

BOARD OF DIRECTORS

Portland Water Bureau
1800 SW 6th
Auditorium

July 12, 1974
2:00 P.M.

A G E N D A

- I. MINUTES
- II. EMERGENCY BOARD ACTION
- III. PROCEDURE FOR EVALUATING SCRAP TIRE PROGRAM PERMITS
- IV. AUTHORIZE DISPOSAL SITES TO ACCEPT PROCESSED TIRES
- V. DISCUSS COR-MET MEMO REGARDING PRIVATE INDUSTRY PARTICI-
PATION IN THE MSD SOLID WASTE PROGRAM
- VI. SITE SELECTION AND EIA - COR-MET
- VII. CONTRACT WITH COATES FIELD SERVICE FOR RIGHT OF WAY WORK
- VIII. OTHER BUSINESS

July 12, 1974

TO: MSD Board of Directors
FROM: MSD Staff
SUBJECT: STAFF REPORT FOR JULY 12, 1974

Presented to the Board for transmittal and recommended action are the following items:

Page

1	I. MINUTES Action - <u>Approval</u>
23	ACCOUNTS PAYABLE FROM APRIL TO JULY 1974 Action - <u>Approval</u>
29	II. OREGON STATE EMERGENCY BOARD ACTION Action - <u>None</u> - Report for your information
30	III. PROCEDURE FOR EVALUATING SCRAP TIRE PROGRAM PERMITS Action - <u>Approve</u> the MSD Procedure
33	IV. AUTHORIZE DISPOSAL SITES TO ACCEPT PROCESSED TIRES Action - <u>Approve</u> recommended disposal sites to accept processed tires

Page

- 37 V. DISCUSS COR-MET MEMO REGARDING PRIVATE
INDUSTRY PARTICIPATION IN THE MSD SOLID
WASTE PROGRAM
Action - Review decision points outlined
in the report and defer action
until July 26, 1974 meeting
- 45 VI. SITE SELECTION AND ENVIRONMENTAL IMPACT
ASSESSMENT PROGRESS REPORT - COR-MET
Action - Approve three sites for development
of EIA
- 49 VII. CONTRACT WITH COATES FIELD SERVICE FOR
RIGHT OF WAY WORK
Action - Approve contract for three months
of work and reevaluate needs at
that time.
- VIII. OTHER BUSINESS

I. MINUTES

The following pages contain minutes of the Board meeting for July 12, 1974. The staff recommends approval of the minutes.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-163

DATE 7-26-74

BY Jean Marie Wode
CLERK OF THE BOARD

METROPOLITAN SERVICE DISTRICT

CHARGES FOR APRIL, 1974

P H A S E I I

LABOR CHARGES

CHARGE
NUMBER

AMOUNT

Q - 101

\$3,424.32

Q - 102

454.19

Q - 103

1,618.96

TOTAL

\$5,497.47

Metropolitan
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 24-154

DATE 7-12-74

BY Jean M. Woodin
CLERK OF THE BOARD

METROPOLITAN SERVICE DISTRICT

CHARGES FOR APRIL, 1974

P H A S E II

CHARGE NUMBER	REQUISITION NUMBER	PAYMENT TO	AMOUNT
Q - 101	1007	Boise Cascade	\$ 430.02
Q - 101	1032	The Printshop	23.35
Q - 101	1056	Boise Cascade	129.34
Q - 101	1074	Petty Cash	2.04
Q - 101	1074	Petty Cash	12.00
Q - 101	1075	Nat. Solid Waste	75.00
Q - 101	1079	Daily Journal of Commerce	4.35
Q - 101	1089	Audio Visual	17.00
Q - 101	1091	Enterprise Courier	8.93
Q - 101	1092	Daily Journal of Commerce	17.92
Q - 101	1095	I B M	621.00
Q - 101	1109	State of Oregon	30.00
Q - 101	1115	The Chronicle	3.75
Q - 101	1116	Daily Journal of Commerce	13.44
Q - 101	1117	Enterprise Courier	4.73
Q - 101	1118	Finzer Business	45.85
Q - 101	1125	The Valley Times	3.45
Q - 101	1129	Petty Cash	25.76
Q - 101	1129	Petty Cash	1.56
TOTAL			\$1,469.49

METROPOLITAN SERVICE DISTRICT

CHARGES FOR MAY, 1974

P H A S E I I

LABOR CHARGES

CHARGE
NUMBER

AMOUNT

Q - 101

\$3,265.09

Q - 102

445.88

Q - 103

1,288.39

TOTAL

\$4,999.36

METROPOLITAN SERVICE DISTRICT

CHARGES FOR MAY, 1974

P H A S E II

CHARGE NUMBER	REQUISITION NUMBER	PAYMENT TO	AMOUNT
Q - 101	1158	Finzer Business	\$ 58.90
Q - 101	1185	The Valley Times	10.12
Q - 101	1202	Petty Cash	14.50
Q - 101	1202	Petty Cash	1.44
Q - 101	1202	Petty Cash	5.00
Q - 101	1206	Hallanders	15.50
Q - 101	1211	Enterprise Courier	6.65
Q - 101	1212	Daily Journal of Commerce	12.67
Q - 101	1213	The Valley Times	5.75
Q - 101	1235	Andersons	60.80
TOTAL			\$ 191.33

METROPOLITAN SERVICE DISTRICT

CHARGES FOR JUNE, 1974

P H A S E I I

LABOR CHARGES

CHARGE
NUMBER

AMOUNT

Q - 101

\$3,061.11

Q - 102

608.98

Q - 103

972.85

TOTAL \$4,642.94

METROPOLITAN SERVICE DISTRICT

CHARGES FOR JUNE, 1974

P H A S E II

CHARGE NUMBER	REQUISITION NUMBER	PAYMENT TO	AMOUNT
Q - 101	1252	Petty Cash	\$ 36.44
Q - 101	1261	The Valley Times	17.02
Q - 101	1262	Enterprise Courier	16.46
Q - 101	1263	Daily Journal of Commerce	23.93
Q - 101	1280	Boise Cascade	43.68
Q - 101	1295	Oregon Blueprint	3.00
Q - 101	1333	Cake, Hardy, Butler	3,582.15
Q - 101	1334	Finzer Business	4.16
Q - 101	1336	Boise Cascade	63.09
Q - 101	1340	Fraser	147.00
Q - 101	1341	Printshop	27.60
Q - 101	1344	J. K. Gill	3.00
Q - 102	1350	State of Oregon	5.00
Q - 103	1349	Fred S. James	10.00
TOTAL			\$3,982.53

II. EMERGENCY BOARD ACTION

On June 27, 1974 the Emergency Board Sub-committee heard testimony from the DEQ Director, Kessler Cannon, requesting an increase in implementation funding to MSD for \$250,000. The following day the full Emergency Board approved the request with the stipulation that the Legislature review these expenditures during the next Legislative Session. The original MSD request for the Phase II Part II funds was \$268,262. Twelve Thousand Dollars of the allowed funds are allocated for Columbia County. The MSD staff will be working with DEQ to determine the rate of expenditure and compliance with the adopted MSD Budget. It is apparent that the MSD must proceed to first loan (1st obligation) request by next year to continue operations. This will include establishing an MSD rate for disposal prior to that time.

III. PROCEDURE FOR EVALUATION OF SCRAP TIRE PROGRAM PERMITS

The following pages contain two procedures to be used by MSD staff in evaluating both scrap tire haulers and scrap tire processing centers. In the coming weeks, the MSD staff and a sub-committee of the Solid Waste Committee will utilize these procedures if approved. The staff will return with detailed recommendations for the Board in the near future.

The MSD staff recommends approval of the proposed procedures.

Recommendation amended to include stipulation that the applicant must obtain approval from the local jurisdiction prior to making application.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-156

DATE 7-12-74

BY [Signature]
CLERK OF THE BOARD

EVALUATION PROCEDURES FOR SCRAP TIRE PROCESSING CENTERS

1. Receive applications.
2. Send applications to the respective local governmental unit, including DEQ, for their review and comment. Indicate that permits will be issued by a specified date unless comments are received to the contrary.
3. Forward noise level data and other appropriate data to DEQ for review.
4. Review applications
 - . Zoning
 - . Site plan
 - . Equipment specifications
 - . Rating capacity
 - . History
 - . Certified tire counter
 - . Existing licenses
5. Review operational plan
6. Perform field inspection
 - . Site
 - . Equipment
7. Review past performance of prospective tire processor with other governmental agencies to insure dependability.
8. Determine if additional tire processing center is justified.
9. Determine if proposed tire processing center location meets minimum requirements.
10. Make recommendation to the Solid Waste Committee.
11. Make recommendation to the MSD Board.
12. Issue permits.

NOTE: In any of the evaluation steps a special sub-committee of the Solid Waste Committee (SWC) could be appointed to assist the staff and provide input to the SWC.

PROCEDURES FOR EVALUATING SCRAP TIRE CARRIER APPLICATIONS * **

1. Receive applications
2. Attorney to review penal bond.
3. Send list of applicants to local jurisdictions within respective service areas for their review. In addition, send list to DEQ for review. Indicate that permits will be issued on July 26 if there are no objections.
4. Review applicant's requested service areas for conflicts with other franchises, or contract agreements.
5. Review applicant's past performance as a tire carrier.
 - . Local governments
 - . DEQ
 - . Others
6. Verify with P.U.C. if application is for general scrap tire carrier.
7. Staff makes recommendations to Solid Waste Committee.
8. Solid Waste Committee recommends to MSD Board.
9. MSD Board authorized permits approval.

* If more time is required for application review then the dates for review by SWC and MSD Board will be August 5 and 9 respectively with permits issued August 9.

** This procedure assumes that a contract will be signed between tire carriers and refuse industry.

IV. AUTHORIZE DISPOSAL SITES TO ACCEPT PROCESSED TIRES

The following pages contain a staff report concerning the disposal sites within the MSD that could accept processed tires. The MSD staff and MSD Solid Waste Committee (SWC) recommends approval of the listed disposal sites.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-157

DATE 7-12-74

BY Jean M. Wood
CLERK OF THE BOARD

July 12, 1974

TO: MSD Board
FROM: MSD Staff
SUBJECT: AUTHORIZE DISPOSAL SITES FOR PROCESSED TIRES

SECTION X of MSD Ordinance No. 3, Tire Ordinance, specifies that within thirty days of the effective date of the ordinance, the District shall issue certificates of authorization to accept processed tires to disposal sites operating under a permit from DEQ.

The staff has surveyed the existing permitted landfills within the District to determine whether they will accept processed tires. The results of this survey are contained in Table 1.

It is the staff's recommendation that MSD grant authorization to those landfill sites indicated in TABLE 1 to accept and dispose of process tires.

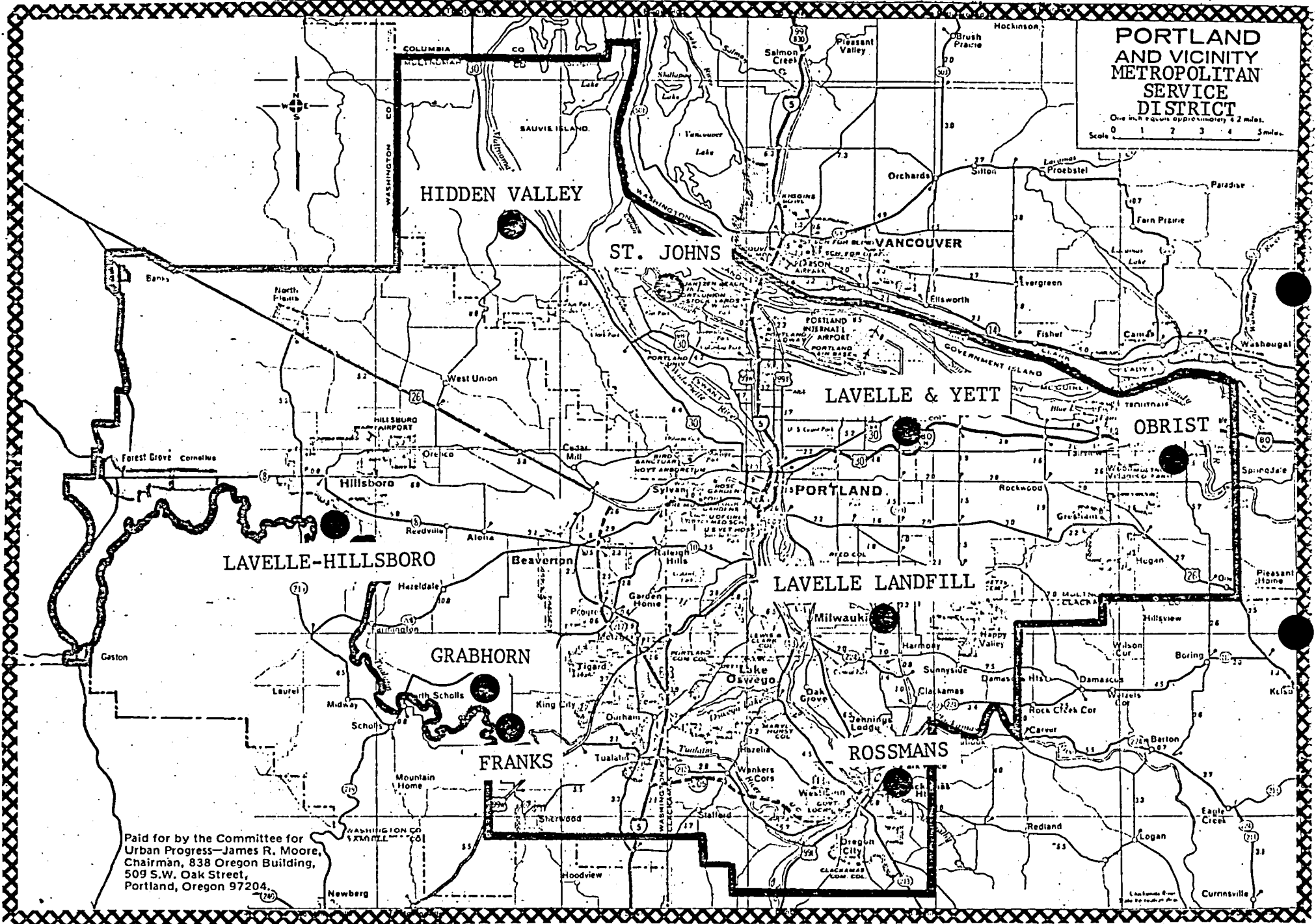
T A B L E 1

NAME AND LOCATION	TYPE OF LANDFILL	AUTHORIZED BY DEQ TO ACCEPT PROCESSED TIRES	RECOMMENDED TO BE CERTIFIED BY MSD TO ACCEPT PROCESSED TIRES
Lavelle & Yett Landfill 3000 NE 82nd Portland, Oregon	demo	yes	yes
Lavelle Landfill 7325 SE Kind Rd. Milwaukie, Oregon	demo	yes	yes
Rossmans Oregon City	mixed	yes	yes
Hidden Valley 500' West of Sauvies Island Bridge Multnomah County	demo	yes	yes
Hillsboro Minter Bridge Road Washington County	demo	yes	yes
St. Johns Portland	mixed	yes	yes
Franks Beef Bend Road Washington County	mixed	yes	yes
Obrist Troutdale Road Troutdale, Oregon	demo	no	no
Grabhorn Vandermost Rd. & Scholls Ferry Rd. Washington County	demo	no	no

FIGURE 1 depicts the landfill locations.

**PORTLAND
AND VICINITY
METROPOLITAN
SERVICE
DISTRICT**

One inch equals approximately 4.2 miles.
Scale 0 1 2 3 4 Miles.



Paid for by the Committee for Urban Progress—James R. Moore, Chairman, 838 Oregon Building, 509 S.W. Oak Street, Portland, Oregon 97204.

DISPOSAL SITES WITHIN THE METROPOLITAN SERVICE DISTRICT

TABLE 1

V. DISCUSS COR-MET MEMO REGARDING PRIVATE INDUSTRY PARTICIPATION IN THE MSD SOLID WASTE PROGRAM

The following pages contain a memo that was transmitted to you previously. The purpose of this agenda item is to discuss in detail the decision points presented by COR-MET. Further, the MSD Solid Waste Committee will also review this document and make recommendations to you in the future.

The staff recommends the MSD Board review the decision points presented herein and be prepared to act on these items at the next MSD Board meeting July 26, 1974.

CORNELL, HOWLAND, HAYES & MERRYFIELD
METCALF & EDDY

CORNELL, HOWLAND, HAYES & MERRYFIELD
METCALF & EDDY

200 S.W. MARKET STREET, 12TH FLOOR PORTLAND, OREGON 97201 503/224-9190

June 21, 1974

Metropolitan Service District Board
6400 S.W. Canyon Court
Portland, Oregon 97221

Subject: Participation of private industry in the
milling-transfer stations.

Gentlemen:

At the request of the MSD staff, we have analyzed the potential preparation of bid documents to invite private industry's participation in the regional milling-transfer stations. As a result of our analysis, we recommend that MSD establish several intermediate policies prior to deciding how private industry might best contribute to the total milling-transfer system. The reasons behind this recommendation and the suggested policy decisions to which MSD should direct itself are presented and discussed in the remainder of this letter.

A summary of the seven possible combinations for dividing the responsibilities for design, construction, ownership, and operation of the milling-transfer stations is shown in Table 1. (Other theoretical combinations are possible, but the seven that are shown represent the best apparent practical combinations.) The table is arranged in order of decreasing responsibility for MSD.

The first major decision to be reached by the MSD Board regarding the division of responsibilities for the transfer station is whether MSD wishes to arrange directly for the design of the facilities (Alternatives 1, 2, 4, and 5) or prefers to contract with private industry to both design and construct the facilities (Alternatives 3, 6, and 7). If the former is the case, then no bid documents will be required until after design. If the latter is the case, then detailed bid documents will be required to invite industry's participation.

Because so few solid waste systems incorporating resource recovery have been constructed and placed into operation to date, there are as yet no recognized standards for inviting

Table 1

ALTERNATIVE COMBINATIONS OF AGENCY RESPONSIBILITY
FOR MSD MILLING-TRANSFER STATIONS

	Design	Construction	Land Ownership	Short Term Facility Asset Ownership	Long Term Facility Asset Ownership	Facility Operation
Alternative 1	MSD responsibility	MSD responsibility	MSD responsibility	MSD responsibility	MSD responsibility	MSD responsibility
Alternative 2	MSD responsibility	MSD responsibility	MSD responsibility	MSD responsibility	MSD responsibility	Private industry responsibility
Alternative 3	Private industry responsibility	Private industry responsibility	MSD responsibility	MSD responsibility	MSD responsibility	MSD responsibility
Alternative 4	MSD responsibility	Private industry responsibility	MSD responsibility	Private industry responsibility	MSD responsibility	Private industry responsibility
Alternative 5	MSD responsibility	Private industry responsibility	MSD responsibility	Private industry responsibility	Private industry responsibility	Private industry responsibility
Alternative 6	Private industry responsibility	Private industry responsibility	MSD responsibility	Private industry responsibility	Private industry responsibility	Private industry responsibility
Alternative 7	Private industry responsibility	Private industry responsibility	Private industry responsibility	Private industry responsibility	Private industry responsibility	Private industry responsibility



MSD responsibility



Private industry responsibility

the participation of private industry in providing these systems. Based upon recent experience, however, it has become increasingly evident that if an agency wishes to invite private industry to provide a turnkey or total management type of facility, the bid documents inviting private industry's participation must be very detailed and complete. Dade County, Florida, for example, recently called for bids to provide a resource recovery facility, was unable to suitably compare the bid responses, accordingly rejected all bids, and then attempted to revise the bid package in sufficient detail to obtain meaningful responses. The extra time and money required for this procedure, plus the ill will engendered on the part of the early bidders, make thoroughness a necessity in first preparing the requests for bids. The most comprehensive bid documents prepared to date (for a resource recovery facility in New Orleans) consist of more than 600 pages of descriptive material and general layouts prepared for the prospective bidders.

We estimate that it would cost up to \$70,000 to research the requirements and then to prepare a suitably detailed bid package inviting private industry to bid on the "package" design and construction of the proposed MSD milling-transfer stations. Because of the magnitude of this effort, it is essential that the MSD Board decide in advance whether or not it definitely wishes to have private industry provide both design and construction of the facilities.

Suggested decision points for the Board are presented and briefly discussed in the following paragraphs. Additional information from the MSD staff, COR-MET, legal counsel, and financial consultants on the relative economics, system flexibility and amount of MSD control associated with each of the seven alternatives will be required for the Board to make sound decisions in these matters. However, action should take place as soon as possible to allow orderly implementation of the system.

Responsibility for Design

Decision Point. The first decision for the Board to make is whether it wishes (1) to retain the responsibility for design of the milling-transfer stations, or (2) to ask

private industry to provide design and construction of the facilities. If the former is chosen, then design of the facilities should begin, under MSD direction. If the latter is chosen, then preparation of bid documents for selection of the industry group to design and construct (and possibly also operate) the facilities should begin, also under MSD direction.

Discussion. Any of the seven alternatives shown in Table 1 could potentially provide a suitable working arrangement between MSD and private industry--provided, of course, that the proper precautionary measures are stipulated in the contracts. Only the design column of the table requires a decision at this time, but consideration of entire alternatives should help in that decision. Alternative 1 would represent the maximum of MSD responsibility and control; Alternative 7 would represent the minimum. Alternative 2 would provide the best chances for smaller industries to participate in the system because only operating capabilities, without capital investment, would be required of them; Alternatives 5 through 7 would require major capital investments from private industry, which would effectively exclude smaller firms. Alternatives 1 and 2 would benefit from the lower interest rates available to public agencies; Alternatives 3 through 7 would entail higher interest rates for the use of private capital. Alternatives 1 through 6 would allow MSD to retain ultimate control of the facilities through ownership of the land; Alternative 7 would not. Alternatives 1 and 3 would require MSD staffing to operate the facilities; the remaining alternatives would utilize staffs supplied by private industry.

The goals of MSD and its desired relation with private industry will largely determine this decision.

Number of Stations in Package

Decision Point. If the Board decides to assume responsibility for design of the facilities, then economies could be achieved through design of all four stations by one consultant and through standardization of equipment throughout the stations. If the Board decides to let private industry design and construct the facilities, however, then it must further decide whether (1) a single bid should be requested

from private industry for the design and construction of all four stations, or (2) separate bids should be requested for each of the four stations.

Discussion. Requesting a single bid for design and construction of all four stations would effectively eliminate any small enterprises from the competition because they would not have sufficient capital for such a major undertaking. Requesting separate bids for each facility would allow more firms to compete but would destroy the continuity in design from facility to facility and thereby lose the economy and efficiency to be achieved through standardization and interchangeable parts.

Ownership of Wastes

Decision Point. With the aid of legal counsel and the MSD staff, the Board should decide on the necessary arrangements with local jurisdictions to transfer to MSD the ownership of wastes collected within MSD boundaries*.

Discussion. For the system to function effectively, it appears essential for MSD to obtain title to all wastes collected within the MSD boundaries. (This would not include materials separated at the source for direct sale to materials brokers; it would only pertain to mixed wastes handled through the regular refuse collection system.) A recent opinion by the Deputy Attorney General of California indicates that, in the absence of other restrictions, wastes set out for collection become abandoned property whose title passes to the individual next taking possession of those wastes. Quoting from a review of that opinion, "In the case of private contractors, his rights in such materials will be subject to applicable contract, license, or other regulation by which he operates with the local government authority." In view of this, it would appear that local jurisdictions could specify in their franchises or other hauler permits that title to the wastes is vested in the local jurisdiction and that the refuse collector merely functions as a carrier; the local jurisdictions could then transfer that title to MSD. An alternative possibility would be to pass an ordinance stipulating ownership of wastes.

*MSD may later choose to transfer that title to the operator(s) of the milling-transfer stations, as will be done in the New Orleans project.

Destination of Wastes

Decision Point. With the aid of legal counsel and the MSD staff, the Board should decide on the necessary arrangements for guaranteeing that all collected wastes will be delivered to the milling-transfer stations.

Discussion. To ensure that the milling-transfer stations will operate economically and maintain their outlets for reclaimed materials, they must receive the full quantity of wastes for which they will be designed. This will protect residents, MSD, and the operators of the milling-transfer stations against unnecessary increases in system costs. To accomplish this, the Board might arrange with local jurisdictions to specify in their franchises and other permit agreements with collectors that the collectors shall deliver all collected wastes to the destination specified by the local jurisdictions. (This would not include materials separated at the source for direct sale to materials brokers; it would only pertain to mixed wastes handled through the regular refuse collection system.) Agreements between the local jurisdictions and MSD can then ensure that the specified destinations will be the appropriate MSD milling-transfer stations.

Additional Issues to be Decided

The preceding decision points constitute the first group of topics to which the MSD Board should address itself for orderly implementation of the milling-transfer stations. Subsequent decision points could include the following:

1. Begin design of the milling-transfer stations under MSD direction or begin preparation of bid documents inviting private industry to design and construct the facilities.
2. If it is decided that private industry should bid on design of the facilities, decide whether or not the recommended hand picking, milling, magnetic-separating, and air separating systems should be a mandatory part of all bids.
3. Based on advice from MSD staff and financial, legal, and engineering consultants, decide which alternative

(from Table 1) constitutes the most desirable combination of agency responsibilities for ownership and operation of the facilities.

4. If it is decided that private industry should operate the facilities, determine the appropriate percentages of revenues from reclaimed materials to be allocated to the operators, to MSD, and to the system users (with the last, perhaps, in the form of reduced rates.)
5. If it is decided that private industry should operate the facilities, decide whether the operator or MSD should have the responsibility for marketing the reclaimed materials.
6. Decide whether or not to allow wastes from outside the three-county area to be delivered to the milling-transfer stations for added materials reclamation and potentially increased profits.
7. Decide whether or not the operator (whether private industry or MSD) should utilize the milling-transfer stations as receiving stations for separated materials collected by volunteer groups.
8. Decide whether or not MSD should require semi-annual reports from major point-source contributors and from problem waste sources.

We trust that the itemized decision points will be useful to the MSD Board in accomplishing its decision-making tasks during the coming weeks. If further information is required on any of these points, we would be pleased to discuss it.

Sincerely,

COR-MET

J. Melissa Brown, MDK

J. Melissa Brown
Project Manager

Michael D. Kennedy

By Michael D. Kennedy

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VI. SITE SELECTION AND ENVIRONMENTAL IMPACT ASSESSMENT
PROGRESS REPORT - COR-MET

The attached memo presents a progress report by COR-MET concerning the work performed to date on site selection and Environmental Impact Assessment of the transfer processing centers.

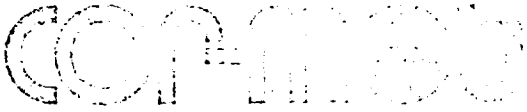
The MSD staff and Solid Waste Committee recommends approval of developing Environmental Impact Assessments on the sites COR-MET recommends for the East Washington County, North 205, and Rossman Sites. The SWC will return at the next meeting regarding North Portland Road site.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-159

DATE 7-12-74

BY Jean M. Wood
CLERK OF THE BOARD



CORNELL, HOWLAND, HAYES & MERRYFIELD
METCALF & EDDY

200 S.W. MARKET STREET, 12TH FLOOR PORTLAND, OREGON 97201 503/224-9190

5 July 1974

P7857.6

Metropolitan Service District Board
6400 S.W. Canyon Court
Portland, Oregon 97221

Gentlemen:

Subject: Milling-Transfer Station Site Selection

The potential sites identified for each of the proposed milling-transfer stations have been reviewed by the local jurisdictions having responsibility for land use planning in the vicinity of the sites. Based on the reports submitted by the local jurisdictions, COR-MET recommends the following four sites be considered first-priority sites for the respective milling-transfer station locations.

East Washington County Station. The City of Beaverton planning staff recommends endorsement of Site Number 2, located in the Southern Pacific Industrial Park. Site Number 2 is identified as having the maximum advantages for both the City of Beaverton and MSD for these reasons:

1. Traffic to the site will pass through predominately existing industrial area.
2. The overpass at Allen Boulevard and Highway 217 is scheduled for construction in 2 to 3 years.
3. There is maximum separation from adjoining residential areas.
4. The site is properly zoned for location of a milling-transfer station and in conformance with the comprehensive plan.

Decision Point: Does the MSD Board wish to consider Site Number 2, in the Southern Pacific Industrial Park, as the first-priority site for the East Washington County Milling-Transfer Station?

Rossman Station. The Clackamas County Department of Public Works and Clackamas County Solid Waste Division have endorsed the selection of Site Number 1, the existing Rossman Disposal Site, for



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P7857.6

location of the Rossman Milling-Transfer Station. The site is properly zoned for location of a milling-transfer station and in conformance with the comprehensive plan.

Decision Point: Does the MSD Board wish to consider Site Number 1, the existing Rossman Disposal Site, as the first-priority site for the Rossman Milling-Transfer Station?

205-North Station: The Multnomah County Department of Environmental Services and the Port of Portland have both reviewed the potential sites submitted for consideration. Sites 3 and 4 lie within the clear zone of the south runway of the Portland International Airport and are unusable as specified by Federal Aviation Administration regulations. Site Number 1 property is being purchased by the Port of Portland for buffer land surrounding the Portland International Airport. Port of Portland policy is to acquire buffer land adjacent to the airport to prevent development. Location of a milling-transfer station on Site 1 would require a variance from this Port policy with concurrence by the Federal Aviation Administration and the airlines. The Multnomah County Department of Environmental Services endorses Site Number 2; citing the proper zoning, conformance with the comprehensive plan, and good access as advantages over other sites.

Decision Point: Does the MSD Board wish to consider Site Number 2 as the first-priority site for the 205-North Milling-Transfer Station?

North Portland Road Station: The Multnomah County Department of Environmental Services and the City of Portland Planning Commission both endorse Site Number 2 as the most suitable site of the three sites submitted for consideration. However, Site Number 2 is owned by an adjacent industry and the question of availability for MSD acquisition has been raised. Because of the possibility of an acquisition problem, several sites west of Site Number 2, owned by the Port of Portland, are being investigated for suitability.

Decision Point: Does the MSD Board wish to consider Site Number 2, south of Suttle Road, as the first-priority site for the North Portland Road Milling-Transfer Station, subject to determination of availability?

Following determination of site availability, COR-MET will begin the preliminary site engineering work, including soils exploration and the development of environmental impact assessments, according

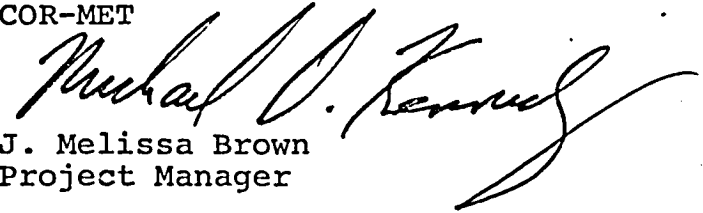
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Page 3
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P7857.6

to the outline approved at the May 8 Board meeting, for each of the approved first-priority sites. Should any site not appear readily available for MSD acquisition, alternate sites will be identified and considered by the involved jurisdictions and recommendations for a first-priority site made to the MSD Board.

COR-MET will continue to work with the local government staffs on any further site evaluations and during preparation of the environmental impact assessments. COR-MET remains available to assist the MSD staff in preparation of conditional use permit applications for submission to the appropriate planning agencies, following completion of environmental impact assessments.

Sincerely,

COR-MET


J. Melissa Brown
Project Manager

by Michael D. Kennedy

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VII. CONTRACT WITH COATES FIELD SERVICE FOR RIGHT-OF-WAY WORK

The attached pages contain a contract prepared by the firm of Coates Field Service, Inc., that performs land acquisition and right-of-way work as an agent for MSD. In order to proceed unimpeded with site selection, specific access to proposed sites, inquiries concerning availability or sites, etc. must be performed.

The MSD staff recommends that the MSD Board approve the contract between MSD and Coates Field Service for services to be performed. Further, the staff recommends the contract be limited to 90 days and the Board review the work accomplished prior to continuing.

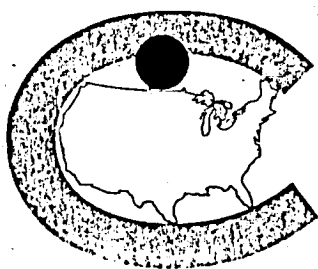
Amendment to staff recommendation is approval subject to legal counsel review.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 24-160

DATE 7-12-74

BY Jean Marie Wood
CLERK OF THE BOARD



COATES
FIELD SERVICE, INC.
POST OFFICE BOX 25277
PHONE AC 405 JA 8-5678
OKLAHOMA CITY, OK. 73125

Metropolitan Service District
Att'n: Charles C. Kemper, P. E.
Program Manager
6400 S. W. Canyon Court
Portland, Oregon 97221

Re: Solid Waste Disposal Project

Gentlemen:

This will confirm our understanding covering the services of Coates employees whom we agree to furnish for the purpose of acquiring rights of entry to conduct subsurface testing for solid waste disposal, acquiring deeds, lands, easements, leases, permits from the landowners involved in the captioned project, and to perform such other duties as required.

It is understood that Mr. John Cooper is to be assigned by Coates to this work, and that he will be available to you on a 1/2 time basis. He is to work under your overall supervision, and is to receive his assignments from you.

As full compensation for the work to be performed hereunder, you agree to pay and Coates agrees to accept payment at the rate of \$1000.00 per month. This consultant fee includes taxes, insurance, salary, food, lodging, automobile, gas and oil, and Coates profit. The above fee does not cover "out of pocket" expenses such as notary fees; required long distance telephone service, miscellaneous office supplies, postage, duplicating, auto parking and road tolls, or other miscellaneous expenses approved by you.

We will furnish you statements on the 15th and last day of each month for \$500.00 for each 1/2 month worked plus out of pocket expenses. All such expenses will be supported by receipts and billed at cost.

Coates undertakes the performance of this agreement as an independent contractor at its sole risk, assumes full responsibility for the safety of the work, all liability for bodily injury or physical damage to person or property of any and all persons whomsoever in any way growing out of the performance of this agreement, and shall indemnify and save you harmless from all claims, demands, actions and expense on account thereof. Our insurance carrier will furnish certificates evidencing Coates insurance coverage.

It shall be your privilege to terminate this contract and our services at any time without any liability on your part except for payment for work performed to the date of such termination.

If these terms are in line with your understanding, please execute this Agreement at the acceptance space below.

Sincerely yours,

COATES FIELD SERVICE, INC.

ATTEST:

Lynn R. Arnn
Lynn Arnn, Secretary

By: John J. Coates
John J. Coates, President

Accepted this _____ day of _____, 19____.

METROPOLITAN SERVICE DISTRICT

ATTEST:

By: _____