



# METRO

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

# Agenda

Meeting: **METRO COUNCIL**  
Date: **July 27, 1989**  
Day: **Thursday**  
Time: **5:30 p.m.**  
Place: **Council Chamber**

## REVISED AGENDA

Ordinance No. 89-304 has been removed from the agenda. Items Nos. 9.2A and 9.2B have been added to the agenda. Item No. 9.2C has been removed from the Consent Agenda and added to the Resolution section of the agenda.

Approx.  
Time\*

Presented By

5:30 p.m. **CALL TO ORDER/ROLL CALL**

1. **INTRODUCTIONS**
2. **COUNCILOR COMMUNICATIONS**

## **REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE**

2.1 Resolution No. 89-1120, For the Purpose of Expressing Appreciation to Sharron Kelley for Services Rendered to the Council of the Metropolitan Service District (Action Requested: Motion to Adopt the Resolution) Gardner

3. **CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS**
4. **EXECUTIVE OFFICER COMMUNICATIONS**
5. **CONSIDERATION OF MINUTES OF May 4, 1989** (Action Requested: Motion to Approve the Minutes)

5:45 (5 min.) 6. **CONSENT AGENDA** (Action Requested: Motion to Adopt the Consent Agenda)

## **REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE**

6.1 Resolution No. 89-1106, For the Purpose of Requesting an Extension for the Completion of Metro's Periodic Review of the Urban Growth Boundary

6.2 Resolution No. 89-1109, For the Purpose of Amending the Transportation Improvement Program for Tri-Met's Section 9 and Section 3 Discretionary Programs

(continued)

\* All times listed on this agenda are approximate. Items may not be considered in the exact order listed.

**6. CONSENT AGENDA**

**REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE**

**6.3 Resolution No. 89-1111, For the Purpose of Authorizing Federal Funds for a Section 16(b)(2) Special Transportation Project and Amending the Transportation Improvement Program**

**6.4 Resolution No. 89-1119, Amending the FY '90 Unified Work Program (UWP) to Incorporate a Bi-State Transportation Study**

5:50  
(5 min.) **7. ORDINANCES: FIRST READINGS**

**7.1 Ordinance No. 89-300, For the Purpose of Dedicating the St. Johns Reserve Fund for Purposes Established by OAR 340-61-034 (Referred to Solid Waste Committee for Public Hearing)**

**7.2 Ordinance No. 89-302, Establishing and Regulating Charitable Solicitations Among Metropolitan Service District Employees (Referred to Internal Affairs Committee)**

**8. ORDINANCES: SECOND READINGS**

**REFERRED FROM THE SOLID WASTE COMMITTEE**

5:55  
(5 min.) **8.1 Ordinance No. 89-297, Amending Ordinance No. 88-290 Which Revises the 1986 Waste Reduction Program and the 1988 Solid Waste Management Program Waste Reduction Chapter (Action Requested: Motion to Adopt the Ordinance)** Hansen

**9. RESOLUTIONS**

**REFERRED FROM THE SOLID WASTE COMMITTEE**

6:00  
(30 min.) **9.1 Resolution No. 89-1102, Authorizing an Agreement with the City of Forest Grove, Oregon, Pertaining to an Enhancement Fee for the Forest Grove Transfer Station (Action Requested: Motion to Adopt the Resolution)** Hansen

(continued)

\* All times listed on this agenda are approximate. Items may not be considered in the exact order listed.



**9. RESOLUTIONS**

**REFERRED FROM THE SOLID WASTE COMMITTEE**

- |                   |   |          |
|-------------------|---|----------|
| 6:30<br>(10 min.) | <b>9.2 Resolution No. 89-1117, For the Purpose of</b><br>Approving Projects and Programs for the One<br>Percent for Recycling Program (Action Requested:<br>Motion to Adopt the Resolution)   | Wyers    |
| 6:40<br>(15 min.) | <b>9.2A Resolution No. 89-1112, For the Purpose of</b><br>Authorizing Execution of a Service Agreement<br>for Design, Construction and Operation of a<br>Mass Composting Facility with Riedel Environmental<br>Technologies, Inc. (Action Requested: Motion to<br>Adopt the Resolution) | Hansen   |
| 6:55<br>(10 min.) | <b>9.2B Resolution No. 89-1103, For the Purpose of</b><br>Establishing the Composter Community Enhancement<br>Advisory Committee (Action Requested: Motion to<br>Adopt the Resolution)  | Buchanan |
| 7:05<br>(10 min.) | <b>9.2C Resolution No. 89-1099, For the Adoption of a</b><br>Model Purchasing Policy that Gives Preference<br>to the Purchase of Retread Tires (Action<br>Requested: Motion to Adopt the Resolution)  | Hansen   |

**REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE**

- |                   |   |         |
|-------------------|---|---------|
| 7:15<br>(10 min.) | <b>9.3 Resolution No. 89-1121, For the Purpose</b><br>of Endorsing the Water Quality Issues Report<br>(Action Requested: Motion to Adopt the<br>Resolution) | Gardner |
|-------------------|---|---------|

**BEFORE THE CONTRACT REVIEW BOARD**

- |                  |   |        |
|------------------|---|--------|
| 7:25<br>(5 min.) | <b>9.4 Resolution No. 89-1118, Authorizing an</b><br>Exemption to Metro Code Chapter 2.04.044<br>Competitive Bidding Procedures and Authoriz-<br>ing a Sole Source Agreement with Bergman<br>Photographic Services for the Purchase of<br>Aerial Photographs (Action Requested:<br>Motion for Contract Review Board to Adopt<br>the Resolution) | Devlin |
|------------------|---|--------|

(continued)

\* All times listed on this agenda are approximate. Items may not be considered in the exact order listed.

**9. RESOLUTIONS**

**REFERRED FROM THE FINANCE COMMITTEE**

7:30 (25 min.)	<b>9.5 Resolution No. 89-1065A, Revising Expenditure Guidelines for Councilor Per Diem, Councilor Expense and General Council Materials and Services Accounts (Action Requested: Motion to Adopt the Resolution)</b>	Gardner
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**NON-REFERRED RESOLUTIONS**

7:55 (10 min.)	<b>9.6 Resolution No. 89-1122, Appointing District 7 Citizens Advisory Committee (Action Requested: Motion to Adopt the Resolution)</b>	Ragsdale
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8:05     **10. COUNCIL COMMITTEE REPORTS**

8:20     **ADJOURN**

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Agenda Item No. 2.1

Meeting Date July 27, 1989

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EXPRESSING	)	RESOLUTION NO. 89-1120
APPRECIATION TO SHARRON KELLEY FOR	)	
SERVICES RENDERED TO THE COUNCIL	)	Introduced by the
OF THE METROPOLITAN SERVICE DISTRICT	)	Intergovernmental Relations
	)	Committee

WHEREAS, Sharron Kelley served as the elected Council representative for District 7 of the Metropolitan Service District from January 1983 through July 7, 1989; and

WHEREAS, On June 27, 1989 Sharron Kelley was duly elected by the voters of Multnomah County District 4 to serve as Commissioner to the Multnomah County Board commencing July 10, 1989; and

WHEREAS, Councilor Kelley served as an exemplary representative on the Metro Council, providing dedicated service to the Council as Deputy Presiding Officer and to Council Committees past and present -- Intergovernmental Relations, Internal Affairs, Zoo, Solid Waste and Convention, Zoo & Visitor Facilities; and

WHEREAS, Councilor Kelley has exercised notable leadership to support and expand citizen involvement in Metro, its Council and Committee proceedings, and government in general; and

WHEREAS, During the last two years Councilor Kelley provided exceptional commitment, leadership and support to Metro's development and implementation of the Parks and Natural Areas Program, serving to forge strong, new, cooperative relationships with local jurisdictions to help coordinate and facilitate the region's parks and natural areas planning, development and preservation; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District expresses its appreciation to Sharron Kelley for her excellent service, dedication and commitment to the Council and the District.

2. That the Council wishes Sharron continued success in her new role as District 4 Commissioner with Multnomah County.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer



Agenda Item No. 5

Meeting Date July 27, 1989

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

Special Meeting  
May 4, 1989

Councilors Present: Sharron Kelley (Deputy Presiding Officer)  
Lawrence Bauer, Tanya Collier, Tom DeJardin,  
Richard Devlin, Jim Gardner, Gary Hansen,  
David Knowles

Councilors Absent: Roger Buchanan, Mike Ragsdale, George Van  
Bergen, Judy Wyers

Deputy Presiding Officer Kelley called the meeting to order at  
6:30 p.m.

1. Consideration of Resolution No. 89-1093, for the Purpose of  
Approving the FY 1989-90 Budget and Transmitting the  
Approved Budget to the Tax Supervising and Conservation  
Commission

Councilor Gardner presented the Budget Committee's report and recommendations. He referred the Council to a memorandum they had received dated April 27, 1989, from Councilor Collier to the Council which detailed the Budget Committee's process and resultant recommendations. Councilor Gardner said explanations for proposed expenditures had been well justified and the Budget Committee had attempted to tighten expenditures and meet certain specific program goals. He stated the budget recommended to Council in Resolution No. 89-1093 had the impact of reducing proposed District operating costs by approximately \$1.5 million, primarily by shifting costs for construction and changes at the Metro South Station to the Solid Waste Capital Fund. He said the budget included funds for salary adjustments which had resulted from a recent agreement with American Federation of State, County and Municipal Employees (AFSCME). The increased salary costs were approximately \$900,000. These funds in the proposed budget had been placed under Contingency, and in Resolution No. 89-1093, had been appropriated to the appropriate Personal Services line item.

Councilor Gardner then highlighted each fund as follows:

Zoo

The Budget Committee recommended transmitting the budget as submitted by the Executive Officer. Two budget notes had been recommended.



### Solid Waste

Operating fund reductions in personal services and materials and services categories by \$85,000 had been recommended. Construction funds had been shifted from operations to Capital for the Metro South Station.

### Planning and Development

The program goal had been to fully fund the ongoing Parks Planning and Coordination function. Through cuts in other areas, all but \$16,000 of the Parks Program had been funded.

### Transportation

An additional expenditure of \$35,000 to augment the Regional Land Inventory System (RLIS) by adding a digital street address file had been recommended. A budget note had also been added making the RLIS expenditure contingent upon revenue sources. It had been anticipated the revenue source would be users of the service.

### Convention Center

Budget Notes had been recommended for the Metro-ER Commission and Convention Center Management and Capital funds.

### General Fund

Reductions totaling \$95,000 had been recommended in the General Fund. Four Budget Notes had been included. One of the program goals had been to fund an analysis of what Metro's role should be in the area of regional water management planning. The Budget Committee recommended funding a full time position to do a water quality analysis and develop a strategy for defining and accomplishing Metro's ongoing role.

Motion: Councilor Gardner moved, Councilor Collier seconded, adoption of Resolution No. 89-1093.

Councilor Kelley opened the public hearing.

Ms. B.D. Plummer, a citizen, read written testimony into the record, and the Clerk distributed copies of the written testimony to the Council. Ms. Plummer's testimony requested an ongoing monitoring and evaluation process regarding the Metro Budget.

Ray Phelps, Finance and Administration Director, said Ms. Plummer's name would be added to the mailing list for copies of the Quarterly Program Progress Report compiled by the Executive Officer and

presented to Council. However, Mr. Phelps noted it was quite costly to print and mail copies for each voter in the District as Ms. Plummer had suggested. Ms. Plummer suggested Metro advertise the availability of the Quarterly Reports and the contact person to obtain a copy. Councilor Hansen suggested a brief statement be published along with the Council and Committee meeting notice at the time quarterly reports are available and being reviewed by the functional committees.

Gretchen Beuhner, Citizen member of the Metro Budget Committee, said she had been a member of the Budget Committee for the past two years and commended the Executive and department staff on their efforts in compiling the budget. She said the Committee's job had been made easier than in previous years because of those efforts. In regard to the Committee's recommendations, Ms. Beuhner, said she felt more long-range planning should be done and was critical. She noted the FY 89-90 budget contained a financial planner position to be funded January 1, 1990. She said she felt it critical to fund the position as soon as possible and that the position would be of benefit to the whole agency, and in the long run, save the taxpayers money.

Jeanne Roy, said she wished to testimony on another matter. Chair Kelley asked Ms. Roy if she would wait until discussion of Resolution No. 89-1093 had been concluded.

Councilor Devlin noted two additional Budget Notes not considered by the Budget Committee were proposed in the Resolution. Councilor Knowles introduced the Budget Notes.

Motion to Amendment:

Councilor Knowles moved to amend, seconded by Councilor DeJardin, Resolution No. 89-1093 to include a budget note stating: "For the use of Council review and consideration, the Metro E-R Commission will prepare and submit future budget proposals on the standard Metro budget manual forms issued by the Finance and Administration Department."

Vote on Amendment:

All Councilors present voted in favor of the amendment. Councilors Buchanan, Ragsdale, Van Bergen and Wyers were absent.

The motion carried unanimously.

Councilor Collier thanked Councilors Gardner and Van Bergen for their assistance in guiding the Budget Committee deliberations while her work duties prevented her presence at the meetings.



Motion to Amend:

Councilor Collier moved, seconded by Councilor DeJardin, to amend Resolution No. 89-1093 to include a Budget Note stating: "The Zoo Marketing Division and Graphics Division staff shall work closely with the Public Affairs Department to effectively demonstrate to the public that the Zoo is a function of Metro. The Convention, Zoo and Visitor Facilities Committee shall evaluate progress towards this end and shall submit findings and recommendations prior to February 1, 1990.

"If the public perception of the Metro/Zoo affiliation has not substantively increased, the Zoo Marketing Division and Graphics Division shall be reorganized and placed under the direction of the Public Affairs Department in the 1990-91 budget."

Councilor Bauer said he was uncomfortable with the second paragraph of Councilor Collier's amendment because of what could be perceived as punitive actions. Councilor Knowles suggested the second paragraph of the amendment be deleted with the understanding that the Convention, Zoo and Visitor Facilities would review the issue, and that he, as chair of the Committee, would bring the matter before the Committee.

Councilor Gardner suggested amending the second sentence of the first paragraph of Councilor Collier's amendment to replace the two instances of "shall" with the word "will."

Councilor Devlin said he also objected to the second paragraph of the amendment and had strong objections to the combination of a marketing and public affairs department because he felt their roles were different. He questioned whether the public would be in favor of using public funds to market the agency.

Motion to the Amendment:

Councilor Collier moved, seconded by Councilor Gardner, to accept as friendly amendments, the suggestions by Councilors Knowles and Gardner so that the amendment would then read: "The Zoo Marketing Division and Graphics Division staff shall work closely with the Public Affairs Department to effectively demonstrate to the public that the Zoo is a function of Metro. The Convention, Zoo and Visitor Facilities Committee will evaluate progress towards this end and will submit findings and recommendations prior to February 1, 1990.

Council Minutes  
May 4, 1989  
Page 5

Vote on Amendment: All councilors present voted aye. Councilors Buchanan, Ragsdale, Van Bergen and Wyers were absent.

The motion carried unanimously.

Vote on Main Motion: All councilors present voted in favor of the motion to adopt Resolution No. 89-1093 as amended.

The motion carried unanimously.

Chair Kelley then recognized Ms. Roy who had previously asked to testify on a non-agenda item. Council Administrator Donald Carlson stated Ms. Roy had left for another meeting and said she would try to return at the next Council meeting.

There was no further business, and the meeting was adjourned at 7:10 p.m.

Respectfully submitted,

  
Gwen Ware-Barrett  
Clerk of the Council

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GWB/lc





**METRO**

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

# Memorandum

Meeting: METRO COUNCIL  
Date: July 27, 1989  
Time: 5:30 p.m.  
Place: Council Chamber

## CONSENT AGENDA

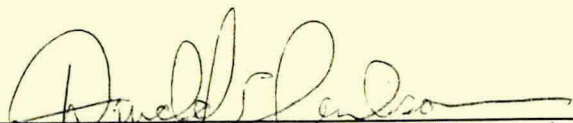
The following business items have been reviewed by the Presiding Officer of the Council. These items meet the Consent Agenda Criteria established by the Council. The Council is requested to approve the recommendations presented for the following items:

### **REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE**

- 6.1 Resolution No. 89-1106, For the Purpose of Requesting an Extension for the Completion of Metro's Periodic Review of the Urban Growth Boundary
- 6.2 Resolution No. 89-1109, For the Purpose of Amending the Transportation Improvement Program for Tri-Met's Section 9 and Section 3 Discretionary Programs
- 6.3 Resolution No. 89-1111, For the Purpose of Authorizing Federal Funds for a Section 16(b)(2) Special Transportation Project and Amending the Transportation Improvement Program
- 6.4 Resolution No. 89-1119, Amending the FY '90 Unified Work Program (UWP) to Incorporate a Bi-State Transportation Study

### **REFERRED FROM THE SOLID WASTE COMMITTEE**

- 6.5 Resolution No. 89-1099, For the Adoption of a Model Purchasing Policy that Gives Preference to the Purchase of Retread Tires

  
\_\_\_\_\_  
Donald E. Carlson, Council Administrator

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Agenda Item No. 6.1

Meeting Date July 27, 1989

INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1106, FOR THE PURPOSE OF REQUESTING AN  
EXTENSION FOR THE COMPLETION OF METRO'S PERIODIC REVIEW OF THE  
URBAN GROWTH BOUNDARY

Date: June 22, 1989

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the June 20, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1106. Councilor Collier was absent.

COMMITTEE DISCUSSION/ISSUES: Planning & Development Director Rich Carson and Regional Planning Supervisor Pat Lee presented the resolution and staff report (attached). The following points were highlighted supporting a six month extension of Periodic Review until June, 1990:

1. Completion of the Urban Growth Management Plan, which will provide a policy framework for amending Metro's procedures and criteria for making amendments to the Urban Growth Boundary, is targeted for June, 1990.
2. One of two major tasks of Metro's Periodic Review is to rewrite and revise procedures and criteria for making and assessing UGB amendments.
3. If Periodic Review ends in December 1989, as scheduled, then the Periodic Review products will not benefit from the Urban Growth Management Plan process or policy recommendations.
4. A time extension consistent with the Urban Growth Management Plan completion ensures that UGB procedures revisions to the Metro Code happen legislatively, through the Metro Council. However, if Periodic Review ends in December but Code amendments are desired later, then those amendments would be governed by "post-acknowledgement" procedures, i.e. an appeal to the State Land Use Board of Appeals/LUBA.

It was noted the local Land Use Conservation and Development Commission (LCDC) representative, who participates on Metro's UGB Technical Advisory Committee, believes the extension request will be approved based on the above points. Both the UGB Technical Advisory Committee and Policy Advisory Committee recommended Council approval of the extension request.

DISK:NEWJPM  
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6-22-89

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REQUESTING AN	)	RESOLUTION NO. 89-1106
EXTENSION FOR THE COMPLETION OF	)	
METRO'S PERIODIC REVIEW OF THE	)	INTRODUCED BY THE
URBAN GROWTH BOUNDARY	)	EXECUTIVE OFFICER

WHEREAS, on December 22, 1988, the Council of the Metropolitan Service District approved Resolution No. 88-1021, which established a process for engaging in the periodic review of Metro's Urban Growth Boundary (UGB), consistent with state law; and

WHEREAS, a major task for periodic review is to rewrite and revise Metro's procedures and criteria for making amendments to the UGB; and

WHEREAS, The Council of the Metropolitan Service District did anticipate completing its periodic review of the UGB by the end of December, 1989; and

WHEREAS, concurrent with periodic review, Metro intended to also complete an Urban Growth Management Plan which would provide, among other things, a policy framework to be used as part of the procedure for considering petitions to amend the UGB; and

WHEREAS, with the passage of Resolution Number 89-1049, the Metro Council created policy and technical advisory committees for the development of the Urban Growth Management Plan and to serve as advisors during the periodic review of the UGB; and

WHEREAS, the Technical Advisory Committee for the Urban Growth Management Plan (UGMP) did recommend to the Policy Advisory Committee for the UGMP that it encourage Metro to seek an extension for periodic review to the end of the UGMP process so that the



rewritten and revised procedures and standards could be based on the UGMP policy framework; and

WHEREAS, the Policy Advisory Committee for the UGMP has unanimously recommended to the Council of the Metropolitan Service District that it seek an extension of periodic review, consistent with the findings of the Technical Advisory Committee for the UGMP; now, therefore,

BE IT RESOLVED,

- 1) That the Council of the Metropolitan Service District does hereby endorse the process for completing the Urban Growth Management Plan developed by the Policy and Technical Advisory Committees (exhibit A, attached); and
- 2) That the Council requests the Executive Officer of the Metropolitan Service District to seek an extension for the periodic review of the Urban Growth Boundary so that the Urban Growth Management Plan, due to be completed in June of 1990, can be used as the basis for the revised and rewritten procedures and standards to be included in the Final Periodic Review Order.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

ES/es  
6/12/89

SUMMER	OCTOBER - NOVEMBER	DECEMBER - JANUARY	JANUARY - FEBRUARY
<b>REGIONAL GROWTH DATA BASE:</b> <ul style="list-style-type: none"> <li>o Literature Search</li> <li>o Regional Forecast</li> <li>o Local Comp Plans + Periodic Review Orders</li> <li>o State Goals</li> <li>o Metro Functional Plans</li> <li>o Existing Management System + Roles (Statutory + Existing)</li> <li>o Historic Development Dynamics</li> <li>o Begin Thematic Study of Region</li> <li>o Environmental Quality</li> <li>o Other Goal Statements</li> </ul> <hr/> <b>PRODUCT:</b> First cut regional growth opportunities and concerns; description of existing management system + roles (State, Metro, County, City, Special Districts). <hr/> <b>PAC ROLE:</b> Review and Discuss. <hr/> <b>TAC ROLE:</b> Data Synthesis.	<b>SCOPING SESSIONS:</b> <p>To identify and refine regional growth opportunities and concerns, and to identify issues relating to the existing management system. Meetings With:</p> <ul style="list-style-type: none"> <li>- CPO's + NA's</li> <li>- Business + Civic Groups</li> <li>- Metro Mayors + Managers</li> <li>- County Commissioners</li> <li>- School Districts</li> <li>- Planners + Agency Staff</li> <li>- Environmental Organizations</li> <li>- Others...</li> </ul> <hr/> <b>PRODUCT:</b> Revised Growth Opportunities and Concerns to be used as basis for Conference. <hr/> <b>PAC ROLE:</b> Identify Groups, Convene Meetings, Review Meeting Format. <hr/> <b>TAC ROLE:</b> Identify Groups, Review Format, Convene Meetings.	<b>REGIONAL GROWTH CONFERENCE:</b> <ul style="list-style-type: none"> <li>o Inspiration</li> <li>o Present Thematic Study</li> <li>o Identify and Refine Regional Growth Opportunities/Concerns</li> <li>o Discuss Existing Management System and Roles...Strengths and Weaknesses</li> </ul> <hr/> <b>OPINION SURVEY:</b> <p>To test results of issue identification process up through Regional Growth Conference</p> <hr/> <b>PRODUCT:</b> Revised growth opportunities and concerns and management system analysis tested via statistically valid opinion survey. <hr/> <b>PAC ROLE:</b> Conference agenda planning, survey oversight, adoption of final regional growth opportunities and concerns. <hr/> <b>TAC ROLE:</b> Conference planning, identification of growth opportunities and concerns, survey design review.	<b>REGIONAL GROWTH VISION:</b> <p>To Provide Structure/Outline for UGMP. To Include Definition of Roles According to Implementation Objectives.</p> <hr/> <b>PRODUCT:</b> A vision of the future growth of the urban region to be used as the basis for developing specific policies. <hr/> <b>PAC ROLE:</b> Develop Vision Statements and Broad Implementation Objectives. Define Roles. <hr/> <b>TAC ROLE:</b> Assist in Initial Synthesis of Regional Growth Opportunities and Concerns Into Vision Statements. Summarize Findings on Existing Management System and Roles.

**FEBRUARY -**

**REGIONAL GROWTH POLICIES:**

PAC Develops:

- o "Regional Concept"
- o Policies to Implement Metro's Regional Growth Vision Responsibilities
- o Any Necessary Metro Code Amendments
- o Overall UGMP Implementation, Monitoring, and Update Processes

**PAC ROLE:** Discuss and Develop Regional Concept, Policy Framework, Overall UGMP Implementation Principles.

**TAC ROLE:** Support PAC Activities Through Presentation of Initial Approach, Draft Code Language, Etc.

**- JUNE**

**PAC RECOMMENDATION TO COUNCIL AND FORMAL COUNCIL ACTION**

**PAC ROLE:** Develop Final Report and Recommendations.

**TAC ROLE:** Support PAC.

**ONGOING**

**IMPLEMENTATION**

- o Local Plan Consistency
- o Special Studies
- o Monitoring + Evaluation

**PAC ROLE:** Monitor + Review Performance; Identify Special Studies.

**TAC ROLE:** Assist PAC; Identify and Design Special Studies.



## STAFF REPORT

RESOLUTION NO. 89-1106: FOR THE PURPOSE OF REQUESTING AN EXTENSION FOR THE COMPLETION OF METRO'S PERIODIC REVIEW OF THE URBAN GROWTH BOUNDARY

Date: June 12, 1989

Presented By: Carson/Lee/Seltzer

### BACKGROUND

A major product of Metro's periodic review of the Urban Growth Boundary (UGB) will be revised and new procedures and standards for considering petitions to amend the boundary. Currently, the Metro Code contains no procedures for major amendments, and no process for periodic review and potential legislative amendments of the UGB. Furthermore, the standards that must be met by a petitioner lack clarity and specificity, and do not express any regional concerns or policy regarding Metro's management of the urban land supply.

The Urban Growth Management Plan was conceived in large part as a way to establish the underlying policy framework needed to revise and in some cases create clear and objective standards and procedures for UGB management. The Technical Advisory Committee developed a proposal for structuring the planning process that would be both participatory and exciting (see attached chart). That process would extend 6 months beyond the present completion date for Periodic Review to June of 1990.

The Technical Advisory Committee also recommended that Metro seek an extension for periodic review in order to make the periodic review and Urban Growth Management Plan processes coincide. If periodic review ends in December of 1989, as scheduled, then the products of periodic review will not benefit from the Urban Growth Management Plan process or the exposure afforded by that process. Since code revisions are one of two major periodic review tasks, it wouldn't make sense to revise the code, then develop the policy, and finally revise the code again.

In addition, periodic review is intended to be a chance to engage in an evaluation and discussion of policy issues, exactly the focus for the Urban Growth Management Plan. If the code is revised following the completion of the Urban Growth Management Plan but during periodic review, then the process remains legislative from start to finish and Metro's dialogue is with LCDC. If, on the other hand, amendments to the code are made after periodic review, then those amendments would be governed by post-acknowledgement procedures. Any "dialogue" with the state would only occur as an appeal to LUBA.

The Policy Advisory Committee modified and then adopted the process for the Plan put forth by the Technical Advisory Committee.



It discussed the recommendation to extend periodic review and unanimously moved to recommend that the Metro Council seek an extension for its periodic review of the UGB to bring it in line with the UGMP process as suggested by the Technical Advisory Committee. A letter distributed at the Policy Advisory Committee meeting on June 7, 1989, from the Regional Representative of the Department of Land Conservation and Development (attached), suggests that a request for an extension under these circumstances would be supported.

#### RECOMMENDATION

Extending periodic review is not to be taken lightly. Periodic review for the UGB is a relatively narrow process, and all indications are that Metro could conclude its review on time. In addition, the basic data underlying Metro's land supply findings in its draft periodic review order, and the basic structure of the proposed code revisions are unlikely to change substantially between the scheduled date for completion and the extended date.

From procedural and policy perspectives, the reasoning of the Policy and Technical Advisory Committees is sound, and should lead to the development of better policy in a legislative rather than judicial process. The Urban Growth Management Plan is not required as part of periodic review, but it will vastly improve Metro's ability to manage the region's urban land supply and Metro's ongoing management of the UGB.

The UGMP process will help to raise the visibility of urban growth issues and processes in the region, and in so doing will lead to a better and more credible product. Hence, linking periodic review to the conclusion of the UGMP process is a natural extension of the policymaking envisioned earlier by Metro when it proposed the UGMP, and should lead to a better product capable of serving the region further into the future.

Therefore, this resolution should be supported, and an extension should be sought for periodic review linked to the completion of the UGMP in June of 1990.

ES/es  
6/12/89

Agenda Item No. 6.2

Meeting Date July 27, 1989



INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1109, AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR TRI-MET'S SECTION 9 AND SECTION 3 DISCRETIONARY PROGRAMS

Date: July 14, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the July 5, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, Collier, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1109. No Committee members were absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Planning Manager Richard Brandman presented the resolution which would amend the Transportation Improvement Program (TIP) to include FY 1990 projects funded by Section 9 funds. As noted in the attached staff report, the resolution would also amend the TIP to include \$5.5 million in FY89 and \$9.5 million in FY90 of Section 3 discretionary funds to complete Tri-Met's "Project Breakeven."

A key recommendation of the Public/ Private Task Force on Transit Finance, Project Breakeven allows Tri-Met to acquire land and then lease it back to private interests, at commercial rates, for development. The Project's goal is to increase light rail ridership revenues, through commercial development along the LRT route, and provide additional revenue from the lease-back arrangement. These increased revenues should cover the existing light rail operating costs, eliminating the need for a government subsidy for LRT operations. Staff noted 2 projects under Project Breakeven:

- 1) a shopping center at the end of the LRT line in Gresham, and
- 2) the purchase of approximately 3 blocks of land north of the Oregon Convention Center for a potential Headquarters Hotel.

In reviewing the proposed Section 9 projects, it was noted the Westside Light Rail Project Preliminary Engineering would extend to 185th Street, not Hillsboro. No other issues were raised regarding the proposed projects.

jpmdisk  
a:\res1109.cr

BEFORE THE COUNCIL OF THE  
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 89-1109
TRANSPORTATION IMPROVEMENT PROGRAM	)	Introduced by
FOR TRI-MET'S SECTION 9 AND SECTION 3	)	Mike Ragsdale, Chair,
DISCRETIONARY PROGRAMS	)	JPACT

WHEREAS, JPACT has previously approved an overall federal funding program proposed for transit improvements; and

WHEREAS, Tri-Met has prepared a program of projects for FY 1990 using Section 9 funds; and

WHEREAS, new Section 3 discretionary funds in the amount of \$5.5 million have been appropriated, and funds in the amount of \$9.5 million to complete Project Breakeven have been proposed for FY 1990; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the Section 9 Program projects for FY 1990 appearing in Exhibit A;
2. That the use of new Section 3 discretionary funding in the amount of \$5.5 million in FY 1989 and \$9.5 million in FY 1990, coupled with Section 9 funds to complete Project Breakeven, is endorsed;
3. That the Transportation Improvement Program be amended to incorporate these allocations and projects;
4. That the Council hereby finds the projects in accordance with the Regional Transportation Plan and hereby gives affirmative intergovernmental project revision approval.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer

Exhibit A

SECTION 9 PROGRAM OF PROJECTS FOR FY 1990

1.	Westside Light Rail Project Preliminary Engineering and Final Environmental Impact Statement	\$1,863,200
2.	Project Breakeven (partial funding for land acquisition, design and construction of a light rail station and associated improvements on MAX line).	\$4,300,000
3.	Light Rail Vehicles - Air Conditioning Retrofit	\$1,920,000
4.	Service Vehicles	\$53,600
5.	Shop Equipment	\$45,840
6.	Computer Equipment	\$252,080
7.	Telecommunications Equipment	\$24,320
8.	Automatic Vehicle Locator - Demonstration Project	\$40,000
9.	Security Equipment	\$320,000
	Subtotal Capital:	\$8,819,040
	OPERATING ASSISTANCE (Up to 50% Funding) For period from July 1, 1989 to June 30, 1990	\$4,108,766
	TOTAL	\$12,927,806



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 89-1109 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR TRI-MET'S SECTION 9 AND SECTION 3 DISCRETIONARY PROGRAMS

Date: June 26, 1989

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Adoption of this resolution would amend the Transportation Improvement Program (TIP) to include a program of projects for FY 1990 using Section 9 funds. In addition, it would amend the TIP to include \$5.5 million in FY 1989 and \$9.5 million in FY 1990 of Section 3 discretionary funds to complete Project Breakeven.

#### FACTUAL BACKGROUND AND ANALYSIS

JPACT, in May 1989, approved a series of recommendations concerning federal actions required for transit funding. Among the items approved was an UMTA funding proposal for fiscal years 1990 through 1993 with provision that specific TIP amendments to implement the program would later follow.

This first step to implement the above program appears in Exhibit A to the resolution and focuses on Section 9 funding.

Augmenting the Section 9 Program is \$9.5 million of new Section 3 funding to complete Project Breakeven. This is in addition to \$5.5 million of previous Section 3 (1989) appropriations and \$4.3 million of proposed locally controlled Section 9 funding in Exhibit A. Funding for Project Breakeven will allow acquisition of land by Tri-Met. The land will in turn be leased back to private interests at commercial rates for private development. The lease revenues and new farebox revenues will help defray the operating costs of the existing MAX route. Implementation of this concept is one of the key recommendations of the Public/Private Task Force on Transit Finance previously adopted by JPACT.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1109.

Agenda Item No. 6.3

Meeting Date July 27, 1989

INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1111, authorizing federal funds for a section 16(b)(2) SPECIAL TRANSPORTATION PROJECT AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

---

Date: July 14, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the July 5, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, Collier, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1111. No Committee members were absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Planning Manager Richard Brandman presented Resolution No. 89-1111 which would allow Volunteer Transportation Program, a local nonprofit, to apply for Federal 16(b)(2) funds to provide special transportation services to clients not served by Tri-Met. As noted in the staff report, the Urban Mass Transportation Administration is authorized under Section 16(b)(2) to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. In the Portland metropolitan area, Section 16(b)(2) funding is only for use to serve specific client groups which Tri-Met cannot serve effectively. Tri-Met supports the Volunteer Transportation Program application -- the only local application submitted. Approval of Resolution No. 89-1111 has no budget impact on Metro.

jpmdisk  
a:\res1111.cr



BEFORE THE COUNCIL OF THE  
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 89-1111
FEDERAL FUNDS FOR A SECTION 16(b)(2)	)	Introduced by Rena Cusma,
SPECIAL TRANSPORTATION PROJECT AND	)	Executive Officer
AMENDING THE TRANSPORTATION IMPROVE-	)	
MENT PROGRAM	)	

WHEREAS, Section 16(b)(2) of the Urban Mass Transportation Act authorizes the Urban Mass Transportation Administration to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons; and

WHEREAS, Section 16(b)(2) funding will be made available only to nonprofit organizations serving specific client groups which cannot better be served by regular Tri-Met service to the elderly and handicapped community; and

WHEREAS, Tri-Met has determined that the applicant listed below can serve their client group more efficiently than could Tri-Met; and

WHEREAS, To comply with federal requirements the Transportation Improvement Program must be amended to include projects recommended for Urban Mass Transportation Administration 16(b)(2) funds; and

WHEREAS, The project described below was reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED:

1. That Federal 16(b)(2) funds be authorized for the purchase of special transportation vehicles for the following:

	<u>Federal</u>	<u>Applicant</u>
Volunteer Transportation Program	100,000	20,000

2. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

3. That the Council of the Metropolitan Service District finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

DJU:mk  
89-1111.RES  
06-26-89

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 89-1111 FOR THE PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR A SECTION 16(b)(2) SPECIAL TRANSPORTATION PROJECT AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 30, 1989

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Recommend Council adoption of the attached Resolution which authorizes Federal 16(b)(2) funds to one private, nonprofit social service agency. These funds will be used for the purchase of passenger vehicles and related equipment to provide special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. This Transportation Improvement Program (TIP) addition will allow the agency to apply for 16(b)(2) funding from the Urban Mass Transportation Administration (UMTA).

#### FACTUAL BACKGROUND AND ANALYSIS

Section 16(b)(2) authorizes UMTA to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

Section 16(b)(2) funding is only available to private, nonprofit organizations and, in the Metro region, only for use to serve specific client groups that cannot be served effectively by Tri-Met. Tri-Met has reviewed the application for 16(b)(2) funds and supports it on the basis that Tri-Met is unable to perform more efficiently the function these vehicles would provide. Tri-Met has conditioned their support on the applicant's agreement to coordinate with the tri-county LIFT program in cases where that would provide more efficient service. (See attached letter of support from Tri-Met.)



The one local provider submitting an application is:

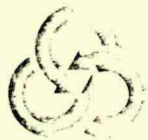
Volunteer Transportation Program	3 8-passenger mini vans	\$ 40,005
	2 modified vans	52,435
	2 wheelchair lifts	<u>7,560</u>
	Total	\$100,000

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 89-1111.

DJU:mk  
89-1111.RES  
06-26-89

TRI-COUNTY  
METROPOLITAN  
TRANSPORTATION  
DISTRICT  
OF OREGON



**TRI-MET**

4012 S.E. 17TH AVENUE  
PORTLAND, OREGON 97202

↑ RECEIVED JUN 23 1989

June 22, 1989

Mr. Andrew Cotugno  
Metro  
2000 SW 1st  
Portland, OR 97201

Dear Mr. Cotugno:

Tri-Met has reviewed the proposal and award notice for the successful applicant for the 1989 16(b)(2) program. Tri-Met has determined that it is unable to perform the functions the vehicles would provide. Based upon the need and their agreement to coordinate with the LIFT program, Tri-Met supports the application for funding for Volunteer Transportation, Inc.

Sincerely,

Park Woodworth, Director  
Paratransit Services

PW/et

c: Dave Unsworth  
Volunteer Transportation, Inc.

Agenda Item No. 6.4

Meeting Date July 27, 1989



INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1119, AMENDING THE FY '90 UNIFIED WORK PROGRAM  
(UWP) TO INCORPORATE A BI-STATE TRANSPORTATION STUDY

---

Date: July 18, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the July 18, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Collier, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1119. Councilor Bauer was absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno presented the staff report and resolution. Resolution No. 89-1119 amends the FY 1990 Unified Work Program (UWP) by adding specific work elements and a funding breakout for conducting the Bi-State Transportation Study. The UWP describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1990 and approval of the plan is required to receive federal transportation planning funds. The Council approved the UWP April 27, 1989, by Resolution No. 89-1071 which specifically noted . . . "That the FY 1990 Unified Work Program is approved subject to further review and approval of the Bi-State Transportation work program tasks, organization, and budget within 90 days." The recommended Bi-State Study work program is outlined in Exhibit A to Resolution No. 89-1119 and staff emphasized it is consistent with the study scope recommended by JPACT and also adopted by the Council April 27, 1989 (Resolution No. 89-1075).

Staff emphasized the Bi-State Study does not call for identification of additional projects for the Regional Transportation Plan but focuses, per the adopted scope of study, on analyzing existing transportation systems and Light Rail Transit (LRT) and their ability to meet projected Bi-State travel demands.

The Committee discussed the impact of the Bi-State work program on Metro Transportation staff and resources. Metro's in-house portion of the work program has been accounted for in the FY89-90 budget, but staff reported it is still unclear which participating jurisdiction will oversee the contract work. The Bi-State work is anticipated to extend into FY90-91, with the total effort lasting approximately 18 months.

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a:\res1119.cr

BEFORE THE COUNCIL OF THE  
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 89-1119
FY '90 UNIFIED WORK PROGRAM (UWP)	)	
TO INCORPORATE A BI-STATE	)	Introduced by Mike
TRANSPORTATION STUDY	)	Ragsdale, Chair, JPACT

WHEREAS, The FY '90 Unified Work Program was adopted by Resolution No. 89-1071; and

WHEREAS, A Bi-state Transportation Study Position Paper was adopted by Resolution No. 89-1075; and

WHEREAS, A scope of work to implement the Bi-state Transportation Study has been defined; now, therefore

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District amends the FY '90 Unified Work Program to include the Bi-state Transportation Study work element as reflected in Exhibit A.

2. That this amendment is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer



## BI-STATE TRANSPORTATION STUDY

### PROGRAM DESCRIPTION

JPACT recently adopted a position paper that called for a Bi-State Transportation Study. The position paper recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system, and it is in the best interest of the Portland-Vancouver region that this part of the system function properly.

The Metro Regional Transportation Plan identifies a series of transit and highway improvements to serve the bi-state travel movement between Clark County, Washington and Oregon. Metro and Clark County IRC will evaluate the adequacy of the existing system to meet existing travel demands and the adequacy of the planned system to meet projected 2010 travel demands. This will provide the necessary documentation for determining whether or not to proceed with consideration of additional transportation improvements for inclusion in the Regional Transportation Plan.

Public involvement will focus primarily on the LRT aspects of the study, to be undertaken by Portland for the Oregon portion of the route and by Clark County IRC for the possible extensions into Clark County, Washington. Additional public involvement will be required if this study concludes that improvements beyond those identified in the RTP are needed.

### RELATIONSHIP TO OTHER WORK

The analysis of existing travel, future travel demand and present/future transportation system adequacy will utilize information produced by the following work activities:

- (1) updated forecasts produced in the model refinement tasks;
- (2) update LRT ridership forecasts and evaluation of I-5 North LRT produced in the Regional LRT study task; and
- (3) technical input on highway operating levels from WSDOT and ODOT.

In addition to this transportation system evaluation, Metro is coordinating the development of an Urban Growth Management Plan to guide future urban expansion in the Oregon portion of the metropolitan area. This activity is being done as a cooperative effort of the land use planning interests in the region under the supervision of the Urban Growth Management Policy and Technical Advisory Committees. Initial discussions have been undertaken to coordinate with and expand this activity into Clark County.

If at the conclusion of this analysis it is determined that the planned transportation system is inadequate, and upon completion of the long range land use planning



activities described above, consideration will be given to undertaking an assessment of additional transportation improvements in the I-5/I-205 corridors. Consideration of new highway bridges will not be undertaken until other alternatives have been thoroughly considered and a long-range urban growth policy for the region has been developed.

## OBJECTIVES

- A. Provide for policy, technical and public input to the Bi-State Transportation Study.
  - 1. Metro and IRC staffs will individually report results to JPACT and the IRC Board of Directors and jointly report results to the Bi-State Policy Advisory Committee.
  - 2. Metro and IRC staffs will jointly convene a technical advisory committee.
  - 3. IRC staff will within Clark County develop a broad-based community information program on high capacity transit and under separate funding, Portland will develop a community information program within North Portland.
- B. Evaluate and define existing bi-state travel needs and traffic impacts on I-5 and I-205.
  - 1. Conduct a detailed capacity analysis and facility needs analysis based upon today's traffic volumes and roadway capacities.
  - 2. Identify, segment and evaluate existing needs in terms of trucks, autos, transit and intraregional versus interregional.
- C. Identify transportation system management (TSM) strategies needed to address the immediate and short-term I-5 and I-205 corridor needs.
- D. Update and refine the travel forecasting models.
  - 1. Incorporate the results of the external cordon traffic survey into the regional travel models.
  - 2. Re-calibrate the models using 1987/88 land use data and traffic count data.
  - 3. Use the updated and calibrated models to produce region-wide travel forecasts for 2010 that are based on the "new" 2010 growth forecasts.

- E. Develop a methodology for assessing the impacts of bi-state accessibility on economic development to the region as a whole, to the Clark County region, and to the Portland region. This methodology will be provided to the land use planning jurisdictions for consideration.
- F. Evaluate the ability of the 2010 "committed" and "RTP" transportation system to meet the future year travel demands.
  - 1. Conduct a detailed capacity analysis of both the "committed facility improvements" and the "RTP" transportation system improvements.
- G. Update I-5 and I-205 LRT ridership data and cost data.
  - 1. Review 1988 bus ridership calibration using the most recent land use data and transit system data.
  - 2. Produce 2010 bus versus LRT ridership estimates given the "new" 2010 land use and revised transit/LRT network in both Portland and Vancouver.
  - 3. Update capital and operating costs.
- H. Examine alternative LRT options including a King Boulevard alternative and LRT extensions in Clark County.

## PRODUCTS

Develop a report documenting the analysis and findings of the Bi-State Transportation Study to include the following:

- A. Existing bi-state travel and capacity needs.
- B. Identification of TSM strategies for immediate implementation.
- C. Model calibration for bi-state travel, including the results of the external travel survey.
- D. 2010 travel forecasts and costs for I-5 North LRT.
- E. Evaluation of adequacy of RTP system to meet 2010 travel demands.
- F. Evaluation of feasibility of I-5 North LRT extensions into Clark County.

EXPENSES:

IRC	\$104,150
C-TRAN	\$ 21,400
WSDOT	\$ 14,700
METRO	\$ 59,750
ODOT	\$ 9,500
Tri-Met	\$ 8,500
Portland	\$100,000
Consultant	\$125,000

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Total	\$443,000
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REVENUES:

IRC	\$ 37,300
C-TRAN	\$165,000
WSDOT	\$ 14,700
METRO	\$ 28,000
ODOT	\$ 9,500
Tri-Met	\$ 3,500
Portland	\$100,000
Bi-State	\$ 85,000 <sup>1</sup>

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Total	\$443,000
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<sup>1</sup>Bi-State Funding Pool:

Tri-Met	\$ 25,000
C-TRAN/WSDOT	\$ 42,500
ODOT/Portland	\$ 17,500

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\$ 85,000
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*bi-state*



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 89-1119 FOR THE PURPOSE OF AMENDING THE FY '90 UNIFIED WORK PROGRAM (UWP) TO INCORPORATE A BI-STATE TRANSPORTATION STUDY

DATE: July 13, 1989

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Adopt the resolution to amend the FY '90 Unified Work Program (UWP). The components involving a financial obligation of Metro are consistent with the adopted FY 89-90 Metro budget.

#### FACTUAL BACKGROUND AND ANALYSIS

A position paper adopted in April 1989 identified the scope of land use and transportation planning activities that should be addressed relative to bi-state transportation. This UWP amendment would initiate the transportation planning activities; the land use planning activities identified in the Bi-state Position Paper are being addressed through the Urban Growth Management Program.

Budgetary impacts of this work program fall largely on C-TRAN (the transit district in Clark County) with minor impacts on WDOT, ODOT, Portland and Tri-Met beyond that already reflected in adopted local budgets.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1119.

Agenda Item No. 6.5

Meeting Date July 27, 1989

SOLID WASTE COMMITTEE REPORT

RESOLUTION NO. 89-1099, FOR THE ADOPTION OF A MODEL PURCHASING POLICY  
THAT GIVES PREFERENCE TO THE PURCHASE OF RETREAD TIRES

---

Date: June 14, 1989

Presented by: Councilor  
Hansen

Committee Recommendation: The Solid Waste Committee voted 4 to 0 to  
recommend Council adoption of Resolution No. 89-1099 as amended.  
Councilors voting: Hansen, Kelley, Ragsdale and Wyers.

This action taken June 13, 1989.

Committee Discussion/Issues: The proposed action is to endorse a  
procurement policy that states a preference for retread tires to serve as a  
model for procurement programs in businesses, local governments and public  
institutions in the region.

The Solid Waste staff stated that the Institutional Purchasing Program of  
Waste Reduction Plan (1986) calls for procurement policies favoring the use  
of recycled materials. Procurement policies for tires, oil, paper and yard  
debris will be set forth by July 1, 1989.

One of the major concerns of the Solid Waste Committee is the safety of  
retread tires. The Solid Waste staff said that their sources report that  
retread tires are manufactured according to federal safety standards  
developed by the U.S. Department of Transportation and that retread tires  
may be driven at the same speeds as comparable new tires with no loss in  
safety.

The Committee amended Resolution No. 89-1099 to indicate that procuring  
agencies "should," rather than "shall," develop a promotion program to  
promote the procurement of retread tires.

GH:RB:pa  
C:\REPT.109



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING A	)	RESOLUTION NO. 89-1099
POLICY GIVING PREFERENCE TO THE	)	Introduced by Rena
PURCHASE OF RETREAD TIRES	)	Cusma, Executive
	)	Officer

WHEREAS, the Metropolitan Service District's Materials Markets Assistance Program of the 1986 Solid Waste Reduction Program identifies the need for institutions to support recycling programs through increased demand for products made from recycled materials; and

WHEREAS, manufacturers will respond to product preference for retread tires over tires made from wholly virgin materials by increasing their demand for used tire casings and decreasing their demand for virgin materials with which to make new tires,

WHEREAS, the public benefits when virgin materials are conserved and waste is reduced,

WHEREAS, the State of Oregon ORS 279.729 and 279.739 and the Federal Resource Conservation and Recovery Act, Section 6002, as amended, 42 U.S.C. 6962, directs government to procure products made from recycled materials; and

WHEREAS, Metro does not have guidelines pertaining to the purchase of retread tires; now, therefore,

BE IT RESOLVED,

1. That the following criteria and standards shall apply to the purchase of retread tires:

## I. General

### Purpose.

The purposes of these guidelines are:

a. To assist agencies and businesses in the Metropolitan Service District with program development for retread tire procurement.

b. To designate tires as a procurement item.

c. The Metropolitan Service District believes that adherence to these recommendations is consistent with the meaning and intent of the Guideline for Federal Procurement of Retread Tires promulgated by the Environmental Protection Agency in compliance with Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended, 42 U.S.C. 6962. However, procuring agencies may adopt other types of procurement programs consistent with the meaning and intent herein.

### Designation.

The Metropolitan Service District designates tires as items which are or can be produced with recovered materials (i.e., used tire casings.)

### Applicability.

a. These guidelines are intended as recommendations for the use by all procuring agencies, both public and private, within the Metropolitan Service District jurisdiction and all procurement actions involving tires.

b. These guidelines apply to all contractors and sub-contractors of the Metropolitan Service District.

c. The term "procurement actions" includes purchases made

directly by a procuring agency and purchases made by any person directly in support of work being performed for a procuring agency (e.g., by a contractor).

d. These guidelines do not apply to purchases which are not the direct result of a contract, grant, loan, funds disbursement, or agreement with a procuring agency.

### Definitions.

As used in this guideline:

"District" means the area or region defined by the geographic boundaries of the Metropolitan Service District.

"Person" means an individual, trust, firm, joint stock company, corporation, including government corporation, partnership, association, regional, city, county, commission or other political subdivision of the District.

"Practicable" means capable of being used consistent with: performance in accordance with applicable specifications, availability at a reasonable price, availability within a reasonable period of time, and maintenance of a satisfactory level of competition.

"Procurement item" means any device, good, substance, material, product, or other item, whether real or personal property, which is the subject of any purchase, barter, or other exchange made to procure such item.

"Procurement agency" means any regional, city and county governmental unit, public commission, political subdivision or business located within the Metropolitan Service District boundaries.



"Retread tire" means a worn automobile, truck, airplane or other motor vehicle tire whose tread has been replaced.

"Specification" means a description of the technical requirements for a material, product, or service that includes the criteria for determining whether these requirements are met. In general, specifications are in the form of written commercial designations, industry standards, and other descriptive references.

"Tire" means the following types of tires: passenger car tires, light- and heavy-duty truck tires, high speed industrial tires, bus tires, airplane tires, and special service tires (including agricultural, off-the-road, and slow speed industrial).

## II. Specifications

As of the effective date of this guideline, the Metropolitan Service District recommends that all businesses and governments within the region eliminate from their specifications any exclusion of retread tires and any requirement that tires be manufactured from virgin materials unless there is a technical basis for such exclusion or requirement.

The Metropolitan Service District recommends that within one year after the effective date of this guideline, each procuring agency provide specifications requiring the use of retread tires to the maximum extent possible without jeopardizing the intended end use of these items. Specifications indicate the functional requirements of tires to be procured, including the performance criteria, any desired mileage guarantees, and the size and type of tire required.

### III. Procurement Program

#### General.

a. It is recommended that within one year of the effective date of this guideline, each procuring agency that procures tires establish a procurement program for the purchase of retread tires to the maximum extent practicable. A comprehensive procurement program would include the following: preference program; promotion program; procedures for estimation, certification, and verification; and procedures for conducting an annual evaluation of the procurement program.

b. The Metropolitan Service District is not responsible for developing and implementing a procurement program for any agency but itself. Each business and government located and operating within the District is responsible for its own procurement program.

#### Preference Program.

a. The Metropolitan Service District recommends that procuring agencies establish preference policies consisting of two components:

(1) Procurement of tire retreading services for used tire carcasses.

(2) Procurement of tires through competition between vendors of new tires and vendors of retread tires. Procuring agencies should provide a preference to the vendor offering to supply the greatest number of retread tires in the event that identical low bids are received in response to solicitation, all other factors being equal.

b. The Metropolitan Service District recommends that policies be developed first for procurement of retreading services for used tire carcasses and second for retread tires.



c. If a procuring agency is unable to implement one of the components listed in paragraph (a) above, documentation of the reasons will facilitate program compliance except due to the following acceptable limitations:

- (1) Unsatisfactory level of competition;
- (2) Unavailability within a reasonable period of time;
- (3) Inability to meet the specifications in the invitation for bids;
- (4) Unavailability at a reasonable price;

d. In the face of acceptable limitations, it is recommended that procuring agencies continue to try to implement preference policies.

e. The Metropolitan Service District recommends that procuring agencies record the following information for each procurement:

- (1) Type and quantity of tires;
- (2) Whether new tires, retread tires, or retreading services were procured;
- (3) Cost per tire;
- (4) The reason for failing to procure retread services or retread tires, if new tires are procured.

f. Annual review of procurement practices and elimination of those which would inhibit or preclude use of retread tires is recommended.

#### Promotion program.

Procuring agencies should develop a promotion program to promote the preference program. The Metropolitan Service District recommends, at a minimum, use of the following methods:

- (a) Place a statement in a newspaper of general circulation in the region describing the preference program.



(b) Describe the preference program in tire procurement solicitations to bid.

(c) Discuss the preference program at bidder's conferences.

(d) Inform industry trade associations about the preference program.

Estimation. Certification. Verification.

To provide for awareness and fulfillment of retread procurement policies and contracts, it is advisable to establish estimation, certification and verification procedures as follows:

(a) Require vendors who supply tires to procuring agencies to estimate the number of retread tires to be supplied, except when a procuring agency purchases tire retreading services using an indefinite quantity contract.

(b) Require vendors to sign a statement certifying the number of retread tires supplied or the percentage of the total tires supplied that are retread.

(c) Establish reasonable procedures to verify the numbers of tires that are retreads. The Metropolitan Service District recommends that procuring agencies check on a quarterly basis the numbers stamped on tire sidewalls to verify the retread tires have been supplied.

Annual Evaluation.

An annual evaluation of the effectiveness of a retread tire preference program will facilitate the use of retread tires to the maximum extent practicable. The Metropolitan Service District recommends that the evaluation include the following items:

(a) The number of retread tires purchased.

(b) An assessment of the effectiveness of the preference

program.

(c) An assessment of the remaining barriers to procurement of retread tires to determine whether they are internal (e.g., resistance to use) or external (e.g., unavailability) barriers.

(d) Procedures to gather statistics to monitor the following:

(1) Comparative price information on competitive procurements;

(2) The quantity of each item procured over a fiscal year;

(3) The availability of retread tires or tire retreading services to procuring agencies;

(4) Type of performance tests conducted, together with the type of retread tires that failed the tests, the percentages of all new tires and retread tires procured, respectively, that failed each test, and the nature of the failure.

(5) Agency experience with the performance of retread tires.

(e) It is desirable for procuring agencies to prepare reports on the effectiveness of their procurement programs and make these reports available to the public. The reports shall contain the following information:

(1) A discussion of the procuring agency's approach to procuring retread tires or tire retreading services to the maximum extent practicable. Data compiled on price, availability and performance, estimate comparisons and certifications should be covered.

(2) Documentation of specification revisions made during the year.

#### Implementation.

(a) It is recommended that procuring agencies review and revise their specifications within six months of the date of their first awareness of these guidelines.

(b) Establishment of procurement programs within one year of their first awareness of these guidelines is desirable.

(c) Starting procurement of retread tires within one year of a procuring agency's first awareness of these guidelines is a is desirable.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_ day of \_\_\_\_\_, 1989.

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Mike Ragsdale, Presiding Officer

HS:jc  
I:HEIDI\TIRERES.RES



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 89-1099 FOR THE ADOPTION OF A MODEL PURCHASING POLICY THAT GIVES PREFERENCE TO THE PURCHASE OF RETREAD TIRES

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Date:

Presented by: Bob Martin  
Debbie Gorham

#### PROPOSED ACTION

To endorse a procurement policy stating a preference for retread tires to serve as a model for procurement programs in businesses, local governments and public institutions in the region.

#### FACTUAL BACKGROUND AND ANALYSIS

The Institutional Purchasing Program of the Waste Reduction Plan (1986) calls for procurement policies favoring the use of recycled materials. Procurement policies for tires, oil, paper and yard debris will be set forth by July 1, 1989 to serve as a model for businesses and governments in the region. Procurement guidelines for other recycled products will be developed at a later date.

Procurement policies stating a preference for recycled products are designed to encourage market development and procurement of recycled solid waste materials.. When procurement policies for recycled products are adopted by businesses and other governments regionwide, the purchasing power involved will significantly impact manufacturing and recycling practices. Manufacturers using materials with recycled content will expand, thereby increasing the demand for recycled materials and encouraging recycling.

A precedent for retread tire procurement policies was set by the Resource Conservation and Recovery Act (RCRA) of 1976 as amended. Section 6002(e) designated "tires" as an appropriate subject for procurement guidelines and directed the Environmental Protection Agency (EPA) to develop such guidelines.

On November 17, 1988 the EPA issued guidelines for procurement of retread tires. Federal, State and local procuring agencies using Federal funds are required to establish procurement programs for retread tires by November 17, 1989.



Regionally, it is estimated that one tire is discarded each year for every man, woman and child, or over one million tires discarded. Passenger car and light truck tires account for approximately 80 percent of the total number of tires scrapped, the remainder being bus, truck, and off-road tires.

Some industry sources believe that 25% - 40% of all discarded tires in landfills and illegal dump sites could be retread.

Landfilling and storage of waste tires are problematical. Tires do not biochemically degrade and tend to float to the surface when buried. Shredding prior to burial is expensive. On the surface they pose a threat to public health and the environment, as a home for rodents and insects and fuel for fires. One fire involving four million tires in Winchester, Virginia, took eight months to contain by the combined efforts of Federal, State and county governments and \$1.2 million of Superfund monies to remove ground water contamination caused by the oily tire residue.

While the Oregon Legislature banned disposal of waste tires in 1987, the growing numbers of waste tires, incidences of illegal dumping and stockpile hazards pose continuing problems for local communities. Such circumstances have caused the State Department of Environmental Quality to establish a Waste Tire Recycling Fund as an incentive for businesses to use waste tires and cleanup tire piles.

Many methods of reusing tires have met with questionable results. Asphalt mixed with ground scrap rubber tires sometimes cannot meet price specifications. Reclaiming the oil in tires through pyrolysis is not viable when crude oil prices are low. Burning tires for fuel has raised concerns about air pollution.

Over 37 million retread tires were sold in the United States in 1988. There are approximately 2000 retreading plants in the United States, 95 percent of which are owned by small businessmen whose collective investment is approximately one billion dollars.

Industry sources report that retread tires:

- (1) Give mileage comparable to that of new tires at a lower cost per mile.
- (2) Cost 30 to 50 percent less than the cost of a new tire.
- (3) Carry warranties.
- (4) Are available in steel belted radials, a variety of tread patterns, including all-season, mud-and-snow tread patterns.
- (5) Conserve approximately 400 million gallons of oil each year that would otherwise go into the production of new tires.



- (6) Prolong a tire investment. Seventy percent of the cost of a new tire is in the tire body.
- (7) May be driven at the same speeds as comparable new tires with no loss in safety and comfort.
- (8) Are manufactured according to Federal Safety Standards developed by the U.S. Department of Transportation. Commercial aircraft retreads are approved by the Federal Aviation Administration.
- (9) Are used for nearly 100 percent of the world's airlines, nearly 100 percent of the off-road, heavy-duty vehicles, school and municipal buses, federal and military vehicles, trucking and delivery fleets, taxi, police and industrial fleets, race cars and passenger cars.

Retreading conserves resources, carries no deleterious environmental side effects, and supplies jobs for numerous retreaders in the region.

A study of price, availability and performance of retread tires and new tires was conducted to determine the feasibility of routine purchase of retread tires. A survey of local vendors (Attachment A) revealed that retread prices are one-half to one-third of the prices of new tires. A list of local retreading facilities and dealerships offering retreads is attached (Attachment B).

The City of Portland Bureau of General Services purchases retread tires except for non-pursuit and fire vehicles as of a resolution (No. 34498) passed December 28, 1988. A partial list of other cities and counties using retreads is attached (Attachment C).

Although the State of Oregon does not currently purchase retread tires, Metro staff is exploring this prospect with the Purchasing Division of the Department of General Services.

While Metro's automobile purchasing policy obviates agency purchase of retread tires for the most part, requiring subcontractors at Metro facilities to purchase retreads could impact the scrap tire disposal problem. A substantial impact upon markets and waste reduction in the region would be achieved by offering procurement guidelines stating a preference for retread tires, combined with technical assistance to local governments and businesses.

Not only does retreading make sense in terms of waste reduction but also in terms of environmental preservation, conservation of valuable resources, economics and employment. It has been determined to be an important means of reducing used tire disposal.



EXECUTIVE OFFICER'S RECOMMENDATIONS:

The Executive Officer recommends approval of Resolution  
No. 89-1099.

ATTACHMENT A: Highlights of Regional Retread and "Virgin" Tire  
Survey

ATTACHMENT B: List of Retreading Facilities

ATTACHMENT C: List of Other Counties/Cities Using Retreads

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tiresord.sr

## Attachment A

### HIGHLIGHTS OF REGIONAL RETREAD AND "VIRGIN" TIRE SURVEY

A survey of tri-county tire dealerships in the Metropolitan Service District was conducted in April 1989, to determine (1) the names and locations of dealerships that sell retread tires and/or provide retreading services on-site, (2) types of retreads available, (3) availability of fleet bidding, (3) time required for retreading, (4) sales volume and distribution to business, government and private individuals, and (5) comparative price ranges for new and retread tires.

Two hundred and forty-six tire dealerships were contacted (approximately 95 percent of all tire dealerships and service stations in the region). Those surveyed include tire wholesalers, service stations and garages, and tire retailers.

The survey includes the following questions: (1) Do you retread on-site? (2) Do you sell retread tires? (3) Who are the biggest buyers of your retreads? (4) What percentage of your sales would you attribute to business, government, private individuals, and others? (5) What is your price range for passenger car retreads? For light truck retreads? For heavy duty truck retreads? For bus retreads? (6) Do you bid on fleet retreading? (7) What is your gross sales volume annually on retreading services and retread tires? (8) How many retreads do you sell annually? (9) How much time does it take to retread a tire for a passenger car? For a truck? (10) What retreading method do you use: mold-cured process or pre-cured process?

If the dealership did not sell retread tires, they were asked for their price ranges on passenger car tires, light truck tires, heavy duty truck tires, and bus tires.

#### DEALERSHIPS THAT SELL RETREAD TIRES AND ON-SITE RETREADING SERVICES

Four percent of those surveyed (nine) sell retread tires and provide on-site retreading. Four out of nine dealers that provide on-site retreading cite private individuals as their biggest sales market for retreads; three cite business fleets as their largest buyers. Two dealers claim equal business from business, government and individuals. None of the dealers cite government as a major buyer.

Fifty-five percent of this group attribute 50 percent or more of their sales to business, and fifty-five percent attribute 50 percent or more of sales to private individuals. Two businesses



attribute 10 percent and 25 percent of sales to government, respectively.

Seventy-seven percent (seven) of these dealers bid on fleet retreading, while the remaining 23 percent (two) do not.

The average price range for retreads among dealers in this category are: \$24 - \$43 for a passenger car retread, \$34 - \$67 for a light truck retread, \$76 - \$124 for a heavy duty truck retread, and \$78 -100 for a bus retread. However, five of these dealers do not sell passenger car retreads, and three do not sell bus retreads. The majority do sell truck retreads.

Of the four who estimated their average annual gross sales volume for retread tires and retreading service - the average is approximately \$184,000. An average of 12,034 retread tires are sold annually.

These dealers estimate the average time to retread a tire to be: two hours for a passenger car tire, three hours for larger truck tires.

Six of the nine dealers providing on-site retreading services use both the pre-cured and mold-cured processes. One of these dealers uses only the mold-cured process, and two use only the pre-cured process. The pre-cured method tends to be preferred.

A supplemental survey of this group indicates that they offer "adjustment warranties" on retreads. Retread tires with manufacturer's defects are replaced, and the price is discounted based upon the amount of tread remaining on the replaced tire.

One dealer, Northwest Retreaders, Inc., states that his primary market is providing truck tire retreading services for other tire dealerships. They claim to sell approximately 300 retread tires a day. Seventy-five percent of Tire Distributors, Inc.'s, retreading business is to other tire dealers for all but bus tires. They claim to sell about 200 retreads a week. The majority of dealers who send out tires to be retread by other dealers in the region send them to these two dealers. Another dealer, Jim Bacon's Big "O" Tires recently shut down its retreading operation for other dealers.

#### DEALERSHIPS THAT SELL RETREAD TIRES

Twenty-two percent (54) of the dealerships surveyed sell retread tires but do not retread on-site.

A supplemental survey of 20 dealers in this group was conducted to determine whether they send out tires to be retread at other



sites. Eighteen out of the 20 surveyed contract for retread services at other sites.

Seventy-four percent (40) of the dealers selling retread tires claim private individuals to be their largest market for retread sales, while 19 percent (10) claim business fleets, and seven percent (four) assign half their major business to business fleets and half to private individuals. None of the dealers in this group attribute any of their retread sales to government.

Thirty-nine percent of the dealers in this group attribute 100 percent of their sales to individuals. No dealers attribute any business to government. Eighty-five percent of those selling retreads attribute 50 percent or more of their sales to private individuals. Twenty-two percent of this group attribute 50 or more of their sales to business.

Only 13 percent of the dealers in this group claim to bid on fleet retreading. Eighty-seven percent do not bid on retreading.

The average price ranges for retreads in this category are comparable to those in the previous category, except that bus retreads are somewhat more expensive in this group. Passenger car retreads range from \$28 - \$44. Light truck retreads range from \$43 - \$61, heavy duty truck retreads from \$83 - \$108, and bus retreads from \$86 - \$132.

The dealerships in this category claim to sell an average of 500 retread tires annually, although 30 percent of the dealers surveyed sell less than 100. Fifty-five percent of this group did not report their gross sales on retreads. Of the 24 dealers in this group who reported gross sales on retread tires average \$29,415 in gross sales.

Because the dealers in this group do not perform the actual retreading process themselves, they claim to be uninformed about the methods used and the time frames involved. Eighty-seven percent (47) of these dealers claim that they do not know what method of retreading is used on the tires they sell. Three say that their tires are retread by the mold-cured process, two say that their tires are retread by the pre-cured process, and two carry tires retread by both methods.

Dealers who provide both tires and retreading services and dealers who sell retread tires generally concur that the time it takes to retread a tire is about two hours, regardless of whether the tire is for a passenger car or a truck. They report that the actual time for retreading is difficult to assess, because tires are usually retread in large quantities over a period of several days and cooling times can vary considerably. Ninety-three percent of those who sell retreads do not know how long it takes.



## DEALERSHIPS THAT SELL "VIRGIN" TIRES ONLY

Seventy-four percent (183) of all dealerships surveyed provide neither on-site retreading nor retread tires for sale; they sell new tires only. "Virgin" tire price ranges were obtained from these dealers for comparison with retread tire ranges.

The average price range for new tires in the passenger car size is \$45 - \$87; new light truck tires range between \$82 - \$139; new heavy duty truck tires range between \$241 - \$478, and new bus tires range between \$217 - \$528.

All but one of the dealerships in this category attribute 100 percent of their tire sales to private individuals. One dealership attributes 100 percent of its sales to business. None of the dealerships report any government sales.

## COMPARISON AND CONCLUSION

### AVAILABILITY

Retread Tires and Retreading Services. Retread tires are available in 26 percent (63) of the tire dealerships and service stations in the region. Retreading services are available in four percent (nine) of the dealerships, although retreading may be provided for some tire types and not others. A list of the names and addresses of these dealerships is attached (Attachment B).

Those dealers who sell retreads but do not retread will, in some cases, contract out for retreading services.

Two dealers, Tire distributors, Inc., and Northwest Retreaders, Inc., claim their primary market is in providing retreading services to other dealerships.

Fleet Bidding. Fleet bidding is available in 77 percent (seven) of the dealerships providing on-site retreading services. Thirteen percent (seven) of the dealers selling retreads only bid on fleet retreading.

Types of Retread Tires. The majority (six) of retreaders use both mold-cured and the pre-cured processes of retreading. Eighty-eight percent (eight) of those dealers offering retread services use the pre-cured method, though some also used the mold-cured process. One dealer uses only the mold-cured process.

Forty-seven of the 55 dealerships that sell retreads only do not know what method of retreading is used on their retreads. Three dealers specify mold-cured, three specify pre-cured, and two specify both methods.



Apparently, the pre-cured process is faster, easier, and involves less expensive equipment. Whether one type of tire is better than another is unknown.

Time to Retread. Retreading services are usually provided for groups of tires in a week's time. Cooling periods vary, depending upon many factors.

Although tire retreading can be done within two hours, conventional practices dictate a week's turn-around time.

### Price Comparisons

The following prices are based upon non-speed, non-performance specifications:

The average price range for retread passenger tires is \$24 - \$44. The average price range for virgin passenger car tires is \$45 - \$87. Based on the averages then, retread passenger tires in the tri-county area are approximately one-half the cost of regular passenger tires.

The average price range for retread light truck tires is \$34 - \$67, whereas the average price range for virgin light truck tires is \$82 - \$39. Light truck retreads are approximately half the price of new light truck tires.

New heavy-duty truck tires range between \$241 - \$478, whereas retreads range between \$76 - \$124. Heavy duty retreads are less than one-third the price of virgin heavy duty tires.

New bus tires range between \$217 - \$528. Retread bus tires range between \$78 - \$132. Bus retreads are one-quarter to one-third the price of new bus tires.

### Sales Volume and Distribution

Those dealers who provide on-site retreading do a significantly larger retread business than those who do not. Those who provide on-site retreading average \$184,000 annually in gross sales and sell 12,034 retreaded tires, while those who do not provide retreading services average \$29,000 in gross retread sales and sell an average of 501 retread tires annually. One on-site retreader far exceeded the others in retreading 300 per day.

The majority of retread tire and retreading service business is with private individuals. The average percentage of sales attributed to private individuals is: by retreading services 55 percent and by dealers in retreads 76 percent. Retreading services attribute an average of 47 percent of sales to business and 4 percent to government. Dealerships selling retreads attribute no business to government and 24 percent to business.



Dealers in "virgin" tires sell 100 percent to private individuals.

The reason that governments in the region do not buy retreads calls for further investigation.

#### Miscellaneous Observations

A large majority of dealers who sell retread tires but do not retread on-site claim that retread tire sales made up such a small proportion of their gross sales volume that they could not financially justify purchasing on-site retreading equipment. A mold for one tire size by the mold-cured method costs approximately \$200,000. Pre-cured equipment is substantially less expensive.

Those dealers who sell new tires only frequently state lack of public demand for retreads as the reason for not carrying them. Some dealers theorize that lack of demand is due, in part, to the poor reputation of retread tires relative to safety, particularly in passenger cars.

Although many of the dealers consider this reputation to be justified, industry information indicates that this perception is false. Apparently, 10 to 20 years ago retread methodology did cause safety and performance problems. Today the methodology has been improved and safety and performance is considered by industry experts to be comparable to new tires. While most of the truck casings observed at the roadside are attributed to retreads, studies indicate that one-half of them are new tires. The problem is generally underinflation and overloading rather than retreading.

Many dealers who sell retreads do not know what type of retread they offer.

Except for on-site retreaders, the majority of respondents do not recommend passenger car retreads, stating that they vary little in price from new tires. The survey shows that this perception is not substantiated by the facts. Retreads are one-half to two-thirds less expensive than new tires.

Most of the respondents are more positive in their appraisal of truck and bus retreads than passenger car retreads. None of the dealers mentioned whether bus and truck retreads were as reliable as new tires, but they did acknowledge that bus and truck retreads are priced significantly less than new tires. The survey shows that the larger the tire size, the greater difference in price range between new tires and retreads. For example, the price range for bus retreads is less than one-third of the price for new bus tires.

While retread tires are available in a small proportion of the dealerships in the region, misinformation about retreads is rampant. Dealer perceptions about retreads concerning lack of demand, poor reputation, cost, safety, and types of retreads seem to be unsupported by the facts. The creation of demand for retreads by regional procurement policies may generate like demand for education about retread tires, thereby overcoming these information gaps.

Some dealers who sell retreads volunteered that they do not offer warranties on their retreads because they are not confident in retreads. However, the majority of dealers who retread tires or sell retreads claim that their retread tires are as good as new and offer an "adjustment warranty." This warranty covers tire replacement for manufacturer's defects with a price adjustment based upon the amount of tread remaining on the replaced tire. The "adjustment warranty" represents a general trend in the tire industry. Fewer mileage warranties are being offered on new tires than in the past, because of the lack of control over alignment and manner in which people drive.

Two areas which beg further investigation are: (1) the relative safety of retreads and (2) the conspicuous absence of retread tire purchasing by government. Procurement programs would set up the conditions for testing and documenting retread tire safety by public and private agencies.



Attachment B

DEALERSHIPS THAT SELL RETREAD TIRES  
AND ON-SITE RETREADING SERVICES

CONTRACTORS TIRE CO. 667-8320

Contact: Bill Bryant  
1220 SE 190th  
Portland, OR 97233

GOODYEAR TRUCK TIRE RETREAD 285-5211

Contact: Harvey Grendolen  
1825 NE Argyle  
Portland, OR 97211

INDUSTRIAL TIRE RETREADERS 254-9714

Contact: George Wilson  
7533 NE Killingsworth  
Portland, OR 97218

INDUSTRIAL TIRE SERVICE 256-1016

Contact: J.R. Monsrud  
7331 NE Killingsworth  
Portland, OR 97218

JUBITZ TRUCKSTOP TIRE & RETREADING 283-1111

Contact: John Lauler  
PO Box 11264  
Portland, OR 97211

MILWAUKIE TIRE SERVICE 655-6361

Contact: Jim Smith  
PO Box 246  
Clackamas, OR 97015

NORTHWEST RETREADER INC. 665-6144

Contact: Willis Gill  
19004 NE San Rafael Ave.  
Portland, OR 97230

RETREAD TIRE SHOP 344-6312

Contact: Lenny Herman  
2770 W 11th  
Eugene, OR 97402

TIRE DISTRIBUTORS INC. 288-5467

Contact: Johnny Vigil  
PO Box 12041  
Portland, OR 97212



DEALERS THAT SELL RETREAD TIRES  
BUT DO NOT RETREAD ON-SITE

A-N-T TIRE & WHEEL 236-2106  
Contact: Ron Tanner  
437 SE Union Ave.  
Portland, OR 97214

BB TIRE SALES COMPANY 283-5248  
Contact: Bill Stewart or Ron Sutton  
7510 NE Union Ave.  
Portland, OR 97211

BEAVERTON BIG "O" TIRES STORES 646-9113  
Contact: Jim Bacon  
11070 SW Canyon Rd.  
Beaverton, OR 97005

BIG "O" TIRES 282-2581  
Contact: Jim Bacon  
633 NE Broadway  
Portland, OR 97232-1298

BIG "O" TIRES INC. 665-3154  
Contact: Jim Hamilton & Jim Kolin  
2001 E Powell Blvd.  
Gresham, OR 97080

BIG "O" TIRES OF HILLSBORO 640-8847  
Contact: Dick Marudgie  
943 W Baseline Dr.  
Hillsboro, OR 97123

BIG "O" TIRE OF OREGON CITY 657-9554  
Contact: Dave Green  
875 Molalla Ave.  
Oregon City, OR 97045

BOB JONES SHELL SERVICE 654-2724  
Contact: Bob Jones  
13780 SE Webster Rd.  
Milwaukie, OR 97267

BRIGGS AUTO ELECTRIC 666-3278  
Contact: Chris Briggs  
2425 NW Birdsdale  
Gresham, OR 97030  
BROADWAY BIG "O" TIRES 282-2581  
Contact: Scott Thurber  
633 NE Broadway  
Portland, OR 97232-1298

CAROTHERS TIRE 648-7099  
Contact: Doug Carothers or Tony Morris  
1435 SE Spruce St.  
Hillsboro, OR 97123

CHAPMAN'S SERVICE STORE 648-2314  
Contact: John Hamilton  
620 W Main St. #700  
Hillsboro, OR 97123

CHUCK'S MULTNOMAH TEXACO 244-6388  
Contact: Chuck Mau  
4419 SW Multnomah  
Portland, OR 97219

DENNY'S SHELL SERVICE 656-1377  
Contact: Denny Bird  
22250 Willamette Dr.  
West Linn, OR 97006

DICK'S BIG "O" TIRE STORE 657-9554  
Contact: Dave Green  
16850 SE Corsage St.  
Milwaukie, OR 97267

DICK'S TIRES INC. 760-1681  
Contact: Dick  
5002 SE 122nd St.  
Portland, OR 97236

DIVISION STREET TIRE FACTORY 775-1334  
Contact: Ken Hutchins or Merle Wines  
8228 SE Division St.  
Portland, OR 97203

DON LONG'S TIRE SALES & SERVICE 781-2051  
Contact: Don Long  
236 SE 197th  
Portland, OR 97233

ED'S HI TREADS 286-4520  
Contact: Ed Nieger  
8900 SW 17th Ave.  
Portland, OR 97215  
EXPRESS LUBE 289-1459  
Contact: Andy Garcia  
7206 N Amherst St.  
Portland, OR 97203

ELMER'S TIRE & WHEEL CO. 232-8000  
Contact: Jeena Elmer  
1807 SE Powell Blvd.  
Portland, OR 97202

FAMOUS BRAND TIRE 774-4872  
Contact: Charlie Barley  
18423 SW Deer Oak Ave.  
Lake Oswego, OR 97035

GOOD USED TIRE 777-6549  
Contact: Tom Hendon  
4510 SE 52nd St.  
Portland, OR 97222

GRATTERI'S INC. 357-3136  
Contact: Steve Wold  
2730 Pacific Ave.  
Forest Grove, OR 97116

GRATTERI'S TIRE & WHEEL CENTER 648-0551  
Contact: Lenny Gratterer  
PO Box 86  
Hillsboro, OR 97123

HAL RITCHIE TIRE COMPANY 283-3504  
Contact: Art Conners  
211 NE Columbia Blvd.  
Portland, OR 97211

INTERSTATE SHELL SERVICE 287-0341  
Contact: Don Sorenson  
4616 N Interstate  
Portland, OR 97217

JACK ENGLE TIRE CENTER 254-1361  
Contact: Jack Engle  
7012 NE Halsey  
Portland, OR 97213

JIM TAYLOR'S ARCO 284-6594  
Contact: Jim Taylor  
5710 NE Fremont St.  
Portland, OR 97213

KEN'S HILLSBORO CHEVRON SERVICE 648-6115  
Contact: Steve Norris  
275 SE Baseline Dr.  
Hillsboro, OR 97123



KRUEGER'S TIRE SALE 667-7999  
Contact: Keith Jones  
2600 NE 238th St.  
Troutdale, OR 97060

MCCANN'S TIRE & WHEEL 357-8161  
Contact: Rick Peterson  
112 N Adair St.  
Cornelius, OR 97113

MILLAR'S HIWAY TIRE COMPANY 266-4086  
Contact: Steve Millar  
1175 SE 1st  
Canby, OR 97013

MOLALLA DISCOUNT TIRES 632-7252  
Contact: Bob Coleman  
14377 S Macksberg Rd.  
Molalla, OR 97038

MOLALLA MUFFLER 829-8841  
Contact: Fred Lais  
804 E Main St.  
Molalla, OR 97038

NANCES AUTOMOTIVE 254-6322  
Contact: Doug Nances  
6901 NE Glisan St.  
Portland, OR 97213

NELSEN TIRE WAREHOUSE 639-4100  
Contact: George Dean  
13880 SW Pacific Hwy  
Tigard, OR 97223

NORENE TIRE & BATTERY 232-2268  
Contact: Louie Norene  
1616 SE Union Ave.  
Portland, OR 97214

NORTHWEST TIRE COMPANY 281-1248  
Contact: Gerald Lambert  
3514 N Vancouver Ave.  
Portland, OR 97227  
OREGON CITY MOBIL 656-6466  
Contact: Joe Myers  
1422 NE 114th Ave.  
Portland, OR 97220

PAYLESS TIRE CO. 829-7680  
Contact: Clarence Jacobs  
15239 B Hwy 211 S  
Molalla, OR 97038

PORTLAND TIRE COMPANY 283-3102  
Contact: Nick Hodel  
902 N Lombard St.  
Portland, OR 97217

PRIDAY & MUSIC TIRE SERVICE 630-4227  
Contact: Dean Music  
140 SW Frontage St.  
Estacada, OR 97023

SANDY BLVD TIRE CENTER 252-6110  
Contact: J.R. Middleton  
11536 NE Sandy Blvd.  
Portland, OR 97220

SANTRY TIRE COMPANY 227-3541  
Contact: Bob Denny  
1210 NW 19th Ave.  
Portland, OR 97209

SAV ON TIRES 771-2596  
Contact: Mike Michaeloff  
4918 SE Powell Blvd.  
Portland, OR 97206

SERVICE TIRE COMPANY 284-0284  
Contact: Dave Dolyniuk or Jerry Patrick  
2901 NE Columbia Blvd.  
Portland, OR 97211

SETNIKER ALOHA SHELL 645-0833  
Contact: Jim Setniker  
11536 SW Baseline Rd.  
Beaverton, OR 97006

STARK STREET TIRE & SERVICE 235-3118  
Contact: Rodger Ronning  
2002 SE Stark St.  
Portland, OR 97214  
STEVE'S TIRE & WHEEL 760-7472  
Contact: Steve Jackson  
12950 SE Powell Blvd.  
Portland, OR 97236

TIGARD TIRE COMPANY 639-1106  
Contact: Steve Richmond  
11596 SW Pacific Hwy.  
Tigard, OR 97223

TV TEXACO 648-8313  
Contact: Bob Swift  
1259 SE TV Hwy.  
Hillsboro, OR 97123

VON HENDON TIRE 771-3761  
Contact: Jesse Von Hendon  
8150 SE Lamphier  
Portland, OR 97222

WOODY FROMM TIRE COMPANY 667-7098  
Contact: Glenn Putnam  
18120 NE Wilkes Rd.  
Portland, OR 97230

HS:jc  
Dealer.lst



## Attachment C

### A PARTIAL LIST OF CITIES AND COUNTIES USING RETREADS INCLUDES:

Alexander City, AL	Los Angeles, CA	San Francisco, CA	Atlanta, GA
Chicago, IL	Mason City, IA	Perry, IA	Bridgton, ME
Cape Elizabeth, ME	Cumberland, ME	Falmouth, ME	Freeport, ME
Gorham, ME	Gray, ME	Scarborough, ME	Westbrook, ME
Windham, ME	Yarmouth, ME	Carlton, MN	Eden Prairie, MN
Elbow Lake, MN	Faribault, MN	Hopkins, MN	Lester Prairie, MN
Litchfield, MN	Minneapolis, MN	Pine Island, MN	Rochester, MN
Rosemount, MN	St. Paul, MN	St. Louis Park, MN	Wabasha, MN
Henderson, NC	Jersey City, NJ	New Brunswick, NJ	Newark, NJ
Manhattan, NY	Jackson, OH	Oak Hill, OH	Waverly, OH
Wheelersburg, OH	Portland, OR	Philadelphia, PA	Staunton, VA
Seattle, WA	Abbotsford, WI	Alma, WI	Altoona, WI
Amery, WI	Augusta, WI	Baldwin, WI	Balsam Lake, WI
Black River Falls, WI	Boyceville, WI	Chippewa Falls, WI	Clayton, WI
Durand, WI	Eau Claire, WI	Ellsworth, WI	Elmwood, WI
Fairchild, WI	Fountain City, WI	Gilmanton, WI	Glenwood City, WI
Hammond, WI	Hayward, WI	Hudson, WI	Independence, WI
La Crosse, WI	Malden Rock, WI	Menomonie, WI	Osceola, WI
Osseo, WI	Owen, WI	Phillips, WI	Plum City, WI
Prescott, WI	River Falls, WI	St. Croix Falls, WI	Stockholm, WI
Tomahawk, WI	Tony, WI	Waupaca, WI	Whitehall, WI
Wilton, WI			
Tallapoosa County, AL	Cumberland County, ME	Dawson County, MT	
Fallon County, MT	Richland County MT	Wilbax County, MT	
Yellowstone County, MT	Hunterton County, NJ	Middlesex County, NJ	
Union County, NJ	Bucks County, PA	Montgomery County, PA	
New Brunswick, Canada	West St. Paul, Canada	Winnipeg, Canada	
Manitoba, Canada			

For more information about the benefits of using retread tires, readers are invited to write to Harvey Brodsky, Managing Director, Tire Retread Information Bureau, 26555 Carmel Rancho Boulevard, Suite 3, Carmel, CA 93923. The TIRE RETREAD INFORMATION BUREAU is a non-profit, industry-supported association.

HS:jc  
RETREAD.LST

Agenda Item No. 7.1

Meeting Date July 27, 1989

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DEDICATING THE ) Ordinance No. 89-300  
ST. JOHNS RESERVE FUND FOR THE PURPOSES )  
ESTABLISHED BY OAR 340-61-034 ) Introduced by Rena Cusma,  
Executive Officer

WHEREAS, Ordinance 83-159 created a Reserve Fund for the purpose of receiving and monitoring monies earmarked for the post closure maintenance of St. Johns Landfill; and

WHEREAS, The amounts shown in Exhibit A have been appropriated to this fund through FY 1990; and

WHEREAS, The 1989 Revised Closure and Financial Assurance Plan shows the need for a reserve of 31.4 million dollars for closure, post closure care, and contingency; and

WHEREAS, A form of financial assurance acceptable to the Oregon Department of Environmental Quality is required by Oregon Administrative Rule 340-61-034; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY  
ORDAINS:

1. Ordinance 83-159 is hereby amended to provide that the St. Johns Reserve Fund shall have the purpose of receiving and monitoring monies earmarked for the closure and post closure care of St. Johns Landfill and the mitigation of any environmental impacts of the landfill.

2. Monies for the Reserve Fund shall come from solid waste rates. The maximum sum in the account shall be provided and accumulated according to the schedule shown in Exhibit A, St. Johns Landfill Reserve Fund, Contribution Analysis subject to appropriation through the Metropolitan Service District's budget process.



3. To the extent that revisions in the closure cost estimates show that additional funds are needed, the Council will be requested to commit additional funds.

4. Any excess monies received or interest earned shall, with the approval of this Council, be used for a reduction of solid waste rates, a reduction of rate increases, or for the enhancement of past, present or future solid waste disposal facilities within the area from which the excess monies are received.

ADOPTED by the Council of the Metropolitan Service District this

\_\_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer

## ST. JOHNS LANDFILL RESERVE FUND Contribution Analysis

**Methodology:**

Using actual tonnage going into the landfill, and the estimated cost provided by Sweet-Edwards/EMCON, Inc. to close the landfill, a rate per ton may be derived that will guide the level of Solid Waste Operating Fund contributions (transfers). Actual tonnage used are to be waste figures over the life of the landfill since Metro acquired it in October 1980. The latest estimate, \$30.0 to \$32.0 million, is from an May 1989 consulting report titled St. Johns Landfill, Water Quality Impact Investigation and Environmental Management Options.

Annual effect of contributions vs. defined goal (exclusive of earned interest):

At end of FY 1990-91:	\$27,270,464	Contribution that should already be in Reserve Fund
	(27,270,464)	Less estimated FY 1990-91 YTD Contribution
	-----	
	(\$0)	Shortfall in YTD Contributions from 1980 to 1991

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 89-300, FOR THE PURPOSE  
OF DEDICATING THE ST. JOHNS RESERVE FUND FOR PURPOSES  
ESTABLISHED BY OAR 340-61-034

---

Date: June 30, 1989

Presented by Bob Martin  
Dennis O'Neil

PROPOSED ACTION

Approve Ordinance No. 89-300 which dedicates the St. Johns Landfill Reserve Fund for the purpose of financial assurance as **required by Oregon Administrative Rule (OAR) 340-61-034.**

FACTUAL BACKGROUND AND ANALYSIS

The key question is how much should Metro collect in a reserve fund for closure, post closure maintenance, and mitigation of the environmental impact of the St. Johns Landfill in order to provide financial assurance satisfactory to the state.

Metro is accumulating money in the St. Johns Reserve Fund as shown in Exhibit A attached to Ordinance No. 89-300. The 1989 Metro Revised Closure and Financial Assurance Plan for the St. Johns Landfill presents cost estimates of closure construction, post closure care (operation and maintenance), and mitigation of environmental impacts. Attachment A presents a summary of the cost estimates of the two options in this plan. The only difference between the two options is the estimated cost of leachate migration control.

The plan proposes option one. Under this option an estimated 26.7 million dollars would be needed for total construction. Of the estimated 7.0 million dollars needed for operation and maintenance during the five year closure and 30 year post closure period, 1.5 million dollars appears to be Metro's unreimbursed obligation under the current lease agreement with the City of Portland. It should be emphasized that these figures are estimates. More precise figures will emerge during the final design and construction process.

The current target of 31.4 Million dollars in the St. Johns Reserve Fund represents 26.5 million dollars construction costs, 1.5 million dollars long term operation and maintenance costs plus an 11.3 percent contingency. This total is expected to be accumulated in the St. Johns Reserve Fund by June 30, 1991.

Ordinance No. 89-300 dedicates the St. Johns Reserve Fund for the purpose of meeting the financial assurance requirements of OAR 340-61-034. It presents the current schedule for accumulating funds for St. Johns Landfill closure, post closure care, and



environmental impact mitigation. It allows the schedule to be amended in the future to reflect any revisions in the closure cost estimates that may be shown necessary by further analysis. Finally, in compliance with OAR 340-61-034, it specifies that disposal of any excess money provide for rate reduction or enhancement of solid waste disposal facilities within the area from which the excess monies are received.

#### BUDGET IMPACTS

Anticipating a short fall in its reserve fund Metro increased waste disposal rates by 150 percent in November 1988 in part to "ramp" up to an expected transportation and disposal cost for the Arlington landfill and to provide for final closure of the St. Johns Landfill. During the fiscal year 1988-89 budget process Metro earmarked 10.4 million dollars for transfer to the St. Johns Reserve Fund. The approved fiscal year 1989-90 Solid Waste Budget earmarks another 12.0 million dollars for contribution to this Reserve Fund. Metro anticipates contributing another 3.0 million dollars to this fund fiscal year 1990-91. These three contributions combined with previous collections including interest are estimated to give the St. Johns Reserve Fund about 31.4 million dollars which will cover the currently estimated closure and post closure care costs plus an 11.3 percent contingency.

#### EXECUTIVES OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 89-300.

## ATTACHMENT A

**OPTION NO. 1**  
**ST. JOHNS LANDFILL CLOSURE AND POST CLOSURE MAINTENANCE**  
 Millions of Dollars<sup>f</sup>

<u>CLOSURE ELEMENT</u>	<u>CHOICE</u>	<u>TOTAL CONSTRUCTION COST</u>	<u>TOTAL 35 YR. O &amp; M COST</u>	<u>TOTAL METRO O &amp; M COST</u>	<u>TOTAL CITY O &amp; M COST</u>
<b>LEACHATE GENERATION CONTROL</b>					
Cover	Alt. 4, Geomembrane, Entire site	22.5	0.66	0.13 <sup>B</sup>	0.53
Grading/ Roads	Alt. 2, Fill to 88ft. MSL	0.54	included in cover cost		
Stormwater Management	Sedimentation ponds, Alt. 2	1.22	0.29	0.07 <sup>C</sup>	0.22 <sup>C</sup>
<b>LEACHATE MIGRATION CONTROL</b>					
	Expansion area system & Alt. 1, Cover seeps with rock, soil +Subarea 5 Collection system geotextile	0.28	0.21	0.12	0.09
GAS	Alt. 3, Active Collection <sup>C</sup>	1.95	1.03	0.09 <sup>A</sup>	0.94
MONITORING	Ground-water Surface-water	0.2	4.8	1.1 <sup>C</sup>	3.7 <sup>C</sup>
<b>EXISTING CONTAMINATION MITIGATION</b>					
	City acquires Port land adjacent to landfill and develops certain end uses. Metro pays for city water connections for affected drinking water wells.	D.E	D.E	0.00	D.E
<b>TOTAL COST (rounded)</b>		26.7	7.0	1.5	5.5

OPTION NO. 2  
ST. JOHNS LANDFILL CLOSURE AND POST CLOSURE MAINTENANCE  
Millions of Dollars<sup>f</sup>

<u>CLOSURE ELEMENT</u>	<u>CHOICE</u>	<u>TOTAL CONSTRUCTION COST</u>	<u>TOTAL 35 YR. O &amp; M COST</u>	<u>TOTAL METRO O &amp; M COST</u>	<u>TOTAL CITY O &amp; M COST</u>
LEACHATE GENERATION CONTROL					
Cover	Alt. 4, Geomembrane, Entire site	22.5	0.66	0.13 <sup>B</sup>	0.53
Grading/ Roads	Alt. 2, Fill to 88ft. MSL	0.54	included in cover cost		
Stormwater Management	Sedimentation ponds, Alt. 2	1.22	0.29	0.07 <sup>C</sup>	0.22 <sup>C</sup>
LEACHATE MIGRATION CONTROL					
	Expansion area system & Alt. 2, partial collection in areas 1, 2, and 3 +Subarea 5 Collection system geotextile	2.9	2.1	0.2	1.9
GAS	Alt. 3, Active Collection <sup>C</sup>	1.95	1.03	0.09 <sup>A</sup>	0.94
MONITORING	Groundwater Surfacewater	0.2	4.8	1.1 <sup>C</sup>	3.7 <sup>C</sup>
EXISTING CONTAMINATION MITIGATION					
	City acquires Port land adjacent to landfill and develops certain end uses. Metro pays for city water connections for affected drinking water wells.	D.E	D.E	0.00	D.E
TOTAL COST (rounded)		29.3	8.9	1.6	7.3



# NOTES

<sup>A</sup> Metro O & M Cost assumes two year O & M until end of contract (12/91)

<sup>B</sup> Metro O & M Cost based on six years O & M after closure in 1995.

<sup>C</sup> Assumes Total cost prorated on acreage basis (55 acres/238 acres) is Metro's share.

<sup>D</sup> Assume land acquisition costs are nominal. City is allowed to use Metro end use fund for off site land development. These costs not included in this analysis. For drinking water wells assume two wells connected to city water at fifteen thousand dollars per well.

<sup>E</sup> Does not include holding Bybee Lake at minimum level (if necessary) to avoid contaminated groundwater intrusion and enhancing flushing of North Slough. Augmentation of Bybee Lake with long term pumping would add pump cost and long term O & M Costs.

<sup>F</sup> Plus or minus 30 percent. All costs in 1989 dollars.

<sup>G</sup> Assumes below ground active gas collection system. If above ground system were chosen, construction cost would be 1.75 million; thirty-five year operation and maintenance cost would be approximately 0.87 million.

Agenda Item No. 7.2

Meeting Date July 27, 1989

BEFORE THE METROPOLITAN SERVICE DISTRICT COUNCIL

IN THE MATTER OF AN ORDINANCE	)	ORDINANCE NO: 89-302
REGULATING CHARITABLE	)	Introduced by: Rena Cusma
SOLICITATION AMONG METROPOLITAN	)	Executive Officer
SERVICE DISTRICT EMPLOYEES	)	

WHEREAS, The Metropolitan Service District has no formal policy regarding employee contributions to charitable organizations through payroll deductions; and

WHEREAS, Metro has historically allowed and encouraged the United Way to solicit charitable contributions among Metro employees;

THE METROPOLITAN SERVICE DISTRICT COUNCIL HEREBY ORDAINS:

Section 1. Charitable solicitations of Metro employees while on the job during working hours shall be conducted in compliance with this Ordinance. No other solicitations of Metro employees while on the job during working hours by a charitable organization shall be permitted.

Section 2. The Executive Officer once each year shall, by Executive Order, certify all charitable organizations recognized by Metro for the purpose of conducting a fund drive among the employees of the district. The Executive Officer's action shall be based on the criteria stated in Section 4 of this Ordinance.

Section 3. Charitable organizations recognized to conduct a fund drive among Metro employees while on the job during working hours shall:

- a) Be a fund-raising organization which raises funds for five or more charitable agencies.
- b) Disburse funds only to agencies whose charitable activities are primarily in the geographical areas of the Metropolitan Service District.
- c) Be exempt from taxation under Internal Revenue Service Code Section 501 (c) (3).
- d) Be in compliance with the Charitable Trust and Corporation Act and the Oregon Solicitation Act (ORS 128.618 through 128.898). All charitable organizations who have made the required filings under such laws and have no enforcement action pending against them shall be presumed to be in compliance with such laws.



Ordinance  
June 22, 1989  
Page 2

- e) Have a policy prohibiting discrimination in employment and fund distribution with regards to race, color, religion, national origin, handicap, age, sex, and sexual preference in the Charitable Organization and all its grantee agencies.
- f) Provide an audited annual financial report to the Metropolitan Service District for distribution to its employees 60 days prior to the charitable campaign.

Section 4. Payroll deductions for employee charitable contributions shall be allowed only for charitable organizations in compliance with this Ordinance.

ADOPTED by the Council of the Metropolitan Service District

this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 89-302 ESTABLISHING AND  
REGULATING CHARITABLE SOLICITATIONS AMONG METROPOLITAN  
SERVICE DISTRICT EMPLOYEES

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Date: June 22, 1989

Presented by: John Leahy

FACTUAL BACKGROUND AND ANALYSIS

Metro has historically allowed and encouraged the United Way to solicit charitable contributions among Metro employees. Payroll deductions have been authorized for this purpose. The Black United Fund of Oregon has made a request to conduct a similar campaign. Metro has no formal policy on this matter. The attached Ordinance in such a policy which authorizes charities to conduct an appeal among Metro employees under certain conditions which are listed in Section 4.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 89-302.

Agenda Item No. 7.3

Meeting Date July 27, 1989



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	Ordinance No. 89-304
SECTION 5.01.085 OF THE METRO CODE	)	
RELATING TO MAJOR DISPOSAL SYSTEM	)	Introduced by Mike Ragsdale
COMPONENTS	)	Presiding Officer

WHEREAS, Chapter 5.01 of the Code of the Metropolitan Service District provides procedures and conditions for authorizing franchise agreements for solid waste disposal facilities; and

WHEREAS, The Council of the Metropolitan Service District did on December 22, 1988 adopt Section 5.01.085 which added provisions to authorize franchise agreements for major components of the solid waste disposal system and to provide alternative procedures and conditions for such agreements as deemed appropriate by the Council; and

WHEREAS, Section 5.01.085(d) of the December 22, 1988 amendment stated that the Council shall establish procedures for receiving and reviewing applications and criteria to be utilized in determining which, if any, application should be approved; now therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY  
ORDAINS:

A definition for "Major Disposal System Component" shall to be added to Section 5.01.010 to read as follows:

- (1) "Major Disposal System Component" means a "Disposal Site", "Processing Facility", "Resource Recovery Facility" or "Transfer Station" which receives or processes a minimum of 50,000 tons per year of "Solid Waste", or which is determined by the Council to be critical to the efficient functioning of the solid waste system.

New Section 5.01.086, 5.01.087, 5.01.088, 5.01.089, and 5.01.101 are hereby added to Chapter 5.01 of the Metro Code to read as follows:

Application and Review Procedures for Proposed Major Disposal System Components:

(a) Applicants for a Major Disposal System Component franchise, or for any transfer of interest in, modification, expansion or renewal of an existing Major Disposal System Component franchise shall file an application as provided for under Section 5.01.085 on forms provided by the Executive Officer. Each applicant shall in addition provide:

( 1) Proof that the applicant can obtain a corporate surety bond guaranteeing full and faithful performance by the applicant of the duties and obligations of the franchise agreement in the event such surety is required by the District. In determining the amount of any bond to be required, the Executive Officer may consider the size of the site, facility or station, the population to be served, adjacent or nearby land uses, the potential danger of failure of service, and any other factor material to the operation of the franchise.

( 2) In the case of an application for a franchise transfer, a letter of proposed transfer from the existing franchisee.

( 3) Proof that the applicant can obtain public liability insurance, including automotive coverage, in the amounts of not less than \$500,000 or such greater amount as the District may require for any number of claims arising out of a single accident or occurrence, \$50,000 to any claimant for any number of claims for damage to or destruction of property and, \$100,000 to any claimant for all other claims arising out of a single accident or occurrence or such other amounts as may be required by State law for public contracts. Any such policies shall name the District, its agents and employees as additional named insureds.

( 4) If the applicant is not an individual, a list of stockholders holding more than five percent (5%) if a corporation or similar entity, or of the partners of a partnership. Any subsequent changes in excess of five percent (5%) of ownership thereof must be reported within ten (10) days of such changes of ownership to the Executive Officer.

( 5) A duplicate copy of the DEQ disposal site permit application and any other information required by or submitted to DEQ pursuant to ORS ch 459.

( 6) Signed consent by the owner(s) of the property to the proposed use of the property. The consent shall disclose the property interest held by the franchisee, the duration of that interest and shall include a statement that the property owner(s) have read and agreed to be bound by the provision of Section 5.01.190 (e) of



this chapter if the franchise is revoked or franchise renewal is refused.

( 7) Proof that the applicant has received proper land use approval.

( 8) The name and business address of the owner of the facility property if other than the applicant.

( 9) Copies of any agreements or contracts between the applicant and the property owner.

(10) A narrative statement describing in detail the consistency of the applicant's facility with the provisions of the Regional Solid Waste Management Plan.

(11) A detailed description of the type, quantity and source(s) of waste proposed to be received by the facility.

(12) The ultimate planned disposition point of residues or waste leaving the facility (if applicable) and the planned mode of transport.

(13) The type and number of vehicles expected to utilize the facility either to deliver waste or to pick up or transport waste or residue.

(b) An incomplete or insufficient application shall not be accepted for filing.

5.01.087      Issuance of Major Disposal System Component Franchise:

(a) Applications filed in accordance with Section 5.01.085 shall be reviewed by the Executive Officer. The Executive Officer or his/her designated representative may make such investigation as the Executive Officer deems appropriate, and shall have the right of entry onto the applicant's proposed franchise site with or without notice before or after the franchise is granted to assure compliance with this chapter, the Code, DEQ permit and franchise agreement.

(b) Upon the basis of the application, evidence submitted and results of any investigation, the Executive Officer shall either:

(1) deny the application, or;

(2) formulate recommendations for approval of the franchise application and provide information on the applicant's qualifications, whether the proposed franchise complies with the District's Solid Waste Management Plan, whether the proposed franchise is needed considering the location and number of existing and planned disposal sites, transfer stations, processing facilities and resource recovery facilities and their remaining capacities, and whether or not the applicant has complied or can



comply with all other applicable regulatory requirements.

(c) If the Executive Officer does not deny the application or recommend approval within 90 days of receipt of a complete application (in the absence of notice to the applicant specifying the need and purpose of additional time for processing) the application may be forwarded to the Council for consideration and designated as "No Recommendations".

(c) If the Executive Officer recommends that the application be granted, the Executive Officer shall recommend to the Council specific conditions of the Franchise Agreement and whether or not the franchise should be exclusive. Following the recommendation of the Executive Officer, the Council shall issue an order granting, denying or modifying the application. The Council may attach conditions to the order, limit the number of franchises granted, and grant exclusive franchises. If the Council issues an order to deny the franchise, such order shall be effective immediately. An exclusive franchise may be granted if the Council determines that an exclusive franchise is necessary to further the objectives of the Solid Waste Management Plan. In determining whether an exclusive franchise should be granted, the Council shall consider the following:

- (1) The proximity of existing and planned solid waste disposal facilities to the proposed site.
- (2) The type and quantity of waste that existing facilities receive and the type and quantity of waste that planned facility will receive.
- (3) The capacity of existing and planned solid waste disposal facilities.
- (4) The type of vehicles that existing facilities receive and the type of vehicles that planned facilities will receive.
- (5) The hauling time to the proposed facility from waste generation zones established by the District.

(d) If the Council does not act to grant, or deny, a franchise application recommended for approval by the Executive Officer within one hundred twenty (120) days after the filing of a complete application, the application shall be deemed granted unless the Executive Officer notifies the applicant that more time is needed to complete the review. The one hundred twenty (120) days will not begin until the Executive Officer has accepted the application as complete and ready for processing. Applicants will receive notice of the commencement of the one hundred twenty (120) day period.

(e) Within ten (10) days after receipt of an order granting a franchise, the applicant shall:

- (1) Enter into a written franchise agreement with the District,



(2) Obtain a corporate surety bond as may be required guaranteeing full and faithful performance during the term of the franchise of the duties and obligations of the franchisee under the franchise agreement, and

(3) Proof that the applicant can obtain public liability insurance, including automotive coverage, in the amounts of not less than \$500,000 or such greater amount as the District may require for any number of claims arising out of a single accident or occurrence, \$50,000 to any claimant for any number of claims for damage to or destruction of property and \$100,000 to any claimant for all other claims arising out of a single accident or occurrence or such other amounts as may be required by State law for public contracts.

(4) Name the District its agents and employees as additional named insureds in the insurance policy required by Section 5.01.086.

(f) The granting of the franchise shall not vest any right or privilege in the franchisee to receive specific types or quantities of solid waste during the term of the franchise except as may be provided in the Franchise Agreement.

(g) In emergency situations, to ensure a sufficient flow of solid waste to any of the District's resource recovery facilities, the Council or the Executive Officer may, notwithstanding any condition in the franchise agreement to the contrary, without hearing, issue a sixty (60) day temporary order directing solid wastes away from the franchisee. In such situations, the Council or Executive Officer shall give the franchisee as much advance notice as is reasonably possible under the circumstances, and shall make a reasonable effort to provide notice of such direction to affected haulers of solid waste.

(h) In addition to the authority contained in Section 5.01.087 (f), for the purpose of this chapter, the Executive Officer or the Council may, upon sixty (60) days prior written notice, direct solid waste away from the franchisee, direct additional solid waste which the franchisee may receive or limit the type of solid wastes which the franchisee may receive. Sixty (60) days prior notice shall not be required if the Council finds that there is an immediate and serious danger to the public or that a health hazard or public nuisance would be created by a delay. The direction of the solid waste away from a franchisee or limitation of the types of solid wastes a franchisee may receive under this subsection shall not be considered a modification of the franchise, but a franchisee shall have the right to request a contested case hearing pursuant to Code Chapter 2.05. However, a request for a contested case hearing shall not stay action under this subsection.

#### 5.01.088      Term of Franchise:

(a) The term for a new or renewed Major Disposal System Component franchise shall be the site longevity or such period as may be determined by the Council. In recommending site longevity, the



Executive Officer shall consider the population to be served, the location of existing franchises, probable use and any other information relevant to the franchise term. The Executive Officer shall recommend the term of the franchise to the Council. The Council shall establish the term of the franchise.

(b) The franchise shall be renewed unless the Council determines that the proposed renewal does not meet the criteria of Section 5.01.087 (b)(2), provided that the franchisee files an application for renewal not less than one hundred twenty (120) days prior to the expiration of the franchise term, together with a statement of material changes in its initial application for the franchise and any other information required by the Executive Officer. The Council, upon recommendation from the Executive Officer, may attach conditions or limitations to the renewed franchise.

5.01.089      Transfer of Franchises:

(a) A franchisee may not lease, assign, mortgage, sell or otherwise transfer, either in whole or in part, its Major Disposal Facility Component franchise to another person unless an application therefore has been filed in accordance with Section 5.01.085 and has been granted. The proposed transferee must meet the requirements of this chapter.

(b) The Council shall not unreasonably deny an application for transfer of a franchise. If the Council does not act on the application for transfer within (90) days after filing of a complete application, the application shall be deemed approved unless the applicant is notified of the need for additional time for evaluation and determination.

(c) The term for any transferred franchise shall be for the remainder of the original term unless the Council establishes a different term based on the facts and circumstances at the time of transfer.

5.01.101      Appeals: Any Major Disposal System Component applicant or franchisee whose application is recommended for approval by the Executive Officer is entitled to a contested case hearing pursuant to Code Chapter 2.05 upon the Council's suspension, modification, revocation or refusal to approve or transfer a franchise or to grant a variance, as follows:

(a) Except as provided in subsection (c) of this section, the Council's decision not to renew a franchise shall not become effective until the franchisee has been afforded an opportunity to request a contested case hearing and an opportunity for a contested case hearing if one is requested.

(b) The Council's refusal to grant a variance or to issue or transfer a franchise shall be effective immediately. The franchisee or applicant may request a hearing on such refusal within sixty (60) days of notice of such refusal.



(c) Upon a finding of serious danger to the public health or safety, the Executive Officer may suspend a franchise or the Council may refuse to renew a franchise and such action shall be effective immediately. If a franchise renewal is refused effective immediately, the franchisee shall have ninety (90) days from the date of such action to request a contested case hearing.

ADOPTED by the Council of the Metropolitan Service District this  
\_\_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of the Council

A:\SW89-304.ORD

Agenda Item No. 8.1

Meeting Date July 27, 1989

SOLID WASTE COMMITTEE REPORT

ORDINANCE NO. 89-297, FOR THE PURPOSE OF AMENDING ORDINANCE NO. 89-290 WHICH REVISES THE 1986 WASTE REDUCTION PROGRAM AND THE 1988 SOLID WASTE MANAGEMENT PROGRAM WASTE REDUCTION CHAPTER

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DATE: June 14, 1989

Presented by Councilor  
Gary Hansen, Chair, Solid  
Waste Committee

Committee Recommendation: The Solid Waste Committee voted 4 to 0 to recommend Council adoption of Ordinance No. 89-297. Councilors voting: Hansen, Buchanan, Ragsdale and Wyers. Absent: Kelley. This action taken June 27, 1989.

Committee Discussion/Issues: The Solid Waste Staff stated that the amended Waste Reduction Program (WRP) adopted by Council on March 23, 1989, with Ordinance No. 89-290 contained some errors that needed to be corrected. Two dates were typed incorrectly and four activities with estimated completion after January 1990 were not included.

A public hearing was held by the Solid Waste Committee on June 27, 1989. No one testified.

The Solid Waste Committee asked if any of the proposed amendments would alter the budget or the work programs in any way. The Solid Waste staff stated that Ordinance No. 89-297 ensures consistent documentation of expected waste reduction activities and does not affect the budget or the Waste Reduction Program.

There was no further discussion by the Committee.

GH:RB:pa  
A:\ RAYB.092



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO. 89-297
ORDINANCE NO. 89-290 WHICH REVISES	)	
THE 1986 WASTE REDUCTION Plan	)	Introduced by Rena Cusma,
AND THE 1988 REGIONAL SOLID WASTE	)	Executive Officer
MANAGEMENT PLAN WASTE REDUCTION	)	
CHAPTER	)	

WHEREAS, In 1986 the Metropolitan Service District adopted a Regional Waste Reduction Plan in accordance with provisions of SB662; and

WHEREAS, The 1986 Waste Reduction Plan was adopted as a chapter of the 1988 Regional Solid Waste Management Plan; and

WHEREAS, The solid waste management techniques, facility concepts and system ideas incorporated in the 1986 Waste Reduction Plan have undergone change over the past three years; and

WHEREAS, These changing circumstances warrant the revision of the 1986 Waste Reduction Plan to clearly identify Metro's efforts in waste reduction in the region; and

WHEREAS, Ordinance No. 89-290 amended the 1986 Waste Reduction Plan and the 1988 Regional Solid Waste Management Plan; and

WHEREAS, Ordinance No. 89-293 provided additional funding for Metro's waste reduction efforts; and

WHEREAS, Additional tasks must be added to the amended Waste Reduction Plan to make it consistent with the work output adopted in Ordinance No. 89-293; and

WHEREAS, These additions are for the purpose of consistent documentation and do not affect frame work policy or resource allocation; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY  
ORDAINS:

1. That the 1986 Waste Reduction Plan as amended by Ordinance No. 89-290 is hereby further amended to read as printed in Exhibit A, attached hereto. The 1986 Waste Reduction Plan and the 1988 Regional Solid Waste Management Plan Waste Reduction Chapter are hereby designated as the 1989 Waste Reduction Plan.
2. That the Waste Reduction Plan as amended by Exhibit A shall supersede and take precedence over any prior ordinances and resolutions previously adopted that are inconsistent with the provisions of Exhibit A.

ADOPTED by the Council of the Metropolitan Service  
District this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer

ATTEST:

Clerk of the Council

**Exhibit A**

**AMENDED 1986  
WASTE REDUCTION PROGRAM**

**APRIL 1989**



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AMENDED 1986  
WASTE REDUCTION PROGRAM

INTRODUCTION

Metro, local governments, the collection industry and citizens in the Portland tri-county region are committed to substantially reducing the amount of waste going to land disposal sites. In 1986, Metro adopted a Waste Reduction Program which identified policies and specific programs that would help the region achieve its waste reduction goal.

Metro has made substantial progress towards implementing the 1986 Waste Reduction Program. However, solid waste management techniques and facility concepts have changed over the past three years. The following amendment revises the 1986 Program to reflect current planning priorities and incorporates updated timelines and methodology for program implementation.

The amendment does not alter those parts of the original Waste Reduction Program that have already been implemented or will continue to be implemented consistent with the 1986 Program.

This amendment excludes four programs from the 1986 Program:

- (a) the Waste Exchange activity of the Reduce and Reuse Program;
- (b) the Annual Supply Profile and Materials Brokerage activities of the Materials Markets Assistance Program; and
- (c) the Use of Transfer Stations activity program from Post Collection Recycling/Material Recovery Program. This activity is covered in the amendment to the Material Recovery activity of the same program.

The Amended 1986 Waste Reduction Program is adopted as part of the Regional Solid Waste Management Plan (October, 1988) and amends that document to incorporate the programs and time frames identified below. Following is the amended Waste Reduction Program work plan. Programs that have been amended include estimated timelines for completion.



## WORK PLAN

PROGRAM NAME: PROMOTION, EDUCATION AND PUBLIC INVOLVEMENT

PROGRAM DESCRIPTION:

Purpose: To develop a comprehensive program to reach the general public and special interest groups with information and other opportunities to increase their awareness of the participation in waste reduction activities.

- A. Market Research: Promotion and education activities will be designed in light of market research findings to reach selected target populations with information they are most likely to respond to. Market surveys will be taken at regular intervals so we can evaluate the effectiveness of the promotion and education activities we undertake.
- B. Theme and Graphic Look: A professionally developed theme, or slogan, and graphic look will tie together all elements of Metro's waste reduction promotion and education.
- C. Multi-Year Campaign Plan: This will provide a detailed plan, schedule and budget to assure coordination of all Metro waste reduction promotion and education activities. The initial plan will cover a three-year period, focusing on the first year's effort. The plan will be updated and revised yearly.
- D. Specific Campaigns: Two major promotions will be undertaken every year. Each will utilize a broad range of information outlets -- including such measures as newspaper and magazine articles and advertising; billboards and transit advertising; radio ads; radio and television public service announcements and station promotions; and various direct contact approaches such as direct mail. In addition, Metro staff will carry out at least eight promotions in the community each year such as exhibits and displays in trade shows and shopping centers.
- E. Recycling Information Center: The RIC, with adequate paid staff, will continue to be the main point of public contact for inquiries on recycling and waste reduction.

- F. Support for Local Jurisdictions: Metro's promotion and education activities are intended to supplement those of the local governments. Metro will use primarily regional outlets and will cover topics and themes of interest across the region. Local jurisdictions will take the lead in providing educational information with specifics about pick up, schedules and requirements. Metro will offer support by (1) compiling and distributing a monthly calendar of events, (2) developing, upon request, ready-to-print promotional materials incorporating Metro's overall logo and theme; and (3) providing general information and assistance on how to work with the media, also upon request from local governments.
- G. Public Involvement: Several elements of the Waste Reduction Program require ongoing efforts to involve the public and special interest groups from the metropolitan area. Examples include scheduling public meetings to review alternative technology proposals, and arranging meetings with local governments and private business to arrive at workable recycling goals. These public involvement activities are referenced in the Work Plans for each program area. They will be planned, coordinated and carried out as part of this promotion, education and public involvement work program.

## WORK PLAN

PROGRAM NAME: REDUCE AND REUSE PROGRAMS

PROGRAM DESCRIPTION:

Purpose: Develop programs to achieve the maximum feasible reduction of materials that eventually become waste; and the salvage and reuse of reusable products retrievable from the waste stream.

- A. Plastics Reduction Task Force: Participate in a statewide or regional task force to research strategies for reducing plastic material in the waste stream.
- B. Packaging Reduction: Promote consumer attention to packaging issues, develop legislative action to address degree of packaging-type waste in waste stream. (See Promotion and Education.)
- C. Salvageable Building Materials and Items: Evaluate alternative methods for reusing salvageable building materials and items from the residential waste stream. Based on evaluation, implement recovery program/s.
  - (1) Develop management options to recover salvageable building materials from the waste stream. This shall be done so that it is consistent with the development of the low grade waste management plan of the Solid Waste Management Plan.

ESTIMATED COMPLETION

January 1, 1990

- (2) If determined to be feasible, develop a regional system for recovery of these materials from the residential waste stream.

ESTIMATED COMPLETION

January 1, 1991

- (3) Conduct a promotion campaign for reusable building materials.

ESTIMATED START-UP

April 1, 1990



## WORK PLAN

PROGRAM NAME: RECYCLE

PROGRAM DESCRIPTION:

PURPOSE: Establish and aggressively promote a variety of programs to assist local governments and other parties in developing curbside collection programs as required under the Oregon Opportunity to Recycle Act; to meet standards developed by the Department of Environmental Quality; and to achieve maximum feasible reduction through those programs.

A. Technical Assistance: Provide technical assistance to generators, haulers and local governments to increase recycling from the commercial waste stream and from multi-family dwellings.

- (1) Identify areas where commercial and multi-family recycling is not currently provided and where technical assistance is needed to establish recycling programs.

ESTIMATED COMPLETION                      January 1, 1990

- (2) Metro staff shall consult with local government officials and collectors in areas identified in (1) to establish effective multi-family and commercial recycling programs

ESTIMATED COMPLETION                      July 1, 1990

B. Recycling Information Center Enhancement: A program to facilitate the development of recycling habits, attitudes and awareness in the general public; and to upgrade the information services for the RIC in response to the development of curbside collection programs. Specific activities include:

Computer Capability: Develop a computerized information storage and retrieval system to manage the resources of the center.

Public Education Materials: Develop a series of educational flyers and handbooks on waste reduction and recycling issues for distribution to the general public.

Library Development: Develop a library of audio-visual and printed materials on recycling and waste reduction issues for use by the general public.

Volunteer Development: Develop volunteer and/or internship program to provide opportunity for volunteers to learn community information management techniques and awareness of recycling habits, attitudes and issues.

Community Recycling Projects: Develop active partnerships with community groups and citizens to develop small-scale, neighborhood-based community recycling projects such as neighborhood clean-ups and compost programs, workshops, speakers bureau and others. Extend networking capabilities with community organizations.

Salvageable Materials and Waste Exchange: Appropriate functions related to waste exchange and salvageable material database and hot line will be expanded.

- C. Local Recycling Service Coordination: In cooperation with local governments, the solid waste industry and citizens, develop a mechanism to ensure that local governments carry out recycling programs consistent with those in the Solid Waste Management Plan.

- (1) Establish performance standards and recycling goals for local government recycling programs.

ESTIMATED COMPLETION          July 1, 1990

- (2) Design a reporting procedure for local governments, including data requirements for determining participation levels and quantities of materials recycled. Metro will produce reports on regional data.

ESTIMATED COMPLETION          July 1, 1990

- (3) Measure the performance of local jurisdictions against the standards and recycling goals established in (1).

ESTIMATED START-UP          July 1, 1990



- (4) Establish mechanisms to ensure that the performance standards and recycling goals are achieved by local governments. A variety of options exist to accomplish this including: rate incentives, certification, flow control, functional planning authority and cooperative compliance, with implementation by local governments.

ESTIMATED COMPLETION                      July 1, 1990

- D. Regional Promotion and Education: A multi-year regional recycling promotion campaign. (See Promotion and Education Work Plan.)
- E. Source Separation Technology Development: The distribution of home or office recycling containers. Work with local jurisdictions to implement a regional curbside container recycling program for both single family and multi-family dwellings.
- (1) Implement a pilot project utilizing curbside recycling containers at single family dwellings.

ESTIMATED COMPLETION                      October 1, 1989

- (2) If pilot project in (1) demonstrates that the use of recycling containers is feasible, Metro shall work with local governments to implement a curbside container recycling program, including assistance with financing alternatives, distribution techniques and promotion and education.

ESTIMATED COMPLETION                      August 1, 1990  
for one county

- (3) Implement a recycling pilot project for multi-family dwellings.

ESTIMATED COMPLETION                      January 1, 1991

- F. Grants and Loans: Targeted to local governments, businesses and/or recyclers to support waste reduction and recycling programs.



## WORK PLAN

PROGRAM NAME: RECYCLE -- YARD DEBRIS

PROGRAM DESCRIPTION:

Purpose: To achieve maximum feasible reduction of yard debris currently being landfilled through the use of regional processing facilities and on-route collection of source separated yard debris.

A. Material Recovery Centers: Metro will establish a yard debris processing facility at the St. Johns Landfill capable of processing up to 200,000 cubic yards of material annually. Fees for source separated yard debris will be based on program costs, consistent with Metro's policy for the handling of recyclables.

B. Materials Markets Assistance: Provide technical assistance to existing and potential markets to stimulate use of yard debris compost materials.

- (1) Continue to manage quarterly yard debris compost tests for herbicides, nutrients, toxicity and seed identification.

ESTIMATED COMPLETION      Ongoing

- (2) Continue to coordinate demonstration plots to test the effects of yard debris compost on plant growth.

ESTIMATED COMPLETION      Ongoing

- (3) Continue annual yard debris compost marketing campaign.

ESTIMATED COMPLETION      Ongoing

C. Diversion Credits, Loans and Grants: Metro may use diversion credits (payments for yard debris which is processed) to private sector processors to encourage the processing of materials and market substitution. In limited circumstances, loan or grant monies may be given to processors for capital expenditures.

- D. Technical Assistance: Provide technical assistance to local governments, haulers, processors and communities to increase yard debris recycling.

- (1) Organize and expand database and library on collection and processing of yard debris.

ESTIMATED COMPLETION                      January 1, 1990

- (2) Promote the use of the Recycling Information Center (RIC) resources on yard debris recycling. Provide technical assistance through the RIC to local governments, haulers and small scale processors such as chipping and gardening services.

ESTIMATED COMPLETION                      Ongoing

- E. Promotion and Education: Use to promote home composting, source separation, and market development. (See Promotion, Education and Public Involvement Work Plan.)

- F. Provide Analysis for the Placement of Yard Debris on the list of "Principal Recyclables": Staff will present an analysis to the EQC regarding the placement of yard debris on the list of "principal recyclables." Placement of the material on the list by the EQC should be supported only after Metro has established processing capacity at the St. Johns Landfill to ensure adequate markets for recycled materials.

- G. Rate Incentives - Utilize rate incentives to encourage source separation of yard debris.

- (1) Adopt a rate structure at appropriate Metro disposal sites that will provide an incentive for yard debris recycling. This rate will be less for clean, source separated yard debris than for contaminated yard debris and mixed waste.

ESTIMATED COMPLETION                      July 1, 1989

- (2) Adopt a rate structure at appropriate regional disposal sites that will provide an incentive for yard debris recycling. This rate will be less for clean, source separated yard debris than for contaminated yard debris and mixed waste.

ESTIMATED COMPLETION                      January 1, 1990



H. Local Yard Debris Recycling Coordination: Develop and implement a regional yard debris recycling plan in cooperation with local governments, the solid waste industry, citizens and the uDepartment of Environmental Quality.

- (1) Determine which local governments are to participate in regional plan; establish local government/Metro committee process to develop plan; hire employees to develop the plan.

ESTIMATED COMPLETION April 1, 1989

- (2) Complete assessment of existing local government programs; education for local government committees; new employee training.

ESTIMATED COMPLETION May 1, 1989

- (3) Conduct assessment of market capacity, processing capacity, local government collection alternatives, facility impacts, local government financing options, data collection options to evaluate programs and tools to effectively implement the regional plan.

ESTIMATED COMPLETION November 1, 1989

- (4) Write the regional yard debris plan. Includes incorporating local government plans developed outside of regional process into the regional plan, local government/Metro decisions regarding collection alternatives, financing, establishing goals, facility changes (possible new facilities), roles, responsibilities and timeframes to implement the plan.

ESTIMATED COMPLETION July 1, 1990

I. Bans on Disposal: Assess appropriate disposal bans of source separated yard debris at regional facilities.

- (1) Evaluate all Metro-area disposal facilities to determine feasibility of establishing a set-aside area for recycling clean, source separated yard debris. Further, evaluate potential yard debris processing capabilities at Metro-area disposal facilities.

ESTIMATED COMPLETION September 1, 1989



- (2) Based on evaluation in (1), establish set-aside area to receive and recycle clean, source separated yard debris at appropriate Metro-area disposal facilities.

ESTIMATED COMPLETION      January 1, 1990

- (3) Based on evaluation in (1), prohibit disposal of uncontaminated source separated yard debris at appropriate Metro-area disposal facilities.

ESTIMATED COMPLETION      January 1, 1990

## WORK PLAN

PROGRAM NAME: POST-COLLECTION RECYCLING/MATERIALS RECOVERY

PROGRAM DESCRIPTION:

Purpose: To recover recyclable materials and reusable items from the waste stream through facilities that process waste that contains a high percentage of economically recoverable material.

A. Materials Recovery: Establish disposal facility capacity throughout region for maximum feasible recovery of recyclable materials including construction debris and paper products.

- (1) Conduct analysis to determine the need for, capacity and location of materials recovery facilities. This shall be done as part of the system design development of the Solid Waste Management Plan.

ESTIMATED COMPLETION April 1, 1990

- (2) Based on analysis in (1), proceed to retrofit existing facilities and/or establish new facilities.

ESTIMATED COMPLETION January 1, 1991

- (3) Construct at least one new facility or modify an existing facility and have material recovery on-line.

ESTIMATED COMPLETION January 1, 1992

- (4) If analysis in (1) determines modifications are necessary at Metro South to achieve greater high grade recycling, such materials recovery shall be on line.

ESTIMATED COMPLETION July 1, 1992

- (5) All facilities called for in (1) shall be on line.

ESTIMATED COMPLETION January 1, 1993

- B. Waste Auditing and Consulting: Advise and assist with waste audits and design programs for waste generators in cooperation with collectors to assist in the generation of high-grade loads of recyclable material.

- (1) Develop waste audit survey form.

ESTIMATED COMPLETION July 1, 1989

- (2) Perform twenty-five commercial waste audits to demonstrate what materials can effectively be recovered through a source separation program.

ESTIMATED COMPLETION October 1, 1989

- (3) Report on effectiveness of audits.

ESTIMATED COMPLETION January 1, 1990

- (4) If initial twenty-five audits effectively reduce commercial waste, continue to offer waste audit and consulting service.

ESTIMATED COMPLETION Ongoing

- (5) Develop waste audit training seminar for generators and collectors.

ESTIMATED COMPLETION January 1, 1990

- (6) Conduct three waste audit seminars.

ESTIMATED COMPLETION July 1, 1990

- C. Rate Incentives For Post-Collection Recycling: Establish rate incentives to encourage recovery of recyclable materials at material recovery facilities.

- (1) Evaluate the impact of current rate incentives on recycling. Based on evaluation, recommend expansion of current incentives program.

ESTIMATED COMPLETION January 1, 1990

- (2) Based on evaluation in (1), adopt rate structure amendments.

ESTIMATED START-UP October 1, 1990  
or when new facilities come on-line



## WORK PLAN

PROGRAM NAME: ALTERNATIVE TECHNOLOGIES

PROGRAM DESCRIPTION:

Purpose: To recover material and/or energy from the implementation of Alternative Technologies.

Material and Energy Recovery: Discarded material from material recovery/transfer facilities will be available for this purpose. Material which the waste substream composition and recovery analysis demonstrates has no economically viable material recovery options will be available for energy recovery. A portion of the processed waste stream may be allocated to a developmental technology.

## WORK PLAN

PROGRAM NAME: MATERIALS MARKETS ASSISTANCE PROGRAM

PROGRAM DESCRIPTION:

Purpose: To develop programs and services designed to stimulate demand for certain recyclable materials to meet expected increased supply of those materials generated through the implementation of SB 405 and Waste Reduction Program; to develop an annual information base on market conditions from which to evaluate market assistance programs.

- A. Annual Market Analysis: Annual evaluation of markets to identify strengths and weaknesses and impediments to their future growth.
- B. Annual Market Survey: Annual survey of companies which purchase recycled materials as service to material brokers.
- C. Recycled Products Survey: Conduct survey of products available in the Metro area markets that are made from recycled materials.
  - (1) Complete a survey and report on products available for purchase that are made from recycled paper, yard debris, tires and used oil. Distribute results to local governments and businesses upon request.

ESTIMATED COMPLETION          July 1, 1989

- (2) Complete a survey and report on products available for purchase that are made from other recycled materials such as paving and construction materials, insulation and building materials, reusable containers, fuels derived from recycled materials and recycled plastic products.

ESTIMATED COMPLETION          January 1, 1990

- D. Consumer Education: Education program for consumers on advantages of purchasing products made from recycled materials. (See Promotion & Education Work Plan.)

E. Institutional Purchasing: Provide technical assistance and promotion for developing institutional purchasing policies that favor the use of recycled materials.

- (1) Develop a model procurement policy for the purchase of recycled paper products, composted yard debris products and other products made from recycled materials.

ESTIMATED COMPLETION      July 1, 1989<sup>90</sup>

- (2) Provide model recycled products procurement policies to local governments and major businesses; encourage and assist them in adopting such policies.

ESTIMATED COMPLETION      January 1, 1990

- (3) Provide technical assistance to governments, businesses and public institutions on purchase of products made from recycled materials.

ESTIMATED START-UP      January 1, 1990

- (4) Continue to promote purchase of yard debris compost.

ESTIMATED COMPLETION      Ongoing

- (5) Report on effectiveness of program.

ESTIMATED COMPLETION      July 1, 1990

F. Legislative Action: Advocate legislative support for recycling tax credits and other legislative measures supporting development of recycling markets.

G. Grants and Loans: Research and Development: Target monies for research and development of new methods for utilizing secondary materials.

H. Grants and Loans: User Assistance: Target monies to users of secondary materials to encourage the expansion of their use of recycled materials.



## WORK PLAN

PROGRAM NAME: SYSTEM MEASUREMENT

PROGRAM DESCRIPTION:

Purpose: To establish a system, based on analyses of waste compositions to determine which programs and projects will obtain maximum economically and technically feasible waste reduction through each level of the hierarchy.

A. Waste Substream Composition Study: This study will survey the volumes, composition and places of origin of waste generated by distinct generator types. The goals of the study will be to:

- Identify and define a list of individual waste substreams from different types of generators which have distinct and economically feasible resource recovery potentials.
- Measure the volumes and composition of materials of each defined waste substream. The potential for reducing the contamination of recoverable resources will also be assessed.
- Identify the generalized geographic distribution of the points of origin of each waste substream for the purpose of defining methods for its separate collection.

Specifically, the study will provide data concerning:

- types, composition and numbers of loads which can be generated for processing, and
- the quantities of different materials which will be generated.

B. Substream Resource Recovery Study: Based on the composition study, a set of waste substreams will be selected for a study of methods for the recovery of resources from those waste substreams. This study will:

- identify processes for the recovery of selected materials;

- evaluate the need for additional facilities, based upon technical and economic feasibility, and will be used to determine the number and general location of such facilities;

C. Set Waste Reduction Performance Goals: Establish waste reduction performance goals, defined as a percentage of the total wastestream. Re-examine periodically to assure the goals are achievable.

- (1) Perform analyses of waste composition and programs that are technically and economically feasible. Establish waste reduction goal, based on the analysis. Present results to Metro Council for adoption.

ESTIMATED COMPLETION            May 1, 1989

D. Ongoing System Measurement: Establish an ongoing system for measuring composition of disposed waste to use as tool for evaluating waste reduction program effectiveness.

- (1) Conduct periodic waste composition studies to monitor the quantity and composition of waste disposed in the region, develop periodic update reports

ESTIMATED COMPLETION            Ongoing

- (2) Complete one sort in 1989.

ESTIMATED COMPLETION            July 1, 1989

- (3) Complete three additional sorts.

ESTIMATED COMPLETION            April 1, 1990

- (4) Publish results of 89/90 study.

ESTIMATED COMPLETION            July 1, 1990

- (5) Perform annual recycling surveys to determine quantity of materials recycled in the region.

ESTIMATED COMPLETION            Ongoing



## STAFF REPORT

### CONSIDERATION OF ORDINANCE NO. 89-297 FOR THE PURPOSE OF AMENDING ORDINANCE NO. 89-290 WHICH REVISES THE 1986 WASTE REDUCTION PLAN AND THE 1988 REGIONAL SOLID WASTE MANAGEMENT PROGRAM WASTE REDUCTION CHAPTER

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Date: April 28, 1989

Presented by: Bob Martin  
Debbie Gorham

#### PROPOSED ACTION

Approval of revisions to the 1986 Waste Reduction Program  
Amendment to correct typographical errors.

#### FACTUAL BACKGROUND AND ANALYSIS

At the conclusion of our negotiations with the Department of Environmental Quality on a Stipulated Order, Council asked staff to write an amended Waste Reduction Program (WRP). An amended WRP was developed by staff and adopted by Council March 23, 1989 with Ordinance No. 89-290. Additional funds for waste reduction activities were authorized with Ordinance No. 89-293.

Due to time constraints to produce the amended document, two dates were typed incorrectly and four activities with estimated completion after January 1990 were not included. These minor changes make the amended WRP consistent with the work output adopted in Ordinance No. 89-283.

Ordinance No. 89-297 ensures consistent documentation of expected waste reduction activities and does not affect adopted Metro policy or resource allocation.

Exhibit A of Ordinance No. 89-297 is a revised Amendment and supersedes all previous 1986 Waste Reduction Program amendments.

Following are the corrections:

#### Page 4      Salvageable Building Materials

- C.(3)      Conduct a promotion campaign for reusable  
building materials.

Estimated Completion: August 1, 1989

{should read}      Estimated Completion: April 1, 1990



Page 12    Materials Recovery

- \*A.(4)    If analysis determines modifications are necessary at Metro South Station to achieve greater high-grade recycling, such materials recovery shall be on-line by

Estimated Completion:        July 1, 1992

- \*A.(5)    All facilities called for in facility analysis shall be on-line.

Estimated Completion:        January 1, 1993

Page 16    Institutional Purchasing

- E.(1)    Develop model procurement policy for recycled paper products, composted yard debris products and other products made from recycled materials.

Estimated Completion:    January 1, 1990

{should read}        Estimated Completion:    July 1, 1990

- \*E.(4)    Continue to promote purchase of yard debris compost.

Estimated Completion:    Ongoing

- \*E.(5)    Report on effectiveness of institutional purchasing program.

Estimated Completion:    July 1, 1990

Page 18    Ongoing System Measurement

- D.(1)    Conduct periodic waste composition studies to monitor the quantity and composition of waste disposed in region, **develop periodic update reports.** (bolded text added)

Estimated Completion:    Ongoing

\* Added items

EXECUTIVE OFFICER'S RECOMMENDATION

Executive Officer recommends adoption of Ordinance No. 89-297.

Agenda Item No. 9.1

Meeting Date July 27, 1989

## SOLID WASTE COMMITTEE REPORT

RESOLUTION NO. 89-1102, FOR THE PURPOSE OF AUTHORIZING AN AGREEMENT WITH THE CITY OF FOREST GROVE, OREGON, PERTAINING TO AN ENHANCEMENT FEE FOR THE FOREST GROVE TRANSFER STATION

---

Date: July 5, 1989

Presented by: Councilor  
Gary Hansen

Committee Recommendation: The Solid Waste Committee voted 4 to 1 to recommend Council adoption of Resolution No. 89-1102. Councilors voting aye: Hansen, Kelley, Buchanan and Ragsdale. Voting nay: Councilor Wyers. This action taken June 13, 1989.

Committee Discussion/Issues: Two different agreements regarding the Forest Grove Enhancement Fee were introduced at the Solid Waste Committee meeting on June 13, 1989. Resolution No. 89-1102 was introduced by Councilor Devlin; Resolution No. 89-1102A by Councilors Bauer, Collier and Gardner.

The "Devlin Agreement" includes a requirement that the Forest Grove City Council "shall provide the opportunity for public comment on the proposed boundary of the area eligible for rehabilitation and enhancement, the criteria for providing funds under the community enhancement program, and the selection of the individual projects or programs to be funded."

The "Devlin Agreement" also provides that payments to Forest Grove "shall be made on all tonnage received at the facility after January 1, 1989, on a retroactive basis."

The "Bauer, Collier and Gardner Agreement" provides for an enhancement grant program and requires the Forest Grove City Council or their designee to submit to the Metro Council "an annual grant proposal which meets the criteria for funding projects on programs under the Forest Grove enhancement program." Payments to Forest Grove shall be made on all tonnage received at the FACILITY after "June 1, 1989," on a retroactive basis. Payments shall be made on a quarterly basis.

Major Issues: The major issues discussed by the Solid Waste Committee included the following:

1. The local community enhancement committee: Citizens vs. City Council;
2. Retroactivity of payments to City of Forest Grove;
3. Setting precedent;
4. Acceptability of Agreement by City of Forest Grove;
5. Opportunity for public input (Forest Grove);
6. Metro's Community Enhancement Policy;
7. Approval authority for projects/programs and enhancement area boundaries.

### Arguments for Devlin Agreement:

1. It meets Metro's policy. Metro's Community Enhancement Policy states that "Metro shall create or designate a local community enhancement



committee, which may be a local governing body, which shall be responsible for making recommendations on the disbursement of funds under the community enhancement program."

2. The area if impact is similar to the area governed by the City Council.
3. Requires the opportunity for public input.
4. The City of Forest Grove will approve the Agreement.

Arguments Against Devlin Agreement:

1. Not consistent with the spirit of the earlier debate on the community enhancement policy and with the St. Johns model.
2. Gives too much authority to the City Council.
3. Payments retroactive to January 1, 1989. Goes back too far.

GH:RB:pa  
A:\RAYB.094

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 89-1102
AN AGREEMENT WITH THE CITY OF	)	
FOREST GROVE, OREGON, PERTAINING	)	Introduced by
TO AN ENHANCEMENT FEE FOR THE	)	Councilor Devlin
FOREST GROVE TRANSFER STATION	)	

WHEREAS, The Council of the Metropolitan Service District has adopted Ordinance No. 88-266 establishing that the apportionment of enhancement fees is appropriate for local communities where disposal sites are located; and

WHEREAS, A transfer station exists in the City of Forest Grove, Oregon, pursuant to a Metro-approved Franchise; and

WHEREAS, Metro's Community Enhancement Policy provides that Metro shall create or designate a local community enhancement committee, which may be a local governing body, which shall be responsible for making recommendations on the disbursement of funds under the community enhancement program; and

WHEREAS, The Forest Grove Transfer Station is a private facility that existed prior to the adoption of Metro's Community Enhancement Policy; and

WHEREAS, Exhibit "A" attached hereto is an appropriate agreement for the payment of enhancement fees related to the Forest Grove Transfer Station; now therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District approves the execution of the Agreement attached as

Exhibit "A" with the City of Forest Grove.

2. That the Council of the Metropolitan Service District declares that the Enhancement Fee Agreement with the City of Forest Grove is not intended to set a precedent nor to be a model for future enhancement fee agreements with other jurisdictions.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer

DEC:gpwb  
a:Dev1102.res



## EXHIBIT "A"

### AGREEMENT

THIS AGREEMENT is entered into by and between the CITY OF FOREST GROVE, OREGON, ("FOREST GROVE"), and the METROPOLITAN SERVICE DISTRICT ("METRO"). The parties agree as follows:

A. METRO agrees to:

1. Subject to the limitations expressed elsewhere in this Agreement, impose a surcharge on and pay to FOREST GROVE an amount equal to 50 cents per ton for all solid waste received at the facility known as the Forest Grove Transfer Station (hereinafter "the FACILITY") except for source separated recyclable materials. Payments to FOREST GROVE shall be made according to the following provisions.

(a) The amount paid by METRO shall be deposited by FOREST GROVE in a separate, dedicated fund for the purpose of implementing plans, programs and projects for the rehabilitation and enhancement of the area around the transfer station pursuant to the terms of this Agreement.

(b) METRO shall have no obligation to make any payments to FOREST GROVE except from funds actually collected by METRO from the operator of the FACILITY unless METRO is itself operating the gatehouse of the FACILITY. METRO shall make a good faith effort to collect all funds. METRO retains the right to require the operator of the FACILITY to collect an additional 50 cents per ton surcharge on all waste received in order to obtain funds to make payments to FOREST GROVE.

2. Make available to FOREST GROVE, on an as requested basis, monthly reports of activity at the FACILITY including data on the gross weight of solid waste received in vehicles that are weighed as they enter the FACILITY, the number of other vehicles assessed fees on an estimated volume basis, and the tonnage of solid waste transferred from the FACILITY.

B. FOREST GROVE agrees:

1. That the City Council, functioning as the local community enhancement committee, will determine and submit for the Metro Council approval:

(a) The boundary of the area eligible for rehabilitation and enhancement.

(b) Criteria for providing funds under the community enhancement program for the rehabilitation and enhancement of the area around the FACILITY.

2. The City Council shall provide the opportunity for public comment on the proposed boundary of the area eligible for rehabilitation and enhancement, the criteria for providing funds under the community enhancement program, and the selection of the individual projects or programs to be funded.

[2.]3. To create a special fund and ensure that projects developed and funded pursuant to the community enhancement program, consistent with the funding criteria and within the eligible area, are authorized for the disbursement of funds from such special fund. Administrative expenses may not be charged to the special fund.

[3]4. To report annually to the Metro Executive

Officer and the Metro Council on the expenditures of the special fund and fund balance no later than September 1 of each year.

[4]5. If during the term of this Agreement, FOREST GROVE adopts a tax or charge that imposes a fee on haulers of commercial solid waste or other users of the FACILITY except as may be imposed by any tax duly adopted by FOREST GROVE of general applicability to all persons doing business in Forest Grove, then METRO shall have no further obligation to pay the sums provided for in this Agreement.

[5.]6. To provide all necessary administrative support to administer the Fund and shall only expend monies from the Fund in a manner consistent with its charter and applicable Oregon Laws.

[6.]7. To hold METRO harmless and indemnify METRO from any claims or causes of action of whatever nature that may arise out of FOREST GROVE's administration of the Fund.

C. Term. The term of this Agreement is indefinite unless one of the parties shall terminate pursuant to this section.

1. FOREST GROVE may terminate by giving thirty (30) days written notice to METRO.

2. METRO may terminate upon giving thirty (30) days written notice to FOREST GROVE if:

- (a) the operation of the FACILITY shall cease, or
- (b) METRO shall through duly adopted legislation cease making similar payments through other local governments [of] or Metro appointed advisory committee for mitigation and enhancement of areas affected by solid waste disposal facilities; or



(c) METRO is prevented by law from making payments pursuant to this Agreement.

3. METRO may otherwise terminate on June 30th of any year by giving FOREST GROVE at least six (6) months prior notice.

4. Payments to FOREST GROVE shall be made on all tonnage received at the FACILITY after January 1, 1989, on a retroactive basis.

D. Notice. Any notice required pursuant to this Agreement shall be delivered as follows:

If to FOREST GROVE:

Connie Fessler, City Manager  
City of Forest Grove  
P.O. Box 326  
Forest Grove, OR 97116

If to METRO:

The Honorable Rena Cusma  
Metropolitan Service District  
2000 S.W. First Avenue  
Portland, OR 97201-5398

Copy to:

Daniel B. Cooper, General Counsel  
Metropolitan Service District  
2000 S.W. First Avenue  
Portland, OR 97201-5398

Or as to such individuals as the parties may designate in writing in the future.

E. This Agreement sets forth the entire obligation of the parties to each other in connection with the FACILITY herein described.

F. This Agreement is subject to specific enforcement by the courts at the request of either party.

G. Default. Each party agrees to give thirty (30) days written notice to the other in the event that it determines a default exists specifying the nature of the default and giving the other party the opportunity during said 30-day period to cure the default before taking any further action.

H. This Agreement shall become effective upon execution by the parties after prior approval of the terms of this Agreement by the Metro Council and Forest Grove City Council.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

CITY OF FOREST GROVE

METROPOLITAN SERVICE DISTRICT

By: \_\_\_\_\_

By: \_\_\_\_\_  
Rena Cusma

Title: \_\_\_\_\_

Title: Executive Officer

APPROVED AS TO FORM:

APPROVED AS TO FORM:

\_\_\_\_\_  
Forest Grove City Attorney

\_\_\_\_\_  
Metro General Counsel

RD:RB:pa  
A:(RES.ORD)DEVLIN.68

Agenda Item No. 9.2

Meeting Date July 27, 1989



## COMMITTEE REPORT

### RESOLUTION NO. 89-1117, FOR THE PURPOSE OF APPROVING PROJECTS AND PROGRAMS FOR THE ONE PERCENT FOR RECYCLING PROGRAM

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Date: July 12, 1989

Presented by: Councilor Wyers

Committee Recommendation: The Solid Waste Committee voted 4 to 0 to recommend Council adoption of Resolution No. 89-1117. Councilors voting: Councilors Hansen, Buchanan, Ragsdale and Wyers. Committee members absent: None (one vacancy currently exists). This action taken July 11, 1989.

Committee Discussion/Issues: The members of the One Percent for Recycling Advisory Committee presented a summary of each of the 12 projects that the Advisory Committee has recommended for funding during FY 1989-90.

The Solid Waste Committee commented regarding the high quality of the proposals and the expertise of the proposers. The Committee also stated that the Advisory Committee had done an excellent job of evaluating the proposals and recommending to Council the projects to be funded.

It was pointed out that the 12 recommended projects would be funded from the \$300,000 that was carried over from FY 1988-89 for the One Percent for Recycling Program. Additional recycling projects can be selected and funded later in the year from the additional \$400,000 budgeted for FY 1989-90.

JW:RB:pa  
A:\RAYB.095

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 89-1117
PROJECTS AND PROGRAMS FOR THE	)	
ONE PERCENT FOR RECYCLING PROGRAM	)	Introduced by Councilor Wyers

WHEREAS, A One Percent for Recycling Program was established by Ordinance No. 88-250B on July 14, 1988, to foster implementation of innovative recycling projects and programs; and

WHEREAS, A One Percent for Recycling Advisory Committee was created on July 14, 1988, with the adoption of Ordinance No. 88-250B; and

WHEREAS, The Advisory Committee developed criteria and guidelines for the One Percent for Recycling Program and held public meetings for proposers and citizens to comment on their process and objectives; and

WHEREAS, Recommended criteria, guidelines and a Request for Proposals were adopted by the Council of the Metropolitan Service District on February 23, 1989 (Resolution No. 89-1052); and

WHEREAS, The Advisory Committee received and evaluated 47 proposals and interviewed 12 proposers; and

WHEREAS, The Recycling Advisory Committee has recommended 12 projects/programs to be funded during fiscal year 1989-90; and

WHEREAS, Three hundred thousand dollars (\$300,000) for recycling projects/programs was carried over from fiscal year 1988-89 to fund the recommended projects/programs; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District, as provided in Section 5.04.050(a) of the Metro Code, approves the recycling projects/programs recommended by the One Percent for Recycling Committee as shown in Exhibit A.
2. That the Metro Council shall review and approve the grants for the projects/programs as shown in Exhibit A attached.

ADOPTED by the Council of the Metropolitan Service District this

\_\_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

JW:RB:pa  
7/11/89  
A:RES1117.89



## EXHIBIT A

The following projects have been approved for funding:

### PROMOTION/EDUCATION

John Inskeep	\$20,400
Environmental Learning Center	
Clackamas Community College Campus	Project Coordinator:
Oregon City, Oregon 97045	Jerry Herrmann

Waste Shed: Region Wide

Project: Exhibition and Resource Center for Alternative Waste Technologies

This is an educational project to construct a 1,000 square foot permanent exhibit at the Environmental Learning Center in Oregon City. The facility will be designed for all age levels and provide visual displays of use of natural resources in all phases from extraction to final disposal or recycling. Methods of resource extraction, processing, product manufacturing, energy usage, and reuse and recycling techniques would be instructed, including a "working recycling operation setting" on site. Up to twelve major exhibits will be incorporated in this display to depict the "story of earth's resources from cradle to grave or recovery."

User groups would include area teachers, classroom groups, industry representatives, girl and boy scout troops and other youth groups, out of area visitors, and the general public. This facility would be used in combination with other ongoing resource conservation training programs at the Center to enhance and expand the existing curricula.

The total project cost is approximately \$90,000. The remaining portion of \$69,600 will be provided by in kind match from the Environmental Learning Center, donations of construction materials (used and new), volunteer labor, and industry financial assistance. Additionally, the project coordinator will continue a program of the center in this project, which targets disadvantaged youth for employment and training opportunities.

A primary concern of the committee is publicizing the Center and increasing public awareness of its existence. Currently about 100,000 visitors a year tour the John Inskeep Environmental Learning Center, however, there are still many residents of the region who are unaware of its existence. The Board of Directors is concentrating on publicity and exposure and anticipates launching a major promotion campaign for the Center over the next year. The grant of this award is conditional upon the Center's pursuing independent promotion

efforts and on cooperation with Metro's endeavors in promoting waste reduction in the region.

The project schedule calls for a three month construction period with a goal of opening in time for Recycling Awareness Days the third week in October.

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West Linn Very Little Theater

\$10,000

22830 Willamette Drive  
West Linn, Oregon 97068

Project Coordinator:  
Catherine R. Kelsay

Waste Shed: Region Wide

Project: "Recycling Show" traveling theater event for schools

This is a touring show designed to instruct youth about the 3 R's of Reduce, Recycle, and Reuse. An entertaining message appealing to school age youth will be integrated into the production to demonstrate theatrically how much garbage is produced everyday in the region and **why** it is critical to make wise consumer choices to REDUCE the volume; explaining **how** to RECYCLE; and ways in which waste can be REUSED.

The one-hour program will be scheduled in class rooms and school assemblies at 50 different area schools over the next school year. It will include the show, a question and answer/discussion followup and Teacher's Packets. The Teacher's Packets will contain lesson plans, Metro recycling pamphlet, a suggested list of recycling projects for the classroom with general lesson plans, and a questionnaire to present to students to evaluate the show and, in the early stages, offer modifications to the show to improve results.

The program will be publicized by the proposer through consultation with the Metro Public Affairs Department. To avoid redundancy and maximize the exposure of the message, schools will be targeted which have a lesser history of participation with Metro's existing recycling/conservation education programs.

The term of this project is the school year.



## WASTE REDUCTION

Alpine Disposal and Recycling  
Truttman Sanitary Service  
Kampfer Sanitary Service  
P.O. Box 16674  
Portland, Oregon 97216

\$15,000

Project Coordinator:  
Marguerite Truttman

Waste Shed: Portland Metropolitan

Estimated  
Reduction: 2,028 tons

Project: Residential Curbside Container Recycling

This grant will provide funds for a project to test the success of a specific curbside recycling container known in the industry as "the blue box." This container is manufactured from recycled plastic resins; this information will be incorporated into the imprinted signature on the sides of the box. The container will be distributed to the residents in a specified area of Northeast and/or Southeast Portland. The original proposal requested \$28,048 for the project which was to be a joint effort of three collection companies. With the reduction in funds, a scaled down version of the initial proposal will be conducted. The exact effect on the proposal is not certain as discussions with the proposer will need to continue while developing the Scope of Work for the contract. However, it is likely that not all three collection routes will be used in the project and the project implementation revised accordingly.

This project calls for distribution of 2,000 single recycling bins (down from the proposed 4,000) to residences on collection route(s) in Northeast and possibly Southeast Portland. An education program using fliers and mailed notices to residents is part of the project and will be distributed prior to container delivery along with instructions for material preparation and use. Recyclables will be picked up weekly; monthly recycling reports will be submitted to Metro by the proposer.

The committee selected this proposal while aware of other efforts Metro is commencing for curbside recycling container programs. This type of container is not being used in any of the demonstration projects. We would like to know success results from this container, to be able to make comparisons with other types of containers (multiples, stackables, BAG-ITS, etc.); reporting data for this project will be structured to a similar format so that like comparisons can be made.

The term of this project is one year from the start up date. Delivery of containers will require approximately 12 to 14 weeks, hence the project should be underway by late fall.



Citistics, Inc.  
5250 S.W. Alger Street  
Beaverton, Oregon 97005

\$48,530

Project Coordinator:  
Tom Miller

Waste shed: Washington County      Estimated  
Reduction: 2,000 tons

Project:      Plastics Collection and Processing Facility

This project will provide 40-cubic yard drop boxes at ten Washington County locations for the general public to drop off plastic containers for recycling. A drop off facility and processing center will be established to receive and sort five categories of plastics for processing. These plastics include: HDPE (high density polyethylene - milk jugs), polypropylene and polyethylene (dairy containers), styrene, polystyrene foam, and miscellaneous plastic containers. The processing center will operate at a site in Beaverton, near Highway 217, which offers a central location in the County to direct the materials that are collected. The sorting capacity of this facility will be used by plastic processors who will provide material in addition to that which is collected via the drop boxes.

The project will employ developmentally disabled individuals by seeking referrals from vocational service providers in Washington County. Labor requirements will be initiated via contractual arrangements between the proposer and such parties as Edwards Center, Good Shepherd Work Activity Center, Oregon Employment Service Corp., Tualatin Valley Workshop, Portland Employment Program, Vanguard Services, and Christiance Counseling.

The full cost of this project is approximately \$228,580; it is estimated that \$180,050 can be generated via resale of processed plastic and that \$48,530 is needed from the 1% Program. It should be noted that recent drops in prices for virgin plastic resins has affected the sale price of recycled processed plastics. Therefore, there may be volume reductions, dependent upon achieving stability in the marketplace. This is because the funds are requested to partially cover the cost of both collection and processing. Thus, if revenues drop as the prices of recycled plastics drop, the project may need to be revised. This issue will be dealt with in the development of the contract Scope of Work.

The term of this project is one year from the start up date.



Clackamas County and  
Clackamas County Refuse  
Disposal Association  
902 Abernethy Road  
Oregon City, OR 97045

\$11,570

Project Coordinators:  
Carrie Heaton and  
Susan Ziolk

Waste Shed: Clackamas County

Estimated  
Reduction: 342 tons

Project: Mobile Home Park and Retirement Center Recycling  
Demonstration

This project will target selected mobile home parks and retirement complexes in Clackamas County to test various methods of monthly recycling pick up to identify the most cost effective and efficient ways of collecting principal recyclable materials. Collection methods will test individual containers, both curbside and common use areas, and centrally located multi-material collection boxes. Information collected will be utilized by the County to provide a basis for future direction for a county-wide multi-family collection recycling program. Targeted materials are currently being collected in residential areas; this project is intended to provide needed base data for program design to aid collection companies in continuing effective programs after the project ends.

The original proposal called for apartment houses to be included in the project. Since the committee has selected a multi-family recycling project proposed by another applicant the proposer was asked to focus on mobile home parks and retirement complexes. Additionally, the committee is aware of Metro's project for apartment complex recycling funded this year for Lake Oswego, Portland, and Beaverton.

County staff will work with unit managers and the franchised collectors to develop a waste audit of current recycling habits of residents. Appropriate containers will be selected, based upon space limitation, collection frequency, vehicular configurations, and individual preferences. "Curbside" versus a common use area collection point will be tested at mobile home parks. Features of the retirement complex programs will be tailored to the individual designs of the centers concentrating on ease and convenience to the residents.

Education and promotion materials will be prepared and distributed quarterly and "How-to, Why-to" training sessions will be provided, focusing on various age groups. Posters and container decals will be used as continuous reinforcement to participants

The term of this project is one year from the start up date.



Cloudburst Recycling Collection Service  
P.O. Box 12106  
Portland, Oregon 97212

\$17,970

Project Coordinator:  
David McMahon

Waste shed: Portland Metropolitan

Estimated  
Reduction:  
48 to 96 tons/year

Project: Enroute Yard Debris Collection and Composting Site

This was a two-phase proposal which would provide both yard debris and plastics recycling services by a garbage hauler. After reviewing, the committee selected only the yard debris portion of the proposal to fund. This is because the yard debris services were deemed to be the more timely need and in consideration of three other proposals for plastics collection which were selected for funding in this cycle.

This portion of the project will purchase machinery and equipment to set up a weekly enroute yard debris collection service and composting site at the existing Cloudburst Recycling Center in northeast Portland. A chipper and front-load containers will be purchased and a route established for yard debris pick up services allowing for chipping and shredding of materials to compact into containers for transport or leave at the property when chipping is completed. The existing site will be prepared to permit a small-scale processing and storage operation which would produce an "eco mulch" product for resale as a soil enhancer or ground cover.

Six cubic yard metal containers with forklift pockets will be used for composting the ground material. A minimum temperature of 140° will be reached prior to "turning" the materials to mix and re-aerate them, which will be done frequently to accelerate decomposition. A one to two month "curing" period will be utilized, depending on incoming volumes.

The operator proposes to target only their present customer base and provide weekly service for a fee. The geographic area of this project would include portions of the northeast Portland and Willamette Heights, and sections of the Corbett-Terwilliger/Johns Landing areas of Portland. The funds from this grant will provide the up front capital to launch the program; initial start up costs are included in the project amount, however, ongoing costs will be covered by fees charged to customers provided the service. The operator can increase material flow and reduce collection fees as the program becomes more self-sustaining through increased use by customers. The estimated useful life of the equipment and machinery is ten years.

While the volume reduction for this project is not high, it achieves the objective of recycling yard debris and providing more processing capacity to the region. At the same time, it focuses on market development as the compost material is promoted for use by Cloudburst customers. The project includes plans for providing promotional



materials to customers regarding the service and product. As markets improve and other future developments occur, this project could be expanded to serve as a drop-off center both for drop box service and the general public. This expanded function, however, is not included in the proposed project.

The term of the project is one year from the start up date.

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Grimm's Fuel Company  
1631 S. Shore Blvd.  
Lake Oswego, Oregon 97005

\$38,500

Project Coordinators:  
Rod and Jeff Grimm

Waste shed: Clackamas and Washington  
Counties

Estimated  
Reduction: 17,411 tons

Project: Yard Debris Product Development

This project will develop two new products using composted yard debris: 1) Hydro mulch for use in new highway, park, and lawn plantings and 2) a special ground product for use by the ornamental plant industry in soilless container mixes.

The existing processing center located in Sherwood will be used as the site for production. The grant funds will be used to purchase special grinding equipment and loading and feed machines to process the materials. Special equipment adaption will be done along with site preparation, including installation of concrete slabs and building construction as part of the project. The useful life of the equipment is estimated to be more than five years.

This project achieves a high volume of material recycling and focuses on market development. It is critical, as yard debris becomes a regularly collected principal recyclable material, not only to have increased processing capability in the region but to have new products for the market place as well. The proposer operates a well established business in nursery product supply and has designed these two products in response to customer requests. There is a popular demand particularly for the soilless mix product, however, the proposer has lacked the capital to implement it.

The term of this project is one year from the start up date.

The Plastics Partnership  
1211 S.W. Fifth Avenue  
Portland, Oregon 97204

\$60,000

Project Coordinators:  
Peter Dorn and  
Kathy Cancilla

Waste shed: Portland Metropolitan

Estimated  
Reduction:  
30,000 20-gallon bags  
(weight unknown)

Project: Residential Enroute Collection of Plastics for Recycling

This project originally requested \$167,000 for services to be provided to 12,000 residences by the end of one year. The committee scaled the project back to \$60,000 and 3,000 residences for the year.

Five partners have joined in a cooperative effort to begin a residential curbside collection program for targeted areas in the 97202 zip code (inner southeast, Moreland area) of Portland. The partners are Portland Waste Associates, an area hauler and recycler serving 30,000 residences; Wastech, a local operator of transfer stations and recycling centers; Partek, a plastics recycling firm in Vancouver, WA; Computations, a business consulting service to recyclers; and the Rockey Company, a marketing communications firm serving northwest clients.

The hauler/recycler will distribute two "BAGIT" bags to customers and provide monthly curbside pick up to 3,000 households in inner Southeast Portland. The bags will be picked up and delivered to Oregon Processing and Recovery Center (OPRC) for cleaning, sorting, compaction, and delivery to Partek for recycling into plastic resin. Partek is an expanding company that is actively searching for guaranteed volumes of plastic to recycle for resale to customers who require volume guarantees.

The recycling consulting firm and the advertising firm will be responsible for working with the hauler to set up selected routes for collection and dispersal of educational/instructional materials.

Because of the reduction in the project dollars, a revised proposal will be developed with the proposer. However, the basic project objectives will be to provide curbside plastics recycling services to 3,000 homes by the third month of the project.

The term of the project is one year from the start up date.



PRRO'S Recycling  
P.O. Box 66398  
Portland, Oregon 97266

\$29,730

Project Coordinator:  
Gaylen Kiltow

Waste shed: Portland Metropolitan

Estimated  
Reduction: 11 tons

Project: Recycling Collection Bins at Multi-family Apartments

This project is a cooperative effort of 18 local collection and recycling companies to provide recycling services at 50 apartment complexes in North, Northeast and Southeast Portland and East Multnomah County. The proposal originally requested \$32,900 and targeted 60 apartment complexes; the committee reduced the project by \$3160, thus the number of complexes will be reduced.

This grant will provide funds to purchase compartmentalized recycling containers for deposit of source separated materials by apartment unit residents at complexes selected by servicing haulers. In general, haulers will begin with managers who have previously expressed interest in this service. The objective is to work with apartment unit managers to design an easy-to-use system for accumulating recyclables on site at locations convenient to tenants.

Apartment complexes numbering eight units or larger will be selected. Containers will generally be located in parking lot areas close to existing garbage dumpsters. The compartmentalized containers will be designed to receive clear, green and brown glass and tin. An additional box will be sited to collect newspaper and instructions will be available for preparing bundled cardboard for collection.

Promotion and Education will be conducted at three-month intervals distributing fliers and pamphlets to residents and providing one-on-one training to managers as required.

This project achieves an important waste reduction objective by targeting apartments for monthly recycling services. While Metro is beginning a program for Portland, Lake Oswego and Beaverton for recycling in apartment complexes, this program was deemed appropriate because it will be implemented immediately and add to the results. We are working with City of Portland staff to ensure that these areas are not duplicated in the program that is implemented in the Portland Metropolitan waste shed.

In general, apartment dwellers have been inactive in household recycling programs. Limited space, convenience and proximity have been contributing factors, however the ability to provide receptacles, locating willing apartment managers, and provision of regular collection have also been historic barriers. Providing funds to initiate programs that target apartments for recycling programs is critical to Metro's success in achieving the recycling goals.

The term of this project is one year from the start up date.



Sunflower Recycling Cooperative, Inc.  
2345 S.E. Gladstone  
Portland, Oregon 97202

Project Coordinator:  
Stan Kahn

Waste shed: Portland Metropolitan

Two proposals were submitted by this proposer and both were selected for funding.

Project #1: Mixed Plastics Drop-off Center

\$18,500

Estimated  
Reduction: 68 tons

This proposal will pay for purchase and installation of equipment and machinery to receive and grind plastics for recycling. The proposer will accept mixed plastics from the public at their existing site in inner Southeast Portland. Containers would be set up on site to sort the different types of resin. Sorting would be done by customers and aided by clearly marked containers with examples of the plastics attached to the side of the containers. A plastic granulator would grind the plastics collected in this manner at a rate of about 300 pounds per hour. In general, four types of plastic will be received: HDPE (High density Polyethylene), colored HDPE, polypropylene, and polystyrene foam. The materials will be received daily during business hours, ground and bagged, and then delivered to a plastics recycler for processing.

The full cost of implementing the program is estimated to be \$38,900. The balance will be covered by the operator in in-kind and direct costs, offset by sale of materials to recyclers. The useful life of the equipment is about ten years.

Promotion and education will be accomplished via fliers distributed with billings to customers, signage on and near the site, and referrals from Metro's Recycling Information Center.

The term of this project is one year from the start up date; about three months is required to order and install equipment.

Project #2: Yard Debris Transfer Station

\$25,000

Estimated  
Reduction: 360 tons

This proposal will establish a small-scale yard debris transfer station adjacent to the Sunflower Recycling Center in inner southeast Portland. The facility would be located on vacant adjacent property available for lease. Funds would be used to purchase equipment and machinery to compact the materials into containers for delivery to a yard debris processor for recycling into compost.



Customers would be charged a fee to drop off yard debris at the transfer station. Two 20 cubic yard rear loading compactors would be operated to compact the materials for transport. The facility would be open daily and weekends and staffed from 9 to 5 p.m. and until 8 p.m. during summer months. The facility would be open to receive material from both residential and commercial.

The full cost of implementing the program for one year is estimated to be \$36,500. The balance will be covered by the operator in revenues collected from gate fees to receive the yard debris materials. The useful life of the equipment is about ten years.

The term of this project is one year from start up date.

The virtue of these two proposals is the expansion of an existing one-stop, all materials recycling depot to receive materials popularly requested to be recycled but which the operator is not currently equipped to handle. With yard debris now a principal recyclable material, the transfer station will provide a convenient geographic location in an area presently not served, thus avoiding long hauls of small loads to distant processors. Likewise, the plastics project will provide a convenient drop-off site for plastics for which there has been a high demand by the public. Additionally, the proposer expects the 1% funds to serve as start up funds for capital costs and will cover operational costs from gate fees and resale of materials to continue the programs on an ongoing basis. It is hoped that eventually the plastics project could be expanded to include curbside collection, however, that is not a feature of this proposal.

-----  
City of West Linn  
Recycling Program  
2042 8th Avenue  
West Linn, Oregon 98068

\$ 7,300

Project Coordinator:  
Ed Druback

Waste shed: West Linn

Estimated  
Reduction: 187 tons  
(1,872 cubic yards)

Project: On-call Trailers for Yard Debris Haul

This project would provide six trailers for use by West Linn residents to haul material to the City owned and operated yard debris drop off center. Trailers would be available on an on-call basis for residents to transport yard debris to a processing center for composting. City crews will deliver the trailers to residents reserving them for use. These are intended to provide service to dwellers who do not have the means to self-haul their debris to a processing facility and do not compost at home. Thus, their yard debris has been going to the landfills. The trailers may be delivered filled with compost if requested by the resident. Once filled with yard debris they will be returned to the drop-off center to be available for reuse.

The funds will be used to purchase two sizes of trailers: three with 2.5 cubic yard capacity and three with 3.5 cubic yard capacity. An educational program will be included utilizing fliers and instruction booklets. Staff time, also part of the request, is estimated to be about 73 hours.

The objective of this program is to provide start up monies for a service that, if successful, will be offered continuously by the City of West Linn. Residents will be charged a drop off fee and disposal fee equivalent to what is charged at the processing center. The fees are less costly than disposal pickup, so should therefore encourage more participation in composting of yard debris.

An equally important feature of this project is that it contributes to market development by expanding supply to a well established processing facility which presently sells and/or uses all materials currently available to the site. There is, in fact, a back order of compost requests on file with the City Solid Waste Department.

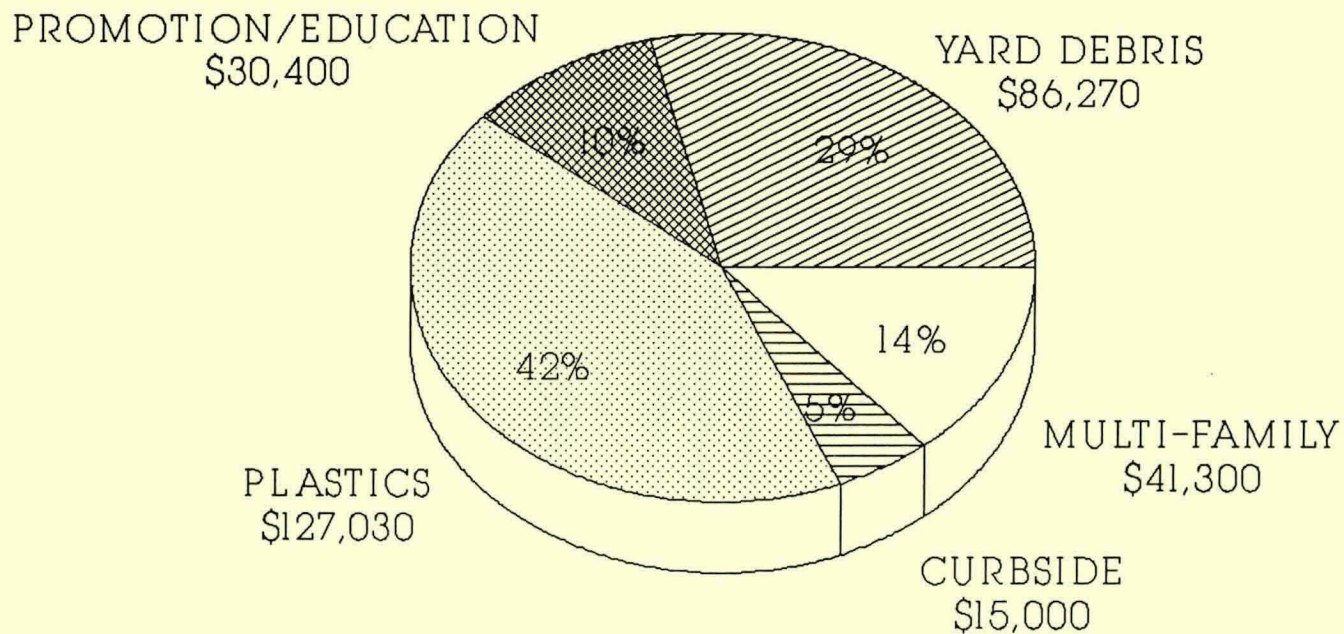
The term of this project is one year from start up date, inclusive of three months to order and prepare trailers.



# 1% WELL SPENT!

## ACTUAL FY 1988-89 DISTRIBUTION

### \$300,000



PROPOSAL BY TYPE

Agenda Item No. 9.3

Meeting Date July 27, 1989

INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date July 27, 1989

RESOLUTION NO. 89-1121, FOR THE PURPOSE OF ENDORSING THE WATER  
QUALITY ISSUES REPORT

Date: July 18, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the July 18, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Collier, DeJardin, Devlin, and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1121. Councilor Bauer was absent.

COMMITTEE DISCUSSION/ISSUES: Planning & Development Department Director Rich Carson and Regional Planning Supervisor Pat Lee presented the staff report and a draft resolution for Committee consideration. The agenda scheduled the Water Quality Issues Report as a discussion item, but staff noted the Council Presiding Officer had requested a resolution be drafted to endorse the report. The endorsement would reflect Metro's efforts to develop a policy direction. By Resolution No. 89-1121, the Council would formally "receive and endorse" Planning & Development's Water Quality Issues Report which provides a background to Metro's role to date in water policy oversight and management; outlines the status of Federal and State legislation for water quality program implementation, funding and regulation; and proposes some appropriate activities for Metro to undertake in revitalizing its legal responsibility for water quality planning and implementation.

Staff noted the report was presented at the July 13, 1989, Water Resources Policy Advisory Committee (WRPAC) meeting, chaired by Presiding Officer Ragsdale. Convened by Metro, WRPAC serves as the coordinating committee for recommending annual changes to the "208 Plan", required under the Federal Clean Water Act to apply for and receive funding. Staff discussed local jurisdictions' and water districts' wariness about Metro's re-emerging role in water quality planning and management. It was recalled that Metro is obligated to take a more active role in water quality issues per EPA's request (May 16, 1989 letter recertifying Metro's 1988 "208 Plan").

It was noted the report is consistent with Metro's hiring of a one-year senior analyst position to examine policy issues and develop program options; the report moves the development effort forward.

jpmdisk  
a:\res1121.cr



**BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT**

<b>FOR THE PURPOSE OF ENDORSING THE</b>	<b>)</b>	<b>RESOLUTION NO. 89-1121</b>
<b>THE WATER QUALITY ISSUES REPORT</b>	<b>)</b>	<b>Introduced by Rena Cusma</b>
	<b>)</b>	<b>Executive Officer</b>

**WHEREAS**, the Metropolitan Service District is the designated Water Quality Management Planning Agency for the Portland metropolitan region under Section 208 of the Clean Water Act; and

**WHEREAS**, the U. S. Environmental Protection Agency requested that the Metropolitan Service District address specific regional water quality issues in future annual updates of the 208 Plan both in August of 1988 (recertifying the 1987 Plan update) and in May 1989 (recertifying the 1988 Plan update); and

**WHEREAS**, this Council has expressed its commitment to respond to the Environmental Protection Agency's request, and to generally take a more active role in responding to significant water quality and water resource issues important to the region; and

**WHEREAS**, the Planning and Development Department has prepared a "Water Quality Issues Report" to provide an historical, current, and future context for water resources decision making including potential policy directions that the District may pursue in Fiscal Year 1989-90 to contribute to resolution of important water quality and water resource issues in the region; now, therefore

**BE IT RESOLVED:**

1. That the Council of the Metropolitan Service District receives and endorses the "Water Quality Issues Report."

2. That the Council directs the Planning and Development Department to work with cities, counties, sewer and water districts, appropriate state and federal agencies, the Council's Water Resources Policy Alternatives Committee, and other interested parties in the region to further define the scope of the water resources program outlined in the Report and the process for implementation of that program.

**ADOPTED** by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer



**METRO**

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

# Memorandum

Date: July 20, 1989  
To: Metro Councilors  
From: Gwen Ware-Barrett, Clerk of the Council  
Re: Agenda Item No. 9.3, Resolution No. 89-1121

Due to the volume of the document, the "Water Quality Issues Report" has not been included in this agenda packet. A copy of the report has been filed with the Clerk of the Council. Persons wanting copies of the report should contact Pat Lee, Planning and Development Department, ext. 272.

GWB/lc  
89-1121.gb

Attachment





**METRO**

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

# Memorandum

July 13, 1989

**To:** Water Resources Policy Alternatives Committee (WRPAC)  
**From:** Mel Huie, Senior Regional Planner  
Planning and Development Department  
**Sub:** 1989 Proposed Changes and Amendments to the "208" Plan

1. The "208" Collection System Service Areas Map will be updated to reflect all city boundaries as of July 1, 1989.
2. The "208" Sewerage Transmission and Treatment Map will be updated to reflect service providers as of July 1, 1989.
3. Beaverton: Update "208" Collection System Service Areas Map to reflect city boundaries as of 7-1-89.
4. Gladstone: Correction to "208" Sewerage Transmission and Treatment Map to reflect accurate boundaries between CSD #1 and Tri-Cities per Exhibit A.
5. Gresham: Three corrections to the "208" Collection System Map per Exhibit B.
6. Milwaukie: Update Study Area Boundaries on the "208" Collection System Service Areas Map to reflect the City's recent annexation and sewer construction along Stanley Ave. between Willow St. and Logus Rd.
7. Multnomah County: Amend the "208" Collection System Service Areas Map by deleting Inverness. See Exhibit C.
8. Portland: Amend the "208" Sewerage Transmission and Treatment Service Areas Map per exhibit. The proposal is to change the area shown on the exhibit from "USA Durham" to a study area. This area would be studied to determine the ultimate service area and provider. See Exhibit D.
9. USA: Same as the city of Portland's proposed amendment. See Exhibit E.
10. Tigard: Update "208" Collection System Service Areas Map to reflect city boundaries as of 7-1-89



Agenda Item No. 9.4

Meeting Date July 27, 1989

INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1118, AUTHORIZING AN EXEMPTION TO METRO CODE CHAPTER 2.04.044 COMPETITIVE BIDDING PROCEDURES AND AUTHORIZING A SOLE SOURCE AGREEMENT WITH BERGMAN PHOTOGRAPHIC SERVICES FOR THE PURCHASE OF AERIAL PHOTOGRAPHS

---

Date: July 18, 1989

Presented By: Councilor Devlin

COMMITTEE RECOMMENDATION: At the July 18, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Collier, DeJardin, Gardner and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1118. Councilor Bauer was absent.

COMMITTEE DISCUSSION/ISSUES: Planning & Development Department Director Rich Carson and Parks Program Coordinator Mel Huie presented the staff report and resolution. Staff reviewed the background to the development of the proposed sole source contract with Bergman Photographic Services, noting the following points:

- o A key component of the FY89-90 natural areas work program approved by the Council is the updating of regional aerial photographs; for the work program to be done in FY89-90, the aerial photography had to be shot this Spring.
- o Neither Metro nor any other member of the Parks Forum Advisory Group could finance the aerial photography this Spring; to keep the project moving, the Audubon Society agreed to commit to funding the aerial photography, with the understanding Metro and local jurisdictions would work to raise funds to cover the project.
- o Audubon Society worked with Bergman Photographic Services to conduct the flight, but no money has been paid to Bergman; local jurisdictions did not send funds to support the project to Audubon but made checks out to Metro instead. Metro now has the outside revenues to pay for the flight and photographs.
- o Although the IGR Committee considered a resolution July 5 to provide for a sole source contract for the aerial photographs between Metro and the Audubon Society, the contract should appropriately/legally be between Metro and Bergman Photographic Services.

Metro Legal Counsel Larry Shaw reiterated the contract is appropriately sole source as Metro staff contacted 19 local area photographic services, as well as government entities involved in this type of work, and no one carries the needed photographs. It was also noted the legal arrangement for Bergman to retain ownership, marketing and royalty rights of the negatives was in Metro's best interest in terms of avoiding any conflicts with Public Records law.

Staff emphasized the benefit to project sponsors (local jurisdictions, non-profits and Parks Forum members) who have contributed to cover the flight costs is a 24 month/2 year guaranteed discounted price on all prints and future orders.

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BEFORE THE CONTRACT REVIEW BOARD  
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING AN	)	RESOLUTION NO. 89-1118
EXEMPTION TO METRO CODE CHAPTER	)	
2.04.044 COMPETITIVE BIDDING	)	Introduced by the
PROCEDURES AND AUTHORIZING A SOLE	)	Intergovernmental Relations
SOURCE AGREEMENT WITH BERGMAN PHOTO-	)	Committee
GRAPHIC SERVICES FOR THE PURCHASE OF	)	
AERIAL PHOTOGRAPHS	)	

WHEREAS, On February 19, 1989, by Resolution No. 89-1043, the Council of the Metropolitan Service District approved Metro's continued parks planning and coordination role, including natural areas planning for the region; and

WHEREAS, Consistent with Resolution No. 89-1043, Metro's Parks and Natural Areas Advisory Group, whose membership includes Metro Councilors, local jurisdictions, the Tualatin Hills Park & Recreation District, state and federal agencies, park advocate organizations and interested citizens, developed a Fiscal Year 1989-1990 natural areas analysis workplan; and

WHEREAS, Updated color infrared aerial photographs of the region are essential to the timely completion of the natural areas workplan; and

WHEREAS, Bergman Photographic Services has the only set of 1989 color infrared photographs at the scale ideally suited for analyzing natural areas and the photographs form the only available set covering the four county metropolitan region -- Clackamas (excluding the Mount Hood National Forest), Clark, Multnomah and Washington counties, and Sauvie Island; and

WHEREAS, Bergman Photographic Services has discounted the cost of the aerial flight to Metro in order to retain ownership of the



negatives and future marketing and distribution rights of the photos to local jurisdictions and all interested public and private entities; and

WHEREAS, Bergman Photographic Services will offer substantial discounts for photographs to sponsors of the project; now, therefore,

BE IT RESOLVED,

That based on the findings attached as Exhibit "A" and incorporated herein, the Contract Review Board hereby exempts the attached contract (Exhibit B hereto) with Bergman Photographic Services from the competitive bidding requirements under Metro Code Chapter 2.04.044 for the purchase of color infrared aerial photographs with discounted prices for sponsors of the project, covering the four county metropolitan area of Clackamas (excluding the Mount Hood National Forest), Clark, Multnomah and Washington counties, and Sauvie Island).

ADOPTED by the Contract Review Board of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

Mike Ragsdale, Presiding Officer

DISK:MCH  
A:\891118.RES

## EXHIBIT "A"

The Contract Review Board has considered the staff presentation in consideration of this Resolution and makes the following findings of fact:

1. Planning and Development has a need for current color infrared aerial photographs for the metropolitan area -- Clackamas (excluding the Mount Hood National Forest), Clark, Washington and Multnomah counties, including Sauvie Island to conduct a regional natural areas analysis consistent with Metro's natural areas work program adopted in Resolution No. 89-1043.
2. Color infrared photography is needed to identify various types of vegetation, water bodies and natural areas.
3. A scale of 1:24,000 (1 inch = 2,000 feet) is necessary for the regional natural areas analysis, because this scale shows regional linkages between parks and natural areas in a usable format.
4. Spring 1989 is the date of Bergman Photographic Services' most current color infrared photography for the four county metropolitan area (excluding the Mount Hood National Forest in Clackamas County, and including Sauvie Island) available at a scale of 1:24,000.
5. Metro Planning and Development Department staff contacted 19 private vendors and various governmental agencies to determine whether current color infrared photographs for the region at the at a scale of 1:24,000 were available. Staff research showed that the most up-to-date photographs available from any other vendor or governmental agency were eight years old and did not cover the entire region.
6. Development and the growth of vegetation make eight year old data insufficient for the purposes of Metro's regional natural areas analysis.
7. Nineteen governmental agencies and nonprofit organizations have committed \$18,000 toward this particular color infrared photography project.
8. Based on Planning and Development Department staff review of the lack of availability of appropriate color infrared photography at a scale of 1:24,000 from other private vendors or government agencies, and based on the negotiated discounts for both the initial flight cost to Metro, and the price of the color infrared photographs to all project sponsors, it is unlikely that the exemption of this contract from competitive bids will encourage favoritism or substantially diminish competition for public contracts.

9. The award of this public contract based on an exemption from competitive bidding will result in substantial cost savings to Metro and other public agencies and nonprofit organizations by sharing the project cost and by designing the photographic data to meet the needs of each contributing entity.





# GRANT/CONTRACT SUMMARY

METROPOLITAN SERVICE DISTRICT

GRANT/CONTRACT NO. 900 980 (P.D.) BUDGET CODE NO. 140-112-000-524190-41102  
 FUND: Planning DEPARTMENT: P&D (IF MORE THAN ONE) \_\_\_\_\_  
 SOURCE CODE (IF REVENUE) \_\_\_\_\_

## INSTRUCTIONS

1. OBTAIN GRANT/CONTRACT NUMBER FROM CONTRACTS MANAGER. CONTRACT NUMBER SHOULD APPEAR ON THE SUMMARY FORM AND ALL COPIES OF THE CONTRACT.
2. COMPLETE SUMMARY FORM.
3. IF CONTRACT IS —
  - A. SOLE SOURCE, ATTACH MEMO DETAILING JUSTIFICATION.
  - B. UNDER \$2,500, ATTACH MEMO DETAILING NEED FOR CONTRACT AND CONTRACTOR'S CAPABILITIES, BIDS, ETC.
  - C. OVER \$2,500, ATTACH QUOTES, EVAL FORM, NOTIFICATION OF REJECTION, ETC.
  - D. OVER \$50,000, ATTACH AGENDA MANAGEMENT SUMMARY FROM COUNCIL PACKET, BIDS, RFP, ETC.
4. PROVIDE PACKET TO CONTRACTS MANAGER FOR PROCESSING

1. PURPOSE OF GRANT/CONTRACT To purchase aerial photographs which are color infrared at a scale of 1 inch = 2,640 feet and 1 inch = 2,000 feet.

2. TYPE OF EXPENSE ☐ PERSONAL SERVICES ☐ LABOR AND MATERIALS ☐ PROCUREMENT  
☐ PASS THROUGH AGREEMENT ☐ INTER-GOVERNMENTAL AGREEMENT ☐ CONSTRUCTION  
☐ OTHER

OR

TYPE OF REVENUE ☐ GRANT ☐ CONTRACT ☐ OTHER

3. TYPE OF ACTION ☐ CHANGE IN COST ☐ CHANGE IN WORK SCOPE  
☐ CHANGE IN TIMING ☒ NEW CONTRACT

4. PARTIES Bergman Photographic Services and Metro

5. EFFECTIVE DATE 7-27-89 TERMINATION DATE 10-31-89  
 (THIS IS A CHANGE FROM \_\_\_\_\_)

6. EXTENT OF TOTAL COMMITMENT: ORIGINAL/NEW \$ 25,000.  
 PREV. AMEND \_\_\_\_\_  
 THIS AMEND \_\_\_\_\_  
 TOTAL \$ 25,000.

## 7. BUDGET INFORMATION

A. AMOUNT OF GRANT/CONTRACT TO BE SPENT IN FISCAL YEAR 1989-890 \$ 25,000.  
 B. BUDGET LINE ITEM NAME Prof. Services AMOUNT APPROPRIATED FOR CONTRACT \$ 25,000.  
 C. ESTIMATED TOTAL LINE ITEM APPROPRIATION REMAINING AS OF July 1, 1989 \$ 25,000.

## 8. SUMMARY OF BIDS OR QUOTES (PLEASE INDICATE IF A MINORITY BUSINESS ENTERPRISE)

N.A. (Sole Source Contract)  
 SUBMITTED BY \_\_\_\_\_ \$ \_\_\_\_\_ AMOUNT ☐ MBE  
 SUBMITTED BY \_\_\_\_\_ \$ \_\_\_\_\_ AMOUNT ☐ MBE  
 SUBMITTED BY \_\_\_\_\_ \$ \_\_\_\_\_ AMOUNT ☐ MBE

9. NUMBER AND LOCATION OF ORIGINALS 3-Bergman Photographic Services; Metro Contracts Division; Metro Planning & Development

10. A. APPROVED BY STATE/FEDERAL AGENCIES? ☐ YES ☐ NO ☒ NOT APPLICABLE  
 B. IS THIS A DOT/UMTA/FHWA ASSISTED CONTRACT ☐ YES ☒ NO
11. IS CONTRACT OR SUBCONTRACT WITH A MINORITY BUSINESS? ☐ YES ☒ NO  
 IF YES, WHICH JURISDICTION HAS AWARDED CERTIFICATION \_\_\_\_\_
12. WILL INSURANCE CERTIFICATE BE REQUIRED? ☐ YES ☒ NO
13. WERE BID AND PERFORMANCE BONDS SUBMITTED? ☐ YES ☒ NOT APPLICABLE  
 TYPE OF BOND \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_  
 TYPE OF BOND \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_
14. LIST OF KNOWN SUBCONTRACTORS (IF APPLICABLE)
- |      |             |         |       |                              |
|------|-------------|---------|-------|------------------------------|
| NAME | <u>N.A.</u> | SERVICE | _____ | <input type="checkbox"/> MBE |
| NAME | _____       | SERVICE | _____ | <input type="checkbox"/> MBE |
| NAME | _____       | SERVICE | _____ | <input type="checkbox"/> MBE |
| NAME | _____       | SERVICE | _____ | <input type="checkbox"/> MBE |
15. IF THE CONTRACT IS OVER \$10,000  
 A. IS THE CONTRACTOR DOMICILED IN OR REGISTERED TO DO BUSINESS IN THE STATE OF OREGON?  
☒ YES ☐ NO
- B. IF NO, HAS AN APPLICATION FOR FINAL PAYMENT RELEASE BEEN FORWARDED TO THE CONTRACTOR?  
☐ YES DATE \_\_\_\_\_ INITIAL \_\_\_\_\_
16. COMMENTS:

## GRANT/CONTRACT APPROVAL

### INTERNAL REVIEW

Richard Carson

DEPARTMENT HEAD

Don Cox by CP

FISCAL REVIEW

Jerome Amiri

BUDGET REVIEW

7-18-89

### CONTRACT REVIEW BOARD

(IF REQUIRED) DATE \_\_\_\_\_

1. \_\_\_\_\_  
COUNCILOR
2. \_\_\_\_\_  
COUNCILOR
3. \_\_\_\_\_  
COUNCILOR

### COUNCIL REVIEW

(IF REQUIRED)

DATE \_\_\_\_\_

### LEGAL COUNSEL REVIEW AS NEEDED:

A. DEVIATION TO CONTRACT FORM \_\_\_\_\_

B. CONTRACTS OVER \$10,000 Larry Shaw 7/17/89

C. CONTRACTS BETWEEN GOVERNMENT AGENCIES \_\_\_\_\_

PUBLIC CONTRACT

THIS Contract is entered into between the METROPOLITAN SERVICE DISTRICT, a municipal corporation, whose address is 2000 S.W. First Avenue, Portland, Oregon 97201-5398, hereinafter referred to as "METRO," and BERGMAN PHOTOGRAPHIC SERVICES whose address is 7816 S.E. 13th Ave. Portland, Oregon 97202, hereinafter referred to as the "CONTRACTOR."

THE PARTIES AGREE AS FOLLOWS:

## ARTICLE I

## SCOPE OF WORK

CONTRACTOR shall perform the work and/or deliver to METRO the goods described in the Scope of Work attached hereto as Attachment "A." All services and goods shall be of good quality and, otherwise, in accordance with the Scope of Work.

## ARTICLE II

## TERM OF CONTRACT

The term of this Contract shall be for the period commencing July 27, 1989 through and including October 31, 1989.

## ARTICLE III

## CONTRACT SUM AND TERMS OF PAYMENT

METRO shall compensate the CONTRACTOR for work performed and/or goods supplied as described in Attachment "B." Metro shall not be responsible for payment of any materials, expenses or costs other than those which are specifically included in Attachment "B."



#### ARTICLE IV

##### LIABILITY AND INDEMNITY

CONTRACTOR is an independent contractor and assumes full responsibility for the content of its work and performance of CONTRACTOR's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract, and shall indemnify and hold harmless METRO, its agents and employees, from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Contract. CONTRACTOR is solely responsible for paying CONTRACTOR's subcontractors. Nothing in this Contract shall create any contractual relationship between any subcontractor and METRO.

#### ARTICLE V

##### TERMINATION

METRO may terminate this Contract upon giving CONTRACTOR seven (7) days written notice. In the event of termination, CONTRACTOR shall be entitled to payment for work performed to the date of termination. METRO shall not be liable for indirect or consequential damages. Termination by METRO will not waive any claim or remedies it may have against CONTRACTOR.

#### ARTICLE VI

##### INSURANCE

CONTRACTOR shall maintain such insurance as will protect CONTRACTOR from claims under Workers' Compensation Acts and other employee benefits acts covering all of CONTRACTOR's employees

engaged in performing the work under this Contract; and from claims for damages because of bodily injury, including death and damages to property, all with coverage limits satisfactory to METRO. Liability insurance shall have minimum coverage limits of at least the dollar amounts listed in ORS 30.270. Additional coverage may be required in the Scope of Work attached hereto. This insurance must cover CONTRACTOR's operations under this Contract, whether such operations be by CONTRACTOR or by any subcontractor or anyone directly or indirectly employed by either of them. CONTRACTOR shall immediately increase the amounts of liability insurance required to reflect any changes in Oregon Law so that the insurance provided shall cover, at a minimum, the maximum liability limits under the Oregon Tort Claims Act.

If required in the Scope of Work attached hereto, CONTRACTOR shall provide METRO with a certificate of insurance complying with this article and naming METRO as an insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

CONTRACTOR shall not be required to provide the liability insurance described in this Article if an express exclusion relieving CONTRACTOR of this requirement is contained in the Scope of Work.

## ARTICLE VII

### PUBLIC CONTRACTS

CONTRACTOR shall comply with all applicable provisions of ORS Chapters 187 and 279 and all other conditions and terms

necessary to be inserted into public contracts in the state of Oregon, as if such provisions were a part of this Contract. CONTRACTOR acknowledges receipt of copies of ORS 187.010-.020 and 279.310-.430.

#### ARTICLE VIII ATTORNEY'S FEES

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to any appellate courts.

#### ARTICLE IX QUALITY OF GOODS AND SERVICES

Unless otherwise specified, all materials shall be new and both workmanship and materials shall be of the highest quality. All workers and subcontractors shall be skilled in their trades. CONTRACTOR guarantees all work against defects in material or workmanship for a period of one (1) year from the date of acceptance or final payment by METRO, whichever is later. All guarantees and warranties of goods furnished to CONTRACTOR or subcontractors by any manufacturer or supplier shall be deemed to run to the benefit of METRO.

#### ARTICLE X OWNERSHIP OF DOCUMENTS

All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by CONTRACTOR pursuant to this agreement are the property of METRO and



it is agreed by the parties hereto that such documents are works made for hire. CONTRACTOR does hereby convey, transfer and grant to METRO all rights of reproduction and the copyright to all such documents.

#### ARTICLE XI

##### SUBCONTRACTORS; DISADVANTAGED BUSINESS PROGRAM

CONTRACTOR shall contact METRO prior to negotiating any subcontracts and CONTRACTOR shall obtain approval from METRO before entering into any subcontracts for the performance of any of the services and/or supply of any of the goods covered by this Contract. METRO reserves the right to reasonably reject any subcontractor or supplier and no increase in the CONTRACTOR's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this agreement. CONTRACTOR shall be fully responsible for all of its subcontractors as provided in Article IV.

If required in the Scope of Work, CONTRACTOR agrees to make a good faith effort, as that term is defined in METRO's Disadvantaged Business Program (Section 2.04.160 of the Metro Code) to reach the goals of subcontracting N.A. percent of the contract amount to Disadvantaged Business Enterprise and N.A. percent of the contract amount to Women-Owned Business Enterprise. METRO reserves the right, at all times during the period of this agreement, to monitor compliance with the terms of this paragraph and METRO's Disadvantaged Business Program.

## ARTICLE XII

### RIGHT TO WITHHOLD PAYMENTS

METRO shall have the right to withhold from payments due CONTRACTOR such sums as necessary, in METRO's sole opinion, to protect METRO against any loss, damage or claim which may result from CONTRACTOR's performance or failure to perform under this agreement or the failure of CONTRACTOR to make proper payment to any suppliers or subcontractors. If a liquidated damages provision is contained in the Scope of Work and if CONTRACTOR has, in METRO's opinion, violated that provision, METRO shall have the right to withhold from payments due CONTRACTOR such sums as shall satisfy that provision. All sums withheld by METRO under this Article shall become the property of METRO and CONTRACTOR shall have no right to such sums to the extent that CONTRACTOR has breached this Contract.

## ARTICLE XIII

### SAFETY

If services of any nature are to be performed pursuant to this agreement, CONTRACTOR shall take all necessary precautions for the safety of employees and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

## ARTICLE XIV

### INTEGRATION OF CONTRACT DOCUMENTS

All of the provisions of any bidding documents including, but not limited to, the Advertisement for Bids, General and Special Instructions to Bidders, Proposal, Scope of Work, and Specifications which were utilized in conjunction with the bidding of this Contract

are hereby expressly incorporated by reference. Otherwise, this Contract represents the entire and integrated agreement between METRO and CONTRACTOR and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both METRO and CONTRACTOR. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

ARTICLE XV

ASSIGNMENT

CONTRACTOR shall not assign any rights or obligations under or arising from this Contract without prior written consent from METRO.

BERGMAN PHOTOGRAPHIC SERVICES

METROPOLITAN SERVICE DISTRICT

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Attachments



ATTACHMENT "A"

SCOPE OF WORK/PRODUCTS TO BE PURCHASED

1. Contractor will deliver to Metro:
  - o a complete set of contact prints at a scale of 1 inch = 2,640 feet of the color infrared aerial photographs for the four county metropolitan area - - Clackamas (excluding the Mount Hood National Forest), Clark, Multnomah and Washington counties, and Sauvie Island within 30 days of the date this contract is executed.
  - o a complete set of color infrared semi-rectified prints at 1:24,000 (1 inch = 2,000 feet) for the three county metropolitan area -- Clackamas (excluding the Mount Hood National Forest), Multnomah and Washington counties, and Sauvie Island within 90 days of the date this contract is executed.
  - o a second complete set of color infrared contact prints at a scale of 1 inch = 2,640 feet for Clark County within 30 days of the date this contract is executed.
  - o sets of contact prints (to be delivered within 45 days) and semi-rectified prints (to be delivered within 90 days) per any of the specifications as listed above. These prints are for the sponsors of the flight.
2. Contractor agrees as a purchase condition to maintain the special prices for sponsors of the aerial photography project in Attachment B (including no retrieval or management fees; and offering lower prices to sponsors than those listed for non-sponsors). Metro has the right to add organizations and individuals to the "sponsors list" at its sole discretion and at any time. The "sponsors list" and special prices shall be in existence for a period of 24 months from the date of the execution of this contract. Prices to sponsors shall not increase during this period.
3. Contractor agrees that no minimum number of photographs must be ordered, and that Metro may order any number of contact or semi-rectified prints.
4. Contractor agrees that enlargements from the color infrared photographs in this contract may be ordered by Metro and sponsors without retrieval or management fees, and at additional discounts to be negotiated from non-sponsor prices.

ATTACHMENT "B"

COMPENSATION

1. Total contract cost shall not exceed \$25,000.
  - o Discounted cost of the flight and one set of contact prints for the four county metropolitan area, excluding Mount Hood National Forest in Clackamas County, and including Sauvie Island will be \$12,101.
  - o Specifications for the types of prints are detailed in Attachment "A".
  - o Cost of contact prints to Metro and sponsors will be \$2.50 per print;
  - o Cost of the first set of any order of semi-rectified prints to Metro and sponsors will be \$12.00 per print, and subsequent prints ordered at the same time will be \$5.00 per print.
2. Cost of any retrieval or management fees shall be waived by contractor for all orders by Metro and sponsors for a period of 24 months from the date of the execution of this contract.
3. Contractor will be paid in no more than three installments upon delivery and satisfactory inspection of products as specified in Attachment "A" by Metro. Contractor will be paid in-full by October 31, 1989.
4. Each installment will be paid to contractor within 14 days upon receipt of an invoice by Metro.
5. Metro agrees that Article X above does not apply to the photographs, negatives and future reproduction rights that are the subject of this contract. Contractor retains ownership of aerial photo negatives, and the right to market, reproduce, sell and distribute photographic products subject to the specific agreements in attachments "A" and "B".



HANDED OUT AT the  
7-18-89 IGR Committee  
Meeting

Summary  
PORTLAND METROPOLITAN REGION FLIGHT

July 18, 1989

Background:

- Metro Regional Parks Study
- Natural Areas Map
- Desire to update map
- Mike Houck (Audubon) - Urban Wildlife Refuge System
- Joint sponsorship by various jurisdictions and agencies
- Sponsorship provides substantial cost savings when ordering prints
- Approximately 25 of 40 jurisdictions contacted have agreed to sponsor

Flight Description:

- Total of approximately 525 photos
- Approximately 4.5 X 4.5 miles per frame
- Four county area -- Washington, Multnomah, Clark & Clackamas (not MHNH)
- Flown in 24 E-W strips, beginning at southern end of Clackamas County
- Dates: late May - early June, 1989
- CIR, 1" = 2640' (1:31,680), 6" fl @ ca 16,000 ft AGL
- Color Infrared (CIR): red tones = vegetation
  - light blue/white = built-up/inert materials
  - black/dark blue = clear water

Copying and enlargement capability:

- Contact size: 1" = 2,640' on 9"x9" print
- Match to USGS topo map - 1" = 2,000' (1:24,000)
- Test enlargements:
  - 1.32 X = 1" = 2,000'
  - 2.64 X = 1" = 1,000'
  - 5.28 X = 1" = 500'
  - 10.56 X = 1" = 250'
  - 21.1 X = 1" = 125'

Immediate uses of the photographs:

- Metro mosaic
- Update Natural Areas Map
  - Will provide complete coverage
  - Greater detail due to larger scale
  - Can expand categories of data
  - Map will be compiled in format allowing easy entry into RLIS

There are numerous other possible applications of the photographs:

- Detailed Natural Areas Study
- Land Use Mapping
- Regional Growth Monitoring
- Regional Transportation Planning
- Water Resources: Stormwater retention planning
- Non-point Pollution Source Identification



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 89-1118 FOR THE PURPOSE OF APPROVING A SOLE SOURCE CONTRACT WITH BERGMAN PHOTOGRAPHIC SERVICES FOR THE PURCHASE OF AERIAL PHOTOGRAPHS

Date: July 18, 1989

Presented by:  
Rich Carson  
Mel Huie

## FACTUAL BACKGROUND AND ANALYSIS

Resolution 89-1118 approves a sole source contract with Bergman Photographic Services (BPS) to provide Metro with a set of color infrared aerial photographs of the four county metropolitan area -- Clackamas (excluding the Mount Hood National Forest), Clark, Multnomah and Washington counties. Sauvie Island will also be photographed. The photographs will enable Metro to conduct a regional natural areas analysis/field study consistent with Metro's adopted parks and natural areas work program under Resolution No. 89-1043.

The most recent color infrared set of photographs available to Metro are eight years old; do not cover the entire region; and are at an inappropriate scale for natural areas analysis. Development in the region over the past eight years has potentially decreased many natural areas (e.g. wetlands, riparian areas, forests, and other habitats for wildlife). Developing an up-to-date inventory of what natural areas remain is a major task of Metro's Parks & Natural Areas Planning Program. The inventory will include both publicly and privately held lands, and will be coordinated with local jurisdictions' Goal 5 inventories.

Over the last 18 months, Metro's Parks and Natural Areas Advisory Group developed (and the Council approved, as noted above) a natural areas work program, a key part of which is the updating of regional aerial photographs. The photographs needed to be shot this Spring, with vegetation in full bloom, to ensure a comprehensive natural areas study and to keep the work program on schedule. Neither Metro, nor any other local jurisdictions or organizations, were able to commit financial support for the estimated \$18,000 project this Spring. Since that time, a cooperative effort by cities and counties, Tualatin Hills Park and Recreation District, Unified Sewerage Agency, Oregon Department of Fish and Wildlife, park advocate organizations, neighborhood associations, and other nonprofit organizations, has raised sufficient funds to pay for the aerial photography project. The flight has been completed by the vendor and the photograph negatives are ready for developing, based on the total number of photos desired by Metro.

Funding for the aerial photographs will come entirely from non-Metro sources. Financial support has been committed by a variety



of local jurisdictions, service districts, and park advocate organizations. \$18,000 has been raised to date for the aerial photographs. Planning and Development has \$25,000 designated for expenditure on the aerial photography project in the FY89-90 budget. The \$7,000 difference will provide budget expenditure authority to collect revenues and purchase additional prints for local jurisdictions as orders are received. The subsequent analysis/field study will be funded by Metro (\$20,000) and local contributions (\$4,500 to date). Through this partnership a process is being established to develop a common database and analysis/ field study for natural areas planning in the region.

Planning and Development Department and Council staff are working with Metro's Parks & Natural Areas Advisory Group, which includes local park and planning departments, Tualatin Hills Park and Recreation District, state and federal agencies, park advocate organizations, including the Audubon Society, and citizens, to oversee the aerial photography project. In addition, various Metro Councilors have been attending the Park Forums over the past year.

Planning and Development Department staff called 19 aerial photography vendors listed in the U.S. West Direct Yellow Pages and various governmental agencies for availability of 1989 color infrared photographs for the four county metropolitan area at a scale of 1:24,000. No private vendor nor governmental agency can supply the photographs required by Metro. Only Bergman Photographic Services has the photographs Metro needs.

Bergman Photographic Services is uniquely qualified to provide the aerial photographs for the following reasons:

- o It has the only set of 1989 color infrared photos at a 1:24,000 scale (1 inch = 2,000 feet) ideally suited for natural areas analysis.
- o The photographs form the only available set covering the four county metropolitan area -- Clackamas (excluding the Mount Hood National Forest), Clark, Multnomah and Washington counties, and Sauvie Island.
- o In conducting its aerial photography work, Bergman Photographic Services utilized expert advice from the fields of geography, database systems, and biology/botany, ensuring the highest standards of quality.
- o Bergman Photographic Services discounted the flight cost in order to retain marketing and distribution rights for future sales to local jurisdictions and all interested public and private entities. Sponsoring organizations of the flight will receive substantial discounts for photographs.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 89-1118.



Agenda Item No. 9.5

Meeting Date July 27, 1989



**METRO**

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

# Memorandum

Date: July 20, 1989

To: Metro Councilors

From: Gwen Ware-Barrett, *gwb* Clerk of the Council

Re: Agenda Item No. 9.5  
Resolution No. 89-1065A

Attached is the resolution as recommended for adoption by the Finance Committee on June 15, 1989. The Committee report and related materials will be forwarded to the Council.

GWB/lc  
89-1065.gb

Attachment

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REVISING	)	RESOLUTION NO. 89-1065A
GUIDELINES FOR COUNCIL PER DIEM,	)	
COUNCILOR EXPENSE AND GENERAL	)	Introduced by Councilor
COUNCIL MATERIALS & SERVICES	)	Gardner
ACCOUNTS	)	

WHEREAS, the Council of the Metropolitan Service District adopted guidelines for the expenditure of Councilor per diem and expense accounts and Council-related expenses through Resolution No. 83-431; and

WHEREAS, the Council of the Metropolitan Service District revised the guidelines for Councilor per diem, expense and general expenses through adoption of Resolution Nos. 85-541 and 88-922; and

WHEREAS, the Council of the Metropolitan Service District has reorganized its operation including merging of committees and obtaining additional staff which necessitates a review of Councilor and Councilor-related expenditure guidelines; now, therefore

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District amends the expenditure guidelines attached as Exhibit A which will supersede any previous adopted guidelines.

2. That the amended guidelines attached as Exhibit A will be effective immediately.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

\_\_\_\_\_  
Mike Ragsdale, Presiding Officer



## EXHIBIT A

### GUIDELINES FOR THE EXPENDITURES OF COUNCIL PER DIEM, EXPENSE AND GENERAL MATERIALS & SERVICES ACCOUNTS

#### GENERAL PROVISIONS

1. A Councilor may receive per diem, plus mileage to the meetings, and/or reimbursement for actual authorized expenses incurred, for attendance at Council, Council committee, Council task force meetings or other meetings approved in advance in writing by the Presiding Officer.
2. Reimbursement for travel and subsistence on official business shall only be for the amount of actual and reasonable expenses incurred during the performance of official duty as a Metro Councilor or Council employee.

#### COUNCILOR PER DIEM ACCOUNTS

1. Each Councilor is authorized to receive up to [~~\$2,000~~] \$6,336 [~~40~~  
~~meetings-per-half-year7-i-e-7-July-December/January-June~~] each fiscal year in per diem from the Council Per Diem account. A Councilor who leaves the Council at the end of a calendar year or joins the Council at the start of a calendar year is authorized to receive up to \$3,168 in per diem in that fiscal year.

2. Per diem shall be paid at a rate of [\$30] a member of the Oregon House of Representatives per [meeting] day for attendance at an authorized meeting or meetings.

3. ~~[Per diem shall be authorized for attendance at regular and special any Council meetings, and regular and special Council committee and task force meetings. Per diem may also be collected for attendance at any meeting or function approved by the presiding officer.]~~ Per diem shall be authorized as follows:

- a) for attendance at any council meeting;
- b) for attendance at any Council standing committee meeting; Council task force or standing committee task force meeting;
- c) for attendance at a meeting of any other committee created by Council action or any meeting of a committee to which the councilor requesting per diem has been appointed by the Presiding Officer; or
- d) for attendance at any other meeting at which District business is discussed.

Per diem shall be paid only if the councilor attends a substantial portion of the meeting for which the per diem is authorized.

4. Payments within these limits shall be authorized by the Council Administrator.

## COUNCILOR EXPENSE[S] ACCOUNTS

1. Each Councilor is authorized to receive up to \$1,600 each fiscal year as reimbursement for authorized expenses incurred for [necessary] Council-related activities. A Councilor who leaves the Council at the end of a calendar year or joins the Council at the start of a calendar year is authorized to receive up to \$800 for authorized expenses for that fiscal year.
2. The Presiding Officer shall be authorized an additional \$600 for each six months of service in his or her individual Councilor expense account for authorized expenses in carrying out official duties associated with that office.
- [2-] 3. Each request for reimbursement must be accompanied by supporting documentation which shall include the nature and purpose of the activity, the names and titles of all persons for whom the expense was incurred and receipts justifying the expense as required by the Internal Revenue Service. No reimbursement shall be authorized for any expense submitted without the above-named documentation.
- [3-] 4. In addition to necessary Council-related travel, meals and lodging expenses, expenses may include:



a. Advance reimbursement for specific expenses, provided that any advance reimbursement in excess of actual expenses incurred shall be returned or shall be deducted from subsequent expense reimbursement request;

b. Up to \$200 per year for memberships in non-partisan community organizations;

c. Mileage reimbursement for use of a personal auto while on district business at a rate of \$.24 per mile;

~~[e-]~~d. Expenses to publish and distribute a Council-related District newsletter which may not be mailed within 120 days of an election in which ~~[a]~~ the Councilor is a candidate;

~~[d-]~~e. Council business-related books, publications and subscriptions;

~~[e-]~~f. Meeting or conference registration fees; ~~[and]~~

~~[f-]~~g. Child care costs for necessary Metro business with documentation as outlined in No. 2 of this section, including duration of the activity; and

h. Reimbursement for telephone and facsimile transmission expenses incurred while doing business of the District.

[4.] 5. Only authorized expenses as identified herein shall qualify for reimbursement. [~~Reimbursement shall not be authorized for the following:~~

- ~~a.---Alcoholic beverages;~~
- ~~b.---Laundry or dry-cleaning;~~
- ~~c.---Contributions to political campaigns of any kind;~~
- ~~d.---Parking tickets or citations for traffic violations;~~
- ~~e.---Contributions to fund-raising efforts of any kind;~~
- ~~f.---Entertaining or other social functions;~~
- ~~g.---Any other costs or purchases considered to be of a personal nature, such as supplies or equipment for personal use.]~~

[5.] 6. Payments within these limits shall be authorized by the Council Administrator.

#### TRANSFERS

Notwithstanding the limits on per diem and expenses indicated above, the Presiding Officer may, upon advance request of a Councilor, authorize the transfer of funds between a Councilor's per diem and expense accounts. Such transfers may be made only to the extent that the combined total of each Councilor's authorized per diem and expense accounts is not exceeded. Transfers between one Councilor's per diem and/or expense accounts and another Councilor's per diem and/or expense accounts are not authorized.

[GENERAL PROVISIONS]

1.---A-Councilor-may-receive-per-diem,-plus-mileage-to-the-meetings,-and/or reimbursement-for-actual-authorized-expenses-incurred,-for-attendance at-Council,-Council-committee,-Council-task-force-meetings-or-other meeting-approved-by-the-Presiding-Officer-

2.---Reimbursement-for-travel-and-subsistence-on-official-business-shall only-be-for-the-amount-of-actual-and-reasonable-expenses-incurred during-the-performance-of-official-duty-as-a-Metro-Councilor-or Council-employee-]

COUNCIL GENERAL ACCOUNT

1. The purpose of the Council General account is to provide support for the Council and the Council staff.
2. Authorized expenses which may be charged to appropriate Materials & Services categories in the Council General account include:
  - a. Meals for regular and special Council, Council committee and Council task force meetings and other Council-related business;
  - b. Facilities rentals for public meetings;
  - c. Meeting equipment such as audio-visual aids, public address systems, tape recorders, etc., for public meetings;



- d. Receptions for guests of the Council, Council committees or Council task forces;
- e. Honorials;
- f. Expenses for official visitors;
- g. General Council, Council committees or Council task force information, publications, promotional materials or supplies;
- h. Remembrances from Council, Council committee or Council task force;
- i. Professional services for the Council, Council committee or Council task force;
- j. Outside consultants to the Council, Council committee or Council task force; and
- k. Authorized travel on behalf of the Council, Council committee or Council task force. Mileage reimbursement for the use of a personal auto while on District business shall be at a rate of \$.24 per mile.

3. Only authorized expenses as identified herein shall qualify for reimbursement. [~~Expenses to the Council-General account shall not be authorized for the following:~~

- ~~a.---Alcoholic beverages;~~
- ~~b.---Contributions to political campaigns of any kind;~~
- ~~c.---Contributions to fund-raising efforts of any kind;--and--~~
- ~~d.---Social functions including birthday and retirement parties;--and holiday functions.]~~

~~[4.--Within-the-Council-general-account-up-to-\$1,000-per-year-(\$600-each  
half-year)-shall-be-reserved-for-expenses-incurred-by-the-Presiding  
Officer-of-the-Council-in-carrying-out-official-duties-associated-with  
that-office.]~~

[5.]4. An individual Councilor may request reimbursement from the Council General account for expenses incurred for general Council business.

[6.]5. All requests by Councilors for reimbursement or expenditure from the Council General account shall be approved in advance in writing by the Presiding Officer. All other requests for reimbursement or expenditure shall be approved by the Council Administrator. Each request shall be accompanied by supporting documentation which shall include the nature and purpose of the expense, the names of all persons for which the expense was incurred and the receipts of justifying the expense. The Department of Finance & Administration shall provide timely expenditure reports to Councilors and the Council Department.

DEC:pa

Gwen a:\1065.res

amended 6/14/89

Agenda Item No. 9.6

Meeting Date July 27, 1989



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CONFIRMING	)	RESOLUTION NO. 89-1122
APPOINTMENTS TO THE VACANT COUNCIL	)	
DISTRICT 7 CITIZENS ADVISORY	)	Introduced by Presiding
COMMITTEE	)	Officer Ragsdale

WHEREAS, Effective July 7, 1989, a vacancy exists in the District 7 Council position due to the resignation of Sharron Kelley; and

WHEREAS, The state statute requires that a vacancy in the Council be filled by a majority vote of the remaining Council members; and

WHEREAS, Resolution No. 83-385, adopted January 12, 1983, requires that, upon existence of a vacancy on the Council, the Presiding Officer shall appoint, and the Council shall confirm, a committee of eight citizens who reside in the district in which the vacancy exists, which committee shall be asked to review and evaluate applicants for appointment and advise the Council on the relative qualifications of each applicant; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District confirms the Presiding Officer's appointments of the following persons to the District 7 Citizens Advisory Committee on the District 7 vacancy:

2. That the purpose of the Committee is to evaluate District 7 applicants for appointment and advise the Metro Council on the qualifications of each applicant.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

---

Mike Ragsdale, Presiding Officer



**METRO**

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

# Memorandum

Date: July 20, 1989  
To: Metro Councilors *gwen*  
From: Gwen Ware-Barrett, Clerk of the Council  
Re: Agenda Item No. 9.6  
Resolution No. 89-1122

Recommendations for members of the District 7 Citizens Advisory Committee will be brought to the Council meeting.

GWB/lc  
89-1121.gb

Attachment

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REVISING	)	RESOLUTION NO. 89-1065A
GUIDELINES FOR COUNCIL PER DIEM,	)	
COUNCILOR EXPENSE AND GENERAL	)	Introduced by Councilor
COUNCIL MATERIALS & SERVICES	)	Gardner
ACCOUNTS	)	

WHEREAS, the Council of the Metropolitan Service District adopted guidelines for the expenditure of Councilor per diem and expense accounts and Council-related expenses through Resolution No. 83-431; and

WHEREAS, the Council of the Metropolitan Service District revised the guidelines for Councilor per diem, expense and general expenses through adoption of Resolution Nos. 85-541 and 88-922; and

WHEREAS, the Council of the Metropolitan Service District has reorganized its operation including merging of committees and obtaining additional staff which necessitates a review of Councilor and Councilor-related expenditure guidelines; now, therefore

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District amends the expenditure guidelines attached as Exhibit A which will supersede any previous adopted guidelines.

2. That the amended guidelines attached as Exhibit A will be effective immediately.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1989.

---

Mike Ragsdale, Presiding Officer



## EXHIBIT A

### GUIDELINES FOR THE EXPENDITURES OF COUNCIL PER DIEM, EXPENSE AND GENERAL MATERIALS & SERVICES ACCOUNTS

#### GENERAL PROVISIONS

1. A Councilor may receive per diem, plus mileage to the meetings, and/or reimbursement for actual authorized expenses incurred, for attendance at Council, Council committee, Council task force meetings or other meetings approved in advance in writing by the Presiding Officer.
2. Reimbursement for travel and subsistence on official business shall only be for the amount of actual and reasonable expenses incurred during the performance of official duty as a Metro Councilor or Council employee.

#### COUNCILOR PER DIEM ACCOUNTS

1. Each Councilor is authorized to receive up to [~~\$2,880~~] \$6,336 [~~48 meetings-per-half-year, i.e., July-December/January-June~~] each fiscal year in per diem from the Council Per Diem account. A Councilor who leaves the Council at the end of a calendar year or joins the Council at the start of a calendar year is authorized to receive up to \$3,168 in per diem in that fiscal year.

2. Per diem shall be paid at a rate of [~~\$30~~] a member of the Oregon House of Representatives per [meeting] day for attendance at an authorized meeting or meetings.
3. [~~Per-diem-shall-be-authorized-for-attendance-at-regular-and-special any-Council-meetings,-and-regular-and-special-Council-committee-and task-force-meetings.---Per-diem-may-also-be-collected-for-attendance-at any-meeting-or-function-approved-by-the-presiding-officer-]~~ Per diem shall be authorized as follows:
  - a) for attendance at any council meeting;
  - b) for attendance at any Council standing committee meeting; Council task force or standing committee task force meeting;
  - c) for attendance at a meeting of any other committee created by Council action or any meeting of a committee to which the councilor requesting per diem has been appointed by the Presiding Officer; or
  - d) for attendance at any other meeting at which District business is discussed.

Per diem shall be paid only if the councilor attends a substantial portion of the meeting for which the per diem is authorized.

4. Payments within these limits shall be authorized by the Council Administrator.

COUNCILOR EXPENSE[S] ACCOUNTS

1. Each Councilor is authorized to receive up to \$1,600 each fiscal year as reimbursement for authorized expenses incurred for [necessary] Council-related activities. A Councilor who leaves the Council at the end of a calendar year or joins the Council at the start of a calendar year is authorized to receive up to \$800 for authorized expenses for that fiscal year.
2. The Presiding Officer shall be authorized an additional \$600 for each six months of service in his or her individual Councilor expense account for authorized expenses in carrying out official duties associated with that office.
- [2-] 3. Each request for reimbursement must be accompanied by supporting documentation which shall include the nature and purpose of the activity, the names and titles of all persons for whom the expense was incurred and receipts justifying the expense as required by the Internal Revenue Service. No reimbursement shall be authorized for any expense submitted without the above-named documentation.
- [3-] 4. In addition to necessary Council-related travel, meals and lodging expenses, expenses may include:



a. Advance reimbursement for specific expenses, provided that any advance reimbursement in excess of actual expenses incurred shall be returned or shall be deducted from subsequent expense reimbursement request;

b. Up to \$200 per year for memberships in non-partisan community organizations;

c. Mileage reimbursement for use of a personal auto while on district business at a rate of \$.24 per mile;

~~[e-]~~d. Expenses to publish and distribute a Council-related District newsletter which may not be mailed within 120 days of an election in which ~~[a]~~ the Councilor is a candidate;

~~[d-]~~e. Council business-related books, publications and subscriptions;

~~[e-]~~f. Meeting or conference registration fees; ~~[and]~~

~~[f-]~~g. Child care costs for necessary Metro business with documentation as outlined in No. 2 of this section, including duration of the activity; and

h. Reimbursement for telephone and facsimile transmission expenses incurred while doing business of the District.

[4.] 5. Only authorized expenses as identified herein shall qualify for reimbursement. [~~Reimbursement shall not be authorized for the following:~~

~~a.---Alcoholic beverages;~~

~~b.---Laundry or dry-cleaning;~~

~~c.---Contributions to political campaigns of any kind;~~

~~d.---Parking tickets or citations for traffic violations;~~

~~e.---Contributions to fund-raising efforts of any kind;~~

~~f.---Entertaining or other social functions;~~

~~g.---Any other costs or purchases considered to be of a personal nature, such as supplies or equipment for personal use.]~~

[5.] 6. Payments within these limits shall be authorized by the Council Administrator.

#### TRANSFERS

Notwithstanding the limits on per diem and expenses indicated above, the Presiding Officer may, upon advance request of a Councilor, authorize the transfer of funds between a Councilor's per diem and expense accounts. Such transfers may be made only to the extent that the combined total of each Councilor's authorized per diem and expense accounts is not exceeded. Transfers between one Councilor's per diem and/or expense accounts and another Councilor's per diem and/or expense accounts are not authorized.

[GENERAL PROVISIONS]

1.---A-Councilor-may-receive-per-diem,-plus-mileage-to-the-meetings,-and/or reimbursement-for-actual-authorized-expenses-incurred,-for-attendance at-Council,-Council-committee,-Council-task-force-meetings-or-other meeting-approved-by-the-Presiding-Officer-

2.---Reimbursement-for-travel-and-subsistence-on-official-business-shall only-be-for-the-amount-of-actual-and-reasonable-expenses-incurred during-the-performance-of-official-duty-as-a-Metro-Councilor-or Council-employee-]

COUNCIL GENERAL ACCOUNT

1. The purpose of the Council General account is to provide support for the Council and the Council staff.
2. Authorized expenses which may be charged to appropriate Materials & Services categories in the Council General account include:
  - a. Meals for regular and special Council, Council committee and Council task force meetings and other Council-related business;
  - b. Facilities rentals for public meetings;
  - c. Meeting equipment such as audio-visual aids, public address systems, tape recorders, etc., for public meetings;



- d. Receptions for guests of the Council, Council committees or Council task forces;
- e. Honorials;
- f. Expenses for official visitors;
- g. General Council, Council committees or Council task force information, publications, promotional materials or supplies;
- h. Remembrances from Council, Council committee or Council task force;
- i. Professional services for the Council, Council committee or Council task force;
- j. Outside consultants to the Council, Council committee or Council task force; and
- k. Authorized travel on behalf of the Council, Council committee or Council task force. Mileage reimbursement for the use of a personal auto while on District business shall be at a rate of \$.24 per mile.

3. Only authorized expenses as identified herein shall qualify for reimbursement. [~~Expenses-to-the-Council-General-account-shall-not-be authorized-for-the-following:~~

~~a.---Alcoholic-beverages;~~

~~b.---Contributions-to-political-campaigns-of-any-kind;~~

~~c.---Contributions-to-fund-raising-efforts-of-any-kind,-and-~~

~~d.---Social-functions-including-birthday-and-retirement-parties,-and holiday-functions-]~~

~~[4--Within-the-Council-general-account-up-to-\$1,000-per-year-(\$600-each half-year)-shall-be-reserved-for-expenses-incurred-by-the-Presiding Officer-of-the-Council-in-carrying-out-official-duties-associated-with that-office.]~~

[5-]4. An individual Councilor may request reimbursement from the Council General account for expenses incurred for general Council business.

[6-]5. All requests by Councilors for reimbursement or expenditure from the Council General account shall be approved in advance in writing by the Presiding Officer. All other requests for reimbursement or expenditure shall be approved by the Council Administrator. Each request shall be accompanied by supporting documentation which shall include the nature and purpose of the expense, the names of all persons for which the expense was incurred and the receipts of justifying the expense. The Department of Finance & Administration shall provide timely expenditure reports to Councilors and the Council Department.

DEC:pa

Gwen a:\1065.res

amended 6/14/89

*Item No. 3  
Council*

27 July 1989

TO: Metro  
2000 SW First  
Portland, OR 97201

FROM: TR Factor  
2109 SE Ash #7  
Portland, OR 97214

RE: Request for Documents

1. Copy of backside of \$2,500,000 check from Lindsay Hart
2. Document agreeing that certified check will suffice in lieu of Performance Bond
3. Proof that Jack Gray Transport, Inc. is a) bondable and b) bondable in the amount of \$2,500,000
4. Document or other proof that Metro considers the Federal Highway Administration rating of CONDITIONAL for Jack Gray Transport is acceptable. (Title 49, Code of Federal Regulations, USDOT §385: A rating of CONDITIONAL means that the motor carrier does not have adequate safety management controls in place to insure compliance with the Safety Fitness Standard...)

Since all the above documents and proofs must be in house for the contract to be legitimate, please mail them to me at once. Thank you.