

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO. 95-597
METRO CODE CHAPTER 5.02 TO)
PROVIDE LANGUAGE CLARIFICATION,) Introduced by Mike Burton,
REVISE CREDIT POLICY FOR RECYCLED) Executive Officer
MATERIAL, AND PROVIDE COVERED)
LOAD REBATE FOR YARD DEBRIS)

WHEREAS, Metro Code Section 5.02.015 requires the removal of the ends of containers which once held certain products or chemicals; and

WHEREAS, Only one end of containers need be removed to determine that the container is indeed empty; and

WHEREAS, Metro Code Section 5.02.025 provides that cash account customers who have separated and included in their loads at least one-half cubic yard of recyclable material shall receive a \$3.00 credit towards their disposal charge if their load is transported inside a passenger car or in a pick-up truck not greater than 3/4 ton capacity; and

WHEREAS, It will be more equitable to provide the \$3.00 credit for all vehicle types and help create a smoother traffic flow within the solid waste disposal facilities; and

WHEREAS, Metro Code Section 5.02.070 provides a disposal fee of \$54.00 per ton for source-separated yard debris delivered by credit and cash account customers; and

WHEREAS, It is believed that the establishment of a rebate to cash account customers for delivering covered loads of yard debris is a good way to encourage them to secure their loads; and

WHEREAS, Metro Code Section 5.02.070 provides a minimum disposal charge for credit and cash account customers delivering source-separated yard debris; and

WHEREAS, It is believed that an adjustment to the minimum charge for delivering covered loads of yard debris will help encourage customers to secure their loads; and

WHEREAS, This ordinance was submitted to the Executive Officer for consideration and forwarded to the Metro Council for approval; now, therefore,

The Metro Council Ordains as Follows:

Section 1. Metro Code Section 5.02.015 is amended to read:

5.02.015 Definitions: As used in this chapter, unless the context requires otherwise:

(a) "Acceptable Special Wastes" means those special wastes that are approved for disposal at Metro South or Metro Central by the Metro Solid Waste Department in the form of a special waste permit. "Unacceptable Waste," as defined in this section, is expressly excluded.

(b) "Cash Account Customer" means a person who pays cash for disposal of solid waste at Metro South Station or Metro Central Station.

(c) "Credit Account Customer" means a person who pays for disposal of solid waste through a charge account at Metro South Station or Metro Central Station.

(d) "Disposal Fee" means those fees which pay the direct unit costs of transportation and disposal of general purpose solid waste. Major cost components are: The long haul transport contract and the Oregon Waste Systems, Inc. disposal contract.

(e) "Enhancement Fees" means those fees collected in addition to general disposal rates that are used to pay for rehabilitation and enhancement projects in the areas immediately surrounding landfills and other solid waste facilities.

(f) "Household Hazardous Waste" means any discarded, useless or unwanted chemical, material substance or product that is or may be hazardous or toxic to the public or the environment and is commonly used in or around households which may include, but is not limited to, some cleaners, solvents, pesticides, and automotive and paint products.

(g) "Limited Purpose Solid Waste" means construction, demolition, process residue, land clearing waste and non-hazardous industrial dust.

(h) "Metro Central Station" is the Metro solid waste transfer and recycling station located at 6161 N.W. 61st Avenue, Portland, Oregon, 97210.

(i) "Metro Disposal System" means Metro South Station, Metro Central Station, Columbia Ridge Landfill and such other facilities, or contracts for service with Metro which transfer or cause solid waste to be disposed at the Columbia Ridge Landfill or other disposal facility.

(j) "Metro South Station" is the solid waste transfer station owned and operated by Metro and located at 2001 Washington, Oregon City, Oregon 97045.

(k) "Metro User Fee" means those fees which pay for fixed costs of the Metro Disposal System. This fee is imposed upon all solid waste delivered to any Metro Disposal System facility which delivery will affect Metro's reserved space capacity at the Columbia Ridge Landfill. Fixed costs of the Oregon Waste Systems disposal contract, the long haul transport contract, debt service and capital items directly related to the facilities are paid through this fee.

(l) "Metro Waste Management System" means all associated Metro solid waste services related to management of the whole recycling, processing and disposal system, including administrative, planning, financial, engineering and waste reduction activities.

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

(n) "Regional Transfer Charge" means those fees which pay the direct unit operating costs of the Metro transfer stations. This fee is imposed upon all solid waste delivered to Metro Disposal System facilities.

(o) "Regional User Fee" means those fees which pay for fixed costs associated with administrative, financial and engineering services and waste reduction activities of the Metro Waste Management System. Contingency fees on all costs and general transfers of solid waste funds to other Metro departments for direct services are included in this fee. This fee is collected on all solid waste originating or disposed of within the region.

(p) "Special Loads" mean all loads of Household Hazardous Waste that are 35 gallons or more in the aggregate or loads that contain any acutely hazardous waste.

(q) "Solid Waste" means all putrescible and nonputrescible wastes, including garbage, rubbish, refuse, paper and cardboard, commercial, industrial, demolition and construction waste, home and industrial appliances.

(r) "Source Separated Yard Debris" means twigs, branches, grass clippings, leaves, and tree limbs in a form appropriate for mechanical processing for reuse or sale. Source separated yard debris does not include yard or construction debris that is not appropriate for mechanical processing for reuse or sale or that has unacceptable types or amounts of contaminants mixed with it. The operator or person in charge of accepting this waste shall make the final determination of what is source separated yard debris based on the capability of available machinery to process it. The Director of Solid Waste may establish guidelines for determining what is source separated yard debris within the meaning of this chapter.

(s) "Special Waste" means any waste (even though it may be part of a delivered load of waste) which is:

- (1) Containerized waste (e.g., a drum, barrel, portable tank, box, pail, etc.) of a type listed in 3 through 9 and 11 of this definition below; or
- (2) Waste transported in a bulk tanker; or

- (3) Liquid waste including outdated, off spec liquid food waste or liquids of any type when the quantity and the load would fail the paint filter liquid (Method 9095, SW-846) test or is 25 gallons of free liquid per load, whichever is more restrictive.
- (4) Containers (or drums) which once held commercial products or chemicals are included unless the container is empty. A container is empty when:
 - (A) All wastes have been removed that can be removed using the practices commonly employed to remove materials from the type of container, e.g., pouring, pumping, crushing, or aspirating.
 - (B) ~~One end has~~ ~~The ends have been~~ removed (for containers in excess of 25 gallons); and
 - (C) No more than one inch thick (2.54 centimeters) of residue remains on the bottom of the container or inner liner; or
 - (D) No more than 1 percent by weight of the total capacity of the container remains in the container (for containers up to 110 gallons); or
 - (E) No more than 0.3% by weight of the total capacity of the container remains in the container for containers larger than 110 gallons.

Containers which once held acutely hazardous wastes must be triple rinsed with an appropriate solvent or cleaned by an equivalent alternative method. Containers which once held substances regulated under the Federal Insecticide, Fungicide, and Rodenticide Act must be empty according to label instructions or triple rinsed with an appropriate solvent or cleaned by an equivalent method. Plastic containers larger than five (5) gallons that hold any regulated waste must be cut in half or punctured, dry and free of contamination to be accepted as refuse; or

- (5) Sludge waste from septic tanks, food service, grease traps, wastewater from commercial laundries, laundromats or car washes; or
- (6) Waste from an industrial process; or
- (7) Waste from a pollution control process; or
- (8) Residue or debris from the cleanup of a spill or release of chemical substances, commercial products or wastes listed in 1 through 7 or 9 of this definition; or

- (9) Soil, water, residue, debris, or articles which are contaminated from the cleanup of a site or facility formerly used for the generation, storage, treatment, recycling, reclamation, or disposal of wastes listed in 1 through 8 of this definition; or
- (10) Chemical containing equipment removed from service (for example - filters, oil filters, cathode ray tubes, lab equipment, acetylene tanks, CFC tanks, refrigeration units, or any other chemical containing equipment); or
- (11) Waste in waste containers that are marked with a National Fire Protection Association identification label that has a hazard rating of 2, 3, or 4 but not empty containers so marked; or
- (12) Any waste that requires extraordinary management.

Examples of special wastes are: chemicals, liquids, sludge and dust from commercial and industrial operations; municipal waste water treatment plant grits, screenings and sludge; contaminated soils; tannery wastes, empty pesticide containers, and dead animals or by-products.

- (t) "Total Fees" means the total per transaction of all tip and special fees.
- (u) "Unacceptable Waste" means waste that is either:
 - (1) Prohibited from disposal at a sanitary landfill by state or federal law, regulation, rule, code, permit or permit condition;
 - (2) A hazardous waste;
 - (3) Special waste without an approved special waste permit; or
 - (4) Infectious Medical Waste.

Section 2. Metro Code Section 5.02.025 is amended to read:

5.02.025 Disposal Charges at Metro South Station, Metro Central Station and the Metro Household Hazardous Waste Facilities:

- (a) Total fees for disposal by credit account customers shall be \$75.00 per ton of solid waste delivered for disposal at Metro South Station or Metro Central Station.
- (b) Total fees for disposal by cash account customers shall be \$100.00 per ton of solid waste delivered for disposal at Metro South Station or Metro Central Station. A cash account customer delivering a load of waste such that no portion of the waste is visible to Metro scalehouse personnel (unless the waste is only visible through a secure covering), shall receive a 25 percent rebate.

(c) The total disposal fees specified in subsection (a) and (b) of this section include:

- (1) A disposal fee of \$39.25 per ton;
- (2) A regional transfer charge of \$7.20 per ton;
- (3) The user fees specified in Section 5.02.045;
- (4) An enhancement fee of \$.50 per ton; and
- (5) DEQ fees totalling \$1.05 per ton.

(d) Notwithstanding subsection (b) of this section, cash account customers using Metro South Station or Metro Central Station, who have separated and included in their loads at least one half cubic yard of recyclable material (as defined in ORS 459.005) shall receive a \$3.00 credit toward their disposal charge, ~~if their load is transported inside a passenger car or in a pickup truck not greater than a 3/4 ton capacity.~~

(e) The minimum charge shall be \$19.00 for all credit account vehicles and shall be \$25.00 for all cash account vehicles. The minimum charge shall be adjusted by the covered load rebate as specified in subsection (b) of this section, and may also be reduced by application of the recycling credit provided in subsection (d) of this section. If both the rebate and the recycling credit are applicable, the rebate shall be calculated first.

(f) Total fees assessed at Metro facilities shall be rounded to the nearest whole dollar amount (a \$.50 charge shall be rounded up) for all cash account customers.

(g) A fee of \$5.00 is established to be charged at the Metro Household Hazardous Waste facilities for each load of Household Hazardous Waste.

(h) A fee of \$10.00 is established at the Metro Household Hazardous Waste facilities for special loads.

(i) The following table summarizes the disposal charges to be collected by Metro from all persons disposing of solid waste at Metro South Station and Metro Central Station:

Section 3. Metro Code Section 5.02.070 is amended to read:

5.02.070 Source Separated Yard Debris Disposal Charge:

(a) There is hereby established a reduced disposal fee for Source Separated Yard Debris that shall be collected on all source separated yard debris disposed at the Metro South Station or Metro Central Station. Said disposal charge is in lieu of other Base Disposal Charges, User Fees, Regional Transfer Charges, Rehabilitation and Enhancement Fees, and Certification Non-Compliance Fees that may be required by Sections 5.02.025, 5.02.040, 5.02.045, and 5.02.050 of this chapter. These other fees shall not be collected on waste which is accepted as

Source Separated Yard Debris, under the definition of 5.02.015(d). The purpose of the Source Separated Yard Debris Charge is to encourage greater source separation of yard debris so that material is diverted from land disposal at the Columbia Ridge Landfill and is made available for reuse.

(b) Total fees for disposal of Source Separated Yard Debris by credit account customers shall be \$54.00 per ton at Metro South Station and Metro Central Station. The amount of the Source Separated Yard Debris Charge to be collected at the Metro South Station and Metro Central Station shall be \$54.00 per ton for Source Separated Yard Debris delivered by Credit and Cash Account Customers.

(c) Total fees for disposal of Source Separated Yard Debris by cash account customers shall be \$72.00 per ton at Metro South Station and Metro Central Station. A cash account customer delivering a load of waste such that no portion of the waste is visible to Metro scalehouse personnel (unless the waste is only visible through a secure covering), shall receive a 25 percent rebate. The minimum charge for Credit and Cash Account Customers delivering Source Separated Yard Debris shall be \$10.00. The minimum charge for the delivery of a single Christmas tree as Source Separated Yard Debris shall be \$1.00 (One Dollar).

(d) The minimum charge shall be \$10.00 for all credit account vehicles and shall be \$12.00 for all cash account vehicles. The minimum charge for cash account vehicles shall be adjusted by the covered load rebate as specified in subsection (c) of this section. The minimum charge for the delivery of a single Christmas tree as Source Separated Yard Debris shall be \$1.00 (One Dollar).

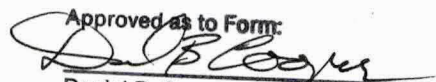
(e) A surcharge of \$100.00 per load shall be levied against a Metro credit account customer who disposes of yard debris at a Metro-operated solid waste disposal facility, transfer station, recycling center or compost facility, if when entering the facility any portion of the yard debris is visible to Metro scalehouse personnel, unless the yard debris is only visible through a secure covering. The surcharge shall be collected in the same manner as other disposal fees are collected at the facility.

ADOPTED by the Metro Council this 29 day of June, 1995.


J. Ruth McFarland, Presiding Officer

ATTEST:


Recording Secretary
S:\SHARE\BARK\RESOLUTIONS\95_597.ORD

Approved as to Form:

Daniel B. Cooper, General Counsel

ATTACHMENT A

1994
YARD DEBRIS COSTSMetro South Station

| | |
|------------------------------|----------|
| Loading, Hauling, Processing | \$22,497 |
| Total Tons | 277.25 |
| Cost Per Ton | \$81.14 |

Metro Central Station

| | |
|------------------------|----------|
| Processing and Hauling | \$36,646 |
| Total Tons | 980.34 |
| Cost Per Ton | \$37.38 |

Both Facilities

| | |
|------------------------------|----------|
| Loading, Hauling, Processing | \$59,143 |
| Total Tons | 1257.59 |
| Cost Per Ton | \$47.02 |

Notes

1. At Metro South Station the operator, Waste Management of Oregon, loads the yard debris into a drop box and hauls the material to Scotts Hyponex in Clackamas for processing.
2. Trans Industries manages the yard debris in a very different manner at Metro Central Station. The material is processed on site. The material is loaded into a tub grinder with waste wood, ground and sold for hog fuel. This method costs Metro \$43.76 per ton less than the method used at Metro South Station. The same system is not feasible at Metro South because of the limited space for a tub grinder and the small volume of yard debris.

1995
YARD DEBRIS HAULING/PROCESSING SUMMARY

| MONTH | METRO SOUTH | | METRO CENTRAL | | TOTAL | |
|---------------|-------------|-----------|---------------|-----------|--------|-----------|
| | Tons | Cost (\$) | Tons | Cost (\$) | Tons | Cost (\$) |
| January | 20.63 | 1,258 | 39.26 | 1,295 | 59.89 | 2,753 |
| February | 19.41 | 1,184 | 56.66 | 2,158 | 76.07 | 3,342 |
| March | 27.52 | 1,679 | 76.14 | 2,899 | 103.66 | 4,578 |
| April | | | | | | |
| May | | | | | | |
| June | | | | | | |
| July | | | | | | |
| August | | | | | | |
| September | | | | | | |
| October | | | | | | |
| November | | | | | | |
| December | | | | | | |
| TOTALS | | | | | | |

Notes:

1. Trans Industries processes yard debris at Metro Central Station @ \$38.08/ton.
2. The hauling and processing of source-separated yard debris from Metro South Station is provided by Waste Management of Oregon @\$61/ton. WMO loads yard debris into drop boxes for \$55/hour.

| WMO LOADING COSTS | | |
|-------------------|----------------------|------------|
| MONTH | HOURS (@ \$55/hr) | TOTAL (\$) |
| January | 14.75 | 811 |
| February | 13.50 | 725 |
| March | 16.25 | 894 |
| April | | |
| May | | |
| June | | |
| July | | |
| August | | |
| September | | |
| October | | |
| November | | |
| December | | |
| TOTALS | | |

1994
YARD DEBRIS HAULING/PROCESSING SUMMARY

| MONTH | METRO SOUTH | | METRO CENTRAL | | TOTAL | |
|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|
| | Tons | Cost (\$) | Tons | Cost (\$) | Tons | Cost (\$) |
| January | 19.19 | 1,171 | 48.21 | 1,798 | 67.40 | 2,969 |
| February | 12.87 | 785 | 37.98 | 1,416 | 50.85 | 2,201 |
| March | 29.54 | 1,802 | 96.74 | 3,607 | 126.28 | 5,409 |
| April | 23.82 | 1,453 | 104.04 | 3,880 | 127.86 | 5,333 |
| May | 36.78 | 2,244 | 136.30 | 5,083 | 173.08 | 7,327 |
| June | 42.18 | 2,573 | 105.51 | 3,934 | 147.69 | 6,507 |
| July | 29.34 | 1,790 | 97.66 | 3,642 | 127.00 | 5,432 |
| August | 18.95 | 1,156 | 86.48 | 3,225 | 105.43 | 4,381 |
| September | 15.26 | 931 | 60.84 | 2,269 | 76.10 | 3,200 |
| October | 13.41 | 818 | 94.08 | 3,508 | 107.49 | 4,326 |
| November | 13.83 | 844 | 67.33 | 2,564 | 81.16 | 3,408 |
| December | 22.08 | 1,347 | 45.17 | 1,720 | 67.25 | 3,067 |
| TOTALS | 277.25 | 16,914 | 980.34 | 36,646 | 1,257.59 | 53,560 |

Notes:

1. Trans Industries processes yard debris at Metro Central Station @ \$37.29/ton (Jan. - Sep.); \$38.08/ton (Nov. - Dec.).
2. The hauling and processing of source-separated yard debris from Metro South Station is provided by Waste Management of Oregon @\$61/ton. WMO loads yard debris into drop boxes for \$55/hour.

| WMO LOADING COSTS | | |
|-------------------|----------------------|----------------|
| MONTH | HOURS (@ \$55/hr) | TOTAL |
| January | 9.50 | 523 |
| February | 6.75 | 371 |
| March | 9.00 | 495 |
| April | 6.50 | 358 |
| May | 9.00 | 495 |
| June | 10.75 | 591 |
| July | 10.75 | 591 |
| August | 9.25 | 509 |
| September | 7.00 | 385 |
| October | 5.75 | 316 |
| November | 7.25 | 399 |
| December | 10.00 | 550 |
| TOTALS | 101.50 | \$5,583 |

1993

YARD DEBRIS HAULING/PROCESSING SUMMARY

| MONTH | METRO SOUTH | | METRO CENTRAL | | TOTAL | |
|---------------|---------------|---------------|-----------------|---------------|-----------------|---------------|
| | Tons | Cost (\$) | Tons | Cost (\$) | Tons | Cost (\$) |
| January | 7.58 | 463 | 160.05 | 5,798 | 167.63 | 6,261 |
| February | 17.18 | 1,048 | 51.01 | 1,848 | 68.19 | 2,896 |
| March | 29.50 | 1,800 | 79.06 | 2,864 | 108.56 | 4,664 |
| April | 26.24 | 1,601 | 72.04 | 2,610 | 98.28 | 4,211 |
| May | 56.65 | 3,456 | 179.00 | 6,485 | 235.65 | 9,941 |
| June | 81.74 | 4,986 | 147.42 | 5,340 | 229.16 | 10,326 |
| July | 56.81 | 3,465 | 153.32 | 5,554 | 210.13 | 9,019 |
| August | 28.86 | 1,760 | 115.23 | 4,174 | 144.09 | 5,934 |
| September | 34.21 | 1,904 | 87.20 | 3,159 | 121.41 | 5,063 |
| October | 14.70 | 897 | 84.98 | 3,169 | 99.68 | 4,066 |
| November | 14.17 | 864 | 58.53 | 2,183 | 72.70 | 3,047 |
| December | 19.96 | 1,218 | 60.10 | 2,241 | 80.06 | 3,459 |
| TOTALS | 387.60 | 23,462 | 1,247.94 | 45,425 | 1,635.54 | 68,887 |

Notes:

1. Trans Industries processes yard debris at Metro Central Station @ \$36.225/ton; \$37.29 effective 10/93.
2. The hauling and processing of source-separated yard debris from Metro South Station is provided by Waste Management of Oregon @\$61/ton. WMO loads yard debris into drop boxes for \$55/hour.

| WMO LOADING COSTS | | |
|-------------------|----------------------|----------------|
| MONTH | HOURS (@ \$55/hr) | TOTAL |
| January | 7.00 | 385 |
| February | 3.0 | 165 |
| March | 8.75 | 481 |
| April | 5.25 | 289 |
| May | 15.50 | 853 |
| June | 19.00 | 1,045 |
| July | 16.00 | 880 |
| August | 9.75 | 536 |
| September | 13.25 | 729 |
| October | 7.08 | 389 |
| November | 7.33 | 403 |
| December | 7.83 | 431 |
| TOTALS | 119.74 | \$6,586 |

1992
YARD DEBRIS HAULING/PROCESSING SUMMARY

| MONTH | METRO SOUTH | | METRO CENTRAL | | TOTAL | |
|---------------|---------------|---------------|---------------|---------------|----------------|---------------|
| | Tons | Cost (\$) | Tons | Cost (\$) | Tons | Cost (\$) |
| January | 18.58 | 650 | 42.39 | 1,484 | 60.97 | 2,134 |
| February | 25.07 | 877 | 52.70 | 1,845 | 77.77 | 2,722 |
| March | 57.34 | 2,007 | 103.23 | 3,613 | 160.57 | 5,620 |
| April | 31.08 | 1,088 | 72.02 | 2,521 | 103.10 | 3,609 |
| May | 65.26 | 2,284 | 137.88 | 4,826 | 203.14 | 7,110 |
| June | 54.49 | 1,907 | 110.73 | 3,876 | 165.22 | 5,783 |
| July | 41.02 | 1,436 | 108.31 | 3,791 | 149.33 | 5,227 |
| August | 25.95 | 908 | 93.99 | 3,290 | 119.94 | 4,198 |
| September | 18.63 | 652 | 80.72 | 2,825 | 99.35 | 3,477 |
| October | 18.62 | 581 | 57.85 | 2,025 | 76.47 | 2,606 |
| November | 19.72 | 467 | 46.08 | 1,669 | 65.80 | 2,136 |
| December | 14.65 | 347 | 35.23 | 1,276 | 49.88 | 1,623 |
| TOTALS | 390.41 | 13,204 | 941.13 | 33,041 | 1331.54 | 46,245 |

Notes:

1. Trans Industries processes yard debris at Metro Central @ \$35/ton (no hauling cost to Metro).
2. The hauling and processing of source-separated yard debris from Metro South Station is provided by McFarlane's Bark at \$35/ton; Waste Management of Oregon loads yard debris into drop boxes for \$55/hour. Effective October, 1992, WMO hauled to Grimms for \$61/ton (\$17 is for processing).

| WMO LOADING COSTS | | |
|-------------------|----------------------|-------------------|
| MONTH | HOURS (@ \$55/hr) | TOTAL |
| January | 2.75 | 151.25 |
| February | 5.25 | 288.75 |
| March | 8.50 | 467.50 |
| April | 11.75 | 646.25 |
| May | 22.25 | 1,870.00 |
| June | 19.75 | 1,086.25 |
| July | 19.00 | 1,045.00 |
| August | 11.50 | 632.50 |
| September | 11.50 | 632.50 |
| October | 9.75 | 536.25 |
| November | 7.00 | 385.00 |
| December | 4.00 | 220.00 |
| TOTALS | 133.00 | \$7,961.25 |

1991
YARD DEBRIS HAULING/PROCESSING SUMMARY

| MONTH | METRO SOUTH | | METRO CENTRAL | | TOTAL | |
|---------------|---------------|-----------------|---------------|-----------------|-----------------|-----------------|
| | Tons | Cost (\$) | Tons | Cost (\$) | Tons | Cost (\$) |
| January | -- | | -- | -- | -- | |
| February | -- | -- | 9.61 | 348 | 9.61 | 348 |
| March | -- | -- | 43.36 | 1,572 | 43.36 | 1,572 |
| April | -- | -- | 98.76 | 3,580 | 98.76 | 3,580 |
| May | -- | -- | 114.33 | 4,145 | 114.33 | 4,145 |
| June | -- | -- | 98.91 | 3,585 | 98.91 | 3,585 |
| July | 45.29 | 3,397 | 138.24 | 5,461 | 183.53 | 8,858 |
| August | 34.70 | 2,603 | 94.91 | 3,322 | 129.61 | 5,925 |
| September | 27.18 | 2,039 | 87.67 | 3,069 | 114.85 | 5,108 |
| October | 27.68 | 1,368 | 72.55 | 2,539 | 100.23 | 3,907 |
| November | 25.36 | 1,232 | 63.51 | 2,223 | 88.87 | 3,455 |
| December | 37.42 | 1,710 | 39.63 | 1,387 | 77.05 | 3,097 |
| TOTALS | 197.63 | \$12,349 | 861.48 | \$31,231 | 1,059.11 | \$43,580 |

Notes:

1. Yard debris hauling from Metro Central Station commenced February 1991 and was provided by Marine Dropbox Service from February through June @ \$16.25/ton (\$19.50/ton in July); processing was provided by Grimm's Fuel @ \$20/ton for the same period; Trans Industries began processing yard debris at Metro Central in August @ \$35/ton (no hauling cost to Metro).
2. The hauling and processing of source-separated yard debris from Metro South Station commenced in July 1991. Hauling was initially provided by Waste Management of Oregon, processing by McFarlane's Bark; total cost \$75/ton. Beginning October 1 Metro contracted with McFarlane's Bark to provide hauling and processing at \$35/ton; Waste Management of Oregon loads yard debris into drop boxes for \$55/hour. Loading time averaged 6.5 hours/month during October through December.

RB:jc
4/19/95
YARDHAUL.SUM

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 95-597 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 5.02 TO PROVIDE LANGUAGE CLARIFICATION, REVISE CREDIT POLICY FOR RECYCLED MATERIAL AND PROVIDE COVERED LOAD REBATE FOR YARD DEBRIS

March 27, 1995

Presented by: Sam Chandler

Proposed Action

Adoption of Ordinance No. 95-597 to provide language clarification regarding containers which once held certain products or chemicals; revise the credit policy for recycled material and provide covered load rebate for haulers of yard debris.

Factual Background and Analysis

Currently, Metro Code Section 5.02.015(S)((4)(B) requires that containers (or drums) in excess of 25-gallons which once held commercial products or chemicals have the ends removed for disposal. Inasmuch as only one end of these containers need be removed to determine that the container is indeed empty, new language is proposed that requires the removal of only one end of the containers. This will reduce the burden on haulers to prepare containers for disposal.

Metro Code Section 5.02.025(d) provides that cash account customers who have separated and included in their loads at least one-half cubic yard of recyclable materials shall receive a \$3.00 credit towards their disposal charge if their load is transported inside a passenger car or in a pick-up truck not greater than 3/4 ton capacity. It is proposed that the \$3.00 credit be available for all cash account customers regardless of vehicle type. This will be more equitable; will make it easier for Metro staff to administer; and will help create a smoother traffic flow within the solid waste disposal facilities.

Metro Code Section 5.02.070(b) provides a disposal fee of \$54.00 per ton for source-separated yard debris delivered by credit and cash account customers. Based upon Metro's experience with the rebate for covered loads of garbage, establishment of a rebate to cash account customers for delivering covered loads of yard debris is a good way to encourage them to secure their loads.

It is proposed that the fee for disposal of source-separated yard debris by cash account customers shall be \$72.00 per ton. A cash account customer delivering a covered load of yard debris shall receive a 25 percent rebate. The minimum charge for cash account customers with covered loads of yard debris will be adjusted by a covered load rebate. These actions will help encourage customers to secure their yard debris loads. This will also create better public relations and reduce the stress for Metro employees who currently have to levy a surcharge when loads are not covered.

It should be noted that yard debris disposal costs are currently subsidized at Metro South. The actual cost to load, haul and process yard debris is \$81.13 per ton at Metro South, and \$37.38 at Metro Central. Metro currently charges \$54.00 per ton.

Budget Impact

There will be a slight increase in disposal revenues if haulers do not cover their yard debris loads (no rebate). There will be a slight decrease in revenue if cash account customers use pickup trucks greater than 3/4 ton capacity or trailers for hauling separated loads which include recyclable material (\$3.00 credit). There should, however, be a decrease in Metro disposal costs as more customers recycle materials and do not put them in the pit or on the floor at the transfer stations.

Executive Officer's Recommendation

The Executive Officer recommends adoption of Ordinance No. 95-597.

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