

A G E N D A

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



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING
DATE: January 27, 2004
DAY: Tuesday
TIME: 1:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|----------------|-----------|---|---------------------|
| 1:00 PM | 1. | DISCUSSION OF AGENDA FOR COUNCIL
REGULAR MEETING, JANUARY 29, 2004 | |
| 1:15 PM | 2. | PHASE 2, ESEE ANALYSIS, METRO FISH AND
WILDLIFE HABITAT PROTECTION PROGRAM | Deffebach |
| 2:15 PM | 3. | TRANSFER STATION REQUEST FOR PROPOSAL | Hoglund/
Watkins |
| 3:00 PM | 4. | SOLID WASTE RATE REVIEW COMMITTEE STATUS
REPORT | Anderson |
| 3:45 PM | 5. | CITIZEN COMMUNICATION | |
| 3:55 PM | 6. | CHIEF OPERATING OFFICER COMMUNICATION | |
| 4:05 PM | 7. | COUNCILOR COMMUNICATION | |

ADJOURN

Agenda Item Number 2.0

PHASE 2 ESEE ANALYSIS

Metro Council Work Session
Tuesday, January 27, 2004
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 1/27/04

Time:

Length: 1 hr

Presentation Title: Phase 2 ESEE Analysis, Metro Fish and Wildlife Habitat Protection Program

Department: Planning

Presenters: Deffebach, Ketcham

ISSUE & BACKGROUND

In May, Metro Council is scheduled to consider a recommendation for where and to what extent development should be limited on regionally significant fish and wildlife habitat land and to give direction for the development of the fish and wildlife habitat protection program. To support this decision, staff is analyzing six regulatory options and non-regulatory approaches to protect and restore fish and wildlife habitat areas. The methodology for this analysis on the regulatory options follows the guidelines set out in State Land Use Planning Goal 5 for the Economic, Social, Environmental and Energy analysis.

Staff would like to bring preliminary findings from this analysis for discussion to the Metro Council at the Work Session.

OPTIONS AVAILABLE

This is an information item. There are many options to consider regarding how the information from the ESEE analysis is presented.

IMPLICATIONS AND SUGGESTIONS

A key issue is to present the findings from the ESEE analysis in a way that supports the decision-making process. Comments on the preliminary results will help direct staff in doing this.

QUESTION(S) PRESENTED FOR CONSIDERATION

The principal question that this presentation will raise is the kind of information do Councilors want regarding the options that will help them formulate the recommendation for where and to what extent development of the fish and wildlife habitat area is limited.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes __ No
DRAFT IS ATTACHED __ Yes __ No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

TRANSER STATION REQUEST FOR PROPOSAL

Metro Council Work Session
Tuesday, January 27, 2004
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: January 27, 2004

Time:

Length: 45 minutes

Presentation Title: Transfer Station RFP – Extension, Major Features, Equipment Issues

Department: Solid Waste & Recycling

Presenters: Michael Hoglund and Jim Watkins

ISSUE & BACKGROUND

At the January 13th Council Work Session, the SW&R Department briefly discussed two handouts regarding extension of the existing contract, and the major features of the transfer station request for proposals. Both of these attachments are provided with this worksheet and are presented for more detailed discussion at the Work Session.

In addition, Councilor McLain requested the scoring criteria and points used to evaluate proposals during the last procurement for a transfer station operator. That information is as follows, together with the proposed scoring for the RFP under consideration:

	<u>1997</u>	<u>Proposed</u>
<i>Cost</i>	65	50
<i>Material Recovery</i>	20 (subjective)	25 (20 points allocated on guarantee, 5 feasibility)
<i>Ops/Maintenance</i>	15	25 (5 points for optional sustainability features)

A number of Councilors also requested more information on operational issues concerning Metro-owned equipment that is operated by the contract-operator. The issues revolved around how well the RFP (and resulting contract) would ensure proper operation and conformance with manufacturer requirements and warranties, and whether the contractor rather than Metro should own such equipment.

The specifications portion of the RFP requires that the contractor operate the equipment in conformance with the manufacturer's operating and warranty requirements. Failure to do so makes the operator responsible for all costs associated with returning the equipment to operation and satisfactory condition. The current arrangement for repair of equipment (operated in conformance with recommended operating/maintenance procedures) is for Metro to share in 50% of the repair costs.

The Metro-owned equipment provided for the contractor's use consists of five compactors, a woodline to grind wood and yard debris, a grapple and a baler. The expected life of these pieces is over 10 years each, and they are replaced with renewal and replacement funds set aside for this purpose and required by bond covenants.

Metro has historically provided this equipment to avoid the high costs that would be charged by a contract-operator attempting to amortize in excess of three million dollars of equipment over a five-year contract. Additionally, the compactors have required structural and electrical modifications to the transfer station prior to installation. The current arrangement appears to be more cost-effective.

Conflicts have developed between Metro, the manufacturer and the contract-operator primarily around the compactors. Private solid waste firms have experienced similar problems with this equipment resulting in disputes with the manufacturer of the compactors.

Metro has sought to minimize its risk in the current RFP by strengthening the requirements for the contract-operator to operate and maintain Metro-supplied equipment in conformance with manufacturer requirements and warranties, and imposing costs for failure to do so. All original warranties have expired for this equipment.

OPTIONS AVAILABLE

The first Council option is to determine whether to extend the current contract for three years, or proceed with a RFP for a new five-year contract.

The options regarding the major features of the RFP are to adopt the RFP with the features intact or to direct staff to change the features in the final draft. The main areas of Council focus for the January 27th Work Session are: 1) RFP evaluation criteria and scoring; and 2) maintenance and operations features as described above.

IMPLICATIONS AND SUGGESTIONS

The implications of an extension are discussed in the attached memorandum dated January 13, 2004.

The implications of changing the major features of the RFP as outlined in the attachment depend on how these features are changed. Staff will provide information as requested.

QUESTION(S) PRESENTED FOR CONSIDERATION

Does the Metro Council wish to extend the existing contract?

Does the Metro Council wish to change any of the major features of the proposed RFP?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes x No
DRAFT IS ATTACHED __ Yes __ No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval



Chief Operating Officer Approval _____

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M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

TO: Metro Council

DATE: January 13, 2004

FROM: Michael Hoglund, *MH* Director, Solid Waste & Recycling Department

RE: BFI Contract Extension

BFI submitted a document to Metro titled "Benefits of Transfer Station Contract Extension for Metro and BFI" (attached). The company organized its arguments in support of an extension around four themes: 1) RSWMP; 2) Competitive and stable pricing; 3) Operational improvements; and 4) Customer service standards.

Below is a summary of arguments in the BFI document followed by staff responses.

Regional Solid Waste Management Plan (RSWMP)

BFI: The RSWMP planning period creates uncertainties lasting several years. A contract extension would allow Metro the highest degree of operational consistency during the RSWMP update process, and highest degree of flexibility after the process is complete.

Staff: The RSWMP update is scheduled for completion in mid-2005. The transfer stations RFP process will conclude this spring. There are uncertain outcomes associated with each project. These are perhaps overstated at times by BFI.

Competitive and Stable Pricing

BFI: Competitive and stable pricing will continue under an extension, and Metro will avoid the uncertainties of litigation or cost problems that are likely to occur in the award of a new operations contract.

Staff: Whether costs negotiated under an extension would be competitive with a RFP process is unknown. Only by going through the RFP process will comparative costs be known.

BFI is correct that an appeal from one or more unsuccessful proposers will increase costs to Metro. Conducting the RFP process as a whole is more costly than an extension in terms of staff resources. The Office of the Metro Attorney has indicated an appeal of the award is a reasonable assumption.

Operational Improvements

BFI: A new operator (or two) would have a steep learning curve, and inefficiencies will result from this. BFI is experienced, and ready to immediately make the necessary investments in replacement equipment and in implementing aggressive waste prevention programs.

Staff: Staff acknowledges there are uncertainties associated with having a new operator.

BFI offers few details about its plans to invest in recovery-related equipment or to implement aggressive waste prevention programs. It's difficult, therefore, to comment on cost-effectiveness. New equipment would presumably reduce Metro's share of maintenance costs. BFI has an opportunity in the procurement process to propose the operational improvements it refers to.

In the event of an extension, waste prevention and other sustainability measures could be negotiated as conditions of an extension. However, the benefits could be less than might be gained through the procurement process.

Customer Service Standards at Public Facilities

BFI: Metro and BFI have built a trustworthy partnership over the years, which serve customers as well as Metro's long-term interests. Metro has had problems with other transfer station operators, but BFI has continuously met the needs of Metro and its customers.

Staff: BFI's performance and experience in providing customer service is acknowledged. In the procurement process such experience will be evaluated among all potential proposers.

In sum, Metro staff will be looking for Council direction at the January 27th work session as to the issue of a potential contract extension. Staff is available to answer Council questions and provide more analysis, as necessary.

**BENEFITS OF TRANSFER STATION CONTRACT EXTENSION
FOR METRO AND BFI**

December 10, 2003

Regional Solid Waste Management Plan (RSWMP)

- Plan update has just started and is expected to take two-years to complete. This schedule is very aggressive and may be overly optimistic given the various stages the planning process will have pass before completion.

It is advantageous for Metro to be able to maintain a consistent level of service and costs at its transfer stations during this regional planning process that will take several years to complete. A system in flux will only complicate the work of planners updating RSWMP and very likely could result in added costs and other unintended consequences.

- Operational continuity, with flexibility, allows planners to test various operation methods and recovery programs at Metro's transfer stations.

It is advantageous for Metro to be able to test planning options with an operator the agency is satisfied performs at or above Metro's standards. BFI's expertise and understanding of the issues related to increased recovery at the facilities is a valuable resource to Metro during the RSWMP planning process.

- Implementation of an operational revision in RSWMP can be easily accomplished with an experienced operator.

It is advantageous for Metro to be able to act on a revised RSWMP when it is completed, no matter what the decision may be; i.e., no change from current system, sell, close, lease, etc. This could be very difficult to accomplish with a new operator that may have the expectation that the operation contract will last at least three years, or more probably five years. BFI remains flexible in its operations and will do the same with its financing, related to an extension to accommodate the outcome of the RSWMP update.

Delay in implementing changes in the updated RSWMP could be costly – organic recovery, mandatory MRFing of material, etc. This will not occur with an experienced operator.

- There is at least one future application from a private business to operate a material recovery facility and local transfer station, which will pull significant tonnage away from Metro facilities. There is no clear time frame for when this application will be delivered to Metro or what the approval of the application will bring.

This unknown level of inbound tonnage makes an RFP bid uncertain and risky. This unstable environment can lead to unintended consequences and possible default on a new contract.

Competitive And Stable Pricing

- BFI is confident that it can operate the facilities with a competitive and stable cost structure and rate. The history of our company's relationship with Metro demonstrates our ability and commitment to do this.

Metro staff has indicated several sustainability policies to be included in a new contract, several of which will impact the cost of operation. BFI is prepared to discuss these policies and related implementation strategies with Metro staff so that fair and reasonable rate adjustments can be made.

- Metro will know what it should cost to extend BFI's transfer station contract. The Solid Waste and Recycling Department is now developing a "cost model" for its transfer stations. The cost data developed from this project should be available by late December 2003, in time for use in contract extension discussions between Metro and BFI.
- Cost problems can occur with a new operator. No matter how a prospective vendor considers the conditions stated in a proposal, there is always the potential for a bidder to "under price" the services expected by Metro.

It is advantageous for Metro to be satisfied with the operator of its transfer stations at all times, but especially during the RSWMP update. It will be very difficult for Metro to maintain ratepayer satisfaction if Metro and the operator have a different view on what is to be done for the price Metro is willing to pay the operator. This is not speculation, it has happened to Metro in the past.

- Extending BFI's current operation contract will enable Metro to avoid costly and time-consuming litigation resulting from unsuccessful companies protesting the award of a new operation contract. This appeal process will be very disruptive at Metro.

Operational Improvements

- BFI will spend the necessary resources for replacement equipment as soon as the contract is extended. This equipment will be spec'd appropriately and dedicated to increase recovery efforts at the facilities as well as contribute to recommended sustainability policies.

It is advantageous for Metro for the current operator to immediately purchase equipment rather than allow more than a year for new equipment to be used at the transfer stations. New equipment will reduce escalating replacement and maintenance costs and will help boost recovery.

- BFI intends to implement an aggressive waste prevention and reuse educational program at the facilities. These programs may require minor capital investment and will be targeted at educating and engaging the public in Metro's waste prevention programs.
- A new operator, or possibly two new operators, will have a very steep learning curve. It will not matter whether a new operator(s) starts work with the best of intentions, and in an open and honest fashion, there will be inefficiencies during the RSWMP update. This will not be a problem if BFI

continues to operate the transfer stations since the company is experienced with Metro's operation and with Metro's customer service expectations.

Customer Service Standards At Public Facilities

- Customer service to the public and Metro is the number one priority of BFI. Metro has had its share of problems in dealing with transfer station operators, from theft to indifferent service, to lack of effort toward material recovery.

It is advantageous for Metro to retain the trustworthy relationship of BFI. This allows Metro to focus on the long-term RSWMP update with the assurance that their interests are being protected at its facilities. In addition, BFI views its current relationship with Metro as a partnership, which is why the company continuously makes changes in its operation to meet the needs of Metro and the use of the facilities.

- BFI is familiar with Metro's culture and commitment towards serving public self-haul and commercial haulers. We treat them as valued customers with the understanding that tons delivered to Metro's transfer stations by them can go elsewhere.

It is advantageous for Metro to have such an operator since the operator can operate effectively and efficiently in a situation when it appears there may be uncertainty at Metro about the agency's goals and objectives.

Major Features of Next Transfer Station RFP
Currently under Consideration

1. Proposals would be accepted to operate one or both of the stations
2. Term would be for five years beginning October 1, 2004
3. Proposals would be evaluated based on:
 - Cost (50 points)¹
 - Lowest cost proposal gets all 50, other proposals scored as percentage of low cost
 - Material Recovery Approach (25 points)
 - 20 points allocated based on contractor's recovery guarantee
 - 5 points allocated based on feasibility of exceeding guarantee, cost of bonus, approach)
 - Operation & Maintenance Approach (25 points)
 - 20 points allocated based on how well proposal satisfies RFP requirement and Metro goals (healthy & safe environment, efficient operations
 - 5 points allocated based on sustainable measures contained in proposal beyond requirements.
4. New Sustainability Elements under Consideration:
 - Material Recovery includes a **guaranteed recovery rate** and the ability to receive **bonus payments**
 - Purchase of 15% **renewable energy** (wind power) for operations
 - Instituting a **clean exhaust program** to improve emissions from rolling stock
5. At least 50% of the payments will be guaranteed to the contractor as required by IRS rules.
 - First 17,000 tons/mo. at MSS and the first 18,000/mo. at MCS are paid for as fixed payments.
 - The first 850 tons recovered at each station per month are paid for as fixed payments
6. Schedule:
 - Council Approval – February 2004
 - Release to Vendors – February 2004
 - Proposals Due – March 2004
 - Evaluation of Proposals – April 2004
 - Council Hearings on Award/Appeals – May 2004
 - Contractor Mobilizes – May through September 2004
 - New Contract Begins – October 1, 2004

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¹ See Attachment No.1 on the reverse side for detailed cost information used to calculate total costs.

ATTACHMENT No.1

Price Schedule
for
Option #3 - Metro South and Metro Central Station Operation

METRO SOUTH ONLY ITEMS

1. Fixed Annual Payment for Waste Transfer	\$ _____
2. Per Ton Price for each ton in excess of 17,000 tons per Month	\$ _____
3. Per Ton Price for each ton of source separated yard debris/wood	\$ _____
4. Per Ton Price for each ton of source separated clean drywall	\$ _____
5. Per Ton Price for each ton of source separated asphalt roofing material	\$ _____
6. Contractor's Recovery Guarantee	_____ %
7. Fixed Annual Payment for Waste Recovery	<u>\$344,556</u>

METRO CENTRAL ONLY ITEMS

1. Fixed Annual Payment for Waste Transfer	\$ _____
2. Per Ton Price for each ton in excess of 18,000 tons per Month	\$ _____
3. Per Ton Price for each ton of source separated yard debris/wood	\$ _____
4. Per Ton Price for each ton of source separated clean dry wall	\$ _____
5. Per Ton Price for each ton of source separated asphalt roofing material	\$ _____
6. Per Ton Price for each ton of source separated organics	\$ _____
7. Contractor's Recovery Guarantee	_____ %
8. Fixed Annual Payment for Waste Recovery	<u>\$344,556</u>

Items for Both Stations

1. Per Ton Bonus Recovery Credit	\$ _____
2. Percentage of CPI proposed (cannot exceed 75%)	_____ %

Other Payments

A. Per Ton Compaction Bonus	\$ 8.01
B. Per Ton Compaction Deduction	\$16.02
C. Per Load Overload Adjustment	\$19.58
D. Per Ton Recovery Credit/(Disposal Cost Reimbursement)	\$33.78

SOLID WASTE RATE REVIEW COMMITTEE STATUS REPORT

Metro Council Work Session
Tuesday, January 27, 2004
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: Dec. 27 Time: 1:00 PM Length: 45 min.
Presentation Title: Status Report on the Work of the Solid Waste Rate Review Committee
Department: Solid Waste & Recycling
Presenter: Douglas Anderson

ISSUE & BACKGROUND

Last November 18, staff briefed the Council on the Rate Review Committee's (RRC) work program for developing the FY 2004-05 recommendation on solid waste rates. Council requested regular updates on the RRC's deliberations. This presentation is the first status report pursuant to Council's request.

Summary of the November Presentation. There are two basic rates: (1) the *Regional System Fee* ("RSF")—a charge on all of the region's solid waste, and (2) *disposal charges* at Metro's transfer stations—fees that are incurred only by users of the stations. By policy design, these rates recover different types of costs. The costs of programs and planning with a broad regional benefit, such as hazardous waste and waste reduction, are paid through the RSF. The costs of disposal at Metro's transfer stations are paid through disposal charges (consisting of a "Transaction Fee"—a fixed charge per visit to the transfer station regardless of the amount of tonnage, plus a "Tonnage Charge" depending on how much solid waste is delivered).

The Allocation Issue. During the rate-setting process, Metro must decide which *specific* categories of costs are to be recovered from each rate. Certain decisions are straightforward—the costs of disposal at Columbia Ridge are recovered from disposal charges at the transfer stations (and thus are paid solely by the persons who cause Metro to incur those costs). Other decisions require more consideration. In the latter category, the class of costs that is under current review by the RRC is administration and overhead. More on this below.

Because the tonnage underlying each rate is different, the level of solid waste rates are affected by the allocation decision. For example, if \$100,000 in costs are switched from the RSF rate base to the transfer station tonnage base, the RSF drops by about 8¢, while the tonnage charge rises by about 20¢—for a *net increase* in the tip fee of 12¢.

The RRC is examining the allocations this year. The RRC has focussed mainly on administrative and overhead costs such as the director's and secretarial salaries. Historically, Metro has adopted a "user/beneficiary pays" principle toward recovery of these costs. Metro has implemented this principle by allocating such costs to the RSF. The "user pays" because any cost allocated to the RSF will be paid in proportion to tonnage, *and the tonnage split has historically been a good approximation of the demand on administration & overhead between the Department's two "hats"—programs & disposal.* For example, this year, tonnage is split 47.5% to Metro facilities, and 52.5% to non-Metro facilities. This means that under the current rate structure, Metro customers will pay for 47.5% of the department's administration and overhead; and non-Metro customers will pay the balance.

RRC Work. Recognizing the importance of the allocation decision, the RRC has requested a thorough review to determine if the "user pays" principle and the other criteria set forth in Metro Code 2.19.170 are

being achieved by the current rate structure. To date, the RRC has focussed on understanding the Department's costs and what creates the various costs. For example, Council's budget decisions on hazardous waste services will determine the direct costs of that program. However, how does the hazardous waste program affect the generation of indirect costs, such as secretarial, billing, legal, payroll, and other such services? By examining this question for all of Metro's main programs—hazardous waste, latex paint, waste reduction, landfill management, regulation, etc.—the RRC will be able to determine if the current rate structure in fact meets Metro's user-pays principle and other rate objectives.

OPTIONS AVAILABLE

Although the RRC is still in the analysis stage, they have recognized that Metro has costs that are generated by the existence of solid waste facilities not owned by Metro, but are currently paid by all rate payers, including Metro customers. Accordingly, they have asked for an option that includes a new fee structure that recovers costs only from customer of non-Metro facilities.

IMPLICATIONS

As discussed above, the allocation decision can affect rates, even without a change in the budget. In contrast, a new rate on non-Metro customers only can reduce the RSF, and perhaps Metro's disposal charges. More detail on these implications will be provided at the public hearing on January 27.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION? *Depends on action*
DRAFT IS ATTACHED ___ Yes X No

Department Director/Head Approval _____
Chief Operating Officer Approval _____

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: January 29, 2004
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of Minutes for the January 15, 2004 Metro Council Regular Meeting.

**4. PUBLIC HEARING - 2003 URBAN GROWTH MANAGEMENT
FUNCTIONAL PLAN COMPLIANCE REPORT**

5. ORDINANCES – FIRST READING

5.1 **Ordinance 04-1033**, For the Purpose of Amending Metro Code Chapter 3.09 (Local Government Boundary Changes) to Allow Use of the Expedited Process for Changes to the Metro District Boundary and to Clarify Criteria for Boundary Changes, and Declaring an Emergency.

6. RESOLUTIONS

6.1 **Resolution No. 04-3402**, For the Purpose of Granting an Easement to Oregon Department of Transportation for Non-Park Use Through Metro Property Located in Hillsboro at 4800 SW Hillsboro Highway. McLain

6.2 **Resolution No. 04-3407**, For the Purpose of Confirming the Appointments of Rick Sandstrom and Wayne Luscombe to the Metro Central Station Community Enhancement Committee. Burkholder

6.3 **Resolution No. 04-3408**, For the Purpose of Confirming the Reappointment of Leland Stapleton to the Metro Central Station Community Enhancement Committee. Burkholder

6.4 **Resolution No. 04-3415**, For the Purpose of Approving the Intergovernmental Agreement (IGA) with the City of Portland for Operating and Maintaining the Three Bridges and Trail Located in the Sellwood Section of the Springwater Corridor. Newman

7. **CONTRACT REVIEW BOARD**

7.1 **Resolution No. 04-3412**, For the Purpose of Authorizing an Exemption From Competitive Bidding Requirements and Authorizing Issuance of RFP #04-1091-SWR For the Operation of the Metro South and/or Metro Central Transfer Stations. Park

8. **CHIEF OPERATING OFFICER COMMUNICATION**

9. **COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for Jan. 29, 2003 Metro Council meeting

	1/29 Thursday	1/30 Friday	1/31 Saturday	2/1 Sunday	2/2 Monday	2/3 Tuesday	2/4 Wednesday
Clackamas, Multnomah and Washington counties Vancouver, Wash. Channel 11 Community Access Network www.yourtv.org (503) 629-8534	Live at 2 p.m.						
Gresham Channel 30 MCTV www.mctv.org (503) 491-7636					2 p.m.		
Lake Oswego, Washington County Channel 30 TDTV www.yourtv.org (503) 629-8534			7 p.m.	7 p.m.		6 a.m.	4 p.m.
Oregon City, Gladstone Channel 28 Willamette Falls Television www.wftvaccess.com (503) 650-0275	11:30 a.m.	12:30 p.m.	12:30 p.m.	12:30 p.m.	12:30 p.m.	11:30 a.m.	12:30 p.m.
Portland Channel 30 (CityNet 30) Portland Community Media www.pcatv.org (503) 288-1515				8:30 p.m.	2 p.m.		
West Linn Channel 30 Willamette Falls Television www.wftvaccess.com (503) 650-0275	11:30 a.m.	12:00 p.m.	12:30 p.m.	12:30 p.m.	12:30 p.m.	11:30 a.m.	12:30 p.m.

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

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

Preview of ESEE Phase 2 Results

Metro Fish and Wildlife Habitat
Protection Program

1/27/04

Social Evaluation Criteria

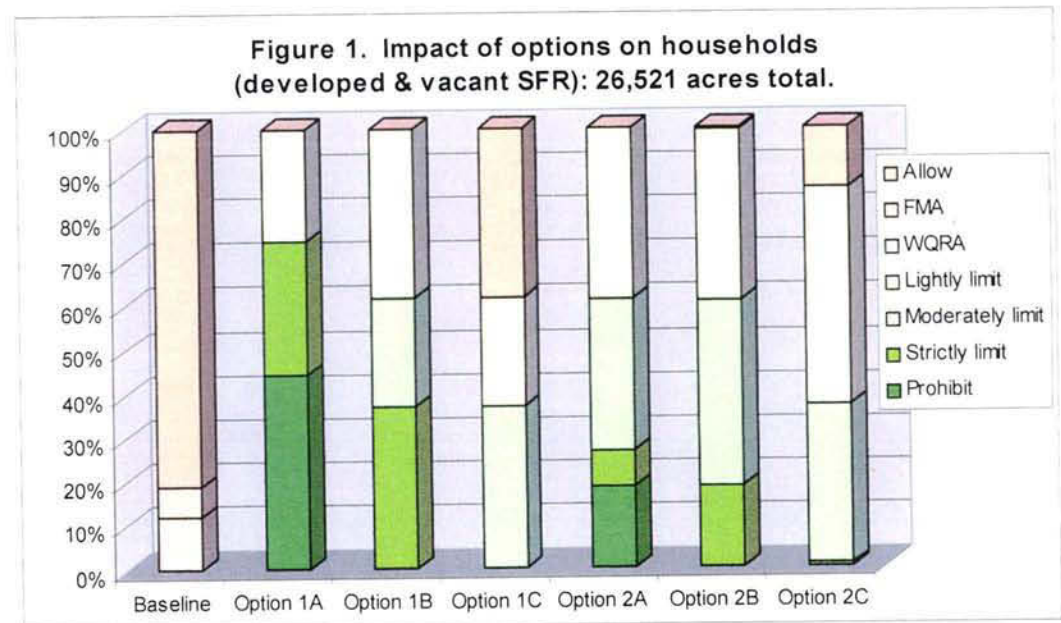
1. Individual landowner rights
 - Households
 - Businesses
 - Rural
2. Housing and job location choices
3. Habitat protection for future generations
4. Cultural heritage and sense of place
5. Amenity value

Questions

- What share of the habitat and impact areas are affected?
- How much of the land is already protected to some extent by the baseline?
- Do the effects differ by habitat class?
- Do the effects differ by urban development values?
- What would be affected by a decision to “allow” or “lightly limit” the impact areas

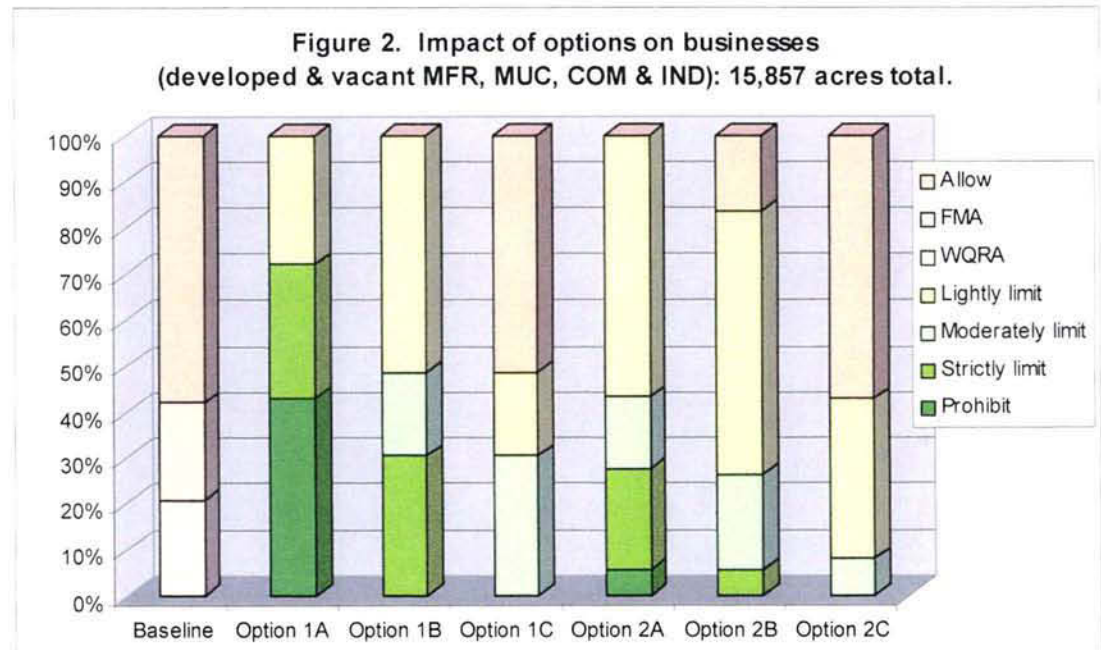
Social Criterion 1: impact on households

- 34% of habitat and impact areas are SFR, a third of this is in impact areas
- About 15% of SFR is covered by baseline
- SFR lands are distributed across habitat categories
- Most SFR lands fall in the low urban development value category
- 1C affects SFR the least and 1A the most



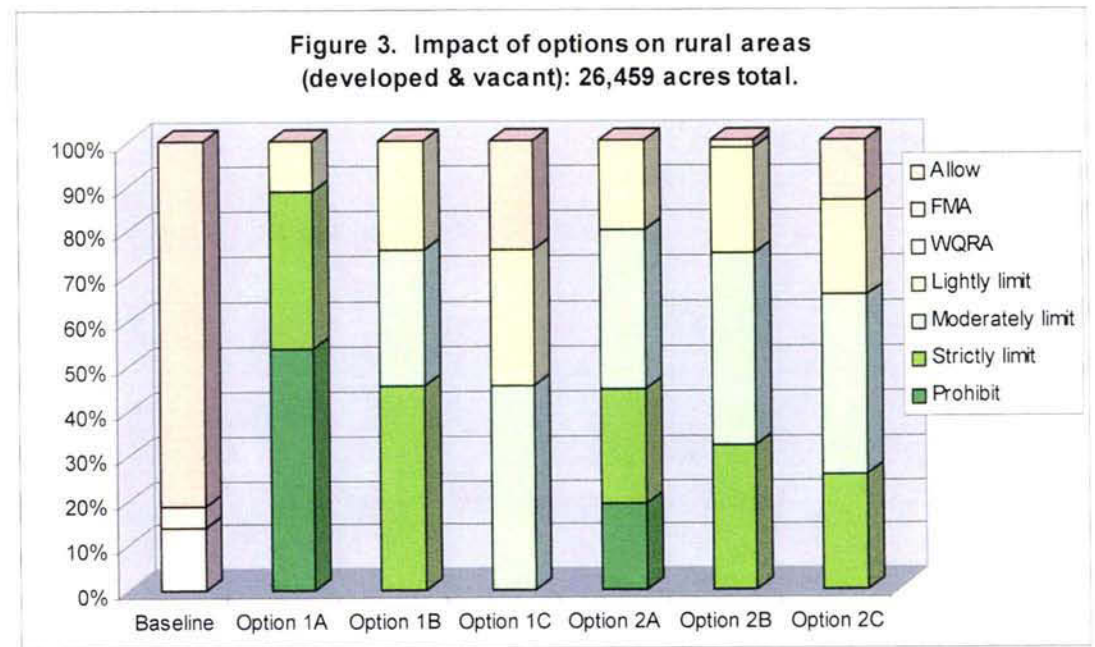
Social Criterion 1: impact on businesses

- 17% of total habitat and impact is land used for business purposes; a third of this is in impact areas
- 40% of business uses are covered by baseline
- About 25% of business land contains highest value habitat
- Over 50% of business land receives an allow treatment in 2C



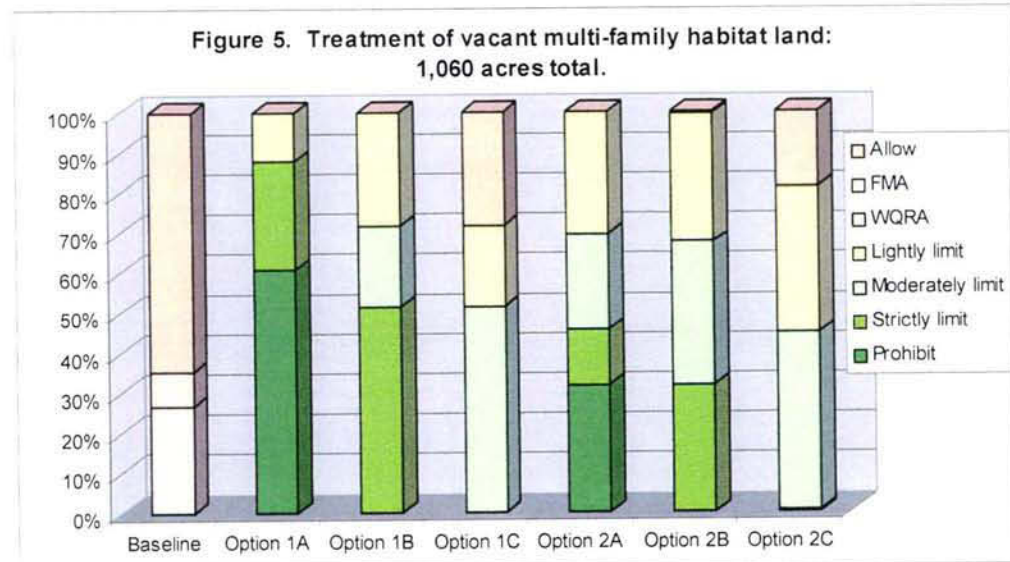
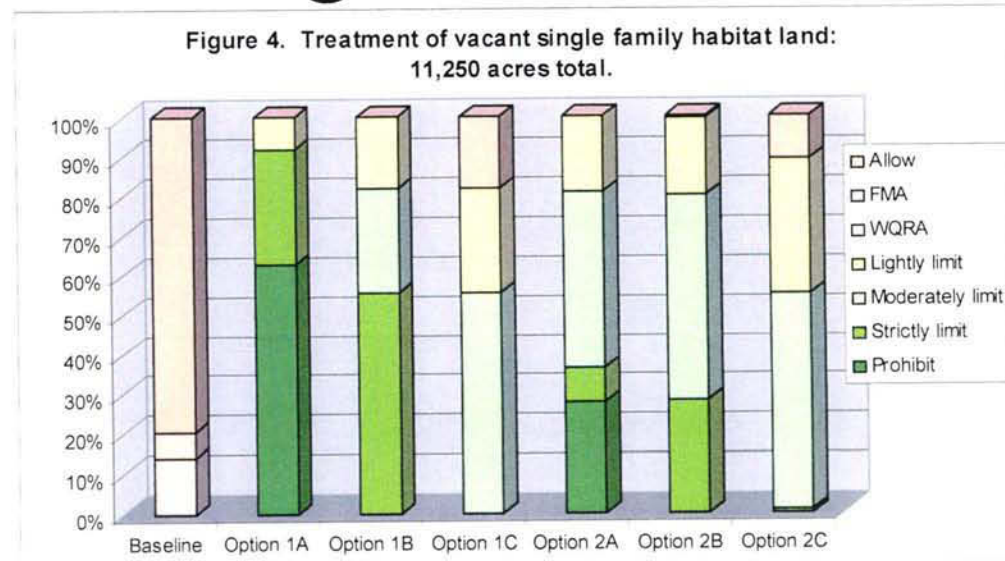
Social Criterion 1: impact on rural zoning

- 28% of total habitat and impact areas have rural zoning
- About 15% of rural zoning is covered by baseline
- Over 40% of the rural zoning has the highest value habitat
- Urban development values apply to rural zoning with design types in the UGB



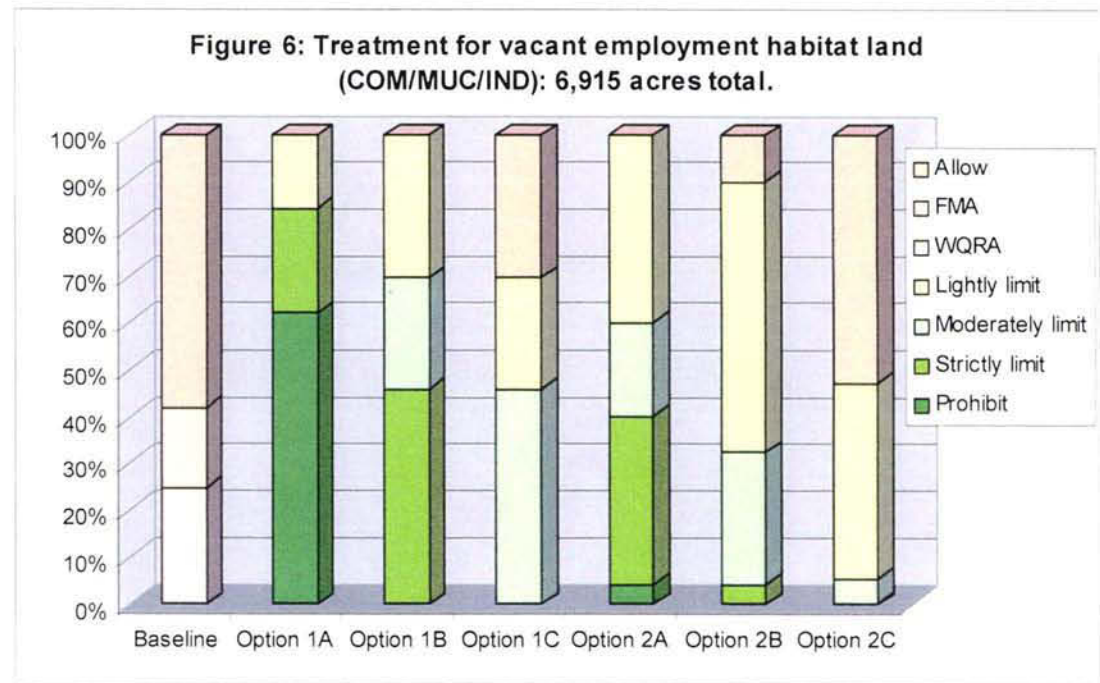
Social Criterion 2: impact on housing choices

- 13% of habitat and impact areas are vacant residential land (SFR/MFR)
- 17% of vacant SFR habitat and 30% of vacant MFR habitat is covered by baseline
- Maximum impact: a prohibit designation could affect 7,700 acres in 1A and 3,450 acres in 2A of vacant SFR & MFR
- Minimum impact: 2,346 acres (SFR & MFR) in option 1C and 1,423 acres in 2C would receive an allow treatment



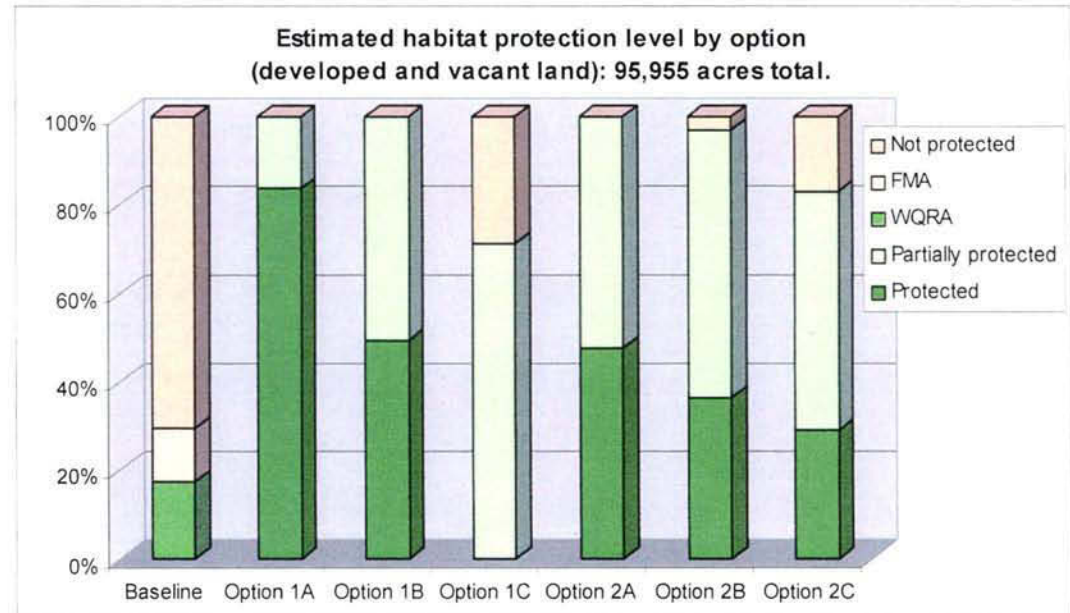
Social Criterion 2: job location and choices

- 7% of habitat and impact areas is vacant and zoned for employment
- About 40% of vacant employment habitat is covered by baseline
- Applying urban development values reduces the number of vacant acres that would receive prohibit from 4,300 in 1A to 286 in 2A
- Option 2C has the least impact on job location and choices, as it applies an allow treatment to 3,646 acres of vacant employment land



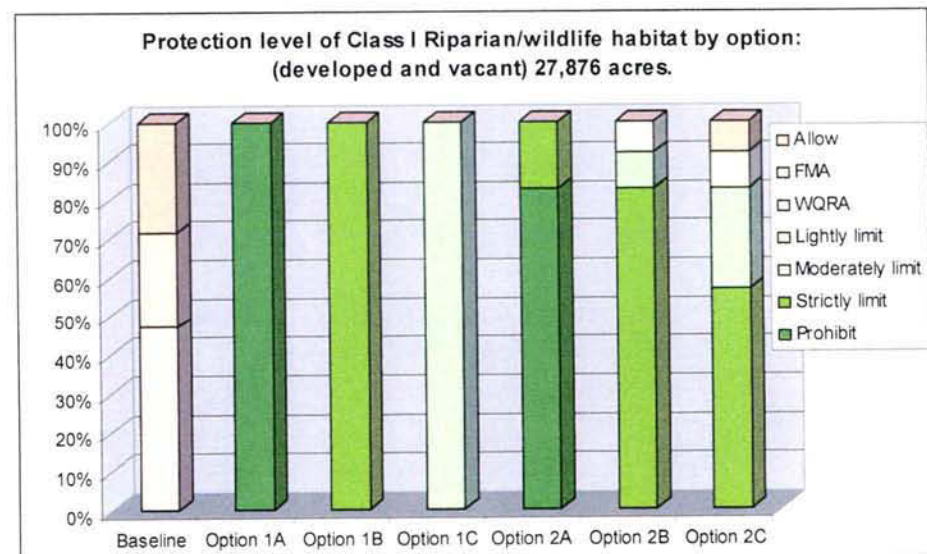
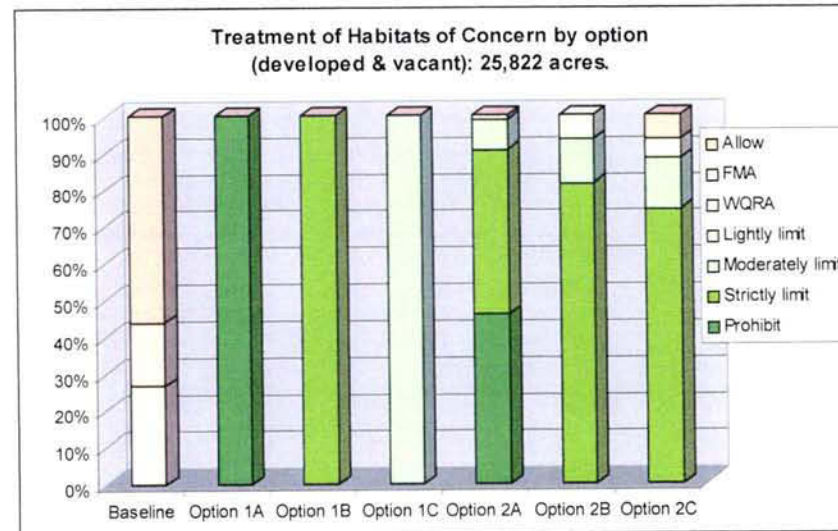
Social Criterion 3: resources for future generations

- About 30% of the habitat and impact areas are covered by baseline
- Option 1A preserves the most habitat for future generations
- Option 1C leaves the most habitat at risk for loss to future generations



Social Criterion 4: cultural heritage & sense of place

- Habitats of Concern and Class 1 riparian hold some of the highest values for cultural heritage and sense of place
- Applying urban development values leads to loss of HOC with allow and lightly limit treatments
- Three of the options apply strictly limit or prohibit treatment to all Class I habitat

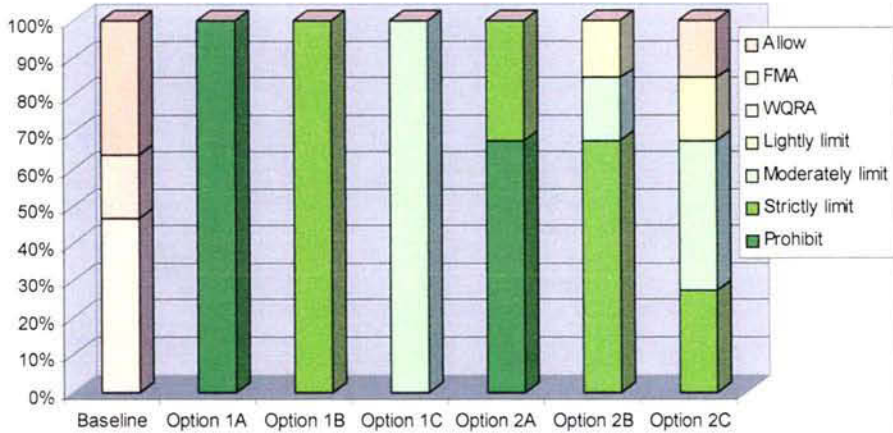


Social Criterion 5: amenity value

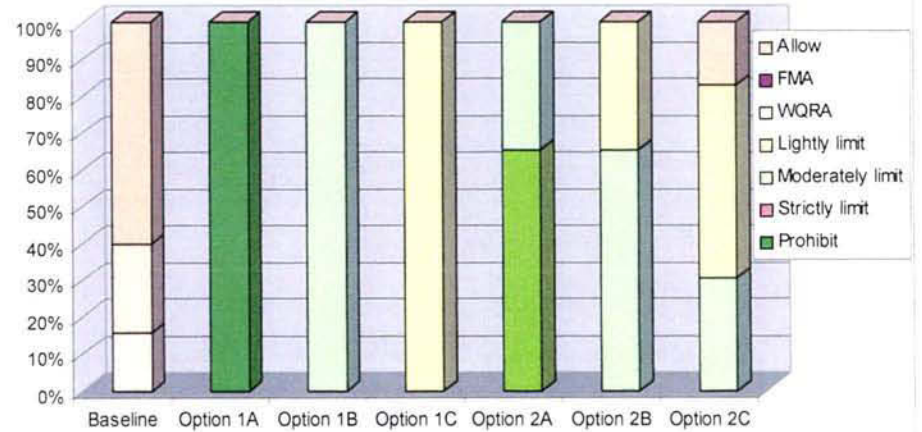
- Amenity value is most at risk with vacant and higher value habitat areas (Class 1, 2, A and B)
- Options with urban development values (2A, 2B, 2C) would result in greater loss of amenity values for Class 1 and 2 riparian than for Class A and B wildlife

Social Criterion 5: charts

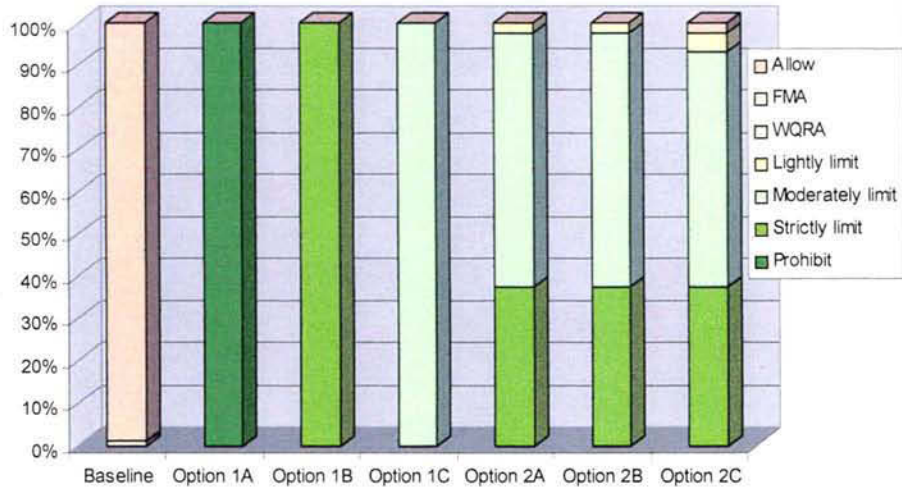
Treatment of vacant Class I Riparian/wildlife land by option:
12,549 acres total.



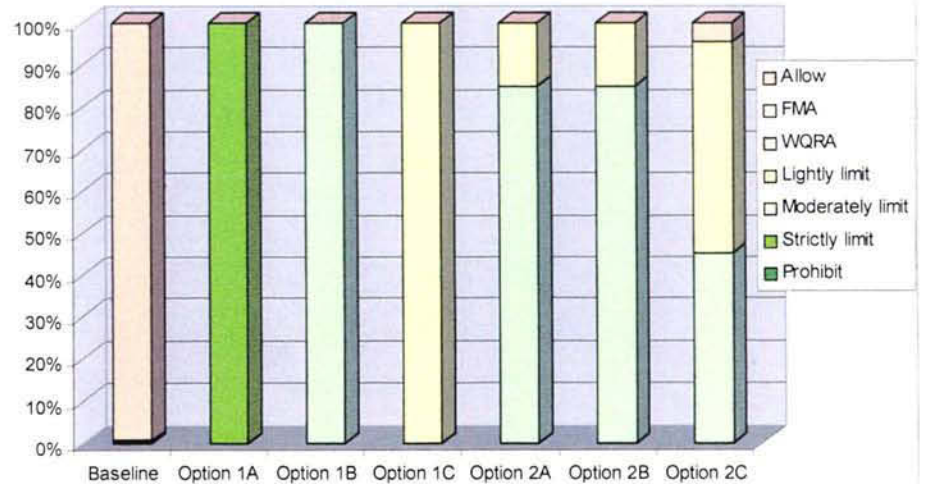
Treatment of vacant Class II Riparian/wildlife land by option: 3,907 acres total.



Treatment of vacant Class A Wildlife land by option: 8,508 acres total.



Treatment of vacant Class B Wildlife land by option: 7,789 acres total.



Side A

FY 2003-04 Adopted Solid Waste Rates

Metro Tip Fee

Transaction Fee (<i>per load</i>)	\$6.00	} specific to Metro
Tonnage Charge	\$42.55	
<i>plus:</i>		
Regional System Fee	\$16.57 *	} same rates for all
Excise Tax	6.32	
DEQ Fees	1.24	
Host Fee	0.50	

Total (Tip Fee) \$67.18 *per ton*

on 569,015 tons delivered to Metro

Charges at non-Metro Disposal Facilities

Their tonnage charge

plus:

Regional System Fee	\$16.57 *
and Excise Tax	6.32

Metro charges of \$22.89 *per ton*

**on another 628,995 non-Metro tons
(1.2 million total regional tons)**

* FY 03-04 RSF subsidized \$1 from fund balance (unit cost \$17.57 without subsidy)

Side B

FY 2003-04 Solid Waste Operating Budget Recovered from Rates

(A) Costs Currently Recovered from Metro Disposal Charges

Transfer Stations (Direct Costs)		
Management, Scalehouse	\$1,897,395	(\$6 transaction fee)
Disposal contracts	\$24,213,967	(\$42.55 tonnage charge)
Total transfer station disposal costs	\$26,111,362	

(B) Costs Currently Recovered from the Regional System Fee

Programs & Services (Direct Costs)		
Hazardous Waste, Latex Paint		
Regulation, Auditing		
Waste Reduction		
Illegal Dumping, Landfills		
Disaster Debris, Community Rel'ns		
Total, programs & services:	\$9,613,896	

Direct Support	\$523,727	
Safety, Engineering		
General Admin & Overhead	\$2,072,983	
Director, Secretarial		
Media, Marketing		
Business, Budgeting		
Interfund Service Transfers	\$3,738,286	
Legal, risk, HR, building, etc.		
Other	\$5,085,461	
Grants, vouchers,		
Debt service, fee credits		
Total, this box:	\$11,420,458	

Grand Total **\$47,145,716**
revenue required from rates

FY 2003-04 Solid Waste Operating Budget Recovered from Rates

DRAFT Allocation of Fully-Loaded Program Costs DRAFT

(A) Costs Recovered from Disposal Charges

Transfer Stations (Fully Loaded Costs)		
Management, Scalehouse	\$3,302,337	(vs. \$1,897,395)
Disposal contracts	\$24,315,168	(vs. \$24,213,967)
Total, this box:	\$27,617,505	(vs. \$26,111,362)

(B) Costs Recovered from the Regional System Fee

Programs & Services (Fully Loaded Costs), including debt		
Haz.Waste, Latex Paint	<i>service, grants, fee credits.</i>	
Regulation, Auditing		
Waste Reduction		
Illegal Dumping, Landfills		
Disaster Debris, Community Rel'ns		
Grants, vouchers,		
Debt service, fee credits		
Total, this box:	\$19,528,211	(vs. \$21,034,354)

Grand Total **\$47,145,716**
revenue required from rates

ILLUSTRATION of Alternative FY 2003-04 Metro Tip Fee

Transaction Fee	\$9.65 <i>per load</i>
Tonnage Charge	\$42.73
<i>plus:</i>	
Regional System Fee	\$16.30
Excise Tax	6.32
DEQ Fees	1.24
Host Fee	0.50
Total (Tip Fee)	\$67.09 <i>per ton</i>