



METROPOLITAN SERVICE DISTRICT BOARD

Water Bureau Auditorium  
1800 SW 6th Ave.

July 13, 1973  
1:30 PM

A G E N D A

- I. MINUTES
- II. HIDDEN VALLEY DISPOSAL SITE TESTIMONY
- III. READING AND PUBLIC HEARING OF TESTIMONY FOR:
  - A. MSD Tire Ordinance
  - B. MSD Tire Processing and Disposal Regulation Ordinance
- IV. PRESENTATION OF TIRE PROCESSING FINANCING AND LEGISLATION -  
Bartle-Wells Associates
- V. ADOPTING MSD BUDGET DOCUMENT FY 1973-74  
. Emergency Ordinance
- VI. PRESENTATION OF SOLID WASTE EXISTING SYSTEMS - COR-MET
- VII. PRESENTATION OF PUBLIC INFORMATION EXCHANGE PROGRAM -  
Denny-Wagoner-Wright
- VIII. REVIEW OF MULTI-JURISDICTIONAL DRAINAGE REPORT
- IX. NEW BUSINESS

AMENDMENTS TO MINUTES OF JULY 13 FOR THE MSD

Page 2, Subsection III. After the paragraph indicating that Mr. Hemmingway read the title page, put in the following paragraph:

Commissioner Anderson asked if there was anyone in the audience who did not have copies of the two ordinances and who wanted them. He said there were extra copies available. Several persons raised their hands and were given copies of the ordinances. Commissioner Anderson asked again if anyone wanted a copy of the ordinances. No one raised their hand or asked for a copy. Commissioner Anderson then asked if there was anyone who wished to testify with respect to the two ordinances. The following testimony was heard: (continue on with minutes)

VI

Subsection IV should be rewritten as follows:

Commissioner Anderson had to leave the meeting prior to the consideration of Ordinance No. 2. He asked Commissioner Gordon to preside over the balance of the meeting. During the consideration of Ordinance No. 2, Mssrs. Johnson, Hout, Gordon, and Robnett were in attendance.

Dean Gisvold, attorney for the District, read Ordinance No. 2 in its entirety, which provided for the adoption of the budget for the fiscal year 1973-74. Commissioner Gordon asked if there were any comments from the audience, and there were none.

Commissioner Hout moved approval of Ordinance No. 2 adopting the District's budget for the fiscal year beginning July 1, 1973, subject to signature and declaring an emergency. Colonel Johnson seconded the motion, and the motion carried unanimously.

SCRAP TIRE DISPOSAL STATEMENT

My name is WOODY FROOM PRESIDENT of  
OREGON TIRE DEALERS ASSOCIATION and I represent a group of concerned  
tire dealers in the M.S.D. area. This group, to the best of our knowledge,  
are now responsible for over 50% of all scrap tires generated in this area.

First, we would like to agree that scrap tires do present a parti-  
cular and special solid waste disposal problem and we support, in prin-  
ciple, the efforts of M.S.D. to control the indiscriminate or illegal dis-  
posal of scrap tires.

We would also like to point out that up to this time the great maj-  
ority of scrap tires have been disposed of in an orderly and legal manner  
and it is only a few less conscientious tire outlets that require strict  
regulation and control.

We also recognize this as a national problem and would like to point  
out that new, different and varied methods of disposal or recycling of  
scrap tires are being studied and refined almost daily. We are also con-  
fident that an economical and productive use for scrap tires can and will  
be evolved in the not to distant future. At the present time the only  
method to re-cycle a worn tire is to retread it, and if it cannot be safely  
retreaded, it becomes a scrap tire. For this reason, our group includes  
retreaders who account for over 75% of the retreads produced in this mar-  
ket area.

Because we feel the future use and disposal of scrap tires can change  
through research and development now in progress, we caution this Board  
against restrictive or confining legislation which may prevent incorpor-  
ating such methods into the re-claiming or disposal cycle. We also request  
that ALL present methods and equipment now available be permitted to operate  
under the proposed ordinances..

These ordinances should be amended or revised at a later date to make them more restrictive or practical as new processes are established, but we do not feel they should be restrictive at the outset.

The ordinance as presently written deals primarily with the control and handling of scrap tires. These are not our problems. What happens to the tire at point disposal and the fact that we could well be restricted to as few as one processing location in the M.S.D. area is our prime concern.

Scrap tire disposal is a Cost item to tire dealers and retreaders. It is now being absorbed for the most part by the industry as an operating expense. If this cost becomes too great we will have no alternative but to pass it on to the buying public as a separate charge on a per tire basis. This could put the tire men in this area under a competitive disadvantage and force our business to outlets outside the METROPOLITAN SERVICE DISTRICT. We are sure this is not your intention and we want to work with you to prevent its happening.

There are several specific requirements in the proposed regulations that we would like to bring to your attention from the practical and operational viewpoint of the people who will have to live with them daily and help you make this a workable program of Scrap Tire Processing and Disposal.

As we understand this proposal, all scrap tires generated in M.S.D. area would be subject to its enforcement and could not leave this area. If a satisfactory processing and disposal site is established outside the area, we would not be permitted to utilize such a facility.

The proposals are more restrictive than those prescribed by Chapter 340, Oregon Administrative rules. We do not necessarily say it is wrong, however, we do feel that it is not fair to all concerned. There is equipment available today, such as tire splitters and compactors, and at prices which tire dealers could afford, which will reduce the tire volume by approximately 50% and make them acceptable for land fill. This equipment could be operated by the industry at the point of origin and such tires could be sent directly to the disposal site. We feel we should have this alternative



available to us and not forced by law to deal with a select group of licensed scrap tire haulers or processors.

A quick survey and analysis by our group of the overall quantities of scrap tires generated in the area indicates that numerically, automotive and small truck tires account for about 80% of the total. However, by weight we feel that these tires account for less than 60% of the total tonnage. Therefore, over 40% of the volume of scrap tires are of the truck and small earthmover sizes less than 48". Our observation of the equipment presently available and operating in the area shows that it is not capable of handling these tires satisfactorily and in the quantities being generated.

The 48" maximum tire diameter is obviously a dividing line to exempt the earthmover tire from this ordinance. Earthmover tires, because of their size, present a critical problem today. Any relief that this board could provide would be greatly appreciated by that segment of the tire industry. If a tire disposal center is to accept tires less than 48", we feel that they should also provide the means to dispose of larger tires according to present regulations.

Although provision is made for the tire dealer to charge the consumer (QUOTE) "A reasonable fee sufficient to cover his costs, if any, of storage, transportation, processing, and disposal". There is no provision to prevent a processing or disposal site from charging exorbitant fees to drive away those sizes or quantities of tires he cannot process or dispose of economically. We are then left with the scrap tire and no place to put it. We need assurance from this board that the cost of disposal will not spiral to the point that it will be economically unfeasible to live within requirements of this ordinance.

Our last information showed that present facilities now refuse to handle tire sizes in excess of 42" or slightly less. Our question here is "What is available to dispose of those scrap tires measuring between 42" and 48"?" Although it is a small portion of the total problem, it is a big part of the whole and again, we do not want to be left with these tires on hand and no place to go.

There are several other points which need clarification regarding the actual operation and enforcement of these ordinances and we hope to pursue these further during this hearing.

We thank you for this opportunity to present our views and analysis of the scrap tire situation and pledge our support and cooperation for practical, effective and meaningful control of this problem.

Wayne Bolding  
Executive Vice President  
Oregon Gasoline Dealers Association  
4636 SE Hawthorne  
Portland, Oregon

STATEMENT MADE BY WAYNE BOLDING AT THE METROPOLITAN SERVICE  
DISTRICT'S PUBLIC HEARING ON TIRE ORDINANCE AND TIRE PRO-  
CESSING REGULATION ORDINANCE ON JULY 13, 1973

"Some of the things that I am concerned with are the requirements and who is going to be a tire carrier, what the definite requirements are going to be other than what is stated in the Ordinance. I am also concerned that the Ordinance does not allow service stations, for instance, to transport 10 tires at one time or 300 in a year, or he too would become a tire carrier and be subject to the requirements of the Ordinance. In doing so, he would have to put up a bond and licensing and all the other necessities to be a tire carrier. The way I read the Ordinance, is that the tire carrier is almost required as the one who picks up the tire to have a tire disposal machine, or some way to take care of the junk tires. Of course, if this were the case, this requirement alone would prohibit any service station from being able to comply with those requirements. It would be an impossibility."

For the record, Commissioner Anderson stated that the service station does not have to dispose of his own tires and he can haul to a place of disposal.

"If there is only one machine available in an area, what happens if this Ordinance is passed and there is no other place to dispose of tires and this one breaks down, there will not be a place to dispose of tires. Also, I am concerned about the location, if there is only one machine. It might be expensive to transport these tires over a long distance to the one machine.

"I am concerned about the regulation on prices too. I think that if there is any kind of an Ordinance on this, and considering that there is only one place for disposal, that somehow there needs to be some limit on the prices that this place will charge."



Mr. Dennis Hall  
President  
Automotive Industrial Marketing Company  
10055 SE Stark  
Portland, Oregon

STATEMENT MADE BY DENNIS HALL AT THE METROPOLITAN SERVICE  
DISTRICT'S PUBLIC HEARING ON TIRE ORDINANCE AND TIRE PROCES-  
SING REGULATIONS ORDINANCE ON JULY 13, 1973

"We are the manufacturers and distributors of a machine called "Tire Gone" which reduces tires under 36" into rubber chips. We do not have any testimony in relation to the proposed Ordinance, however, I would like to offer a few ideas and comments and relate some of our experiences. Ours is a relatively new unit and as far as complying with the Ordinances as written, I feel we can do so as we generate up to a 80 to 85% volume reduction. We are well below the limit set in the Ordinance.

"No reputable tire dealer would support the activity of indiscriminate dumping and this needs to be controlled to a degree. The main thing is an Ordinance that is fair to the tire dealer and fair to a machine user. The disposal site may not be a place where the tires can be buried, but a site where chips can be collected prior to either export or domestic use. We are currently negotiating requests for tire chips for pilot projects. This creates a value for the product rather than a cost of disposal.

"As far as size restriction, there is now a prototype unit that is in final design and will be built shortly and will have an initial capacity of 50" diameter. We will then go into earth-mover tires resulting in rubber chips that is a saleable byproduct.

"I see no objection to the Ordinances as long as they are not intended to be restrictive."

Dan Grimshaw  
Tire Dealers Association  
525 SE Union  
Portland, Oregon

FURTHER TESTIMONY BY MR. GRIMSHAW ON MSD TIRE ORDINANCE AND  
MSD TIRE PROCESSING REGULATIONS AT PUBLIC HEARING ON JULY 13,  
1973:

"I have a few other concerns, primarily on the restrictiveness on these particular Ordinances. As I understand it, under the definition of Scrap Tire, this excludes anything but a new tire. Further, under definition Tire Carrier, this includes any person hauling for disposal or salvage, which could mean any processing that could come under retreading. As I read it, all tire dealers would have to have permits just to take tires, fix them up and deliver them in a normal course of business or even transport them from their own store to a retreading plant. These permits, even though the initial cost is small, would mean that each and every truck would have to have a permit. Also, the bond would apply to all tire dealers and service stations, and here again, it is a cost item. Somewhere along the line that has to be recovered.

"Under Section V, it states that carriers must deliver tires to the disposal site and processing center. If we happen to have scrap tires on our trucks in the course of a normal day, we couldn't even take them off the trucks. We would have to take them to a processing center.

"Under Section VI, it states that a retailer must deliver to the disposal site of processing licensed by the Ordinance in the MSD District. I here raise the point that we are not permitted at present to take the tire outside the District to a center that could be licensed and operated by the Department of Environmental Quality.

"Section XII states that the disposal site shall accept all tires brought to them except a tire carrier operating under a permit of this Ordinance. If all tire dealers are tire carriers because of this Ordinance, we feel that the disposal site should accept all tires from the area's dealers. We do not feel that because we are licensed to carry tires we cannot take advantage of disposal sites. Here again we feel that this is too restrictive.

"Under the Tire Processing Regulation, it states that tires must be reduced to a volume of 35% or less. This obviously precludes tire splitting and tire baling. Also, no void space greater than 125 cubic inches.

"These are a few of the things I feel are restrictive in the Ordinances. I have some proposed amendments."



**METROPOLITAN  
DISPOSAL  
CORPORATION**

P.O. Box 149 - Oregon City, Oregon 97045 - (503) 656 0683

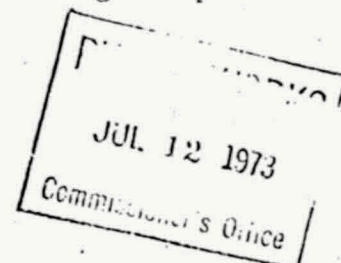
July 11, 1973

METROPOLITAN SERVICE DISTRICT BOARD

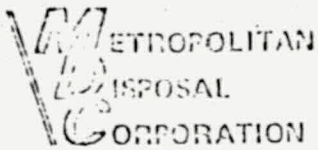
Gentlemen:

Since you will be meeting on Friday, July 13th to consider the proposed tire ordinance, it seemed appropriate we should appraise you of some of the features of our present operation which would fulfill the requirements as set forth in the proposed ordinance. We also want to clear the record with regard to certain allegations made against us at one of your previous meetings regarding availability of the machine and clarify to the Board our procedures regarding hours that we accept tires. It is our understanding that certain parties advised the Board that we had refused to accept truck tires and this is not correct. The only time we have refused to accept tires is other than during our normal working hours which are, 8am to 5pm Monday through Saturday, and 10am to 4pm on Sundays, and when we received tires larger than is legal for highway use or those mounted on rims.

The machine has a capacity of approximately 500 passenger tires per hour, figuring a production availability of 70%, this would be approximately 350 passenger tires per hour. Obviously truck tires are processed slower and we use a conversion factor of four passenger tires for each truck tire. Therefore, a conservative application of the above facts shows that we can process over 60,000 tires per month per shift. Presently we are receiving and processing approximately 30,000 tires per month.







P.O. Box 149 - Oregon City, Oregon 97045 - (503) 656-0663

The 70% availability of the machine can be increased as our operation was set up initially, very hurriedly and many improvements can be made. Presently our operators spend much of their time attending to problems which are non-productive. These problems can be mitigated by revamping our set up, increasing number of shifts, and/or installing a second machine. All of which would increase our processing capabilities. Needless to say, the above also involves large capital expenditures which are for the most part not warranted at this time.

In summary, our company is ready, willing, and able to handle any given volume of tires that would come to us and we feel that the Tire Ordinance as proposed is both needed and workable. Therefore we strongly urge its passage and enforcement.

Very Truly Yours,

METROPOLITAN DISPOSAL CORP.

By: Howard N. Keller

DLT/

Mr. Jack Parker  
Metropolitan Disposal Corporation  
777 S Cherry Circle  
Lake Oswego, Oregon

STATEMENT MADE BY JACK PARKER AT THE METROPOLITAN SERVICE DISTRICT'S PUBLIC HEARING ON TIRE ORDINANCE AND TIRE PROCESSING REGULATION ORDINANCE ON JULY 13, 1973

"As far as the volume question goes, the problem of incorporating tires with other wastes is that if you operate a landfill a few individual tires creates no serious problem. However, when they come in large volume, whether they are split or baled they do constitute a problem. It's like attacking a bunch of rubber bands, there's no way of coming to grips with it. The Metropolitan Disposal Corporation does operate a machine that shreds these and in this matter we can readily incorporate them. They are also in a form that lends themselves to being readily handled. This is important as we move into areas of recycling. We have a product that is in a form that can either be disposed of by going into a landfill or in the future could perhaps be recycled.

"There has been some apprehension in regards to spiralling costs and concern over a monopoly. I am sure you gentlemen believe in the free enterprise system working. I think there is nothing in the Ordinances that gives any exclusions to any individual. Large capital expenditures are necessary in bringing these procedures about and those of us that have taken the step have done so in anticipation. The first sanitary landfill that went in in the State of Oregon was Rossman's Landfill, in Clackamas County. This was a step ahead of its time. The technological abilities are here today and will improve. But, for example, we are ready to acquire backup machines. I know of many others who are interested in this field. But until an Ordinance that

that assures that this is the way you want to dispose of them is passed, there is no way that free enterprise or industry can put forth the capital any further. I think it is a major decision on your part as to whether you truly believe this is an improvement over existing methods. If it is then make a serious effort to adopt it. Time is working against us.

"I am in support of the Ordinance in the present draft form. I do want to make a point in regards to sites outside the District. Here again, this could be a problem in regard to discouraging the intent of the Ordinance. As it has been pointed out, this particular Ordinance is more restrictive than DEQ's Ordinance, and it is conceivable that a site could be opened up right on the border of the MSD District."

In response to questions, Mr. Parker stated: "I have no problem with the 125 cubic."

RESOURCE RECOVERY BYPRODUCTS, INC.  
2035 S.W. 58th AVENUE  
PORTLAND, OREGON 97221

June 27, 1973

Mr. Lloyd Anderson, Chairman  
Metropolitan Service District  
City Hall  
1220 S.W. Fifth Avenue  
Portland, Oregon

Dear Mr. Anderson:

This is to advise you that we have presently under construction a recycling facility on a 6 1/2 acre tract between Interstate 5 and Vancouver Avenue and between Columbia Blvd. and Columbia Slough as indicated on the two attached site plans.

A part of this recycling facility and transfer station includes a shredder which, among other items, is capable of shredding automobile tires. The attached photographs show this particular machine being fed one passenger tire and two truck tires simultaneously. Theoretically, this unit can shred up to 1,000 tires per hour. The size of the shredded elements can be seen in the photo of the shredded tires.

The location of our site is just off of the I-5 Columbia Blvd. exit and is within 4 1/2 miles and within 10 minutes of the Rivergate Sanitary Landfill. Under these circumstances we feel that Resource Recovery Byproducts should be included as an authorized tire disposal site.

Very truly yours,

RESOURCE RECOVERY BYPRODUCTS, INC.

By: 

C. H. John Knapp

HJK:az  
Enclosures



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WILSON  
OREGON

ISLAND

TOMAHAWK ISLAND

PORTLAND MEADOWS  
golf course

COPYRIGHT 1965  
K & G CO. PORTLAND, ORE



(Continued on Pg. 6)

(Continued on Pg. 6)  
(Continued on Pg. 7)

Continued on Pg. 17

PORTLAND CITY BOUNDARY



CITY

north



CS 7-71  
M-1 to M-1 CS  
Map #2129  
Sec. 10-1N-1E  
SZM 272  
Scale: 1" = 200'

Ac.

city

100'  
17.45 A

3,770' to E of Street

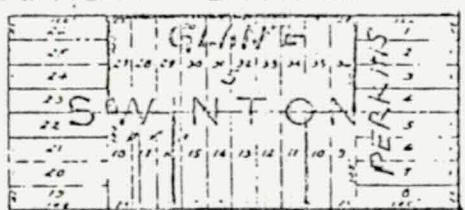
ALEXANDER/KNAPP  
RESOURCE RECOVERY BY PRODUCTS



N. HUNT STREET

N. ALBINA

N. ARGYLE STREET



COLUMBIA

BOULEVARD

city

STHWICK AVE.

AVE.

M 1

city

city

15

16

13

AVC.

N. COLUMBIA

LAW OFFICES OF

Ronald A. Watson

APPENDIX I

X

JACKSON TOWER, 806 S.W. BROADWAY  
PORTLAND, OREGON 97205  
TELEPHONE (503) 228-8531

June 27, 1973

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

Attention Mr. Charles C. Kemper  
MSD Program Coordinator

Re: My Client - Land Reclamation Inc.  
Subject - Hidden Valley Landfill  
MSD Meeting - July 13, 1973

Dear Mr. Kemper:

At your June meeting I appeared on behalf of Land Reclamation Inc. regarding the reports filed by Cor-Met on Hidden Valley Landfill inasmuch as my principal clients were out of the city. At that meeting they said they would give my clients an opportunity to file a written report in response to the report of Cor-Met.

My clients have just returned to the city a few days ago and I have been unable to meet with them and I will be going on vacation myself next week with the result that I will be unable to meet with them and prepare the information for writing for your next scheduled meeting, which I understand is on Friday, July 13. Therefore, it is requested that the matter of the Hidden Valley Landfill report be set over until your August meeting of August 10, 1973.

In the meantime I will bring to my clients' attention items 1 through 5 listed on page 1-8 of the Cor-Met study and request them to commence work on the matters in conjunction with DEQ.

Very truly yours,

  
Ronald A. Watson

RAW:jer  
cc Land Reclamation Inc.

RECEIVED  
JUN 28 1973

COLUMBIA REGION ASS'N.  
OF GOVERNMENTS

A P P E N D I X     I I

ORDINANCE NO. \_\_\_\_\_

An Ordinance adopting the annual budget of the Metropolitan Service District for the fiscal year beginning July 1, 1973, making appropriations from the funds of the District in accordance with said annual budget, authorizing the drawing of warrants, limiting expenditures for salaries and wages to the positions listed in the detailed approved budget, and declaring an emergency so that the budget may be adopted for the fiscal year beginning July 1, 1973, and so that the fiscal obligations of the District may be met.

THE METROPOLITAN SERVICE DISTRICT ORDAINS:

Section 1. The Council finds that the Multnomah County Tax Supervising and Conservation Commission held its public hearing May 30, 1973, on the annual budget of the Metropolitan Service District for the fiscal year beginning July 1, 1973, and ending June 30, 1974 as filed with said Commission on May 3, 1973; that the Metropolitan Service District has been informed by said Commission that it has voted to certify the budget of the Metropolitan Service District with no objections or recommendations; and that the budget should now be adopted so that there will be no further delay in establishing the budget authority for conducting the business of the District; now, therefore, the 1973-74 budget of the Metropolitan Service District as presented at the hearing of the Multnomah County Tax Supervising and Conservation Commission on May 30, 1973, is hereby adopted.

Section 2. To authorize expenditures in accordance with the annual budget adopted by Section 1 of this ordinance, amounts



Ordinance No. \_\_\_\_ (continued)

Page 2 of 2

are hereby appropriated for the fiscal year beginning July 1, 1973 from the funds and for the purposes listed in the attached budget document.

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Lloyd E. Anderson, Chairman  
Metropolitan Service District

---

Robert Schumacher, Vice Chairman  
Metropolitan Service District



# METROPOLITAN SERVICE DISTRICT

6400 S.W. CANYON COURT PORTLAND, OREGON 97221 (503) 297-3726

## A P P E N D I X III

June 20, 1973

TO: MSD Board

FROM: MSD Staff

SUBJECT: Procedures for adopting ordinances

As the MSD Board considers the adoption of the tire processing and disposal ordinances, it has come to our attention that the Board must follow the statutory procedural requirements for adopting ordinances outlined in ORS 198.510 - 198.600. A review of this statute indicated the following procedural requirements must be met:

Procedures to Adopt an Ordinance.

## STEPS TO ADOPT ORDINANCE:

1. Ordinance must be included in a published agenda. The agenda must appear in a paper of general circulation (The Daily Journal of Commerce, for example) no more than ten days nor less than four days before a district meeting. The agenda must set forth:
  - a. the time, date, and place of the meeting;
  - b. a brief description of the ordinances to be considered; and
  - c. a statement that copies of any ordinance are available at the office of the district board.
2. The agenda may also:
  - a. be posted in three public places within the district at least ten days before the meeting;  
or
  - b. be published by radio and television stations broadcasting in the district.
3. Ordinance must be read during two regular meetings of the district board. The ordinance must be read in full unless at the meeting:
  - a. a copy of the ordinance be available for each person who desires a copy; and
  - b. the board directs that the reading be by title only.
4. Except in the case of emergency ordinances, affirmative vote of the majority of the district board members is required to adopt an ordinance.
5. Emergency ordinance: An ordinance to meet an emergency may be introduced, read once and put on its final passage at a regular or special board meeting, without being described in a published agenda, if the reasons requiring immediate action are described in the ordinance.



The unanimous approval of all members of the board at the meeting, a quorum being present, is required to adopt an emergency ordinance.

An emergency ordinance may take effect upon adoption (198.570 (2)).

6. Within seven (7) days after adoption of an ordinance, the enrolled ordinance shall be:
  - a. signed by the presiding chairman;
  - b. initialed by the secretary;
  - c. filed in the records of the district.
7. A certified copy of each ordinance must be filed with the (Multnomah) County Clerk, available for public inspection.
8. Within fifteen (15) days after adoption of an emergency ordinance, notice of the adoption of the ordinance shall be published in one or more newspapers of general circulation within the district. The notice shall:
  - a. briefly describe the ordinance;
  - b. state the date when the ordinance was adopted and the effective date of the ordinance; and
  - c. state that a copy is on file at the district office and at the office of the (Multnomah) County Clerk, available for public inspection.
9. Except for emergency ordinances, an ordinance shall take effect 30 days after adoption, unless a later date is prescribed by the ordinance

#### OTHER FACTORS

10. An ordinance may be referred to the voters of a district prior to its taking effect. (follow 198.580)
11. Any interested person who is a voter or landowner within the district may petition the district board to adopt, amend, or repeal an ordinance. Any such person may appear at any regular meeting of the board and shall be given a reasonable opportunity to be heard.

bg