



METROPOLITAN SERVICE DISTRICT

527 S. W. HALL, PORTLAND, OREGON 97201 222-3671

METROPOLITAN SERVICE DISTRICT BOARD OF DIRECTORS

PORTLAND WATER BUREAU
1800 SW 6TH AVE.
AUDITORIUM

JANUARY 23, 1976
2:00 P.M.

A G E N D A

76-460 MINUTES
76-461 PUBLIC COMMUNICATIONS

ADMINISTRATION

76-462 ACCOUNTS PAYABLE
. PORTLAND RECYCLING TEAM REPORT

JOHNSON CREEK PROGRAM

76-463 STATUS REPORT

SOLID WASTE PROGRAM

76-464 ORDINANCE NO. 34 - SECOND PUBLIC HEARING
AN ORDINANCE MODIFYING THE MSD CODE, AMENDING
TIRE SALVAGE CENTER REGULATIONS, AMENDING THE
MSD ADMINISTRATIVE FEE, AND PROVIDING FOR A
PROCESSING CENTER PERFORMANCE BOND
76-465 SALVAGE CENTER PERMITS
76-466 MSD GRANT/LOAN APPLICATION

ZOO PROGRAM

76-467 ELECTION STATUS REPORT



METROPOLITAN SERVICE DISTRICT

527 S. W. HALL, PORTLAND, OREGON 97201 222-3671

JANUARY 16, 1976

TO: MSD BOARD OF DIRECTORS

FROM: MSD STAFF

SUBJECT: STAFF REPORT FOR THE JANUARY 23, 1976 MEETING

TRANSMITTED HEREWITH FOR CONSIDERATION AND RECOMMENDED ACTION ARE THE FOLLOWING ITEMS:

<u>PAGE</u>	<u>ACTION RECORD</u> <u>No.</u>	
1	76-460	MINUTES Action - <u>Approve</u> the minutes of the January 9, 1976 meeting
12	76-461	PUBLIC COMMUNICATIONS Action - <u>Receive</u> comments from public on items not listed on the meeting agenda
13	76-462	ACCOUNTS PAYABLE Action - <u>Approve</u> the Accounts Payable listing Vouchers No. 327 through 343 in the total amount of \$13,214.32, and <u>approve</u> staff recommendation for the Portland Recycling Team Report

<u>PAGE</u>	<u>ACTION RECORD No.</u>	
14	76-463	JOHNSON CREEK PROGRAM STATUS REPORT Action - <u>No action required</u>
15	76-464	ORDINANCE NO. 34 - SECOND PUBLIC HEARING AN ORDINANCE MODIFYING THE MSD CODE, AMENDING TIRE SALVAGE CENTER REGULATIONS, AMENDING THE MSD ADMINISTRATIVE FEE, AND PROVIDING FOR A PROCESSING CENTER PERFORMANCE BOND Action - <u>Conduct</u> public hearing, <u>receive</u> public testimony, and <u>adopt</u> the ordinance with modifications
19	76-465	SALVAGE CENTER PERMITS Action - <u>Approve</u> staff report
20	76-466	MSD GRANT/LOAN APPLICATION Action - <u>Review</u> and <u>discussion</u>
21	76-467	ZOO PROGRAM ELECTION STATUS REPORT Action - <u>Discuss</u> Zoo report and <u>take</u> <u>appropriate action</u>

76-460 MINUTES

THE FOLLOWING PAGES CONTAIN THE MINUTES OF THE JANUARY 9,
1976, BOARD MEETING.

THE STAFF RECOMMENDS APPROVAL OF THE JANUARY 9, 1976 MINUTES.

MCMURRY AND NICHOLS

ATTORNEYS AT LAW

GARRY P. MCMURRY
JACQUES B. NICHOLS
DENNIS R. VAVROSKY
PATRIC J. DOHERTY

JOSEPH W. MAYLIE
OF COUNSEL

BENJ. FRANKLIN PLAZA
SUITE 1200
ONE S. W. COLUMBIA STREET
PORTLAND, OREGON 97201
(503) 227-3231

January 20, 1976

Metropolitan Service District
527 S. W. Hall
Portland, Oregon 97201

Attention: Mr. Merle Irvine

Re: TIREGON, INC.

Dear Mr. Irvine:

Pursuant to our informal conference of Monday, January 19, 1976, we are forwarding to you this letter in the absence of Mr. Carey, Tiregon's attorney, setting forth the position of Tiregon, Inc. relating to proposed Ordinance No. 34 which will be the subject of discussion before the Board of the Metropolitan Service District on Friday, January 23, 1976.

Perhaps a brief review of the recent history of our relation with the MSD is valuable. Under the Scrap Tire Processing and Disposal Regulations of July, 1975, Tiregon contacted the MSD and worked out procedures for commencing business as a salvage center reclaiming rubber tires for prospective industrial users in manufacturing processes. For the first time, the efficient total reclamation of rubber tires has been made possible by the development of Tiregon's automatic tire disposal machine developed and owned by Tiregon, Inc. Extensive patent protection has been issued to Tiregon commencing in May of 1973 through October, 1974. Please note the drawings and enclosed description brochure which are attached to this letter in support of our contention that this is not a prospective scheme or "fly-by-night operation" as some members of the Solid Waste Committee categorize it. Approximately \$200,000 has been expended in the development and market feasibility studies supporting this manufacturing process.

RECEIVED
JAN 21 1976

January 20, 1976

Page Two

Proceeding with the hoped for cooperation of the MSD, we have made preliminary contacts with industrial users of our tire chips. Several industrial customers have expressed an interest in ordering between 50 tons of chips per year to 500 tons per year. We have been extremely reluctant to enter into binding contracts in view of your letter of December 2, 1975 which advised us that we should not make long-range commitments to provide tire chips for any prospective markets.

In December we were met for the first time with your requirement to develop a second Tiregon automatic tire disposal machine which will handle truck tires up to four feet in diameter. Despite heavy capital costs requirements we have acceded to this change of position by the MSD and we are in the process of constructing such a machine which should be on line in 180 days. The purpose of this capital expenditure is to meet the requirement that Tiregon take from tire carriers its fair share of truck and industrial tires so as not to overburden present and prospective Processors and Salvage Centers in the handling of truck tires.

Despite the conditional permit issued by the MSD and despite our commitment to expend substantial capital costs in the design and construction of a Tiregon II automatic tire disposal machine, we are now met with a proposed change of regulations (Ordinance No. 34) which would force Tiregon to become a tire Processor as distinguished from a reclaimed rubber and steel manufacturer. Ordinance No. 34 has the effect of legislating out of existence all prospective Salvage Centers. The Ordinance has this effect for three basic reasons:

(1) The Ordinance grants the MSD Manager the right to deny a permit to a Salvage Center if that operation "would jeopardize the operation and the validity of any other tire Processing Center or Salvage Center currently authorized by MSD". §12.18.030(3). This autocratic power to create public utilities out of Salvage Centers and tire Processing Centers destroys all incentive for industry to perfect methods of greater utilization of solid waste and, on the other hand, protects the undesirable status quo of dumping potential valuable material in landfills.

January 20, 1976

Page Three

(2) §20.10.650 of the proposed Ordinance requires that the Salvage Centers operate as public dumping grounds for tires and take all tires tendered. Manufacturing companies must be able to control the quantity of supply of their raw materials. No other segment of private industry is subject to requirements of uncontrollable unlimited supply of raw material.

(3) §20.10.250 of the proposed Ordinance 34 is inconsistent with the "public dumping" provision referred to above, as it limits the amount of tires that can be stockpiled to 2,000 tires "unless special permission is granted". It is our position that it is clearly unreasonable to force a manufacturer to accept an unlimited supply of raw materials while at same the time requiring it to limit its inventory to 2,000 tires. To limit a company's inventory of raw material under the guise of public health, safety and welfare we submit is not valid as that general police power is vested in county and city sanitation authorities, zoning boards, and the Department of Environmental Quality. We assure you that we will abide by all reasonable regulations of those agencies.

The real thrust of proposed Ordinance 34 is economic and not ecological. Its purpose is to protect the future existence of Processors. However, there is no data that we are aware of which indicates that a salvage operation which reclaims for industrial reuse rubber products or any other solid waste products threatens the existence of solid waste Processors who are now only involved in disposal of said products. It is our understanding that the Committee on Solid Waste and the Board of the Metropolitan Service District desires to promote and encourage the recycling as distinguished from dumping of solid waste. Yet this Ordinance prevents the innovative recycling of rubber products perfected by Tiregon.

It is also our understanding, from discussions with you and Mr. John Hanke, that the staff of the MSD will recommend to the Board that Salvagers be precluded from obtaining rubber tires directly from Originators but should be required to deal exclusively with regulated Processors for their supply. By creating the Processors as a monopoly source of supply the Salvager is at the economic mercy of the Processors and therefore could not justify the large capital expenditure

required to enter into the business of recycling. Nor could Tiregon enter into long-term contracts with industrial consumers of reclaimed rubber products with its source of supply subject to termination and monopoly pricing power.

Tiregon's position has been and continues to be based upon the follow major premise:

(1) America vitally needs viable manufacturers in the recycling industry.

(2) If the major premise is true, then many so-called "waste" biproducts of an industrial society must be viewed not as "waste" but as valuable reconstituted sources of raw material for industrial, agricultural and energy supplements.

(3) If the minor premise is also true, then the industries that reconstitute so-called "waste" into raw materials for reuse must be viewed differently than waste Processors. They are manufacturers within the stream of commerce just as much as fiber board plants are users of "waste" wood chips. Such manufacturers should not be viewed or regulated as garbage collectors but should be allowed to compete with reasonable regulation, in the business of reclaiming wasted resources.

Tiregon therefore proposes that Ordinance 34 and the staff recommendation not be adopted by the Board of the Metropolitan Service District. Instead, Tiregon proposes that it be granted a permit to operate as a Salvage Center conditioned upon its filing of the necessary bond and the filing of monthly reports. The permit should be further conditioned that Tiregon shall, as soon as possible, begin production of rubber biproducts from truck tires in the same proportion as truck tires processed by Processors no later than 180 days from the date of the granting of a permit.

January 20, 1976
Page Five

Thank you for your careful consideration of our proposal and your allowing us to appear before the Board of the Metropolitan Service District to explain our position on Friday, January 23, 1976.

Very truly yours,


Garry P. McMurry

GPM/pj

cc: Mr. Myron Tupper
President
Tiregon, Inc.
Henry Carey, Esquire
Dean Gisvold, Esquire

SCHNITZER INVESTMENT CORP.

3300 N.W. YEON AVENUE
PORTLAND, OREGON 97210
PHONE: (503) 224-9900

January 22, 1976

Mr. Ray Miller, Chairman
Metropolitan Service District
Board of Directors
Washington County Courthouse
Hillsboro, Oregon 97123

RE: Ordinance #34

Dear Mr. Miller:

Mr. Larry Burright of Oregon Recycling and Disposal has requested that we write this letter to you concerning the above referenced matter.

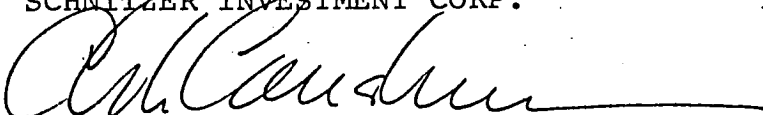
We have not read Ordinance #34, but we feel that we can recommend that tire haulers be bonded \$10,000 the same as processors.

We have had the experience of having tires removed from our property at International Terminals at a cost in excess of \$75,000.

It does not seem unreasonable to require a responsible individual to obtain a \$10,000 bond in order to operate as a tire hauler.

Sincerely,

SCHNITZER INVESTMENT CORP.



Chas. K. Landskroner
Assistant to the President

CKL:bj

Carolyn Officer
11012 N. E. Stutz Avenue
Vancouver, Washington 98665

January 22, 1976

Ray Miller, Chairman
Metropolitan Service District
Board of Directors
Washington County Court House
Hillsboro, Oregon 97123

Dear Mr. Miller and other Board Members:

In regards to the January 23, 1976 Metropolitan Service District meeting about Ordinance #34, I would recommend that tire haulers be bonded \$10,000.00, the same as processors.

In my particular case it cost \$2,105.70 to remove 7,019 tires at 30¢ each left in a barn leased by Lloyd Saylor. None of the cost was defrayed by a bond and was paid directly by me as ordered by Clark County. The job address was 2505 N. E. 134th Avenue, Vancouver, Washington.

Any responsible individual should be able to obtain a \$10,000.00 bond. It would be my opinion that a higher figure is needed to protect the public from irresponsible tire dumpings.

Sincerely,

Carolyn Officer (Mrs. Charles E.)
Carolyn Officer

the Estate of Robert S. Jiggar
JAF Rentals
Charles B. Jiggar

8527 N. E. Thompson
Portland, Oregon 97220

January 22, 1976

Ray Miller, Chairman
Metropolitan Service District
Board of Directors
Washington County Court House
Hillsboro, Oregon 97123

Dear Mr. Miller and other Board Members:

In regards to the January 23, 1976, Metropolitan Service District meeting about ordinance #34, I would recommend that tire haulers be bonded \$10,000.00, the same as processors.

In my particular case it cost approximately \$7,500.00 to have about 40,000 tires removed by MDC drop boxes. The building located at 10718 S. E. Knight Street was leased by Lloyd Saylor. None of the cost was defrayed by a bond and was paid by the Estate of Robert S. Jiggar and JAF Rentals as removal of the 40,000 tires was ordered by the Department of Environmental Quality.

Any responsible individual should be able to obtain a \$10,000.00 bond. It would be my opinion that a higher figure is needed to protect the public from irresponsible tire dumpings.

Sincerely,

JAF Rentals
"Estate of Robert S. Jiggar"
by Charles B. Jiggar

Charles B. Jiggar

76-461 PUBLIC COMMUNICATIONS

THIS AGENDA ITEM ALLOWS THE BOARD TO RECEIVE COMMENTS FROM THE PUBLIC ON ITEMS NOT LISTED ON THE BOARD AGENDA.

76-462 ACCOUNTS PAYABLE

THE FOLLOWING PAGES CONTAIN THE ACCOUNTS PAYABLE LISTINGS FOR THE MONTH OF JANUARY 1976.

YOU WILL NOTE THAT THE ACCOUNTS PAYABLE LISTING INCLUDES THE \$200 REMAINING PAYMENT TO PORTLAND RECYCLING TEAM HELD BY MSD AS A RETAINER FOR ACCEPTANCE OF THEIR REPORT "RESOURCE CONSERVATION THROUGH CITIZEN INVOLVEMENT IN WASTE MANAGEMENT." IN THEIR MEETING OF DECEMBER 8, 1975, THE MSD SOLID WASTE COMMITTEE DETERMINED THAT PORTLAND RECYCLING TEAM HAD COMPLETED THEIR CONTRACTED WORKSCOPE, HOWEVER, THE RECOMMENDATIONS CONTAINED IN THE REPORT SHOULD BE EXPLORED BY THE COMMITTEE AND BOARD MORE THOROUGHLY.

THE MSD STAFF, THEREFORE, RECOMMENDS THAT THE BOARD ACCEPT THE PORTLAND RECYCLING TEAM REPORT FOR THE COMPLETED WORKSCOPE AND AUTHORIZE PAYMENT OF THE \$200 RETAINER. THE STAFF ALSO RECOMMENDS APPROVAL OF THE ACCOUNTS PAYABLE LISTING VOUCHERS No. 327 THROUGH 343 IN THE TOTAL AMOUNT OF \$13,214.32.

ACCOUNTS PAYABLE

VOUCHER NO.	CHECK NO.	PAYABLE TO:	PURPOSE	AMOUNT	PROJECT	CODE
327	327	Boise Cascade Office Products	Office Supplies	64.05	401	508
				7.84	403	508
328	328	Brewed Hot Coffee	Coffee for Board Meetings	5.83	401	515
329	329	Coates Field Service	Novemeber Billing for Consultant Services-Final Payment	750.00	401	502
330	330	CRAG	Salaries	693.37	301	501
			Salaries	74.27	400	501
			Salaries	6,073.55	401	501
			Salaries	1,158.97	403	501
			Fringe	97.19	301	513
			Fringe	11.58	400	513
			Fringe	947.45	401	513
			Fringe	180.79	403	513
331	331	CRAG	Rent	571.66	401	509
			Rent	50.00	403	509
			Rent	45.00	301	509
			Reproduction	42.00	401	506
			Parking	17.50	401	516
			Technical	297.00		
332	332	CRAG	Postage	11.28	301	519
			Postage	68.50	401	519
			Postage	16.20	403	519
			Reproduction	.75	301	506
			Reproduction	256.85	401	506
			Reproduction	5.16	403	506
			Auto(Gas & Oil)	53.13	401	516
333	333	Daily Journal of Commerce	Notice of Meetings of the Board	16.00	401	530
				5.12	401	515

- 13.A -

ACCOUNTS PAYABLE

VOUCHER NO.	CHECK NO.	PAYABLE TO:	PURPOSE	AMOUNT	PROJECT	CODE
334	334	J. K. Gill	Office Supplies	17.00	401	508
335	335	Gourmet Basket	Sandwichs for SWC Meeting	14.40	401	515
336	336	John C. Hankee	Travel Expense	8.10	401	505
337	337	Merle Irvine	Travel Expense	8.60	401	505
338	338	C. C. Kemper	Travel Expense	5.85	401	505
339	339	Pacific NW Bell	Monthly Service	246.81	401	510
			Monthly Service	3.10	403	510
			Monthly Service	33.92	301	510
340	340	Portland State Univer.	Reproduction	180.15	401	530
			Reproduction.	20.93	401	506
			Reproduction	61.17	301	506
341	341	Portland Recycling Team	Retainer on Report	200.00	401	502
342	342	Warn Industries	Computer Time	48.25	403	502
343	343	John Lansing	Contract payment	845.00	401	530
			Total	<u>\$13,214.32</u>		

- 13.B -

76-463 JOHNSON CREEK PROGRAM STATUS REPORT

TWO OF THE PUBLIC HEARINGS ON THE JOHNSON CREEK PROGRAM HAVE BEEN HELD ON JANUARY 15, 1976, AND JANUARY 21, 1976, WITH A THIRD HEARING SCHEDULED FOR JANUARY 28, 1976. MR. JOHN HANKEE OF THE MSD STAFF WILL GIVE AN ORAL PRESENTATION ON THE TWO HEARINGS ALREADY HELD AND THE INPUT RECEIVED FROM THOSE HEARINGS.

NO ACTION REQUIRED.

76-464 ORDINANCE NO. 34 - SECOND PUBLIC HEARING

AN ORDINANCE MODIFYING THE MSD CODE, AMENDING TIRE SALVAGE CENTER REGULATIONS, AMENDING THE MSD ADMINISTRATIVE FEE, AND PROVIDING FOR A PROCESSING CENTER PERFORMANCE BOND. THE FOLLOWING PAGES CONTAIN A STAFF REPORT COVERING ORDINANCE No. 34. THE ORDINANCE IS PROVIDED UNDER SEPARATE COVER.

STAFF RECOMMENDS CONDUCTING THE SECOND PUBLIC HEARING, RECEIVING TESTIMONY, AND ADOPTING ORDINANCE No. 34 WITH AMENDMENTS IF APPROPRIATE.

January 20, 1976

TO: MSD Board
FROM: MSD Staff
SUBJECT: STAFF REPORT FOR ORDINANCE 34

The purpose of Ordinance No. 34 is to improve upon the MSD Scrap Tire Processing and Disposal Regulations (Code) to assure that the program remains viable under varying circumstances regarding the marketability of products from scrap tires. The goals of the Scrap Tire Program, in order of importance, are:

- 1) To assure to the public proper disposal of scrap tires;
- 2) To encourage reuse or salvage of scrap tires or its raw materials rather than disposal by landfill; and
- 3) To encourage a reduction in the cost of disposing scrap tires while maintaining a fair margin of profit for everyone involved in the process.

In addition, the staff hopes to accomplish these goals with minimum governmental involvement.

Several alternative solutions have been explored that would accomplish these goals in varying degrees. In light of the Solid Waste Committee discussions, the testimony from the first public hearing and discussions with the salvage applicants, the staff has narrowed the alternatives to three.

The first alternative is Ordinance 34 as written. This alternative is recommended by the MSD Solid Waste Committee. In essence, the Ordinance provides for salvage centers separate from processing centers but imposes the same operating requirements on each except that salvage centers must salvage all tires whereas

processing centers have the option to salvage or landfill depending on the availability of markets.

It has been indicated by the salvage applicant that the requirements imposed upon processors are not conducive to salvage. Most particularly, the salvager needs to have a better control over the volume of tires. Being open to the public and subject to stockpiling limitations, the salvager is limited with respect to the type of salvage operations and may find it difficult to provide a steady and continuous supply of the salvage product.

In summary, salvaging and processing scrap tires are operationally distinguishable and therefore may necessarily require unique regulation.

The second alternative is that initially recommended by the staff and reiterated at the last Solid Waste Committee meeting. This alternative would eliminate the salvage center authorization from the Code and provide that all salvage of scrap tires or processed chips be authorized through permitted processing centers. The processing center owners would essentially have control over the amount and type of salvage that could take place. It is assumed that the processors would seek the most economical salvage in order to assure the maximum profit.

At this time, the salvage operations proposed are only marginally profitable and the applicants claim that the operations cannot support another "middle man". Besides being concerned with the additional costs, the applicants are concerned that they would be forced to be dependent upon the processors' ability to maintain a steady supply of tires as well as a friendly relationship with the various regulatory agencies. Controls would be designed to alleviate these problems but such controls may require franchising the processing centers.

Since the last Solid Waste Committee meeting, the staff has been presented with another proposal that seems to satisfy the staff's

concerns that instigated Ordinance No. 34 and also satisfies the concerns of the salvage applicants regarding the proposed Ordinance 34. This alternative would require an ammendment of Section XV of Ordinance 34. The section, as written, would be eliminated. Instead, salvage centers would be allowed to operate and be open to the public according to their own schedule but would be required to accept and solicit, if necessary, a percentage of truck tires approximately equal to the percent of truck tires as compared to all tires in the MSD. At the same time, they would not be required to accept more than that percentage. Currently, the percentage is approximately 9-10%.

The staff feels that this proposal will satisfy our concern that the salvager share in the burden of processing truck tires, yet it resolves the major differences the applicants have with Ordinance 34. Unless the public, in particular the existing processors, have some unforeseen and legitimate arguments against this proposal, the staff would recommend this ammendment to Ordinance 34 and its adoption.

76-465 SALVAGE CENTER PERMITS

SINCE THERE IS STILL A CONSIDERABLE AMOUNT OF CONTROVERSY OVER THE ULTIMATE FORM OF THE MSD CODE WITH RESPECT TO SALVAGE CENTERS, IT IS DIFFICULT FOR THE STAFF TO MAKE ANY RECOMMENDATION ON THE TWO SALVAGE CENTER APPLICATIONS. THE FINAL FORM AND OUTCOME OF ORDINANCE No. 34 IS CRITICAL TO THE DISPOSITION OF THE SALVAGE CENTER APPLICATIONS. [REDACTED]

THE STAFF RECOMMENDS THAT THE DECISION ON THESE APPLICATIONS BE POSTPONED UNTIL THE NEXT REGULAR BOARD MEETING ON FEBRUARY 13, 1976.

76-466 MSD GRANT/LOAN APPLICATION

AS YOU ARE AWARE, THE BOARD AND STAFF HAVE BEEN WORKING SINCE JUNE OF LAST YEAR TO FULFILL CERTAIN REQUIREMENTS SET FORTH BY THE WAYS AND MEANS COMMITTEE AT THE 1975 LEGISLATURE. THE GRANT/LOAN APPLICATION DOCUMENT ASSEMBLES THIS WORK INTO TWO VOLUMES AND REQUESTS \$6.9 MILLION IN CAPITAL FROM THE STATE POLLUTION CONTROL BOND GRANT/LOAN PROGRAM. THE DRAFT SUBMITTED TO YOU UNDER SEPARATE COVER WILL GO TO THE PRINTERS THIS NEXT WEEK AND WILL BE READY FOR SUBMISSION TO THE DEPARTMENT OF ENVIRONMENTAL QUALITY ON JANUARY 29, 1976.

THE STAFF RECOMMENDS THAT THE BOARD CONVENE IN A SPECIAL MEETING ON JANUARY 29, 1976, TO APPROVE THE APPLICATION. BECAUSE OF PRODUCTION SCHEDULING, ANY CHANGES REQUIRED THROUGH YOUR REVIEW WILL BE SUBMITTED AS ERRATA TO THE DRAFT APPLICATION PROVIDED FOR YOU TODAY.

76-467 ZOO PROGRAM ELECTION STATUS REPORT

THE FOLLOWING PAGES CONTAIN RECOMMENDATIONS FROM THE PORTLAND ZOOLOGICAL GARDENS FOR CONTINUED PREPARATION OF THE MAY 1976 PRIMARY ELECTION. MR. ILIFF, OF THE ZOOLOGICAL GARDENS, FEELS THAT A RESOLUTION IN SUPPORT OF THE RECOMMENDATIONS LISTED IS NECESSARY TO PROCEED WITH DEVELOPMENT OF A BALLOT TITLE ORDINANCE FOR THE TAX LEVY ELECTION. THE BALLOT TITLE ORDINANCE IS SCHEDULED TO BE BROUGHT BEFORE THE BOARD FOR HEARINGS DURING THE TWO BOARD MEETINGS, IN FEBRUARY.

THE STAFF REQUESTS DIRECTION AND APPROVAL OF THE RECOMMENDATIONS AS APPROPRIATE IN AS APPROPRIATE.

January 19, 1976

Commissioner Ray Miller
Administration Building
Room 418
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Chairman Miller:

As you know, the Portland Zoological Society has supported the passage of amendments to ORS Chapter 268 authorizing the Metropolitan Service District to operate the zoo. The Society now wishes to formally request your Board's approval of:

- 1) A May 25, 1976, election in support of a five-year tax levy of \$2,000,000.00 annually for capital improvements and operations of the Zoological Gardens;
- 2) A budget that will cover the zoo's operating costs of approximately 1.7 million dollars in 1976-77 and which will increase to 2.8 million dollars by 1980-81 (due to increased operating costs and inflation) as well as a capital improvement program of 1.0 million dollars in 1976-77 and reducing to 0.24 million in 1980-81 with the additional funds being generated by admission and concession revenues;
- 3) Extension of the Portland City residents' half-price admissions to all MSD residents;
- 4) Extension of free admission to school groups from the Metropolitan Service District;
- 5) A management structure which will allow the following:
 - a) The MSD Board to appoint a citizen zoo commission and chairman; approve the zoo budget; negotiate union contracts; and approve general zoo policy;

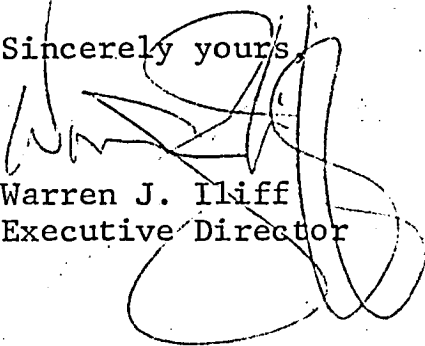
January 19, 1976

- b) a Zoo Commission to prepare the zoo budget; make recommendations for the union contracts; implement policies; review and recommend operating procedures and carry out such other duties that the MSD Board may assign;
 - c) and the Portland Zoological Society to continue to exist as a private, non-profit organization to advise the Zoo Commission on research, conservation and education programs; consult on budgetary requests, raise private funds for the improvement of the zoo; recruit and organize volunteers to assist the zoo and develop and carry out a variety of community-oriented projects and programs such as the annual Phantom Train Rides, etc.
- 6) Provisions for the employment of all classified employees as provided for in the existing union contract where not in conflict with State law; and
 - 7) Leasing from the City all land, animals, buildings and equipment as enumerated in the Society's operating contract with the City for the sum of \$1.00/year with all future additions to be included under said lease for an indefinite period of time.

On behalf of the Society and with the approval of their Board of Trustees, I will be most appreciative of your Board's earliest consideration of these points. I will be happy to answer any questions that you and your associates might have.

We look forward to a successful election and to a long and productive partnership in providing the citizens of the Metropolitan Service District with an outstanding zoo.

Sincerely yours,


Warren J. Iliff
Executive Director

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cc: Zoological Society Board



METROPOLITAN SERVICE DISTRICT

527 S. W. HALL, PORTLAND, OREGON 97201 222-3671

BOARD OF DIRECTORS MEETING

JANUARY 23, 1976

NAME

REPRESENTATION

<u>NAME</u>	<u>REPRESENTATION</u>
BOB BROWN	DEQ
Jo Drancuso	Oregonian
David Brown	Waste Control Systems
Jack Pement	Oregon Journal
Fred Thompson	Tiregon Inc.
MYRON TUPPER	TIREGON INC
Garry T McMurry	Tiregon Inc
Jimmy Powell	Portland Recycling
WARREN JULFF	PORTLAND ECOLOGICAL SOCIETY
Robert E. Peterson	" " "
JOHN Q. WILSON	" " "
Lynn Bonner	300 Campaign Comm.
Robin Grove	City Attorney
John M. Wright	City of Portland
Mike Downs	Multnomah County
Kenneth N. Hager	KENNED HAGER Tires Disposal
LARRY BUECHT	OREGON RECYCLE