

7/24/1970

**OREGON
ENVIRONMENTAL QUALITY
COMMISSION MEETING
MATERIALS**



**State of Oregon
Department of
Environmental
Quality**

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AGENDA

Environmental Quality Commission Meeting

10:00 a.m., July 24, 1970

Room 36, State Office Building 1400 S.W. 5th, Portland, Oregon

- A. Minutes of June 26, 1970 meeting
- B. Project plans for June 1970
- C. Allocation of state grant funds to regional authorities
- D. Slash burning smoke management program
- E. Lane Regional Air Pollution Authority - Revised standards
- F. Status Reports:
 - 1. Western Farmers Assn., Milton-Freewater
 - 2. Harris Feedlot, Milton-Freewater
 - 3. L & H Lumber Co., Sutherlin
 - 4. Round Prairie Lumber Co., Dillard
 - 5. B & D Paving Co., Hood River
 - 6. Don H. Morris Co. Hot Mix Asphalt Plant, Lincoln City
 - 7. Lake Owyhee Resort
 - 8. Field Burning
- G. Wayne's Auto Salvage, Coos Bay
- H. Tax Credit Applications:
 - 1. Monarch Shingle Co., North Portland T-143 (\$31,844.58)
 - 2. Crown Zellerbach Corp., West Linn T-131 (\$13,405)
T-132 (\$12,158)
T-134 (\$218,173)
T-135 (\$97,920)
T-136 (\$25,392)
T-137 (\$4,476)
 - 3. Crown Zellerbach Corp., Lebanon T-133 (\$665,009)
 - 4. Gray and Company, Portland T-129 (\$61,985.37)
 - 5. Pennwalt Corp., Portland T-140 (\$2,345.54)
 - 6. Horning Brothers Dairy, Corvallis T-146 (\$6,988.98)
 - 7. Organic Fertilizer Co., Eugene T-126 and T-127

MINUTES OF FOURTEENTH MEETING
of the
Oregon Environmental Quality Commission
July 24, 1970

The fourteenth regular meeting of the Oregon Environmental Quality Commission was called to order by the Chairman at 10:00 a.m., Friday, July 24, 1970, in Room 36, State Office Building, 1400 S.W. 5th Avenue, Portland, Oregon. Members present were B.A. McPhillips, Chairman, Edward C. Harms, Jr., George A. McMath, Herman P. Meierjurgan and Storrs S. Waterman.

Participating staff members were Kenneth H. Spies, Director; E.J. Weathersbee, Deputy Director; Arnold B. Silver and John Osburn, Legal Counsel; Harold M. Patterson, Air Quality Control Division Director; Harold L. Sawyer, Supervising Engineer; Fred M. Bolton and James R. Sheetz, District Engineers; R. Bruce Snyder, Meteorologist; F. Glen Odell, Clint A. Ayer, Ronald C. Householder and Paul H. Rath, Associate Engineers; and Harold H. Burkitt, Assistant Engineer.

MINUTES OF JUNE 26, 1970 MEETING

It was MOVED by Mr. Waterman, seconded by Mr. McMath and carried that the minutes of the thirteenth regular meeting of the Commission held in Portland on June 26, 1970 be approved as prepared by the Director.

PROJECT PLANS

It was MOVED by Mr. McMath, seconded by Mr. Waterman and Mr. Meierjurgan and carried that the actions taken by the staff during the month of June 1970 on the following 33 water pollution control projects be approved: (Note: There were no air quality control projects reviewed during the month.)

Water Pollution Control

<u>Date</u>	<u>Location</u>	<u>Project</u>	<u>Action</u>
<u>Municipal Projects (32)</u>			
6-10-70	Oregon City	Clackamas Community College P.S. & force main	Prov. app.
6-11-70	Nyssa	Secondary Treatment Additions	Prov. app.
6-11-70	Burns	Addenda No.'s 1&2 to Cl ₂ Proj.	App.
6-12-70	Lincoln County	Pier Point Inn - grease trap	Prov. app.

<u>Date</u>	<u>Location</u>	<u>Project</u>	<u>Action</u>
6-12-70	Newberg	Sewage treat. plant additions	Prov. app.
6-12-70	Salem	Walker Park storm & sanitary sewer separation	Prov. app.
6-15-70	Lebanon	Sewer Extensions	Prov. app.
6-15-70	Silverton	Madison St. San. Sewers	Prov. app.
6-15-70	So. Suburban S.D.	San. Sewers	Prov. app.
6-16-70	Gresham	Paropa Ridge Acres - Unit 3	Prov. app.
6-17-70	Eugene	12 separate projects	Prov. app.
6-17-70	Portland	S.W. 41st Ave., S.W. Pasadena N.E. Couch St. & N.E. 90th Ave. S.W. 37th Ave.	Prov. app.
6-17-70	U.S.A.	Celebrity Park Plat #5	Prov. app.
6-17-70	Sheridan	Study report on treatment	App.
6-17-70	Portland	Oregonian Ave. P.S. Refuse Disposal P.S.	Prov. app.
6-19-70	Gresham	4 Projects	Prov. app.
6-22-70	East Salem S & D	Hayesville Dr. & Janice Ave.	Prov. app.
6-22-70	Corvallis	Kribs First Addition	Prov. app.
6-22-70	Roseburg	Cherry Drive	Prov. app.
6-22-70	Salem	Brush College Trunk	Prov. app.
6-22-70	Corvallis	P.S. & F.M. Crecent Valley High School	Prov. app.
6-23-70	Molalla	Third & Fourth Sts.	Prov. app.
6-23-70	Pendleton	Southgate Addition	Prov. app.
6-25-70	Sunriver	Forest Park #2	Prov. app.
6-25-70	Eugene	Plant Expansion	Prov. app.
6-23-70	Oregon City	Safeway force main alteration	Prov. app.
6-25-70	Gresham	S.E. Burnside Extension	Prov. app.
6-29-70	Klamath Falls	Interceptor & STP Mod.	Prov. app.
6-29-70	Oregon City	Change Order #1 Clack. Comm. College	Prov. app.
6-29-70	Silverton	Sewer study report	App. x/comment
6-29-70	Ontario	Co. #3 to STP contract	App.
6-29-70	Medford	McAndrews Road San. Sewer & Pump Station	Prov. app.

Industrial Projects (1)

6-15-70	The Dalles	Wood Treat. Plant Recovery system	Prov. app.
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ROUND PRAIRIE LUMBER CO., Dillard

Mr. Burkitt reviewed a staff memorandum dated July 15, 1970 regarding the status of the progress being made by the Round Prairie Lumber Company of Dillard in abating the air pollution caused by emissions from its wigwam burner.

Mr. Jerome S. Bischoff, attorney, Standard Plaza, Portland, was present to represent the company. He submitted and supported the company's request that it be granted an extension of time until October 15, 1970 for completing the required modifications to its wigwam burner such that it can be operated in compliance with current emission standards for Special Control Areas. In his memorandum report Mr. Burkitt had recommended an extension until September 15, 1970, but after Mr. Bischoff's testimony he said the staff would agree to the October 15, 1970 deadline. Mr. Bischoff stated that the detailed engineering plans are nearly complete and will be submitted shortly for review and approval.

It was MOVED by Mr. Meierjürgen, seconded by Mr. Waterman and carried that the Round Prairie Lumber Company be granted an additional 30-day extension of time (until October 15, 1970) to complete modifications to its wigwam burner.

ALLOCATION OF STATE GRANT FUNDS TO REGIONAL AUTHORITIES

Mr. Patterson reported that the requests of the three regional authorities with corrections made since the June 26 meeting now total \$98,057 for the 1971 fiscal year of which \$49,456 is for CWAPA, \$28,023 is for LRAPA and \$20,578 is for MWVAPA. With \$61,000 having been received by the regions in FY '70 the total for the biennium is \$159,057 compared to an actual appropriation of only \$145,000. This means that if the requests are met in full some \$14,057 must be taken from the Department's operating budget unless additional funds can be obtained from the Emergency Board.

The Director then reported that on July 23, 1970 he had been advised by Mr. A.C. Kelley, Business Manager, that by not filling the new microbiologist position which had been approved by the '69 Legislature for the second half of the biennium and by not hiring a replacement for Mr. Pat Curran while he is in graduate school during the last 9 months of the biennium there should be just enough funds available to cover the three requests in full.

It was MOVED by Mr. Harms, seconded by Mr. Waterman and carried that authority be given to the Department by the Commission to allocate funds for the following state grants: CWAPA \$49,456, LRAPA \$28,023, and MWVAPA \$20,578.

SLASH BURNING SMOKE MANAGEMENT PROGRAM

At the request of the Director, Mr. John Langrell, Mr. Ted Maul and Mr. Robert Kirkpatrick of the State Forestry Department were present and presented a report which summarized the results of their 1969 slash smoke management program. Mr. Langrell said that based on their observations the program was a success but that it probably could not be completely evaluated on only one season's experience. He reported that more than 51,000 acres of slash were burned under the program - 37,000 under state supervision and 14,000 under USFS. The total tonnage burned was some 2,388,000 with 1,443,000 from state districts and 945,000 from USFS districts.

They reported that there were no major air pollution problems attributed to the slash smoke management program last year although 8 of the burns did produce some smoke in certain populated areas, that there were very few days on which all burning was prohibited but there were many days when there were limitations placed on tonnage and/or location, and that the attitude of the logging industry toward the program is excellent. They reported that 310,000 tons of slash have already been disposed of this year because the weather this spring was very favorable for burning.

It was pointed out that there is very little slash burning required in second growth areas and that the major problem is in the old growth forests.

The Chairman thanked Mr. Langrell, Mr. Maul and Mr. Kirkpatrick for their fine report and commended them for developing such an effective and successful program. He commented that this is an excellent example of what can be accomplished through voluntary cooperation.

LANE REGIONAL AIR POLLUTION AUTHORITY - REVISED STANDARDS

Mr. Odell reported that the staff had reviewed the revised rules and regulations which had been adopted on May 13, 1970 by the Lane Regional Air Pollution Authority and that the purity of air standards, Article 2-7, had been found to be consistent with state standards. He pointed out, however, that the region's emission standard for visible contaminants, Article 2-6.2, was not in complete agreement with the state standard which had been adopted on May 22, 1970, or after the region had revised its standards.

He recommended that the ambient air standards of the Lane Regional Air Pollution Authority, adopted May 13, 1970, be approved and that LRAPA be requested to enforce the visible emission standards of the EQC, as provided for in ORS 449.855(3).

It was MOVED by Mr. Harms, seconded by Mr. Waterman and carried that the recommendations of the staff be approved, namely, that (1) the ambient air standards of the Lane Regional Air Pollution Authority, adopted May 13, 1970, be approved; (2) that the LRAPA be requested to enforce the visible emission standards of the Environmental Quality Commission, as provided for in ORS 449.855(3).

STATUS REPORTS

Status reports were presented by the staff in the following matters:

1. Western Farmers Assn., Milton-Freewater. Mr. Sheetz reported that the Western Farmers Assn. (Umatilla Cannery) of Milton-Freewater had applied to the Department for a permit to discharge asparagus processing waste water to the Walla Walla River, that at the May 22, 1970 meeting the staff requested and was given permission to deny the application because of low flows in the Walla Walla River and because land disposal is a practicable and reasonable alternative disposal method, that on June 1, 1970 the cannery requested a hearing on the denial proceedings, that during June the cannery, in cooperation with a rancher owning abutting property, installed an irrigation system adequate for disposal of the quantity of asparagus waste water anticipated, that about 600 gpm of waste water was being applied to 50 acres of land, that no runoff problems were observed or are anticipated if the irrigation system is properly operated, and that by letter of July 16, 1970 the cannery has withdrawn its request for a hearing on the permit denial.

No further action by the Commission was therefore required in this matter.

2. Harris Feedlot, Milton-Freewater. Mr. Rath submitted a written report dated July 24, 1970 regarding this matter and outlined alternative actions that could be taken to enforce compliance with state requirements. A copy of his memorandum report has been made a part of the Department's permanent files.

It was MOVED by Mr. Harms, seconded by Mr. McMath and carried that Mr. Harris be advised that it is the intention and formal policy of the Environmental Quality Commission that at the next regular meeting of the Commission a show cause hearing in this matter will be scheduled unless prior to that time satisfactory plans are submitted to the Department staff.

3. L & H Lumber Co., Sutherlin. Mr. Patterson reported that the staff had not had an opportunity to confirm the status of progress made by the L & H Lumber Company in complying with the Commission's order entered on May 22, 1970, which established deadlines of July 15 and September 1, 1970. This matter will therefore be placed on the agenda for the next Commission meeting.

4. Round Prairie Lumber Co., Dillard. This item is covered elsewhere in these minutes.

5. B & D Paving Co., Hood River. Mr. Ayer reported that a visual inspection of the B & D Paving Company plant at Hood River indicated that the necessary facilities have been installed for controlling dust emissions as required by the Commission's order of May 22 but that tests must be made to determine their efficiency. In view of the progress made by the company no further action by the Commission in this matter was considered necessary at this time.

6. Don H. Morris Hot Mix Asphalt Plant, Lincoln City. Mr. Ayer reported that this company is in the process of installing the necessary pollution control facilities. The scrubber is still being fabricated and the settling ponds have been excavated. The plant has not been operated since July 15 and therefore no further action by the Commission was considered necessary at this time.

7. Lake Owyhee Resort. Mr. Sheetz pointed out that at the Commission meeting on April 24, 1970 a 60-day waste discharge permit had been issued for the Lake Owyhee Resort to allow time for construction of a subsurface disposal field that would eliminate the discharge of sewage effluent to the lake. He reported that construction of the drainfield was completed on July 13, 1970 in accordance with requirements of the Malheur County

Health Department, the State Board of Health and the DEQ, and that consequently the discharge of wastes to Lake Owyhee from this source has been eliminated and no further action by the Commission is required.

8. Field Burning. Mr. Snyder reviewed the operations of the field burning program to-date under the revised schedule which had been adopted by the Commission on May 22, 1970. He stated that the program had thus far been fairly successful in keeping the smoke away from populated areas, that there had been fewer complaints than last year and that the field burning was keeping up quite well with the combining in the north portion of the valley. He reported that there was one day (July 16) with southwest winds which permitted burning in the south portion and although some 13 to 15 thousand acres were burned visibility at the Eugene airport remained very good (15 to 25 miles) all day. He reported further that Salem was smoked in for about 2 hours (5 miles visibility at the airport) on one day when burning was permitted in the north portion of the valley. He estimated that about 10% of the burning had been completed in the south and more than 10% in the north.

In response to a question by the Chairman, Mr. Snyder reported that the experimental mobile burner has been given a stationary test in one of the fields and that further changes or developments may be needed in its design before it can be fully tested.

In response to a question by Mr. Waterman he stated that weekly reports are being received from the fire districts regarding the permits issued by them.

WAYNE'S AUTO SALVAGE, Coos Bay

Mr. Burkitt presented a written staff report regarding the air pollution problem caused by the burning of car bodies at Wayne's Auto Salvage located in the Millington district adjacent to the city of Coos Bay. He recommended that the owner and operator of the salvage yard be cited to appear and show cause, if any he has, why he should not cease open burning.

Mr. Wayne Gervais, owner of the salvage yard, was present and testified that he could not afford to salvage old car bodies if he were not allowed to burn them. He claimed it would be too expensive to clean them by other means. He claimed further that he burns only for about 1/2 hour each day

(four cars) and that the smoke does not cause any serious nuisance to the neighbors. He therefore contended that he should be granted a variance to burn.

Mr. Philip Aman who lives near Wayne's Auto Salvage was also present and testified that the smoke and fallout are a serious nuisance to him and others and therefore he asked that the burning of car bodies be prohibited. He claimed that two other salvage yards in the Coos Bay area process old car bodies without any burning.

It was MOVED by Mr. Harms, seconded by Mr. Waterman and carried that Wayne Gervais of Wayne's Auto Salvage be cited to appear before the Commission at its next regular meeting to show cause why the open burning should not be abated.

TAX CREDIT APPLICATIONS

1. Mr. Householder reviewed the staff's evaluation of the tax credit application No. T-143 submitted by Monarch Shingle Co. of North Portland.

It was MOVED by Mr. Harms, seconded by Mr. Waterman and carried that a tax credit certificate in the amount of \$31,844.58 be issued as recommended by the staff to the Monarch Shingle Co. of North Portland pursuant to application T-143.

Mr. Sawyer then reviewed the staff's evaluation of the 12 applications covered by the following actions of the Commission:

2. Crown Zellerbach Corp., West Linn. It was MOVED by Mr. Harms, seconded by Mr. McMath and carried that tax credit certificates in the amounts of \$13,405, \$12,158, \$218,173 and \$25,392 be issued as recommended by the staff to Crown Zellerbach Corporation pursuant to applications T-131, T-132, T-134 and T-136, respectively.

It was MOVED by Mr. Harms, seconded by Mr. McMath and carried that issuance of a tax credit certificate to Crown Zellerbach Corp. pursuant to application T-135 be deferred until the next meeting of the Commission at which time the staff shall report on whether or not the clarifiers are operating satisfactorily.

It was MOVED by Mr. Harms, seconded by Mr. Waterman and carried that a tax credit certificate in the amount of \$4,476 be issued as recommended by the staff to Crown Zellerbach Corporation pursuant to application T-137.

3. Crown Zellerbach Corp., Lebanon. It was MOVED by Mr. Harms, seconded by Mr. McMath and carried that action on application T-133 submitted by Crown Zellerbach Corp. be deferred until the next meeting of the Commission to allow time for further review by the Department's legal counsel of the question of eligibility for tax relief purposes of a facility financed to a major extent by federal funds.

4. Gray and Company, Portland. It was MOVED by Mr. Harms, seconded by Mr. McMath and Mr. Waterman and carried that action on application T-129 submitted by Gray and Company of Portland be deferred until the next meeting of the Commission for further report at that time regarding the adequacy of supervision and operation of said facility.

5. Pennwalt Corp, Portland. It was MOVED by Mr. Harms, seconded by Mr. McMath and carried that a tax credit certificate in the amount of \$2,345.54 be issued as recommended by the staff to the Pennwalt Corp. of Portland pursuant to application T-140.

Mr. Waterman did not participate in either the discussion or the vote on the motion regarding this matter.

6. Horning Brothers Dairy, Corvallis. It was MOVED by Mr. Waterman, seconded by Mr. McMath and carried that a tax credit certificate in the amount of \$6,988.98 be issued as recommended by the staff to the Horning Brothers Dairy of Corvallis pursuant to application No. T-146.

7. Organic Fertilizer Co., Eugene. It was MOVED by Mr. Harms, seconded by Mr. Waterman and carried that the recommendation of the staff regarding applications T-126 and T-127 submitted by the Organic Fertilizer Co. of Eugene be adopted, namely, that action on them be deferred until such time as further work on the waste control system is satisfactorily completed and appropriate amendments to the applications are filed.

MISCELLANEOUS ITEMS

The Director reported that the 1971-1973 budget request for the Department is in the process of being compiled. It will include a total of 52 new positions which include several positions for administrative services that are currently being provided by the State Board of Health. The budget request will also cover a proposed increase in the number of districts from the present 5 to a total of 8 in order to provide better service throughout the state.

The Director also reported that by letter dated July 17, 1970 the Governor was officially notified by the Department of HEW that the Portland Interstate Air Quality Control Region is now formed and therefore the state is obligated to adopt certain ambient air quality standards and a suitable plan for implementing such standards.

The Director requested that the Commission members submit any comments they might have regarding the matter of controlling litter as discussed in Senator Ted Hallock's letter of July 6, 1970.

Mr. Bolton reported that Mr. Price had recently removed all the automobile bodies from the Sandy River pursuant to the order entered by the Commission and that under the direction and supervision of the U.S. Soil Conservation Service appropriate improvements had been made to the river banks and channel so that Mr. Price's property should now be protected against further damage by high water. This matter has therefore been satisfactorily resolved.

Mr. Bolton also presented a brief report on the progress being made in enforcing compliance by the houseboat owners with the state's requirements for sewage disposal in the Portland area. He said that thus far there have been 63 cases that have required legal action but fines have been levied in only 2 cases. He estimated that some 80% of the 510 or more houseboats in the Portland area are now in compliance.

There being no further business the meeting adjourned at 11:45 a.m.

Respectfully submitted,

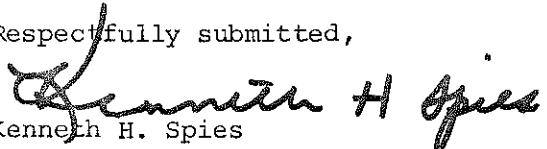

Kenneth H. Spies
Director

Table 3

PROJECT PLANS

During the month of June, 1970, the following project plans and specifications and/or reports were reviewed by the staff. The disposition of each project is shown, pending ratification by the Environmental Quality Commission.

<u>Date</u>	<u>Location</u>	<u>Project</u>	<u>Action</u>
<u>Municipal Projects (32)</u>			
6-10-70	Oregon City	Clackamas Community College P.S. & force main	Prov. Approval
6-11-70	Nyssa	Secondary Treatment Additions	Prov. Approval
6-11-70	Burns	Addenda No.'s 1&2 to Cl ₂ Proj.	Approval
6-12-70	Lincoln County	Pier Point Inn - grease trap	Prov. Approval
6-12-70	Newberg	Sewage treat. plant Additions	Prov. Approval
6-12-70	Salem	Walker Park storm & sanitary sewer separation	Prov. Approval
6-15-70	Lebanon	Sewer Extensions	Prov. Approval
6-15-70	Silverton	Madison St. San. Sewers	Prov. Approval
6-15-70	So. Suburban S.D.	San. Sewers	Prov. Approval
6-16-70	Gresham	Paropa Ridge Acres - Unit 3	Prov. Approval
6-17-70	Eugene	12 separate projects	Prov. Approval
6-17-70	Portland	S.W. 41st Ave., S.W. Pasadena N.E. Couch St. & N.E. 90th Ave. S.W. 37th Ave.	Prov. Approval
6-17-70	U.S.A.	Celebrity Park Plat # 5	Prov. Approval
6-17-70	Sheridan	Study Report on Treatment	Approved
6-17-70	Portland	Oregonian Ave. P.S. Refuse Disposal P.S.	Prov. Approval
6-19-70	Gresham	4 Projects	Prov. Approval
6-22-70	East Salem S & D	Hayesville Dr. & Janice Ave.	Prov. Approval
6-22-70	Corvallis	Kribs First Addition	Prov. Approval
6-22-70	Roseburg	Cherry Drive	Prov. Approval

Table 3 (Contd.)

<u>Date</u>	<u>Location</u>	<u>Project</u>	<u>Action</u>
6-22-70	Salem	Brush College Trunk	Prov. Approval
6-22-70	Corvallis	P.S. & F.M. Crecent Valley High School	Prov. Approval
6-23-70	Molalla	Third & Fourth Streets	Prov. Approval
6-23-70	Pendleton	Southgate Addition	Prov. Approval
6-25-70	Sunriver	Forest Park # 2	Prov. Approval
6-25-70	Eugene	Plant Expansion	Prov. Approval
6-23-70	Oregon City	Safeway force main alteration	Prov. Approval
6-25-70	Gresham	S.E. Burnside Extension	Prov. Approval
6-29-70	Klamath Falls	Interceptor & STP Mod.	Prov. Approval
6-29-70	Oregon City	Change Order #1 Clack. Comm. College	Prov. Approval
6-29-70	Silverton	Sewer study report	Approval x/comment
6-29-70	Ontario	Co. #3 to STP contract	Approval
6-29-70	Medford	McAndrews Road San. Sewer & Pump Station	Prov. Approval
<u>Industrial Projects (1)</u>			
6-15-70	The Dalles	Wood Treat. Plant Recovery system	Prov. Approval
<u>Solid Waste Projects (1)</u>			
6-20-70	Burns	Burns Land fill	Prov. Approval

TO : MEMBERS OF THE ENVIRONMENTAL QUALITY COMMISSION
 B. A. McPhillips, Chairman E. C. Harms, Member
 Herman Meierjurgan, Member George A. McMath, Member
 Storrs S. Waterman

FROM : AIR QUALITY CONTROL DIVISION

DARE : July 22 for the July 24, 1970 Meeting

SUBJECT: ALLOCATION OF STATE FUNDS TO REGIONS

Requests for Funds:

A. The following represents an updating of requests for State funds for operation of State Regional Air Pollution Control Programs:

Columbia-Willamette Air Pollution Authority (This request remains unchanged.)	\$49,456
Lane Regional Air Pollution Authority (An increase by letter 7/13/70, attached.)	28,023
Mid-Willamette Valley Air Pollution Authority (A slight decrease by letter 7/21/70.)	20,578
REQUEST TOTAL	\$98,057
Available Funds	80,023
<u>Deficiency</u>	<u>\$18,034</u>

B. Attached are letters from each of the Regional Programs requesting that the Commission provide the funds to the Regions and, further, to go to the Emergency Board for allocation of funds that are not currently available to the Department. The Regions point out in their respective letters that each of these dollars are matchable by three Federal dollars and that failure to obtain these funds will have serious effects on their programs and, consequently, to air pollution control in Oregon.

C. The surplus of funds from the regions, allocated for last fiscal year, are estimated at \$3,500 - \$4000, so that the true deficiency may be in the area of \$14,000 - \$15,000.



LANE REGIONAL AIR POLLUTION AUTHORITY

ROUTE 1, BOX 739
PHONE (503) 689-3221

EUGENE, OREGON 97402

July 13, 1970

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

RECEIVED
JUL 15 1970

Mr. Harold M. Patterson AIR QUALITY CONTROL
Air Quality Control
Department of Environmental Quality
1400 S. W. 5th Avenue
Portland, Oregon 97201

Re: 1970-1971 Lane Regional Air Pollution Authority Budget

Dear Mr. Patterson:

As per our previous agreement, we are requesting from the State of Oregon \$28,023.00 for the fiscal year 1970-1971.

The Lane Regional Air Pollution Authority's budget for the fiscal year 1970-1971 has been approved by the Board of Directors and the Budget Committee at a public hearing held on April 14, 1970.

Total local funds available for the fiscal year from the four local participants will be \$56,048.00. Based on a ratio of 1:2 for matching State funds, the State of Oregon's share will be \$28,023.00.

Therefore, the funds we are requesting from the State of Oregon are \$28,023.00.

As specified in Article X, Paragraph 2 of the agreement forming the Lane Regional Air Pollution Authority, this letter is to notify you of the appropriation requirements.

We are enclosing a copy of a Budget Summary Sheet for your information.

Sincerely,

Verner J. Adkison, Director
Lane Regional Air Pollution Authority

VJA/
Encl.

LANE REGIONAL AIR POLLUTION AUTHORITY

1970-1971 BUDGET SUMMARY

REVENUE

Federal Grants-in-Aid	\$81,207
Local Government available funds	56,048
State Grants-in-Aid	<u>28,023</u>
Total source of funds	\$165,278

EXPENDITURES

Personnel	\$97,882
Travel	6,250
Capital Outlay	15,345
Supplies	5,291
Other	34,910
Capital Project (Additional Office Space)	<u>5,600</u>
Total Expenditures	\$165,278

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
COLUMBIA WILLAMETTE AIR POLLUTION AUTHORITY

PORTLAND, OREGON 97232

PHONE (503) 233-7176

1010 NE. COUCH STREET
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JUL 22 1970

21 July 1970

BOARD OF DIRECTORS

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Mark A. Grayson
City of Portland
Richard E. Hatchard
Program Director

Mr. B. A. McPhillips, Chairman
Environmental Quality Commission
P. O. Box 571
McMinnville, Oregon 97128

Re: Allocation of State Funds to Regional Authorities

Dear Mr. McPhillips:

The allocation of State of Oregon funds to regional authorities will be considered during the 24 July 1970 meeting of the Commission. We have reviewed the Air Quality Control Division's memorandum dated 5 June 1970 and our file information on this subject. May we submit the following comments and recommendations for your consideration.

1. It is recommended that the Environmental Quality Commission continue the allocation of state funds on the basis of 50% of local funds. A deficiency of \$18,391 exists in the state funds available for the budget period 1 July 1970 - 30 June 1971 compared with the amount required for state funds to match 50% of local monies.
2. No funds are available in the local budgets to make up the state fund deficiency. This threatens a potential loss of federal grant monies at \$3.00 for each dollar of state funds not available. Therefore, we recommend that a request be made at the next monthly session of the Emergency Board for the \$18,391 required to maintain the state grant at 50% of local funds.
3. In the future, the state grant funds required to match local money at the 50% level should be based on estimates submitted by the regional authorities. The amounts required for the period 1 July 1971 through 30 June 1973 have already been submitted to the Department of Environmental Quality. During the 2 July meeting of the Coordinating Committee, it was agreed that these estimates of state funds required should be the basis for the grant funds allocated.

May we urge favorable consideration of these recommendations and offer to the Commission any assistance desired in support of the requests for the \$18,391 from the Emergency Board.

For the Board of Directors.

Very truly yours,

REH:jl
cc: Storrs Waterman
Mike Roach, Vern Adkison
H. M. Patterson

R. E. Hatchard
Program Director

MID WILLAMETTE VALLEY AIR POLLUTION AUTHORITY

2585 STATE STREET / SALEM, OREGON 97301 / TELEPHONE AC 503 / 531-1715

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

RECEIVED
JUL 22 1970

July

June 21, 1970

Mr. H. M. Patterson, Director **AIR QUALITY CONTROL**
Air Quality Control Division
Department of Environmental Quality
1400 S. W. 5th Avenue
Portland, Oregon 97201

Dear Mr. Patterson:

The Mid-Willamette Valley Air Pollution Authority finds that it must modify its request for state funds for the fiscal 1970-71 year. This modification resulted from the disapproval of the Authority's application for an Improvement Grant to the federal government. A subsequent application for a third year continuation of the Establishment Grant has been made and the Authority's request for state matching funds is made on the basis of this application.

The Authority, in addition, has made a request for a Supplemental Grant which, if granted, would result in less participation of local monies. In any event, the total budget for the Authority during the 1970-71 fiscal year will be \$151,733. The following table shows the financial participation under the different proposals:

<u>Proposal</u>	<u>State 50%</u>	<u>Counties Costs</u>	<u>Federal Request</u>	<u>Total Resources</u>
Original Proposal Improvement grant:	\$21,371	\$42,741	\$87,621	\$151,733
3rd Yr. Establ. (with- out supplement)	\$20,578	\$41,155	\$90,000	\$151,733
3rd Yr. Establ.: Supplemental Grant:	(\$17,108) (\$ 868)	(\$34,217) (\$ 1,734)	(\$90,000) (\$ 7,806)	(\$141,325) (\$ 10,408)
Tot. (Establ.+Supplemt)	\$35,951	\$17,976	\$97,806	\$151,733

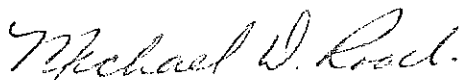
Since there is no certainty that the supplemental application will be funded by the federal government, the Authority must make its request based on federal funds of \$90,000 plus state and county funds for total resources of \$151,733. The Authority, therefore, requests state funds for the fiscal year of 1970-71 in the amount of \$20,578.

The Authority makes this request with the knowledge that there is a deficiency in the allocation of state funds of approximately \$17,600. This deficiency should not be prorated among the authorities nor taken principally from one regional Authority. In most cases, the state funds are matchable on a three-to-one ratio by federal funds and could prove crippling to certain regional control programs.

A request should be made to the Legislative Emergency Board for the deficiency in state funds at their next monthly session as there is no additional local county money available. This request for emergency action will not reoccur as the Authority is agreed to rely on future budget estimates made on the basis of a flat 50% participation between the state and local efforts as projected. Further, the Authority will offer any assistance or information that would be helpful in the emergency request.

The Mid-Willamette Valley Air Pollution Authority respectfully requests the Environmental Quality Commission to fund the Authority in the amount of \$20,578 for the 1970-71 fiscal year and for the Commission to go to the Emergency Board for any deficiency in state funds.

Sincerely yours,



Michael D. Roach
Director

MDR/jb

cc: Kenneth H. Spies
Storrs S. Waterman
Verner Adkison
Richard E. Hatchard

LUYAAS, COBB, RICHARDS & FRASER

JOHN L. LUYAAS
RALPH F. COBB
JOE B. RICHARDS
ROBERT H. FRASER
PAUL D. CLAYTON
JERRY W. HENDRICKS
DONALD D. DIMENT, JR.

ATTORNEYS AT LAW
300 FORUM BUILDING
777 HIGH STREET
EUGENE, OREGON 97401

TELEPHONE
345-0501
AREA CODE
503

July 20, 1970

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
RECEIVED
JUL 21 1970
AIR QUALITY CONTROL

• Environmental Quality Commission
State Office Building
1400 S. W. 5th Avenue
Portland, Oregon 97201

• RE: Allocation of State Funds to Regional Authorities

Gentlemen:

The Lane Regional Air Pollution Authority does strongly oppose your staff's recommendation dated June 5, 1970 for allocation on the basis of population alone. We respectfully request that you seek the added \$18,391.34 from the Emergency Board, for the following reasons:

A. LEGISLATIVE INTENT: We raise the question of whether the Legislature ever contemplated allocation based only on population. The following sections suggest that it did not: ORS 449.920(b), ORS 449.920(b) (2), ORS 449.781(2), ORS 449.782, ORS 449.785(1) and ORS 449.785(2). There is at all times a rather strong admonition that the EQC should differentiate between different areas of the state, different air contaminants and different air contamination sources in making grants as well as in establishing standards.

B. PRIOR APPROVAL OF FEDERAL GRANT: The EQC has already approved Lane Regional's federal grant application for 1970-71, without any reservation or notice to HEW that the state would pay less than the total state-local amount referred to in the application. The EQC was notified on April 14, 1970 of the actual grant request of \$28,023.00 from the State of Oregon. HEW approved the application June 16, 1970, Grant No. 70A-4003RI.

C. PROGRAM DAMAGE: Lane Regional's Director, Mr. Vern Adkison, has calculated the effect upon the Lane Regional Air Pollution Authority program if the state funds were to be allocated as recommended in the Air Quality Control Division memorandum dated June 5, 1970:

1. There would be a loss of \$64,256.00 to Lane Regional's Program. A deficit of \$16,064.00 in state funds would effectively reduce the Federal Matching Funds by \$48,192.00.

2. This deficit would reduce the current budget of \$165,278.00 to \$101,022.00, or \$45,978.00 less than budgeted for 1969-70.

3. Since Lane Regional is on the first year of a three-year grant period, a reduction of \$16,664.00 in state funds may jeopardize the entire project and eliminate federal funding for the entire three-year period. The total federal funding for the three-year project is anticipated to be \$290,283.00.

4. If a reduction in state funds in the amount of \$16,664.00 were implemented immediately and the program reduced by the \$64,256.00, the following steps must be taken.

(a) The staff would have to be reduced by four personnel, three of these being field personnel. Funds represented: \$30,000.00. This would seriously cripple the enforcement and abatement program.

(b) The areas of equipment purchases, travel, consultation and services, supplies, public education and miscellaneous expenditures would all have to be reduced below an effective operating level. This agency would not have sufficient funds to provide full participation in regional programs such as meteorology, emission inventory and other similar programs. Funds represented: \$34,250.00.

(c) Reduction in this area would seriously detract from the overall effectiveness of this project. Lane Regional Air Pollution Authority would be operating on a bare subsistence level rather than a comprehensive pollution abatement level.

5. If the reduction in state funds did not occur until late in the fiscal year and the Lane Regional Air Pollution Authority were expected to operate as outlined in the Federal Grant until that time, the following would result:

The program would continue to operate effectively until all funds were expended - mid-January approximately. At that time, no further operating funds would be available and the total program would collapse.

D. PRECEDENT: A precedent has been established in that the EQC has previously matched the total local effort of each regional authority.

E. EMERGENCY BOARD ACTION REQUEST: The \$18,391.34 deficiency should not be taken principally from one regional authority, unless the entire situation has been first presented to the Legislative Emergency Board for its action.

For the following reasons, favorable action by the Emergency Board on a request for \$18,391.34 can be anticipated:

1. The public has made clear that anti-pollution spending has one of the highest priorities and the Emergency Board would likely reflect that attitude.

Environmental Quality Commission

July 20, 1970

Page -3-

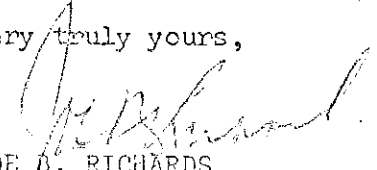
2. The fact that the EQC does not yet have a deficiency can be lightly regarded. Your attention is called to the vigorous steps taken by the Governor and the Emergency Board in March of this year when the anticipated Public Welfare deficit was projected to be \$13 million. The actual deficit would not have occurred for over one year.

3. Local funds are not available to make up the loss of state funds. Lane County, City of Eugene and City of Springfield have not passed city budgets. Drastic economies are being recommended by the City of Eugene in its next budget referral. Neither the City of Springfield nor Lane County is expected to go outside the 6 percent limitation now.

F. NON-RECURRING NATURE OF THE EMERGENCY: This request for emergency action will not reoccur. The regional authorities have agreed to budget up to three years in advance in supplying you the budget estimates for submission to the Legislature. Request will be made to fund all regional programs on a flat 50 percent of local effort. Your Commission will retain the right to adjust budget requests by regional authorities to a level you deem reasonable.

G. CONCLUSION: The Lane Regional Air Pollution Authority, for the reasons set forth, respectfully requests your Commission to make a request to the next monthly session of the Emergency Board for the sum of \$18,391.34 for regional authority matching funds for the reasons above set forth.

Very truly yours,



JOE D. RICHARDS

JBR:mh

ccs: Mr. Kenneth Spies
Mr. H. M. Patterson
Mr. B. A. McPhillips
Mr. Herman P. Meierjungen
Mr. George A. McMath
Mr. Edward C. Harms, Jr.
Mr. Storrs Waterman
Lane Regional Air Pollution Authority

To: MEMBERS OF THE ENVIRONMENTAL QUALITY COMMISSION

B. A. McPhillips, Chairman
Storrs S. Waterman, Member
Herman Meierjurgan, Member

E. C. Harms, Jr., Member
George A. McMath, Member

From: AIR QUALITY CONTROL DIVISION

Date: July 17 for July 24 Meeting

Subject: REVISED RULES OF LANE REGIONAL AIR POLLUTION AUTHORITY

As required by ORS 449.855 (2), the Lane Regional Air Pollution Authority has submitted to the Department of Environmental Quality for approval its revised Rules and Regulations, as adopted May 13, 1970.

A copy of the new Rules is attached.

The staff has reviewed the purity of air standards, Article 2-7, and finds the standards for particle fallout, suspended particulate, and carbon monoxide to be as restrictive as those of the Environmental Quality Commission. The Commission does not have standards for sulfur dioxide, but the adopted standard is reasonably consistent with those under consideration by the staff.

The staff has also reviewed the revised emission standard for visible contaminants, Article 2-6.2. Subsequent to the adoption of the revised standard on May 13, the Environmental Quality Commission adopted on May 22 a new, more stringent visible emission standard. The Lane Regional Air Pollution Authority staff has indicated its intention of revising their standard to be consistent with the State's. Prior to said revisions, Lane RAPA should be requested to enforce the visible standard of the EQC.

Recommendations:

It is recommended:

1. that the ambient air standards of the Lane Regional Air Pollution Authority, adopted May 13, 1970, be approved
2. that the LRAPA be requested to enforce the visible emission standards of the Environmental Quality Commission, as provided for in ORS 449.855 (3).

ahe
Attachment

TO : MEMBERS OF THE ENVIRONMENTAL QUALITY COMMISSION
B. A. McPhillips, Chairman
Herman Meierjurgan, Member
Storrs S. Waterman, Member
E. C. Harms, Jr., Member
George A. McMath, Member

FROM : AIR QUALITY CONTROL DIVISION

DATE : July 6 for the July 24, 1970 Meeting

SUBJECT: WAYNE'S AUTO SALVAGE, COOS BAY

BACKGROUND

This operation is located in the Millington district approximately 1-3/4 miles south of the city of Coos Bay and, therefore, is within a Special Control Area as defined by OAR 340, Section 22-011 (1) (b). There are approximately 50 residences in the immediate community of Millington and a log storage area operated by Georgia Pacific Corporation. The primary source of emissions from this operation is from the open burning of auto car bodies.

Complaints from residents in this area state that, in addition to smoke and fallout, the odors from the burning cars are terrible. Also, these residents have complained that car bodies are often stacked higher than the six (6) foot fence.

CURRENT STATUS

The wrecking yard was inspected by Mr. Leo L. Baton on May 4, 1970, and Mr. Gervais was instructed to discontinue the burning of auto bodies. On May 21, 1970, the Department was informed by Mr. William Phillips, a resident of this community, that the open burning was continuing. Mr. Gervais was again notified of his failure to comply with the regulations set by the Commission and requested to cease open burning immediately. A reply from Mr. Gervais was requested by June 5, 1970, stating that open burning had been abated. When no reply was forthcoming, contact was made with Mr. Gervais by telephone and a staff visit was arranged for the morning of June 13, 1970.

The staff visit revealed that Mr. Gervais operates a small salvage yard (approximately 100' x 100'). He is the only employee and can junk out about five (5) cars per day. The operation begins by removing the engines, frames, transmissions, axels, drive trains and wheels. Mr. Gervais then stacks four (4) to six (6) car bodies side by side on the east edge of his yard and burns the undercoating, old wiring, seats and interiors out of the bodies. These are then moved to the jaw shear where they are broken up into pieces small enough to fit into the baler. The baler compresses the bodies into approximately six (6) bales per car body. For these bales Mr. Gervais stated he receives between \$25.00 and \$30.00/ton.

An investigation of the metal fragmentizer operated by Schnitzer Steel Products Company in Portland and Oakland, California, has revealed the following:

1. Auto bodies will bring between \$18.00 and \$20.00/ton F.O.B. metal fragmentizer.
2. The metal fragmentizer can handle all auto bodies providing:
 - a. Gas tanks are removed or cut in half.
 - b. Seats and headliners are removed.
 - c. Tires are removed.
 - d. All glass should be broken out.
3. Hauling and freight:
 - a. Approximately 17-20 compacted bodies can be loaded on a flat bed truck or trailer.
 - b. Hauls from as far as Salt Lake City, Utah, and Boise and Lewiston, Idaho, are currently being made.
 - c. Auto bodies in the Medford area are being hauled to the Oakland metal fragmentizer.
4. Metal fragmentizer production:
 - a. Portland - 500-600 auto bodies/8-hr. day.
 - b. Oakland - 100 auto bodies/hr.
5. Average weight/compacted auto body is 1800 lbs.

Mr. Elliott Higgins, the Chief Engineer for Schnitzer Steel Products Company, reported that the steel "corn flakes" produced by the metal fragmentation operation are more desirable and command a higher price (about \$40.00/ton F.O.B. steel mill) than baled steel at the steel mills. The reason for this is because steel in this form ("corn flakes") is easier to handle, it is pure since all tramp metal has been magnetically separated, and it is more economical to melt down since lower temperatures can be used.

SUMMARY

Wayne's Auto Salvage is operating in violation of open burning regulations causing a nuisance to adjacent residents. Mr. Wayne Gervais, the owner, was duly notified and requested to comply with the current regulations. Mr. Gervais has failed to cease open burning or file a schedule of compliance by the June 5, 1970 deadline established by the Department. He has further stated that if he has to stop open burning that his operation will be uneconomical and he will be forced out of business. The staff has concluded that there are alternative methods available and Wayne's Auto Salvage should be required to comply with current regulations pertaining to open burning.

RECOMMENDATION

It is recommended that a public hearing be authorized to show cause why Wayne's Auto Salvage, Coos Bay, should not be ordered to abate open burning at the Coos Bay site.

WAYNE'S AUTO SALVAGE
Coos Bay, Oregon

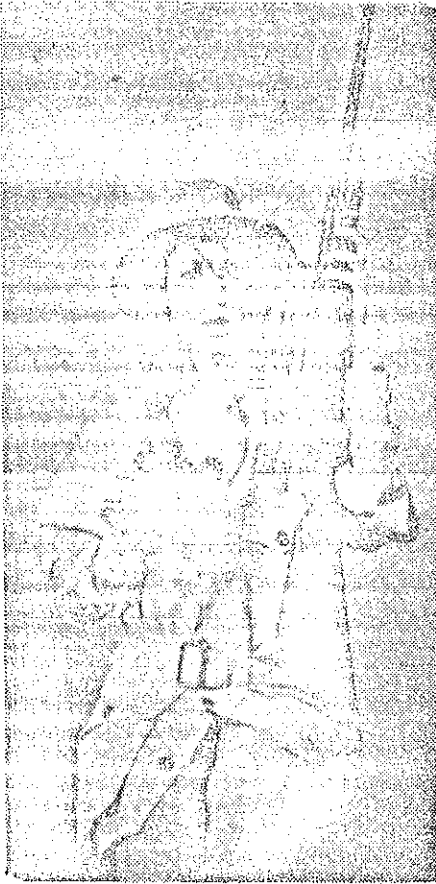
June 22, 1970

HISTORY

In chronological order, the following is a brief of the records concerning air pollution generated by Wayne's Auto Salvage:

- April 24, 1970. Letter of complaint to Department of Environmental Quality, Mr. K. H. Spies, from Mr. Wm. H. Phillips regarding open burning at Wayne's Auto Salvage.
- April 25, 1970. Letter of complaint to Mr. K. Spies from Mrs. Anne Montgomery regarding smoke and fallout from the open burning of old car bodies.
- April 30, 1970. Letter to Mrs. Montgomery from H. M. Patterson stating that as soon as travel arrangements could be made, Mr. Leo Baton, District Engineer, would investigate this matter.
- April 30, 1970. Letter to Mr. Phillips from H. M. Patterson stating that as soon as travel arrangements can be made, Mr. Leo Baton will investigate this matter.
- May 4, 1970. Letter of complaint from Mr. Phillip Aman regarding smoke, fallout and odors from open burning at Wayne's Auto Wrecking.
- May 15, 1970. Memo to H. M. Patterson from Leo Baton outlining his meeting with Mr. Wayne Gervais and explaining the operation of this junk yard.
- May 20, 1970. Letter from Mr. Wm. Phillips to the Department reporting that Mr. Gervais was still open burning old car bodies in spite of the fact that he had been informed by Mr. Baton that this was in violation of OAR's.
- May 25, 1970. Letter to Mr. Wayne Gervais from H. H. Burkitt advising him of the continued complaints and of his violation of OAR. A request was made that Mr. Gervais respond by not later than June 5, 1970, that open burning had ceased.
- May 27, 1970. Letter to Mr. Phillip Aman from H. M. Patterson stating that as soon as travel arrangements can be made, Mr. Leo Baton, District Engineer, would investigate his complaint.
- May 29, 1970. Letter to Mr. Wm. Phillips from H. M. Patterson explaining action taken to date and that if compliance is not attained by June 5, 1970, formal action on the part of the Department will be initiated.

- June 1, 1970. Letter to Mr. Phillip Aman from Leo Baton explaining action taken to date and that if compliance is not attained by June 5, 1970, formal action by the Department would be initiated.
- June 9, 1970. Inter-office memo to K. Spies from Wayne Huffman requesting information regarding the complaint of Mrs. Anne Montgomery.
- June 11, 1970. Letter to Mrs. Anne Montgomery from K. Spies explaining progress to date and that a staff meeting with Mr. Gervais was scheduled for June 13, 1970.
- June 19, 1970. Letter to the Department from Mr. Wm. Phillips complaining about the continued open burning activities at Wayne's Salvage Yard and that the smoke is really bad.



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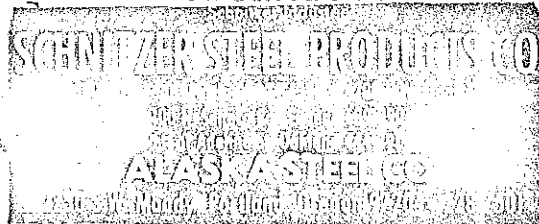
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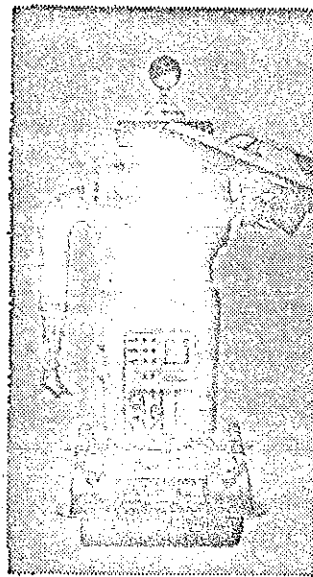
Wanted for our Shredder — auto bodies, including motor blocks, transmissions/front ends/rear ends. However, no seat or gas tanks allowed.

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**ONE OF THE WEST'S LARGEST OUTLETS
FOR FERROUS AND NON-FERROUS SCRAP.**

Breakfast For Schnitzer



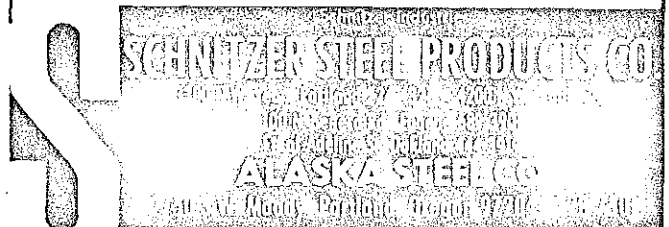
Breakfast for any one of our 2 metal fragmentizer plants (located in Portland and Oakland, California) might well include the following gourmandism: 300 obsolete hardtop hours d'oeuvres, followed by an entree of 700 convertibles and station wagons and followed by a soufflé of sedans. Consuming one car every 40 seconds, Schnitzer still does not gain weight at the end of the year. The scrap metals recovered become a part of today's pipeline of raw material for industry, and the nation's countryside looks prettier too!

However, Schnitzer's role in metals is certainly not confined to scrap automobiles. One of the largest ship wreckers on the Pacific coast, brokers handling dealer's scrap from most of the major dealers on the west coast, domestically and for export, Schnitzer is one of the largest outlets and scrap processors in the country.

With yards at Oakland, California, Portland, Oregon and Eugene, Oregon we are fully able and ready to serve our customers and as a complement to our non-ferrous operations we have expert personnel allowing us to pay top prices for all items we handle.

Wanted for our Shredder — auto bodies, including motor blocks, transmissions/front ends/rear ends. However, no seats or gas tanks allowed.

5 YARDS TO SERVE YOU



**ONE OF THE WEST'S LARGEST OUTLETS
FOR FERROUS AND NON-FERROUS SCRAP.**

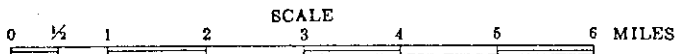
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NORTH UNIT

COOS FOREST PROTECTION DISTRICT

COOS FOREST PROTECTIVE ASSOCIATION
OREGON STATE FORESTRY DEPARTMENT

1970



T. 25 S.

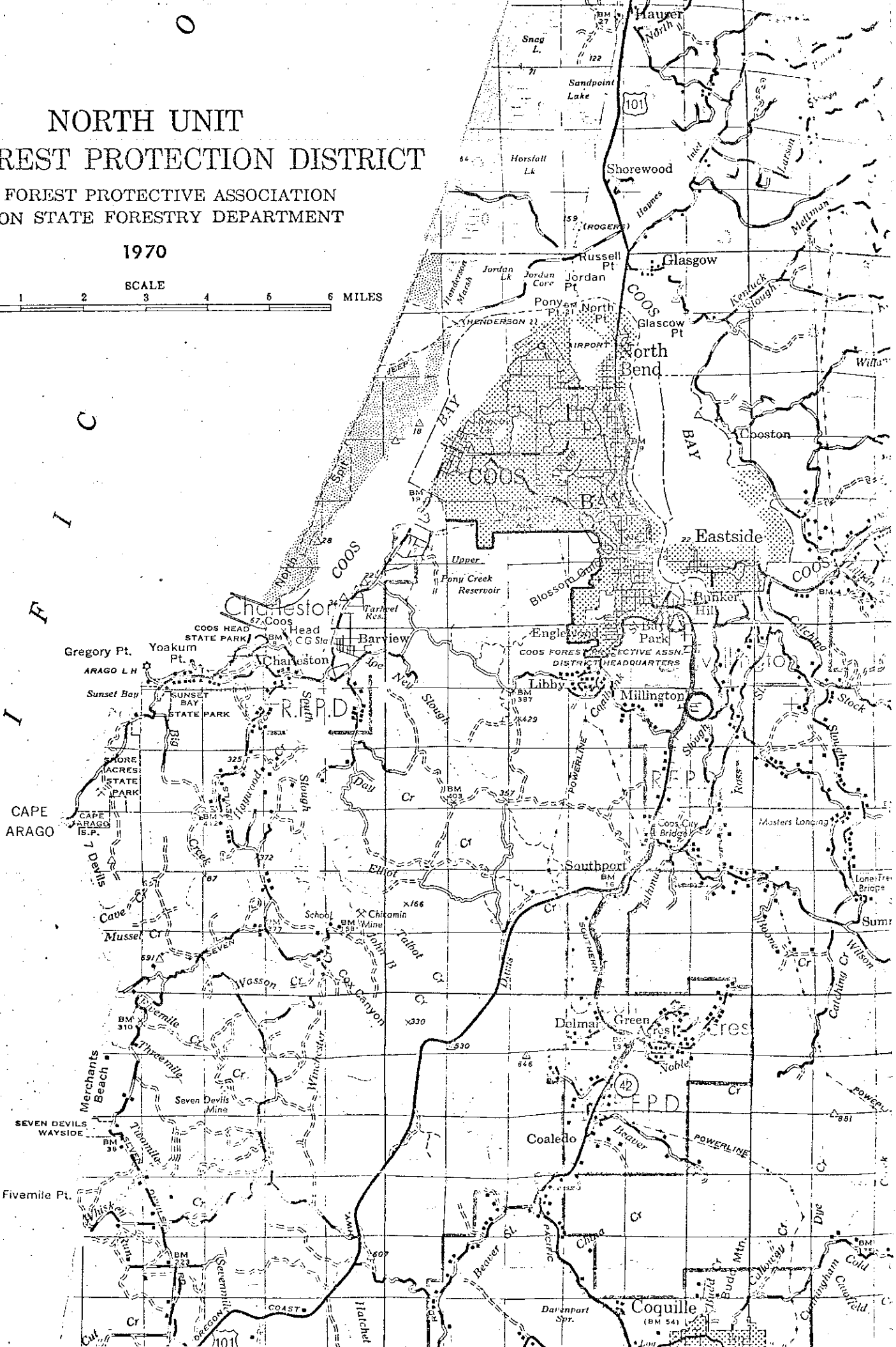
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T. 26 S. C CAPE ARAGO

P. A.

T. 27 S.

Fivemile Pt.



TO : MEMBERS OF THE ENVIRONMENTAL QUALITY COMMISSION

B. A. McPhillips, Chairman
Storrs S. Waterman, Member
Herman Meierjurgen, Member

E. C. Harms, Jr., Member
George A. McMath, Member

FROM : AIR QUALITY CONTROL DIVISION

DATE : July 7, 1970 for July 24, 1970 Meeting

SUBJECT: APPLICATION FOR CERTIFICATION OF POLLUTION CONTROL FACILITY FOR
TAX RELIEF PURPOSES, No. T-143

This application was received on June 8, 1970. A summary of the contents and results of the staff review are given below.

1. Applicant: Monarch Shingle Co.
P. O. Box 98
North Portland, Oregon 97043
Phone 285-5216
Mr. Wesley W. Gotcher, President

The applicant produces cedar shakes and shingles from logs.

2. The facility claimed in this application consists of a hog and related conveyors. It is the second stage of a two-stage program. This second stage was completed and put into operation on June 6, 1970.
3. The total claimed cost of the facility, Stages I and II, is \$54,370.27. At the August 29, 1969 meeting, the Environmental Quality Commission certified the pollution control facility of Stage I, T-88, in the amount of \$22,525.69. As of June 3, 1970, an additional \$31,844.58 had been expended on Stage II including additional cost of \$1,146.78 to a conveyor included in Stage I. An accountant's certification of this figure is attached.
4. Staff Review:

The wood residue from the shake and shingle manufacturing firm had been burned in a wigwam waste burner until the burner was destroyed in a storm. The Columbia-Willamette Air Pollution Authority did not permit the burner to be rebuilt and, consequently, the firm had to seek an alternative disposal method for the residue. This was accomplished by the installation of a conveyor system and storage bin so that the material could be hauled away. Coincident with this installation was the planned installation of a hog and related equipment to process the wood residue so that a continuing market could be found for the residue. It was also found necessary to reduce the wood residue volume by hogging to obtain sufficient storage capacity for regular plant operation.

The staff findings indicate that the change in process accomplished by the facility, Stages I and II, resulted in reducing atmospheric emissions.

5. Staff Recommendations:

The staff recommends that a "Pollution Control Facility Certificate" bearing the actual cost of \$31,844.58 be issued for the facility claimed in Application No. T-143.

Barbara A. Branner
CERTIFIED PUBLIC ACCOUNTANT

817 S. E. 72ND AVENUE
PORTLAND, OREGON 97215

June 4, 1970

Department of Environmental Quality
P. O. Box 231
Portland, Oregon 97207

Gentlemen:

I have examined the books and records of Monarch Shingle Co. and Exhibit C to their Application For Certification of Pollution Control Facility dated June 4, 1970.

Exhibit C is a complete and accurate listing of the costs expended for their pollution control facility - Stage 2 to June 3, 1970. Following is a breakdown of these costs:

1. Hog	\$18,056.89
2. Conveyor extension	9,608.91
3. Additional cost - Stage 1 conveyor	1,146.78
4. Electrical	<u>3,032.00</u>
Total	<u>\$31,844.58</u>

I hereby certify that the \$31,844.58 expended costs of Monarch Shingle Co. pollution control facility is a true and correct representation of the actual costs expended to June 3, 1970.

Yours truly,

Barbara A. Branner CPA

MONARCH SHINGLE CO.
COST OF POLLUTION CONTROL FACILITY
EXHIBIT C

P. 1
(CONTINUED)

Invoice Date	Vendor	Description	Total Cost	Hog	Conveyor	Electrical	Additional Cost-Stage 1
					Extension -----Stage 2-----		
2/13-69	Jacksonville Blow Pipe Co.	ER50S47F-PM-L Montgomery Hog	\$ 9,890.00	\$ 9,890.00			
2/14-69	Consolidated Freightways	Freight on hog	1,420.80	1,420.80			
2/18-69	Widing Transportation, Inc.	Unload hog	20.00	20.00			
5/11-69	Broderick and Wittren	Labor and payroll taxes	96.09				\$ 96.09
"	Tum-A-Lum Lumber Co.	Lumber	141.40				141.40
"	Standard Steel Whse	Steel	40.38				40.38
"	Duane P. McKenna	2 conveyor drive motors	826.49				826.49
"	Duane P. McKenna	2 sprockets	42.42				42.42
8/18-69	Standard Steel Whse	Angle, channel, rebar and plate	340.47	340.47			
8/6-69	"	Round bar	2.09	2.09			
9/2-69	"	Beams	340.38	340.38			
9/16-69	"	Angle	62.33	62.33			
9/17-69	"	Angle	99.37	99.37			
10/22-69	Frahler Electric Co.	Install and connect motors	122.46				\$ 122.46
10/17-69	Widing Transportation, Inc.	Move hog from warehouse	62.69	62.69			
10/23-69	Standard Steel Whse	Plate and angle	108.99	108.99			
11/24-69	"	Angle	49.69		\$ 49.69		
11/11-69	"	Channel	36.57		36.57		
"	"	Angle	49.69		49.69		
"	"	Angle	12.74		12.74		
12/30-69	"	Plate	117.93		117.93		
1/26-70	"	Plate and sheet	299.46	99.81	199.65		
2/25-70	Duane P. McKenna	200 H.P. motor	1,802.62	1,802.62			
3/9-70	"	Belt	300.00		300.00		
3/11-70	Red Crown Mill Supply	Conveyor construction	972.00		972.00		
3/23-70	"	Conveyor construction	1,292.00		1,292.00		
3/18-70	Bearings, Inc.	SKF bearings	63.59		63.59		
3/11-70	"	Bearings	583.88		583.88		
3/24-70	Frahler Electric Co.	Wiring	2,510.08				2,510.08
3/9-70	Standard Steel Whse	Angle	58.00		58.00		
3/10-70	"	Angle	17.91		17.91		
4/14-70	Frahler Electric Co.	Electrical parts	44.14				44.14
"	Standard Steel Whse	Angle	11.46		11.46		
4/30-70	"	Angle	64.24		64.24		
4/23-70	Empire Rubber & Supply	Splice belt	133.20		133.20		
5/19-70	Standard Steel Whse	Round bar	2.50		2.50		

(CONTINUED AND CONCLUDED - PAGE 2)

COST OF POLLUTION CONTROL FACILITY

(CONCLUDED)

EXHIBIT C

INVOICE DATE	VENDOR	DESCRIPTION	TOTAL COST	HOG	CONVEYOR EXTENSION -----Stage 2-----	ELECTRICAL COST-STAGE 1	ADDITIONAL COST-STAGE 1
5/19-70	Standard Steel Whse	Plate	\$ 35.59		\$ 35.59		
5/15-70	"	Angle	71.53		71.53		
5/14-70	Frahler Electric Co.	Connect motor	355.32			\$ 355.32	
"	Tommy Thompson-Schull	Conveyor	225.00		225.00		
"	Fitzwater Ellison Co.	Metal detector	1,900.00	\$ 1,900.00			
3/1-5/15-1970	Bob Broderick	Wages	1,496.69		1,496.69		
5/1-5/15-1970	Don Layne	Wages	259.70		259.70		
5/8-10-70	Roland Wittren	Wages	89.04		89.04		
3/1-5/15-1970	Payroll taxes & ins.		401.18		401.18		
7/22-69	Standard Steel Whse	Angle and rebar	33.36	33.36			
10/25-69	J. W. Minder Chain & Gear	Sprocket	116.60		116.60		
10/27-69	Bearings, Inc.	Bearing	54.32		54.32		
12/18-69	Duane P. McKenna	Bearings, bushings, shafts	650.00		650.00		
"	"	Chain	70.00		70.00		
8/31-69	Pelton concrete	Foundation	835.09	835.09			
5/16-31-1970	Bob Broderick	Wages	263.90		263.90		
"	Don Layne	Wages	259.70		259.70		
"	Roland Wittren	Wages	259.70		259.70		
"	Payroll taxes & ins.		179.24		179.24		
9/69 - 5/70	Vancouver Welding Supply Co.	Weld rod and gas	162.60	28.58	134.02		
9/1-30-1969	Bob Broderick	Wages	735.87	735.87			
11/15-30-1969	"	Wages	271.44		271.44		
1/1-31-70	Roland Wittren	Wages	398.10	132.69	265.41		
"	Don Layne	Wages	359.82		359.82		
9/1-69 - 1/31-70	Payroll taxes and ins.		288.09	141.75	146.34		
5/28-70	Standard Steel Whse	Angle and sheet	34.64		34.64		
TOTALS - PAGES 1 AND 2			<u>\$31,844.58</u>	<u>\$18,056.89</u>	<u>\$ 9,608.91</u>	<u>\$ 3,032.00</u>	<u>\$ 1,146.78</u>