

SOLID WASTE ADVISORY COMMITTEE MEETING SUMMARY

Meeting of September 16, 1998

Members Present

Don Morissette, Chair
 Ralph Gilbert, East County Recycling
 Garry L. Penning, Waste Management of Oregon
 JoAnn Herrigel, City of Milwaukie
 Tom Wyatt, (Jerry Mayberry) BFI
 Doug DeVries, STS
 Leslie Kochran (Marti Pillon), DEQ
 Frank Deaver, Washington County Citizen
 David White, ORRA/Tri-C Haulers Assoc.
 Merle Irvin (Todd Irvine), WRI
 Mike Misovetz, Clackamas County Citizen
 Loreen Mills, Washington County Cities
 Tom Miller, WCHA
 Jeff Murray, Far West Fibers
 Lee Barrett, Susan Keil, City of Portland
 Kathy Kiwala, Oregon City

Guests Present

Dick Jones
 Diana Godwin
 Grant L. Ganthier
 Greg Noki, Oregonian
 Mike Riley, Riley Research
 Stan Fannin, Riley Research
 Easton Cross
 Mark Hope

Metro Present

Alexis Dow
 Sarah Adams
 Bruce Warner
 Leo Kenyon
 Tom Imdieke
 Jan O'Dell

Doug Anderson
 Dennis Strachota
 Aaron Brondyke
 Steve Kraten
 Keith Massie
 Terry Petersen

REM DIRECTOR'S UPDATES

Bruce Warner acknowledged the work of REM staff, the new Waste Management, specifically Barry Graham, with the help of Washington County in starting additional H2W events at the Forest Grove Transfer Station (3) one-day events. The average attendance at these events is 200-300 people.

Mr. Warner announced that the REMCom meeting for next week has been cancelled. The next meeting will be held October 6, 1998. Mr. Warner said REM has received applications for the new Regional System Fee Credit program as well as exchange of some existing licenses and franchises for new licenses.

Mr. Strachota said the Code was adopted by Council the end of August, 1998. He said that as part of the code, there was a provision that allowed 16 facilities to exchange their franchise agreement for new licenses before the end of the calendar year to accomplish: 1) allow them to apply for Regional System Fee Credits without entailing penalty provisions that currently exist within the existing franchise agreements; and 2) allow them and Metro to implement the uniform

performance standards that apply to all facilities doing similar types of activities. He said that to-date Metro has exchanged 5 agreements and expects to exchange at least one more before the end of the calendar year. Mr. Strachota said one of the Code rewrite activities that is new is the "direct haul" provisions. He said that an application package and administrative procedures have been developed for those facilities wishing to use the direct-haul activity. He said the administrative procedures that apply to the application process for direct-haul are available. Mr. Strachota said more procedures will be developed in the coming weeks which will be directed towards potential violations, record keeping and reporting. Mr. Strachota said staff have received two applications for direct-haul authorization and a third application is expected soon. He said staff expects to process these applications and forward them to Council for approval so that action can take place before the end of the calendar year.

Mr. Warner stated that our enforcement officers have recently issued tickets for uncovered loads and encouraged haulers to inspect their tarps to see they are undamaged and used in order that materials do not escape the trucks.

Mr. Warner also announced that the Hillsboro Landfill will not be operating on Saturdays beginning September 26, 1998.

MANAGEMENT OF WASTE TIRES

Chair Morissette then moved on to the next agenda item: Tires

Mr. Anderson said that the principal tire management firm, Waste Recovery, Inc. (WRI), located in North Portland, has announced they will curtail their operations. Mark Hope and Matt Tracey, (former managers of WRI), have established a new operation under a temporary DEQ permit out of the Farmington Landfill in Washington County. However they must cease operations at that site, because of a "non-conforming use." Mr. Anderson said that tires pose special problems, they require special handling and processing just to landfill. Metro and other regional partners recently met to discuss potential problems such as the potential for illegal dumping of tires. Tire Disposal and Recycling (formed by Mr. Hope and Mr. Tracey) have located a site in the Clackamas area and have requested that during the public process of the permitting, that DEQ issue a letter authorization (a six-month temporary permit to operate under standard rules) allowing them to operate the business with their assurance of financial stability. DEQ has authorized the letter permit and they are currently operating at 15360 SE Railroad Ave. in the Clackamas area. They accept tires off the rim for a charge of \$1.00.

Mr. Hope said they are doing some special civil engineering projects, and they have some niche markets, and they are continuing grading and culling casings for reuse. Mr. Anderson added that he researched the region's recovery rate over the past 2-years and tires have contributed anywhere from a half, to a point and one-half to our recovery rate.

SURVEY OF TRANSFER STATION CUSTOMERS

Mr. Watkins said that since 1993 we had 142,000 cash customers at our South and Central transfer stations, by 1997 we are up to 181,000, an average of over 2% growth over the years. He said we contracted with Riley & Associates to survey our customers to determine why our customers used our transfer stations rather than a weekly collection service, what type of materials they bring, and whether or not our customers are satisfied.

Mr. Riley, of Riley & Associates said they scientifically surveyed approximately 200 customers at both Metro Central and Metro South, at random, on-site every day for two weeks. They found that customers were aware of the facility because of friends or neighbors, through the phone book, or they had been there before. He said about half were able to identify Metro as the owner of the transfer station. Majority of customers knew about H2W drop off center because they had either driven by or saw a sign. He said that at Metro Central one in four (26%) customers hauling their own garbage (not commercial customers) do not subscribe to residential garbage service; and at Metro South 31%. He said that cost was the factor for not having curb service, and another factor for self-hauling was there was too much material to set at the curb. He said that most people felt a drop box was too expensive, they estimated about \$180. He said that 52% of self-haul loads was remodeling and building materials (this included business customers), 32% said everyday garbage, 29% garage or basement waste, 28% brought in recyclables. He said the staff was rated very highly for both courtesy and knowledge and 37% indicated it exceeded their expectations.

He said that staff were rated very highly especially as to their courtesy and knowledgeability. The customers said in most cases it exceeded their expectations. Conclusions were that most people using the transfer station were dropping off their own garbage, and that more of Metro South's customers do not subscribe to garbage service.

Ms. Mills asked if the self-haul customers had recyclables separated out. The consultant said most did not.

Mr. Penning asked what the average weight of a self-haul customer was and the consultant said the average for citizens was 687 pounds and for businesses it was 1030 pounds.

REGIONAL SYSTEM FEE CREDIT

Mr. Anderson explained that a credit was devised for recycling facilities after Metro reduced the tipping fee in order to make recovery facilities whole. The credit is based on the facility's recovery rate. He said the program objectives were to preserve MRF capacity, to use a "carrot" for recovery efforts rather than a "stick", to provide incentive to increase recovery, and to remove the disincentive on throughput.

Mr. Anderson said we allocated \$900,000 for the credits and thus far we have issued credits for two months and we have thus far paid out a total of \$151,090. He said there is only one company thus far that has aggressively gone after additional recovery (of industrial waste), citing the credit as an incentive. Mr. Anderson added that it is far too early to recognize any trends with regard to the credit program.

Mr. Anderson distributed a paper showing the companies involved in the program, the tonnage disposed, and the dry waste disposed.

STATE OF THE PLAN

Mr. Anderson said he would fill in for Ms. Erickson for this presentation as she is out ill. He said the State of the Plan's purpose is an assessment of the regional solid waste system, and waste reduction goals in particular. Those figures will be available in the future. He said this

report is called for in the RSWMP and is a requirement under State law to report to DEQ. He said it is a benchmark tool and if we find problem areas, the State of the Plan should guide the corrections necessary to reach our goals.

Mr. Anderson said that for each Recommended Practice, the Plan

- Specifies program elements
- Sets quantitative targets
- Allows alternative practices (if equivalent performance is demonstrated), i.e., the City of Portland asked for a substitution in their mandatory recycling.

Mr. Anderson distributed a draft status report on how the region is doing with all of the RSWMP goals. He said the main purpose today is to introduce you to the fact that we have a Plan out there that specifies programs and targets and how we track them report them and get information to measure our programs.

Ms. Mills asked if the region was still being held to the 50% recycling goal. Mr. Anderson said the State mandate has not changed and that is correct.

Chair Morissette commented that this was an informational report only today and asked for any more questions or comments.

Ms. Keil commented that organic waste was a critical component in recycling if we are to reach the region's goal and anything we can do to accelerate that effort should be made.

The meeting was adjourned

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