



METROPOLITAN SERVICE DISTRICT

1220 S.W. MORRISON, ROOM 300, PORTLAND, OREGON 97205

(503) ~~226-6671~~ 248-5470

MSD BOARD OF DIRECTORS

COUNTY ADMINISTRATION BLDG.
150 N FIRST AVE.
HILLSBORO
Room 402

MARCH 10, 1978
2:00 P.M.

A G E N D A

78-1014 MINUTES

78-1015 PUBLIC COMMUNICATIONS

ADMINISTRATIVE DIVISION

78-1016 CASH DISBURSEMENTS
78-1017 ORDINANCE NO. 57 - EMERGENCY
AN ORDINANCE AMENDING BUDGET ORDINANCE
53, BY THE INCLUSION OF A SUPPLEMENTAL
BUDGET AND DECLARING AN EMERGENCY

SOLID WASTE DIVISION

78-1018 ORDINANCE NO. 58 - FIRST PUBLIC HEARING
AN ORDINANCE ENDING THE SPECIAL TREAT-
MENT OF SCRAP TIRE COLLECTORS AND
INCORPORATING THE SCRAP TIRE PROGRAM
INTO THE SOLID WASTE MANAGEMENT PROGRAM

ZOO DIVISION

78-1019 TRAVEL REQUEST

OTHER BUSINESS

INFORMATIONAL REPORTS



METROPOLITAN SERVICE DISTRICT

1220 S.W. MORRISON, ROOM 300, PORTLAND, OREGON 97205

(503) ~~222-3674~~ 248-5470

MSD BOARD OF DIRECTORS

COUNTY ADMINISTRATION BLDG.
150 SW FIRST AVE.
HILLSBORO
Room 402

MARCH 10, 1978
2:00 P.M.

ACTION AGENDA

<u>PAGE</u>	<u>ACTION RECORD NUMBER</u>	
1	78-1014	MINUTES Action - <u>Approve</u> the minutes of February 24, 1978
1	78-1015	PUBLIC COMMUNICATIONS Action - <u>Receive</u> comments from the public on matters not listed on the meeting agenda
9	78-1016	CASH DISBURSEMENTS Action - <u>Approve</u> staff recommendation
10	78-1017	ORDINANCE NO. 57 - EMERGENCY AN ORDINANCE AMENDING BUDGET ORDINANCE 53 BY THE INCLUSION OF A SUPPLEMENTAL BUDGET AND DECLARING AN EMERGENCY Action - <u>Conduct</u> public hearing and <u>adopt</u> ordinance by unanimous vote

PAGE ACTION RECORD
 NUMBER

11 78-1018

ORDINANCE NO. 58 - FIRST PUBLIC HEARING
AN ORDINANCE ENDING THE SPECIAL TREAT-
MENT OF SCRAP TIRE COLLECTORS AND
INCORPORATING THE SCRAP TIRE PROGRAM
INTO THE SOLID WASTE MANAGEMENT PROGRAM
Action - Conduct first public hearing
 and set second hearing date
 for March 24, 1978

20 78-1019

TRAVEL REQUEST
Action - Approve staff recommendation

OTHER BUSINESS

INFORMATIONAL REPORTS

78-1014 MINUTES

THE FOLLOWING PAGES CONTAIN THE MINUTES OF THE FEBRUARY 24, 1978, BOARD MEETING. THE STAFF RECOMMENDS APPROVAL OF THE BOARD MINUTES.

78-1015 PUBLIC COMMUNICATIONS

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

78-1016 CASH DISBURSEMENTS

THE FOLLOWING PAGES CONTAIN EXPENSE CHECK REGISTERS FOR FEBRUARY 28, 1978, MARCH 7, 1978, AND MARCH 10, 1978.

THE STAFF RECOMMENDS APPROVAL FOR PAYMENT OF EXPENSE CHECK REGISTERS FOR FEBRUARY 28, 1978, IN THE TOTAL AMOUNT OF \$29,662.06; MARCH 7, 1978, IN THE TOTAL AMOUNT OF \$35,074.13; AND MARCH 10, 1978, IN THE TOTAL AMOUNT OF \$42,834.83.

METROPOLITAN SERVICE DISTRICT
BOARD ACTION

NO. 78-1016 DATE 3-10-78

	YES	NO	ABST.
BARTELS	/		
GORDON			
McCREADY	/		
MILLER	/		
ROBNETT	/		
SALQUIST	/		
SCHUMACHER			

John M. Wood
John M. Wood
Chairman

CHECK #	VENDOR	PAYEE	AMOUNT
1780	54	ACADEMIC PRESS INC	41.00
1781	325	ALLEN'S PRESS CLIPPINGS	57.25
1782	366	AMERICAN BAKERIES COMPANY	37.54
1783	371	AMERICAN FEDERATION OF	12.50
1784	408	ANDERSON OREGON RENTAL	163.97
1785	800	THE BANKERS LIFE	11,095.99
1786	861	BEAVERTON BAKERY	3.97
1787	891	F. E. BENNETT COMPANY	17.92
1788	922	KEN BEST COMPANY	46.37
1789	992	BLAKE MOFFIT & TOWNE	727.91
1790	1399	CHRIS POULTRY FARMS INC	14.10
1791	1430	CITY CENTER PARKING	90.75
1792	1434	CITY RUBBER STAMP COMPANY	5.46
1793	1485	L H COBB CRUSHED ROCK	54.60
1794	1715	DAILY JOURNAL OF COMMERCE	22.30
1795	2039	EASTMAN KODAK COMPANY	593.54
1796	2750	FAMILY CANCER PLAN INSURANCE	78.10
1797	2854	DONALD FLATLEY	75.06
1798	3158	GLASER BROTHERS	76.44
1799	3259	JOE GRAZIANO PRODUCE CO	53.00
1800	3404	TED HALLOCK INC	524.15
1801	3640	HILLS DIVISION	452.40
1802	4177	WARREN ILIFF	117.05
1803	4221	INDUSTRIAL SPECIALTIES	10.05
1804	4322	MERLE IRVINE	17.85
1805	4570	FRED S JAMES & CO	43.00
1806	4675	JOHNSON CONTROLS	238.71
1807	4915	KILHAM STATIONERY	78.95
1808	5272	VINCENT LIPPE	104.43
1809	5273	LIQUID AIR INC	2.00
1810	5295	LOCAL GOVERNMENT	1,092.88
1811	5466	MASONS SUPPLY COMPANY	402.73
1812	5525	MCCALL	138.00
1813	5902	MULTNOMAH COUNTY OREGON	29.86
1814	5912	MUSEUM OF NATURAL HISTORY	12.00
1815	6650	OREGONIAN PUBLISHING COMPANY	39.16
1816	6652	OREGON RECYCLERS	5.00
1817	6653	OREGON WILDLIFE COMMISSION	5.00
1818	6655	OREGON TYPEWRITER	69.30
1819	6876	PACKER SCOTT COMPANY	54.10
1820	6886	PACIFIC STATIONERY	17.50
1821	6905	PARGAS	3.06
1822	7096	PLASTIC PRODUCTS	260.96
1823	7144	PORTLAND STATE UNIVERSITY	10.00
1824	7150	PORTLAND PROVISION COMPANY	70.00
1825	7161	POSTAL INSTANT PRESS	1.20
1826	7163	PAIGE POWELL	467.00
1827	7198	PROFESSIONAL VETERINARY DIST	2.79
1828	7204	PUBLIC CONTRACT REVIEW BOARD	5.00
1829	7206	PUBLIC EMPLOYERS RETIREMENT	1,749.57
1830	7288	QUEST ELECTRONICS	46.75
1831	7320	RADIO SHACK	63.60
1832	7400	RENTEX SERVICES CORP.	757.75

CHECK #	VENDOR	PAYEE	AMOUNT
1833	7428	RIANS	30.00
1834	7564	ROSE CITY AWNING CO.	91.80
1835	7592	ROTO ROOTER SERVICE	20.00
1836	7688	SAFEWAY, INC.	135.00
1837	7702	SANDY'S CAMERA SHOPS	4.55
1838	7703	SANDY'S CAMERA SHOPS	4.26
1839	7758	SCIENTIFIC PRODUCTS	12.41
1840	7791	SEARS ROEBUCK & CO	18.80
1841	7993	SMITH BROTHERS OFFICE	931.00
1842	7995	SMITHSONIAN INSTITUTION	12.00
1843	8009	STANLEY SMITH SECURITY INC	2,043.25
1844	8100	STANDARD INSURANCE CO	521.54
1845	8105	STANDARD STEEL	303.44
1846	8174	STOLL & SONS	390.00
1847	8224	SUNSHINE DAIRY	39.66
1848	8334	TAYLOR ELECTRIC SUPPLY INC.	77.69
1849	8382	ALFRED TEUFEL NURSERY INC.	459.45
1850	8402	DON THOMAS PETROLEUM	511.50
1851	8526	TRECK PHOTOGRAPHIC, INC.	61.70
1852	8528	TRIANGLE MILLING COMPANY	387.29
1853	8529	TRI-MET	368.00
1854	8821	US GOVT. PRINTING OFFICE	1.20
1855	8826	US POSTAL CUSTOMER COUNCIL	2.00
1856	8831	UNIVERSITY PARK PRESS	90.50
1857	8833	UNIVERSITY OF WASH. PRESS	12.95
1858	9230	WACO SCAFFOLD & EQUIPMENT	12.00
1859	9236	WARD HARRIS INC	1,257.70
1860	9314	WEST CHEMICAL PRODUCTS INC.	339.00
1861	9318	WEST SIDE ELECTRIC INC.	32.00
1862	9319	WESTERN ENGINEERS INC	685.50
1863	9321	WESTERN ZOOLOGICAL SUPPLY	125.00
1864	9325	WESTERN-PACIFIC CONSTRUCTION	72.60
1865	9729	SUSAN FORD	22.20
1866	9769	WILLIAM MCCABE	426.50
1779		Void	
1867		Void	
		FINAL TOTAL	29,662.06 *

CHECK #	VENDOR	PAYEE	AMOUNT
1683	922	VOID CHECK	774.28CR
1778	4881	CHARLES C KEMPER	24.75
1868	5685	METROPOLITAN SERVICE DIST.	35,117.00
1869	6617	ORE ST DEPT OF HUMAN RESOUR	72.26
1777	7206	PUBLIC EMPLOYERS RETIREMENT	444.40
1870	9772	JAMES JORDAN	190.00

FINAL TOTAL 35,074.13 *

CHECK #	VENDOR	PAYEE	AMOUNT
1872	366	AMERICAN BAKERIES COMPANY	70.72
1873	393	ANDERSON'S DELICATESSEN	32.90
1874	408	ANDERSON OREGON RENTAL	173.00
1875	608	AUTOMATIC VENDING SERVICE	179.20
1876	955	BIT & BYTES	420.00
1877	992	BLAKE MOFFIT & TOWNE	766.59
1878	1013	BOISE CASCADE OFFICE PROD	228.17
1879	1074	BRESSIE ELECTRIC COMPANY	1.40
1880	1076	BREWED HOT COFFEE INC.	6.50
1881	1435	CITY OF PORTLAND	1,246.61
1882	1485	L H COBB CRUSHED ROCK	218.40
1883	1551	CONTROL DATA CORP.	488.71
1884	1561	COOPERS & LYBRAND	980.00
1885	1712	D & V FENCING	109.20
1886	1714	ROBERT O DAHL	374.50
1887	1715	DAILY JOURNAL OF COMMERCE	31.92
1888	2372	EMPIRE RUBBER & SUPPLY CO	41.34
1889	2739	FAIRWAY ELECTRIC, INC.	30.34
1890	2830	FIRST FARWEST LIFE INSURANCE	114.45
1891	2926	FRED MEYER	193.24
1892	3130	J K GILL CO	38.50
1893	3138	GILMDRE STEEL CORP	246.96
1894	3238	W W GRAINGER INC	291.93
1895	3472	HARMER STEEL PRODUCTS	38.00
1896	3698	CUHCK HOLMES TOP SOIL	57.00
1897	4221	INDUSTRIAL SPECIALTIES	5.50
1898	4235	INTERNATIONAL ZOO YEARBOOK	28.00
1899	4237	INTERNAL REVENUE SERVICE	7,452.27
1900	4350	IVERSON BROTHERS	1,897.20
1901	4530	J & H SALES CO. INC.	680.00
1902	5117	LAELS SYLVAN 76 STATION	18.65
1903	5324	LOOMIS ARMORED CAR SERVICE	126.11
1904	5466	MASONS SUPPLY COMPANY	40.80
1905	5564	J STEPHEN MCCUSKER	426.50
1906	5652	MEDICAL DIAGNOSTIC LAB INC	11.00
1907	5684	METROPOLITAN SERVICE DIST.	1,000.00
1908	5702	MIDWAY LUMBER SUPPLY	47.97
1909	5796	MOORE BUSINESS FORMS, INC.	109.01
1910	5905	MUNICIPAL EMPLOYEES	551.00
1911	6123	NORTHWEST NATURAL GAS CO.	4,308.76
1912	6124	NORTHWEST TIRE CO	7.00
1913	6126	NORTHWEST VETERINARY	5.08
1914	6623	OREGON FOOD SERVICE	1,229.16
1915	6635	OREGON BLUE PRINT CO.	3.00
1916	6637	STATE OF OREGON	70.00
1917	6875	PACIFIC NORTHWEST BELL	130.22
1918	6976	PACKER SCOTT COMPANY	4.10
1919	6883	PACIFIC FRUIT & PRODUCE CO.	372.00
1920	6886	PACIFIC STATIONERY	12.13
1921	6903	PARAMOUNT SUPPLY COMPANY	63.83
1922	6927	PARR LUMBER COMPANY	312.16
1923	6928	PARR LUMBER CO.	809.86
1924	7104	PLEWS LAND RECLAMATION INC.	188.80

CHECK #	VENDOR	PAYEE	AMOUNT
1925	7150	PORTLAND PROVISION COMPANY	490.00
1926	7163	PAIGE POWELL	38.10
1927	7196	PROFESSIONAL DRAFTING INC	320.00
1928	7198	PROFESSIONAL VETERINARY DIST	617.42
1929	7203	PUBLIC EMPLOYEES RETIREMENT	198.51
1930	7205	PUB EMPL RET SYSTEM	947.10
1931	7206	PUBLIC EMPLOYERS RETIREMENT	5,324.24
1932	7374	JENNY REED	100.00
1933	7565	ROSE CITY BUSINESS SUPPLY CO	74.40
1934	7578	ROSS ISLAND SAND & GRAVEL	22.10
1935	7733	RALPH D. SCHLESINGER COMPANY	1,758.00
1936	7827	SHANNON COMPANY	49.35
1937	8107	STANDARD BRANDS PAINT CO INC	25.56
1938	8224	SUNSHINE DAIRY	92.04
1939	8382	ALFRED TEUFEL NURSERY INC.	192.60
1940	8528	TRIANGLE MILLING COMPANY	8.50
1941	8818	UNITED WAY OF THE	20.00
1942	8957	VAN GORDER PRINTING CO	250.00
1943	9233	WAICO NORTHWEST INC	10.18
1944	9240	WARNER, WALKER & MACY P.C.	5,140.99
1945	9318	WEST SIDE ELECTRIC INC.	80.00
1946	9325	WESTERN-PACIFIC CONSTRUCTION	180.30
1947	9466	W.C. WINKS HARDWARE	331.75
1948	9770	BILL BOWLSBEY	54.00
1949	9771	LINN NUSSER	220.00
FINAL TOTAL			42,834.83 *

1871
1950

Void
Void

78-1017 ORDINANCE NO. 57 - EMERGENCY

AN ORDINANCE AMENDING BUDGET ORDINANCE No. 53 BY THE INCLUSION OF A SUPPLEMENTAL BUDGET AND DECLARING AN EMERGENCY.

AT THE JANUARY 27, 1978, BOARD MEETING THE BOARD APPROVED TRANSMITTAL OF THE SUPPLEMENTAL BUDGET TO THE TAX SUPERVISING AND CONSERVATION COMMISSION (TSCC) FOR PUBLIC HEARING. THE TSCC HEARING SCHEDULE IS FOR MARCH 8, 1978.

EXHIBIT A OF ORDINANCE No. 57 CONTAINS BOTH THE SUPPLEMENTAL BUDGET AND THE REVISED 1977-78 BUDGET. THE REVISED BUDGET INCORPORATES BOTH THE CHANGES FROM THE TRANSFER OF APPROPRIATIONS WHICH WERE ADOPTED BY ORDINANCE No. 56 ON JANUARY 27, 1978, AND THE SUPPLEMENTAL BUDGET BEFORE THE BOARD TODAY.

THE STAFF RECOMMENDS CONDUCTING A PUBLIC HEARING AND ADOPTING ORDINANCE No. 57 BY UNANIMOUS VOTE.

METROPOLITAN SERVICE DISTRICT
BOARD ACTION

NO. 78-1017 DATE 3-10-78

	YES	NO	ABST.
BARTELS	/		
GORDON	/		
MCCREADY	/		
MILLER	/		
ROBNETT	/		
SALQUIST	/		
SCHUMACHER	/		

Jean M. Wood
Clerk of the Board

FEBRUARY 27, 1978

METROPOLITAN SERVICE DISTRICT

ORDINANCE NO. 57

AN ORDINANCE AMENDING BUDGET ORDINANCE No. 53, BY THE INCLUSION OF A SUPPLEMENTAL BUDGET AND DECLARING AN EMERGENCY.

ORDINANCE NO. 57

THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

SECTION 1.

SECTION 4, ORDINANCE NO. 53 AS AMENDED BY ORDINANCE NO. 56 IS HEREBY AMENDED FOR THE FISCAL YEAR BEGINNING JULY 1, 1977, BY INCORPORATING THE SUPPLEMENTAL BUDGET, EXHIBIT A, ATTACHED HERETO AND BY REFERENCE MADE A PART OF THIS ORDINANCE.

SECTION 2.

IN ORDER FOR THIS SUPPLEMENTAL BUDGET TO TAKE EFFECT AND FACILITATE THE EXPENDITURE OF FUNDS, AN EMERGENCY IS HEREBY DECLARED TO EXIST AND THIS ORDINANCE SHALL TAKE EFFECT UPON ITS PASSAGE.

DATE _____

METROPOLITAN SERVICE DISTRICT

ROBERT SCHUMACHER, CHAIRMAN

EXHIBIT A
METROPOLITAN SERVICE DISTRICT
REVISED BUDGET
FOR FISCAL YEAR 1977-78

	ADOPTED BUDGET	TRANSFERS ORD #56 1/27/78	SUPPLE- MENTAL BUDGET	REVISED BUDGET
<u>GENERAL FUND</u>				
Resources:				
Net Working Capital	(42,800)			(42,800)
Sale of Publications	50			50
Miscellaneous	50			50
TR from S.W. Fund	45,776			45,776
TR from Zoo Fund	149,376		10,000 (1)	159,376
TOTAL RESOURCES	\$152,452	Ø	\$10,000	\$162,452
Requirements:				
Administrative Division				
Personal Services	68,577	8,318		76,895
Materials & Services	69,200	3,152	10,000 (1)	82,352
Capital Outlay	3,205			3,205
DIVISION TOTAL	\$140,982	\$11,470	\$10,000	\$162,452
CONTINGENCY	11,470	(11,470)		
TOTAL REQUIREMENTS	\$152,452	Ø	\$10,000	\$162,452
<u>SOLID WASTE FUND</u>				
Resources:				
Net Working Capital	Ø			
Solid Waste User Fees	788,600			788,600
Tire Disposal Fees	17,000			17,000
Tire Carrier Permits	800			800
Sale of Publications	200			200
Interest	4,000			4,000
Grants	10			10
Miscellaneous	100			100
CETA Reimbursements			50,593 (2)	50,593
PRT Adm. Fee			555 (3)	555
DEQ Loan			35,000 (3)	35,000
DEQ Grant			15,000 (3)	15,000
TOTAL RESOURCES	\$810,710	Ø	\$101,148	\$911,858
Requirements:				
Solid Waste Division				
Personal Services	161,653	14,156	45,329	221,138
Materials & Services	150,870	4,210	55,819	210,899
Capital Outlay	16,635			16,635
DIVISION TOTAL	\$329,158	\$18,366	\$101,148	\$448,672
CONTINGENCY	77,562	(18,366)		59,196
TR to General Fund	45,776			45,776
TR to Solid Waste Debt Service Fund	358,214			358,214
TOTAL REQUIREMENTS	\$810,710	Ø	\$101,148	\$911,858

	ADOPTED BUDGET	TRANSFERS ORD #56 1/27/78	SUPPLE- MENTAL BUDGET	REVISED BUDGET
<u>SOLID WASTE DEBT SERVICE FUND</u>				
Resources:				358,214
TR from S.W. Fund	358,214			
TR from S.W. Capital Improvement Fund	127,800			127,800
TOTAL RESOURCES	\$486,014	Ø	Ø	\$486,014
Requirements:				486,014
Interest/Principal on DEQ Loan	486,014			
TOTAL REQUIREMENTS	\$486,014	Ø	Ø	\$486,014

SOLID WASTE CAPITAL IMPROVEMENT FUND

Resources:				4,250,000
DEQ Loan	4,250,000			127,800
Interest	127,800			
TOTAL RESOURCES	\$4,377,800			\$4,377,800
Requirements:				
South Processing Station:				
Land	200,000			200,000
Fill & Pilings	864,300			864,300
Drainage System	27,700			27,700
Utilities	108,000			108,000
Washington County Transfer Station:				
Land	300,000			300,000
Design	100,000			100,000
Engineering Design - Resource Recovery Facility	2,650,000			2,650,000
TOTAL CAPITAL OUTLAY	\$4,250,000	Ø	Ø	\$4,250,000
TR to Solid Waste Debt Service Fund	127,800			127,800
TOTAL REQUIREMENTS	\$4,377,800	Ø	Ø	\$4,377,800

ZOO FUND

Resources:				900,000
Net Working Capital	900,000			1,780,000
Taxes - Current	1,780,000			115,000
Taxes - Prior	115,000			80,000
Federal Grants	80,000			50,000
Interest Income	50,000			2,000
Miscellaneous	2,000			456,400
Admissions	456,400			12,000
Society Service Fees	12,000			260,000
Concessions - Food	240,000	20,000 (4)		13,500
Vending - Food	13,500			166,000
Railroad	166,000			69,000
Gift Shop	60,000	9,000 (5)		8,600
Vending-Animal Exhibits	8,600			14,600
Donations	100	14,500 (6)		22,500
Vending - Animal Food	22,500			7,500
Boat Ride	7,500			4,100
Stroller Rentals	4,100			1,000
Sale of Animals	1,000			4,000
Grants - State & Local	4,000			11,000 (7)
Education Program Tuition		11,000 (7)		198,057 (8)
CETA Reimbursement		198,057 (8)		
TOTAL RESOURCES	\$3,922,700	Ø	\$252,557	\$4,175,257

	ADOPTED BUDGET	TRANSFERS ORD #56 1/27/78	SUPPLE- MENTAL BUDGET	REVISED BUDGET
Requirements:				
Administrative Department				
Personal Services	139,743	13,295		153,038
Materials & Services	249,946	5,050		254,996
Capital Outlay	2,175	1,000		3,175
DEPT. TOTAL	\$391,864	\$19,345	Ø	\$411,209
Visitor Services Department				
Personal Services	197,694		20,196	217,890
Materials & Services	163,295	6,156	8,804	178,255
Capital Outlay	9,595			9,595
DEPT. TOTAL	\$370,584	\$6,156	\$29,000	\$405,740
Education/Research Department				
Personal Services	174,312	11,306		185,618
Materials & Services	40,464		11,000	51,464
Capital Outlay	13,811			13,811
DEPT. TOTAL	\$228,587	\$11,306	\$11,000	\$250,893
Construction & Maintenance Department				
Personal Services	257,961	2,283		260,244
Materials & Services	73,828	4,750		78,578
Capital Outlay	30,891	(4,750)		26,141
DEPT. TOTAL	\$362,680	\$ 2,283	Ø	\$364,963
Animals & Grounds Department				
Personal Services	483,570	35,269		518,839
Materials & Services	187,300			187,300
Capital Outlay	7,540			7,540
DEPT. TOTAL	\$678,410	\$35,269	Ø	\$713,679
Education/Research Grants Department				
Personal Services	43,920	3,565		47,485
Materials & Services	4,044	(1,565)		2,479
Capital Outlay		1,565		1,565
DEPT. TOTAL	\$47,964	\$ 3,565	Ø	\$51,529
General Capital Improvements				
Capital Outlay	1,468,700		212,557	1,681,257
DEPT. TOTAL	\$1,468,700	Ø	\$212,557	\$1,681,257
CONTINGENCY	194,535	(87,924)		106,611
TR to General Fund	149,376	10,000		159,376
Unappropriated Balance	30,000			30,000
TOTAL REQUIREMENTS	\$3,922,700	Ø	\$252,557	\$4,175,257

SUPPLEMENTAL BUDGET NOTES:

(1)	Increased cost for MSD Liability Insurance - Railroad,	
(2)	Solid Waste CETA Contracts:	
	Waste Oil Program	- 6,853
	Waste Composition, Phase I	- 15,150
	Waste Composition, Phase 2	- 14,295
	Citizen's Guide Program	- 14,295
	TOTAL	<u>\$50,593</u>
(3)	Portland Recycling Team Contract,	
(4)	Increased revenues for food concessions,	
(5)	Increased revenues for gift shop.	
(6)	Donations for Turtle Log Sculpture	
(7)	Education Program Tuition revenue.	
(8)	Zoo CETA Contracts:	
	Feline Exhibit	- 154,134
	Landscape Beautification	- 43,923
	TOTAL	<u>\$198,057</u>

78-1018 ORDINANCE NO. 58 - FIRST PUBLIC HEARING

AT THE DECEMBER 9, 1977, BOARD MEETING, THE BOARD APPROVED, IN CONCEPT, THE PHASING OUT OF OUR TIRE CARRIER REGULATION AND THE INCORPORATION OF THE REGULATION OF TIRE DISPOSAL INTO THE MAIN SOLID WASTE PROGRAM. PROPOSED ORDINANCE NO. 58 ACCOMPLISHES THIS PHASE-OUT AND INCORPORATION. THE ORDINANCE ABOLISHES CHAPTERS 12.16, 12.18, AND 20.10 OF THE MSD CODE IN THEIR ENTIRETY. THESE THREE CHAPTERS COMPRISE THE SCRAP TIRE PROGRAM. IN ADDITION, THE ORDINANCE AMENDS SECTION 12.02.060(2) TO INSURE MSD REGULATION OF TIRE PROCESSING CENTERS THAT PROCESS TIRES FOR USE AS A FUEL.

THIS ORDINANCE COMES TO THE BOARD WITH A RECOMMENDATION FOR APPROVAL FROM THE MSD SOLID WASTE ADVISORY COMMITTEE. THE COMMITTEE ALSO SUGGESTED A REVIEW IN SIX MONTHS AND THE INCLUSION OF A MAXIMUM DISPOSAL CHARGE IN ALL PROCESSING CENTER AGREEMENTS.

ATTACHMENT A TO THIS REPORT LISTS WHAT THE STAFF FEELS ARE THE MAIN EFFECTS OF THESE CHANGES.

ATTACHMENT B IS A FLOW DIAGRAM INDICATING WITH A DASH LINE THE AREA WE CURRENTLY TRY TO REGULATE. NOTE THAT RETREADING IS THE HIGHEST PRIORITY END USE, WITH LANDFILLING THE LOWEST PRIORITY END USE. THE STAFF HAS MADE NO PRIORITY JUDGMENT WITH REGARDS TO SALVAGING, PYROLYSIS, AND FUEL USE.

ATTACHMENT C IS A FLOW DIAGRAM INDICATING WITH A DASH LINE THE AREAS THAT WE PROPOSE TO TRY TO REGULATE. SPECIFICALLY, WE THINK THE DISTRICT SHOULD HAVE ALL TIRE PROCESSING CENTERS UNDER AGREEMENT AS WE DO WITH OTHER SOLID WASTE PROCESSING CENTERS NOW. ONCE THE WHOLE TIRES ARE PROCESSED (CUT, BALED, CHIPPED, OR SHREDDED), WE BELIEVE THE OUTPUT SHOULD BE TREATED NOT AS WASTE, BUT AS A MARKETABLE PRODUCT. IF THE OUTPUT IS TAKEN TO A LANDFILL, OUR MAIN ORDINANCES WILL APPLY AS THEY DO WITH ANY OTHER MATERIAL TAKEN TO A LANDFILL.

ATTACHMENT D INDICATES THE POSSIBLE FINANCIAL EFFECTS OF THIS PROPOSAL.

ATTACHMENT E IS OUR ESTIMATE OF CURRENT AND FUTURE DEMANDS ON STAFF TIME RESULTING FROM SCRAP TIRE PROBLEMS.

ATTACHMENT F IS A BRIEF STATEMENT OF THE DIRECTIONS IN WHICH WE WOULD LIKE TO MOVE WITH REGARD TO LOCAL REGULATION OF TIRE CARRIERS AND MSD REGULATION OF PROCESSING CENTERS.

THE STAFF RECOMMENDS CONDUCTING THE FIRST PUBLIC HEARING ON ORDINANCE No. 58 AND SETTING THE SECOND HEARING DATE FOR MARCH 24, 1978.

*Second hearing set for April 14,
1978.*

METROPOLITAN SERVICE DISTRICT

ORDINANCE NO. 58

AN ORDINANCE MODIFYING THE MSD CODE, ABOLISHING CHAPTERS 12.16, 12.18, AND 20.10, AND AMENDING SECTION 12.02.060(2)

SHORT TITLE: AN ORDINANCE ENDING THE SPECIAL TREATMENT OF SCRAP TIRE COLLECTORS AND INCORPORATING THE SCRAP TIRE PROGRAM INTO THE SOLID WASTE MANAGEMENT PROGRAM

NOTE: THE LANGUAGE IN BRACKETS WILL BE DELETED AND THE LANGUAGE UNDERLINED WILL BE ADDED.

ORDINANCE NO. 58

THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

SECTION 1. SHORT TITLE

THIS ORDINANCE SHALL BE KNOWN AS "AN ORDINANCE ENDING THE SPECIAL TREATMENT OF SCRAP TIRE COLLECTORS AND INCORPORATING THE SCRAP TIRE PROGRAM INTO THE SOLID WASTE MANAGEMENT PROGRAM" AND MAY BE SO CITED AND PLEADED AND SHALL BE CITED HEREIN AS "THIS ORDINANCE".

SECTION 2. CODIFICATION

THIS ORDINANCE MAY BE CODIFIED INTO THE CODE OF THE METROPOLITAN SERVICE DISTRICT.

SECTION 3. CHAPTERS 12.16, 12.18, AND 20.10 ARE HEREBY ABOLISHED AND ELIMINATED FROM THE MSD CODE.

SECTION 4. SECTION 12.02.060(2) OF THE MSD CODE IS HEREBY AMENDED TO READ:

12.02.060 PROHIBITED ACTIVITIES; EXEMPTIONS:

(1).....

(2) A PERSON IS EXEMPT FROM THE OPERATION OF SUBSECTIONS 12.02.060(1) c), d), e), AND f) IF THE SOLID WASTES BEING TRANSFERRED, PROCESSED OR DEPOSITED:

- A) ARE NOT PUTRESCIBLE, AND
- B) HAVE BEEN SOURCE SEPARATED, AND,
- C) ARE NOT AND WILL NOT BE MIXED BY TYPE WITH OTHER SOLID WASTES, AND,
- D) WILL BE REUSED OR RECYCLED, AND
- E) NO PORTION OF THE (WILL NOT BE) PROCESSED MATERIAL WILL BE SOLD OR OTHERWISE DISPOSED OF FOR USE AS A FUEL OR A FUEL

ADDITIVE, (UNLESS THE FUEL OR FUEL ADDITIVE IS USED SOLELY BY THE PERSON WHO OWNS OR OPERATES THE PROCESSING FACILITY.)

(3).....

SECTION 5. EFFECTIVE DATE

THIS ORDINANCE SHALL TAKE EFFECT THIRTY (30) DAYS FROM THE DATE OF ADOPTION PURSUANT TO MSD CODE SECTION 4.02.080(1).

DATE _____

ROBERT SCHUMACHER, CHAIRMAN



METROPOLITAN SERVICE DISTRICT

1220 S. W. MORRISON ROOM 300 PORTLAND, OREGON 97205

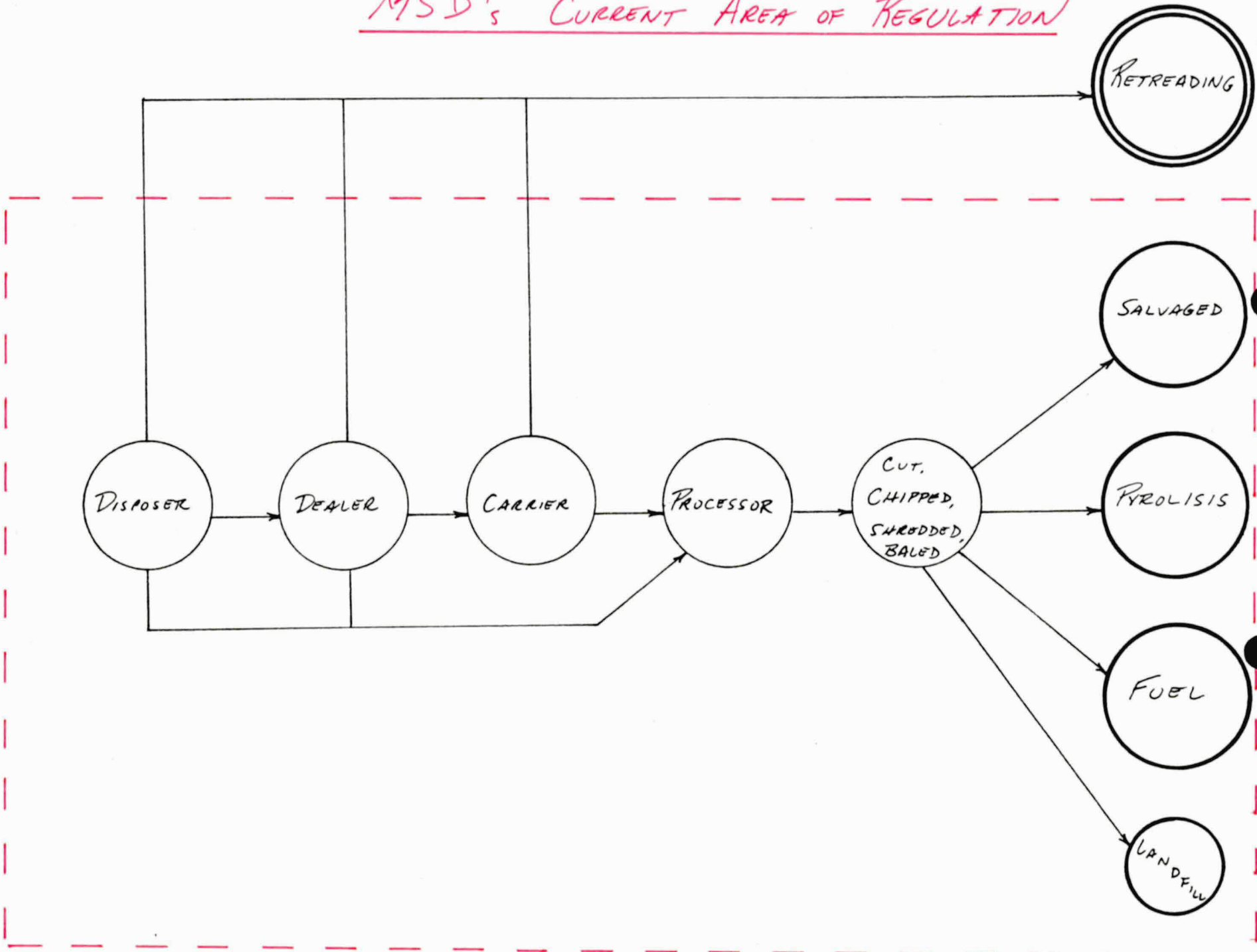
(503) 248-5470

Attachment A

EFFECTS OF MODIFYING THE SCRAP TIRE PROGRAM

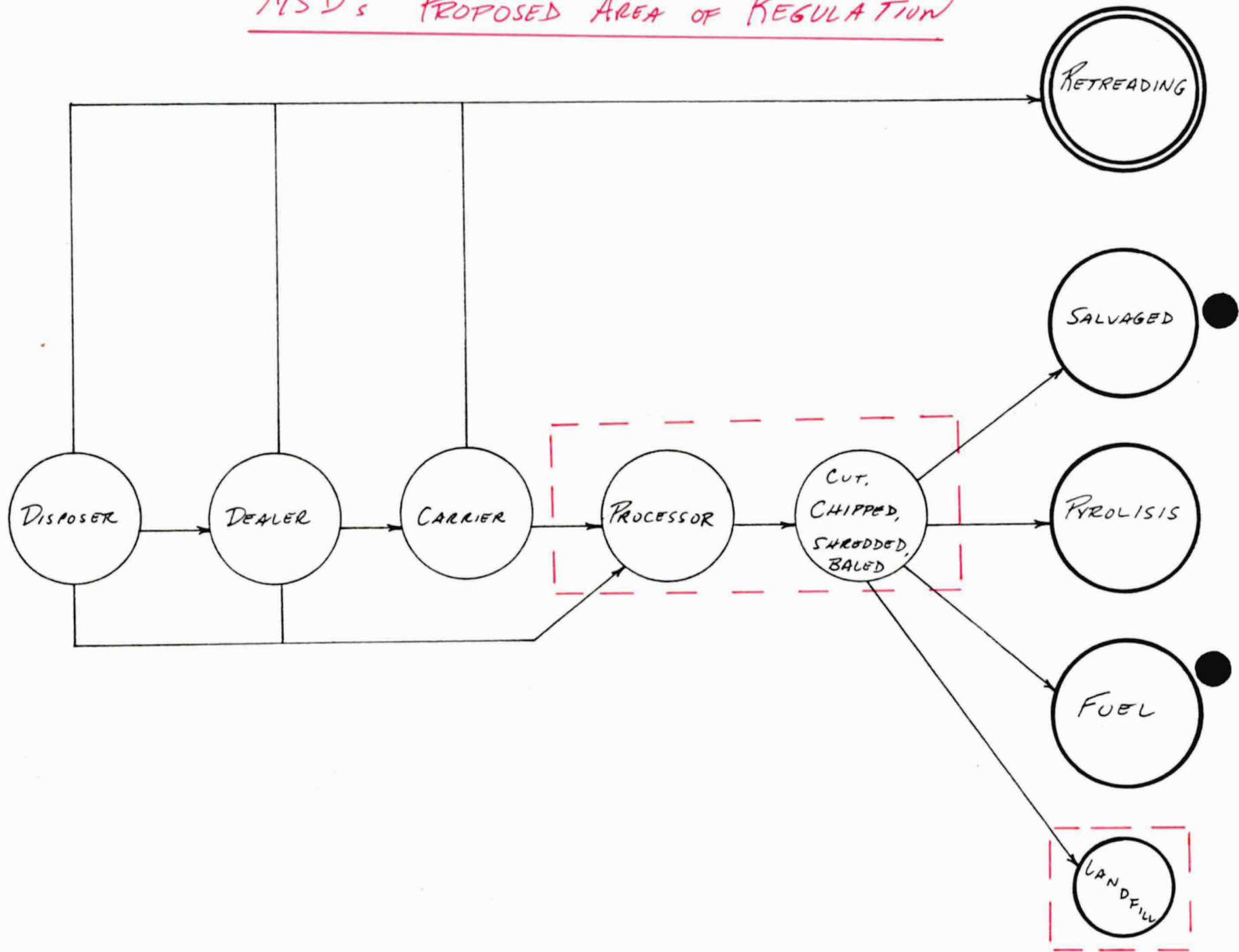
1. Scrap tires will be "waste" (12.02.030(22)).
2. Scrap tires will be "solid waste" (12.02.030(17)).
3. Tire chips will not be "waste" (12.02.030(22)).
4. Tire chips will not be "solid waste" (12.02.030(17)).
5. Scrap tires will be "processable waste" (12.02.030(12)).
6. Scrap tires will be "source separated" (12.02.030(18)).
7. Operations such as MDC and Tiregon will be a "processing facility" (12.02.030(13)).
8. All persons or companies who operate a facility where scrap tires are altered in form (such as shredding, chipping, or pyrolizing) must operate under an agreement with MSD (12.02.060(1)(d)).
9. Any operation that processes tires for use other than as a fuel will most likely be exempt from MSD regulation (12.02.060(2)(e)).
10. MSD may grant an exclusive contract for a tire processing facility (12.02.170).
11. No user fee will be collected on tires taken to a processing facility.
12. User fees will be paid at the landfill for all tire chips taken to the landfill (12.02.150).
13. Tire collectors or carriers will not need a permit from MSD and will not be required to submit reports to MSD.
14. All tires picked up in the MSD must be delivered to a retreader or a processing facility.
15. No person may take scrap tires out of the MSD except by written authority of the Director (12.02.060(1)(d)).
16. All tire collectors or carriers must comply with all city and county laws, regulations, franchises, and permit requirements.
17. All tire collectors or carriers must comply with all MSD ordinances regarding the disposal of scrap tires.

MSD's CURRENT AREA OF REGULATION



- 14 -

MSD's PROPOSED AREA OF REGULATION



ATTACHMENT D

FINANCIAL EFFECTS OF PROPOSAL

1. Tire Carrier Permit Fees

MSD will lose approximately \$800 in tire carrier permit fees annually. 1976-77 fees amounted to \$828. 1977-78 fees should be less, however, as a result of the reduction in the number of active tire carriers under permit. Fees already collected for the year 1978 will be refunded on a prorated basis.

2. Tire Processing and Salvage Fees

In an effort to encourage proper tire disposal by keeping the disposal cost as low as possible, and to encourage recycling or reuse of tire chips, MSD will no longer charge the \$.03 user fee at the processing center. MSD will still receive a user fee on all tire chips taken to the landfill. As a result of this change, MSD will lose about \$15,000 per year in processing user fees. Hopefully, as more chips are used commercially, the landfill user fees will decrease down to \$0.00. At the current rate, MSD receives about \$2,000 per year from landfill user fees for tire chips.

Thus, MSD's revenue could be reduced by up to \$17,000-\$18,000 per year as a result of the proposed changes and increased markets for tire chips. The impact on the 1977-1978 scrap tire revenues will be about \$3,000.

EFFECT ON MSD STAFF TIME1. Currently:

Enforcement of the scrap tire program currently involves approximately 25 hours per week of my time plus 5 hours per week of Jose Castro's time (work study student). This includes the issuance and re-issuance of carrier permits, maintenance and review of data from carrier and processing receipts, inspection of processing centers, investigation of complaints by and against permitted carriers, investigation of non-permitted carriers, review of scrap tire information from around the country, and exploring potential uses for scrap tires.

2. As Proposed:

Enforcement of the scrap tire processing center agreements, review of scrap tire information from around the country, and exploring potential uses for scrap tires should involve approximately 6 to 8 hours per week of my time with no assistance from a work study student, at our current priority levels. If other areas demanded more time, enforcement of tire processing center agreements and tire related activities could probably take a back seat without any serious problems if: a) local jurisdictions maintain some kind of control over carriers (permitting or franchising), or b) the cost of tire disposal is significantly reduced.

ATTACHMENT F

HOPES FOR THE FUTURE

It is our opinion that the proper disposal of scrap tires can be encouraged in primarily two ways: 1) regulation of tire carriers; and 2) providing a free or low cost dumping location for the disposal of scrap tires.

1. Regulation of Tire Carriers

Since MSD does not have the authority to regulate scrap tire carriers, such regulation must be carried out by the cities and counties within our area if it is to occur at all. It is our hope that for whatever areas in the MSD that arrange for franchised or contracted tire collection, we can cooperate with the local administrator to check our disposal data with their collection data. This type of comparison could point out tires that were being collected but not properly disposed. This arrangement is relatively inefficient since: a) it requires local enforcement of collection routes; b) it requires local reporting requirements; c) MSD does not have good information on tires going to retreading; and d) it requires monthly cooperation between MSD and local personnel. We strongly believe, however, that it is better than nothing.

2. Free or Low Cost Disposal Site

MSD does have authority to direct the flow of scrap tires. We are also in a position to encourage or discourage processing centers via our agreement requirements. To the extent that we can be involved in gaining a reduction in the disposal fees, we think it would be time well spent.

Unfortunately, a continuous, paying market for tire chips or other tire products is the primary requirement for low cost or free disposal. Thus, we would like to encourage an experimental pyrolysis operation and to encourage further efforts in using tire chips as a hog fuel additive. It is fair for processors to make their profit on the intake or the output, or perhaps a little from both, so long as disposal costs are not being kept artificially high.

It is my hope that disposal costs can be reduced in the near future and eliminated when market conditions allow. Currently, the processing center charges \$.25 per passenger tire and \$.85 per truck tire. The removal of MSD's user fee (\$.03) and landfill savings on all chips not

landfilled makes a reduction in the disposal fee appear feasible in the near future. Thereafter, income realized from a stable market price for tire chips in the Portland area could be translated into a lower disposal charge.

HARDY, McEWEN, WEISS, NEWMAN & FAUST

(FOUNDED AS CAKE & CAKE-1886)

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MARTIN W. ROHRER
ROBERT A. STOUT
JANICE M. STEWART
ELEANORE S. BAKENDALE
ROBERT G. BOEHMER

March 9, 1978

RALPH H. CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1896-1974)

Mr. Charles C. Kemper
Metropolitan Service District
1220 S.W. Morrison, Room 300
Portland, Oregon 97204

RECEIVED
MAR 10 1978

METRO SERVICE DISTRICT

Re: LCCM SW-003
Authority to Retain Scrap Tire Collection Program

Dear Chuck:

You have asked our opinion whether MSD can act as an agent on behalf of local jurisdictions or enter into some kind of arrangement with local jurisdictions to administer and/or enforce the scrap tire carrier collection program.

Pursuant to ORS 268.300(2), MSD may contract with state or local government agencies for purposes of its authorized functions. These authorized functions include disposal of solid and liquid wastes under ORS 268.310(2). As you are aware, the 1977 Oregon Legislature amended ORS 268.310(2) by eliminating MSD's power to collect and transport such wastes by agreement with other public corporations, cities or counties. Thus, MSD may regulate disposal, but not collection of scrap tires.

It is our opinion that MSD may not regain its authority in the area of solid waste collection by entering into agreements with local governments. As a general rule, municipal corporations lack the power to exercise authority not specifically granted by statute. State v. Port of Astoria, 79 Or 1, 17, 154 P 399 (1916); City of Portland v. Stevens, 180 Or 514, 178 P2d 175 (1947). Although ORS 190.010 permits intergovernmental agreements, it does not permit a unit of local government to gain authority which it does not otherwise have. ORS 190.010 expressly limits these agreements to "the performance of any or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform" (emphasis added). The Attorney General in several opinions has interpreted this language to mean that both parties must have the authority to

Mr. Charles C. Kemper
March 9, 1978
Page Two

provide the function or perform the activity which is the subject of the intergovernmental agreement. 34 Op. Att'y Gen. 1005, 1008, 1111 (1970); 35 Op. Att'y Gen. 383 (1970); 33 Op. Att'y Gen. 34 (1968).

Thus, for MSD to provide any service to a city or county, regardless of whether MSD is acting as an agent or a consultant, or performing only administrative functions, it must have the authority to provide the specific service. If MSD cannot provide the service, then it cannot contract to provide the service for others.

Moreover, any agreement between MSD and a city, whereby MSD is to assume the legislative powers of the city, might be invalid, for a city, as a general rule, cannot surrender by contract or otherwise, any of its legislative or governmental functions and powers. 33 Op. Att'y Gen. 596 (1968); McQuillin, Municipal Corporations (3d Ed 1966) §10.38. Thus, MSD could only perform ministerial or administrative functions for a city, even if it had authority to regulate collection of scrap tires.

Although MSD cannot itself or by intergovernmental agreement regulate the collection of scrap tires, it can require scrap tire collectors to make use of designated and authorized disposal sites under ORS 268.317(4). In order to exercise this authority, MSD can require reports from scrap tire carriers similar to the reports presently required of garbage collectors.

Very truly yours,



Dean P. Gisvold

JMS:DPG:ndo

Gary McMurry

My name is Gary P. McMurry. I'm an attorney. I practice law in the firm of Rankin, McMurry, Osburn, Gallagher & VavVrosky, One Southwest Columbia. I am appearing today on behalf of Tiregon, Inc., which is a tire processing facility, as I understand this new ordinance. I wish to speak in opposition to this proposed ordinance. It is not a repeal of a collection process of MSD. It is a restructuring of a process that has gone on, to my own knowledge, for about two and one-half years, in which the staff, not the present staff, but prior staff of MSD, has engaged in a program of harassment and intimidation of Tiregon and it's activity.

Tiregon was first licensed by MSD as a scrap tire processor and also had a permit as a scrap tire collector. We appeared before this commission and I think it was 1975, the fall of '75, and urged this commission to make certain amendments in your scrap tire program to allow Tiregon to even exist.

At the time the ordinance was first before you for consideration, it was designed so that Rossman and the MDC were the only people who would be able to engage in the reprocessing of tires. At that time they were solely and exclusively in the pulverizing of tires or, with their hammer-mill, wrenching them into large pieces for landfills. At that time, Tiregon, under the direction of Mr. Myron Tupper, Design Engineer, and Mr. Raymond Michaels, the then President and major stockholder, had invested many hundreds of thousands of dollars in a Tiregon machine which is unique and is patented in the United States and is a unique machine that engages in the chipping, not the wrenching or the pounding, but the chipping of variable sizes of rubber chips. It is the only machine in the United States, and we have determined to our satisfaction the only machine in the world, that can make variable sized chips from two inches down to discreet thumbnail sized chips.

At this stage in the proceedings, this commission adopted the amendments that we proposed for the allowance of Tiregon's existence. We said at that time that we did not believe that the Metropolitan Service District should engage in the monopolization of industry. We did not view scrap tires, at that time, and we do not view them today, as waste. We view them as our resource; our inventory of supplies. We do even more so today.

Gary McMurry
(continued)

We try to analogize, and have tried to analogize it for many years, to the forest products industry, using wood chips. Fifty years ago wood chips were waste. Wood chips were a glut and had to be gotten rid of - burned - as you remember in the wigwam burners. Well, technology answered the problem and now they are a valuable resource. It is clear beyond a doubt that scrap tires are a valuable resource. They are not waste and it is only technology that is required to make use of the millions and millions and millions of BTU's stored in that rubber and the raw material saved, energy consumption to make use of what is considered waste but is truly an extremely valuable resource. Not only in steel, but in carbon, as well as in oil-derivative products, as well as in the first stage fuel.

Following our application and receipt of the power to go forward, we then engaged in a series of disputes and difficulties with MSD. This resulted in a four month long hearing, contested hearing, before a hearing's officer that was appointed by the DEQ, or who worked for the DEQ. We went to battle over the questions of whether or not we had violated the franchise or the authorization.

Some months ago, I believe it was in November or October of last year, after many thousands of hours, or hundreds of yours and thousands of dollars in expense, the MSD determined that it would drop its charges. And they just did. We didn't receive a notice from the MSD, as I recall. It just went away. Shortly thereafter, the DEQ filed certain allegations against Tiregon.

I appreciate the fact that this sounds like a paranoid coming before you and saying, "we have been harassed and intimidated." But you truly are our representatives. We don't know at what stage are the proceeding with DEQ. But, we are aware, despite the denials of the MSD, we are aware, because it appeared in the paper, that their is a contract between Publishers and the Rossman, the so called Rossman Enterprise (I don't know exactly what its name is and how its composed) for solid waste management and the utilization of this waste for energy recovery. In addition, we are aware that this statute or this ordinance and proposed amendment is designed specifically to preclude Tiregon from its activities outside of the waste.

You have no power and never did have the power, truly, to enforce the collection of scrap tires. And it's absurd to think that your police powers

Gary McMurry:
(continued)

could ever be funded sufficiently to run around and flag down trucks carrying tires. Be that as it may, if that repealer is in the interest of public policy, we have to quarrel with it.

The point of it is that, in the first paragraph of your proposed ordinance (I'm now looking at Section 12.02.010, I think that's page 3 - it's the hyphenated letters). . .

Connie McCready: We only have the amendments here, or do we. . .

Sid Bartels: He's talking about one right here, Connie.

Paul Norr: This is already the existing statute.

Gary McMurry: No, this is the one that you forwarded to me to show the changes that would be made.

Paul Norr: The only place that a change would be made is on this.

Gary McMurry: All right. If you would bear with me a moment, because I would like to ask you to look at page 3 of this ordinance.

Connie McCready: Where is it?

Paul Norr: It's part of the existing staff report, if you have a copy of the existing staff report.

Gary McMurry: All right. I would like to read it to you so that you would understand where we consider the horse, or the tire, to be buried. In your old statute, you point out that the Rossman Landfill in Oregon City and the St. Johns Landfill in North Portland could be filled by 1979. Then you go on to point out that it is important that the MSD

Gary McMurry:
(continued)

"provide purchasers of the recovered resources, especially purchasers making capital investments, based on agreements with the District with an adequate and continuous flow of recovered resources."

Now, as we read that, we have the fear, whether it's well-founded or not, our history indicates that it is, that you have an agreement with the Rossman Landfill. The statute goes on to point out that this body can enter into exclusive contracts and you state, as a policy, you have an interest in providing people that have made an investment and have made an agreement with you, to have a continuous flow of recovered resources. We view that. . .

(interruption in tape)

. . . put out of business by this monopoly approach to recovery of scrap tires. I would like to go and point out, then, why we feel that this amendment is directed at Tiregon. On page 7 of the proposed amendment a person is exempt from the transfer or processing facility provisions if what he is processing is not putrescible [sic], has been source separated, will not be mixed up with other materials, will be re-used or recycled. So far, so good. Clearly, Tiregon will comply. Then, the new catch 22 is (e) of Section 12.02.06(2)(e). And here is where Tiregon is specifically legislated. "Will not be processed for use as a fuel or a fuel additive, unless the fuel or fuel additive is use solely by the person who owns or operates the processing facility." Tiregon is in the business of chipping tires to gain fuel additives at this time. But MDC would be in the process of chipping tires for use a fuel for Publishers, therefore exempt perhaps, but clearly Tiregon would be non-exempt.

Then if you turn to the last page of this proposed ordinance, you will find that the Director may refuse to provide a permit, may refuse to renew a permit or may suspend a permit if, in his judgment or her judgment, the applicant or licensee does not provide adequate service to the public, whatever that means. In addition, by reason of your preamble, the Director may also limit the number of certificates granted pursuant to this chapter and, as I stated before, engage in an exclusive contract for the processing of tires.

What possible public interest can there be in the MSD trying to tell wood lot owners that they can only sell wood chips to Weyerhaeuser or wood chips to Publishers Paper? There is a public interest in not having scrap tires thrown in canyons. We

Gary McMurry:
(continued)

share that public interest and we want all of those tires. But we do not want to be subject to the type of harassment that has gone on and I ask you to refer to the staff notes that the hearing that has been held and to be always under the sort of diomocles which we could be put out of existance in the sole and exclusive direction of a director or a staff person who does not believe that it is in the public interest for this industry to continue in existance. I should also point out that approximately \$750,000 has been spent, to date, and another \$700,000 has now been committed to a national marketing campaign for the installation of the Tiregon machinery and processing projects throughout the country. It is also true that we have been dealing, in a long and painful experience, with a mill in Oregon City where tests are going on at this very moment to determine the feasibility of Tiregon supplying huge amounts of chips as an additive for the hog fuel they are using.

I want you to please not adopt this ordinance under the guise that it's a repealer. It is not. It is the death nail for Tiregon, as we have experienced this history to date. I can assure you that we would work to draft any type of ordinance that would make sense for the problem.

I should add one other point. This has the unanimous support of the Solid Waste Advisory Committee. But the Solid Waste Advisory Committee has no one representing Tiregon's interests. It only has to do with garbage collectors and, strangely enough, the Rossman Sanitary entities' vice president. We have no quarrel with doing competition with them. We do have a quarrel, and it will be a serious matter for the courts if we are legislated again out of existance.

Sid Bartels:

Gary, the first comment I have to make, because I'm not familiar with the history as you are, and to my knowledge if the name Tiregon has come before the Board, it just never registered with me because I know of no prejudice that exists against Tiregon on this Board at all.

Gary McMurry:

We have been before you once and you adopted the ordinance that we asked you to.

Sid Bartels: Well, so anyway, it didn't ring a bell with me. And secondly, perhaps because (e) could cause you a great deal of problems. You speak that they have developed this special machine. Now keep in mind one thing: the Metropolitan Service District or the people that are going to spend some \$40 million, maybe \$60 million or whatever - I don't know what the figure - millions of dollars to recycle garbage to eliminate the landfill problem and also, to provide an energy source. Now, one of the reasons such controls would have to be contained in an ordinance like this - and I'm not speaking to tires - it could be to any other aspect of the garbage that's collected - it may take that. But let's suppose that without the tires the system just won't quite work. Let's assume that's true. And we contract exclusively with one purchaser, to wit, Publishers Paper Company, with all of the money that was invested, what do you suppose we would have to do? Let's assume that your company, Tiregon, is chipping and selling tires and doing an excellent job and they are taking them from the Metropolitan Service District. The only way that the overall solid waste program and recycling could be done effectively, within reasonable cost, would be to include those tires and sell them all. And in effect, to deprive Tiregon of its rights to function as a private industry. What would we do?

Gary McMurry: First of all, in my judgment - I'm not trying to be facetious. . .

Sid Bartels: No.

Gary McMurry: . . .you would have to go to the Supreme Court to have it determined that Tiregon. . .that the governmental power to prefer one industry, because of a contract, was not taking and depriving a company's right to do business. That's how we view this problem. And if the system won't work without tires, then that's one thing and a subsidy has to be provided. But to call it waste and to be cleaning up the canyons and biways, when the true problem is economics, we view that as not correct.

Sid Bartels: How long have they had this machine? That works - that is an operational machine.

Gary McMurry: Two years.

Sid Bartels: O.K. Then I suppose that in 1970 or '71 or '73 that we would have easily been able to determine the scrap tires were a real serious waste problem. And that has been in effect since '71 or '73. So your people started before, a few years ago, to develop this machine. Two years ago it was in the form or function that wasn't thought of in 1971 or '72. We are not trying to drive you out of business in no sense of the way. But we do have to make the major thing work. That includes tires - I don't know the answer to that though. But if it does, then that's the way it will have to be, wouldn't it?

Gary McMurry: No.

Sid Bartels: Well, we'll see.

Connie McCready: Mr. Chairman, I just wanted to ask you a question. Does Tiregon's unique machine, is it now accepting and processing all truck and studded tires?

Gary McMurry: No. No machine is yet designed. . .we have a truck tire machine, but it is not - I forget what Mr. Tupper calls it - it is a prototype. It is not a production - it hasn't been tested in the industry. And no Tiregon machine will accept studded tires. They have to be hand pulled because, obviously, the discreet chip that is going to be used in a furnace can't be carrying metals in, or DEQ and every body else gets upset because it ruins the furnace.

Connie McCready: So Tiregon is not collecting nor are they accepting that kind of material at the plant.

Gary McMurry: Oh yeah. Yes. A portion of the tires are being cycled for recapping. It is only the tires that are truly scrapped that are being chipped. Truck tires. . .

Connie McCready: I meant these two - the truck and the studded - they will not accept them nor collect them unless they can be recapped. Is that right?

Gary McMurry: We collect them and the machine that is being developed now is a truck tire machine. That was in our original grant - that we would develop a truck tire machine and that is developed, but it is not, in any way, economically a production model.

McCready: Are you stockpiling those now, or are you accepting them?

McMurry: Yes.

McCready: All that come, or do you collect them?

McMurry: Yes.

McCready: Even though you are not doing anything with them until. . .

McMurry: Until we get the machine on stream. That's right.

McCready: Where do you save them?

McMurry: Well, they have a huge plant out on - where is it? - on Columbia Boulevard?

Paul Norr: It's out near the airport on Marine Drive.

McMurry: Marine Drive. Yes. That's right. I'm sorry.

McCready: O.K. Thank you.

Sid Bartels: Yes.

Norr: If I may, it is my understanding that rather than actual stockpiling all of those truck tires that are there now, they are being disposed of at an authorized disposal site rather than being stockpiled.

McCready: Authorized you say?

Norr: Yes.

Bartels: My statements, Gary, were only in theory. I hope you understand that.

McMurry: I understand the problem and the dilemma. I just feel so very strongly that, at the outset we felt that we know that this is a breakthrough. We know that it's going to take time to work out the bugs. But to have MSD, which is so interested and involved in energy recovery and recycling, be opposed to Tiregon's approach - I understand this Board is not aware of that. But those are the facts. And I can't believe that I'm saying this sort of thing, but I've lived through it and I know that's what's happened. Mr. Norr had no part of that, I should also add.

Bartels: Dean, do you have any comments?

Dean Gisvold: I want to comment because Mr. Norr wasn't in our office then and I take affront at the words "harassment" and "intimidation". The contested case hearing was the procedural part of our enforcement procedures because, in our judgment, Tiregon was not complying with the conditions attached and agreed to on their permit. The truck tire machine was one, the dates that had been set for operation of that machine were not met. The most important part of the conditions that was not met was the marketing of scrap tires. Over and over again the staff (the then scrap tire staff) did everything they could to find markets for scrap tires. Every inquiry they got for tire chips they pointed to Tiregon. They worked with Tiregon in trying to help, but that did not come about over the period of time that was in the permit. Harassment can be a strong word. There is no way that it was done. It was an enforcement procedure that, after a great deal of effort in trying to get compliance with a permit that was agreed to and accepted by Tiregon back in 1975 or '76. The MSD staff, as far as I know, has always been trying to take in the tire chips and get them re-used and recycled. The ordinance itself, which Mr. McMurry refers to, provides exemption for source separated material and it has always been the direction of this Board to encourage all recycling, re-use and resource recovery of material

Dean Gisvold:
(continued)

The ordinance is structured the way it is because of the overall problem of solid waste disposal. The staff has felt that there is enough garbage out there to run a resource recovery facility and still source separate. The kinds of things that Mr. McMurry is talking about - the tire chips, the corrugated cardboard and a whole host of other items that exist in this area - go on day-to-day, which also are in the same position as Tiregon. There could be a point in time when some of that material, in terms of solving 100 percent of the problem, could be needed in order to provide an economic base for disposing of 100 percent of the garbage, as opposed to landfilling 70 percent or 80 percent of the garbage and recycling 20 and 30 percent of the material that has some value. So the particular section that Mr. McMurry refers to, which has been the (e) of 12.02, has been in the ordinance since its inception, is proposed to be modified, but not for the addition of fuel or fuel additives, but in terms of some other words that are being added to it. That exemption was in there for a specific reason and is being honored now for all kinds of activities which are going on in this area which have always been promoted by MSD.

Sid Bartels:

Dean, I want to ask you a question. Let's suppose the tires are chipped into a form they now are, and are suitable for many purposes at that particular point and, evidently, if it's right and a product that can be re-used, then it never gets to point (e). Is that correct? Let's suppose you can take those tire chips and make them into a brick. Assume that as a fact. And Tiregon or ABC Company sells 10,000 tons to somebody. And they want to make bricks out of them for something. Could he do it at that point?

Gisvold:

Yes, it would be exempted.

Bartels:

It could be exempt? Now here's where there could be an inconsistency that doesn't fit with the final conclusion. Let's suppose that occurred. Let's suppose, to make the MSD recycling deal to generate power, we needed those chips to make the thing economically feasible. They would still be able to ship those things out and we would have no power to compel those to be delivered to us under the ordinances as proposed. Is that right?

Connie McCready: If they use them for bricks?

Sid Bartels: For bricks.

Connie McCready: And if they didn't use them for fuel?

Dean Gisvold: The exemption, as I remember, requires...Unless the ordinance is changed, the intent was that so long as...we would have to change the exemption.

Bartels: Let's suppose...let's assume as it's presented, Dean, that he could make the bricks out of them. And they are not in violation of anything. Right? O.K., now let's just leave it to the bricks. Is that true?

Gisvold: Yes.

Bartels: O.K., so that if we needed them...let's assume we need them, those tire chips.

Gisvold: I think we're talking about scrap tires.

Bartels: Well, I think it says "processed" and they're going to be re-used. Right?

Gisvold: What we're talking about is the scrap tires. The waste product that we're talking about - and this is one of the questions that Mr. McMurry raises - is whether scrap is, in fact, a waste. And before you get to the exemption, you've got to look at the definitions.

McCready: Yes.

Gisvold: The ordinance applies to solid waste.

Gary McMurry: Now, just look at 12.02.060. It makes it illegal to operate a tire processing or processing facility and you are exempted from that under this (e). It isn't the waste we're talking about. It's the operation of taking scrap tires and making a brick out of them.

Gisvold: It's the processing of waste products.

Gary McMurry: And you're exempt if you make a brick, but you're not exempt if you make a fuel.

Sid Bartels: That's my point. O.K. You can make the brick. Do we agree?

Dean Gisvold: Yes.

Bartels: Now, we need those. Let's say we make the bricks and they're sold. But to make the total recycling and to create the energy for what we're going to do, we need that. We need those tires for fuel. Let's assume that's true. We could not get it, could we, under the ordinance, unless we purchased it? True?

Gisvold: We could put it into the ordinance.

Bartels: But assume we don't change the ordinance. O.K., and if we change the ordinance, we'd have to pay them for it because they are operating legally. Now, if that's true, it would seem to me that the argument which I propose - that we might need them if they can take them and use them under (a) but they can't use them under (b), it would still frustrate the whole purpose. What difference does it make if they can take them away from the potential use that we might have for them legally under one section of the exemption, but they can't under the other, when either one of them may work. I don't see the logic to that. I mean, I don't see how we can say, as I said to him earlier, that we might need those tires to make a \$40 million system work, when he can take them from us anyway and make bricks with them, which very conceivably could occur. I mean, you're not the last state of technology, that's for sure. But he can't burn them for fuel.

McMurry: What's more, the economic impact is the same. You would have just as much right, and it seems to me, just as immoral, to make used oil collectors from all of the service stations around this state - around your MSD, which there are - they take them back to the Shell refinery and make industrial out of them. O.K. You could use that oil for your additive, but there would be absolutely no sense, because an industry is in place and it's not refuse. Under the guise of refuse you're not using - you're not, but this quote "waste" is to

Gary McMurry:
(continued)

be used as an economic support for a very important and justifiable thing. But you wouldn't get anywhere telling Texaco that they have to give all of their oil to your place. It's a taking without compensation. And you've got to either tax for it or to draw an ordinance that doesn't use this waste procedure, if we're a viable company.

Connie McCready:

But the answer to my question, a portion of these still are, at this point, waste until you've got your tire truck and your studded ones to use.

McMurry:

No. The studded ones are processed. The studs are just removed, that's all. I didn't mean to say they...truck tires, at the present time, are not.

Paul Norr:

Mr. Chairman, if I may...I think Mr. McMurry, again, as in the case he brought before, raises some interesting questions. But I have some comments on them myself. I still consider scrap tires to be solid waste. If they weren't, we wouldn't get calls to come pick them up out of the canyons and from along the highways. I also feel that scrap tires ought to be considered solid waste until they can be proven through the free market economic process to be a valuable resource. The only way I can get much of a handle on that is by looking at the tires and seeing whether they are something someone is willing to pay for or take for free. If it's still at the point where there is a necessary disposal charge, that appears to me to be evidence that scrap tires are still solid waste as opposed to being an economic commodity. Part of that reasoning led us to the conclusion that tire chips themselves are, in fact, not waste. If you take the waste of the scrap tire and put some effort into processing it, Tiregon, MDC or anyone else's efforts in processing are enough to me - that they wouldn't be doing this if they didn't feel the market was there to dispose of the tire chips. Unfortunately, I feel that we are still a little bit of time away from having that viable market. Enough so as to make the scrap tires cease being a problem. In that standpoint, I still regard scrap tires as being waste. From the standpoint of exempting someone who makes bricks, or perhaps a more realistic example would be if someone were to do that operation under our ordinance as it exists now, or as they are being proposed...our proposal doesn't really alter the part (e) that Mr. McMurry is talking about. As

Paul Norr:
(continued)

you will note on page 2 of the ordinance, it deletes certain words and adds certain words, but the basic concept is still the same. That is, if it's used for fuel, then it's not exempt. That's what part (e) says that's written now and as it's proposed. The idea being that has been all along the basic idea that if materials are available for use as a fuel, they may have to be taken for the Oregon City plant. I can understand Mr. McMurry's concern that this is directed exclusively at Tiregon. However, I can also point out that we currently have under contract, with the same kind of contract that we're talking about for Tiregon or MDC, I believe we now have under contract six food waste or other processing centers - one that processes wood and metals and separates them out and this sort of thing - each one of those agreements also have the same clause which we hope to have with Tiregon. So, from my standpoint, although I understand Mr. McMurry's concern, perhaps in light of some of his past experiences, but I can also show the other contracts where any processor for any type of waste were putting in the same clause that you too may some day lose your waste to the Oregon City Plant, if it's necessary. And that has to be done and the only justification for that is the greater good, if it exists at that time.

The only other comment I have now is that Mr. McMurry does raise up the question of taking, if at some point MSD were to say that the materials were necessary for the Oregon Facility Plant. And that raises the interesting question of who actually owns the waste. Through MSD's flow control ordinances, it's my understanding that if the MSD Board decided to have all the materials go to the Oregon City Plant, it would require an ordinance of the Board. The authority is already there in the enabling legislation. And that would, as I say, raise the question of who does the waste actually belong to. Does it belong to the person who puts it in the can, belong to the carrier or the landfill owner who's been receiving it? And I think, at this point, that's the question that is, at best, still up in the air. So I think that part of what we have to do is to proceed on the basis that if it's necessary at some point, and the justification of the greater good exists to enable the plant to operate, that those materials be directed under the flow control authority.

Gary McMurry:

Mr. Chairman, may I ask a question? If this ordinance is truly designed to authorize the taking

Gary McMurry:
(continued) of this energy rich resource for the landfill, what is the value - what is the greater good - that we're speaking of? Why not purchase it from Tiregon - the chips from Tiregon? I don't understand the urgency for this ordinance. There is no demonstrated need, as yet, for this material.

Sid Bartels: Well, it's looking ahead, Gary, I suppose. Just like anything, that's part of the job. Right?

McMurry: No, but O.K.

Chuck Kemper: I think that's a valid point. With (e), we want to be consistent with all the contracts. We recognize that this particular area is one that we're letting everybody know up front could happen. And if, at that time, the Board of Directors, if they're still the directors of this organization, are going to have to make some tough decisions. But, in any event, we feel was important when we developed the entire solid waste ordinances that are referred to in the Code, where we have our basic solid waste code. And I guess Mr. McMurry took a shot at me when he took...when he said previous staff...although I didn't work specifically on the job, but I watched this happen and our people worked very hard with Tiregon and, as far as I know, we have a very good relationship with your client. I don't think there was any motivation to put Tiregon out of business. You may disagree with me, but there is no big plot. Our only concern was that Tiregon do the job consistently with the other people who are doing the job of processing, and they weren't able to do it at that time. They weren't able to chip tires.

I take a little bit of exception to that fact that awful hard to work with Tiregon on the market. We spent a lot of time. We think that the chips that you make is an unusual chip. We think there are some things we could do that will help it. I think our basic goal is pretty much, as counsel indicated, is to reduce, re-use and recover from materials. There is more garbage than there is places to put it. And we'll tell the Board in the next few months about our landfill problem. I just feel that we have worked real hard and this ordinance is to extricate ourselves from the situation that evolved as a result from other things that we have been doing. We don't want to enforce things that we don't have the authority to do. And basically, that's it.



METROPOLITAN SERVICE DISTRICT

1220 S. W. MORRISON ROOM 300 PORTLAND, OREGON 97205

(503) 248-5470

Jan

March 1, 1978

The Metropolitan Service District (MSD), as a result of some changes in our legislative authority, will be phasing out of the regulation of scrap tire carriers. MSD proposes to regulate the disposal of scrap tires by means of agreements with all tire processing facilities.

MSD's authority in solid waste management lies in the area of disposal. Authority in the area of collection lies with the cities and counties. As with the collection of household garbage and commercial and industrial wastes, if collection franchises, contracts, or regulations are to be imposed in your area, they must be imposed by your city or county, and cannot be imposed by MSD. We are aware that the distinction between collection and disposal is often difficult to make, nevertheless, as a result of MSD's limited authority, it is a distinction which must be made.

If you currently are involved in solid waste collection management (including scrap tires) and would like assistance from MSD in any area, please feel free to contact either myself or Merle Irvine, Manager of Implementation and Compliance. If you are not currently involved in solid waste collection regulation and are interested in pursuing such regulation, please feel free to contact either of us. We are hoping to establish and maintain a working dialogue between you and us in an effort to try to solve some of our mutual problems.

Enclosed is a notice regarding the MSD phase-out of scrap tire carrier regulation. Please contact me with any questions you might have.

Very truly yours,

Paul Norr
SOLID WASTE
COMPLIANCE OFFICER

PN:amn
Enclosures

Mailed to local jurisdictions on 3-2-78 by Paul Norr



METROPOLITAN SERVICE DISTRICT

1220 S. W. MORRISON ROOM 300 PORTLAND, OREGON 97205

(503) 248-5470

Scan

NOTICE

TO: ALL LOCAL JURISDICTIONS, SCRAP TIRE CARRIERS, TIRE PROCESSING CENTERS, AND INTERESTED PARTIES

FROM: PAUL NORR, SOLID WASTE COMPLIANCE OFFICER

RE: PROPOSED REVISIONS IN MSD TIRE CODE

DATE: March 1, 1978

At the December 9, 1977 MSD Board meeting, the Board approved, in concept, the phasing out of our scrap tire carrier regulation and the incorporation of the regulation of processing centers into the main solid waste program. Attached is a copy of the cover sheet of the proposed ordinance that would accomplish this phase-out (Attachment A) and a list of what we feel are the major effects of this proposed ordinance (Attachment B).

This proposed ordinance is scheduled for public hearing before the MSD Board on the following dates:

March 10, 1978	First Hearing
March 24, 1978	Second Hearing

By means of this notice, we solicit your comments and invite your participation. Please feel free to contact me with any questions or comments you might have.

PN:amn
Attachments

Mailbox to attached 3-3-78 by Paul Norr

ATTACHMENT A

METROPOLITAN SERVICE DISTRICT
ORDINANCE NO. _____

An ordinance modifying the MSD Code, abolishing Chapters 12.16, 12.18, and 20.10.

SHORT TITLE: An Ordinance Ending the Special Treatment of Scrap Tire Collectors and Incorporating the Scrap Tire Program Into the Solid Waste Management Program.

NOTE: The language in brackets will be deleted and the language underlined will be added.



Attachment B

EFFECTS OF MODIFYING THE SCRAP TIRE PROGRAM

1. Scrap tires will be "waste" (12.02.030(22)).
2. Scrap tires will be "solid waste" (12.02.030(17)).
3. Tire chips will not be "waste" (12.02.030(22)).
4. Tire chips will not be "solid waste" (12.02.030(17)).
5. Scrap tires will be "processable waste" (12.02.030(12)).
6. Scrap tires will be "source separated" (12.02.030(18)).
7. Operations such as MDC and Tiregon will be a "processing facility" (12.02.030(13)).
8. All persons or companies who operate a facility where scrap tires are altered in form (such as shredding, chipping, or pyrolyzing) must operate under an agreement with MSD (12.02.060(1)(d)).
9. Any operation that processes tires for use other than as a fuel will most likely be exempt from MSD regulation (12.02.060(2)(e)).
10. MSD may grant an exclusive contract for a tire processing facility (12.02.170).
11. No user fee will be collected on tires taken to a processing facility.
12. User fees will be paid at the landfill for all tire chips taken to the landfill (12.02.150).
13. Tire collectors or carriers will not need a permit from MSD and will not be required to submit reports to MSD.
14. All tires picked up in the MSD must be delivered to a retreader or a processing facility.
15. No person may take scrap tires out of the MSD except by written authority of the Director (12.02.060(1)(d)).
16. All tire collectors or carriers must comply with all city and county laws, regulations, franchises, and permit requirements.
17. All tire collectors or carriers must comply with all MSD ordinances regarding the disposal of scrap tires.

MSR003
PROGRAM MSX003

M E T R O P O L I T A N S E R V I C E
CARRIER ACTIVITY LISTING
AS OF 12/30/77

ACCOUNT NO	NAME	STREET	CITY
80002	FIRESTONE TIRE & RUBBER	18120 NE WILKES RD	PORTLAND
80005	GENERAL TIRE & RUBBER	2840 NW 35TH AVENUE	PORTLAND
80007	TIRE DISTRIBUTORS	656 N RUSSELL STREET	PORTLAND
80008	SANTRY TIRE CO	1210 NW 19TH AVENUE	PORTLAND
80009	HAL RITCHIE TIRE CO	211 NE COLUMBIA BLVD	PORTLAND
80010	NDRTHWEST RETREADERS	19004 NE SAN RAFAEL ST	PORTLAND
80011	INDUSTRIAL TIRE SERVICE	7320 NE KILLINGSWORTH	PORTLAND
80014	SAFEWAY STORES INC	16800 SE EVELYN ST	CLACKAMAS
80015	BURNS BROS	620 SE UNION AVENUE	PORTLAND
80018	B F GOODRICH	437 SE UNION AVENUE	PORTLAND
80024	PETROLEUM EQUIP MAINTENANCE	2310 N KERBY	PORTLAND
80025	FIRESTONE STORES	1130 SE UNION	PORTLAND
80031	STAR AUTO WRECKING	9711 SE 82ND AVENUE	PORTLAND
80032	VALLEY TIRE & SUPPLY	171 S DENNIS	HILLSBORO
80033	WDDDY FROMM TIRE CO	4601 SE PDWELL	PORTLAND
80034	GRIMSHAW TIRES	525 SE UNION AVE	PORTLAND
90004	MILLER SANITARY SERVICE	7764 SW CAPITOL HWY	PORTLAND
A 90005	C & R SUPPLY	13005 S. Pacific Hwy W. PO BOX 71	MONMOUTH
90010	JUNK TIRE HAULERS	8900 SW 17TH AVENUE	PORTLAND
90016	WILLAMETTE RETREADING	2305 PORTLAND ROAD	NEWBERG
90019	NOBLE'S TIRES	1512 SE 176TH	PORTLAND
90020	BEAVERTON SANITARY SERVICE	930 SW 201ST	ALOHA
90021	RETRONICS INC	7522 NE 13TH	PORTLAND
90025	CHUCKS TIRE SERVICE	8150 SE LAMPHIER	MILWAUKIE
90026	HARVEY J PANICH	20360 SW FLORENCE	ALOHA
90027	TIRE RETREADERS INC	539 BASELINE	CORNELIUS

78-1019 TRAVEL REQUEST

JOEY CROSS, VOLUNTEER/EDUCATION COORDINATOR, HAS BEEN ASKED TO DELIVER A PAPER ON THE EDUCATION PROGRAM AT THE WASHINGTON PARK ZOO AT THE AAZPA WESTERN REGIONAL CONFERENCE DURING THE MIDDLE OF MARCH. THE WASHINGTON PARK ZOO WAS GIVEN A NATIONAL AWARD FOR ITS EDUCATIONAL PROGRAM BY THE NATIONAL AAZPA LAST SEPTEMBER. JOEY ALSO WILL BE DISPLAYING EDUCATIONAL MATERIALS USED AT THE ZOO.

THE COST WOULD BE AS FOLLOWS:

AIRFARE	\$149.00
LODGING (5 NIGHTS)	155.00
PER DIEM (4 DAYS)	60.00
REGISTRATION	35.50
MISCELLANEOUS	25.00
	<u> </u>
	\$424.50

THE FUNDS ARE IN THE BUDGET AND STAFF RECOMMENDS TRAVEL APPROVAL FOR JOEY CROSS TO ATTEND THE AAZPA WESTERN REGIONAL CONFERENCE AT A COST NOT TO EXCEED \$424.50.

METROPOLITAN SERVICE DISTRICT
BOARD ACTION

NO. 78-1019 DATE 3-10-78
YES NO ABST.

BARTELS
GORDON
McCREADY
MILLER
ROBNETT
SALQUIST
SCHUMACHER

YES	NO	ABST.
/		
/		
/		
/		
/		
/		

Jan M. Wood
Clerk of the Board

JAN 77

- 77-036 Publishers Paper \$530,000⁰⁰
77-037 Gay Haight (dead) 500
77-038 Pathologists Central Lab —
77-039 Bankamericard Zoo. —
*77-040 Construction on Zoo Seal Pool (dead)
77-041 Film Lost (dead) \$4,103⁰⁰
77-042 University of Oregon (dead) —
77-043 Saul Kitchner (dead) 500
*77-044 Anne Kelly Feeney (dead)
77-045 Coopers & Lybrand, \$12,000⁰⁰ 1/12.
77-046 Jenny Reed (dead) 500
77-047 Vermiculture Farms, Ltd (dead)
77-048 Eileen W. Yee (dead) 500
77-049 CETA II - City of Portland \$12,384⁰⁰
77-050 Xerox Corp. —
77-051 Mastercard —
77-052 Paramount Pictures Corp. (dead) —
77-053 Nancy Gilliam (dead) 500
77-054 John F. Aliskus (dead) 500
77-055 Short Term (dead) 500
Ratie Schnell 2/22-3/22 Doty Hall 3/2
Eileen Yee 2/22-3/3
Eileen Yee 2/22-3/15
Daniel Greenberg 2/12
Dave Hyman 1/15-2/15

- 77-056 Mult., Wash, & Clack. Counties (dead) —
- 77-057 Nancy Gilliam (dead) —
- 77-058 Portland State (dead) —
- 77-059 Short Term (dead) 500
- Andrew Crowell 3/9-4/4
- Skyline Const. 3/2-3/21
- Jerry Gibson 3/24-4/30
- Skyline Const. 3/30-4/30
- Ron Talaga 3/4-3/8
- Ann Barbarow 4/28-6/30
- Skyline Const. 4/18-5/16
- Jerry Gibson 4/14-4/31
- Skyline Const 4/25-5/30
- ~~77-060~~ Coopers & Lybrand (dead) ~~*~~
- 77-061 Union Local 49 —
- 77-062 Ceta VII Concession mural 3447⁰⁰ —
- 77-063 Ceta VI Elephant mural 3177⁰⁰ —
- 77-064 Newberg Landfill —
- 77-065 American Express —
- 77-066 Ceta VI Waste Oil \$833⁰⁰ mo.
- ~~77-067~~ Coopers & Lybrand (dead)
- 77-068 State Grant Loan Office. 2,150,000⁰⁰ —
- 77-069 Zoo Union Local 483 —
- 77-070 Mt. Hood Com. Col (dead) —

77-071 Short Term (under \$500)
 77-072 Zoo Concession 1,700
 77-073 Resource Recovery
 77-074 Metro Disposal Corp. —
 77-075 Interstate Feed Co. (dead) 14,560.⁰⁰
 77-076 Portland State 5500
 77-077 Post Office —
 77-078 CETA VI - City —
 77-079 CETA VI - Zoo Landscape —
 77-079-1 Rodger Larson —
 77-080 CETA VI Feline —
 77-081 Gehri's Serv. Co. (paid)
 77-082 Auto. Fire Prot. Sys. (dead) 2,610
 77-083 Mehlig Ele. Co. (dead) 6,924.05
 77-084 Edgar Const. 810.00
 77-085 Touch of Color 555.00
 77-086 Bill Harrison —
 77-087 Ladybug Theater —
 77-088 Santy Smith 24,519.04
 77-089 CH₂M 12,131.11
 77-090 Pargas —
 77-091 Allen's Press Clippings 38.50 mo. min.
 77-092 Loomis Armored Car 126.11 mo.
 77-093 IBM Lease 1227.00 mo.
 77-094 IBM Software Lease 117. mo.

- 77-095 Marshal & Stevens —
- 77-096 Lantish Disposal Site —
- 77-097 Skilcraft Const. 1,675⁰⁰
- 77-098 Portland State Electric 1,707⁰⁰
- 77-099 Sunflower recycling —
- 77-100 Fitzgibbon Glass Co. 11,094⁰⁰
- 77-101 Playboy Players —
- 77-102 Forest Grove Transfer —
- 77-103 Hills Riviana approx. \$21,795
- 77-104 IBM Transcribing equip. 100.40 mo.
- 77-105 Bankers Life —
- 77-106 Western Engineers 124.50 mo.
- 77-107 Warner, Walker & Macy 50,000⁰⁰
- 77-108 Hardy, Butler —
- 77-109 L. G. P. I. —
- 77-110 Portland Recycling Team —
- 77-111 DEQ —
- 77-112 Portland Community Coll. —
- 77-113 Dancing Dragon (dead) 1,500
- 77-114 Ray Lee Playboy Players (dead) 1,000
- 77-115 Margie Sundell (dead) 1,600
- 77-116 Canteen Co. of Ore —
- 77-117 Short Term — 500⁰⁰
- 77-118 U. S. Data Corp —
- 77-119 Jowlmaster &

- 77-120 CETA VII - S.W. _____
- 77-121 CETA VI - SW _____
- 77-122 Purslator Courier 500⁰⁰
- 77-123 Marine Dropbox Inc. _____
- 77-124 Oregonian Classified _____
- 77-125 Control Data Corp. 500⁰⁰
- 78-~~125~~
- 78-126 Al Goldsky
- 78-127 John Hinchliff
- 78-128 Oregon Graduate Center
- 78-129 Phillips Electronic Alarm
- 78-130 Wa/mult. - CETA
- 78-131 Wn/mult. - CETA
- 78-132 Ricki Pipworth
- 78-133 Film Lost \$4500⁰⁰
- 78-134 Marilyn Sweizer \$400⁰⁰
- ~~78-135~~ Jenny Reed \$100⁰⁰
- Connie Elason \$5⁰⁰ hr.
- 78-135 Bit and Bytes Key Punch Serv. \$700⁰⁰ hr
- 78-136 City of Tualatin (River project)
- 78-137 Diesel ~~Unit~~ Unit. Co. \$2,483⁴²

METROPOLITAN SERVICE DISTRICT

SOLID WASTE DIVISION

IMPLEMENTATION & COMPLIANCE DEPARTMENT

SEMI-ANNUAL REPORT

JULY, 1977 THROUGH DECEMBER, 1977



METROPOLITAN SERVICE DISTRICT

1220 S. W. MORRISON, ROOM 300, PORTLAND, OREGON 97205

(503) 222-3671

FEBRUARY 24, 1978

TO: CHARLES C. KEMPER, DIRECTOR
SOLID WASTE DIVISION

FROM: MERLE L. IRVINE, MANAGER
IMPLEMENTATION AND COMPLIANCE

SUBJECT: SEMI-ANNUAL REPORT - IMPLEMENTATION AND COMPLIANCE
DEPARTMENT

ATTACHED IS THE SEMI-ANNUAL REPORT FOR THE IMPLEMENTATION AND COMPLIANCE DEPARTMENT OF THE SOLID WASTE DIVISION FOR THE MONTHS OF JULY 1977 THROUGH DECEMBER 1977. THIS REPORT IS DIVIDED INTO THREE PARTS. THE FIRST IS THE SOLID WASTE CODE ENFORCEMENT SUMMARY, THE SECOND IS THE SOLID WASTE AGREEMENTS AND AUTHORIZATIONS SUMMARY, AND THE THIRD IS THE SOLID WASTE DISPOSAL SITE AND PROCESSING FACILITY MONTHLY REPORT SUMMARY. IF YOU PLAN TO MAKE THIS REPORT AVAILABLE TO THE PUBLIC, IT WILL BE NECESSARY TO MODIFY SOME OF THE INFORMATION CONTAINED IN THE SOLID WASTE DISPOSAL SITE AND PROCESSING FACILITY MONTHLY REPORT SUMMARY AS IT IS CLASSIFIED "CONFIDENTIAL" UNDER OREGON REVISED STATUTE, CHAPTER 192.500.

MLI/JW

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I.

SOLID WASTE
CODE ENFORCEMENT SUMMARY

METROPOLITAN SERVICE DISTRICT

SOLID WASTE CODE ENFORCEMENTSEMI-ANNUAL REPORT

July, 1977 through December, 1977

The following is a summary of the enforcement actions taken as a result of violations of the MSD Solid Waste Code:

NAME: Bunch Tire Bailers, Inc., Phillip Frederickson, Master Tire Service, Inc.

VIOLATION: On May 4, 1977, Mr. Frederickson, an agent or employee of Bunch Tire Bailers, received and accepted scrap tires from Master Tire Service, Inc., Gresham, Oregon. These scrap tires were loaded into a truck owned by Bunch Tire Bailers and were transported out of the District. Neither Bunch Tire Bailers nor Mr. Frederickson were permitted as tire carriers nor had authorization to transport scrap tires out of the District. Bunch Tire Bailers and Mr. Frederickson disposed of these scrap tires at an unauthorized disposal site. Disposing of scrap tires at a site not authorized by MSD is in violation of MSD Code, Section 12.16.050(1). Collecting scrap tires without a permit is in violation of MSD Code, Section 12.16.020. Master Tire Service, Inc. violated MSD Code, Section 12.16.060(1) by allowing a person not permitted by MSD to collect scrap tires.

MSD ACTION: On May 12, 1977, MSD issued a Notice of Violation and Intent to Assess Civil Penalty No. 77-001 to Bunch Tire Bailers, Inc., Phillip Frederickson and Master Tire Service, Inc., outlining the violations and indicating that if one or more of the violations continued after five days notice, a civil penalty would be imposed.

On July 5, 1977, Bunch Tire Bailers, Inc. filed a complaint in Circuit Court of the State of Oregon for the County of Multnomah requesting that the Court issue an injunction order restraining and enjoining MSD from interfering with the operations of Bunch Tire Bailers. In addition, the complaint requested that MSD be restrained and enjoined from harassing purchasers of tires from Bunch Tire Bailers, that MSD be prohibited from contacting companies desiring to do business with Bunch Tire Bailers, and that the MSD be ordered to notify all persons previously contacted by MSD and advise them that it is proper for tires to be delivered to Bunch Tire Bailers.

On August 1, 1977, the Circuit Court denied Bunch Tire Bailers, Inc. request that a temporary injunction be issued against MSD. Bunch Tire Bailers has dropped their request for a permanent injunction. Bunch Tire Bailers has since submitted the proper bonds and application forms and has been issued a permit to operate as a general scrap tire

carrier within the Metropolitan Service District. Master Tire Service, Inc. currently uses an authorized carrier.

NAME: Grover H. Poe, Ronald E. Leach, Robert Brown

VIOLATION: On June 15 and 16, 1977, trucks owned by Mr. Leach and Mr. Brown were observed dumping solid waste on property owned by Mr. Poe, located between the Safeway Store and the Clackamas River in Gladstone, Oregon. The property owned by Mr. Poe is not a solid waste disposal site certified or authorized by MSD. Operating a solid waste disposal site without authorization or certification from MSD is in violation of Section 8(A)(1) of Ordinance 47. Disposing of solid waste at a site not authorized or certified by MSD is in violation of Section 8(A)(6) of Ordinance 47.

MSD ACTION: On June 16, 1977, a Notice of Violation and Intent to Assess Civil Penalty No. 77-002 was sent to Mr. Poe, Mr. Leach and Mr. Brown, specifying the violations and that if, after five days receipt of Notice, one or more of the violations cited continued or similar violations occurred, MSD would impose civil penalties.

Subsequent investigations revealed that this property was no longer being used as a solid waste disposal site.

NAME: Frank L. Forni, Herman Marxer, B & D Excavating, Inc.

VIOLATION: On June 16, 1977, a truck owned by B & D Excavating, Inc. was seen disposing of solid waste on property located at 2717 N.E. Columbia Boulevard, Portland, Oregon. The tax records revealed that the property was owned by Mr. Herman Marxer and that Mr. Marxer was selling the property on contract to Mr. Frank Forni. The property is not a solid waste disposal site certified or authorized by MSD. Operating a solid waste disposal site without such authorization or certification is in violation of Section 8(A)(1) of Ordinance 47. Disposing of solid waste at a site not authorized or certified by MSD is in violation of Section 8(A)(6), Ordinance 47.

MSD ACTION: On June 17, 1977, MSD issued a Notice of Violation and Intent to Assess Civil Penalty No. 77-003 to Mr. Frank Forni, Mr. Herman Marxer and B & D Excavating, Inc., specifying the violations and indicating that if one or more of the violations continued or similar violations occurred, MSD would impose civil penalties.

On September 12, 1977, MSD received a complaint that the property cited above was still being used as a solid waste disposal site. On September 13 and 16, representatives from MSD observed solid waste being disposed on the above mentioned property. On September 19, 1977, MSD issued a Notice of Assessment of Civil Penalty No. 77-002 to Frank L. Forni for continuing to operate a solid waste disposal site without certification or authorization from MSD.

On October 7, 1977, MSD received from Mr. Forni a check in the amount of \$100 in full payment of the Civil Penalty. Subsequent investigations revealed that the property owned by Mr. Forni was no longer being used as a solid waste disposal site.

NAME: Dorothy E. Ager, Michael B. Ager, Curtis Zelmer

VIOLATION: On June 9, 1977, MSD received a complaint that solid waste was being disposed on property located on North Columbia Boulevard near the intersection with North Terminal Road in Portland, Oregon. Tax records indicate that the property is owned by Dorothy and Michael Ager and that Curtis Zelmer is purchasing the property on contract. Investigations revealed that Beall Pipe & Tank Company was disposing of concrete and timbers at this site.

On June 10, 1977, MSD contacted Beall Pipe & Tank Company and Mr. Curtis Zelmer, notifying them that disposing of solid waste at this site was in violation of MSD Ordinances.

On July 14, 1977, representatives from MSD and DEQ witnessed that solid waste such as concrete, brush, wood, paper and food waste was continuing to be disposed at the above mentioned property.

MSD ACTION: On July 19, 1977, MSD issued Notice of Violation and Intent to Assess Civil Penalty No. 77-005 to Dorothy and Michael Ager and Curtis Zelmer, stating that if one or more of the cited violations continued or similar violations occurred, MSD would impose civil penalties. Subsequent discussions with Mr. Zelmer and field inspections revealed the construction of a fence around the property described above to stop illicit disposal of solid waste.

NAME: Konrad Hager Tire Disposal

VIOLATION: Konrad Hager Tire Disposal, a permitted general scrap tire carrier, was seen on July 11, 1977, dumping approximately

700 scrap tires on a lot owned by Grimshaw Tires, 525 S.E. Union Avenue, Portland, Oregon. Grimshaw Tire is not a disposal site, processing center or tire salvage center authorized by MSD. Disposing of scrap tires at a site not authorized by MSD is in violation of the MSD Code, Section 12.16.050(1).

MSD ACTION: On August 18, 1977, MSD issued a Notice of Assessment of Civil Penalty No. 77-001 to Konrad Hager Tire Disposal. The amount of the Civil Penalty is \$50.

On November 7, 1977, a contested case hearing was conducted by an MSD hearings officer at the request of Mr. Hager. The hearings officer, on February 14, 1978, issued a Proposed Findings of Fact, Conclusions of Law and Final Order No. 77-001, upholding the actions taken by the MSD staff.

NAME: Staton Construction, Inc.

VIOLATION: On June 2, 1977, MSD notified Staton Construction Company that they were in violation of the MSD Code by disposing of demolition material at the Porter-Yett Company gravel pit, a site not authorized or certified by MSD to accept such waste.

MSD ACTION: In response to a request dated June 6, 1977 from Staton Construction Company, MSD Board granted a variance to Section 9 of Ordinance 47 allowing Staton Construction Company to dispose of only concrete from the destruction of the Hoyt Hotel at the Porter-Yett location. This variance was based on the fact that Staton Construction Company had been awarded the demolition contract for the Hoyt Hotel prior to MSD ordinances becoming effective. According to Staton Construction Company, they disposed of the debris from the Hoyt Hotel as follows: H.G. LaVelle Landfill (Rose City) - 5,728 cubic yards; Plew's Grand Avenue Landfill - 38 cubic yards; Porter-Yett Company - 2,940 cubic yards.

On September 19, 1977, MSD received a check from Staton Construction Company in the amount of \$470.70 to cover the user fees on the waste disposed at the Porter-Yett site.

NAME: Loran Obrist, Inc.

VIOLATION: In early June and again on September 16, 1977, a truck registered to Loran Obrist, Inc. was seen disposing of solid waste on property located at 2717 N.E. Columbia Boulevard, Portland, Oregon. This property is not a solid waste dis-

posal site certified or authorized by MSD. Disposing of solid waste at this site is in violation of Section 8(A) (6) of Ordinance 47.

MSD ACTION: On June 20, 1977, MSD contacted Loran Obrist, Inc., informing him that disposing of solid waste at an unauthorized site was in violation of MSD ordinances. Loran Obrist, Inc. was also ordered to cease and desist disposing of solid waste at sites not authorized or certified by MSD.

On September 19, 1977, MSD issued a Notice of Violation and Intent to Assess Civil Penalty No. 77-006 to Loran D. Obrist. This Notice specified the violations and if one or more of the cited violations continued or similar violations occurred, MSD would impose civil penalties.

NAME: Al Luttrell, Lorraine Boggs

VIOLATION: On September 15, 1977, a field inspection revealed that solid waste was being disposed on property abutting the north bank of the Tualatin River and the east side of Oregon Highway No. 210 in Washington County. The solid waste being disposed included wet food waste, used appliances, scrap tires and mattresses. The solid waste was being placed in a trench approximately 120 feet long, eight feet wide and six feet deep. This trench was located on the banks of the Tualatin River. The solid waste being disposed was generated by a migrant work camp that Mr. Luttrell operates on the property. A field inspection also revealed a large number of rats in and around the solid waste. Disposing of solid waste at this site is in violation of Section 8(A)(1) and Section 8(A)(6) of Ordinance 47.

MSD ACTION: On September 20, 1977, MSD issued Notice of Violation and Intent to Assess Civil Penalty No. 77-007 to Al Luttrell and Lorraine Boggs. This Notice specified the violations and stated that if one or more of the cited violations continued or similar violations occurred, MSD would impose civil penalties. MSD also requested that the solid waste being disposed on the above mentioned property be removed to an authorized MSD disposal site.

On September 24, 1977, Mr. Luttrell removed approximately 139 cubic yards of solid waste from the property and disposed of said waste at the Newberg Landfill. He has also contracted for garbage collection service for the migrant camp. A field inspection on September 26 revealed that Mr. Luttrell and Ms. Boggs had complied with MSD's order of September 20th.

NAME: Gary R. Phelan

VIOLATION: On November 4, 1977, Mr. Phelan, while driving a pickup truck bearing the license number EDQ845, illegally disposed of scrap tires at 3000 N.E. 82nd Avenue, Portland, Oregon.

MSD ACTION: On November 8, 1977, MSD issued a Notice of Assessment of Civil Penalty No. 77-003 to Mr. Gary R. Phelan in the amount of \$25.00. On November 11, 1977, Mr. Phelan picked up the tires illegally disposed and took them to an authorized scrap tire processing center. As a result, MSD recinded the Assessment of Civil Penalty.

NAME: George Teufel Holly Farms, Inc.

VIOLATION: On December 28, 1977, a field inspection revealed that solid waste was being disposed on property located at 365 S.W. Miller Road, Portland, Oregon. This property is owned by George Teufel Holly Farms, Inc.

MSD ACTION: On January 4, 1978, MSD issued a Notice of Violation and Intent to Assess Civil Penalty No. 77-008 to George Teufel Holly Farms, Inc. This notice specified the violations and stated that if one or more of the cited violations continued or similar violations occurred, MSD would impose civil penalties. Subsequent inspections revealed that Teufel Holly Farms, Inc. has ceased disposing of unauthorized solid waste on the above mentioned property.

NAME: Ronald E. Wilcox

VIOLATION: On January 9, 1978, the City of Portland Bureau of Neighborhood Environment received a complaint that garbage had been dumped in the back yard of 6403 S.E. 82nd Avenue in Portland. This complaint was referred by the Bureau of Neighborhood Environment to MSD on January 17, 1978. Upon investigation, MSD confirmed the dumping of household garbage on the above mentioned property. A signed statement was obtained from a neighbor stating that on January 5 a man was observed unloading garbage from a trailer attached to a 1967 Chevrolet, license number MCB822 on the above mentioned property. This vehicle is registered to Mr. Ronald E. Wilcox who is a former resident

at the above mentioned property. Mr. Wilcox was evicted and in reprisal, dumped the garbage. Disposing of solid waste at this site is in violation of Section 8(a)(1) and Section 8(a)(6) of Ordinance No. 47.

MSD ACTION: On January 20, 1978, MSD issued Notice of Assessment of Civil Penalty No. 78-001 to Ronald E. Wilcox in the amount of \$25.00. On January 25, 1978, Mr. Wilcox paid his fine. Subsequent inspection revealed that the owner of the property, Mr. Thomas Wortendyke, and George Teeny removed the garbage.

II.

SOLID WASTE
AGREEMENTS & AUTHORIZATIONS SUMMARY

METROPOLITAN SERVICE DISTRICT
SOLID WASTE AGREEMENTS/AUTHORIZATIONS
SEMI-ANNUAL REPORT
July, 1977 through December, 1977

I. AGREEMENTS

The following agreements were developed pursuant to Section 8 of Ordinance 47:

A. Landfills. The following landfills located outside of MSD were authorized to accept solid waste generated within the Service District during Phase I:

1. Newberg Landfill
2. Santosh Disposal Site

B. Processing Facilities. The following processing facilities were authorized to operate during Phase I:

1. Resource Recovery Byproducts
701 North Hunt Street, Portland, Oregon
2. Metropolitan Disposal Corporation
8501 North Borthwick, Portland, Oregon
3. Sunflower Recycling
521 Northeast Russett, Portland, Oregon
4. Forest Grove Disposal Service
1525 "B" Street, Forest Grove, Oregon
5. Marine Dropbox Corporation
6849 N.E. 47th Avenue, Portland, Oregon

II. AUTHORIZATIONS

The following persons have been authorized to transport solid waste generated within MSD to a disposal site not within the Service District:

1. Schnitzer Steel Products Company to Santosh Disposal Site
2. Don's Garbage Service to Newberg Landfill
3. Cornelius Disposal Service to Newberg Landfill
4. Hillsboro Garbage Service to Newberg Landfill
5. Aloha Garbage Service to Newberg Landfill

II. AUTHORIZATIONS (continued)

6. Eager Beaver Sanitary Service to Newberg Landfill
7. Pacific Garbage Service to Newberg Landfill
8. Forest Grove Disposal Service to Newberg Landfill
9. Public Garbage Service to Newberg Landfill
10. Erdman Garbage Service to Newberg Landfill
11. Frank's Disposal Service to Newberg Landfill
12. Valley West Refuse Disposal to Newberg Landfill

III. VARIANCES

1. On June 10, 1977, the MSD Board granted to Staton Construction Company a variance to Section 12.02.060 (f) of the MSD Code allowing Staton Construction Company to dispose of concrete from the destruction of the Hoyt Hotel at the Porter-Yett Gravel Pit, N.E. Cully Boulevard and N.E. Columbia Boulevard. This variance was based on the fact that Staton Construction Company had been awarded the demolition contract of the Hoyt Hotel prior to the MSD ordinances becoming effective.
2. On December 9, 1977, the MSD Board granted a variance to Section 12.02.060(1)(f) of the MSD Code allowing Howard S. Wright Development Company to dispose of concrete from the Congress Hotel at the Portland Road & Driveway Gravel Pit, located at 7295 S.E. King Road, Portland. In addition, a variance was granted to Section 12.02.060(1)(a) of the MSD Code allowing Portland Road & Driveway to accept the concrete at their site for disposal.
3. On December 14, 1977, MSD received a request from Anodizing, Inc. for a variance to dispose of non-toxic solid waste slurry in the Porter-Yett Gravel pit, located at N.E. Cully Boulevard and N.E. Columbia Boulevard. The MSD staff, with concurrence from the Solid Waste Advisory Committee, denied this variance request on the basis that it was inconsistent with the adopted MSD Non-putrescible Solid Waste Program.

III.

SOLID WASTE
DISPOSAL SITE & PROCESSING FACILITY
MONTHLY REPORT SUMMARY

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

ST. JOHNS #001

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	57,790	63,982	59,529	59,056	55,878	56,296	352,531
Non-compacted (yd ³)	19,196	21,870	23,096	22,412	19,290	20,785	126,649
Number of Vehicles	3,634	4,056	N/A	3,827	3,562	3,692	
<u>Private:</u>							
Number of Vehicles	4,770	3,961	3,234	3,168	2,093	2,148	19,377
Additional (yd ³)	1,468	1,616	1,145	1,334	894	899	7,356
Credits	0	0	0	0	0	0	0
MSD User Fee	\$21,157	\$23,059	\$21,725	\$21,500	\$19,671	\$20,025	\$127,137

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977.

ROSSMAN'S #002

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	51,405	56,410	55,369	52,680	54,806	57,210	327,880
Non-compacted (yd ³)	23,387	24,727	22,028	20,280	18,798	19,885	129,105
Number of Vehicles	4,787	N/A	N/A	3,703	4,295	4,469	
<u>Private:</u>							
Number of Vehicles	11,934	11,436	10,200	9,713	6,863	7,439	57,585
Additional (yd ³)	0	196	187	4,755	1,878	2,270	9,286
Credits	(1) \$ 300	(1) \$ 150	(1) \$ 150	(1) \$ 150	(1) \$ 150	(1) \$ 150	\$ 1,050
MSD User Fee	\$23,137	\$24,583	\$23,336	\$22,006	\$21,486	\$22,652	\$137,200

(1) Cash registers

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

H. G. LaVELLE (ROSE CITY) #003

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	421	1,197	468	488	542	428	3,544
Non-compacted (yd ³)	19,408	24,554	19,225	20,344	17,994	18,275	119,800
Number of Vehicles	1,450*	1,908	1,438	1,530	1,290	1,350	8,966
<u>Private:</u>							
Number of Vehicles	10,520	8,198	7,190	7,538	4,060	3,942	41,448
Additional (yd ³)	5,177	4,717	3,847	3,470	2,298	2,908	22,417
Credits	0	0	0	0	0	0	0
MSD User Fee	\$ 7,733	\$ 7,888	\$6,338	\$ 6,585	\$ 4,819	\$ 4,689	\$ 40,052

* Approximate

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

LAND RECLAMATION (COLUMBIA BLVD.) #004

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	5,004	6,980	6,264	6,406	5,665	5,641	35,960
Non-compacted (yd ³)	25,753	31,839	31,648	32,549	24,511	20,189	166,489
Number of Vehicles	1,362	1,750	1,703	1,649	1,443	1,315	9,222
<u>Private:</u>							
Number of Vehicles	1,353	900	576	540	323	270	3,962
Additional (yd ³)	1,026	843	280	314	132	103	2,698
Credits	0	0	0	0	0	0	0
MSD User Fee	\$ 6,159	\$ 7,497	\$ 7,064	\$ 7,241	\$ 5,642	\$ 4,921	\$ 93,954

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

LAKESIDE RECLAMATION (GRABHORN) #005

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	0	0	0	0	0
Non-compacted (yd ³)	14,995	7,476	6,250	5,326	2,547	1,286	37,880
Number of Vehicles	140	175	115	140	66	44	680
<u>Private:</u>							
Number of Vehicles	0	0	0	0	0	0	0
Additional (yd ³)	0	0	0	0	0	0	0
 Credits	 0	 0	 0	 0	 0	 0	 0
 MSD User Fee	 \$ 2,399	 \$ 1,196	 \$ 1,000	 \$ 852	 \$ 408	 \$ 206	 \$ 6,061

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

DON OBRIST, INC. #006

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	0	0	0		0
Non-compacted (yd ³)	10,116	8,978	7,926	6,898	5,872	5,562	45,352
Number of Vehicles	560	602	570	554	480	481	3,247
<u>Private:</u>							
Number of Vehicles	256	234	190	193	105	110	1,088
Additional (yd ³)	169	301	90	126	91	80	857
Credits	0	0	0	0	0	0	0
MSD User Fee	\$ 1,735	\$ 1,567	\$ 1,349	\$ 1,191	\$ 991	\$ 939	\$ 7,772

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

HILLSBORO #007

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	30	88	140	330	588
Non-compacted (yd ³)	18,026	19,638	18,968	16,833	12,993	13,252	99,710
Number of Vehicles	1,043	1,215	1,138	1,036	823	840	6,095
<u>Private:</u>							
Number of Vehicles	3,160	2,497	2,170	2,106	1,233	1,281	12,447
Additional (yd ³)	2,658	2,553	1,887	2,154	1,376	1,146	11,774
Credits	0	0	0	0	0	0	0
MSD User Fee	\$ 4,415	\$ 4,425	\$ 4,105	\$ 3,800	\$ 2,770	\$ 2,844	\$ 22,359

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

LaVELLE LANDFILL (KING RD.) #008

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	0	0	193	213	406
Non-compacted (yd ³)	27,963	27,624	21,602	22,924	14,052	14,812	128,977
Number of Vehicles	2,025	1,938	1,542	1,635	1,090	1,123	9,353
<u>Private:</u>							
Number of Vehicles	7,370	5,766	5,334	5,374	2,971	2,847	29,662
Additional (yd ³)	2,473	2,119	2,035	2,145	1,658	1,388	11,818
Credits	(1) \$ 1,200	0	(2) \$ 35	0	0	0	\$ 1,235
MSD User Fee	\$ 6,250	\$ 6,776	\$ 5,614	\$ 5,892	\$ 3,621	\$ 3,663	\$ 31,816

(1) Cash registers

(2) Uncollectible fees

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

NEWBERG LANDFILL

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	11,714	12,724	11,980	11,854	12,007	12,444	72,723
Non-compacted (yd ³)	311	250	144	55	190	56	1,006
Number of Vehicles	538	585	545	533	545	549	3,295
<u>Private:</u>							
Number of Vehicles	7	5	12	0	0	0	24
Additional (yd ³)	94	40	139	0	0	0	273
Credits	0	0	0	0	0	0	0
MSD User Fee	\$ 3,345	\$ 3,579	\$ 3,324	\$ 3,263	\$ 3,299	\$ 3,391	\$ 20,201

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

SANTOSH LANDFILL

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	0	0	0	0	0
Non-compacted (yd ³)	0	545	485	460	540	980	3,010
Number of Vehicles	0	20	17	20	19	34	110
<u>Private:</u>							
Number of Vehicles	0	0	0	0	0	0	0
Additional (yd ³)	0	0	0	0	0	0	0
Credits	0	0	0	0	0	0	0
MSD User Fee	\$ 0	\$ 87	\$ 78	\$ 74	\$ 86	\$ 157	\$ 482

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

RESOURCE RECOVERY BYPRODUCTS

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	5,342	4,628	5,076	5,375	4,962	5,483	30,866
Non-compacted (yd ³)	465	294	172	189	22	54	1,196
Number of Vehicles	210	207	227	364	345	339	1,692
<u>Private:</u>							
Number of Vehicles	0	0	0	0	0	0	0
Additional (yd ³)	0	0	0	0	0	0	0
Credits	(3) \$ 328	(3) \$ 428	(3) \$ 342	(3) \$ 431	(3) \$ 294	(3) \$ 266	\$ 2,089
MSD User Fee	\$1,243	\$ 914	\$1,107	\$1,104	\$1,095	\$1,278	\$ 6,741

(3) User fee paid to disposal sites

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

METROPOLITAN DISPOSAL CORPORATION

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	0	30	0	0	30
Non-compacted (yd ³)	0	0	0	607	777	1,725	3,109
Number of Vehicles	0	0	0	41	53	142	236
<u>Private:</u>							
Number of Vehicles	0	0	0	0	0	0	0
Additional (yd ³)	0	0	0	0	0	0	0
Credits	\$ 0	\$ 0	\$ 0	(3) \$ 101	(3) \$ 109	(3) \$ 252	\$ 462
MSD User Fee	\$ 0	\$ 0	\$ 0	\$ 5	\$ 15	\$ 24	\$ 44

(3) User fee paid to disposal sites

Metropolitan Service District
 SOLID WASTE DISPOSAL SITES/PROCESSING FACILITIES
 SEMI-ANNUAL REPORT

July, 1977 through December, 1977

MARINE DROPBOX CORPORATION

	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL
<u>Commercial:</u>							
Compacted (yd ³)	0	0	0	0	0	0	0
Non-compacted (yd ³)	0	0	0	0	0	280	280
Number of Vehicles	0	0	0	0	0	28	28
<u>Private:</u>							
Number of Vehicles	0	0	0	0	0	0	0
Additional (yd ³)	0	0	0	0	0	0	0
Credits	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	(3) \$ 10	\$ 10
MSD User Fee	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35	\$ 35

(3) User fee paid to disposal sites

USER FEE SUMMARYDisposal Site

St. Johns	\$127,137
Rossmans	137,200
H.G. Lavelle (Rose City)	40,052
Land Reclamation (Columbia Blvd.)	93,954
Lakeside Reclamation (Grabhorn)	6,061
Don Obrist, Inc.	7,772
Hillsboro	22,359
Lavelle Landfill (King Rd.)	31,816
Newberg	20,201
Santosh	482

Processing Facilites

Resource Recovery Byproducts	6,741
Metropolitan Disposal Corp.	44
Marine Dropbox Corp.	35

Total	<u>\$493,854</u>
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