

March 12, 1985



Agenda

SOLID WASTE POLICY ALTERNATIVES COMMITTEE
S W P A C

*METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services*

Date: March 18, 1985

Day: Monday

Time: Noon

Place: Metro Rooms A-1, A-2

Minutes of January 21st Meeting

WTRC Update

CTRC Annual Report

Composting Workshops

Update on Landfill Siting

Update Solid Waste Department - Information

SOLID WASTE POLICY ALTERNATIVES COMMITTEE

SWPAC REGULAR MEETING

January 21, 1985

Committee Members Present: John Trout, Chairman; Mike Sandberg, Dave Phillips, James Cozzetto

Committee Members Absent: Shirley Coffin, Howard Grabhorn, Robert Harris, Dick Howard, Paul Johnson, Delyn Kies, Gary Newbore,

Ex Officio Present Bob Brown

Guests: Joe Cancilla, Jr.

Staff Present: Dan Durig, Doug Drennen, Norm Wietting, Dennis Mulvihill, Ed Stuhr, Dennis O'Neil, Randi Wexler, M.J. Aman, Wayne Rifer Bonnie Langford

Minutes Minutes were not voted on due to lack of quorum.

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Agenda Item Presentation of proposed amendment to Resolution #84-491 (Interim Management Strategies for St. Johns)

Dennis Mulvihill gave a revision and update on the amendment to Resolution 84-491. Late last year the Council adopted a resolution on interim landfill strategies and directed the staff to come up with a fourth strategy that would address landfill life through the waste reduction issue. This amendment will go to the Council on January 24, stressing four points. (1) SB 405's impact on potential recycling; (2) Metro's role in implementing SB 405; (3) SB 405's impact on the development of the Solid Waste Management Plan in the Waste Reduction Chapter and (4) Short-term actions that can impact landfill life. The recommendations that go with number four are (a) promotion marketing plan; (b) a multiple-family dwelling project; (c) yard debris research project; and (d) incentives for additional mixed-waste sorting operation being established in the Metro area. Mr. Mulvihill added people needed to be made more aware of the opportunities to recycle by effective promotion techniques to be decided upon. Metro will also recommend how to collect more material for yard debris project which will be presented to the Council. Dave Phillips mentioned Clackamas County could use regional advisement and effort. Joe Cancilla asked if they would consult the haulers and coincide Metro's plans with those already in effect. Dennis answered they would be interviewing haulers so efforts wouldn't be duplicated. He also mentioned 40 percent of the people lived in multiple family units in Multnomah County -- a key issue in considering options of the Bill 405.

Agenda Item

Report on Status of Solid Waste
Advisory Committee

Mary Jane Aman, Administrative Assistant, reported for Ray Barker, Council Assistant, who was unable to attend the meeting. Mr. Barker had submitted a questionnaire to the Council for the possible re-organization of the Solid Waste Policy Alternatives Committee (SWPAC) and the Rate Review Committee (RRC). Five Council members returned the questionnaire and a Matrix was circulated showing the results: (1) That the Council create, by resolution, a Metro Solid Waste discussion group that would have two purposes; (a) a sounding board for solid waste issues and (b) a rate review function. (2) Organize a fifteen-member group representing government, users, and the S.W. Industry with five members to serve as a rate review committee. Corky Kirkpatrick, Councilor, preferred an ad hoc type committee that would meet and deal with specific issues four or five times a year. Councilor DeJardin wanted the SWPAC Committee to serve more as an advocacy role that would go forth in the community. George Van Bergen asked that we get some clear ideas from the SWPAC members on this issue. Jim Gardner spoke of having more citizen involvement. The Council Management Committee did want input from SWPAC on the issue.

Dan Durig explained the Council was six years old and the members felt conditions had changed enough to restructure committees. He stated SWPAC had been very helpful in bringing ideas and they were a strong sounding board for solid waste issues. Mr. Trout commented he didn't see much difference between the chart and the existing committees-- why change something that's worked this well over such a long period of time? He mentioned that sometimes the Committee disagreed with the Council and Mr. Durig answered they still had an impact on Council considerations. Dan suggested Mike Sandberg, Dave Phillips and John Trout might want to meet with the management committee regarding restructuring SWPAC. Mr. Trout reminded the group that lack of attendance and a quorum had kept the committee from voting on many issues. Mr. Cozzetto observed that Sandberg and Phillips came from a franchised regulated area and have attended most meetings. He expressed concern that the City of Portland, who has some of the greater problems in landfilling issues, did not have greater attendance at the meetings. Dave Phillips said some of the SWPAC members felt they weren't really contributing much or that their opinions weren't adequately expressed to the Council. Mr. Phillips felt SWPAC was there to give advice but other members wanted to be taken more seriously. Mike Sandberg commented SWPAC should stay out of non-policy issues such as rates and budgets. Dan said they had traditionally been brought before SWPAC for review and comment and in some cases, recommendation. Dan added there may have been times when SWPAC made recommendations and Staff made recommendations and the Council made their own decision but they did have the opportunity to voice an opinion.

Dave Phillips said he would like to see the committee become an advocate of Metro because he has to go back to the haulers and citizens and explain where Metro is going and what they are doing and the meetings were helpful in that respect.

SWPAC Meeting
1/21/85 - continued

Dan asked SWPAC members if they could start with a clean slate what they would have the committee do? Mr. Trout replied he would like to have a fuller representation of their ideas given at the Council meetings--someone to expound as to the rationalization behind their recommendations. He added some of SWPAC couldn't always attend the Council meetings but their opinions should be expressed. Dan replied he had asked SWPAC members to be present at Council meetings. The Rate Review Committee had usually been represented by their Chairman or other member, and SWPAC was also welcome to present their comments and recommendations to the Council. Dan added he didn't believe they were giving full credit to the staff as to how much information the Council was getting from SWPAC. He explained the Council received the full minutes of the SWPAC meetings which were extremely complete and that the minutes had been expanded to where the Council was actually getting all SWPAC's concerns. Dan added that even though the Council occasionally made a decision different from SWPAC's recommendation, the opinions of the SWPAC Committee were presented to the Council in much more detailed form than they were before about 1½ years ago. M. J. Aman said Corky Kirkpatrick mentioned at Management Meeting that she received good minutes from SWPAC and was able to follow their position on issues because of their completeness. Dan stated he was in full agreement that SWPAC get together with the Council or Management Committee. Dan also suggested that a member of the Management Committee come to SWPAC today. The Committee felt a concern that their presence could dominate a meeting but if SWPAC members would specifically ask them to attend they would be happy to come. Sandberg, Phillips and Cozzetto answered, "We're asking!"

Mr. Trout declared you can communicate more openly in an informal meeting and convey ideas better than you can by getting up in a formal setting to "testify" on a given issue.

Dan again indicated that what the Council was looking for at this time was their opinion on what the SWPAC Committee could best do for the agency in the area of solid waste that would be most productive.

Dave Phillips said Rate Review used to be part of SWPAC. If you accept the responsibility of franchising you accept the responsibility of rate setting. Dan commented that Gary Newbore had remarked that a company makes their request, justifies the request, Staff does the analysis work, then you all go in and let the Council decide. So it could work with or without a Rate Review Committee.

Dave Phillips said it was the third-party review that helped in making decisions in the work he was doing. Mike Sandberg stated his Board was reluctant to set rates. Their first concern was to do everything possible to insure citizen's rights. The Board wanted the Advisory Committee to hold all the public hearings, take all the testimony and it had worked in their county.

Dan mentioned the Washington Transfer and Recycling Committee composed of a representative group from government, industry, citizens, etc., and asked if they thought that Committee's recommendations should come back through SWPAC or go directly to the Management Committee or even the Council?

Dave Phillips considered the two major functions of SWPAC were: (1) advising on policy or rate review and (2) a communications tool for Metro, especially in the areas of industry, county and city government--a means of educating people in general in solid waste problems. He added, at times during the meetings there is no issue to advise on but he would like to see the updating information from the staff continued. He said basically he would like to see SWPAC structured so there was some enthusiasm. It dismayed him that there were only four members present for the Jan. 21st meeting. He said whenever there were specific issues you need a group of local people to work with Metro. If they ask for advice, SWPAC can give it.

Mr. Trout asserted that according to the present Bylaws, there was an attendance requirement for maintaining membership on the SWPAC Committee. If the Committee is to function as it has in the past, SWPAC and staff need to look at those people who have exceeded the amount of absences or excused absences. Mr. Cozzetto felt a letter to the City of Portland to get their people to become active members would help the group. Mr. Trout said SWPAC can be an important sounding board because the Committee has seen the Council turn SWPAC ideas into policy later on. The members who don't attend aren't informed well enough to communicate to others.

Dan said the decision could go all the way from having no committee to leaving it like it is. He sensed, from the Council, that they want more specifics. Dan would like to bring the parties together for questions and answers. He felt the Council and staff might want an advocacy group such as the "Friends of the Zoo" since they had such impact in going out to campaign for the zoo they obviously had some appeal to the voters...a group that would play a more power-based advocacy role might be especially effective to the Council.

Mr. Trout commented there was a difference between a teddy bear at the Zoo and interest in solid waste problems. He added some of SWPAC represent government agencies which makes it harder to stand and be counted by the press. The Friends of the Zoo are volunteers not appointed to represent various organizations, including government. Mr. Trout felt SWPAC could be better spokesmen also if they were a "Friends of the Zoo"-type organization.

Agenda Item

Solid Waste Department Update

Dan Durig brought the Committee up to date on Wildwood. After the County made the decision to include the "Exclusion or Grandfather" Clause, Metro had a deadline to file if we wanted to challenge the clause in the courts. Our legal counsel notified the courts that Metro would like them to stay this way we have protected our right to take it to court.

In answer to Mr. Cozzetto's inquiry about Washington haulers dumping in St. Johns and how many were paying the out-of-state surcharge, Norm Wietting responded we had written and heard from Vancouver Sanitary Services. That company stated all Washington haulers should then be charged for bringing in wastes from Clark County and also the Portland haulers who were collecting in Washington and dumping in St. Johns. Norm said they asked for a list of

SWPAC Meeting
1/21/85 - continued

those bringing in waste from out of State and Metro is now sending letters to these companies telling them we are going to charge a surcharge on all their waste unless we can figure out how to identify the specific Clark County loads.

Mr. Trout declared that if we preserve St. Johns we need to charge those who are filling it but not actually eligible for its use. He believed this resource is the property of the Service District which encompasses a regional area and he doesn't think it takes in Clark County/Vancouver. Mr. Trout stated the money we got from DEQ for the grant loan on the expansion (55 acres) was to buy a projected five years of time for the landfill and Washington haulers are reducing that investment by two months a year--or ten months--by allowing Washington to dump at St. Johns. He felt they should pay some type of severance tax.

Norm answered there were probably some things we can do if we are willing to pay the legal costs and it may come to that. In New Jersey they have been able to legally keep Philadelphia garbage from going into their landfills. The Supreme Court is leaving it up to the local courts. An alternative would be for Clark County to enact a flow control ordinance on their side of the river said Mr. Trout. He added Washington's legislature is in session now and if they worked with Clark County they might pass an ordinance for their waste to stay in Washington. Mike Sandberg asked what Clark County's nearest alternative was and Norm said that Vancouver had a landfill but the haulers think their closure costs are too high and we are cheaper. They are also trying to force Portland haulers out of Clark county. Five or six companies are hauling from Washington back into Oregon. Joe Cancilla asked if other Oregon counties could be restrained from using St. Johns? Norm said we were also getting waste applications from Astoria, Longview and other surrounding areas because their sites are closing up.

Dan said we can expand our requests to our legal Counsel. Perhaps we can do something other than actual straight cost--which is how Metro arrived at 54¢. Can Metro use a severance tax provision on interstate hauling? Can we use an out-of-district charge?

Mr. Cozzetto suggested Metro exert some pressure on the Portland City Council to meet with us on the problem. Norm stated they owned the only landfill in the area and Mr. Cozzetto replied it was all the more reason for them to help with the problem. Dan stated it was actually the City's site but they made it regional to help the area even though it is being used up as a limited resource and the City has only 1/3 of the people in this region using it.

- * Ed Stuhr reported the Council asked the staff to look at the issue of diversion and St. Johns life, in connection with the new KFD rates before reconsidering the Killingsworth request. KFD also reconsidered after listening to industry and lowered their request to an increase averaging 35¢ per yard--about one-half of their original request although they could justify their original rate request on economic grounds. This will be presented at the January 24th meeting for Council approval.

- * Doug Drennen stated it was determined that it would be cost effective to go ahead with the Methane Gas project and letters had been sent out to various industries asking their interest. Several responses were received expressing interest in the project as well as one from Northwest Natural Gas. Once the seven companies expressing interest, plus the NW Natural Gas proposals have been reviewed, we will ask Council how they wish to proceed. Doug said the project life could be about \$30 million dollars in Revenue. Metro would split any profits 50/50 with the City. No discussion has been held on how profits might be spent.
- * Doug Drennen also reported on WTRC. The Committee is down to nine sites in the stage three process of the final criteria. The Advisory Group asked that Metro do more work on the transportation aspects of number 9. Bullier & Bullier have been contracted to serve as Metro's Real Estate agents working on a buyer brokerage, not a commission basis. The firm contacted the nine owners and will be presenting information at the February 6th meeting. Some decisions may be made on final sites.
- * In addition to siting activities, Metro put together a proposal for Design Services which are due February 12th. Concept design will be circulated to all the waste management firms that may be bidding. There will be a review of preliminary design and a review with the County.
- * Norm said GRCDA is going to hold their next meeting in Salem at a noon luncheon and will discuss with DEQ, local people, government and the hauling industry what the roles are for those involved with the new Bill. The meeting is February 19th.
- * Bob Brown of DEQ gave new staff changes at their agency effective today. The Administrator of Solid Waste is Mike Downs. Ernie Schmidt is taking Bob Brown's position as Solid Waste Operations Manager and Bob Brown's new position is tax credits, bond funds, permit program and special projects, etc. There will be an extensive legislative package for hazardous waste, people will be added in programs such as toxics identification, ground water/water quality, and they will probably end up with a different organizational structure than at present. One name change is "Hazardous and Solid Waste Division." Bob said he would continue to attend SWPAC meetings.
- * Dave Phillips said Clackamas County had reorganized as of this morning. There would be no solid waste section but one will be called Community Environment. Dave Phillips will head this department and will also be attending SWPAC meetings.
- * Next meeting of SWPAC is February 11th due to President's Holiday on February 18th.

Meeting adjourned at 2:15 p.m.

Written by Bonnie Langford

Sites Evaluated for the Washington Transfer & Recycling Center (WTRC)

The following handout is to be accompanied by a large wall map depicting the 54 sites evaluated as potential locations for WTRC. A three-stage elimination process was utilized to screen the potential sites. Sites depicted with a RED dot were eliminated after Stage 1; sites with BLUE dots were eliminated after Stage 2; sites with GREEN dots were eliminated after Stage 3; sites with YELLOW dots are the remaining three sites.

Site No.	Location	Size (Acres)	When Eliminated	Received Low Score for Criteria of
1	Corner of Walker Road and 206	7	After Stage 1	Distance from Centroid Transportation Access
2	800' S. of Walker Road on S.W. 206th	10	After Stage 1	Distance from Centroid Transportation Access
3	1,800' S. of Walker Road on S.W. 206th	30	After Stage 1	Distance from Centroid Transportation Access
4	S.W. 185th and 600' S. of Cornell Road	5.14	After Stage 2	Total Travel Time Compatability to Adjacent Sites
5	S.W. Walker Road and 700' W. of 185th	9.56	After Stage 2	Total Travel Time Compatability to Adjacent Sites
6	S.W. 185th and 1,200' S. of Cornell Road	4.60	After Stage 2	Size of Site Total Travel Time
7	S.W. 185th and 1,100' S. of Walker Road	8.05	After Stage 1	Distance from Centroid Transportation Access
8	S.W. 185th and 1,700' S. of Walker Road	14.3	After Stage 1	Distance from Centroid Transportation Access
9	Cornell Road and 2,500' W. of U.S. 26	16.8	After Stage 3	Size of Site
10	Cornell Road and 1,500' W. of U.S. 26 and 158th	15	After Stage 2	Total Travel Time Compatability to Adjacent Sites
11	Cornell Road and 200' N. of U.S. 26	4.6	After Stage 1	Distance from Centroid Land Use and Zoning
12	S.W. 158th and 250' S. of Cornell Road	19.4	Remaining Site	Environmental Impacts

Site No.	Location	Size (Acres)	When Eliminated	Received Low Score for Criteria of
13	S.W. 158th and 1,100' S. of Cornell Road	12.6	After Stage 3	Traffic Impacts
14	S.W. 158th and 13,000' S. of Cornell Road	20.6	After Stage 2	Total Travel Time Compatibility to Adjacent Sites
15	S. of Sunset Hwy. 1,800' E. of S.W. 158th Cornell Oaks Park	16.7	After Stage 1	Distance from Centroid Transportation Access
16	S. of Sunset Hwy. 2,400' E. of S.W. 158th Cornell Oaks Park	5.0	After Stage 1	Distance from Centroid Transportation Access
17	S. of Sunset Hwy. 1,800' E. of S.W. 158th Cornell Oaks Park	31.3	After Stage 1	Distance from Centroid Transportation Access
18	S. of Sunset Hwy. 3,000' E. of S.W. 158th Cornell Oaks Park	4.6	After Stage 1	Distance from Centroid Transportation Access
19	S. of Sunset Hwy. 3,300' E. of S.W. 158th	5.38	After Stage 1	Distance from Centroid Transportation Access
20	S. of Sunset Hwy. 3,000' E. of S.W. 158th	4.95	After Stage 1	Distance from Centroid Transportation Access
21	S.W. 158th and 1,600' S. of Walker Road	6.3	After Stage 3	Environmental Impacts Cost of Land
22	S.W. 158th and 2,400' S. of Walker Road	5.84	After Stage 3	Traffic Impacts Cost of Land
23	S.W. Jay St. and 400' E. of S.W. 158th	6.27	After Stage 3	Geotechnical Considerations
24	S.W. Jenkins and 350' E. of S.W. 158th	7.17	Remaining Site	Geotechnical Considerations
25	Corner of S.W. Jay St. and S.W. Burlington Dr.	4.14	After Stage 3	Size of Site Physical Characteristics
26	S.W. Burlington Dr. 500' N. of Jay St.	4.39	After Stage 3	Size of Site Physical Characteristics
27	S.W. Jay St. and 1,400' E. of S.W. 158th	5.54	After Stage 3	Geotechnical Considerations

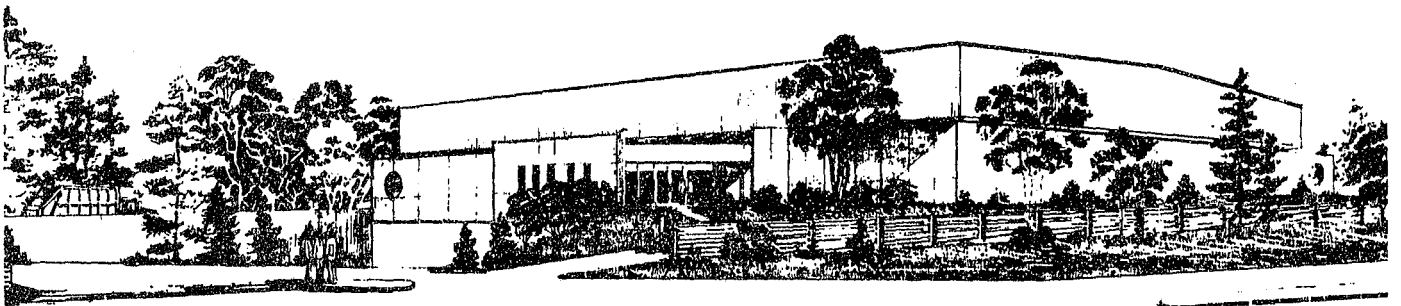
Site No.	Location	Size (Acres)	When Eliminated	Received Low Score for Criteria of
28	S.W. Jay St. and 400' E. of S.W. 158th	3.32	After Stage 2	Size of Site Physical Characteristics
29	S.W. 158th and 2,500' S. of Walker Road	6.0	After Stage 2	Earnest Money by Another Buyer Accepted
30	S.W. 158th and 3,000' S. of Walker Road	15.0	After Stage 2	Size of Site Physical Dimensions
31	S.W. Merlo Dr. and 750' N. of Merlo Road (northside Merlo Dr.)	4.9	After Stage 2	Size of Site Physical Dimensions
32	S.W. Merlo Dr. and 750' N. of Merlo Road and E. of 170th (northside Merlo Dr.)	8.3	After Stage 2	Total Travel Time Compatibility to Adjacent Sites
33	S.W. 158th and Jenkins Road (S.E. corner)	4.8	After Stage 2	Size of Site Physical Characteristics
34	S.W. Jenkins Road and 1,000' E. of 158th	4.8	After Stage 2	Size of Site Physical Characteristics
35	S.W. 158th and 500' S. of Jenkins Road	15	Remaining Site	Environmental Impacts Geotechnical Considerations
36	S.W. Walker Road and Murray Road	100	After Stage 3	Environmental Impacts Traffic Impacts
37	N. of Millikan Way Parallel to Railroad and BPA Corridor	8	After Stage 1	Transportation Access
38	S.W. 165th and T.V. Hwy.	7.9	After Stage 1	Transportation Access
39	Corner of Murray and Millikan Way	8	After Stage 2	Total Travel Time Physical Characteristics
40	S.W. Denny Road and 1,200' W. of 217	6	After Stage 2	Physical Characteristics
41	S.W. Allen Road and 1,600' E. of 217	7.4	After Stage 3	Compatibility to Adjacent Sites Physical Characteristics
42	S.W. Allen and Artic Dr.	4	After Stage 2	Compatibility to Adjacent Sites Physical Characteristics

Site No.	Location	Size (Acres)	When Eliminated	Received Low Score for Criteria of
43	S.W. Artic Dr.	5.2	After Stage 2	Compatability to Adjacent Sites Physical Characteristics
44	S.W. Artic Dr.	5.2	After Stage 2	Compatability to Adjacent Sites Physical Characteristics
45	S.W. Artic Dr.	13.2	After Stage 2	Environmental Impacts
46	T.V. Hwy. W. of Hillsboro	10.2	After Stage 1	Distance from Centroid Transportation Access
47	Cornelius N. 4th Ave. and 1,400' N. of T.V. Hwy.	5.05	After Stage 1	Distance from Centroid Transportation Access
48	S.W. 219th Ave. and 500' N. of T.V. Hwy.	5.03	After Stage 1	Transportation Access
49	S.W. 216th and 4,000' S. of U.S. 26	37.7	After Stage 2	Distance from Centroid
50	S.W. 216th and 2,000' S. of U.S. 26	60	After Stage 2	Distance from Centroid
51	S.W. Canyon and Hwy. 217	5.0	After Stage 1	Land Use Zoning Transportation Access
52	S.W. 216th near Cornell Road/Cornelius Pass	14.9	After Stage 1	Distance from Centroid
53	N.E. Airport Road Hillsboro	5.88	After Stage 1	Distance from Centroid
54	Evergreen Road and N.E. 25th Ave. Hillsboro	9.83	After Stage 1	Distance from Centroid

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CLACKAMAS TRANSFER & RECYCLING CENTER

Annual Report 1984

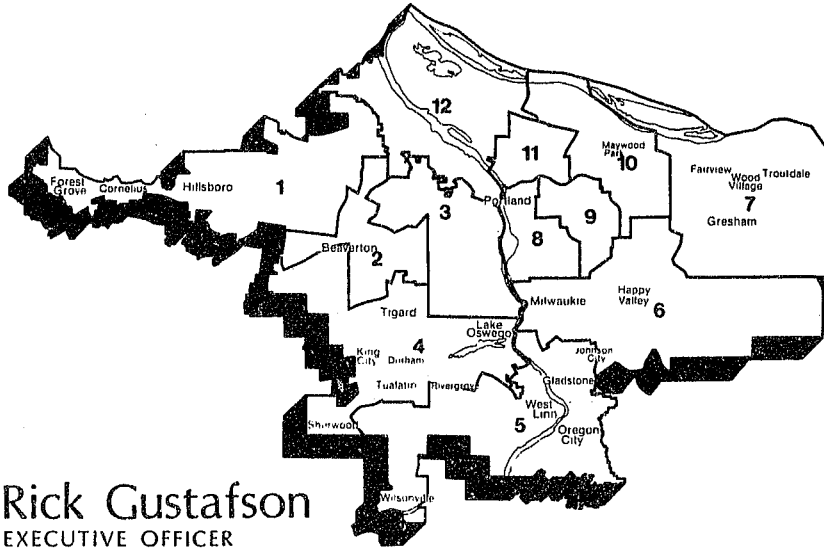


Oregon City, Oregon

METROPOLITAN SERVICE DISTRICT
*Providing Zoo, Solid Waste and Local
Government Services*



METROPOLITAN SERVICE DISTRICT



Rick Gustafson
EXECUTIVE OFFICER

C O U N C I L

Ernie Bonner
PRESIDING OFFICER
DISTRICT 8

Richard Waker
VICE-PRESIDING OFFICER
DISTRICT 2

Bob Oleson
DISTRICT 1

Sharron Kelley
DISTRICT 7

Jim Gardner
DISTRICT 3

Hardy Myers
DISTRICT 9

Corky Kirkpatrick
DISTRICT 4

Larry Cooper
DISTRICT 10

Tom DeJardin
DISTRICT 5

Marge Kafoury
DISTRICT 11

George VanBergen
DISTRICT 6

Gary Hansen
DISTRICT 12



METROPOLITAN SERVICE DISTRICT
Providing Zoo, Solid Waste and Local Government Services

January 31, 1985

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Rick Gustafson
Executive Officer

Metro Council

Ernie Bonner
Presiding Officer
District 8

Richard Waker
Deputy Presiding
Officer
District 2

Bob Oleson
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Jim Gardner
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Corky Kirkpatrick
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George Van Bergen
District 6

Sharron Kelley
District 7

Hardy Myers
District 9

Larry Cooper
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

City of Oregon City
Oregon City Planning
Commission
Courthouse 8th and Main
Oregon City, OR 97045

Ladies and Gentlemen:

Metro is pleased to submit this 1984 annual report covering the operation of the Clackamas Transfer and Recycling Center (CTRC).

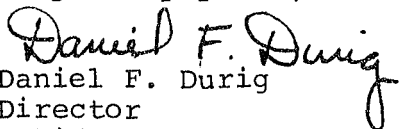
CTRC has been well received and utilized by citizens and commercial customers from the surrounding area. Throughout 1984, CTRC recycling increased. The transferred tonnage remained under the 800 average tpd limitation. We have met every environmental and appearance requirement. No complaints about noise, odor or traffic considerations have been received.

Metro has narrowed the field of potential sites for the Washington Transfer and Recycling Center (WTRC) to the few most qualified, and our agent is presently negotiating with the owners. Proposals for the design of WTRC are being prepared for submittal to Metro. We anticipate an opening date in May 1986.

CTRC has hosted numerous tours of interested public officials, media, and citizens during the past year. The appearance and operation of this facility have greatly assisted in gaining the understanding needed for the Washington Transfer and Recycling Center (WTRC).

Metro is pleased with the successful operation of CTRC during 1984. We look forward to continuing our cooperative working relationship with the City of Oregon City.

Very truly yours,


Daniel F. Durig
Director
Solid Waste Department

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CLACKAMAS TRANSFER & RECYCLING CENTER

1984 ANNUAL REPORT

Introduction

The Clackamas Transfer & Recycling Center (CTRC) opened for business on April 11, 1983, and is the first of three solid waste transfer facilities to be constructed within the Metropolitan Service District (Metro). CTRC, located at 16101 S.E. 82nd Drive (Washington Street) in Oregon City, was built as a replacement for the Rossman's Landfill, located directly across Washington Street, to serve both public and commercial haulers in the southern portion of the Metro region.

The 1983 Annual Report highlighted the design and permit-related activities prior to and during operation in 1983. This report will summarize the ongoing activities of the operation in 1984. 1984 has been a smooth and productive year at CTRC, due to the collective and cooperative efforts of Metro and the city of Oregon City. To our knowledge no complaints are on file concerning any aspects of the Oregon City conditional use permit. Metro has continuously monitored its operating contractor and the Oregon Department of Environmental Quality (DEQ) has made regular site inspections.

Intergovernmental Agreement

Metro has fulfilled its obligations agreed to in the Metro/City of Oregon City Intergovernmental Agreement dated October 5, 1983, and feels that the Oregon City services provided have been entirely adequate. Police assistance was utilized on May 6, 1984, following a minor gatehouse burglary. Preventative fire department services were requested November 5, 1984, after a garbage truck tipped over backwards into the pit as a result of driver error during unloading. No personal injuries or damage to the facility resulted. Approximately six false fire alarms occurred in 1984. Steps have been taken to correct the fire alarm system problems.

CTRC Volumes

Figure 1 shows the tonnage totals for the months of 1984 and the number of public, commercial and transfer trips. The average monthly tonnage has increased by about 8 percent, with commercial tonnage up 4.9 percent and the public tonnage up 26 percent. The "30-day average" column shows that the facility has remained under the 800 tons per day Oregon City limitation. The limit has been closely approached during the busy summer months.

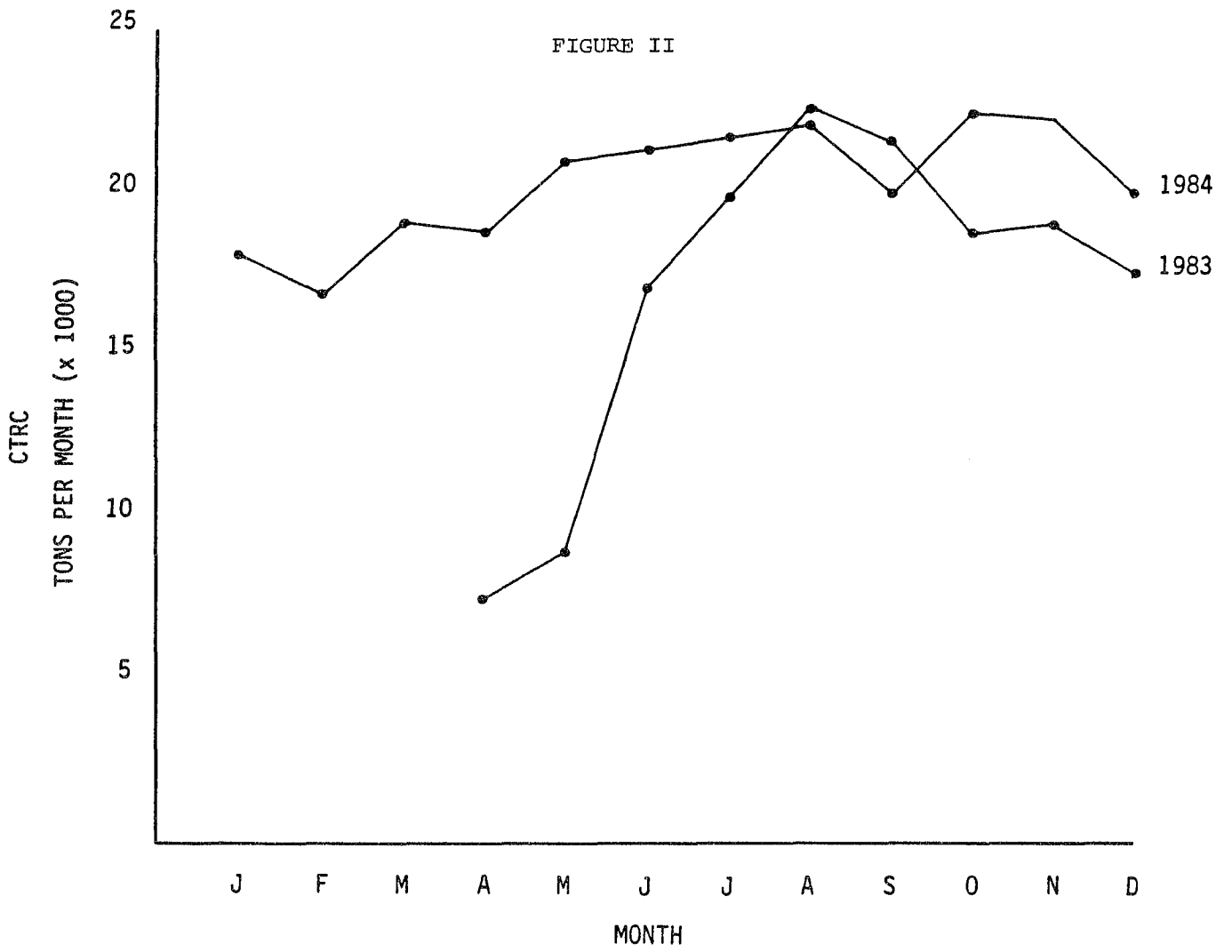
In the fall months tonnage increased above normal due to the closure of the Newberg Landfill on September 30, 1984. Although scheduled to open earlier, a transfer station is in the final stage of construction in Yamhill County. Metro is presently working to divert this recent tonnage increase back to Yamhill County. Metro

FIGURE I
CTRC ACTIVITY SUMMARY

1984	Tonnage				Vehicles		Transfer Truck Trips
	30-Day Average	Total	Commercial	Public	Public	Commercial	
January	604	18,108	15,141	2,967	6,523	3,421	751
February	560	16,812	14,005	2,807	5,944	3,211	695
March	638	19,145	15,858	3,287	7,147	3,528	785
April	625	18,762	15,654	3,108	6,625	3,372	780
May	704	21,120	17,435	3,685	7,333	3,750	863
June	716	21,466	17,062	4,404	9,437	3,648	890
July	730	21,907	17,223	4,684	10,505	3,918	929
August	736	22,066	17,746	4,320	10,041	4,392	924
September	665	19,960	16,182	3,778	8,688	3,629	828
October	756	22,687	19,558	3,129	6,610	4,294	934
November	751	22,544	19,609	2,935	6,082	4,016	933
December	666	19,990	17,119	2,871	5,787	3,783	835

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FIGURE II



is also making arrangements to divert more haulers directly to the St. Johns Landfill to accommodate the expected increase in summer 1985.

Vehicle trips have increased proportionately with the tonnage. About 13.4 public and commercial vehicle loads are hauled in each transfer truck to the St. Johns Landfill. Figure 2 graphically shows the monthly variances in tonnage for 1983 and 1984.

The progress of the Washington Transfer & Recycling Center (WTRC) is described in a following section. Upon completion, WTRC will cause an estimated 10 percent decrease in volumes of both commercial and public waste at the CTRC.

Recycling

The number of materials and tons recycled has increased dramatically. CTRC now recycles aluminum, high grade extrusion aluminum, ferrous metals, scrap metal, copper, brass, stainless steel, lead, radiators, engine parts, batteries, lawnmowers, newsprint, corrugated paper, glass, tires and oil. Recycling volume increased to 1,759.6 tons, up 50 percent from 1,177.2 tons in 1983.

On an average monthly basis, metal has increased 27 percent, newspaper is up 45 percent, and waste oil is up 12 percent, while glass recycling remained steady and corrugated and tire volumes decreased. To encourage and increase recycling, Metro Council lowered the minimum charge for loads including separated recyclables, and our operating contractor has instituted a recycling profit-sharing program with its employees. Vehicles with loads comprised of clean yard debris are encouraged to go to a yard debris recycler such as McFarlane's Bark Inc. nearby, although yard debris is accepted at CTRC.

CTRRC recently received an award from the Tri-Cities Chamber of Commerce for participation in the Clackamas County Recycling Awareness Week and in recognition of recycling accomplishments in 1984.

Disposal Rates

Metro Council has approved the 1985 rate study as submitted, providing for no rate increase during the current calendar year.

The lower minimum rate for customers bringing at least 1/2 cubic yard of separated recyclables with their garbage has been well utilized by recycling customers. This program reduces disposal fees for customers that recycle and has contributed to the increase in recycling volume. The regional transfer charge concept has been continued in 1985, by which the entire region subsidizes the users of CTRC, including Oregon City Garbage Company.

FIGURE III

CTRRC MONTHLY RECYCLING TONNAGE

1984	Metal*	Newsprint	Corrugated	Glass	Tires	Oil	Total
January	89.1	13.1	11.1	7.9	13.4	0	134.6
February	90.3	10.0	6.6	0	14.8	1.7	123.4
March	120.2	11.5	10.5	12.9	17.1	1.1	173.3
April	99.4	7.1	10.4	0	13.2	0.5	130.6
May	112.5	6.9	7.8	7.3	18.3	0.8	153.6
June	135.3	25.9	8.5	8.0	14.3	1.5	193.5
July	146.9	13.0	11.2	6.7	6.0	1.5	185.3
August	130.8	7.9	9.7	6.7	10.2	1.7	167.0
September	103.4	7.8	7.5	0	14.9	1.1	134.7
October	99.2	7.3	6.7	8.8	11.3	1.3	134.6
November	98.6	7.8	6.1	7.2	10.1	1.0	130.8
December	76.9	7.9	4.6	0	8.8	0	98.2
Total	1,302.6	126.2	100.7	65.5	152.4	12.2	1,759.6

*Metal figures include separated aluminum, extrusion, ferrous, number 1 scrap, number 2 scrap, copper, brass, stainless steel, lead, radiators, batteries, engine parts, lawnmowers.

Environmental Impacts

During the permit process the Planning Commission expressed concern about the potential for environmental impacts caused by operation of CTRC. Specific areas of environmental concern were noise, odor, dust and litter.

Noise

Noise is minimized because CTRC is a completely enclosed facility. Two of the three potential sources of noise are inside the building--the refuse trucks unloading and the bulldozer operating in the receiving pit. These noises are almost completely muffled inside the building and are barely audible 50 feet from the building. The third noise source is refuse and transfer trucks outside the building. The transfer trucks are equipped with muffler equipment designed to meet federal regulations. Experience has shown that these noises barely can be discerned due to existing traffic noises on Washington Street and I-205, and the log-handling activities in the nearby Publishers Paper Company yard.

Dust/Odor

As with noise, CTRC was designed to contain dust and odor within the building structure. Four large ventilation fans on the roof direct air into the building. The pit is emptied and cleaned each day to minimize odor. Dust from vehicles unloading is contained by the water mist spraying system located above the pit, and by extensive daily onsite cleaning.

Litter

Litter containment efforts include daily litter collection both on and off-site, screen covered transfer trailers, a penalty for uncovered loads and sale of tarps to the public. The result has been considerably less litter along nearby roadways compared to pre-CTRC days. To more easily comply with covered load requirements, some commercial haulers have equipped their drop-box trucks with automatic tarping mechanisms.

To expand litter collection efforts beyond the Park Place Interchange to the north and the Publishers' yard to the south, Metro negotiated and obtained verbal agreement with the Oregon City High School Work Experience Program for litter collection services. Unfortunately, the written agreements were rejected by the high school administration. Metro has contracted with the City of Portland Community Service Program for additional litter collection near the St. Johns Landfill, and Metro will attempt to make similar arrangements for CTRC.

Wash Rack

A three-bay wash rack has been operational since April 1984, allowing commercial customers to clean their vehicles prior to leaving the site.

Traffic Impacts

The Planning Commission expressed concern regarding the traffic impact of CTRC upon Washington Street. Table 1 lists the number of vehicles using the facility each month, and shows that about two-thirds of the vehicles are public customers. A second gatehouse is operated during the peak mid-day hours (Monday-Saturday) to speed the flow of vehicles entering the site during this busy period. Although occasional lines extend out of the tipping areas back to the gatehouse on busy weekends, the number of dumping spaces built into CTRC is generally adequate. Generous on-site queuing space has reduced traffic congestion due to refuse vehicles on Washington Street from the pre-CTRC period.

Several minor accidents involving public vehicles occurred during the year. In most instances, vehicles exiting left were hit by fast-moving southbound vehicles. There were no reported accidents involving refuse trucks or transfer trucks.

Landscape and Grounds Maintenance

Of great interest to the Planning Commission has been the appearance of CTRC. The Commission approved the landscaping design and continues routine inspection to assure proper community appearance of the site. Beyond daily litter collection, the grounds receive professional care a minimum of twice per week. An analysis was conducted last fall to determine why certain areas are not supporting plant growth well. Corrective measures including drainage modifications and chemical treatment are to be performed in spring, along with any necessary plant replacement or changes. Landscaping of areas surrounding the wash rack was included with construction of the new facility.

Progress on the WTRC

Throughout the CTRC land use process, the Planning Commission has expressed concern that CTRC should not be the only regional transfer station and that another transfer station should be built in the Metro area. In December 1983, the Metro Council declared its intent to build and own a transfer and recycling center in Washington County by passage of Resolution No. 83-439.

Metro began the site selection process for the WTRC by:

1. forming an advisory committee;
2. developing criteria for a three-stage site evaluation process; and
3. developing a community involvement plan.

Progress on the site evaluation process is as follows.

In consultation with an advisory committee, Metro identified 54 vacant industrial zoned lots as potential sites for the WTRC. The original 54 sites have been narrowed to nine potential sites.

Evaluation criteria included distance from center of waste generation, transportation impacts, physical dimensions of the site, environmental impacts, and availability of utilities. A real estate firm has been selected and is conducting negotiations with the landowners of the remaining sites. The real estate agent will determine the cost of each parcel and the willingness of its owner to sell.

Preliminary engineering and site design work will be performed before final ranking and recommendation is made by the advisory committee and forwarded to the Metro Council for final site selection in April 1985. Request for Proposals (RFP) for design of WTRC by architectural and engineering firms are due at Metro by February 12, 1985. The design firm is expected to be selected by March. In Washington County, a transfer station is a designated use on industrial land. The planning director of the city of Beaverton has determined that a transfer station is a public use facility and is, therefore, a permitted use on that city's industrial land. In neither case is a conditional use permit required. Filing a development permit and review by appropriate agencies requires a maximum of 120 days. Approximately three months after a decision on the development application, final design work will be completed. The selection of both construction and operations firms is expected in December 1985. Construction of WTRC is expected to begin in late winter or early spring.

WTRC will be the second of three transfer stations planned in the Metro region. The transfer station section of the Solid Waste Management Plan identifies WTRC as the next capital element to be added to Metro's regional solid waste system.

Landfill Development Update

In June 1981 the Metro Council designated the Wildwood site in northwest Multnomah County as the regional landfill. This decision resulted from a landfill siting process which spanned more than two years. December 1982, Multnomah County gave land use authorization for the Wildwood site.

Opponents appealed the County authorization to the Land Use Board of Appeals (LUBA). In June 1983 LUBA issued a ruling which remanded the Wildwood matter back to Multnomah County. LUBA said that the county must strictly interpret its landfill siting criteria or change the criteria themselves.

In July 1983 Metro asked Multnomah County to revise its landfill siting criteria so it would be possible to locate landfills in areas where the Comprehensive Plan indicated they were allowed. Simultaneously, Metro and Multnomah County appealed the LUBA strict interpretation ruling to the Court of Appeals.

In January 1984 the Multnomah County Planning Commission began to consider an ordinance which amended the Comprehensive Plan and Zoning Code to establish criteria for siting regional landfills.

The Planning Commission set up a review procedure including a public hearing. In response to comments from planning commission members, landfill proponents and opponents, the planning staff prepared two successive revisions of the criteria ordinance.

In February 1984 the Planning Commission began a public hearing on third draft of the criteria ordinance. Because of the volume of comment several sessions were required during March and April 1984. In May 1984 the Planning Commission began to decide the final language of the criteria ordinance. In June 1984, after a sentence-by-sentence review, the Planning Commission recommended ordinance language to the Board of County Commissioners. Also, in June 1984, the Oregon Court of Appeals upheld the LUBA decision of June 1983. Subsequently the Oregon Supreme Court declined to accept an appeal of this ruling.

In September 1984 the Multnomah County Board of Commissioners heard public comments about the siting criteria ordinance recommended by the Planning Commission. The Board referred several staff-suggested amendments to the Planning Commission, which agreed with some and rejected others.

In November 1984 various commissioners suggested additional amendments, including one which excluded the Wildwood Landfill from consideration under the proposed landfill criteria. The Board of Commissioners passed the criteria ordinance including the exclusion amendment over a veto by the County Executive in December 1984. In January 1985 Metro appealed the Wildwood exclusion to LUBA.

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CTRC

DISPOSAL RATES

<u>Vehicle Category</u>	<u>Base Rate</u>		<u>User Fee</u>		<u>Regional Transfer Charge</u>		<u>Convenience Charge</u>		<u>Total Rate</u>	
	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>	<u>\$/ton</u>	<u>\$/cy</u>
COMMERCIAL										
Compacted	\$9.80	\$2.90	\$1.68	0.43	\$2.00	\$0.52	\$2.25	\$0.57	\$15.73	\$4.42
Uncompacted	9.80	1.23	1.68	0.25	2.00	0.30	2.25	0.33	15.73	2.11

<u>Vehicle Category</u>	<u>Base Rate</u>	<u>Metro User Fee</u>	<u>Regional Transfer Charge</u>	<u>Convenience Charge</u>	<u>Total Rate</u>
	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>	<u>Per Trip</u>
PRIVATE					
Cars ¹	\$4.62	\$0.54	\$1.34	\$0.75	\$7.25
Station Wagons ¹	4.62	0.54	1.34	0.75	7.25
Vans ²	5.37	0.54	1.34	0.75	8.00
Pickups ²	5.37	0.54	1.34	0.75	8.00
Trailers ²	5.37	0.54	1.34	0.75	8.00
Extra Yards	2.31	0.27	0.68	0.35	3.60

<u>TIRES³</u>	<u>Base Rate</u>	<u>Metro Fee</u>	<u>Regional Transfer Charge</u>	<u>Total Rate</u>
	Passenger (up to 10 ply)	\$0.50		
Passenger Tire (on rim)	1.25			1.25
Tire Tubes	0.25			0.25
Truck Tires	3.75			3.75
(20" diameter to 48" diameter on greater than 10 ply)				
Small Solids	3.75			3.75
Truck Tire (on rim)	8.75			8.75
Dual	8.75			8.75
Tractor	8.75			8.75
Grader	8.75			8.75
Duplex	8.75			8.75
Large Solids	8.75			8.75

¹Based on a minimum load of two cubic yards.

²Based on a minimum load of two and one-half cubic yards.

³Cost per tire is listed.

Garbage center tour impresses officials

By LINDA LYNCH
of The Oregonian staff

6-21-84

OREGON CITY — Twenty-two officials representing cities and county governments in the tri-county metropolitan area say they are impressed by the Clackamas Transfer and Recycling Center.

The Metropolitan Service District organized a tour of the center to show visiting officials the benefits of a working garbage transfer center similar to one proposed for Washington County.

The transfer center tour was followed by a trip to the St. Johns landfill.

The Oregon City center is a way station for trash delivered by private and public trucks for eventual disposal at the St. Johns landfill. The center also has numerous recycling bins available for public use.

"It was a good day for a tour because we were having a record day of garbage," said Clackamas County Commissioner Robert Schumacher. "The center's neat and tidy appearance undoubtedly will appeal to Washington County."

Peg Henwood, community relations official for the proposed Washington County project, said, "Everyone was pleased with the operation's efficiency. The trucks were just rolling in."

State Sen. Nancy Ryles, R-Portland, said she had been interested in garbage from an environmental

standpoint," and added she was particularly impressed by the site's encouragement of recycling and its odor control.

"Let's face it, it's a product that never will be pleasant to deal with."

Ryles said that capacity for brush and yard debris would be a beneficial added function for the proposed Washington County center.

Pam Ragsdale, representing the Beaverton Chamber of Commerce, said, "I was impressed that the overall impact on the surrounding area was very minimal."

"This was the first time most of these people have actually seen what we do out here," said Doug Drennen, Metro's project engineer for the center. "They were amazed that the solid waste business is more complicated than it appears."

Drennen said Metro's goal for a Washington County center is "locating a zoned industrial site with good access to transportation." Henwood cited Community Planning Organization areas 7 and 1 (Sunset West and Cedar Mill areas) as possible sites for building, although no decisions yet have been made.

Washington County garbage haulers currently are faced with long distances to landfills.

"We want this proposed facility running before the Hillsboro landfill closes sometime in 1986," Dren-

nen said, adding that a new Washington County transfer center would mean shorter hauling distances for trucks, lower cost to consumers and greater accessibility for county citizens.

"An advisory committee, with representatives from collection and recycling industries, the Department of Environmental Quality, Washington County and citizens is now being formed to advise Metro on possible site locations and design procedures," Henwood said. That group will meet sometime later in June.

"We're just beginning neighborhood outreach, talking with CPO groups and the Beaverton Chamber of Commerce," Henwood said.

Metro representatives also met with Beaverton's Committee for Citizen Involvement Tuesday night.

"This facility will be modeled exactly after the Oregon City center, with full-line recycling capabilities, good landscaping and full enclosure," according to Rick Gustafson, Metro executive. "Operation aspects, however, may be different inside."

No cost estimate for the facility is available, although the Oregon City center cost nearly \$3.1 million, Gustafson said.

Although the project is in the planning stages, Henwood said the center would not be completed until sometime in 1986.

'Smooth' operation

Transfer station celebrates birthday

By DAVE PETERS
EC News Editor

It has been a year since garbage disposal in Clackamas County underwent a drastic change.

On April 11, 1983, the Clackamas Transfer and Recycling Center opened in Oregon City as an alternative to hauling to Rossman's Landfill. Garbage dumped at the center is hauled in 80,000-pound transfer trucks to St. Johns Landfill in North Portland.

Two months later, Rossman's, across Washington Street from the CTRC, closed, leaving only the transfer center for area homeowners and commercial garbage haulers.

Recycling of materials also has attended the operation of the facility.

On Wednesday, the Metropolitan Service District, which owns the center, and its operator, Genstar, celebrated the birthday by handing out pieces of birthday cake and cups of coffee to haulers bringing garbage to the center. The anniversary also drew television cameras from Portland stations to record the now-everyday activities at the center.

There were few bugs when the center opened, said Dan Durig, solid waste director for Metro.

"I was surprised and pleased we had so few bugs," he said.

He said that about the only operational change was to cut gaps in the metal bumpers stretching along the public side of the facility, to allow "spotters," who keep the facility clean, to sweep wayward garbage into the large pit where garbage is dumped.

"Basically it's been very smooth," he said of the operation, adding that the time Metro and its consultants spent on designing the facility "helped a lot.... Good design will help

people eliminate mistakes."

Metro also found itself in hot water with the city shortly after Rossman's closed, when on a few days the center processed more than 1,000 tons a day through the facility, while the city had set a limit of 800 tons in any one day. Metro and the city later reached a compromise, however.

Durig said that the average amount processed in a day is less than 800 tons, and that some 17,000 to 22,000 tons a month go through the facility.

One surprising aspect of the center is that people are making good use of the recycling bins, Durig indicated.

He said that since the opening of the center, a total of almost 850,000 in recyclable materials has been dropped off in the bins, averaging \$3,000-\$4,000 worth a month.

"We're pleased with the level of recycling we're getting out there," Durig said.

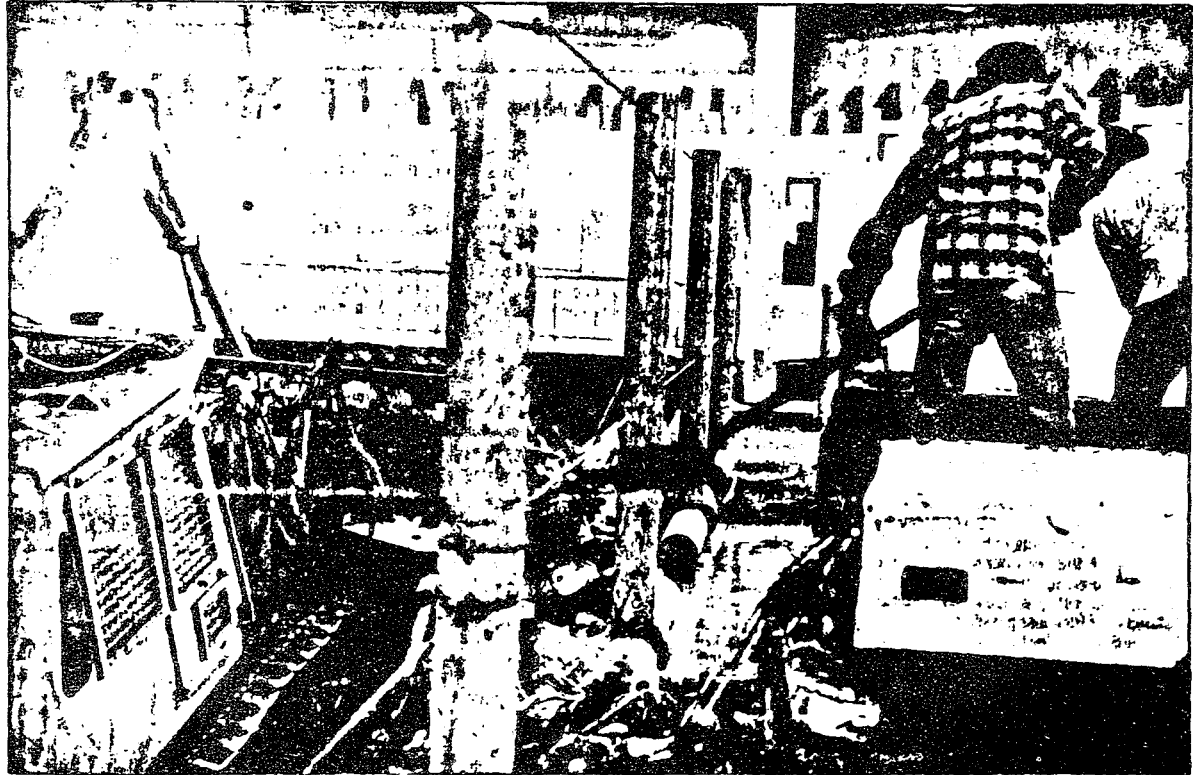
He also noted that in January, the rate structure for homeowner haulers was changed to encourage recycling. If homeowners bring in a certain amount of recyclable materials, they get a price break on the cost of disposal of the garbage, he explained.

He noted that in the metals bin people have dumped whole motorcycles, lawn mowers and a variety of items.

Overall, said Durig, "the public has been very good and very supportive about the facility."

There still are improvements planned, he noted.

Since the center has opened, Genstar, which operates the facility, has had its workers police the site and the roadway near the center for litter. Durig said that in its 1984-85 budget, Metro has included money for cleanup for a broader area around the facility.



BUSY — Men unload garbage from pickup truck into the garbage pit at the Clackamas Transfer and Recycling Center in Oregon City, as bulldozer pushes garbage into an 80,000 pound transfer truck beneath the pit. The center was one year old Wednesday.

The center also has drawn note beyond the metropolitan area.

Waste Age, a publication that Durig called the "Time magazine of the solid waste industry," printed an article about the center in its December issue. And Metro officials have given tours of the facility. Durig recently gave a tour to three engineers from Victoria, B.C., where officials are considering establishing a similar transfer center.

Metro narrows list of potential sites for garbage station

By HARRY BOONE
of The Oregonian Staff 12/18/84

The Metropolitan Service District is focusing on three areas as potential sites for a new Washington County garbage transfer station.

The areas contain nine specific sites narrowed down from 54 considered at the outset, all of them located in areas zoned for industrial use.

The three areas are:

— The Windolph Farm industrial park and adjacent areas in the vicinity of Southwest Jenkins Road and Southwest 158th Avenue.

— The south side of Northwest Cornell Road between Northwest 158th and Northwest 166th avenues.

— The city of Beaverton's industrial

"Some sites can be buffered from nearby residential areas (better than others)."

park on a tract separated from the Royal Woodlands neighborhood by industrial property and Southwest Arctic Drive.

In an interview at Metro's Portland headquarters, Douglas Drennen, engineering analysis manager, and Peg Henwood, community relations coordinator, said the Portland real estate company of Bullier & Bullier had been chosen to develop options on three of the nine sites being considered.

Technical work on choosing a site will be completed by Jan. 31. With Bullier & Bullier's help, the agency intends to narrow the nine sites now being considered to three finalists by the end of March.

Public hearings will be held in Washington County and in the Metro council chambers before a final selection is made, they noted.

The service district already operates one transfer station at the north edge of Oregon City.

In developing a second station — where solid waste is transferred, not stored, Drennen and Henwood stressed — Metro is seeking five acres of land, two more than it has at its Clackamas Transfer and Recycling Station.

The additional land would allow for more buffering and thus make the facility less obtrusive to surrounding properties, Drennen said.

"Some sites can be buffered from nearby residential areas (better than others)," he said.

In choosing a site, Metro has two major concerns — traffic flow and compatibility with surrounding properties, Drennen said.

Contrary to public perceptions, transfer stations generate far less traffic than other industrial-commercial activities, around 300 to 350 vehicles on the average weekday, he said.

A number of additional sites considered for a transfer station were rejected because of traffic considerations. In Oregon City, the state reserved an option for a traffic signal at the entrance to the station but eventually decided it was not needed, he said.

A second perception held by the public is that transfer stations are smelly and unsightly, Drennen said. However, transfer stations are differ-

ent in that they are covered buildings, and garbage brought to them by haulers and the public is moved out to the St. Johns landfill by large trucks 30 to 35 times a day.

In addition, Metro doubles the charge to any hauler or member of the public who enters its facilities with an uncovered vehicle. It also contracts with youth service organizations to pick up debris spilled near the entrance of a transfer station, he said.

Complaints regarding odors have been registered in regard to the Clackamas station, but the station itself is blameless. The smells come from the former Rossman landfill across the street, Drennen said.

A Washington County transfer station has figured in the Portland area's solid-waste management program since 1976. Metro began preliminary work on it in 1981, involving local city and county officials the following year. In December 1983, the Metro council voted to have Metro own and operate the facility, turning down an alternative proposal put forth by private industry with the support of Washington County's franchised haulers.

Metro has been aided in its efforts by a nine-member advisory group made up of area officials, residents and haulers.

Under Henwood's direction, the service district explained its transfer station plans to community planning organizations in unincorporated portions of Washington County, to service clubs and chambers of commerce and to a committee for citizens involvement within Beaverton.

Metro has maintained contact with these groups and will keep them updated on developments as the siting choice narrows, she said.

The Beaverton area has been the focal point of the selection process because it is at the center of garbage generation in Washington County, according to Metro's research. The specific "center" of garbage generated in the county lies along Southwest Allen Boulevard west of Southwest Hall Boulevard, Drennen said.

Projected growth in the county by the year 2000 will shift the "center" farther west to the vicinity of the intersection of Southwest Allen and Murray boulevards, he said.

This point is important, because it has a bearing on how far solid waste has to be hauled to the transfer station, a major financial consideration for commercial haulers.

Sites were not considered south of Beaverton in the Tigard-Tualatin area because of its proximity to the Clackamas County station, Drennen said.

Land acquisition and station construction costs will be financed by the sale of state pollution control bonds. "It will not show up on the property tax," he said.

Where the cost will appear is in garbage bills.

Metro has not increased its rates (paid by commercial haulers and the public) for two years, and the council recently voted not to raise them next year, Drennen said.

When the Washington Transfer and Recycling Station is built, there will be a rate increase, he said. The increase will spread the cost of the facility throughout the metropolitan area in the same manner that Washington County residents have been paying for the Clackamas center, he said.

LANDFILL SITING HISTORY

- 1968 Rossman's Landfill (1968 to 1983) authorized to accept solid waste. Since then no general purpose landfill has been authorized in the metropolitan region.
- 1971 Oregon Environmental Quality Commission rejects Washington County's application to open a landfill (Porter-Yett) on Scholls Ferry Road.
- 1975 City of Portland proposes to laterally expand St. Johns Landfill.
- 1976 Clackamas County denies land use authorization to a project (Alford's) to remove gravel and refill the pit with solid waste.
- 1977 MSD issues a "Request for Information" about potential new landfill sites.
- 1977 State law passed which effectively limits St. Johns Landfill lateral expansion to 55 acres.
- 1978 Compromise between the City of Portland and U. S. Environmental Protection Agency. St. Johns Landfill may expand 55 acres, but an alternative landfill site must be developed.
- September 1978 MSD Report: "DISPOSAL SITING ALTERNATIVES"; results of first general landfill site search.
- Staff study of information resources available through other agencies; 19 potential sites identified. However, none met all state, federal and local government requirements.
- January 1979 Metro Council adopts "Procedures for Siting Sanitary Landfills."
- July 1979 Technical feasibility study begins on: Durham Pit, Mira Monte and Portland Sand and Gravel.
- December 1979 DEQ decision: gravel pits are unacceptable for use as sanitary landfills.
- Metro Council creates the Regional Landfill Siting Advisory Committee.
- January 1980 to March 1980 Interagency Solid Waste Task Force Technical Subcommittee forms jointly between Metro and DEQ.

Four general geographic search areas identified in the three-county region.

Identification of 46 potential landfill sites.

Development of criteria and a numerical rating system for evaluation of potential sites.

March 1980 Evaluation and ranking of 46 sites.

April 1980 Regional Landfill Siting Advisory Committee reviews Interagency Task Force recommendations.

May 1980 Regional Landfill Siting Advisory Committee limits consideration to three sites.

June 1980 Public hearings near the three sites.

Regional Landfill Siting Advisory Committee limits consideration to the Jeep Trail (Wildwood) site, posing 14 questions to be answered in a technical feasibility study.

July 1980 Metro attends opposition's public meeting.

Metro begins a feasibility study of the Wildwood site.

August 1980 Public workshop.

September 1980 Public meeting with slide presentation.

Briefing for Regional Landfill Siting Advisory Committee.

November 1980 Draft Wildwood Feasibility Study (Volume I).

November 1980 to February 1981 Metro solicits public comment on draft feasibility study.

December 1980 Public meeting.

Re-evaluation of top five sites by total score: Wildwood, Wilsonville Road, Corral Creek, Vandermost Road, Boeckman Road South.

February 1981 REPORT: "Five Potential Sanitary Landfill Sites."

March 1981 Metro Council Regional Services Committee holds a public hearing.

May 1981 Final Wildwood Feasibility Study: Volumes I & II.
Regional Landfill Siting Advisory Committee recommends Wildwood to Metro Council.

June 1981 Public comment before Metro Council.
Council recommends Wildwood site as the regional landfill.

August 1981 Permit application filed with Multnomah County.

October 1981 Revised permit application filed; formal review by Multnomah County begins.

November 1981 County contracts with Foundation Sciences, Inc. for an independent review of the Feasibility Study (Volume I).

February 1982 Foundation Sciences, Inc. releases report which proposes alternate landslide mechanism at Wildwood site.

May 1982 Wildwood Sanitary Landfill Feasibility Study, Volume III, published as the Alternate Conceptual Design Option.

June 1982 Multnomah County Land Use Public Hearing: Hearings Officer's opening remarks, County staff approval criteria, Metro's presentation of the case in support of Wildwood, public testimony.

August 1982 Multnomah County Land Use Public Hearing: Presentation by organized opposition, public testimony.
Multnomah County staff recommends conditional approval for a sanitary landfill at the Wildwood site.

September 1982 Hearings Officer denies approval. Metro appeals this to the Board of County Commissioners.

November 1982 Board of County Commissioners holds a public hearing.

December 1982 Board of County Commissioners hears final arguments and then approves use of the Wildwood site for a sanitary landfill.

January 1983 West Hills and Island Neighbors Organization appeals County Commissioners' approval to the Oregon Land Use Board of Appeals (LUBA).

April 1983 Attorneys representing WHI, Multnomah County and Metro present oral arguments to LUBA.

June 1983 LUBA issues a ruling, remanding the Wildwood matter to Multnomah County. The ruling indicates that the County must strictly interpret its landfill siting criteria or must change the criteria themselves.

July 1983 Metro and Multnomah County appeal LUBA decision to Oregon Court of Appeals. Metro asks Multnomah County to revise landfill siting criteria.

January 1984 Multnomah County Planning Commission receives first draft of ordinance amending the Comprehensive Framework Plan and Zoning Code to establish regional landfill siting criteria. The Planning Commission sets up a review procedure including a hearing.

February 1984 Planning staff presents a second ordinance draft to a work session of the Multnomah County Planning Commission.

County planning staff proposes a third ordinance draft. Multnomah County Planning Commission holds a public hearing on regional landfill siting criteria.

March 1984 Planning staff proposes a fourth ordinance draft.

Continuation of public hearing before Multnomah County Planning Commission.

April 1984 Continuation of public hearing before Multnomah County Planning Commission.

May 1984 Multnomah County Planning Commission reviews various options including amendment of original criteria and begins to decide ordinance language.

June 1984 Multnomah County Planning Commission completes language changes and recommends an ordinance to the Board of County Commissioners.

Oregon Court of Appeals upholds LUBA decision that Multnomah County must either strictly interpret or change its original landfill siting criteria.

August 1984 Metro appeals the Court of Appeals ruling to the Oregon Supreme Court.

September 1984 Public Hearing. First reading of landfill siting criteria ordinance before Board of County Commissioners. Commissioners refer staff proposed amendments to the Planning Commission for review.

October 1984 Multnomah County Planning Commission recommends to the County Commissioners some of the amendments to the siting criteria ordinance proposed by County staff.

 Oregon Supreme Court declines to review the Court of Appeals ruling.

November 1984 Public Hearing. Multnomah County Board of Commissioners continues review of landfill siting criteria ordinance and amendments. Additional amendments are proposed.

December 1984 Multnomah County Board of Commissioners approve a landfill siting criteria ordinance with amendments but specifically exclude Wildwood from consideration under this ordinance. The Board overrides a veto by the county Executive.

January 1985 Metro appeals the Wildwood exclusion to the Oregon Land Use Board of Appeals (LUBA).

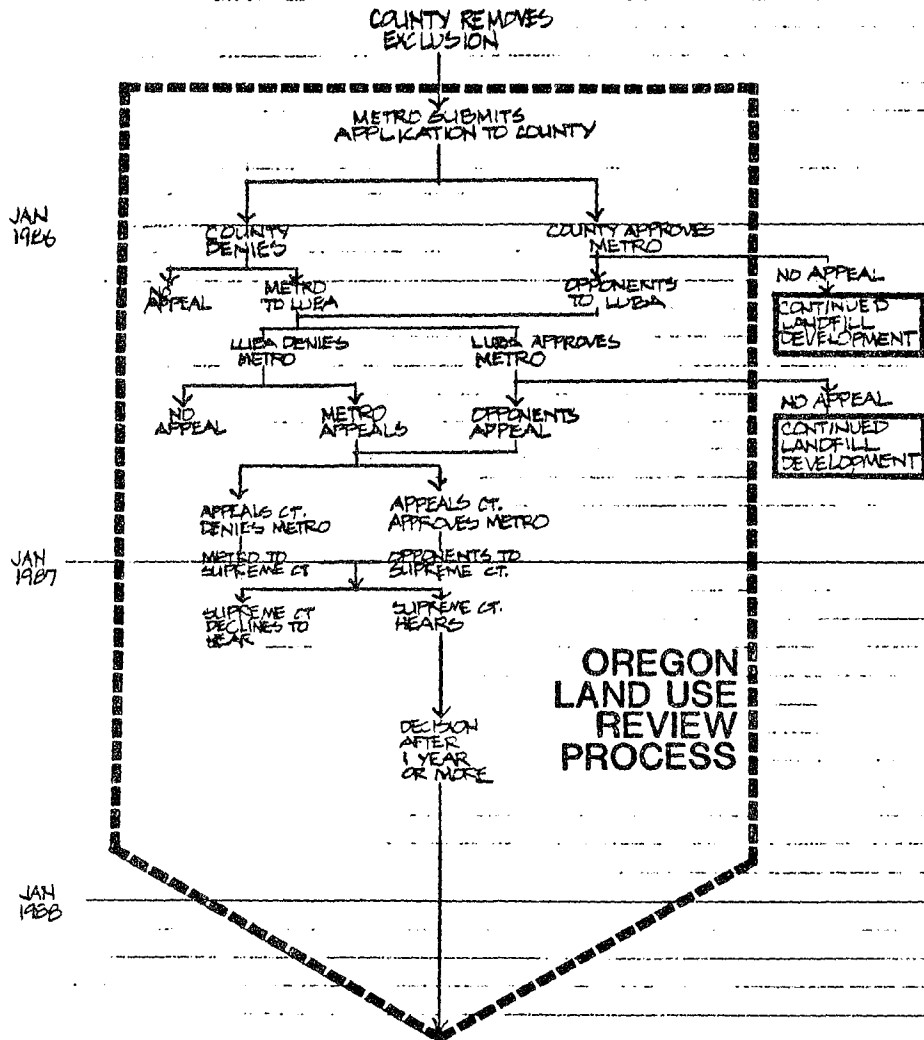
January 1985 Multnomah County Board of Commissioners creates task force to recommend other solid waste management procedures and improvements in the landfill siting process.

February 1985 Multnomah County task force meets.

DO/srb
1546C/367-8
02/19/85

SCENARIO 1 MULTNOMAH COUNTY REMOVES WILDWOOD EXCLUSION

JAN 1985



JAN 1986

JAN 1987

JAN 1988

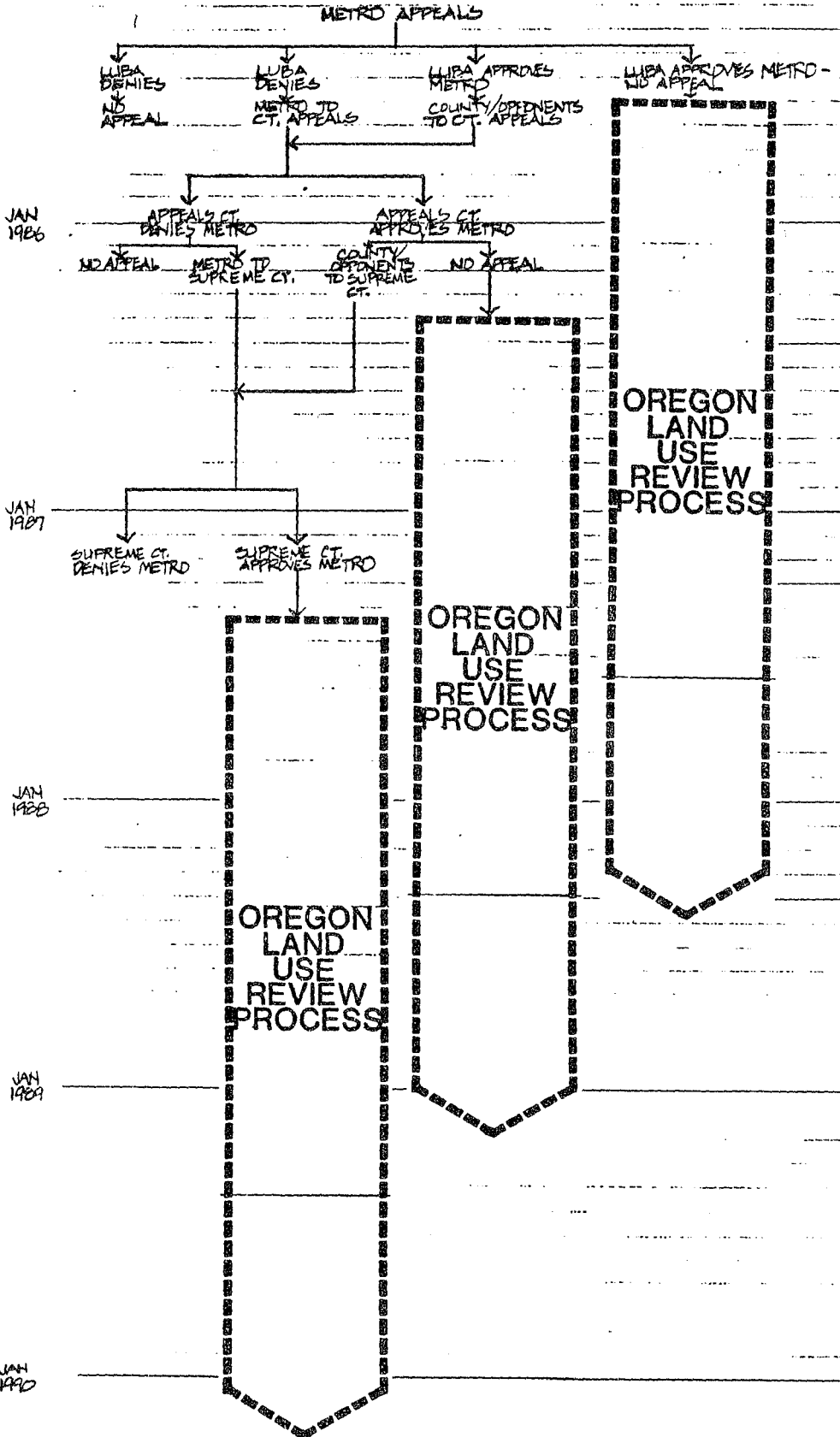
JAN 1989

JAN 1990

ASSUMPTION: COUNTY DOES NOT REQUIRE METRO TO SUBMIT ADDITIONAL INFORMATION BEFORE AN APPLICATION IS CONSIDERED COMPLETE.

SCENARIO 2 METRO APPEALS WILDWOOD EXCLUSION

JAN 1985



JAN 1986

JAN 1987

JAN 1988

JAN 1989

JAN 1990

OREGON
LAND
USE
REVIEW
PROCESS

OREGON
LAND
USE
REVIEW
PROCESS

OREGON
LAND
USE
REVIEW
PROCESS

SCENARIO 4 METRO BEGINS SITE SEARCH AGAIN

JAN 1985

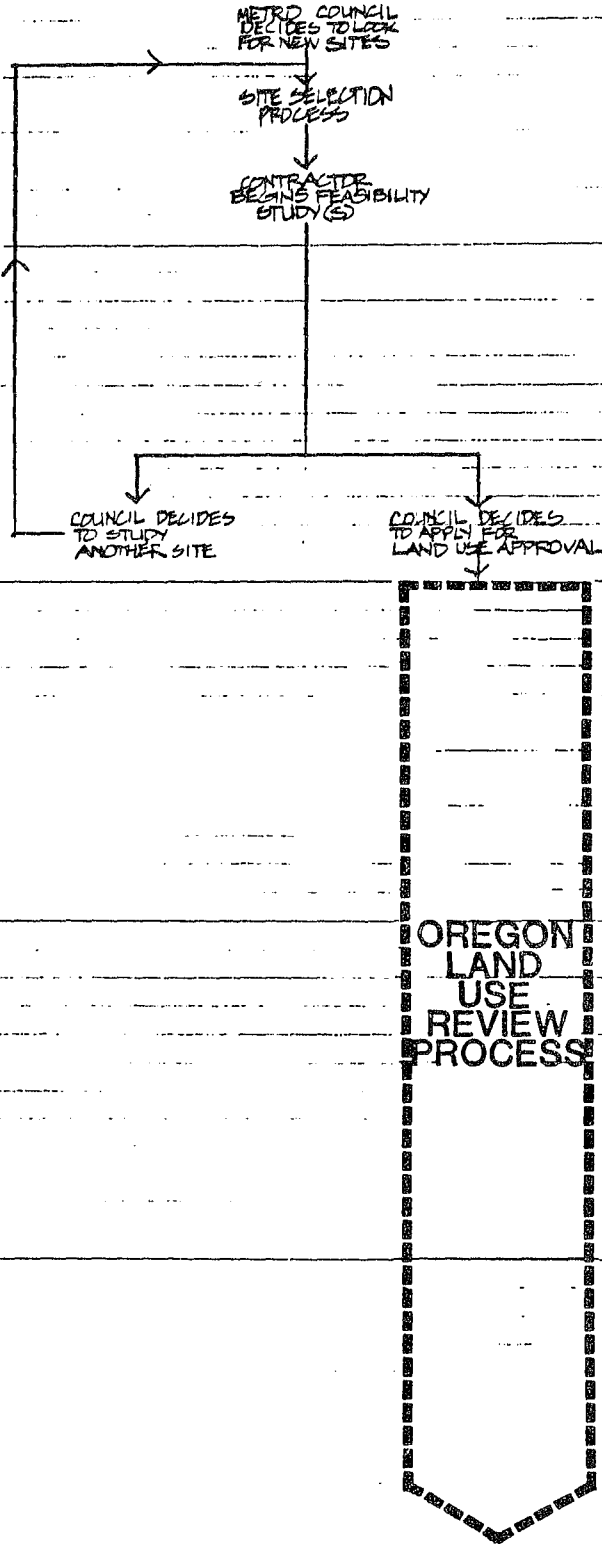
JAN 1986

JAN 1987

JAN 1988

JAN 1989

JAN 1990



SCENARIO 5

- COUNTIES SELECT SITE; METRO APPROVES
- POSSIBLE STATE SITING PROCESS

JAN 1965

LEGISLATURE ADOPTS LANGUAGE OF SB 662

JOINT ASSEMBLY OF COUNTIES CONVENES

ASSUMPTIONS:

- ^A Study sponsored by counties has enough information to satisfy a local jurisdiction for land use authorization. If not, add one year before application to county.
- ^B One year for appeals court to hear and decide issue; no involvement of Land Use Board of Appeals.

JAN 1966

STUDY TO DETERMINE PREFERRED & APPROPRIATE SITES

JOINT ASSEMBLY OF COUNTIES RECOMMENDS SITES

IF NO RECOMMENDATION BY JULY 1, 1966

STATE SITING PROCESS

METRO COUNCIL APPROVES A PROPOSED LANDFILL SITE, AUTHORIZES APPLICATION FOR LAND USE PERMIT

IF NO APPROVAL DURING 1966

ERC ORDERS DEQ TO SITE

JAN 1967

METRO SUBMITS APPLICATION TO COUNTY

STATE SITING PROCESS

ERC ORDERS DEQ TO SITE

JAN 1968

OREGON LAND USE REVIEW PROCESS

ERC ORDERS PERMITS TO BE ISSUED APPEAL

JAN 1969

IF PERMITS CANNOT BE OBTAINED (NO TIME LIMIT)

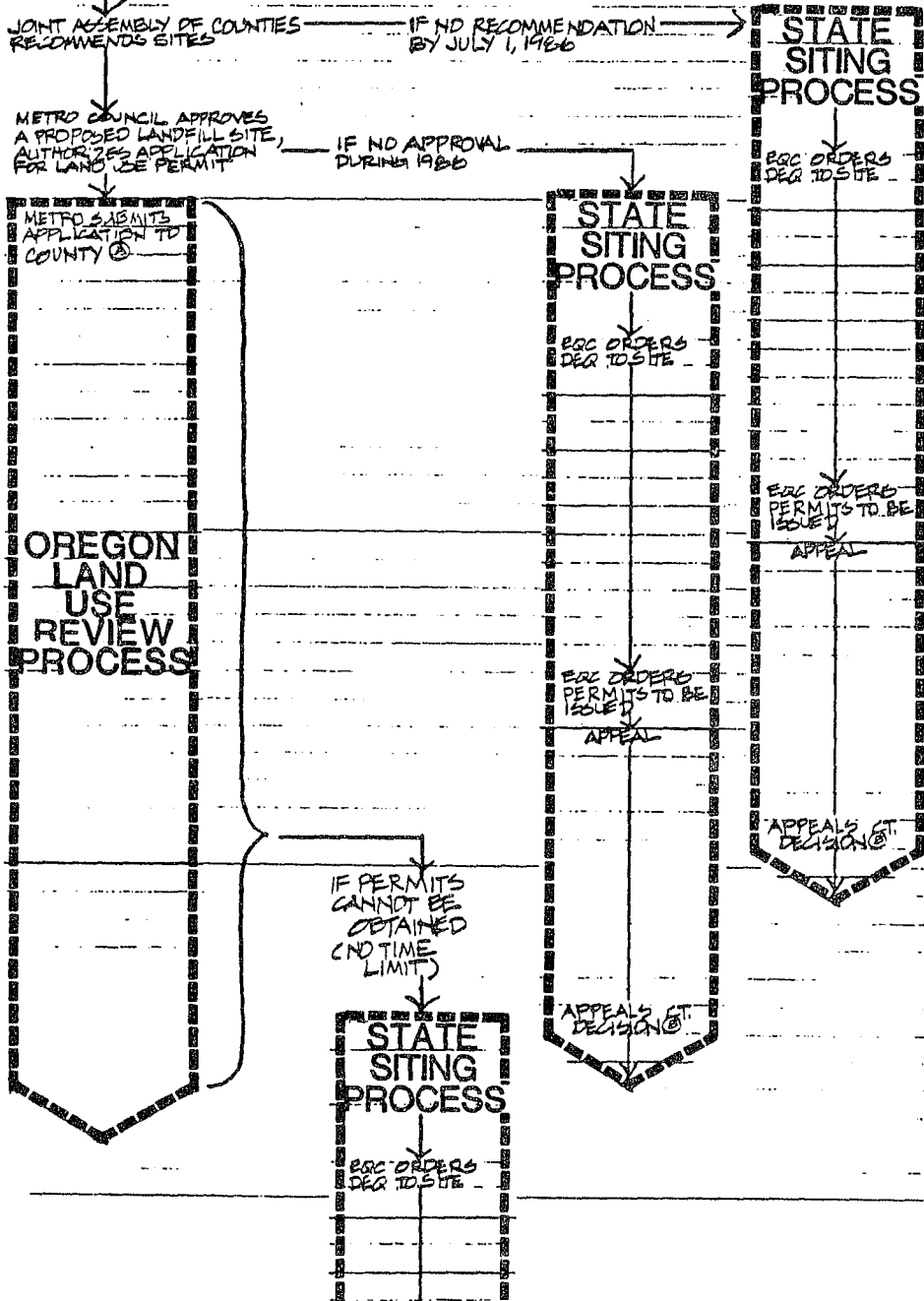
ERC ORDERS PERMITS TO BE ISSUED APPEAL

APPEALS COURT DECISION

JAN 1970

STATE SITING PROCESS

ERC ORDERS DEQ TO SITE



Senate Bill 662

Sponsored by COMMITTEE ON GOVERNMENT OPERATIONS AND ELECTIONS (at the request of Representative Mike Burton)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Requires joint assembly of county commissioners of counties within metropolitan service district for purpose of selecting landfill disposal sites. Requires recommendation of sites to metropolitan service district no later than July 1, 1986. Requires metropolitan service district to review recommended sites. Requires metropolitan service district, if it approves site, to seek permits necessary to operate landfill on site. Authorizes Environmental Quality Commission to select site and issue necessary permits if joint assembly does not recommend site; if metropolitan service district does not approve site; or if necessary permits cannot be obtained. Specifies criteria by which Environmental Quality Commission must choose site and issue permits for operation of landfill on that site. Requires surcharge of 50 cents per ton from person depositing solid waste in landfill created under this Act after July 1, 1986. Provides that fees collected as surcharge be used to promote economic development of specified area within Multnomah County.

A BILL FOR AN ACT

1
2 Relating to solid waste disposal; and appropriating money.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1.** Sections 2 to 4 of this Act are added to and made a part of ORS chapter 459.

5 **SECTION 2.** (1) Within 60 days after the effective date of this 1985 Act, the governing bodies of all the
6 counties located wholly or partially within a metropolitan service district shall meet in a joint assembly for the
7 purpose of determining appropriate locations for a landfill disposal site within the boundaries of their counties.

8 (2) Not later than 30 days after the effective date of this 1985 Act, the governing body of the most populous
9 county within the metropolitan service district shall call the joint assembly of the county governing bodies. The
10 governing body of the most populous county shall cause notice of the joint assembly to be sent by certified mail to
11 each member of the governing body of each county. The notice shall specify the time and place of the joint
12 assembly.

13 (3) At the joint assembly, a majority of the members of each governing body constitutes a quorum for the
14 transaction of business.

15 (4) The members of the county governing bodies at the joint assembly shall adopt rules for the conduct of the
16 joint assembly and any further proceedings that may be necessary for carrying out the requirements of this
17 section. The members of the county governing bodies shall order a study to be conducted to determine the
18 preferred and appropriate sites for a landfill within their counties. The study shall be completed not later than
19 July 1, 1986.

20 (5) Upon completion of the study, but not later than July 1, 1986, the members of the governing bodies of the
21 affected counties shall jointly recommend preferred sites for a landfill to the council of the metropolitan service
22 district. The governing bodies may also jointly recommend a preferred site for a resource recovery facility.

23 (6) Notwithstanding any acknowledged comprehensive plan of a city or county, when making its
24 determination on the location of a landfill disposal site, the joint assembly of county commissioners need

1 consider only the state-wide planning goals relating to solid waste management adopted under ORS 197.005 to
 2 197.430 and the provisions of the solid waste management plan adopted by the metropolitan service district for
 3 the area.

4 (7) A county shall be barred from contesting or seeking review of a decision by the Environmental Quality
 5 Commission relating to selection of a landfill disposal site under section 4 of this 1985 Act if the commission is
 6 required to select the landfill disposal site because a site is not selected and recommended by the joint assembly of
 7 county commissioners under this section.

8 (8) Unless the cost is apportioned differently according to an agreement among the counties, the cost of the
 9 study required under this section shall be paid by each county in such proportion as the population of the county
 10 bears to the total population of all the affected counties.

11 **SECTION 3.** (1) If, upon review but not later than _____, 1986, the council of the metropolitan service
 12 district approves a proposed landfill disposal site recommended by the county governing bodies under section 2
 13 of this 1985 Act, the metropolitan service district shall apply to the local government unit with jurisdiction over
 14 the proposed site for any license, permit or other form of approval necessary under a comprehensive plan or land
 15 use regulations to establish or operate a landfill on that site.

16 (2) ORS 215.428 and 227.178 apply to an application made under this section. However, the metropolitan
 17 service district shall not ask for any extension of time that allows final action on its application to be taken later
 18 than one year after the date on which the application was first made.

19 **SECTION 4.** (1) The Environmental Quality Commission shall review the sites recommended by the
 20 county governing bodies under section 2 of this 1985 Act and any other alternative disposal sites or resource
 21 recovery systems of facilities recommended by the metropolitan service district or Department of Environmen-
 22 tal Quality and select a site if:

23 (a) A site is not selected and recommended by the joint assembly of county commissioners under section 2 of
 24 this 1985 Act;

25 (b) The metropolitan service district did not approve the sites selected and recommended by the joint
 26 assembly of county commissioners; or

27 (c) The necessary permits, licenses or other forms of approval for a selected site cannot be obtained by the
 28 metropolitan service district.

29 (2) In making its determination on the location of a landfill disposal site, the Environmental Quality
 30 Commission shall consider only:

31 (a) The provisions of the solid waste management plan adopted by the metropolitan service district for the
 32 area;

33 (b) The state-wide planning goals adopted under ORS 197.005 to 197.430; and

34 (c) Rules adopted by the Department of Environmental Quality relating to solid waste disposal.

35 (3) Notwithstanding any city or county charter or ordinance, the Environmental Quality Commission is
 36 authorized to issue all permits required for a landfill disposal site within the boundaries of an affected local
 37 government unit if the commission finds that:

38 (a) The action is consistent with the state-wide planning goals relating to solid waste management adopted
 39 under ORS 197.005 to 197.430 and the solid waste management plan adopted by the metropolitan service
 40 district; and

41 (b) The metropolitan service district is unable to establish a landfill disposal site.

1 (4) The Environmental Quality Commission shall issue all permits necessary for the establishment and
2 operation of a landfill disposal site within one year after the date on which it makes the findings of fact described
3 in subsection (1) of this section.

4 (5) Judicial review of any order of the Environmental Quality Commission under this section may be
5 obtained by any aggrieved person by petition to the Court of Appeals in the manner provided for review of orders
6 in contested cases.

7 **SECTION 5.** (1) Any person using a landfill disposal site established under this Act after July 1, 1986, shall
8 pay, in addition to other fees paid for the use of the site, a fee of 50 cents per ton of solid waste deposited in the
9 site.

10 (2) Fees collected under this section are continuously appropriated to the Economic Development
11 Commission for the purpose of promoting the economic development of that area in Multnomah County
12 situated west of Interstate Highway 5 between the Willamette and Columbia Rivers.

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

D. Mulvihill

Metro

Ray Barker

Metro

Jim Gardner

Metro Council

Mary Jane [unclear]

Metro

DANIEL DURIG

METRO

Delvin Kies

City of Portland

DOUG DRENNEN

METRO

Dave Phillipis

Clackamas County PTD

John Trout

COLLECTION

Mike Sandberg

Washington City

Randy [unclear]

[unclear]

GARY NEWBORN

KFD

GARY HANSEN

Metro

Howard [unclear]

Health Dept.

James F. Cozzello

Collection MDC.

Bill Williams

Independent Citizen Washington County