



METROPOLITAN SERVICE DISTRICT

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

BOARD OF DIRECTORS MEETING

MSD OFFICES  
527 SW HALL

NOVEMBER 8, 1974  
2:00 P.M.

A G E N D A

- I. MINUTES
- \* II. ACCOUNTS PAYABLE
- III. PUBLIC COMMUNICATION
- \* IV. PUBLIC HEARING - SCRAP TIRE PROCESSING CENTER AUTHORIZATION PER ORDINANCE NO. 17
- V. NON-PROCESSIBLE PROGRAM DRAFT ORDINANCE
- VI. SPECIAL COMMITTEE REPORT ON COR-MET COSTS
- VII. OTHER BUSINESS
  
- \* IMPORTANT AGENDA ITEMS



NOVEMBER 4, 1974

TO: MSD BOARD OF DIRECTORS  
FROM: MSD STAFF  
SUBJECT: STAFF REPORT FOR NOVEMBER 8, 1974

PRESENTED TO THE BOARD FOR TRANSMITTAL AND RECOMMENDED ACTION ARE THE FOLLOWING ITEMS:

PAGE

- 1 I. MINUTES  
Action - Approve minutes of October 25, 1974 meeting
- 14 II. ACCOUNTS PAYABLE  
Action - Approve Accounts Payable for the month of October in the total amount of \$3,821.01
- 16 III. PUBLIC COMMUNICATION  
Action - Receive comments from public on items not specified on the agenda

PAGE

17 IV. PUBLIC HEARING - SCRAP TIRE PROCESSING CENTER  
AUTHORIZATION PER ORDINANCE NO. 17

Action - Hold public hearing on scrap tire processing center applications, and if appropriate, approve permanent processing center permits.

25 V. NON-PROCESSIBLE PROGRAM DRAFT ORDINANCE

Action - Receive draft rate ordinance. No other action required.

33 VI. SPECIAL COMMITTEE REPORT ON COR-MET COSTS

Action - No action required.

34 VII. OTHER BUSINESS

. Report on the MSD RFP Document Development

I. MINUTES

THE FOLLOWING PAGES CONTAIN MINUTES FOR THE MSD BOARD MEETING AND PUBLIC HEARINGS ON NOVEMBER 8, 1974.

THE STAFF RECOMMENDS APPROVAL OF THE MINUTES.

SCRAP TIRE PROCESSING CENTER AUTHORIZATIONS

(Minority Opinion of the MSD Solid Waste Advisory Committee)

In light of the fact that only one permanently installed scrap tire processor is currently legally permitted to operate by the MSD Board; that this processor is directly represented on the Solid Waste Advisory Committee; and that other processors have requested approval of permits for operation; and even though all parties were offered sufficient opportunity to discuss the matter at the regular Advisory Committee meeting of November 4 and the currently permitted processor did not participate directly in the action taken by the Advisory Committee, I recommend:

1. The MSD Board disregard the recommendation of the MSD Advisory Committee on this matter.
2. The MSD Board act solely on the basis of information presented in public hearing by parties other than the Advisory Committee, Presumably this will include input from Staff, tire carriers, proposed tire processors, and other interested citizens.

I feel the adoption of this minority opinion will avoid any possible "Conflict of Interest" accusations that may otherwise confront the MSD Board regarding this matter.

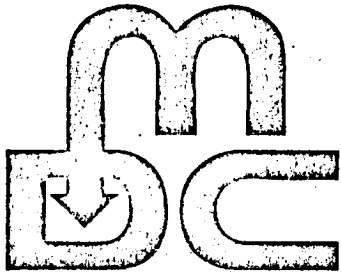
Respectfully Submitted

  
Marlin G. Nelson

RECEIVED  
NOV 6 1974

METRO SERVICE DISTRICT





*Met* (2)

# METROPOLITAN DISPOSAL CORPORATION

P. O. Box 11457 • Portland, Oregon 97211  
Telephone (503) 285-0571

Formerly: Cozzetto Bros. — Glanz Bros Sanitary Service — Geo. Glanz & Son-Disposal

September 17, 1974

Chuck Kemper  
Metropolitan Service District  
6400 SW Canyon Ct.  
Portland, Oregon 97221

Dear Sir:

At this time we feel the decision of the M.S.D. Staff to permit only one processing center has merit. Until a need for the second processing center is proven, which may be a year from now, investments could be made which would not be needed.

After 2 years of operating the "Tire Hawg", we have found there are large seasonal variations. If this continues, and we believe it will, it will take a full year to determine the annual numbers of tires to be processed.

In 45 to 60 days we will be putting our second "Tire Hawg" into operation at the Rossman's site. This will give us the capacity to easily handle these seasonal fluctuations. It also allows us to shut down one machine for routine maintenance and still continue processing.

M.D.C. would also like to have the opportunity in the future to bid on those piles of tires to be processed by Special Processor permit. This would help keep the second machine working during slow periods.

Our normal low months have been December, January & February, and again in June, July and August.

Firestone should receive their permit and Oregon Recycling should receive a special permit for Terminal 4.

If we can be of further assistance, please feel free to ask.

Best Regards,

R. A. Kuhnau  
President-General Manager  
Metropolitan Disposal Corp.

RECEIVED  
SEP 19 1974

METRO SERVICE DISTRICT



RESOURCE RECOVERY BYPRODUCTS,  
701 N. HUNT STREET  
PORTLAND, OREGON 97217

TELEPHONE 289-5501  
RECYCLING CENTER

November 6, 1974

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

Gentlemen:

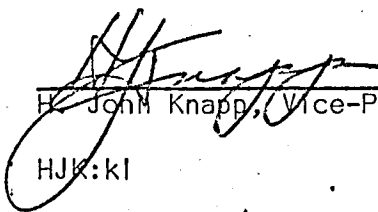
We have before MSD an application for a tire processing permit at our existing recycling facility in North Portland. This facility was operational and shredding tires prior to the enactment of the MSD tire ordinance. This board was notified in writing in June 1973 of our capabilities and our desire to be included as a tire processing center.

The MSD moratorium on tire processor applications, in our opinion, has been counter productive in that it compels the tire industry within the city of Portland and in Multnomah County to dispose of their tires at a considerable extra transportation expense in Oregon City. These extra costs tend to encourage non compliance with the tire ordinances. Based on your own staff data, only about 30% of the disposable tires are presently going to Oregon City.

Since Resource Recovery Byproducts, Inc., has a \$200,000.00 high capacity operational tire shredding facility, we respectfully request that this board grant us a permanent tire processing permit at our North Portland site. Our facility meets all the criteria for a tire processor established by MSD. We can shred passenger tires at the rate of 1,000 tires per hour. Since our shredding facility is integrated into our other solid waste recycling facilities there is no need for tire shredding to be self-supporting. We do not need a minimum daily tire input for a viable operation. All we ask is that we be allowed to use our facility to provide a service that is required for implementation of the tire processing goals of MSD.

Sincerely,

RESOURCE RECOVERY BYPRODUCTS, INC.

  
\_\_\_\_\_  
H. John Knapp, Vice-President

HJK:kl



OREGON STATE  
TIRE DEALERS ASSOCIATION

4601 S. E. Powell Blvd.  
Portland, Or. 97206

November 6, 1974

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

Gentlemen:

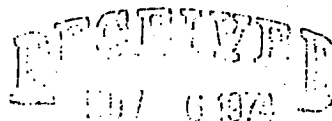
Today George Zanutelli, Manager Firestone Retread Plant, G. I. McLaren, Executive Secretary Northwest Tire Dealers Association, and I observed the Jeffery W B Hog, owned by Resource Recovery Byproducts, Inc., in operation at their plant, 701 N. Hunt St., Portland, Or. 97217. We were most favorably impressed with the ability of this unit to grind approximately 1000 tires per hour, reducing space volume from the original tire down to less than 35%.

Due to the existance of a large number of scrap tire generators in the Portland area it is our strong recommendation that Resource Recovery Byproducts, Inc. be granted a permit to process scrap tires at their North Portland plant. Approval will result in considerable mileage, time and expense saving to both scrap tire haulers and tire generators authorized to transport their own tires to the processing site.

Your favorable consideration will be appreciated.

Sincerely,

Wally Froom  
W. W. Froom, President  
Oregon Tire Dealers Ass'n, Inc.



METRO SERVICE DISTRICT



November 6, 1974

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

PETITION

We, the undersigned, being scrap tire generators and/or tire carriers, hereby petition the MSD board to grant a permit for a general tire processor in the North Portland area to provide an alternative tire shredding facility to compliment the present facility at Oregon City. Such a site is highly desirable to provide the industry proper geographic distribution of processors to enable the industry to maintain the most economical transportation costs. This additional convenience will encourage further tire processing in lieu of further tire storage.

|                                     |                               |                |
|-------------------------------------|-------------------------------|----------------|
| <u>DAYTON TIRE SALES Co</u>         | <u>James J. [Signature]</u>   | <u>11/6/74</u> |
| <u>DAYTON TIRE SALES - GLISAN</u>   | <u>[Signature]</u>            | <u>11-6-74</u> |
| <u>Santry Tire Co</u>               | <u>[Signature]</u>            | <u>11/7/74</u> |
| <u>INDUSTRIAL TIRE SERVICE</u>      | <u>Kenneth C. [Signature]</u> | <u>11/7/74</u> |
| <u>GOODYEAR RETREAD PLANT</u>       | <u>G. G. Howard</u>           | <u>11/7/74</u> |
| <u>GOODYEAR TRUCK TIRE CRT</u>      | <u>[Signature]</u>            | <u>11/7/74</u> |
| <u>HARTLEY'S BIG O TIRE</u>         | <u>RO Hartley</u>             | <u>11-7-74</u> |
| <u>PORTLAND TIRE Co</u>             | <u>Quinn E. [Signature]</u>   |                |
| <u>Northwest Retreaders Inc</u>     | <u>[Signature]</u>            | <u>11-7-74</u> |
| <u>Santry Retread</u>               | <u>[Signature]</u>            | <u>11-7-74</u> |
| <u>Jim Bacon Tires, Inc.</u>        | <u>Jim Bacon</u>              |                |
| <u>Fireston</u>                     | <u>William E. [Signature]</u> |                |
| <u>Northwest Tire &amp; Battery</u> | <u>[Signature]</u>            |                |
| <u>Woody's Tread Tire Co</u>        | <u>Woody's Tread</u>          |                |

November 6, 1974

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

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|                                |                        |                |
|--------------------------------|------------------------|----------------|
| <u>SCA Services of Ore.</u>    | <u>Dale D Rolan</u>    | <u>11/6/74</u> |
| <u>Hal Pettis Tire Co</u>      | <u>Albano</u>          | <u>11/6/74</u> |
| <u>Nelson Tire Corp</u>        | <u>Michael Schmitt</u> | <u>11/6/74</u> |
| <u>Bell-Tire &amp; Battery</u> | <u>John Bell</u>       | <u>11-6-74</u> |
| <u>Edwin E. E. Inc.</u>        | <u>William E. E.</u>   | <u>11-6-74</u> |
| <u>Howard Garage</u>           | <u>Howard Garage</u>   | <u>11-6-74</u> |
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| <u> </u>                       | <u> </u>               | <u> </u>       |
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November 6, 1974

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

PETITION

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~~RECYCLED~~ TIRES

785 S. E. Union Avenue  
Portland, Oregon 97214

Oregon Tire Dist  
301 SE Washington

Don Smith  
Lyle W. Kunkel

# STATEMENT

**TIRE DISPOSAL, INC.**  
 Rt. 2 Box 449  
 MOLALLA, OREGON 97038

|        |         |
|--------|---------|
| DATE   | 11-5-74 |
| NUMBER |         |

Phone 829-8322

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

RECEIVED  
 9726 PV 8 1974  
 METRO SERVICE DISTRICT

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

| DATE         | CHARGES AND CREDITS  | BALANCE |
|--------------|--|---------|
|              | BALANCE FORWARD  |         |
| <i>Sirs:</i> | <i>Recent policies of the Metropolitan Disposal Corp. Have increased our unloading time from one hour to double that amount of time. If they had their area clean we could dump as is our normal practice. We feel we are providing labor that should be provided by them - or the price should decrease -</i> |         |

TIRE DISPOSAL, INC.

*ETC... Thank You*

PAY LAST AMOUNT IN THIS COLUMN



TO: HONORABLE ROBERT SCHUMACHER, CHAIRMAN; HONORABLE MEMBERS OF THE BOARD OF METROPOLITAN SERVICE DISTRICT.

SUBJECT:

PUBLIC HEARING ON SCRAP TIRE PROCESSOR APPLICANTS.

I represent Metropolitan Disposal Corporation, one of the two General Processor Applicants you are considering today.

I am submitting to your Chairman a breakdown of the tires received by MDC for processing at its "Tire Hawg" at the Rossman Landfill Site in Oregon City. As you know, the landfill is operated by Jack Parker, and he is also manager of the Tire Hawg for MDC, and he is a shareholder in MDC.

I would call your attention to the fact that the total tires received at this processing center for July, August, September, and October, 1974, have not been significantly greater than the number received in the same months of 1973. This is true, even though a large number have been received from a pre-existing pile in Clackamas County, and a large number of truck tires have been received from Terminal 4 in Portland. The report indicates that the total not processed that are on hand are 5,227, and that possibly one-fourth of those will be salvageable. So the number on hand, even with the large influx of tires from the two pre-existing piles is not large. I would further call your attention to the fact that there is a definite seasonal trend in the delivery of tires for disposal, and in all likelihood, the MDC Tire Hawg at Oregon City can catch up completely during the winter months.

As you know, the Board and Staff of MSD determined that only one General Tire Processing Center was needed at the beginning of the tire program. As you further know, the Tire Carrier Permits situation has not completely resolved itself. I have been involved in efforts to get the program fully operative in the Franchised Counties and Cities. Until the Tire Carrier Permit Program is fully operative, I would urge the Board not to threaten the viability of the operations of Metropolitan Disposal Corporation in scrap tire processing by

issuing permits to additional firms. If the Board sees fit to determine that there is a need for an additional scrap tire processor site, then I would remind the Board that Metropolitan Disposal Corporation has presented a proposed Lease to the City of Portland for use of a small amount of acreage at the St. John's Landfill, and an Ordinance has been drafted by the City of Portland for consideration by the Council in the event the MSD Board should determine that a processing site should be located in North Portland.

I do not think the failure of the volume of scrap tires to increase as predicted by the studies conducted by MSD is primarily related to the present location of Metropolitan Disposal Corporation's Tire Hawg in Oregon City. I think the general state of the economy with reduced consumer spending must have had an affect on the replacement of tires. In addition, the reduced speed limit would have a dramatic affect on tire wear. Finally, the failure of gasoline sales to live up to projections reflects not only the public's attempt to economize on the use of fossil fuels, but it also reflects the fact that less driving is being done than was expected.

I feel it is, also, my duty to comment on the other applicant for the category of General Scrap Tire Processor, namely Resource Recovery Byproducts. That firm has had thousands of tires on hand that I am informed they were instructed to grind and dispose of as long ago as July, and that has not been done. RRB has, also, consistently violated the MSD Tire Ordinance by accepting delivery of tires without a permit. I have personally been informed of at least nine loads of tires being delivered to and accepted by RRB between August 9th and October 9th, in violation of the MSD Ordinances. RRB further has never complied with the DEQ Air Quality Requirements. I am further informed that much of the installation and work has been done without building permits, and of course, the RRB facility has been a primary violator of DEQ requirements in accepting mixed loads of cardboard and garbage.

-2-

Is this really the type of firm that MSD would want to consider for a grant of a General Scrap Tire Processing authority?

Finally, I would point out that the Rate Regulation provided for will protect the public interest so that there is no need to have a proliferation of Scrap Tire Processing Centers to accomplish that purpose.

Respectfully submitted,

DH:e

DALE M. HARLAN, Attorney  
METROPOLITAN DISPOSAL CORPORATION

II. ACCOUNTS PAYABLE

THE ATTACHED PAGE CONTAINS THE ACCOUNTS PAYABLE ITEMS REQUESTED FOR PAYMENT. THE MSD STAFF REQUESTS THE MSD BOARD APPROVE THE ACCOUNTS PAYABLE IN THE AMOUNT OF \$3,821.01.

APPROVED METROPOLITAN  
SERVICE DISTRICT  
BOARD OF DIRECTORS

ACTION NO. 24-249

DATE 11-8-74

BY Jean M. Woodruff  
CLERK OF THE BOARD

ACCOUNTS PAYABLE

|                                 |         |
|---------------------------------|---------|
| Postage -----                   | \$ 2.60 |
| Moving expenses -----           | 15.82   |
| Van Nuys -----                  | 697.06  |
| Brewed hot coffee -----         | 5.18    |
| " " " -----                     | 5.18    |
| " " " -----                     | 5.18    |
| Daily Journal of Commerce ----- | 24.64   |
| " " " " -----                   | 5.76    |
| " " " " -----                   | 36.16   |
| " " " " -----                   | 22.40   |
| " " " " -----                   | 5.12    |
| APWA -----                      | 25.00   |
| Anderson's -----                | 108.77  |
| Publications -----              | 7.00    |
| Coates field service -----      | 1000.00 |
| Office Keys -----               | 8.78    |
| Moving Dolly Rental -----       | 8.45    |
| Charles C. Kemper -----         | 180.91  |
| Petty cash -----                | 50.00   |
| Bill Deming -----               | 1600.00 |

GRAND TOTAL ----- \$3821.01

APPROVED METROPOLITAN  
SERVICE DISTRICT  
BOARD OF DIRECTORS

ACTION NO. 74-249

DATE 11-8-74

BY John M. Wood  
CLERK OF THE BOARD

III. PUBLIC COMMUNICATIONS

THIS AGENDA ITEM ALLOWS FOR THE MSD BOARD TO HEAR COMMENTS FROM THE PUBLIC ON ITEMS NOT CONTAINED ON THIS AGENDA.



IV. PUBLIC HEARING - SCRAP TIRE PROCESSING CENTER  
AUTHORIZATION PER ORDINANCE NO. 17

THE FOLLOWING PAGES CONTAIN A STAFF REPORT AND PUBLIC HEARING TESTIMONY RECEIVED TO DATE BY MSD STAFF. ALSO INCLUDED IS A PROCEDURE TO BE FOLLOWED FOR THIS PUBLIC HEARING. IT IS EXPECTED OTHER PUBLIC TESTIMONY WILL BE PRESENTED AT THIS MEETING.

THE STAFF RECOMMENDS THE MSD BOARD HOLD THE PUBLIC HEARING AS REQUIRED BY ORDINANCE No. 17 AND IF APPROPRIATE PERMANENT SCRAP TIRE PROCESSING CENTER PERMITS BE APPROVED.

The MSD has received application for one individual scrap tire processing center, one special project processing center, one general scrap tire processing center for an existing operation and two general scrap tire processing center for proposed operations.

I. INDIVIDUAL SCRAP TIRE PROCESSING CENTER

A. Firestone Tire and Rubber Co. - Retread Division

Firestone Tire and Rubber Company, Retread Division, has submitted an application for an individual scrap tire processing center to be located at their plant at 18120 NE Wilkes Rd., Portland. Presently, they process scrap tires that cannot be retreaded. There were no adverse comments received concerning this application.

It is the Solid Waste Committee and the staff recommendations that Firestone Tire and Rubber Company, Retread Division, be granted a five-year permit for an Individual Scrap Tire Processing Center.

APPROVED METROPOLITAN  
SERVICE DISTRICT  
BOARD OF DIRECTORS

ACTION NO. 74-252

DATE 11-8-74

BY Jean M. Wood  
CLERK OF THE BOARD

II. SPECIAL PROJECT PROCESSING FACILITY

A. Oregon Recycling and Disposal

Oregon Recycling and Disposal has submitted an application for a special project processing facility to process the pile of scrap tires located on the Schnitzer Property near Terminal Four. In their application, they projected that the processing will last for 10 months but more current estimates indicate that all processing will be completed by January 1, 1974. No adverse comments have been received concerning this operation.

It is the Solid Waste Committee and the staff recommendations that Oregon Recycling and Disposal be granted permit as a special project processing facility to process the pile of tires located on the Schnitzer Property near Terminal Four until the present pile is processed.

APPROVED METROPOLITAN  
SERVICE DISTRICT  
BOARD OF DIRECTORS

ACTION NO. 74-253

DATE 11-8-74

BY Jean M. Wood  
CLERK OF THE BOARD

AMENDMENT TO STAFF REPORT

Metropolitan Disposal Corporation, Oregon City:

Motion to extend the Metropolitan Disposal Corp., Oregon City, temporary permit, scheduled to expire on December 10, 1974, to coincide with the expiration date of the Resource Recovery Byproducts temporary permit.

APPROVED METROPOLITAN  
SERVICE DISTRICT  
BOARD OF DIRECTORS

ACTION NO. 74-255

DATE 11-8-74

BY Jean M. Woods  
CLERK OF THE BOARD

BOARD ACTION ON METROPOLITAN DISPOSAL CORP., ST. JOHNS APPLICATION  
FOR GENERAL PROCESSING CENTER PERMIT: NOVEMBER 8, 1974

NO ACTION TAKEN.



AMENDMENT TO STAFF REPORT

RESOURCE RECOVERY BYPRODUCTS:

Motion to refer the matter of the Resource Recovery Byproducts application for a general processing center permit back to staff for issuance of a temporary permit if appropriate.

APPROVED METROPOLITAN  
SERVICE DISTRICT  
BOARD OF DIRECTORS

ACTION NO. 74-254

DATE 11-8-74

BY Jean M. Wood  
CLERK OF THE BOARD

### III. GENERAL SCRAP TIRE PROCESSING CENTER

#### A. General Scrap Tire Processing Center Moratorium

On August 9, 1974, the MSD Board placed a moratorium on additional General Scrap Tire Processing Centers until such time as reasonable capacity is available to justify another facility. Further, when the quantity of scrap tires justifies another facility, it should be located in the north portion of the region.

Since the start of the program on August 1, 1974, a total of 84,293 tires have been accepted at the MDC facility at Oregon City or an average of 28,100 per month. This is only 27% of the total projected scrap tires within the region. This small quantity of tires may be attributed to the following:

- 1) Higher price for processing scrap tires;
- 2) Stockpiling scrap tires;
- 3) Illegal disposal;
- 4) Dissatisfaction among the tire industry that only one General Scrap Tire Processing Center has been authorized by MSD;
- 5) The location of the MDC facility at Oregon City is removed from the main tire generation areas creating additional cost of transporting scrap tires.

Metropolitan Disposal Corporation indicated in their application for the Oregon City facility that their processing equipment has the capability of processing all tires scrapped in the area. As stated above only

84,293 tires have been accepted at the Oregon City facility. Even though this amount is only 27% of the projected quantity of scrap tires generated, MDC has not been able to process approximately 8,000 tires since August 1, 1974. However, it should be noted that tires have been received on a one time basis as a result of the elimination of large piles of scrap tires in Clackamas County and Terminal Four.

The District has had strong indication that the tire industry would prefer to have more than one site available to them for tire processing.

Even though the quantity of tires being processed at the Oregon City facility doesn't justify another processing center, an additional site could accomplish the following:

- 1) Create competition among processing centers;
- 2) Eliminate the present stockpiling of tires;
- 3) Provide a scrap tire processing center closer to the majority of tire generation;
- 4) Since the MSD requires that all scrap tires be processed within the District, the tire industry will have a choice of disposal sites;
- 5) Provide more convenience to the public;
- 6) Provide an economic hardship on existing processing facilities.

The Solid Waste Committee made the following recommendation: "The moratorium on General Scrap Tire Processing Centers be extended for 3 months in order to evaluate data as to the number of tires accepted and processed". The motion was approved with a vote of 7 yes, 1 no and 3 abstaining. It should be noted that denial of a permit for a General Scrap Tire Processing Center would enable the applicant to request a contested case hearing.

B. Metropolitan Disposal Corporation - Rossman's Site  
Oregon City

The Metropolitan Disposal Corporation has submitted an application for a General Scrap Tire Processing center located at the Rossman Landfill in Oregon City. This facility has been in operation since August 1972, and is the only General Scrap Tire Processing Center authorized on a temporary basis to accept scrap tires from the general public. The operation of this facility and their relationship with MSD has been good.

It is the Solid Waste Committee's and the staff's recommendation that the Metropolitan Disposal Corporation be granted a five year General Scrap Tire Processing Center permit to operate their existing facility at the Rossman Landfill in Oregon City.

C. Metropolitan Disposal Corporation - St. John's

The 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 for this type of operation.

It is the staff's 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 acceptable. 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.

As this facility is not operational, no temporary permit has been granted.

D. Resource Recovery Byproducts (RRB)

Resource Recovery Byproducts (RRB) has applied for a General Scrap Tire Processing facility to be located at their plant, 701 N Hunt, Portland, Oregon. RRB presently accepts loads of cardboard and paper for recovery with the remaining material being shredded and landfilled.

RRB's equipment has the capability of also shredding scrap tires. The staff has witnessed such a demonstration and feel that RRB can meet all the specifications required by Ordinance.

As RRB was not legally processing scrap tires on August 1, 1974, no temporary permit was granted. On October 9, 1974, the staff witnessed RRB accepting scrap tires for processing. RRB was informed of the violation and they responded by letter assuring the Service District that no tires would be accepted by them in the future until authorized by MSD.

This site is properly zoned and has applied for a permit from DEQ to act as a transfer station.

SCRAP TIRE PROCESSING CENTER AUTHORIZATIONS

(Minority Opinion of the MSD Solid Waste Advisory Committee)

In light of the fact that only one permanently installed scrap tire processor is currently legally permitted to operate by the MSD Board; that this processor is directly represented on the Solid Waste Advisory Committee; and that other processors have requested approval of permits for operation; and even though all parties were offered sufficient opportunity to discuss the matter at the regular Advisory Committee meeting of November 4 and the currently permitted processor did not participate directly in the action taken by the Advisory Committee, I recommend:

1. The MSD Board disregard the recommendation of the MSD Advisory Committee on this matter.
2. The MSD Board act solely on the basis of information presented in public hearing by parties other than the Advisory Committee, Presumably this will include input from Staff, tire carriers, proposed tire processors, and other interested citizens.

I feel the adoption of this minority opinion will avoid any possible "Conflict of Interest" accusations that may otherwise confront the MSD Board regarding this matter.

Respectfully Submitted

  
Marlin G. Nelson

RECEIVED  
NOV 6 1974

METRO SERVICE DISTRICT





OREGON STATE  
TIRE DEALERS ASSOCIATION

4601 S. E. Powell Blvd.  
Portland, Or. 97206

November 6, 1974

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

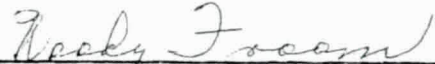
Gentlemen:

Today George Zanutelli, Manager Firestone Retread Plant, G. I. McLaren, Executive Secretary Northwest Tire Dealers Association, and I observed the Jeffery W B Hog, owned by Resource Recovery Byproducts, Inc., in operation at their plant, 701 N. Hunt St., Portland, Or. 97217. We were most favorably impressed with the ability of this unit to grind approximately 1000 tires per hour, reducing space volume from the original tire down to less than 35%.

Due to the existance of a large number of scrap tire generators in the Portland area it is our strong recommendation that Resource Recovery Byproducts, Inc. be granted a permit to process scrap tires at their North Portland plant. Approval will result in considerable mileage, time and expense saving to both scrap tire haulers and tire generators authorized to transport their own tires to the processing site.

Your favorable consideration will be appreciated.

Sincerely,

  
\_\_\_\_\_  
W. W. Froom, President  
Oregon Tire Dealers Ass'n, Inc.

RECEIVED  
NOV 6 1974

METRO SERVICE DISTRICT

V. NON-PROCESSIBLE PROGRAM DRAFT ORDINANCE

THE FOLLOWING PAGES CONTAIN A DRAFT NON-PROCESSIBLE ORDINANCE TO FINANCE THE NON-PROCESSIBLE LANDFILL PROGRAM PRESENTED PREVIOUSLY. THIS ORDINANCE HAS NOT HAD THOROUGH LEGAL COUNSEL REVIEW AND WILL BE DISCUSSED FURTHER BY THE MSD SOLID WASTE COMMITTEE. NO ACTION IS REQUIRED AT THIS BOARD MEETING.

MSD SOLID WASTE RATE ORDINANCE

An ordinance establishing a user charge for the Metropolitan Service District Solid Waste Program and provide<sup>ing</sup> for the manner of payment, collection, enforcement, and disbursement of such charges.

TITLE PAGE

D R A F T

Ordinance No. \_\_\_\_\_

Metropolitan Service District  
Solid Waste User Charge Ordinance

The Metropolitan Service District Board of Directors hereby ordains:

SECTION I POLICY STATEMENT

On ~~MAY~~ 10, 1974 the Metropolitan Service District Board of Directors approved the MSD Solid Waste Management Action Plan for the three county region of Clackamas, Multnomah and Washington. This plan recommends a new concept of handling solid waste in the Portland Metropolitan Region that stresses resource recovery and is part of the statewide solid waste program funded by the Department of Environmental Quality (DEQ). Basically, the plan is comprised of two major systems; 1.) Processible and 2.) Nonprocessible.

Since January, 1974, the MSD has been working on Phase II of the <sup>Processible</sup> program that includes: obtaining program approval from state and local jurisdictions, facility site selection, developing a secondary material market, developing an environmental assessment, preliminary design of the processing facilities and the preparation of a request for proposals to construct and operate the facilities. Funds for Phase II were provided by a grant from DEQ. These funds will be deducted from possible future construction grants. As a result, the longer the MSD is dependent on these grants from DEQ to perform the necessary coordinating function of the solid waste management plan, the less money will be available for facility construction.

In addition, there is a need to develop a system to handle non-processible waste once the processing facilities are operational.

In the past, disposal sites accepting nonprocessible waste have been permitted with little regard to the number of existing operating sites, quantities disposed, locations of sites in relation to each other or the actual needs for additional sites. As a result, there could be more nonprocessible landfills in operation than are necessary, causing prolonged life of each site, inconvenience to the surrounding communities, inefficient operation of existing sites, inconvenience to the public using these sites, and higher site operating costs. There is a need for an <sup>AREA WIDE</sup> regional program regulating nonprocessible waste sites to guarantee to the public:

1. That there will be an adequate number of nonprocessible waste sites now and in the future;
2. That nonprocessible waste sites will be filled as rapidly as possible, insuring low operation costs, efficient operation, and minimum inconvenience to the surrounding community;
3. That the processible wastes so much as possible are not disposed in the nonprocessible waste sites but rather are taken into the processible waste system and converted into a usable product or energy;
4. That a backup system to the processible system is available in the event of breakdowns or an overloading of the processible system.
5. That the nonprocessible program will be an increasing effort paralleling the processible program so that both systems can be implemented without interrupting service.

Therefore, the Metropolitan Service District must establish its own funding source to:

1. Continue the development and implementation of the MSD Solid Waste Management Action Plan.

2. Permit the MSD to operate without the dependence on state grants;
3. Insure the maximum amount of state grant funds available for facility construction;
4. Develop a nonprocessable program.

## SECTION II DEFINITIONS

1. "User charge" is defined to mean: a fee charged to the Waste Disposal Site operator by the Metropolitan Service District for the development, implementation and administration of the MSD Solid Waste Program.
2. "Operator" is defined to mean: the named permittee holding a valid SOLID WASTE DISPOSAL PERMIT issued by the Department of Environmental Quality.
3. "Waste disposal site" is defined to mean: a disposal site, whether or not open to the public, permitted by the Department of Environmental Quality to accept and dispose of solid waste.
4. "Solid waste" shall mean all useless, unwanted, or discarded material from industrial, commercial, residential and public sources, independently removed or contracted for removal from the premises of said sources.
5. "Processible waste" shall denote any solid waste which might be processed for reclamation before final disposal.
6. "Nonprocessable waste" shall mean any solid waste which cannot be processed for reclamation before final disposal.

## SECTION III IMPOSITION OF USER CHARGE

1. There is imposed a user charge of \$0.055 on each cubic yard of waste received at waste disposal sites.
2. Measurement for payment of the user charge shall be as computed on the per cubic yard basis as measured in the hauling vehicle. Loads containing less than one cubic yard shall be

reported as one cubic yard.

#### SECTION IV. COLLECTION OF USER CHARGE

The user charge imposed by Section III of this ordinance shall be collected by the operator from the users of the disposal site. The user charge does not apply to charges made on or after the effective date of this ordinance under contracts that were made before the effective date of this ordinance, but the user charge does apply when such contracts are renewed or extended after the effective date of this ordinance. Amounts of user charge imposed by this ordinance shall be separately stated upon the operator's records and any receipt rendered by the operator.

#### SECTION V. WORTHLESS ACCOUNTS

An operator is relieved from liability for the user charge on accounts that have been found to be worthless and charged off for income tax purposes. If the operator has previously paid the user charge, he may take as a deduction from his next due payment to the MSD the amount found worthless and charged off for income tax purposes. If any such accounts thereafter in whole or part collected by the operator, the amount so collected shall be included in the first return filed after such collection and the user charge shall be paid with the return.

#### SECTION VI. RETURNS

1. Each operator shall pay the MSD the user charge on or before the 20th day of each month following each preceding month of operation.
2. Each operator shall report monthly on a form provided by the MSD which shall include the following information:

- A. The name and address of the facility.
- B. The MSD registration number issued to the operator.
- C. The month and year of each report.
- D. The number of truck loads received daily.
- E. The number of cars, pickups, trailers, and other small hauling vehicles.
- F. The total number of cubic yards of waste received during the month.
- G. The total amount of user charge due.
- H. Any adjustments for the preceeding month.
- I. Any penalty due for late payment of user charge.
- J. Certification as to correctness of the report.
- K. The signature and title of the operator or his agent.
- L. Operators telephone number.

- 3. (Deficiencies) (to be completed)
- 4. (Hearings & petitions for redetermination) (to be completed)
- 5. (Posting of security) \$5000 payment bond or cashiers check as deposit. (to be completed.)
- 6. (Collection of delinquencies) provided for in subsection 5.
- 7. Every operator shall keep such records, receipts and other pertinent papers and information in such form as the MSD Project Manager may require. The MSD Project Manager or any person authorized in writing by him may examine during reasonable business hours, the books, papers, records and equipment of any operator and any person liable for the user charge and may investigate the character of the business of the operator in order to verify the accuracy of any return made, or, if no return is made by the operator, to ascertain and determine the amount required to be paid. The MSD Project Manager may require the filing of reports by any person or class of persons having in his or their possession or custody information relating to disposal of processible and nonprocessible waste generated, transported in or disposed of within the MSD.



8. All user charge imposed by and collected by this ordinance shall be paid in the form of remittances payable to the Metropolitan Service District. All money received by the MSD under this ordinance shall be deposited in the Solid Waste account.

#### SECTION VII. PENALTIES

Violation of any provisions of this ordinance is punishable by a fine of not more than \$500.00.

#### SECTION VIII. EFFECTIVE DATE

This ordinance shall take effect thirty (30) days from the date of passage.

VI. SPECIAL COMMITTEE REPORT ON COR-MET COSTS

SINCE THIS SPECIAL COMMITTEE WILL NOT MEET UNTIL  
NOVEMBER 7, 1974, NO REPORT WILL BE PRESENTED.  
NO ACTION IS REQUIRED.

VII. OTHER BUSINESS

A. REPORT ON THE RFP DOCUMENT DEVELOPMENT

A BRIEF REPORT ON THE DEVELOPMENT OF THE MSD RFP DOCUMENT  
WILL BE PRESENTED. NO ACTION IS REQUIRED.