAND MAY BE ADDED OR REMOVED AS A RESULT OF A PETITION UNDER THIS SUBSECTION BUT THE NET AMOUNT OF VACANT LAND ADDED OR REMOVED AS A RESULT OF A PETITION SHALL NOT EXCEED TEN (10) ACRES. ANY AREA IN ADDITION TO A TEN (10) ACRE NET ADDITION MUST BE IDENTIFIED AND JUSTIFIED UNDER THE STANDARDS FOR AN ADDITION UNDER SUBSECTION (d) OF THIS SECTION.

- The total addition requested is 174 acres, of which approximately 131 acres are vacant.
- The requested removal is for 170 acres of which approximately 166 acres are vacant.
- The trade, if approved, would result in the net removal of approximately 35 vacant acres from the UGB.
- Because Schoppe Acres is less parcelized and developed, and subject to fewer natural constraints to development than Jenne Lynd, the net reduction in development capacity is, in theory, still greater than this figure would suggest. In practice, however, the extension of sewers to Schoppe Acres is so impractical that it is unlikely to develop at more than one unit per two acres even if it remained within the UGB. Accordingly, the trade would provide for some increase in the development capacity of the Urban Growth Boundary.

c(5): THE LARGER THE TOTAL AREA INVOLVED, THE GREATER MUST BE THE DIFFERENCE BETWEEN THE RELATIVE SUITABILITY OF THE LAND TO BE ADDED AND THE LAND TO BE REMOVED BASED ON CONSIDERATION OF THE FACTORS IN SUBSECTION (a).

- The differences between the Schoppe Acres area proposed for removal and the Jenne Lynd Acres proposed for addition are extreme:
 - (1) Schoppe Acres is a convex finger in the UGB, surrounded by non-urban land; Jenne Lynd Acres is a concave finger, surrounded by urban land;
 - (2) Schoppe Acres could be extended sewers only at enormous cost and inefficiency; Jenne Lynd Acres can be served by existing capacity in the Johnson Creek Interceptor and the sewer lines that serve it;

(3) There are no shopping or employment opportunities close to Schoppe Acres, and planned densities in that area would not accommodate transit, while Jenne Lynd Acres is close to employment and shopping opportunities and planned housing development that could be served by transit.

- Both areas would need road improvements to accommodate an urban level of development; thus the improvements needed to accommodate urbanization of Jenne Lynd Acres should be considered as a neutral factor in comparing the relative suitability of the two areas.
- Jenne Lynd Acres is more parcelized and developed than Schoppe Acres. On the one hand, this means the area will be more difficult to urbanize efficiently; on the other, that it is more difficult to preserve for resource use. On balance, the level of development should be considered neutral when comparing the suitability of the two sites.
- The only way in which Jenne Lynd Acres compares unfavorably with Schoppe Acres is in terms of hazards present. The presence of the Johnson Creek floodplain in Jenne Lynd Acres limits the development potential on a portion of that area and development in the remainder of the area may have a negative impact on stormwater runoff. The development potential of the area outside the floodplain still exceeds that for Schoppe Acres, however, due to the ready availability of sewers, and the Johnson Creek Stormwater Management Guidelines will help protect against increasing stormwater runoff from development of the remainder of the area.
- On balance, the difference between the urban suitability of the two sites is sufficiently strong to warrant an adjustment of this size.

IV. CONCLUSIONS AND PROPOSED ORDER

The Development Committee finds that the City of Portland's petition for a trade to add some 170 acres in the area known as Jenne Lynd Acres and to remove 170 acres in the area of the West Hills known as Schoppe Acres meets the standards for trades established in Ordinance No. 81-105, provided that the entire Jenne Lynd Acres area is annexed to a city within two years. The Committee recommends, accordingly, that the Council adopt a Resolution of Intent to approve the petition if, at any time in the next two years, such annexation occurs.

JH/gl
5334B/274

CITIZEN INVOLVEMENT IN THE BUDGET PROCESS
FOR FY 1983-84

Date: October 25, 1982

Presented by: Jack Deines/Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

At the September 13, 1982 meeting of the Coordinating Committee, a subcommittee was appointed to make recommendations regarding the involvement of citizens in Metro's budget process. Councilors Bonner, Oleson and Schedeen were appointed to the Committee with Councilor Schedeen serving as Chairperson.

On October 18, the subcommittee presented its recommendations to the Coordinating Committee. The Coordinating Committee had considerable discussion regarding the involvement of citizens in the budget process but did not formally approve a recommendation to the Metro Council.

The following recommendations are presented to the Council by Committee Chairman Jack Deines. Most of these recommendations were supported by the majority of the Committee members:

1. That all portions of Metro's proposed annual budget be heard before the Coordinating Committee. No hearings on the budget will be held by the Development Committee or Services Committee.
2. That those portions of the budget related to a specific program or department be reviewed by the standing advisory committee responsible for advising that program or department, i.e., SWPAC will review the solid waste budget; TPAC and JPACT will review the transportation budget, etc.
3. That the Local Officials Advisory Committee be notified well in advance of all budget hearings.
4. That a group of citizens, equal to the number of Council members on the Coordinating Committee, be appointed to serve on the Coordinating Committee during the budget process. These citizens shall have the right to vote with the Coordinating Committee members on budget recommendations to the Council.
5. That citizen appointments to the Committee shall be made by the Coordinating Committee from names submitted by members of the Metro Council.

Staff Report
October 25, 1982
Page Two

6. That the final recommendations from the Coordinating Committee shall come to the Council when it meets as the Budget Committee (Committee of the Whole) to make final changes and adopt the Fiscal Year 1983-84 budget.

COMMITTEE RECOMMENDATION

No recommendation by Coordinating Committee.

RB:ef



METRO

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

MEMORANDUM

Date: November 4, 1982

To: Metro Council
Donald E. Carlson, Deputy Executive Officer

From: Chum Chitty, Manager of Accounting
Jennifer Sims, Mgr., Budget & Admin. Servs.

Regarding: First Quarter Financial Report

This memo is in response to our commitment to provide timely reports to the Council which fairly state the financial condition of Metro and its various operations. The information presented covers the first quarter of FY 1982-83, July 1, 1982 through September 30, 1982. Included is information on cash and investments, balance sheets, revenues and expenditures (by department) for all major funds and a schedule of all open grants for FY 1982-83. The information is designated in the attached Exhibits as follows:

- Exhibit A - Combined and Individual Schedule of Cash and Investments - All Funds
- Exhibit B - Balance Sheets - All Funds
- Exhibit C - Revenue and Expenditures by Department
- Exhibit D - Open Grant Schedule

CASH AND INVESTMENTS

As is indicated in Exhibit A, cash and investments total \$6,149,861 as of September 30, 1982. As shown on Exhibit A₂, all funds have a positive cash position as of that point in time except the Planning fund and the Transportation Technical Assistance fund which have a negative cash balance of \$266,108 and \$75,238 respectively. As you know, the Planning fund and Technical Assistance fund are substantially funded by grants which for the most part operate on a reimbursable basis. The grant work is carried on in the planning departments and then Metro bills the granting agency for a reimbursement. We are currently billing on a quarterly basis, but are attempting to establish a system for more frequent billings.

BALANCE SHEETS

Exhibits B₁ through B₁ show the balance sheets for all funds except the Criminal Justice Assistance and Transportation

Technical Assistance funds. Balance sheets for these funds will be reported as an addendum to this report as soon as they have been prepared.

General Fund

Exhibit B₁ shows the balance sheet for the General fund. As of September 30, 1982, this fund had total assets of \$559,278 and liabilities of \$13,847. The fund showed revenue in excess of expenditures of \$512,211 (see breakdown on reverse side of Exhibit B₁) and a beginning fund balance of \$33,221. Combining the revenue in excess of expenditures with the beginning fund balance shows the General fund as of September 30, 1982 had an ending fund balance of \$545,432.

Zoo Operating Fund

Exhibit B₂ shows the balance sheet for the Zoo Operating fund. As of September 30, 1982, the assets totaled \$955,690 and the liabilities \$93,948. The Zoo Operating fund experienced expenditures in excess of revenues for the first quarter (see detail on reverse side of Exhibit B₂) of \$550,365. This is mainly due to the delay in receipt of property tax payments which will not be available until after November. The fund showed a beginning balance of \$1,412,106. Combining the beginning balance with the expenditure in excess of revenue produced an ending fund balance for the Zoo Operating fund of \$861,741 as of September 30, 1982.

Zoo Capital Fund

Exhibit B₃ shows the balance sheet of the Zoo Capital fund. This fund shows assets totaling \$6,551,197 and liabilities of \$4,567,560. For the first quarter revenues exceeded expenditures by \$433,336 and the beginning balance was \$1,550,302. Combining these two produces an ending fund balance as of September 30, 1982 of \$1,983,638.

Solid Waste Operating Fund

Exhibit B₄ shows the Solid Waste Operating fund balance sheet. As of September 30, 1982, the fund showed assets of \$837,852 and liabilities of \$324,944. During the first quarter expenditures exceeded revenues by \$198,853 (see detail on reverse side of Exhibit B₄) and this combined with the beginning fund balance of \$711,762 indicates an ending fund balance as of September 30, 1982 of \$512,909.

Solid Waste Debt Service Fund

Exhibit B5 shows the balance sheet for the Solid Waste Debt Service fund. As of September 30, 1982, the fund had assets totaling \$7,306,556 and liabilities of \$7,308,666. As indicated in the details on the reverse of Exhibit B5 revenue and expenditures in the fund equaled each other. The fund balance for this fund is a negative \$2,110 due to a carryover from prior years. A transfer of funds from the Solid Waste Operating fund can be made with Council approval at some early opportune time to eliminate this deficit.

Solid Waste Capital Fund

Exhibit B6 shows this fund has assets totaling \$7,754,995 and liabilities in the amount of \$5,444,798. During the first quarter revenue exceeded expenses by \$84,086 and this combined with a beginning balance of \$2,226,111 produces an ending fund balance as of September 30, 1982 of \$2,310,197.

Planning Fund

Exhibit B7 shows the balance sheet for the Planning fund which is a combination of the three grant-related planning departments--Transportation, Development Services and Criminal Justice. Exhibits B8 through B10 provide separate balance sheets for each separate department. While we have budgeted this year as a single planning fund we are providing information to each planning fund department as if they each had a separate fund. The purpose for this is each department basically has separate sources of revenue. As indicated in Exhibit B7, the Planning fund has assets totaling \$25,026 and liabilities of \$25,311. During the first quarter the fund experienced expenditures in excess of revenues of \$4,452. This combined with a beginning fund balance of \$4,167 indicated the Planning fund had a negative ending fund balance of \$285 as of September 30, 1982. Upon investigation it appears revenue approximately in the amount of \$9,000 has been improperly coded into the Criminal Justice Assistance fund, thus putting the fund in a negative balance. The correction will be made and will be reflected in the next quarterly report.

Drainage Fund

Exhibit B1 shows the balance sheet for the Drainage fund. As indicated, the assets total \$12,222 and the liabilities and fund balance total the same. There has been no activity in this fund during the first quarter.

REVENUE AND EXPENDITURES BY FUND AND DEPARTMENT

General Fund - Exhibit C1

This fund shows a strong revenue position at the close of the first quarter. Dues assessments were due October 1 with most jurisdictions having paid on time. Planning fund transfers for overhead are less than expected due to lower grant expenditures. This revenue source will be very closely monitored over the year. Zoo and Solid Waste Operating fund transfers are made on a monthly basis. The General fund balance reported in the FY 1981-82 audit is \$37,388. A portion of this, \$4,617, is due to Planning fund. The remaining \$33,221 is shown as the beginning fund balance for FY 1982-83.

Expenditures are above target in all appropriation categories. Some savings were made in the delayed hiring of the Council Assistant. Finance and Administration has had savings in supplies, printing, insurance and audit costs. These have been offset by greater than anticipated costs for telephone and space lease. Transfers to the Planning fund were based on actual grant match and discretionary program needs.

The ending fund balance is determined by subtracting all expenditures from all resources. In the General fund this equals \$545,432 at September 30, 1982. This corresponds to the General Fund Balance Sheet items labeled excess revenues to expenditures, year to date (\$512,211) and fund balance (\$33,221). The sum of these two numbers results in the same ending fund balance number, (\$545,432).

Zoo Operating Fund - Exhibit C2

The revenues show high percentages on seasonal items due to the heavy attendance during first quarter months. Tax revenues, on the other hand, will not be received until the second quarter. Clearly, the beginning fund balance is being utilized to cover expenses until taxes are collected.

Expenditures are nearly on target. Personal Services expenses have been greater during the summer months and will be nearer the target percentage at the end of the second quarter. A further detail of Zoo Operating fund expenditures by division is included. The Visitor Services, Education and Buildings, and Grounds Division most impacted by seasonal activity. Materials and Services expenses for the Administration Division are high for this quarter because nearly all insurance premiums are due during this period.

Zoo Capital Fund - Exhibit C₃

Expenditures have been low this quarter because several projects are in the design phase. The second quarter will show increased activity on the Penguinarium, the Alaskan Exhibit and the Sculpture Fountain.

Solid Waste Operating Fund - Exhibit C₄

Disposal fees show a lower than target amount for two reasons. First, a rate change is anticipated at mid-year, and, second, CTRC is not on line yet.

Expenditures are about on target overall. A detail of expenditures by program demonstrates the need for mid-year adjustments. The Council approved only half-year funding for several programs.

Solid Waste Debt Service - Exhibit C₅

A negative beginning fund balance was reported in the FY 1981-82 audit. Council action will be requested to provide more revenue to cover this. To date, adequate revenues have been transferred from the Operating fund to pay for current year obligations.

Solid Waste Capital - Exhibit C₆

Expenditures are as planned.

Planning Fund - Exhibit C₇

Revenues shown are as billed for first quarter. Transfers are as earned or needed for grant match or discretionary programs. Expenditures are near target. Development Services and Transportation have revised revenue projections and related expenditure changes which will be presented with other mid-year adjustments. Transfers to the General fund are amounts billed as overhead on grants.

Drainage Fund - Exhibit C₈

There has been no activity in this fund this quarter. The city of Tualatin has requested a return of the funds. Council action is required for a transfer from Contingency which will authorize this expenditure.

Memorandum
November 4, 1982
Page 6

OPEN GRANT SCHEDULE

The schedule of open grants in the Planning fund (Exhibit D) reflects those grants which:

- a. have a balance or carryover from FY 1981-82; or
- b. are new this year (FY 1982-83).

The column which is titled "Grant Balance as of 07/01/82" reflects the dollars available to spend in FY 1982-83.

The column titled "FY 83 Expenditures" shows the total dollar amount charged to the particular grant in July, August and September, 1982. The "Grant Balance as of 07/01/82" minus the "FY 83 Expenditure" equals the last column or "Grant Balance" as of September 30, 1982.

The reimbursement and receivable columns show those funds received (including Metro's match) or billed. If all grant expenditures were billed and all money had been received, the "receivable" columns would equal zero and the total "FY 83 Reimbursement Received" would equal the "FY 83 Expenditure" column.

The "Unearned Revenue" column reflects funds received in excess of expenditures or match received in advance from local jurisdictions.

DC/JS/srb
7127B/D1

EXHIBIT A₁

COMBINED SCHEDULE OF CASH AND INVESTMENTS - ALL FUNDS

September 30, 1982

<u>Cash and Investment Detail</u>	<u>Current Month</u>	<u>Prior Month</u>
Checking Accounts	\$ (350,578.97)	\$ (281,282.96)
Petty & Vault Cash	<u>9,475.00</u>	<u>9,475.00</u>
Total Cash	<u>\$ (341,103.97)</u>	<u>\$ (271,807.96)</u>
<u>Investments</u>		
Government Investment Pool (9.10%)	\$390,788.61	\$305,649.61
Time Certificates of Deposit - First Federal Savings & Loan: Maturity 11/01/82, 10.85%	3,073,926.30	6,798,899.92
Home Federal Savings & Loan: Maturity 11/01/82, 10.80%	<u>3,026,250.00</u>	<u>---</u>
Total Investments	<u>\$6,490,964.91</u>	<u>\$7,104,549.53</u>
Total Cash & Investments	<u>\$6,149,860.94</u>	<u>\$6,832,741.57</u>

DC/srb
6960B/192-1

METROPOLITAN SERVICE DISTRICT
SCHEDULE OF CASH AND INVESTMENTS - BY FUND

September 30, 1982

<u>Fund</u>	<u>Cash & Investments</u>	
	<u>Current Month</u>	<u>Prior Month</u>
General Fund ¹	\$ 94,420.89	\$ 621.82
Zoo Operating	757,584.25	1,210,689.15
Zoo Capital	1,988,794.75	1,763,024.71
Solid Waste - Operations	476,869.38	536,745.13
Solid Waste - Capital	2,980,224.97	3,349,833.38
Planning Fund	\$ (266,108.38)	\$ 74,069.78
Transportation	\$(211,078.20)	
Development Services	(40,548.63)	
Criminal Justice	(14,481.55)	
Transportation Technical Assistance	(75,237.91)	(62,125.82)
Criminal Justice Assistance	186,588.79	(51,190.78)
Drainage Fund	<u>6,724.20</u>	<u>11,074.20</u>
Total	<u>\$6,149,860.94</u>	<u>\$6,832,741.57</u>

¹ Variance of \$333.00 between this schedule and the General Fund Balance Sheet figure is due to an item that must be corrected through the Accounts Payable System in October.

DC/srb
6960B/192-2

EXHIBIT B₁

ASSETS:

CASH AND INVESTMENTS	94,753.89
ACCOUNTS RECEIVABLE:	
GRANTS, CONTRACTS & DUES	458,943.19
OTHER	5,581.30

TOTAL ASSETS	559,278.38
	=====

LIABILITIES AND FUND BALANCE:

ACCOUNTS PAYABLE-TRADE	12,459.34-
ACCRUED:	
SALARIES & WAGES	0.00
WITHHOLDINGS	1,387.29-
CUSTOMER DEPOSITS	0.00
DUE TO OTHER FUNDS	0.00

TOTAL LIABILITIES	13,846.63-
EXCESS REV/EXP - YTD.	512,211.23-
FUND BALANCE	33,220.52-

TOTAL LIABILITIES AND FUND BALANCE	559,278.38-
	=====

GENERAL FUND--#10
 STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
 1--JUL--81 TO 30--SEP--82

EXHIBIT B₁

REVENUE:

DUES ASSESSMENT	579,070.00-
DOCUMENTS & PUBLICATIONS	748.44-
LICENSES, FEES & PERMITS	1,404.00-
FEDERAL GRANTS	1,051.49-
PROFESSIONAL & CONTRACT SERV	0.00
INTEREST ON INVESTMENTS	110.74-
MISCELLANEOUS INCOME	1,744.04-
TOTAL REVENUE	584,128.71-

EXPENDITURES:

PERSONAL SERVICES	203,661.39
MATERIALS AND SERVICES	171,895.03
CAPITAL OUTLAY	0.00
TOTAL EXPENDITURES	375,556.42

TRANSFERS:

ZOO	97,313.01-
SOLID WASTE	142,425.00-
PLANNING:	
TRANSPORTATION (NET)	40,555.24-
DEV. SERVICES (NET)	11,299.57-
CRIMINAL JUSTICE	12,046.12-
TOTAL EXP AND TRANSFERS	71,917.48

EXCESS REV/EXP---YTD

512,211.23-

EXHIBIT B₂

ASSETS:	
<hr/>	
CASH AND INVESTMENTS	757,584.25
RECEIVABLES:	
PROPERTY TAXES	58,378.17
OTHER	4,221.34
INVENTORY (6/30/82)	
GIFT SHOP	103,826.42
CONCESSIONS	31,679.38
	<hr/>
TOTAL ASSETS	955,689.56
	<hr/>
LIABILITIES AND FUND BALANCE:	
<hr/>	
ACCOUNTS PAYABLE-TRADE	91,012.46-
ACCRUED:	
SALARIES & WAGES	0.00
PAYROLL WITHHOLDINGS	2,935.94-
DUE TO OTHER FUND	0.00
	<hr/>
TOTAL LIABILITIES	93,948.40-
EXCESS REV/EXP - YTD.	550,365.24
FUND BALANCE	1,412,106.40-
	<hr/>
TOTAL LIAB AND FUND BALANCE	955,689.56-
	<hr/>

ZOO FUND--#20
STATEMENT OF REVENUE, EXPENDITURES AND TRANSFERS
1-JUL-82 TO 30-SEP-82

EXHIBIT B2

REVENUE:

PROPERTY TAXES	92,050.08-
ADMISSIONS	401,530.45-
CONCESSIONS	388,105.35-
RAILROAD RIDES	103,700.24-
FEDERAL GRANTS	18,230.00-
RENTALS	5,746.00-
INTEREST ON INVESTMENTS	39,447.92-
DONATIONS	8,646.85-
OTHER	157,181.08-

TOTAL REVENUE

1,214,637.9

EXPENDITURES:

PERSONAL SERVICES	688,559.30
MATERIALS AND SERVICES	377,421.98
CAPITAL OUTLAY	48,271.41

TOTAL EXPENDITURES

1,114,252.69

TRANSFERS:

TO GENERAL FUND	97,313.01
TO ZOO CAPITAL	553,437.51

TOTAL TRANSFERS

650,750.52

TOTAL EXP AND TRANSFERS

1,765,003.21

EXCESS REV/EXP---YTD

550,365.24

ZOO CAPITAL PROJECTS -- #25
BALANCE SHEET
30-Sep-82

EXHIBIT B₃

ASSETS:

CASH AND INVESTMENTS	1,988,794.75
RECEIVABLES:	
PROPERTY TAXES	33,992.36
DONATIONS & BEQUESTS	325,000.00
OTHER	0.00
CONSTRUCTION IN PROGRESS	4,203,410.13
DUE FROM OTHER FUNDS	0.00
TOTAL ASSETS	<u>6,551,197.24</u>

LIABILITIES AND FUND BALANCE

ACCOUNTS PAYABLE - TRADE	19,336.00-
DEFERRED REVENUE	325,000.00-
RETAINAGE	19,813.38-
INVEST. IN GENERAL FIXED ASSET	4,203,410.13-
TOTAL LIABILITIES	<u>4,567,559.51-</u>
EXCESS REV/EXP - YTD	433,335.66-
FUND BALANCE:	
RESERVED - ELEPHANT MUSEUM	18,606.53-
UNRESERVED	1,531,695.54-
TOTAL LIAB. & FUND BALANCE	<u>6,551,197.24-</u>

ZOO CAPITAL PROJECTS - *25
 STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
 30-Sep-82

EXHIBIT B₃

REVENUE:

TAXES - PRIOR YEAR	13,132.67
DONATIONS & BEQUESTS	6,507.00-
INTEREST ON INVESTMENTS	52,700.48-
OTHER	17.30-

TOTAL REVENUE	46,092.11-

EXPENDITURES:

IMPROVEMENTS	118,144.06
BUILDINGS	40,959.90
VEHICLES & EQUIPMENT	7,090.00

TOTAL EXPENDITURES	166,193.96

TRANSFERS:

ZOO OPERATING	553,437.51-

TOTAL TRANSFERS	553,437.51-

TOTAL EXPENSE & TRANSFERS	387,243.55-

EXCESS REV/EXP - YTD	433,335.66-

EXHIBIT B₄ASSETS:

CASH AND INVESTMENTS	125,882.90
ACCOUNTS RECEIVABLE:	
ST. JOHN'S LANDFILL	467,620.46
ALLOWANCE FOR DOUBTFUL ACC	8,369.42-
FEDERAL GRANTS	65,397.73
EMPLOYEE	1,045.00
OTHER	20,498.14-
RESTRICTED INVESTMENT-GENSTAR	206,773.95

TOTAL ASSETS	837,852.48
	=====

LIABILITIES AND FUND BALANCE:

ACCOUNTS PAYABLE-TRADE	84,354.38-
ACCOUNTS PAYABLE-CONTINGENT	25,000.00-
ACCRUED:	
SALARIES & WAGES	578.61-
WITHHOLDINGS	1,006.58
RETAINAGE:	
SOLID WASTE	9,243.34-
GENSTAR	206,773.95-

TOTAL LIABILITIES	324,943.70-
EXCESS REV/EXP - YTD.	198,853.21
FUND BALANCE	711,761.99-

TOTAL LIABILITIES AND FUN	837,852.48-
	=====

METROPOLITAN SERVICE DISTRICT
 SOLID WASTE OPERATING FUND--*30
 STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
 1-JUL-82 TO 30-SEP-82

02-Nov-82 PAGE 1

EXHIBIT B₄

REVENUE:

DOCUMENTS & PUBLICATIONS	40.00-
DISPOSAL FEES:	
COMMERCIAL	737,375.44-
NON-COMMERCIAL	72,550.57-
USER FEE	433,328.22-
SALVAGE REVENUE	148.50-
INTEREST ON INVESTMENTS	22,153.96-
OTHER	2,237.19-

TOTAL REVENUE	1,267,833.8

EXPENDITURES:

PERSONAL SERVICES	174,775.81
MATERIALS AND SERVICES	707,844.64
CAPITAL OUTLAY	0.00

TOTAL EXPENDITURES	882,620.45

TRANSFERS:

SOLID WASTE CAPITAL (NET)	55,683.75-
GENERAL FUND	142,425.00
SW DEBT SERVICE	497,325.39

TOTAL TRANSFERS	584,066.64

TOTAL EXP AND TRANSFERS

1,466,687.09

EXCESS REV/EXP---YTD

198,853.21

METROPOLITAN SERVICE DISTRICT
 SOLID WASTE DEBT SERVICE - #32
 BALANCE SHEET
 30-Sep-82

EXHIBIT B₅

ASSETS:

CASH AND INVESTMENTS	350,986.48
LOAN PAYABLE PROVISION	6,955,570.00

TOTAL ASSETS	7,306,556.48
	=====

LIABILITIES AND FUND BALANCE

ACCOUNTS PAYABLE - TRADE	353,096.39-
LOANS PAYABLE:	
DER LOAN # SWC 115	1,590,000.00-
DER LOAN # SWC 117	890,000.00-
DER LOAN # SWC 117A	47,870.00-
DER LOAN # SWC 118A	2,870,000.00-
DER LOAN # SWC 118B	400,000.00-
DER LOAN # SWC 118C	1,157,700.00-

TOTAL LIABILITIES	7,308,666.39-
EXCESS REV/EXP - YTD	0.00
FUND BALANCE	2,109.91

TOTAL LIAB. & FUND BALANCE	7,306,556.48-
	=====

SOLID WASTE DEBT SERVICE - #32
 STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
 30-SEP-82

EXHIBIT B5

EXPENDITURES:

DEB LOAN # SMC 115

PRINCIPAL	135,000.00
INTEREST	39,030.00

DEB LOAN # SMC 117

PRINCIPAL	145,000.00
INTEREST	25,708.75

DEB LOAN # SMC 117A

PRINCIPAL	7,000.00
INTEREST	1,357.64

DEB LOAN # SMC 118A

PRINCIPAL	30,000.00
INTEREST	104,401.00

DEB LOAN # SMC 118B

PRINCIPAL	0.00
INTEREST	9,828.00

TOTAL EXPENDITURES	497,325.39
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MEMO ONLY

TOTAL PRINCIPAL	317,000.00
TOTAL INTEREST	180,325.39

TOTAL PAYMENTS	497,325.39
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TRANSFERS:

SOLID WASTE OPERATING	497,325.39
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TOTAL TRANSFERS	497,325.39
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TOTAL EXPENSE & TRANSFERS	0.00
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EXCESS REV/EXP - YTD	0.00
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SOLID WASTE CAPITAL - 434
 BALANCE SHEET
 30-Sep-82

EXHIBIT B₆

ASSETS:

CASH AND INVESTMENTS	2,980,224.97
RECEIVABLES:	
GRANTS	9,708.36
OTHER (CITY OF PORTLAND)	272,381.00
OTHER (CITY OF TROUTDALE)	46,678.09
CONSTRUCTION IN PROGRESS	
CTRC	1,289,979.42
ERF	2,206,248.40
ST. JOHN'S	395,207.81
DUE FROM OTHER FUNDS	0.00
PROVISION FOR OTHER CREDITS	554,567.00

TOTAL ASSETS	7,754,995.05
	=====

LIABILITIES AND FUND BALANCE

ACCOUNTS PAYABLE - TRADE	446,074.42-
UNEARNED GRANT REVENUE	161,614.30-
DEFERRED REVENUE	752,197.00-
RETAINAGE	72,047.72-
CONTRACT PAYABLE - PORTLAND	74,751.00-
INVEST. IN GENERAL FIXED ASSET	3,891,435.63-
RES. FOR CONTRACT REC.	46,678.09-

TOTAL LIABILITIES	5,444,798.16-
EXCESS REV/EXP - YTD	84,085.80-
FUND BALANCE	2,226,111.09-

TOTAL LIAB. & FUND BALANCE	7,754,995.05-
	=====

SOLID WASTE CAPITAL - #34
 STATEMENT OF REVENUE, EXPENDITURES AND TRANSFERS
 30-Sep-82

EXHIBIT B₆

REVENUES:

INTEREST ON INVESTMENT	90,692.90-
LOAN PROCEEDS	1,157,700.00-
OTHER	6.45-

TOTAL REVENUE	1,248,399.35-

EXPENDITURES:

CONTRACTUAL SERVICES	368,588.53
BUILDINGS	713,969.27
LEASEHOLD IMPROVEMENTS	26,072.00

TOTAL EXPENDITURES	1,108,629.80

TRANSFERS:

SOLID WASTE OPERATING (NET)	55,683.75

TOTAL TRANSFERS	55,683.75

TOTAL EXPENSE & TRANSFERS	1,164,313.55

EXCESS REV/EXP - YTD	84,085.80-
	=====

METROPOLITAN SERVICE DISTRICT

PLANNING FUND

BALANCE SHEET

September 30, 1982

Assets

Cash and Investments	\$266,108.38-
Receivables:	
Federal Grants	80,246.05
State Grants	56,451.09
Local Grants	42,890.74
Contracts	62,334.33
Other	<u>49,212.17</u>
Total Assets	<u><u>\$25,026.00</u></u>

Liabilities and Fund Balance

Accounts Payable - Trade	\$13,902.26-
Accrued Payroll Withholdings	44.66-
Customer Deposits	2,600.00-
Grant Revenue in Excess of Exp.	<u>8,764.13-</u>
Total Liabilities	\$25,311.05-
Excess of Exp/Rev - YTD	4,452.28
Fund Balance	<u>4,167.23-</u>
Total Liabilities & Fund Balance	<u><u>\$25,026.00-</u></u>

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METROPOLITAN SERVICE DISTRICT

PLANNING FUND

STATEMENT OF REVENUE, EXPENDITURES AND TRANSFERS

1-July-82 to 30-September-82

Revenue

Documents and Publications	\$ 354.00-
Licenses, Fees, Permits	310.00-
Grants:	
Federal	80,246.05-
State	56,451.09-
Local	42,890.74-
Professional and Contract Services	62,334.33-
Other	<u>80.00-</u>
Total Revenue	<u>\$242,666.21-</u>

Expenditures

Personal Services	\$195,420.68
Materials and Services	3,220.48
Capital Outlay	<u>0</u>
Total Expenditures	<u>\$198,641.16</u>

Transfers

General Fund (Net)	\$63,900.93
Criminal Justice Assistance	<u>15,423.60-</u>
Total Transfers	<u>\$ 48,477.33</u>
Total Exp. and Transfers	<u>\$247,118.49</u>
Excess Exp./Rev. - YTD	<u>\$ 4,452.28</u>

TRANSPORTATION PLANNING FUND - #40
 BALANCE SHEET
 30-Sep-82

EXHIBIT B₈

ASSETS:

CASH AND INVESTMENTS

211,078.20-

RECEIVABLES:

FEDERAL GRANTS

55,731.99

STATE GRANTS

29,379.26

LOCAL GRANTS

38,246.23

CONTRACTS

62,334.33

OTHER

48,828.17

EMPLOYEE

384.00

TOTAL ASSETS

23,825.78

LIABILITIES AND FUND BALANCE

ACCOUNTS PAYABLE-TRADE

10,657.00-

ACCRUED:

SALARIES & WAGES

0.00

PAYROLL WITHHOLDINGS

440.66

GRANT REV IN EXCESS OF EXP

8,764.13-

TOTAL LIABILITIES

18,980.47-

EXCESS REV/EXP - YTD

678.08-

FUND BALANCE

4,167.23-

TOTAL LIABILITIES & FUND

23,825.78-

TRANSPORTATION PLANNING FUND - #40
 STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
 1-JUL-82 TO 30-SEP-82

EXHIBIT B₈

REVENUE:

DOCUMENTS & PUBLICATIONS	354.00--
GRANTS:	
FEDERAL	55,731.99--
STATE	29,379.26--
LOCAL	38,246.23--
PROF & CONTRACT SERVICES	62,334.33--
OTHER	80.00--

TOTAL REVENUE	186,125.81--

EXPENDITURES:

PERSONAL SERVICES	141,970.35
MATERIALS & SERVICES	2,922.14
CAPITAL OUTLAY	0.00

TOTAL EXPENDITURES	144,892.49

TRANSFERS:

GENERAL FUND (NET)	40,555.24
TRANSPORTATION TECHN	0.00

TOTAL TRANSFERS	40,555.24

TOTAL EXP & TRANSFER	185,447.73

EXCESS REV/EXP - YTD	678.08--
	=====

DEVELOPMENT SERVICES PLANNING - #42
BALANCE SHEET
30-Sep-82

EXHIBIT B₉

ASSETS:

CASH AND INVESTMENTS	40,540.63-
RECEIVABLES:	
FEDERAL GRANTS	24,514.06
STATE GRANTS	18,511.83
LOCAL GRANTS	4,644.51
TOTAL ASSETS	7,121.77

LIABILITIES AND FUND BALANCE

ACCOUNTS PAYABLE-TRADE	2,054.09-
ACCRUED:	
SALARIES & WAGES	0.00
PAYROLL WITHHOLDINGS	100.78
CUSTOMER DEPOSITS	2,600.00-
TOTAL LIABILITIES	4,553.31-
EXCESS REV/EXP - YTD	2,568.46-
FUND BALANCE	0.00
TOTAL LIABILITIES & FUND	7,121.77-

DEVELOPMENT SERVICES PLANNING - #42
 STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
 1-JUL-82 TO 30-SEP-82

EXHIBIT Bg

REVENUE:

LICENSES, FEES, PERMITS

310.00-

GRANT REVENUE

FEDERAL

24,514.06-

STATE

18,511.83-

LOCAL

4,644.51-

TOTAL REVENUE

47,980.40-

EXPENDITURES:

PERSONAL SERVICES

33,959.04

MATERIALS & SERVICES

153.33

CAPITAL OUTLAY

0.00

TOTAL EXPENDITURES

34,112.37

TRANSFERS:

GENERAL FUND (NET)

11,299.57

TOTAL TRANSFERS

11,299.57

TOTAL EXP & TRANSFERS

45,411.94

EXCESS REV/EXP - YTD

2,568.46-

CRIMINAL JUSTICE PLANNING - #44
BALANCE SHEET
30-Sep-82

EXHIBIT B₁₀

ASSETS:

CASH AND INVESTMENTS	14,481.55-
STATE GRANTS RECEIVABLE	8,560.00
DUE FROM OTHER FUNDS	0.00

TOTAL ASSETS	5,921.55-
	=====

LIABILITIES AND FUND BALANCE

ACCOUNTS PAYABLE--TRADE	1,191.17-
ACCRUED:	
SALARIES & WAGES	0.00
PAYROLL WITHHOLDINGS	586.10-

TOTAL LIABILITIES	1,777.27-
EXCESS REV/EXP - YTD	7,698.82
FUND BALANCE	0.00

TOTAL LIABILITIES & FUND	5,921.55
	=====

CRIMINAL JUSTICE PLANNING - #44
STATEMENT OF REVENUES, EXPENDITURES AND TRANSFERS
1-JUL-82 TO 30-SEP-82EXHIBIT B₁₀REVENUE:

STATE GRANTS	8,560.00-
INTEREST ON INVESTMENTS	0.00
OTHER	0.00

TOTAL REVENUE	8,560.00-

EXPENDITURES:

PERSONAL SERVICES	19,491.29
MATERIALS & SERVICES	145.01
CAPITAL OUTLAY	0.00

TOTAL EXPENDITURES	19,636.30

TRANSFERS:

CRIMINAL JUSTICE ASSISTANCE	15,423.60-
GENERAL FUND	12,046.12

TOTAL TRANSFERS	3,377.48-

TOTAL EXPENSE & TRANSFERS	16,258.82

EXCESS REV/EXP - YTD	7,698.82
	=====

METROPOLITAN SERVICE DISTRICT

DRAINAGE FUND

BALANCE SHEET

September 30, 1982

Assets

Cash and Investments ¹	\$11,074.20
Other Receivables	<u>1,148.05</u>
Total Assets	<u>\$12,222.25</u>

Liabilities and Fund Balance:

Grant Revenue in Excess of Expenditures	\$ 8,664.38-
Fund Balance	3,557.87-
	<u>\$12,222.25</u>

¹ This figure differs from the Cash and Investment Schedule due to a subsequent adjustment made in October.

DC/srb
6960B/192-7

EXHIBIT C₁
 GENERAL FUND
 REVENUES & EXPENDITURES
 FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed
<u>Resources</u>			
Federal Grants	0	1,051	-
Dues Assessments	579,070	579,070	100.0
Licenses, Fees & Permits	6,400	1,404	21.9
Documents/Publications	2,700	748	27.7
Interest	0	111	-
Miscellaneous	0	<u>1,744</u>	-
Transfers			
from Transportation Planning	320,619	63,028	20.6
from Development Services	81,214	17,261	21.3
from Criminal Justice Planning	55,730	<u>12,046</u>	<u>21.6</u>
Total Planning Fund	<u>457,563</u>	<u>92,225</u>	<u>20.2</u>
from Zoo Operating Fund	389,252	97,313	25.0
from Solid Waste Operating Fund	569,700	142,425	25.0
Beginning Fund Balance	<u>25,700</u>	<u>33,221</u>	<u>129.3</u>
Total Fund Resources	<u>2,030,385</u>	<u>949,422</u>	<u>37.7</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Council				
Personal Services	69,514	3,235	8,497	87.8
Materials & Services	49,220	2,514	9,834	80.0
Capital Outlay	0	0	0	-
Subtotal	<u>118,734</u>	<u>5,749</u>	<u>18,331</u>	<u>84.6</u>
Executive Management				
Personal Services	214,909	15,398	49,820	76.8
Materials & Services	11,420	428	2,734	76.1
Capital Outlay	0	0	0	-
Subtotal	<u>226,329</u>	<u>15,826</u>	<u>52,554</u>	<u>76.8</u>
Finance & Administration				
Personal Services	428,331	36,812	99,887	76.7
Materials & Services	709,618	52,969	155,203	78.1
Capital Outlay	0	0	0	-
Subtotal	<u>1,137,949</u>	<u>89,781</u>	<u>255,090</u>	<u>77.6</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures - continued</u>				
Public Affairs				
Personal Services	191,684	7,547	45,457	76.3
Materials & Services	30,113	1,442	4,124	86.3
Capital Outlay	0	0	0	-
Subtotal	<u>221,797</u>	<u>8,989</u>	<u>49,581</u>	<u>77.6</u>
General Expense				
Transfer				
to Trans. Planning	139,192	7,623	22,473	83.6
to Development Services	<u>93,114</u>	<u>1,987</u>	<u>5,961</u>	<u>93.6</u>
Total Planning Fund	232,270	9,610	28,434	87.6
Contingency	<u>93,270</u>	0	0	100.0
Total General Expense	<u>325,576</u>	<u>9,610</u>	<u>28,434</u>	<u>91.1</u>
Total Expenditures	<u>2,030,385</u>	<u>129,923</u>	<u>403,990</u>	<u>80.0</u>
Ending Fund Balance			<u>545,432</u>	
Total Fund Requirements			<u>949,422</u>	

- 1 Target % received = 25%
2 Target % remaining = 75%

6655B/307-1/2
11/04/82

EXHIBIT C₂

ZOO OPERATING FUND REVENUES & EXPENDITURES
FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed
<u>Resources</u>			
Federal Grants	33,500	18,230	54.4
Taxes, Current Year	4,650,000	8,811	.2
Taxes, Prior Year	212,237	83,239	39.2
Interest	65,000	39,448	60.7
Concessions, Food	731,500	301,772	41.2
Admissions	1,015,200	401,530	39.6
Concessions, Gifts	192,960	85,611	44.4
Vending	7,700	723	9.4
Rental Strollers	15,840	5,466	34.5
Railroad Rides	231,000	103,700	44.9
Tuition/Lectures	3,140	1,960	62.4
Donations/Bequests	44,000	8,647	19.7
Sale of Animals	15,000	168	1.1
Sale of Equipment	2,000	0	0
Building Rental	700	280	40.0
Miscellaneous Income	4,000	155,053 ³	-
Beginning Fund Balance	<u>1,110,309</u>	<u>1,412,106</u>	<u>127.2</u>
Total Fund Resources	<u>8,334,086</u>	<u>2,626,744</u>	<u>31.5</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Personal Services	2,571,958	206,448	688,559	73.3
Materials & Services	1,512,929	90,843	377,422	75.1
Capital Outlay	325,299	15,551	48,271	85.2
Transfers				
to General Fund	389,252	32,438	97,313	75.0
to Capital Fund	2,213,750	184,479	553,438	75.0
Contingency	<u>334,594</u>	<u>0</u>	<u>0</u>	<u>100.0</u>
Total Expenditures	<u>7,347,782</u>	<u>529,759</u>	<u>1,765,003</u>	<u>76.0</u>
Ending Fund Balance			<u>861,741</u>	
Unappropriated Balance	<u>986,304</u>			
Total Fund Requirements	<u>8,334,086</u>		<u>2,626,744</u>	

¹ Target % received = 25%

² Target % remaining = 75%

³ This includes two refunds. This revenue is a one-time occurrence.

ZOO OPERATING FUND
EXPENDITURE DETAIL BY DIVISION

FY 1982-83

Quarter Ending
September 30, 1982

	Budget	YTD Actual	Percent Remaining
Administration			
Personal Services	209,093	48,341	76.9
Materials & Services	215,225	83,741	61.1
Capital Outlay	4,356	518	88.1
Total	<u>428,674</u>	<u>132,600</u>	69.1
Animal Management			
Personal Services	974,946	216,766	77.8
Materials & Services	251,400	48,390	80.7
Capital Outlay	23,800	2,817	88.2
Total	<u>1,250,146</u>	<u>267,973</u>	78.6
Buildings & Grounds			
Personal Services	593,968	167,207	71.8
Materials & Services	443,490	125,187	71.8
Capital Outlay	276,400	35,125	87.3
Total	<u>1,313,858</u>	<u>327,519</u>	75.1
Education			
Personal Services	270,015	75,422	72.1
Materials & Services	66,643	10,799	83.8
Capital Outlay	1,900	168	91.1
Total	<u>338,558</u>	<u>86,389</u>	74.5
Public Relations			
Personal Services	73,220	16,962	76.8
Materials & Services	79,796	12,367	84.5
Capital Outlay	363	0	100.0
Total	<u>153,379</u>	<u>29,329</u>	80.9
Visitor Services			
Personal Services	450,716	163,861	63.6
Materials & Services	456,375	96,938	78.8
Capital Outlay	18,480	9,643	47.8
Total	<u>925,571</u>	<u>270,442</u>	70.8

ZOO OPERATING FUND
EXPENDITURE DETAIL BY DIVISION

FY 1982-83

Quarter Ending
September 30, 1982
(continued)

	Budget	YTD Actual	Percent Remaining
Transfers			
To General Fund	389,252	97,313	75.0
To Zoo Capital Fund	<u>2,213,750</u>	<u>553,438</u>	<u>75.0</u>
	2,603,002	650,751	75.0
Contingency	334,594	0	100.0
Total Expenditures	7,347,782	1,765,003	76.0
Unappropriated Balance	986,304		
Total Fund	8,334,086		

7109B/325-3/4

EXHIBIT C₃
 ZOO CAPITAL FUND
 REVENUES & EXPENDITURES
 FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed
<u>Resources</u>			
Interest	103,000	52,700	51.2
Donations/Bequests	300,000	6,524	2.2
Prior Year Taxes	0	(13,132)	
Transfer from Zoo Operating Fund	2,213,750	553,438	25.0
Beginning Fund Balance	<u>1,033,209</u>	<u>1,550,302</u>	<u>150.1</u>
Total Fund Resources	<u>3,649,959</u>	<u>2,149,832</u>	<u>58.9</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Primate Project	5,000	0	1,071	78.6
Cascade Project	70,000	7,061	29,599	57.7
Penguinarium	740,000	0	3,753	99.5
Maintenance Building	5,000	0	0	100.0
Alaskan Exhibit	1,320,000	24,662	67,162	95.0
Visitor Services Improvements	120,000	0	354	99.7
Elephant Museum	20,000	0	0	100.0
Steam Engine Boiler	8,000	0	7,090	11.4
Sculpture Garden	6,000	0	0	100.0
Lemur Island	90,000	0	48,455	46.2
Miscellaneous Improvements	215,000	1,412	1,810	99.9
Update Master Plan	150,000	0	0	100.0
African Plains	314,789	0	0	100.0
Sculpture Fountain	221,210	0	6,900	96.9
Contingency	<u>364,960</u>	<u>0</u>	<u>0</u>	<u>100.0</u>
Total Expenditures	<u>3,649,959</u>	<u>33,135</u>	166,194	<u>95.5</u>
Ending Fund Balance			<u>1,983,038</u>	
Total Fund Requirements			<u>2,149,832</u>	

- ¹ Target % received = 25%
² Target % remaining = 75%

EXHIBIT C₄

SOLID WASTE OPERATING FUND
REVENUES & EXPENDITURES
FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed
<u>Resources</u>			
Documents/Publications	0	40	-
Grants	59,000	0	0
Disposal Fees-Commercial	4,301,550	737,375	17.1
Disposal Fees-Non-Commercial	800,000	72,551	36.3
Franchise Fees	900	0	0
User Fees	1,300,000	433,328	33.3
Salvage Revenue	5,500	148	.3
Interest	60,000	22,154	36.9
Miscellaneous	0	2,237	-
Transfer from Solid Waste Capital Fund	566,735	141,684	25.0
Beginning Fund Balance	<u>414,300</u>	<u>711,762</u>	<u>171.8</u>
Total Fund Resources	<u>7,507,985</u>	<u>2,121,279</u>	<u>28.3</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Personal Services	684,133	67,958	174,776	74.5
Materials & Services	4,460,189	257,350	707,844	84.1
Capital Outlay	52,835	0	0	100.0
Transfer				
to General Fund	569,700	47,475	142,425	75.0
to Solid Waste Debt Service	810,200	353,096	497,325	38.6
to Solid Waste Capital	344,000	28,667	86,000	75.0
Contingency	<u>586,928</u>	-	-	-
Total Expenditures	<u>7,507,985</u>	<u>754,546</u>	1,608,370	<u>78.6</u>
Ending Fund Balance			<u>512,909</u>	
Total Fund Requirements			<u>2,121,279</u>	

¹ Target % received = 25%

² Target % remaining = 75%

6655B/307-7
11/04/82

SOLID WASTE OPERATING FUND
EXPENDITURE DETAIL BY PROGRAM

FY 1982-83

Quarter Ending
September 30, 1982

	Budget	YTD Actual	Percent Remaining
Administration			
Personal Services	176,069	69,059	60.8
Materials & Services	37,650	10,238	72.8
Capital Outlay	0	0	-
Total	<u>213,719</u>	<u>79,297</u>	<u>62.9</u>
Energy Recovery Facility			
Personal Services	75,292	32,409	57.0
Materials & Services	273,240	71,689	73.8
Capital Outlay	0	0	-
Total	<u>348,532</u>	<u>104,098</u>	<u>71.1</u>
St. Johns Landfill			
Personal Services	195,250	37,157	81.0
Materials & Services	3,187,400	574,727	82.0
Capital Outlay	8,600	0	-
Total	<u>3,391,250</u>	<u>611,884</u>	<u>82.0</u>
Clackamas Transfer & Recycling Center			
Personal Services	80,141	6,843	91.5
Materials & Services	623,800	285	99.9
Capital Outlay	31,235	0	100.0
Total	<u>735,176</u>	<u>7,128</u>	<u>99.0</u>
Transfer Station Planning			
Personal Services	28,813	5,679	80.3
Materials & Services	8,135	946	88.3
Capital Outlay	0	0	-
Total	<u>36,948</u>	<u>6,625</u>	<u>82.1</u>
Landfill Siting			
Personal Services	48,421	6,463	86.6
Materials & Services	124,960	13,138	89.5
Capital Outlay	13,000	0	100.0
Total	<u>186,381</u>	<u>19,601</u>	<u>89.5</u>
Waste Reduction			
Personal Services	80,147	17,164	78.6
Materials & Services	205,004	36,821	82.0
Capital Outlay	0	0	-
Total	<u>285,151</u>	<u>53,985</u>	<u>81.1</u>

SOLID WASTE OPERATING FUND
EXPENDITURE DETAIL BY PROGRAM

FY 1982-83

Quarter Ending
September 30, 1982
(continued)

	Budget	YTD Actual	Percent Remaining
Transfers			
To General Fund	569,700	142,425	75.0
To Debt Service	810,200	497,325	38.6
To Capital Fund	344,000	86,000	75.0
	<u>1,723,900</u>	<u>725,750</u>	<u>59.1</u>
Contingency	586,928	0	100.0
Total Fund	7,507,985	1,608,368	78.6

7109B/325-1/2

EXHIBIT C₅

SOLID WASTE DEBT SERVICE FUND
REVENUES & EXPENDITURES
FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed
<u>Resources</u>			
Transfer from Solid Waste Operating	810,200	497,325	61.4
Beginning Fund Balance	<u>0</u>	<u>(2,110)</u>	<u>—</u>
Total Fund Resources	<u>810,200</u>	<u>495,215</u>	<u>61.4</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Principal Payments	352,000	287,000	317,000	9.9
Interest Payments	<u>458,200</u>	<u>60,960</u>	<u>180,325</u>	<u>60.7</u>
Total Fund Expenditures	<u>810,200</u>	<u>353,096</u>	497,325	<u>38.6</u>
Ending Fund Balance			<u>(2,110)</u>	
Total Fund Requirements			<u>495,215</u>	

- 1 Target % received = 25%
2 Target % remaining = 75%

6655B/307-9
11/04/82

EXHIBIT C6

SOLID WASTE CAPITAL FUND
REVENUES & EXPENDITURES
FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed	
<u>Resources</u>				
State Grants	709,510	0	0	
Interest	100,000	90,693	90.7	
Loan Proceeds	8,251,900	1,157,700	14.0	
Miscellaneous	0	0		
Transfers				
from Solid Waste Operating	344,000	86,000	25.0	
from ERF Construction	1,069,572	0	0	
Beginning Fund Balance	<u>3,087,750</u>	<u>2,226,111</u>	<u>72.1</u>	
Total Fund Resources	<u>13,562,732</u>	<u>3,535,009</u>	<u>26.1</u>	
Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Clackamas Center				
Land	35,000	0	0	100.0
Construction	3,430,000	695,381	942,551	72.5
Engineering Design	200,000	64,385	95,486	52.3
Transfer Stations				
Land	1,306,800	0	0	100.0
Construction	4,000,000	0	0	100.0
Engineering Design	530,000	0	0	100.0
St. Johns				
Engineering Design	72,000	6,518	26,072	63.8
Final Cover	984,000	44,521	44,521	95.5
Final Cover Reserve	150,000	0	0	100.0
Wildwood, Engineering	375,000	0	0	100.0
Transfer				
to Solid Waste Operating	566,735	47,228	141,684	75.0
Contingency	<u>1,913,197</u>	<u>0</u>	<u>0</u>	<u>100.0</u>
Total Expenditures	<u>13,562,732</u>	<u>858,033</u>	<u>1,250,314</u>	<u>90.8</u>
Ending Fund Balance			<u>2,310,196</u>	
Total Fund Requirements			<u>3,560,510</u>	

¹ Target % received = 25%

² Target % remaining = 75%

6655B/307-8

11/04/82

EXHIBIT C7

PLANNING FUND
REVENUES & EXPENDITURES
FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed
<u>Resources</u>			
Documents/Publications	0	354	-
Federal Grants	1,435,628	80,246	5.6
Licenses, Fees, Permits	7,000	310	4.4
State Grants/Match	82,341	56,451	68.6
Local Grants/Match	90,455	42,891	47.4
Professional Services	60,000	62,334	103.4
Miscellaneous	0	80	-
Transfer			
from General Fund	232,306	28,434	12.2
from Criminal Justice Assistance	41,732	15,424	37.0
Beginning Fund Balance	0	4,167	-
Total Fund Resources	<u>1,949,462</u>	<u>290,691</u>	<u>14.9</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Transportation				
Personal Services	552,877	49,007	141,971	74.3
Materials & Services	198,970	119	2,922	78.5
Capital Outlay	1,000	0	0	100.0
Transfer				
to Transportation Technical Assistance Fund	321,700	0	0	100.0
to General Fund	320,619	21,009	63,028	79.4
Subtotal	<u>1,395,166</u>	<u>70,135</u>	<u>207,921</u>	<u>85.1</u>
Development Services				
Personal Services	212,643	10,328	33,959	84.1
Materials & Services	106,123	32	153	99.9
Capital Outlay	0	0	0	0
Transfer				
to General Fund	81,214	5,754	17,261	78.7
Subtotal	<u>399,980</u>	<u>16,114</u>	<u>51,373</u>	<u>87.2</u>

Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures - continued</u>				
Criminal Justice				
Personal Services	96,086	7,241	19,491	79.7
Materials & Services	2,500	90	145	94.2
Capital Outlay	0	0	0	0
Transfer				
to General Fund	55,730	4,015	12,046	78.4
Subtotal	154,316	11,346	31,682	79.5
Total Expenditures	<u>1,949,462</u>	<u>97,595</u>	<u>290,976</u>	<u>85.1</u>
Ending Fund Balance			(285)	
Total Fund Requirements			<u>290,691</u>	

- 1 Target % received = 25%
2 Target % remaining = 75%

6655B/307-3/4
11/04/82

EXHIBIT C8
DRAINAGE FUND
REVENUES & EXPENDITURES
FY 1982-83

Source	Budget	Received or Billed Through 09/30/82	Percent ¹ Received or Billed	
<u>Resources</u>				
Interest ²	<u>1,145</u>	<u>0</u>	<u>.1</u>	
Beginning Fund Balance	<u>9,545</u>	<u>3,558</u>	<u>37.3</u>	
Total Fund Resources	<u>10,690</u>	<u>3,558</u>	<u>33.4</u>	
Description	Budget	September Expenditure	YTD	Percent ² Remaining
<u>Expenditures</u>				
Contingency	<u>10,690</u>	<u>0</u>	<u>0</u>	<u>100.0</u>
Total Expenditures	<u>10,690</u>	<u>0</u>	<u>0</u>	<u>100.0</u>
Ending Fund Balance			3,558	
Total Fund Requirements			<u>3,588</u>	

- 1 Target % received 25%
2 Target % remaining 75%

6655B/307-12
11/04/82

EXHIBIT D

METROPOLITAN SERVICE DISTRICT SCHEDULE OF OPEN GRANTS - PLANNING FUND

September 30, 1982

		Grant Award	Local Match	Match In Excess	Total Award and Match	Grant Balance as of 07/01/82	FY 83 Expenditure	Total FY 83 Reimbursement Received	Grant Receivable	Local Match Receivable	Unearned Revenue	Grant Balance
09-0026	Joint Development	120,000	30,000	0	150,000	4,645	1,860	372	1,488	0	0	2,785
09-0029	FY 82 Sec. 6	248,000	62,000	0	310,000	20,705	0	0	0	0	1,993	20,705
09-0032	FY 83 Sec. 6	228,648	57,162	0	285,810	285,810 ^a	42,711	5,791	34,169	2,751	0	243,099
19-0004	EPA/MTA Air Quality	282,000	0	0	282,000	28,903	3,859	0	3,859	0	0	243,099
23-9001	FY 83 (e)(4) (Tri-Met)	200,000	35,294	0	235,294	235,294 ^a	40,322	3,897	34,282	2,153	0	25,044
29-9003	Westside Interim	117,883	20,803	0	138,686	3,833	0	0	0	0	0	194,962
29-9004	Westside Phase II	969,240	171,041	0	1,140,281	138,187	28,840	1,326	24,514	3,000	0	3,833
29-9007	FY 82 (e)(4)	249,311	43,996	0	293,307	68,284	8,238	1,236	7,002	0	0,521	109,347
IX-000 (39)	FHWA Westside	58,650	10,350	0	69,000	39,344	10,839	0	9,213	1,626	0	60,046
MRO-0032	McLoughlin Eideshare	22,500	7,500	0	30,000	7,703	35	0	26	9	0	28,505
TOR-1008	Flex-Bike	153,400	0	0	153,400	137,594	5,817	0	5,817	0	0	7,668
FY 83 PL		132,329	33,082	0	165,411	165,411 ^a	22,257	0	17,806	4,451	0	131,777
LCDC	FY 83 Coordination	51,088	0	0	51,088	51,088 ^a	18,512	0	18,512	0	0	143,154
29-9005	TSAP (Tri-Met)	632,767	0	0	632,767	168,326	349	0	349	0 ^b	0	32,576
80A2.1 (80.3)	Criminal Justice	19,903	2,966	0	22,869	7,451	7,451	7,451	0	0	0	0 ^c
81-149	Deten. Altern. Project	20,000	0	11,553	31,553	4,254	4,254	4,254	0	0	0	0
82J2	Criminal Justice	8,560	8,560	0	17,120	17,120 ^a	17,120	8,560	8,560	0	0	0
83 LUCK (90C.A.)	Criminal Justice	19,148	0	0	19,148	19,148 ^a	0	0	0	0	0	0
CPA-OR-10-16-1035 HUD		56,950	28,143	0	85,093	1,255	0	0	0	0	0	19,148
												1,255

^a New FY 83 Grants

^b Tri-Met match included in grant expense.

^c Balance transferred to the Corporation for Transit Investment.

7092B/306

11/01/82