



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council work session agenda

---

Tuesday, November 26, 2019

2:00 PM

Metro Regional Center, Council Chamber

---

**2:00 Call to Order and Roll Call**

**2:05 Safety Briefing**

**Work Session Topics:**

2:10 Transfer Station Rate Transparency

[18-5313](#)

Presenter(s): Brian Kennedy, Metro  
Warren Johnson, Metro

Attachments: [Work Session Worksheet](#)  
[Attachment 1](#)  
[Attachment 2](#)  
[Attachment 3](#)  
[Attachment 4](#)

2:55 Regional Investment Strategy Update

[18-5315](#)

Presenter(s): Andy Shaw, Metro

**3:25 Chief Operating Officer Communication**

**3:30 Councilor Communication**

**3:35 Adjourn**

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at [www.trimet.org](http://www.trimet.org).

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahin tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmaha shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

### Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

### Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntwam lub rooj sib tham.

**Transfer Station Rate Transparency**

*Work Session Topics*

Metro Council Work Session  
Tuesday, November 26, 2019  
Metro Regional Center, Council Chamber

## TRANSFER STATION RATE TRANSPARENCY

---

Date: November 12, 2019

Prepared by: Warren Johnson  
(503) 797-1836  
[warren.johnson@oregonmetro.gov](mailto:warren.johnson@oregonmetro.gov)

Department: FRS and PES

Presenter(s): Brian Kennedy  
and Warren Johnson

Meeting date: November 26, 2019

Length: 15 minutes

---

### **ISSUE STATEMENT**

Metro seeks to increase rate transparency at all transfer stations to better serve the public's interest.

### **ACTION REQUESTED**

Staff seeks direction from Metro Council on whether Metro should take further action to improve rate transparency and employ an independent expert to conduct a full, detailed rate review at privately owned transfer stations in the region to determine the costs relative to the rates charged at those facilities.

### **IDENTIFIED POLICY OUTCOMES**

The proposed action will increase the transparency of costs and rates at privately owned transfer stations and support the goals of the 2030 Regional Waste Plan which Metro adopted in March 2019. The Regional Waste Plan specifically includes actions to implement transparent and consistent rate-setting processes for all collection service providers and facilities in the region.

### **POLICY QUESTION(S)**

1. Should Metro take additional action to make the rates at privately owned transfer stations more transparent?
2. Should Metro employ an independent expert to conduct a full rate review of all of the privately owned transfer stations?
3. Should Metro develop guidelines to determine whether the rates charged at privately owned transfer stations are reasonable, responsive to user economic needs, regionally consistent and well understood?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

1. Direct staff to employ an independent expert to conduct a full rate review at all privately owned transfer stations in the region.
2. Direct staff to employ an independent expert to conduct a full rate review only at those facilities that charge a total rate that is a specific percentage above the Metro's transfer stations fees.
3. Direct staff to take other actions to improve rate transparency at privately owned transfer stations.
4. Take no further action to improve rate transparency at privately owned facilities.

## **STAFF RECOMMENDATIONS**

Staff recommends that Metro employ an independent expert to conduct a full, detailed rate review at all privately owned transfer stations in the region to determine the costs relative to the rates charged at those facilities.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The Metro Charter, the Oregon Constitution and Oregon law grant Metro broad authority for planning, managing and overseeing the regional solid waste system to protect public health and safeguard the environment. As a part of these responsibilities, Metro is responsible for developing a regional plan that sets direction for programs, services and facilities. The Regional Waste Plan seeks to ensure that rates for services are reasonable, responsive to user economic needs, regionally consistent and well understood (Goal 14). The Regional Waste Plan also includes actions to implement transparent and consistent rate-setting processes for all collection service providers and facilities in the region.

## **BACKGROUND**

In July 2016, the Metro Council adopted the Transfer System Configuration Policy that set direction for a number of policies related to improving the region's solid waste system to better serve the public's interest. One of those policies was related to improving rate transparency at both publicly and privately owned transfer stations to provide local governments with better information to use for their annual rate setting processes. Local governments had expressed concerns to Metro about the lack of transparency to justify rate increases at privately owned facilities that far exceeded those at the public facilities since 2010.

Metro established a progressive step-based approach to improve rate transparency at all transfer stations in the region. The steps are as follows:

- Step 1: Estimate the costs of services offered at the public stations, by waste stream. Publish these unit costs to provide a clear, cost-based benchmark for local governments.

- Step 2: If Step 1 is inadequate to provide sufficient transparency, then Metro will conduct an assessment of costs at privately owned transfer stations to estimate the various components (e.g., transfer, transport, and disposal) of each transfer station's tip fee.
- Step 3: If Steps 1 and 2 are inadequate to provide sufficient transparency, Metro will conduct a full rate review at privately owned transfer stations, including detailed review of financial records, to determine costs relative to rates charged. Metro may employ an expert third-party contractor to conduct the rate review.

Metro implemented Step 1 in the above-mentioned approach by preparing an estimate of the costs of services offered at the publicly owned transfer stations. Metro completed this work and provided the information to local governments on March 23, 2017. Several local governments notified Metro that the information was not sufficient to understand the rates charged at privately owned transfer stations and they requested that Metro take additional measures to improve transparency at the privately owned facilities.

Metro then prepared an estimate of the costs of services offered at privately-owned transfer stations. Metro completed this work and provided the information to local governments on February 1, 2019. Several local governments notified Metro that the information was not sufficient to understand the rates charged at privately owned transfer stations and they requested that Metro take additional measures to improve transparency at the privately owned facilities.

As the next step in this process, staff seeks direction from the Metro Council on whether Metro should proceed with a more detailed rate review at privately owned transfer stations. If the Council determines that a detailed rate review is insufficient to improve rate transparency or the rates charged at a privately owned transfer station are substantially higher than the costs can justify, the Council may consider whether to implement rate regulation. Oregon Revised Statutes 268.317(5) provides explicit authority for Metro to set rates at all privately owned solid waste facilities in the region. (Metro may "establish, maintain and amend rates charged by disposal transfer and resource recovery sites or facilities.") In addition, Metro's home rule charter provides implicit authority for rate setting.

## **ATTACHMENTS**

There is no legislation required for Metro Council action on this item at this time.

The following attachments are included with this staff report:

- Letter from Metro to local governments, dated February 1, 2019
- Letter from Washington County, dated August 13, 2019
- Letter from five cities in the western portion of the region, dated August 23, 2019
- Letter from City of Gresham, dated October 28, 2019



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

Friday, February 1, 2019

Dear Local Governments:

This letter, and the accompanying report, represents the second action to enhance the transparency of public and private solid waste tip fees and costs at transfer stations that accept waste generated from within the Metro region.

In July 2016, to improve overall system function, the Metro Council adopted the Transfer System Configuration Policy and directed the Chief Operating Officer to proceed with its implementation (Resolution 16-4716). The resolution included a number of new policies related to the public-private system of transfer stations that serve the citizens of the Metro region. One of those policies seeks to improve rate transparency at all transfer stations. This new policy lays out a progressive set of options that Metro may take to provide local governments with better information for informing their solid waste collection rate setting. Additional options may be triggered based on the feedback and response to Metro from the local governments. The options identified in the resolution's staff report are listed below. These options may be triggered in sequence or together as needed:

- Option 1: Estimate the costs of service offered at the public stations, by waste stream. Publish these unit costs to provide a clear, cost-based benchmark for local governments' reference in rate setting. This report was provided to local governments on March 23, 2017 and is included in Appendix A to the attached report.
- Option 2: Based on feedback from local governments, Option 1 did not yield sufficient transparency and adequate information to understand the relationship between rates charged and costs. Therefore, Metro has prepared an assessment of private wet waste transfer station costs to estimate the various components (e.g., transfer, transport, and disposal) of each private station's tip fee. To estimate these components, Metro conducted site visits to observe typical operating practices, interviewed key operations staff, and provided private station operators with an opportunity to review their facilities' profile sheets.
- Option 3: If Option 1 and 2 do not yield sufficient transparency and adequate information to understand the relationship between rates charged and costs for local governments, Metro may conduct a full detailed rate review at private waste transfer stations. Such a review would include a detailed review of financial records, to determine costs relative to rates charged. Metro may employ an expert third party contractor to conduct such a review and may review rates at all facilities or only at facilities that deviate substantially from the others.


After implementing all options to improve transparency and provide useful information to local governments, if private tip fees appear to be substantially higher than costs can justify, the Metro Council may consider guidelines to implement rate regulation. The Metro Council has

broad legal authority over solid waste, including authority to set rates at private transfer stations operating within its jurisdiction.<sup>1</sup>

The attached report represents Metro's estimate of the cost to provide wet waste management at the five private transfer stations currently located within the regional boundary. The attached report provides the average operating costs for each private transfer station. Tonnage-weighted average operating costs across the five private facilities was estimated at \$25.34 per ton. The estimated operating costs for two facilities, Troutdale Transfer Station and Forest Grove Transfer Station, were above this average. Pride Recycling Transfer Station's operating cost estimate was the lowest. Given the impact of economies of scale in transfer station operations, the former two facilities would be expected to have lower operating costs per ton since they accept more wet waste and receive larger payloads. Because this report worked with a limited set of publicly available data and consequently relied on a model to estimate costs, the most reliable and accurate information on privately owned transfer station costs would be a full review of actual costs and financial records for transfer stations.

We hope that you find this information a helpful guide when considering allowable costs for your haulers during rate setting. Metro recognizes that costs vary among the regional facilities, depending on services offered, hours of operation, staffing, throughput, and other factors. Metro welcomes your feedback on whether or not this step toward rate transparency results in rates "sufficiently transparent to allow regulators to judge whether such charges are fair, acceptable, and reasonably related to the costs of services received," as specified in the Regional Solid Waste Management Plan. The Metro Council will determine if further options are necessary, based, in part, upon feedback from your jurisdiction.

Sincerely,

  
\_\_\_\_\_  
Tim Collier  
Director of Finance

  
\_\_\_\_\_  
Paul Slyman  
Director of Property and Environmental Services

<sup>1</sup> ORS 268.317(5) and Metro's home rule charter.



To: Shirley Craddick, Metro Councilor  
From: Steve Fancher, Environmental Services Director  
Date: October 28, 2019  
Re: Metro Region Waste Transfer Station Rate Transparency

On June 29, 2016, the City offered a letter of support for Metro Council to consider new options for improving the transparency of tip fees at private transfer stations in the region. Since then, it is our understanding that Metro has taken steps to proceed with its implementation of the "Transfer System Configuration Policy" (Resolution 16-4716) by providing transparency of how disposal fees at public transfer stations are set. In addition, it is also our understanding that Metro has conducted some analysis to estimate the various cost components of private transfer station tip fees that impact costs of providing service to our customers.

The City of Gresham believes Metro should progress to a full and detailed rate review of private transfer stations to determine if the fees charged are fair and reasonable. By improving the transparency of tip fees at regional private transfer stations, the cities will be better positioned to ensure we are protecting the financial health of our citizens and businesses.

Sincerely,



Steve Fancher

City of Gresham, Environmental Services Director

[Steve.Fancher@greshamoregon.gov](mailto:Steve.Fancher@greshamoregon.gov)

503-618-2583



August 23, 2019

Council President Lynn Peterson  
Councilor Juan Carlos Gonzalez

Metro  
600 NE Grand Ave  
Portland, Oregon 97232

Dear President Peterson and Councilor Gonzalez:

We appreciate Metro's efforts to better understand the components involved in rate setting at the private solid waste transfer stations. The February 1, 2019 letter from Metro staff summarizing the step process to understand private facility rates, and the accompanying report which estimates the cost drivers relative to fees charged at the private stations substantiates our belief that the rates charged at the private facilities are not justified. We strongly believe that Metro should move to 'option 3,' a full review of rates and costs at the private transfer stations. We believe this is imperative to bring transparency and equity into the cost profile of the regional solid waste system. There has been inequity in those rates since 2011, and it has steadily increased since then. We also see this in rates charged for self-hauling of waste, which has a direct impact on our lower income community members.

Thank you for taking these important steps on behalf of our communities.

Sincerely,

A handwritten signature in black ink that reads 'Steve Callaway'.

Steve Callaway  
Mayor of Hillsboro

A handwritten signature in black ink that reads 'Jeffrey C. Dalin'.

Jeffrey Dalin  
Mayor of Cornelius

A handwritten signature in blue ink that reads 'Frank Bubenik'.

Frank Bubenik  
Mayor of Tualatin

A handwritten signature in black ink that reads 'Keith Mays'.

Keith Mays  
Mayor of Sherwood

A handwritten signature in black ink that reads 'Terry Lenahan'.

Terry Lenahan  
Mayor of North Plains

Page 2

President Peterson and Councilor Gonzalez

August 23, 2019

cc: Hillsboro City Council  
Metro Council  
Paul Slyman, Metro  
Roy Brower, Metro  
Robby Hammond, City Manager  
Andy Smith, Government Affairs Manager  
Peter Brandom, Senior Project Manager



August 13, 2019

President Lynn Peterson  
METRO  
600 NE Grand Avenue  
Portland OR 97232

Dear President Peterson:

The Board of Washington County Commissioners has expressed support to Metro as it has conducted analysis to improve the transparency of how disposal fees at public and private transfer stations are set. Metro has taken steps to fulfill the policy direction set in 2016 of increasing transparency by providing cost and rate setting information for its own transfer stations, and now has completed additional analysis related to private transfer stations. Having reviewed the analysis provided by Tim Collier and Paul Slyman on this topic, we applaud your efforts and urge you to continue this work.

Washington County supports Metro progressing to a full, detailed rate review of private waste transfer stations. By Metro conducting such a review, it would provide Washington County with the transparency needed to help us determine if the fees charged for the transfer of waste are fair, just and reasonable as they relate to the cost of services received by our residents and businesses.

As noted in our earlier letters of support, our waste haulers have little realistic alternative to using the Forest Grove transfer station. The rates at the Forest Grove transfer station have increased substantially compared to the rates charged at Metro's transfer stations, and now we've learned are also higher than the rates charged at other private transfer stations in the region. The per ton fee charged at the Forest Grove Transfer Station has historically been very close to Metro transfer station fees. Today, it remains more than \$7.00 per ton higher. Other fees, such as the 'environmental charge' have also increased with little explanation as to why. We remain concerned that there appears to be little justification or oversight of these rate increases passed onto our rate payers. We appreciate Metro's efforts to bring transparency to Metro transfer station rates and encourage you to bring the same level of transparency to private transfer facility rates as well.

Sincerely,

Kathryn Harrington  
Chair, Washington County Board of Commissioners

cc: Metro Councilors  
Washington County Board of Commissioners  
Bob Davis, County Administrator  
Martha Bennett, Metro CEO  
Marni Kuyl, HHS Director

**Regional Investment Strategy Update**

*Work Session Topics*

Metro Council Work Session  
Tuesday, November 26, 2019  
Metro Regional Center, Council Chamber

Materials following this page were distributed at the meeting.



Metro

# Transfer Station Rate Transparency

Metro Council Work Session  
November 26, 2019

# Purpose of Today's Discussion

1. Overview of the rate transparency issue
2. Overview of Metro's legal authority
3. Review Metro's actions related to rate transparency
4. Seek direction from Council on next steps



# Overview

- Rates vs. costs of services at private transfer stations
- Metro does not currently regulate rates at private facilities
  - Facilities must post rates
  - Facilities must not charge more than posted rates
- Transfer station rates inform local government rate setting
- Local governments do not have access to facility rate setting
- Local governments seek assistance from Metro

# Legal Authority

- Metro has broad legal authority to oversee the regional solid waste system
- Metro's authority comes from the Metro Charter, Oregon Constitution and Oregon law
- ORS 268.317(5) provides explicit authority for Metro to set rates at private facilities
- Regional Waste Plan sets direction to ensure that rates are reasonable, responsive to user economic needs, regionally consistent and well understood (Goal 14)

# Background

- Transfer system configuration policy – July 2016
- Multifaceted policy for maximum public benefit
  - Eight components
  - Tonnage allocation
  - Rate transparency
- Progressive approach to rate transparency

# Progressive Approach

- Step 1 – Estimate costs by waste stream at Metro's facilities
- Step 2 – Estimate costs at private transfer stations using publicly available information
- Step 3 – Perform a full, detailed rate review at private transfer stations
- Consider rate regulation if the these steps are inadequate or costs are not justified

# Step 1 – Estimate Metro's Costs

- Metro completed this work in March 2017
- Cost-based benchmark as a reference for rate-setting
- Public stations are not comparable to private facilities
- Insufficient for local governments
- Local governments requested additional action

# Step 2 – Estimate Facilities' Costs

- Metro completed this work in February 2019
- Estimated using publicly available information
- Estimated the cost components of private transfer stations and documented the posted rates for each
- Insufficient for local governments
- Local governments requested additional action

# Step 3 – Full Rate Review

- Conducted by Metro or independent expert
- Performed at all private facilities or a subset
- Metro has not yet taken this step
- Local governments requested this additional action
- **Staff Recommendation:**

Metro should employ an independent expert to determine the costs relative to the rates charged at all private transfer stations

# Questions for Council

1. Does Council support taking additional action to make private transfer station rates more transparent?
2. Does Council support employing an independent expert to conduct a full rate review at all private transfer stations?
3. Does Council support developing guidelines to determine whether private transfer station rates are just and reasonable?



# Regional Investment Strategy: Update

Council work session  
Nov. 26, 2019



Metro



Photo: LEVER Architecture

# Housing bond: Implementation IGAs at Council, local bodies

- Last week: Clackamas County, Beaverton
- Up next: Washington County
- Then: Gresham, Home Forward
- Followed by: Portland



# Next steps for Parks & Nature bond

## **Partner appreciation gathering:**

Dec. 4, 5-7 p.m., June Key Delta Center

Resolution No. 19-5055, confirming results of election, authorizing next steps: Dec. 12 (consent agenda)

**Late January:** Refinement work plan discussion at work session –  
Engagement, timelines, resources



# #GetMoving2020: Highlights

Task Force Tier 1 discussions:  
Nov. 20 and Dec. 18

Council Tier 1 work sessions,  
public hearing: January

Beginning the revenue discussion

Developing programs  
engagement plan

