



METROPOLITAN SERVICE DISTRICT

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

BOARD OF DIRECTORS

PORTLAND WATER BUREAU
1800 SW 6TH AVE.
AUDITORIUM

AUGUST 9, 1974
2:00 P.M.

A G E N D A

- I. MINUTES
- II. PUBLIC COMMUNICATIONS
- III. MSD DIRECTION COMMITTEE REPORT
- IV. RESOURCE RECOVERY BYPRODUCTS TRANSFER STATION RECOMMENDATION - SOLID WASTE COMMITTEE REPORT
- V. SECOND SCRAP TIRE PROCESSING CENTER RECOMMENDATION - EMERGENCY ORDINANCE No. 18 - Ordinance amending Tire Ordinances Nos. 3, 11 and 12.
- VI. SCRAP TIRE CARRIER PERMIT AUTHORIZATION
- VII. PRIVATE INDUSTRY PARTICIPATION IN THE MSD SOLID WASTE PROGRAM - COR-MET
- VIII. ENGINEERING SERVICES REQUIREMENTS FROM AUGUST 1, 1974 - COR-MET
- IX. OTHER BUSINESS



METROPOLITAN SERVICE DISTRICT

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

AUGUST 2, 1974

TO: MSD BOARD OF DIRECTORS

FROM: MSD STAFF

SUBJECT: STAFF REPORT FOR AUGUST 9, 1974

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

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| 1 | I. MINUTES |
| | Action - <u>Approval</u> |
| 9 | II. PUBLIC COMMUNICATIONS |
| | Action - <u>Receive</u> verbal concerns from public |
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| | Action - <u>Approval</u> |
| 14 | IV. RESOURCE RECOVERY BYPRODUCTS TRANSFER STATION
RECOMMENDATION - SOLID WASTE COMMITTEE REPORT |
| | Action - <u>Approve</u> Solid Waste Committee Recommendation |

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- V. SECOND SCRAP TIRE PROCESSING CENTER RECOMMENDATION - EMERGENCY ORDINANCE No. 18 - Ordinance amending Tire Ordinances Nos. 3, 11 and 12

Action - Adopt Emergency Ordinance No. 18
by unanimous vote

31

- VI. SCRAP TIRE CARRIER PERMIT AUTHORIZATION

Action - Approve Solid Waste Committee
recommendation

35

- VII. PRIVATE INDUSTRY PARTICIPATION IN THE MSD
SOLID WASTE PROGRAM - COR-MET

Action - No action

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- VIII. ENGINEERING SERVICES REQUIREMENTS FROM AUGUST 1,
1974 - COR-MET

Action - Approve staff recommendation

- IX. OTHER BUSINESS

I. MINUTES

The following pages contain minutes and public hearing testimony for the Board meeting of August 9, 1974. The staff recommends approval of the minutes.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-187

DATE 8-30-74

BY Jean M. Wood
CLERK OF THE BOARD

PUBLIC TESTIMONY ORDINANCE NO. 18 AUGUST 9, 1974

Larry Burright
Oregon Recycling

I expended my money to buy a machine and we probably processed about 125,000 tires so far this year. We have moved into the Schnitzer site, Terminal 4. There is probably 350,000 tires there. We have a contract and we started on July 8, processing. We shut down because we do not have a permit. However, we have been operating at a different site. I'm left holding the bag with about 200 customers that I'm going to have to drop. This would keep me in business for quite a while.

MR. GENE BUNCH, BUNCH TIRE BALING TESTIMONY RECEIVED ON
ORDINANCE NO. 18 AUGUST 9, 1974

I'm the guy that bales tires for marine fish habitat and my place is closed as well. Not really, in fact, I have been told by the Metropolitan Service District and everyone involved that I have no problem whatsoever. I can go ahead and bale tires all I wish and deliver them to the fish habitat. But there is one problem. I can't get any tires to bale. Due to the ordinance they have to go to Oregon City. That is an authorized disposal site. Either this or the people that have the bond will loose their bond. I would like to see something placed in the Ordinance to allow, and as most of you know, the Fish Commission was here at one of the meetings, regarding tires for this purpose. They just had a meeting this week on the same thing. One of the problems we are running into, we are asked to state how many tires are going to be used in the reef program. If you would check with the East Coast you would find up to one hundred million tires and bales are being used. This is not a small thing. It's small here only because its a test period. Three reefs have been approved. Three locations in Tillamook County. This is through Tillimook County and also the Chamber of Commerce. These will be test reefs. How large they are going to approve them I don't know. But maybe one truck load would make a fresh water reef, which would be around 2,000 tires. Again a reef can take up to 150,000 bales in one reef. Nine tires in a bale. So it is almost impossible to determine how many tires would be used for the purpose. Within the next two years there will be no reason to put tires in the landfill as they are going today. They will be used in reef programs. Now whether this state does it or not, California is going to and Washington State is starting very strong in it. North Carolina and South Carolina are putting in at the present time they utilize every tire that they can possibly get for reefs.

It hasn't been a month ago that they put in 600 tons of tires in one reef. My problem is that I would like to see something done to allow us to have the program for Oregon. I have proposed and have been donating baled tires to Oregon, Washington and California. In order for the program to work I have had to collect money for tires in order to cover the costs. Its a business just like anything else. I didn't do it to make money from it myself but to try to get the reef program going. I started this in 1970 along with the disposal program in tires and trying to find one and find myself closed out and no way to supply tires for Oregon's reef program, or Washington's reef program, or any reef program. One other thing while I am here. That was speaking strictly for myself. The tire haulers are in the Tire Haulers Association. Now I have been asked to leave with you, I am a member, a copy of the letter from one attorney to another attorney. At the last meeting it wasn't mentioned that there was a tire haulers association. There is a definite minimum fee placed on picking up tires by the tire haulers. As far as I know, the tire haulers are recognized by the MSD and have been.

I applied for a general tire haulers permit. This was approved. I go down to pick up the general tire hauler permit and I am informed that I have to haul the tires to Oregon City.

MR. JOHN KNAPP, RESOURCE RECOVERY BYPRODUCTS, TESTIMONY
ORDINANCE NO. 18, AUGUST 9, 1974

Obviously this Ordinance if passed today deleting the requirement of at least two processing centers and our facilities will be shut out of the tire business. Whether a moratorium is necessary is another question. I really don't know.

I don't think there are enough facts before this Board concerning what are the economics, how many tires will be processed now that you are operational in your District. These ordinances as I understand it have only become operational the first of the month and I suppose it will take the next 30 days to evaluate the tire processing center. It seems to me that here within 10 days after becoming operational is an awful hasty act and I'm going to recommend that this thing be tabled to a future meeting. I think there are some unanswered - - at least it hasn't appeared public to justify such a hasty action. Having at least two processing centers available even now and not basing the economic viability of a private enterprise operator on forclosing anybody else from going into the business.

I think the fear that anybody is going to make money is unjustified. I would recommend that you table this for a future meeting and get a little more input. At least for 30 days time under the rules here that staff evaluate all tire processing centers before a decision is made.

KENNETH NOVACK, ATTORNEY, SCHNITZER INVESTMENT, TESTIMONY
RECEIVED ON ORDINANCE NO. 18, AUGUST 9, 1974

I would like to speak to the special project processing center aspect of Ordinance 18. Our client by the way, is not to be confused with the gentleman that Mr. Knapp is having a problem with. As the Board is aware, we own the property called International Terminal, the old Oregon Shipyard. There is between three and four hundred thousand tires out there which we want to get rid of. We want to get rid of them all so that we can develop the property consistent with various plans that we have been working on to move some of our recycling facilities out there. We want to do it in proper fashion and we think that they ought to be moved out. As far as the security aspect and the policing aspects are concerned nobody has a bigger interest than us in making sure that no other tires are being brought in there. I can speak personally on the adequacy of our security service having shown up there once without a pass. I think we can handle that problem. If we are permitted to process on our own property, we can get rid of approximately 2,000 tires a day. Under the present ordinances we would be required to load these up a truck load at a time and haul them off to Oregon City rather than processing them on our own site. We are only talking of tires existing before the effective date of the ordinances and probably many years before that in fact. It is essential that these tires be destroyed and that it be done in an orderly and economic fashion and that's what we want to do. That destruction really should take place on our premises. The property would then be satisfactory to be utilized for our recycling operations. The only exception I would take to this staff proposal in Ordinance 18 is really to Sub-Section 2. Section III applies the 3¢ a tire. I think the intent of the Ordinance is tires generated after August 1, 1974 and these are all tires generated before August 1. We think that the effect of that on us would simply be penal

in terms of the historical derivation of those tires as well as the intent of the act as we feel it, to apply only to tires generated after August 1. We would therefore, suggest that the words "and special projects" be deleted from sub-section 2 Section III. We could wait for 30 months and wait for those times to run out before the taxes and the license fees drop off, but that's not really very efficient. It wouldn't be a very good way to go. We would also, a very minor matter, we would suggest as well, in Section 2.3.5. the reference to a tire counter using the word "certified" tire counter. I think this is a technical problem and we have no objection developing whatever counting equipment is necessary. As Mr. Kemper knows, we're working on a photo-electric cell process to count them, but I was a little concerned with the use of the word "certified".

II. PUBLIC COMMUNICATIONS

This agenda item identifies a place for the MSD Board to hear comments from the public on items not contained on this agenda. No action is required.

III. MSD DIRECTION REPORT

The following pages contain a summary of the MSD Direction Committee Report. The staff recommends the Board approve the report and authorize distribution to interested persons.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-179

DATE 8-9-74

BY Jean McLeod
CLERK OF THE BOARD

Summary and Recommendations

In March 1974, the Metropolitan Service District Board established an Ad Hoc Direction Committee to provide recommendations concerning the following subjects:

- . MSD Policy Statement: Defining the Role
- . Metropolitan services to be performed by MSD
- . MSD Board Structure
- . Financial Alternatives
- . Recommended Action

This committee consisted of the following people:

Robert Schumacher	Bruce Clark
Connie McCready	John McIntyre
William Young	Lloyd Anderson
Mel Gordon	Chuck Frost
Roger Mellem	Ron Cease
Don Carlson	Jerry Tippens

After deliberating on this assignment for the last four months, the MSD Direction Committee recommends the MSD Board adopt the following:

1. METROPOLITAN SERVICE DISTRICT POLICY STATEMENT: DEFINING THE ROLE

"The Metropolitan Service District should provide to the Portland Metropolitan Area those public services which can best be provided on a regional basis or which cannot be provided adequately by existing local government."

2. ADDITIONAL METROPOLITAN SERVICES TO BE PERFORMED BY MSD

In addition to presently authorized services defined in ORS 268, the following services should be added in the near future:

Regional Parks and Recreation
Regional Zoo

Further, the following services could be added in the future as required:

Communications (including 911)
Water Supply Storage and Distribution
Art Programs and Cultural Facilities
Jails
Libraries
Regional Sewage Collection System

3. MSD BOARD STRUCTURE

The MSD Board should be a Board of mixed membership comprised of seven locally elected officials appointed by the governing bodies of the local jurisdictions, and not less than four nor

more than eight directly elected members from apportioned electoral districts. Each member of the Board should cast a single vote, with a quorum consisting of the majority of the entire Board. Any action would require an affirmative vote by a majority of the quorum present.

4. FINANCIAL ALTERNATIVES

The MSD Board should proceed in those areas where they have statutory authority at present. Solid waste disposal should be financed with user service charges; and, storm drainage services with special assessments and service charges.

Ultimately the Board should consider seeking from the voters a tax base for a general fund. The MSD Board should consider assuming responsibility for developing and maintaining a regional zoo and for acquiring and developing regional parks and recreational facilities. Authority to provide these services should be presented to the voters in the District some time after the November 1974 election with funding included on the same ballot.

It should be noted that the Direction Committee did not make recommendations concerning the following:

1. Potential boundary changes.
2. Organizational relationship with the Columbia Region Association of Governments

IV. RESOURCE RECOVERY BYPRODUCTS TRANSFER STATION RECOMMENDATIONS

The following pages contain a report approved by the MSD Solid Waste Committee concerning an existing transfer station located in North Portland. Resource Recovery Byproducts (RRB) owns and operates this facility that was originally designed to process separated materials for resource recovery. Subsequent to the facility activation, the transfer station began to receive mixed refuse loads for processing separation, and reuse. The State Department of Environmental Quality has requested that MSD provide review and comment regarding the application of RRB to receive a transfer station permit to accept mixed refuse loads.

The staff recommends the MSD Board approve the Solid Waste Committee report recommendation and authorize distribution of the report to the DEQ.

AMENDMENT TO SOLID WASTE COMMITTEE RECOMMENDATION:

Include "appear to fit" in recommendation No. 1.

Include "until a tire permit is granted" under recommendation No. 3. E.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-180

DATE 8-9-74

BY Jean M. Wood
CLERK OF THE BOARD



METROPOLITAN SERVICE DISTRICT

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

August 1, 1974

TO: MSD Board

FROM: MSD Solid Waste Sub-Committee on Resource Recovery
By Products

SUBJECT: Resource Recovery By Products Transfer Station
Application

INTRODUCTION

At the request of the Oregon State Department of Environmental Quality, the Metropolitan Service District has prepared the following comments and recommendations. A careful review was made of the application, supportive information, and operational plan provided by Resource Recovery By-products. The sub-committee visited RRB's facility and observed the present operation. This facility was also evaluated in relationship with the proposed locations of the MSD North 205 and the North Portland Road Stations:

FACILITY LOCATION

The site is located between N. Hunt and N. Borthwick and approximately one half mile from the I-5 N. Columbia Blvd. Interchange. The plant was designed for separation of select mixed loads of commercial refuse containing principally cardboard and paper. Access is provided from N. Columbia Blvd.

OPERATION

Incoming loads containing cardboard are dumped onto a conveyor and baled. The bales are loaded by forklift directly into van trucks and hauled away. Some loads of unbaled cardboard are brought in by packer trucks, van trucks, stake-bed trucks and pickups. These loads were observed to be clean containing only cardboard. This part of the operation is not

currently subject to D.E.Q. permit and does not require MSD Board approval or recommendations.

Mixed loads of materials are dumped on the concrete floor inside the building while a rubber-tired front-end loader is used to sort through the dumped waste and load a hopper fed conveyor. Several employees are positioned along the conveyor for sorting purposes. Cardboard is hand removed and dropped onto a conveyor feeding the baler. Plastic and other wastes are processed through the shredder and blown into open drop boxes.

There is a large quantity of loose paper and cardboard piled on the floor with other scattered paper and litter around; so no one is permitted to smoke inside the building. During operating hours the building is open for the full width on both ends. Any fire occurring within the building would need to be extinguished immediately before it spread, particularly if there was a wind blowing through the building.

Outside the building there are several thousand discarded vehicle tires in a pile which are being fed intermittently through the shredder. The shredder bogs down and "chokes" if fed too heavily. Once choked, the shredder is reversed by handjacking to free it.

The access road leading to the plant from Columbia Boulevard is an unimproved public right-of-way. During winter months water puddles and summer months a lot of dust is present. Other firms are using a portion of this roadway for storing various personal items in addition to parking vehicles.

There is paper and plastic blown around the yard. The major

operation problems seem to arise from the grinding of the waste from the mixed loads. RRB needs air quality controls on the air classifier and shredder. The destination of the wash water for the plant is not defined in the operational plan so there may be water quality problems.

The location of the facility is in between the proposed North 205 Station and the North Portland Station, and in our opinion, in the wrong location in respect to the Solid Waste Action Plan. The present filled area seems too small to accommodate all of the projected traffic to either proposed milling stations. In order for the MSD plan to be successful from a monetary standpoint, it will be necessary that all the volumes of processibles be run through these two facilities. The plan is predicated on receiving these volumes. The potential public traffic in the future would create operational problems in that there is no holding area for the traffic. The dumping area is inadequate and the facility is not fenced securely so it would be difficult to prevent illegal dumping at night.

SUB-COMMITTEE RECOMMENDATIONS:

1. This facility does not fit to the long range MSD Solid Waste Action Plan as a mixed refuse processing center.
2. Mixed loads of refuse not be accepted by RRB after activation of the first MSD transfer/processing station by MSD.
3. For the interim period, approval of RRB to accept mixed refuse loads should be granted only after the following items be accomplished to the satisfaction of DEQ and other local regulatory agencies:
 - A. Installation of air quality controls should be provided to meet DEQ air quality standards.
 - B. All wash water at the facility should be disposed of in an approved manner.

- C. Proper storage of supplies and raw and finished materials be provided.
- D. All mixed loads should be processed by the end of each operation day.
- E. No tires should be accepted.
- F. No mixed loads from the public should be accepted.
- G. All on-site roads should be adequately maintained, free from dust and mud.
- H. All blown or dropped waste should be cleaned each day and controlled further so that it does not leave the property.
- I. The building should be enclosed further to prevent waste from blowing out of the building.

Note: These nine items should be completed prior to accepting any further loads of mixed refuse.

David G. Phillips
RRB Review Sub-Committee

V. SECOND SCRAP TIRE PROCESSING CENTER RECOMMENDATION -
EMERGENCY ORDINANCE No. 18

The following contains the staff recommendations and findings concerning the disposition of the second scrap tire processing center. The MSD Solid Waste Committee approved the report recommendations for transmittal to the MSD Board. The staff recommends the MSD Board approve the report.

In order to implement the report recommendation, the MSD staff proposes Ordinance No. 18 revising the Scrap Tire Ordinances by defining "special project scrap tire processing facilities" for large piles of scrap tires. Further, in order to limit the general processing centers to at least one, Ordinance 11 should be revised. Ordinance No. 18 should be adopted as an emergency ordinance in order to give the opportunity for existing special processing centers to continue without interruption.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-182

DATE 8-9-74

BY Jean M. Wood
CLERK OF THE BOARD



METROPOLITAN SERVICE DISTRICT

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

TO: MSD Board

FROM: MSD Staff

SUBJECT: Staff report concerning tire processing centers

DATE: August 6, 1974

INTRODUCTION:

At the July 22, 1974 meeting, the Solid Waste Committee reviewed three applications for General Scrap Tire Processing Centers. These included Metropolitan Disposal Corporation request to operate a facility in Oregon City and at the St. John's landfill and Larry Burrights proposal for a site in N.E. Portland.

The committee recommended and the MSD Board approved the processing center in Oregon City and the committee made the following recommendation concerning the other two applications:

"It is moved to table the subject of Burrights pending application and the MDC St. John's application until next meeting and direct staff to proceed with developing information on unit costs, location of sites and number of total sites in the MSD area."

MSD Ordinance 11 requires that at least two General Processing Centers be permitted. However, no time limit was placed on activation of the sites.

BURRIGHTS FACILITY

Larry Burrights proposed processing center is located in the Waybo Gravel Pit at 7800 N.E. Killingsworth. This site, in Multnomah County is zoned M-3 and would allow a scrap tire processing center only if housed in a building. The site would also require a conditional use permit from Multnomah County to allow storage of scrap tires and a transfer station permit

from DEQ. Mr. Burrigh has indicated that he will construct a building and that a hearing is scheduled for August 6, 1974 for the conditional use permit. It is the staffs understanding that the State Health Division has expressed concern regarding the disposal of the water used in the shredding operation. Utilization of this site would require the transporting of chips to an authorized Disposal Site.

At the present time, Larry Burrigh has contracted to process the large quantity of tires located on the Schnitzer property near terminal #4.

METROPOLITAN DISPOSAL CORPORATION - ST. JOHN'S FACILITY

Metropolitan Disposal Corporation has applied for a General Scrap Tire Processing Center to be located at the St. John's landfill. This site is properly zoned and has been approved by DEQ.

It is the staffs understanding that the lease between MDC and the City of Portland has not been signed and that concern has been expressed by local residents to any additional operation in the area that might prolong the landfill.

From the standpoint of convenience, the St. John's site would be the most preferable of the two proposed sites. Solid Waste Haulers and the general public will be able to dispose of all refuse including tires at one landfill instead of transporting tires to a separate facility. Frankly, the separation of landfills and tire processing centers has been a major factor causing the refuse haulers not to collect scrap tires. Disposal of chips could be accomplished at the landfill.

RESOURCE RECOVERY BYPRODUCTS

Prior to activation of the Scrap Tire Program, Resource Recovery By products Inc. had shredded scrap tires in a location near Columbia Blvd. This firm has indicated an interest in being

permitted as a General Processing Center and feel that the original ordinances defining at least two centers should be continued as long as the quality of service is maintained.

SCRAP TIRE QUANTITIES

The interim report on Scrap Tire Processing and Disposal Program prepared by COR-MET, dated March 31, 1973, indicated that approximately 1,400,000 auto and 120,000 truck tires are scrap annually in the Metropolitan Region. Allowing for competition from individual processing centers, balers, salvaging, etc., the consultants estimated that the quantity of tires for processing at the general processing centers would be approximately 1,250,000 or vary from 3000 to 5000 tires per day.

This quantity could be handled by a single unit with a 3000 tire per day capacity or by two smaller units. The report indicated that unit cost for a typical shredder with a 3000 tire per day capacity ranged from 8¢ per tire at full capacity to 17¢ per tire at 40% capacity. These figures were based on 1973 costs and included operating and maintenance, administration, landfilling chips and a 20% return on invested capital over 5 years.

Based on the above, the service district could support a single processing site with enough processing units to handle about 3000 tires per day. If the quantities of scrap tires increase, the number of operating days could be increased, a second shift added or an additional processing center could be opened. It should be noted that the MDC Processing Center at Oregon City has a unit with a rating capacity of 4000 tires per day. If MDC is not granted a permit for the St. John's facility then two machines with similar rating capacity will be available at Oregon City.

Information received from the Metropolitan Disposal Corporation and Larry Burright concerning the quantities of scrap tires processed can be found on the following table:

NAME	TOTAL TIRES PROCESSED 1973	TOTAL TIRES PROCESSED 1974 (5 Month)	TOTAL TIRES PROCESSED 1974 (projected)	ENGINEERS ESTIMATES	ACTUAL % TO EST. GEN- ERATED
MDC	243,721	115,711	277,700	---	22%
BURRIGHT	---	75,000+	180,000	---	14%
TOTAL	243,721	190,711	457,700	1,250,000	36%

As indicated by the previous table, the 1974 projection of scrap tires processed is only 36% of the total scrap tires generated. This could increase once the MSD tire program is fully implemented.

SPECIAL PROJECT PROCESSING FACILITIES

Concern has been expressed over the large piles of tires throughout the district. Local cities and counties are now responsible to see that these piles are removed. Most property owners cannot afford to pay both the transporting and processing cost required to dispose of these tires but could pay for processing only. The MSD ordinance will allow only General and Individuals Processing Centers and will not allow processing at the site of a pile of tires. The staff recommends that MSD institutes a program to process these large piles of tires and that amendments be made to the tire ordinances if required, that will allow for such an operation. This will provide a much needed service at the same time allow the continued operation of existing scrap tire processing machines.

Based on the above, the staff recommends the following:

1. MSD place a moratorium on additional General Scrap Tire

Processing Centers until such time as reasonable capacity is available to justify another facility. Further, it should be noted that if the Board approves this recommendation, Ordinance No. 11 should be revised to read "at least one" General Processing Center be permitted. If the Board disapproves this recommendation, then the staff should be directed to evaluate new applications for a facility in the North portion of the area. The staff will evaluate quantities on a monthly basis.

2. When the quantity of scrap tires justifies another facility, it should be located in the north portion of the region.

3. An amendment be prepared to the Tire Ordinance to permit "special project processing facilities" to process large piles of scrap tires that are in existence on August 1, 1974.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-183

DATE 8-9-74

BY Jean M. Wood
CLERK OF THE BOARD

ORDINANCE NO. 18

An ordinance amending Ordinance No. 3, Ordinance No. 11, and Ordinance No. 12 in order to allow for the authorization of special project scrap tire processing centers for the processing of scrap tires existing before the MSD Tire Program, deleting the requirement that at least two general processing centers be authorized, and declaring an emergency.

ORDINANCE NO. 18

THE METROPOLITAN SERVICE DISTRICT ORDAINS:

SECTION I: Section I of Ordinance No. 11 is amended to read:

"SECTION I

1. (same)

2. (same)

3. (same)

4. "Special project processing center" means a place or piece of equipment where or by which quantities of scrap tires in excess of 5,000 in number existing before August 1, 1974, are processed to such form as prescribed by the Metropolitan Service District.

(4.) 5. "Scrap Tire" means any tire, new or used, whether or not it is in such condition as to be reused, retreaded or otherwise salvaged and is being discarded for any reason."

SECTION II:

Section II of Ordinance No. 11 is repealed.

SECTION III:

Section III of Ordinance No. 11 is amended to read:

"SECTION (III) II

1. (same)

2. The Board of the Metropolitan Service District authorizes and approves a fee of 3 cents for the first 18 months after the effective date of MSD Ordinance No. 3 and a fee of 2 cents for the next 12 months, to be paid by the individual, (and) general and special

project processing centers to the Metropolitan Service District for each motor vehicle tire."

SECTION IV:

Section IV of Ordinance No. 11 is amended to read:

"Section (IV) III

1. The Board of the Metropolitan Service District authorizes and approves a maximum fee that may be charged by the operator of a general tire processing center.
2. (same)
3. (same)"

SECTION V:

Section VI is added to and made a part of Ordinance No. 11.

SECTION VI:

Every applicant for authorization to operate a special project processing center shall execute a bond in the penal sum of \$1,000 in favor of the Metropolitan Service District. Said bond shall be executed by the applicant as principal and by a surety company authorized to transact surety business within the State of Oregon. Such bond shall be filed with the Board in accordance with the following conditions: In the carrying out of the business of special project processing center, the principal shall comply with all the provisions of this ordinance, Ordinance No. 3 and Ordinance No. 4 and any person injured by a failure so to comply may have a right of action on said bond in his own name; provided that such action be commenced within one year after the injury; but the surety on such bond shall not be liable thereunder to any person in an amount in excess of \$1,000.

SECTION VII:

Section IX of Ordinance No. 3 is amended to read:

"1. (same)

2. (same)

3. The MSD may authorize processing centers to process quantities of scrap tires existing before the effective date of this ordinance. Such processing shall render the tires into such form as is prescribed by the Metropolitan Service District by regulation for disposal of tires at an authorized disposal site. Notwithstanding any other provision of this ordinance, a processing center authorized pursuant to this subsection may accept for processing only those tires authorized by the MSD and must accept all such tires authorized of a size and type prescribed by the MSD."

SECTION VIII:

Section IX is added to and made a part of Exhibit A, Scrap Tire Program Standard of Service, Ordinance No. 12, and is made a part of that ordinance as if fully set out therein.

SECTION IX:

"2.3 Special Project Processing Centers

2.3.1 Applications

Application for a Special Project Processing Center shall be completed on forms furnished by the MSD.

2.3.2 Permits

MSD shall evaluate all applications for Special Project Processing Centers and grant authorization in accordance with Section IX, of MSD Ordinance No. 3. Permits shall be granted for a specified period of time but shall be revoked for failure to comply with MSD Ordinances No. 3 and 4 and

these standards of service. A Special Project Processor shall comply with all applicable laws, regulations, ordinances, and permits and franchise agreements to which the Processor is a party respecting the collection, transportation, and disposal of scrap tires.

2.3.3 Processing Fee

The MSD Board, shall by ordinance, establish a tire processing sur-charge to be levied for program administration. The Special Project Processing Center shall make a monthly accounting to MSD and transmit the appropriate funds with each accounting.

2.3.4 Acceptance of Tires

A Special Project Processing Center shall process only those tires authorized by the MSD. Scrap tires shall not be accepted from any other person or business in accordance with Section IX of MSD Ordinance No. 3.

2.3.5 Records

All Special Project Processing Centers shall submit on a monthly basis a certified count of all tires processed. This certified count shall be determined by an approved electronic or mechanical device. The Speical Project Processing Center shall also provide, on a monthly basis, an accounting of all processed tires disposed.

All records pertaining to the processing and disposal of tires shall be made available for inspection by MSD at reasonable hours in accordance with Section XIV of MSD Ordinance No. 3.

2.3.6 Site Operation

The MSD may require as part of its authorization that the processing site be fenced by a sight-obscuring fence approved by MSD. Processing of tires shall occur during normal working hours.

2.3.7 Disposal of Processed Tires

The Special Project Processing Center shall dispose of processed tires only at authorized disposal sites. In the event that processed tires are used for purposes other than disposal, authorization shall be obtained from the MSD.

2.3.8 Machine Specifications

The Special Project Processing Center shall have equipment approved by MSD.

2.3.9 Variance

The Metropolitan Service District may grant a variance of these standards of service on a temporary basis if unplanned events occur and upon written request from the Special Project Processing Center.

SECTION X:

In order for the processing of hundreds of thousands of scrap tires in the tri-county area to begin immediately, an emergency is declared to exist, and this ordinance takes effect upon passage.

Dated: _____

Robert Schumacher, Chairman

James Robnett, Vice Chairman

VI. SCRAP TIRE CARRIER PERMIT AUTHORIZATION

Additional scrap tire carrier permits are recommended for approval in the attached report. Pending Board review of the permit authorization procedure Ordinance No. 17, the staff recommends approval of the attached report.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS
ACTION NO. 74-184
DATE 8-9-74
BY Jean Mairi Wood
CLERK OF THE BOARD



METROPOLITAN SERVICE DISTRICT

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

August 5, 1974

TO: MSD Board
FROM: MSD Staff
SUBJECT: SCRAP TIRE CARRIER AUTHORIZATION

Since the last Solid Waste Committee meeting, two additional applications for a general scrap tire carrier have been received. Further, requests by two general scrap tire carriers for additional service areas have also been received. It is the staff's recommendation that Carl Miller be granted a 60-day temporary permit and the additional service areas be authorized for Bill Stone and Junk Tire Haulers as indicated by the following table. Individual Scrap Tire Carrier applications have been received from Northwest Retreaders, Inc. and Industrial Tire Service. It is recommended temporary permits be issued to them.

In addition, C & R Supply should also be granted a 60-day temporary permit with a letter of special salvage authorization from MSD to transport scrap truck tires out of the District to their place of business for the purpose of making Dock and Tugboat Bumpers.

NAME	NO. OF VEHICLES	MEM. TIRE ASSOC.	PERMITS PREV. GRANTED FOR SERV. AREA	REQ. SERV. AREA	STAFF REC. SERV. AREA
<u>GENERAL CARRIERS</u>					
Carl Miller	1	no	----	1	1
C & R Supply	4	no	----	1,2,3,4	1,2,3,4
Bill Stone	3	yes	2,3	1,4	1,4
Junk Tire Haulers	2	yes	2,3	1,4	1,4

<u>INDIVIDUAL CARRIERS</u>		<u>STAFF RECOMMENDS ISSUING</u>
Northwest Retreaders, Incorporated		yes
Industrial Tire Service		yes

As you will recall from our last meeting, those tire carriers who were members of the Tire Carrier Association were granted temporary permits to transport tires in Washington and Clackamas Counties, service areas 1 and 4 respectively. Permits were withheld for service areas 1 and 4 from those tire carriers who were not members of the Tire Carrier Association. The Tire Carrier Association is in the process of signing a contract with the two Refuse Haulers Associations to satisfy the existing solid waste franchises.

MSD's attorney has indicated that it is discriminatory to withhold a permit to tire carriers on the basis of not belonging to the Tire Carrier Association. It is suggested that temporary permits be granted for 60 days. During that time, a list of temporary permittees will be furnished to all local jurisdictions. In addition, public notices will be published. If there are objections to any tire carrier, then a public hearing will be scheduled before the MSD Board.

Therefore, it is recommended that those applicants indicated in the following table who were not granted a general scrap tire carrier permit for service areas 1 or 4 be granted a 60-day temporary permit as a general scrap tire carrier until the procedural ordinance No. 17 has been reviewed by legal counsel and adopted by the MSD Board.

NAME	NUMBER OF VEHICLES	MEMBER OF TIRE ASSOC.	PERMITS PREVIOUSLY GRANTED FOR SERVICE AREA	REQUESTED SERVICE AREA	STAFF RECOMMENDS SERVICE AREA
Clyde Ellis	1	no	2	1,2	1
Oregon Drop Box Assoc.	4	no	2,3	1,2,3,4	1,4
Lucy Binger	2	no	-	1.	1

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VII. PRIVATE INDUSTRY PARTICIPATION IN THE MSD SOLID WASTE
PROGRAM - COR-MET

Discussion item - no action is required.

HELD OVER

VIII. ENGINEERING SERVICES REQUIREMENTS FROM AUGUST 1, 1974 -
COR-MET

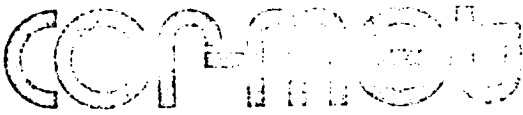
The attached letter from the MSD consultants, COR-MET, describes the work program and estimated costs for engineering services after August 1, 1974. The estimated costs will reduce the MSD budget for that item to zero by November 1974. The need to proceed with MSD/DEQ first loan obligation is necessary to maintain the schedule for construction and operation of the solid waste facilities. It appears to the staff that funding for this program must be assured at an early date or as much as a year schedule slide could result. For these reasons, the staff recommends authorization to proceed with work items 1 through 7 defined in the COR-MET letter.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-186

DATE 8-9-74

BY Leah M. Wood
CLERK OF THE BOARD



CORNELL, HOWLAND, HAYES & MERRYFIELD
METCALF & EDDY

200 S.W. MARKET STREET, 12TH FLOOR

PORTLAND, OREGON 97201

503/224-9190

August 9, 1974

Mr. Robert Schumacher, Chairman
Metropolitan Service District Board
6400 S.W. Canyon Court
Portland, Oregon 97221

Dear Mr. Schumacher:

Subject: Consulting Services August - October 1974

The approved budget for continued funding of Phase II of the MSD Solid Waste Management Action Planning Program provides for continuing engineering services by COR-MET. This work will include additional investigative work on specific transfer station sites, preparation of a predesign cost document, evaluation of the "Request for Funding Estimate" documents submitted by private industry, continued secondary materials market development and general advice, and support to the MSD staff. Portions of this work will be incorporated into Phase III facilities design portion of the MSD Solid Waste Management Program and is proposed at this time to ensure that the Program remain on schedule.

A preliminary work scope and budget for this work has been prepared and reviewed by the MSD staff. COR-MET will work closely with the MSD staff during the next 2 months to ensure that any necessary adjustments in work scope will be made.

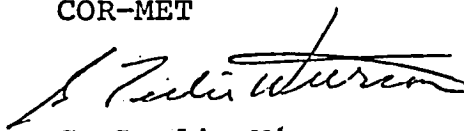
Paragraph 10-D of the original agreement between the Metropolitan Service District and COR-MET provides for services not specifically included in the original scope of work. We propose that the additional work described above be accomplished under the existing agreement on a time basis. Our charge for these services is actual salary per man-hour, plus 200 percent of said salary, plus direct expenses.

A predesign report and a summary progress report will be prepared and agreed upon budgets for specific assignments will not be exceeded without prior authorization.

Mr. Robert Schumacher, Chairman
Page 2
August 9, 1974

If this agreement is satisfactory, please sign the enclosed copy.

Sincerely,
COR-MET



C. Leslie Wierson
Principal-in-Charge

Agree to conditions as outlined above
and authorization to proceed:

Date: _____

By: _____

Robert Schumacher, Chairman
Metropolitan Service District Board

c



CORNELL, HOWLAND, HAYES & MERRYFIELD
METCALF & EDDY

200 S.W. MARKET STREET, 12TH FLOOR

PORTLAND, OREGON 97201

503/224-9190

COR-MET

Scope of Work

Continuation of Phase II Planning Program

August - October 1974

Purpose: To continue ongoing preliminary design investigations of specific transfer station locations and conduct similar investigations for a specific future transfer station location in the southeast Portland area, to continue to assist MSD staff in the public information exchange programs on site selection work, to provide technical input to the property acquisition investigation, to evaluate the "Request for Funding Estimate" submittals from private industry, to prepare a preliminary design and cost estimate for one milling-transfer station, to assist the MSD staff in preparing the First Obligation Grant/Loan Request For MSD Solid Waste Facilities and to provide general advice and support to the MSD staff during this period.

More specifically, the work of the consultant will include:

1. An evaluation of the "Request for Funding Estimate" submittals from private industry, including an analysis of data and preparation of summary report to the MSD staff, based on a total of 8 submittals.

\$ 7,700.00

2. Continued site investigation work on specific locations for transfer stations, including accumulation and analysis of base data for selection of a specific transfer station site in the southeast Portland area, coordination and

general assistance to MSD staff in the public information exchange regarding site selection work and assistance to the MSD staff on property acquisition.

\$ 4,250.00

3. Preliminary design layouts and operations plan of milling-transfer station, including plan and profile drawings of building and site, equipment placement and operations, traffic flow pattern diagrams, pavement and landscaping, loading, parking and processing operational plan, and typical architectural renderings of building and site.

\$12,100.00

4. Typical equipment requirements for milling-transfer station, including types and quantities of shredders, conveyors, magnetic separators, air classifiers, screens, tractor-trailers, miscellaneous yard equipment and scales.

\$ 3,900.00

5. Selection of equipment for inclusion in milling-transfer station, including obtaining specifications and design criteria from manufacturers, analyzing operations and maintenance characteristics and energy requirements, and fitting equipment to building layout plan.

\$ 7,850.00

6. Preliminary design report and facility cost estimate, including site grading, traffic control, utilities, and architectural criteria.

\$11,900.00

7. Continuing secondary materials market development program including securing letters of intent from potential buyers and integrating buyer's desired product specifications with ongoing preliminary design work.

\$ 2,300.00

TOTAL ENGINEERING SERVICES \$50,000.00

The engineering services budget includes all project management costs, including liaison with MSD staff and Department of Environmental Quality staff. The budget also provides for attendance at all required meetings and general advice and support to the MSD staff, including attendance at MSD Solid Waste Commission meetings, MSD Board meetings, Department of Environmental Quality--MSD meetings, and meetings with local planning agencies.

Other items of work that must be accomplished prior to final design, but are of a lower priority than the previous listed tasks include:

1. Soils exploration at each milling-transfer station site to determine foundation conditions, including an estimated two 50-foot borings at each of four sites and a review and appraisal of borings. Note that additional borings at each site may be required for final design.

\$ 8,600.00

2. Ground water inventory at two new disposal sites, including two piezometer installations at the Durham site and four at Cipole, water level recorders at both sites, a public water supply survey in the Durham area and an analysis of data.

\$ 9,500.00

It is our recommendation that work on these last two items not begin until after the Service District determines the status of their First Obligation Grant/Loan Request.



CORNELL, HOWLAND, HAYES & MERRYFIELD
METCALF & EDDY

200 S.W. MARKET STREET, 12TH FLOOR

PORTLAND, OREGON 97201

503/224-9190

5 August 1974

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

Gentlemen:

Subject: Progress Report, MSD Solid Waste Management Action Plan
Phase II

In the period from 6 June 1974 to the present, we have continued with our work on the Phase II implementation of the solid waste management action plan. Our work is described briefly in the following paragraphs:

Milling-Transfer Station Sites

The potential sites identified for each of the proposed milling-transfer stations have been reviewed by the local jurisdictions having responsibility for land use planning in the vicinity of the sites. Based on the reports submitted by the local jurisdictions, COR-MET has recommended a first-priority site for each of the four milling-transfer station locations. As authorized by the MSD Board, an environmental impact assessment is being prepared on each of the four first-priority sites and on three lower priority sites in the East Washington County milling-transfer station location. COR-MET has assisted the MSD staff in several presentations regarding the site selection procedure and environmental impact assessment work before local planning agencies and interested citizens groups. In addition, COR-MET has provided technical input to the MSD right-of-way agent in the property acquisition investigation.

Milling-Transfer Station Site Environmental Impact Assessments

As directed by the MSD Board, detailed environmental impact assessments of each of the designated milling-transfer station sites are now being prepared. The assessments will conform to the general outline approved by the MSD Board at their 10 May 1974 meeting, with specific attention being focused on the problems of traffic and access, noise and air quality. COR-MET is continuing to work with the local government staffs during preparation of the assessments and currently anticipate delivering a preliminary draft

Metropolitan Service District Board
5 August 1974
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copy of the EIA to the MSD Solid Waste Commission for review and comment on 19 August 1974. Following MSD review, any revisions will be incorporated into the draft copy and 300 copies of the final document will be prepared and delivered to MSD.

Secondary Materials Market Development

The market analysis for recovered secondary materials is continuing, with firm expressions of interest from five potential customers for the light combustible material and five potential customers for the reclaimed ferrous metal. Representatives of a major national detinning firm have met with COR-MET and MSD staff and verbally indicated an intent to purchase the recovered ferrous metal fraction. Letters of Intent to Purchase Recovered Materials have been prepared for both the light combustible material and the ferrous metal. Following review of the proposed letter by MSD legal counsel, interested potential customers will be asked to sign a letter of intent; thereby agreeing to provide the MSD with a purchase order for either light combustible material or the recovered ferrous metal.

City of Portland Milling-Transfer Station Cost Estimate

A rough cost estimate of a milling-transfer station sized to process wastes generated within the City of Portland limits only has been completed, as requested by the MSD staff. The report included: (1) an estimated total quantity of processible waste generated within the City of Portland, (2) the approximate capital cost for an appropriately sized milling-transfer station, (3) an estimated annual operations and maintenance cost, and (4) a cost comparison between the MSD regional milling-transfer system and the City of Portland system. This report has been accepted by the MSD Board and approved for transmittal to the City of Portland. COR-MET staff remain available to assist representatives of the city evaluate the report, as directed by MSD.

Public/Private Participation in the Milling-Transfer Stations

COR-MET has submitted a memo to the MSD, detailing the possible combinations for dividing the responsibilities for design, construction, ownership and operation of the milling-transfer stations. The suggested MSD policy decisions outlined in the memo are currently being discussed by the MSD Solid Waste Commission. COR-MET staff remain available to assist the MSD Board in their upcoming policy making tasks by providing any necessary further technical input on this topic.

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Metropolitan Service District Participation in Regional Hazardous Waste Program

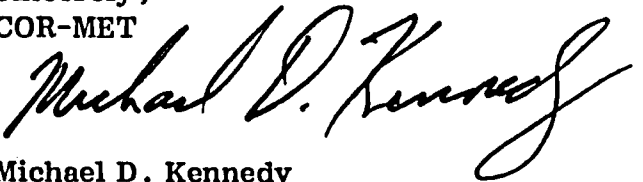
COR-MET has outlined the possibility of the Metropolitan Service District assuming responsibility for the development of a regional hazardous waste management program. This policy decision is now being reviewed by the MSD Solid Waste Commission.

General Advice and Support to MSD Staff

We remain available to the MSD staff for advice and support on an on-call basis. Included in this function have been discussions on program policy and direction as well as requested attendance at Board meetings, SWC meetings, and other meetings.

In coming weeks, we will continue our investigative efforts on specific transfer station sites and complete a detailed environmental impact assessment for each site as approved by the Board. Upon Board approval, additional upcoming work will include preparation of a milling-transfer station predesign cost document, evaluation of the "Request for Funding Estimate" documents submitted by private industry, and general advice and support to the MSD staff in their preparation of the First Obligation Grant/Loan Request for MSD Solid Waste Facilities.

Sincerely,
COR-MET



Michael D. Kennedy