

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING A POLICY) RESOLUTION NO. 90-1248
TO REQUIRE WEIGHING OF ALL VEHICLES)
AT METRO TRANSFER FACILITIES) Introduced by Rena Cusma,
) Executive Officer

WHEREAS, The Metropolitan Service District has adopted a Regional Solid Waste Management Plan wherein Chapter 11, Rate Structure, Policy 11.0, states that Metro is to develop a solid waste system with stable, equitable and predictable costs and rates; and

WHEREAS, Under Metro Code Chapter 5.02 "Disposal Charges and User Fees" self-haul vehicles are charged a flat fee regardless of the amount of waste delivered; and

WHEREAS, The amount of materials disposed by self-haul vehicles has been determined to vary substantially, with a sizable proportion of users exceeding the tonnage assumption on which rates were designed; and

WHEREAS, the flat fee system for self-haul generates inequities in the amount of disposal service provided by Metro and has resulted in considerable loss in revenues to Metro; and

WHEREAS, Metro continues to seek methods of implementing the policy adopted in the Regional Solid Waste Management Plan which directs Metro to develop stable and equitable rates; and

WHEREAS, Additions of scales and modifications for traffic flows will be required at Metro owned facilities before a policy of weighing self-haul vehicles can be implemented; and

WHEREAS, Metro is taking steps to close the St. Johns Landfill by February, 1991 as required by the lease agreement with the City of Portland; and

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

BE IT RESOLVED,

1. That Metro will, upon Closure of the St. Johns Landfill, implement a rate structure under which self-haul vehicles will be charged based on the weight of materials disposed.

2. That the Executive Officer shall initiate additions and modifications needed at Metro owned facilities to implement this policy.

ADOPTED by the Council of the Metropolitan Service District the 26th day of April, 1990.



Tanya Collier, Presiding Officer

SK:jc
weigh.res
April 9, 1990

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1248 FOR THE PURPOSE OF ADOPTING A POLICY TO REQUIRE WEIGHING OF ALL VEHICLES AT METRO TRANSFER FACILITIES

Date: April 6, 1990

Presented by: Bob Martin

PROPOSED ACTION

To endorse a policy requiring weighing of self-haul vehicles at Metro transfer facilities after St. Johns Landfill closes in February 1991.

BACKGROUND AND ANALYSIS

Under the present rate structure self-haul vehicles are charged a flat fee. However, Metro staff have observed that there is a wide variation in the amount of materials being disposed of by these self-haul vehicles. While the rate for self-haul vehicles was set on the assumption that vehicles would on average carry one third a ton of materials, figures for 1989 show that the average is about one half a ton.

In July 1990, a provision which allows pickup trucks to fill both their beds and a single axle trailer will be ended. While this will exclude those taking the greatest advantage of the system, merely loading a pickup to its rated three quarter ton load conflicts with the assumption of the rate system. In addition, Metro staff observe many vehicles in which the pickup's bed sides have been vertically extended to increase the carrying capacity or are obviously overloaded on their axles.

This situation is clearly inequitable to those users who dispose of only the one third ton on which the system is based. There is also a considerable loss in revenue to Metro as compared to a system in which the residential self-haul disposal fee was based on actual tonnage.

Under the Regional Solid Waste Management Plan, Metro is to develop a solid waste system with stable, equitable and predictable costs and rates. (Chapter 11 - Rate Structure, Policy 11.0). Implementing a policy to weigh these residential self-haul vehicles would be a positive move in that direction.

Metro staff does not believe that an alternative policy of raising the self-haul costs to reflect real average tonnage would be advisable. Under such a policy, the present \$15.00 fee would increase to about \$27 per vehicle. This would be even more inequitable to the small load self-hauler and could generate a substantial amount of illegal dumping. Keeping the self-haul rate fixed at \$15.00, however, necessitated increasing the commercial rate \$1.40 per ton to make up for lost revenue.

Metro staff believes the policy should be instituted simultaneously at all Metro operated transfer station scale houses in February 1991, after the St. Johns Landfill closes and Metro East Station opens. This would avoid the cost of retrofitting St. Johns Landfill to weigh the public.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1248.

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COUNCIL SOLID WASTE REPORT

RESOLUTION NO. 90-1248, FOR THE PURPOSE OF ADOPTING A
POLICY TO REQUIRE WEIGHING OF ALL VEHICLES AT METRO
TRANSFER FACILITIES

Date: April 18, 1990

Presented by Councilor Hansen

Committee Recommendations:

The Council Solid Waste Committee voted 3 to 0 to recommend Council adoption of Resolution No. 90-1248. Voting: Councilors Hansen, Buchanan and Wyers. Absent: Councilors Bauer and DeJardin. This action was taken April 17, 1990.

Committee Discussion/Issues:

The Solid Waste staff recommends a policy requiring the weighing of all vehicles at Metro transfer facilities, and recommends that the policy be instituted simultaneously at all Metro operated transfer station scale houses in February 1991. This would avoid the cost of retrofitting St. Johns Landfill to weigh the public.

Under the present rate structure, self-haul vehicles are charged a flat fee and there is a wide variation in the amount of materials being disposed of by self-haul vehicles. The existing system is inequitable to these users who dispose of only the one-third ton on which the system is based.

The Solid Waste Committee asked the Solid Waste Staff the estimated cost to implement the proposed weighing systems at Metro East and Metro South. Staff stated that it would cost an estimated \$500,000.

There were no further questions or issues. The Solid Waste Committee noted that this policy had been discussed earlier with the Committee.

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