

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING A) ORDINANCE NO. 86-210
TEMPORARY REDUCTION IN DISPOSAL)
RATES FOR SOURCE SEPARATED YARD)
DEBRIS AT THE ST. JOHNS LANDFILL)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Metro Code Section 5.02.015, Definitions, is amended to read as follows:

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

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

"(c) "Special Waste" means: 1) Solid waste which is any unusual component of municipal solid waste; 2) solid waste which could potentially contain substantial quantities of waste defined as hazardous waste by the Oregon Department of Environmental Quality or the U.S. Environmental Protection Agency; or 3) solid waste which requires extraordinary management. Examples of special wastes are: chemicals, liquids, sludges and dusts from commercial and industrial operations; municipal waste water treatment plant grits, screenings and sludges; tannery wastes, empty pesticide containers, dead animals or by-products; and wastes containing asbestos.

"(d) "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.

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

"[(e)] (f) "Clackamas Transfer & Recycling Center" is that solid waste transfer station owned and operated by Metro and located at 16101 S. E. 82nd Drive, Oregon City, Oregon, 97045. (Ordinance No. 82-146, Sec. 2)"

"[(f)] (g) "commercial" means those persons who dispose of waste and who:

- "(1) pay for disposal of wastes on the basis of weight at St. Johns Landfill or CTRC, or
- "(2) pay for disposal of wastes through a charge account at St. Johns or CTRC, or
- "(3) dispose of wastes as an activity of their business.

"[(g)] (h) "private" means those persons who dispose of waste and who:

- "(1) do not pay for disposal of wastes on the basis of weight at St. Johns Landfill or CTRC, and
- "(2) do not pay for disposal of wastes through a charge account at St. Johns Landfill or CTRC, and
- "(3) do not dispose of wastes as an activity of their business."

Section 2. Metro Code Section 5.02.070 is established to read as follows:

"5.02.070 Source Separated Yard Debris Disposal Charge:

"(a) There is hereby established a reduced disposal fee for Source Separated Yard Debris which shall be collected on all source separated yard debris disposed at the St. Johns Landfill by either commercial or private disposers. This charge shall be in effect only through December 31, 1986 unless specifically authorized by the Metro Council to be effective beyond this date. Said disposal charge is in lieu of other Base Disposal charges, User Fees, Regional Transfer Charges, Rehabilitation and Enhancement Fees and State Landfill Siting Fees which may be required by Sections 5.02.020, 5.02.025, 5.02.041, 5.02.045, 5.02.046 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 St. Johns and is made available for reuse. The collection of source separated yard debris would not be expected from sources that generated less volume than was sufficient to provide an economically feasible system.

"(b) The amount of the Source Separated Yard Debris charge to be collected at the St. Johns Landfill shall be \$7.86 per ton for

source separated yard debris delivered by commercial disposers and \$1.00 per cubic yard for source separated yard debris delivered by private disposers. These amounts are provisional and shall not continue after December 31, 1986 without specific authorization by the Council.

"(c) The minimum charge for commercial vehicles delivering source separated yard debris shall be for one ton. The minimum charge for private vehicles delivering source separated yard debris shall be for two and one-half cubic yards for pickup trucks, vans and trailers and for two cubic yards for cars. The minimum charge for the delivery of a single Christmas tree as source separated yard debris shall be for one cubic yard.

Section 3. The Council finds that in order to divert a significant quantity of yard debris from land disposal at St. Johns during the 1986 fall yard debris season it is necessary that the source separated yard debris rate established herein be effective by October 6, 1986, and continue through December 31, 1986.

ADOPTED by the Council of the Metropolitan Service District
this 25th day of September, 1986.


Richard Waker, Presiding Officer

ATTEST:


Clerk of the Council

RM/gl
6169C/472-5
09/29/86

REVIEW OF SOLID WASTE RATE POLICIES PRIOR TO
INITIATION OF 1987 RATE STUDY

Date: May 15, 1986

Presented by: Rich McConaghy

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this staff report is to summarize existing solid waste rate-setting policies and inform the Council of additional policy items which will be considered during development of the 1987 rate study. This is an informational item and no action is requested. The Council's questions and comments or identification of other issues which might be included within the scope of the 1987 rate study are encouraged. The Council has requested that it be given an annual opportunity to review rate policies prior to initiation of the rate study.

Current solid waste rate policies established through Council Resolution No. 84-483 and Metro Ordinance No. 85-191 are summarized below:

1. Rates are to be based on the cost of providing service to commercial and public waste disposers.
2. Base Disposal Rate - The base disposal rate is collected at just Metro facilities and it is to be the same at all Metro facilities. It pays the costs associated with disposal of wastes at the Metro operated landfill. Included in the public base rate is the repayment of allocated capital costs for Metro transfer stations.
3. Regional Transfer Charge - The Regional Transfer Charge (RTC) is used (in conjunction with the convenience charge) to pay the cost of operating the Metro waste transfer system. It is collected on all wastes generated from the region except those disposed at limited-use landfills by commercial disposers. Under specified conditions and by approval of the Solid Waste Director, the RTC is not collected on wastes disposed at non-Metro transfer stations.
4. Convenience Charge - The convenience charge is used (in conjunction with the RTC) to pay the cost of operating the Metro transfer system. It is applied only to waste which is disposed at Metro transfer and recycling centers.

5. User Fee - User fees are used to pay for solid waste programs and activities which are not directly related to operation of the Metro transfer and disposal system. This includes administration, waste reduction, and system planning. User fees are collected on all wastes generated or disposed in the region.
6. Rehabilitation and Enhancement Fee - This fee is collected on all wastes disposed at the St. Johns Landfill (including those transferred to the St. Johns Landfill through Metro transfer stations). Money collected (\$.50 per ton) is provided to a Metro fund for rehabilitation and enhancement of the area in and around the St. Johns Landfill as required by Oregon Laws chapter 679 (SB 662).
7. State Landfill Siting Fee - This fee (\$1.00 per ton) is collected on all wastes disposed at Metro facilities, however, it is paid on all wastes generated in the region. DEQ has indicated that even though the dollar must be paid on all the region's wastes, Metro can collect it as it wishes. Money is paid to DEQ as required by Oregon Laws 1985, chapter 679 (SB 662).
8. Special Waste Surcharge and Special Waste Permit Application Fee. The special waste surcharge and permit fee (along with a minimum trip charge) are collected on special wastes disposed at the St. Johns Landfill to pay the costs associated with special waste management.

A schedule of current fees for each of these rates is attached. The 1987 rate study will apply these policies in assuring that rates to be collected on projected waste volumes will provide for identified revenue requirements. In addition to this standard rate-setting objective, the 1987 rate study will provide an analysis of the rate impacts of additional or alternative policies to those indicated above. Key policy options or issues which have been identified for consideration include the following:

1. Rate incentives to encourage recycling should be implemented in 1987. A discussion of alternatives and a general approach for accomplishing this was held at the May 15 Council meeting and Council approval of the waste reduction rate incentive program will be sought in July. The rate study will provide an analysis of the rate impacts of various rate incentive strategies.
2. A policy is needed on how the fund balance is treated in the rate-setting process. In 1986 the fund balance was used to buffer anticipated future rate increases. It is expected that the Council, SWPAC and the Rate Review Committee will have the opportunity to review this key financial policy before the rate study is complete.

3. Alternative schedules for implementing RTC increases to provide for the West Transfer and Recycling Center start-up and operation will be evaluated.

Items 4, 5 and 6 concern diversion of the waste from St. Johns

4. Rate impacts of the City of Portland lease agreement will be evaluated. The fee to be collected for end use and contingencies for dealing with the potential surcharge to be paid on excess waste flows will be considered in the development of rates.
5. Collection of the State Landfill Siting Fee (\$1.00 per ton) at non-Metro facilities will be considered. Even though the fee is paid on all wastes generated in the region, it is currently collected only at the St. Johns Landfill and CTRC.
6. A possible ban on inert construction debris and the restriction of dry dropbox loads at CTRC and St. Johns will be evaluated as possible mechanisms for reducing waste volumes at St. Johns. Imposing bans or restrictions would effect rates because of the reduction in waste flows which would result.

Analysis of these items in the rate study will allow policy decisions to be made on an informed basis. It is anticipated that the 1987 rate study will be completed in July and that review and comment can be obtained during August. The Council will be asked to adopt 1987 rates in September to allow for the required 65-day delay in rate imposition.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer makes no recommendation at this time.

RM/gl
5577C/453-2
05/15/86

SUMMARY OF METRO DISPOSAL RATES
Effective January 1, 1986

ST JOHNS LANDFILL

	Commercial Rate (\$/ton)	Pickups & Trailers (2.5 cy min.)	Public Rates Cars & Sta. Wagn. (2 cy)	Extra Yards (1 cy)
Base Rate	\$7.86	\$4.80	\$3.84	\$1.92
User Fee	\$2.04	\$0.55	\$0.44	\$0.22
Regional Transfer Charge	\$2.98	\$1.70	\$1.36	\$0.68
Rehabilitation/Enhancement Fee	\$0.50	\$0.15	\$0.12	\$0.06
State Landfill Siting Fee	\$1.00	\$0.30	\$0.24	\$0.12
TOTAL RATE	\$14.38	\$7.50	\$6.00	\$3.00

Commercial Special Waste Fees at St. Johns: \$25.00 Special Waste Permit Application Fee
 \$3.65/ton Special Waste Surcharge (in addition to the \$14.38/ton commercial rate)
 \$50.00 per trip minimum charge (tonnage fees paid are credited to paying the \$50 minimum)

CLACKAMAS TRANSFER AND RECYCLING CENTER

	Commercial Rate (\$/ton)	Pickups & Trailers (2.5 cy min.)	Public Rates Cars & Sta. Wagn. (2 cy)	Extra Yards (1 cy)
Base Rate	\$7.86	\$4.80	\$3.84	\$1.92
User Fee	\$2.04	\$0.55	\$0.44	\$0.22
Regional Transfer Charge	\$2.98	\$1.70	\$1.36	\$0.68
Rehabilitation/Enhancement Fee	\$0.50	\$0.15	\$0.12	\$0.06
State Landfill Siting Fee	\$1.00	\$0.30	\$0.24	\$0.12
Convenience Charge	\$3.00	\$1.00	\$0.80	\$0.40
TOTAL RATE	\$17.38	\$8.50	\$6.80	\$3.40

* Additional fees may apply for: disposal of tires, excess weight at St. Johns, uncovered loads, one ton commercial minimum, possible special waste lab fees if costs are incurred by Metro.

* The public minimum rate may be reduced by delivering at least 1/2 a cubic yard of recyclables.

RDM 12/6/85

CONSIDERATION OF ORDINANCE NO. 86-210 FOR THE
PURPOSE OF AUTHORIZING A TEMPORARY REDUCTION IN
DISPOSAL RATES FOR SOURCE SEPARATED YARD DEBRIS
AT THE ST. JOHNS LANDFILL

Date: August 29, 1986

Presented by: Norm Wietting

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this staff report is to introduce Ordinance No. 86-210 which would reduce current disposal rates for source separated yard debris at the St. Johns Landfill. Unless continued by the Council, these rates will only be in effect from October 6, 1986 through December 31, 1986.

Yard debris accounts for between 13 and 20 percent of the solid waste generated in the Metro region. Most of this yard debris is currently disposed in landfills during the spring, summer and fall seasons. In the Solid Waste Reduction Plan, Metro has committed to using rate incentives to remove yard debris from the waste stream. Metro has also agreed to preserve the capacity of St. Johns through limiting annual waste flows to specific target tonnages.

Metro is currently developing its ability to process source separated yard debris at the St. Johns Landfill through the use of a disc screen and a grinder. Yard debris accepted at St. Johns will be stored and processed in an area which is separate from active landfilling operations. The majority of the processed material will be composted for use in supplementing and replacing soil that is currently hauled to St. Johns for final top soil cover.

The Solid Waste Department is studying disposal rates to be charged in 1987 and a recommendation on yard debris rates will be included in the final rate analysis provided to Council. In order to divert a significant volume of yard debris waste from landfilling during the 1986 fall season, special rates for yard debris disposal are recommended to encourage greater source separation of yard debris. Implementation of a reduced disposal charge for yard debris at St. Johns on October 6, 1986, would coincide with the kickoff of "Recycling Awareness Days." Recycling Awareness Days (October 6 to October 17) is a series of local and regional events and activities coordinated by Metro to promote recycling. It is believed that the announcement of reduced disposal charges for yard debris disposal along with the start of Recycling Awareness Days will help to establish St. Johns as a yard debris processing center.

Since yard debris is a recyclable material, it is appropriate that Metro User Fees, Regional Transfer Charges, Landfill Siting Fees and Rehabilitation and Enhancement Fees not be collected on yard debris which is delivered source separated. Deducting these fees from the total rates currently collected at St. Johns (\$14.38/ton or \$3.00/cubic yard) leaves only the base rate of \$7.86/ton or \$1.92/cubic yard to be collected. A commercial rate of \$7.86/ton for clean yard debris should provide an adequate encouragement to the delivery of yard debris loads with minimal contamination. In order for the public to deliver yard debris separate from other wastes, it is suggested that an initial rate of \$1.00 per cubic yard be applied. These rates may have to increase in the future to recover more or all of the associated yard debris processing costs, however, they are appropriate for a short time promotion in order to establish proper disposal patterns. Since these source separated yard debris disposal charges represent a reduction in total and base rates currently collected for disposal they can be implemented immediately under ORS 268.515.

It is not certain at this time whether these rates will be adequate to cover costs and it is possible that a subsidy of up to \$60,000 could be needed to manage and process the yard debris which is received as a result of the reduced yard debris rate for three months (up to 10,000 cubic yards of waste could be received each month and the costs of processing could possibly be as high as \$3.00 per yard). If necessary, there is an adequate contingency within the St. Johns program budget to cover this expense (a portion of this available contingency was generated through fees collected on the current stock pile of yard debris).

Adoption of Ordinance No. 86-210 would authorize provisional yard debris rates of \$1.00 per cubic yard or \$7.86 per ton for a three month period. A permanent yard debris rate can be adopted to be effective on January 1, 1987 along with other rate adjustments required for the year.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 86-210.

RM/gl
6169C/472-4
09/04/86

The Presiding Officer announced the second reading of the Ordinance would occur on September 25, 1986.

6.4 Consideration of Ordinance No. 86-210, for the Purpose of Authorizing a Temporary Reduction in Disposal Rates for Source Separated Yard Debris at the St. Johns Landfill (First Reading and Public Hearing)

The Clerk read the Ordinance by title only for the first time.

Norm Wietting, Solid Waste Operations Manager, presented staff's report as printed in the agenda materials.

Presiding Officer Waker asked how the source separated yard debris would eventually be used. Mr. Wietting said the material would be processed for use as landfill top soil which had previously been purchased by Metro from other sources.

Responding to Councilor Hansen's question, Mr. Wietting said the landfill operator's contract provided for control of rodents in the area.

Motion: Councilor Kelley moved the Ordinance be adopted and Councilor Frewing seconded the motion.

Presiding Officer Waker opened the public hearing on the Ordinance.

Estle Harlan, 2202 Lake Road, Milwaukie, Oregon, a consultant for the Oregon Sanitary Service Institute, testified her main concern with the Ordinance was a new definition had been given for "source separated yard debris." She was concerned that Metro-imposed collection requirements could dictate the use of separate trucks for yard debris collection. This, she said, would require considerable capital outlay for haulers. She pointed out that if a market system were in place, the collection industry would have a collection system in place.

Ron Hohnstein, 11505 S.W. Jody Street, Beaverton, was concerned a temporary proposal would become an unfair, permanent policy.

There being no further testimony, Presiding Officer Waker closed the public hearing on the Ordinance.

Councilor Van Bergen was concerned about whether loads would be adequately screened to ensure the material was yard debris. The Presiding Officer said the Ordinance provided for the landfill operator to screen material and he thought most of the public would dispose the type of material allowed.

Presiding Officer Waker announced the second reading of the Ordinance would take place on September 25, 1986.

7. RESOLUTIONS

7.1 Consideration of Resolution Nos. 86-680 and 86-681, Approving a Supplemental Budget, Creating a New Fund (Convention, Trade and Spectator Facility Capital Fund), Amending Resolution No. 86-659 and Authorizing an Interfund Loan (Public Hearing)

Jennifer Sims, Management Services Director, explained when adopted, Resolution No. 86-681 would transmit the Supplemental Budget to the Tax Supervising and Conservation Commission (TSCC). Resolution No. 86-681 would be considered for adoption after it was reviewed and certified by the TSCC. She reported the budget changes had been reviewed before the Council at their meeting of August 28, 1986. Ms. Sims then discussed questions raised by the TSCC about the proposed CTS budget. She referred Councilors to a memo which answered those questions, specifically why that project budget had been developed after the regular, annual budget process. She also revised several minor errors in the budget information attached to Resolution No. 86-680 which staff had subsequently corrected.

Responding to Councilor Frewing's question about the level of Council involvement on the CTS project, Presiding Officer Waker and Executive Officer Gustafson reviewed current Council representation of CTS project committees and task forces.

Presiding Officer Waker opened the public hearing on the Supplemental Budget.

Estle Harlan, 2202 Lake Road, Milwaukie, representing the Oregon Sanitary Service Institute, distributed a memo to Councilors dated September 11, 1986, which explained her specific concerns. She questioned why Solid Waste Operating Fund Contingency monies were being loaned to finance the CTS project. She said the solid waste collection industry did not believe the \$588,719 transfer was appropriate. She also questioned whether the solid waste contingency figure was too high if such a loan could be made.

A discussion followed regarding the amount of the Solid Waste Operating Fund Contingency. Presiding Officer Waker said the unexpected, recent use of the St. Johns Landfill had brought in revenues not previously anticipated. The Executive Officer explained the contingency amount was appropriate and was budgeted to cover unforeseen circumstances.

Councilor Frewing was concerned that CTS budget decisions be made in an open forum. The Executive Officer explained the Metro Council

5. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

6. CONSENT AGENDA

Motion: Councilor Frewing moved the consent agenda be approved and Councilor Kelley seconded the motion.

Vote: A vote on the motion resulted in:

Ayes: Councilors Cooper, Frewing, Gardner, Hansen, Kafoury, Kelley, Van Bergen and Waker

Absent: Councilors Collier, DeJardin, Kirkpatrick and Oleson

The motion carried and the following Resolutions were adopted:

6.1 Resolution No. 86-686, Adopting the FY 1987 to Post-1990 Transportation Improvement Program and the FY 1987 Annual Element; and Resolution No. 86-687, Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements

7.3 Consideration of Ordinance No. 86-210, for the Purpose of Authorizing a Temporary Reduction in Disposal Rates for Source Separated Yard Debris at the St. Johns Landfill (Second Reading)

The Clerk read the Ordinance a second time by title only.

Main Motion: A motion to adopt the Ordinance was made by Councilors Kelley and Frewing on September 11, 1986.

The Presiding Officer explained that Norm Wietting, Solid Waste Operations Manager, and Estle Harlan representing the Oregon Sanitary Service Institute, had met and reached an agreement on an amendment to the Ordinance, pending Council approved. Ms. Harlan proposed the following sentence be added at the end of Metro Code Section 5.02.070(a): "The collection of source separated yard debris would not be expected from sources that generated less volume and was sufficient to provide an economically feasible system." She said the amendment would address the concern she had raised on September 11 and would be consistent with promises made to the collection industry by staff.

Motion to Amend: Councilor Gardner moved to amend the Ordinance as proposed above by staff and Ms. Harlan. Councilor Hansen seconded the motion.

Responding to Councilor Kafoury's question about the effect of the proposed amendment, Mr. Wietting said the hauling industry was concerned the Ordinance as written would require the industry to implement collection systems for yard debris. The amendment would clarify that was not Metro's intent.

Councilor Frewing asked if the amendment indicated Metro would never require the industry to source separate. Presiding Officer Waker said the Ordinance indicated that would not be a requirement at this time.

Vote on Motion to Amend: The vote resulted in:

Ayes: Councilors Cooper, Frewing, Gardner, Hansen, Kafoury, Kelley, Van Bergen and Waker

Absent: Councilors Collier, DeJardin, Kirkpatrick and Oleson

The motion carried and the Ordinance was amended.

Vote on Main Motion: The vote resulted in:

Ayes: Councilors Cooper, Frewing, Gardner, Hansen, Kafoury, Kelley, Van Bergen and Waker

Absent: Councilors Collier, DeJardin, Kirkpatrick and Oleson

The motion carried and the Ordinance was adopted as amended.

8.1 Consideration of Resolution No. 86-688, for the Purpose of Adopting Affirmative Action Goals and Objectives for FY 1986-87

Randy Boose, Personnel Officer, presented staff's report, reviewing highlights of affirmative action goals for the new fiscal year.

Presiding Officer Waker asked if certain affirmative action goals were being increased over the previous year's goals. Mr. Boose explained goals were periodically adjusted to reflect what could be realistically achieved given community resources.

A discussion followed regarding achievement of hiring goals for the previous year. Mr. Boose said the figures reflected that more minority and female employees were being hired at entry level. Because Metro had a policy of promoting its employees, aggressive promotional efforts would eventually result in minority and female employees in higher level positions, he explained.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

September 29, 1986

- Ms. Jane McGarvin
Clerk of the Board
Multnomah County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Dear Jane:

Enclosed are true copies of the following ordinances adopted by the Council of the Metropolitan Service District. Please file these ordinances in the Metro files maintained by your county.

Metro Council

Richard Waker
Presiding Officer
District 2

Jim Gardner
Deputy Presiding
Officer
District 3

Bob Oleson
District 1

Corky Kirkpatrick
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Sharron Kelley
District 7

John Frewing
District 8

Tanya Collier
District 9

Larry Cooper
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Executive Officer
Rick Gustafson

Ordinance No. 86-207, for the Purpose of Defining a Planning Procedure for Designating Areas and Activities for which a Functional Plan May Be Adopted

Ordinance No. 86-208, Adopting a Final Order and Amending the Metro Urban Growth Boundary for Contested Case No. 85-9: Riviera Motors

Ordinance No. 86-209, Amending Ordinance No. 83-162 to Eliminate Conditions Imposed on the Urban Growth Boundary Amendment Adopted for Contested Case No. 81-2: Waldo Estates

Ordinance No. 86-210, Authorizing a Temporary Reduction in Disposal Rates for Source Separated Yard Debris at the St. Johns Landfill

Sincerely,

A. Marie Nelson
Clerk of the Council

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Enclosures (4)



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

September 29, 1986

• Ms. Juanita Orr
County Clerk
Clackamas County Courthouse
8th and Main
Oregon City, Oregon 97045

Dear Ms. Orr:

Enclosed are true copies of the following ordinances adopted by the Council of the Metropolitan Service District. Please file these ordinances in the Metro files maintained by your county.

Metro Council

Richard Waker
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Sincerely,

A. Marie Nelson
Clerk of the Council

amn

Enclosures (4)



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

September 29, 1986

Mr. Charles D. Cameron
County Administrator
Washington County Courthouse
150 North First Avenue
Hillsboro, Oregon 97123

Dear Mr. Cameron:

Enclosed are true copies of the following ordinances adopted by the Council of the Metropolitan Service District. Please file these ordinances in the Metro files maintained by your county.

Metro Council

Richard Waker
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Jim Gardner
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Sincerely,

A. Marie Nelson
Clerk of the Council

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Enclosures (4)