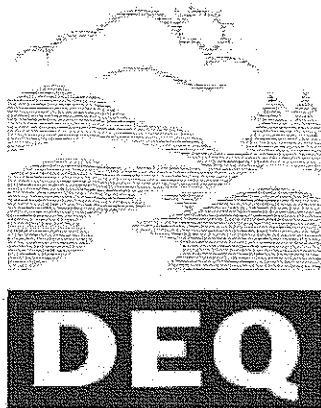


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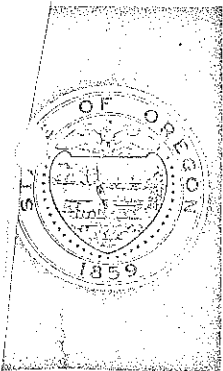
OREGON
ENVIRONMENTAL QUALITY
COMMISSION MEETING
MATERIALS



State of Oregon
Department of
Environmental
Quality

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DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY
COMMISSION

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Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

Memorandum

To: ENVIRONMENTAL QUALITY COMMISSION

From: Director

Subject: Agenda Item No. I, January 5, 1972, EQC Meeting

Public Hearing on Implementation Plan

An oral staff presentation will be made at the hearing and will include a synopsis of the Implementation Plan, a discussion of the proposed rules and regulations, and a description of changes made since initial release of the document. Further amendments may be offered at the hearing.

Commission Members are requested to have available their personal copies of the Plan for reference during the hearing.


L.B. Day

PLEASE SIGN

Name	Address	Organization
Keith Kuose	P.O. Box 68 Forest Grove	Forest Grove Rod.
Earl Meyer	"	"
Mike Welch	1st Oregon	Anti-Fur & Co. Inc.
Dr. Robert L. Gay	408 S.W. 2nd, Room 411 Portland, 97204	OSPIRG (Coalition for Clean Air, Oregon Emuls Council)
Larry Williams	4315 SW Corbett	ORE. ENV. Council
A. J. HEITKEMPER	628 PITCOCK BLOCK	ORE. RR Assoc.
Carem Hansen	Box 1449 97201	Pauline Chamber
Richard M. Taylor	830 Medical Arts Bldg.	ORE. TB & R.D. Association
Grace Murphy	5036 SE Lincoln St	Woodlawn
B.C. Eusebio	1200-6th Ave, Seattle	FPA
Ch Dupling	8715 SW Leaky 97225	P.E.
G.D. Jones	1000 Ten Main Center KC 670	Ash Grove Cement
W.A. Rittle	1034 SE Lambert	Ash Grove cement.
R.O. ELSEWSON	950 RIDGE DR. ASTORIA, OR.	Council CLAYTON EDWARDS
Harry H. Burtch	750 E. 172 Eugene, Ore.	U. I. Plywood
IRV WALSHE	7257 NW VACANT ST 7027 97210	CUMMINS OREGON DIESEL, INC
Butcher Name	308 N.E. 17th Ave. 700	League Women's Club, Vancouver
Vern Burda	S.E. 105th + Avery 7000	Wasteco Inc.

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R. D. Asbury	Salem Ore	OSHD.
Marilyn Hunter	8308 SW Fairview Pk	
Janice Cook	8107 SW 10 Ave Vancouver	L 212
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W. Frank	2576 NW 16th Ave Internal	
R. A. Osborne	1101 NW Hoyt	Burlington Northern
R. C. Lawrence	522 Pacific Bldg	Ptld S/S Oper.
Barbara Jean	Portland	League of Women EMCO
Carol Mac	Portland	League of Women Voters
S. J. Bloni	8311 SW 30th Ave	
Ray Hamilton	Public Service Bld.	Pac Power & Light
Carter	P112	D E Q
G. Y. Barber	P112	The Affiliated Institute
Madison Lathrop	Ptld	Portland Steamship Sps. Oper.
Otis E. Skinner	Portland 1505 CORNWELL AVE.	Union Pacific Railroad OREGON DIVISION
James A. Potter	Gladstone, OR 97027	FEAR UNION LEAGUE
Don Waggoner	2715 S.W. Glen Eagles Rd. Lakewood	Self.

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Jane Cune	LWN of Portland, 308 Smith Bldg 732 SW Third, 97204	LWN of Portland
Dick Hatchard	1010 NE Couch St	CWAPA
Wayne Hanson	"	"
M. D. Reach	2585 State Street Salem Oregon	MWUAPA
T.C. Dwyer	2157 SW Main Portland	ASSOC ORG WPA
Tom Nelson	Telephone with change P.O. Box 460, Albany	Wah Chang
Tom Henneke	1600 SW 4th Portland	CHM/HILL
Mary Ann Arnold	830 Medical Arts Bldg	Coalition for Clean Air
Dana S. Smith	408 SW 2nd Ave	Oregon Student Public Interest Research Group
CA Ayer	PORTLAND	DEO
Robert F. Fine	"	LIS Plywood
Michael Campbell	4503 SERHONE PTLD	STOP
Ab. Herzog	BOSTON	Oregon Concrete Army
J.R. Kalowski	PORTLAND	ASSOCIATED GENERAL CONTRACTORS
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GEORGE A. McMATH
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ARNOLD M. COGAN
Portland

MEMORANDUM

To: ENVIRONMENTAL QUALITY COMMISSION

From: Director

Subject: Agenda Item No. 1D . January 24, 1972, EQC Meeting
Public Hearing on Implementation Plan, Portland
Additional Testimony Received.

Background:

Following the public hearing on the Air Quality Implementation Plan held in Portland on January 5, 1972, additional written testimony has been received. The staff has considered this testimony in reviewing the implementation plan following the hearings in Portland, Medford, and Eugene.

The following are attached for your information:

1. E. P. A. North Caroline Review, dated 12-30-71
2. Associated General Contractors, dated 1-11-72
3. Associated General Contractors, dated 1-5-72
4. American Institute of Merchant Shipping, 1-6-72
5. J. Barrett, interested individual
6. Columbia-Willamette Air Pollution Authority, dated 1-12-72

7. City of Portland, dated 1-11-72
8. Automobile Manufacturers Association, dated 1-11-72
9. Department of Transportation, dated 1-7-72
10. Sensible Transportation Options for People, dated 1-1-72

Preliminary Review of the State of Oregon Implementation Plan

Ben Eusebio, Chief, Air Technology Section
Region X

1. On December 20, 1971, we received a letter from you requesting a preliminary review of the State of Oregon Implementation Plan by December 31, 1971. As requested, we are forwarding this review to you.

2. If you have any questions, please contact me.

George R. Stevens

George R. Stevens, Chemical Engineer
Western States Section
Plans Management Branch, SDID, SSPCP

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
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Received 12/30/71

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Preliminary Review of the
State of Oregon Implementation Plan

<u>Section</u>		<u>Status</u>
420.03	Classification of Regions	Unapprovable
420.13	Control Strategy: Sulfur Oxides and Particulate Matter	Approvable
420.14	Control Strategy: Carbon Monoxide, Hydrocarbons, Photochemical Oxidants, and Nitrogen Dioxide	Unapprovable
420.15	Compliance Schedules	Unapprovable
420.16	Prevention of Air Pollution Emergency Episodes	Unapprovable
420.17	Air Quality Surveillance	Unapprovable
420.18	Review of New Sources and Modifications	Approvable
420.19	Source Surveillance	Unapprovable
420.20	Resources	Approvable
420.21	Intergovernmental Cooperation	Approvable
420.22	Rules and Regulations	Unapprovable

Classification of Regions (§420.03)

The Northwest Intrastate AQCR is classified Priority III for particulate matter. However, a maximum 24-hour concentration of 156 $\mu\text{g}/\text{m}^3$ indicates it should be classified Priority II.

Control Strategy: Sulfur Oxides and Particulate Matter (§420.13)

Although this control strategy meets all of the requirements of the August 14, 1971, Federal Register, it is recommended that detailed computations of growth factors and projected emission reductions be submitted with the final plan for at least one county in order that EPA may evaluate the methodology more precisely.

Control Strategy: Carbon Monoxide, Hydrocarbons, Photochemical Oxidants, and Nitrogen Dioxide (§420.14)

This control strategy is confusing since the emissions data indicate different emission reductions for CO and HC than that specified in the control strategy. For example, the control strategy considers emission reductions from motor vehicles only. Assuming that motor vehicles are the only significant contributor to the maximum site, then the 31 percent reduction calculated for HC emissions in the control strategy differs significantly from the predicted decrease of 59 percent for motor vehicles presented in the emissions data. The apparent discrepancies in these figures should be explained in the final plan.

Transportation controls are discussed but timetables for carrying them out, including estimated regulation adoption dates, are not specified. This information must be submitted in the final plan, if the State elects to maintain transportation controls as part of the control strategy. Also, if the final plan does not demonstrate that the AAQS will be achieved in 1975 through the application of the Federal Motor Vehicle Emission Standards and approvable transportation controls, then legally enforceable control measures applicable to stationary sources must be adopted and submitted in the final plan which demonstrate that the AAQS will be achieved by 1975. The State may request a two year extension to achieve the AAQS if it can justify such extension in terms of available control technology and economic impact.

Compliance Schedules (§420.15)

There are no compliance schedules submitted in this plan. The final plan must contain all existing compliance schedules. All compliance schedules, regardless of the length of time specified to achieve compliance with the applicable portions of the control strategy, must be submitted to the Administrator of EPA by the prescribed date for submittal of the first semiannual report. Any compliance schedule extending over a period of 18 or more months from the date of its adoption shall provide for periodic increments of progress toward compliance.

Prevention of Air Pollution Emergency Episodes (§420.16)

Dang Tyle

The plan stipulates that an alert or warning episode for motor vehicle related contaminants will be called if all of the following conditions exist: (1) Criteria contaminant levels for CO, NO₂, or oxidant are reached or exceeded at one or more sampling sites, (2) if the next day is not a Saturday, Sunday, or holiday and (3) similar atmospheric conditions are forecast for the next 24 hours. For this section to be approvable in the final plan, the second condition for declaring an alert or warning must be deleted from one of the two episode levels to be consistent with the requirements of EPA. In the third condition 24 hours must be changed to 12 hours at one of the two episode levels to be consistent with the requirements of EPA and it should be changed at both levels to be consistent with the proposed regulation, Air Pollution Emergencies.

Air Quality Surveillance (§420.17)

In the Portland Interstate AQCR, the methods for continuous monitoring of SO_x and Ox are other than the reference measurement methods specified in the August 14, 1971, Federal Register. Performance specifications for methods other than the reference methods must be submitted in the final plan and they must be equivalent to those specified in the August 14, 1971, Federal Register. Also, there are no particulate matter samplers located at the site of maximum concentration in the Portland Interstate AQCR. The final plan must provide for this.

, the Northwest Intrastate AQCR, the number of samplers for particulate matter is unapprovable because the region should be classified Priority II for particulate matter. In Priority II regions 3 Hi-Vol-samplers and 1 Tape sampler are required.

Review of New Sources and Modifications (§420.18)

Although this section meets all of the requirements of the August 14, 1971, Federal Register, it is recommended that the forms used for review of new sources and modifications be submitted with the final plan.

Source Surveillance (§420.19)

Included as part of this plan are legally enforceable procedures requiring owners and operators of aluminum reduction plants, Kraft pulp mills, and sulfite pulp mills to maintain and periodically report information on the nature and amount of emissions from such stationary sources and/or such other information as may be necessary to enable the State to determine whether such sources are in compliance with applicable portions of the control strategy. However, such legally enforceable procedures must be developed for all stationary sources. Also, the final plan must include detailed information on the frequency of periodic inspection and testing.

Rules and Regulations (§420.22)

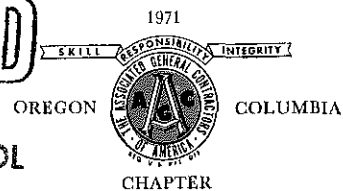
All proposed rules and regulations must be adopted by the State of Oregon before this portion of the plan can be approved.

George R. Stevens, Chemical Engineer
Northwest Unit, Western States Section
Plans Management Branch, SDID, SSPCP

THE ASSOCIATED GENERAL CONTRACTORS

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY of America, Inc.

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JAN 12 1972



AIR QUALITY CONTROL

January 11, 1972

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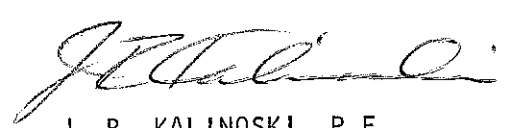
Dear Mr. Day:

The Environment Committee of our chapter submits the attached as suggested amendments to the proposed State plan to implement the Federal Clean Air Act. These affect the following:

- Section 2, page 2-9
- Appendix 2-A "Parking Facilities and Highways in Urban Areas," page 3
- Appendix 2-A "Fugitive Emissions"
- Appendix 2-A "Open Burning," page 2

Your consideration of these suggestions will be appreciated and we are available to discuss them with you or your staff.

Very truly yours,


J. R. KALINOSKI, P.E.
Civil Engineer

JRK:rca
Enclosures
cc: Environment Committee
John Compton

2.1.3.3. Review and Approval of Parking Facilities and Highways in Urban Areas
Appendix 2-A contains a regulation proposed for adoption as part of the Implementation Plan, establishing parking facilities and highways in urban areas as air contamination sources for which proposed new construction is subject to review and approval under ORS 449.712. In general, the regulation establishes as State policy:

- 1) To promote the development of comprehensive transportation plans in urban areas in which environmental considerations play a major role, and specifically to promote the development of mass transit systems wherever feasible.
- 2) To allow only those parking facilities and highways to be built which are consistent with environmentally sound transportation plans, and which do not interfere with attaining and maintaining acceptable air quality, noise levels and quality of life in urban areas.
- 3) To require upon request of the Department, submission by all persons proposing to construct, enlarge, or substantially modify any major parking facility or major highway in certain urban areas to submit detailed plans, specifications, and environmental impact studies prior to commencing construction.

This regulation is intended to accelerate the development of comprehensive transportation plans, improve the ability of the Department to implement the control strategy for motor vehicles, and assist in maintaining compliance with ambient air standards once they are achieved for motor vehicle related contaminants.

III. APPLICABILITY

The provisions of this regulation shall apply within, or within five (5) miles of, the municipal boundaries of any city having a population of 50,000 or greater.

IV. REQUIREMENTS

1. No person shall construct any new major parking facility or substantially enlarge or otherwise modify any existing major parking facility or major highway, in any area of the State set forth in Section III, without first notifying the Department of Environmental Quality.
2. The Department may, within 30 days of notification of an intent to construct, request submission of the following materials:
 - a) Detailed plans and specifications of the proposed parking facility or highway.
 - b) A statement, prepared by a qualified professional engineer, architect, or planner, describing in objective quantitative terms the probable impact of the proposed construction upon:
 - (i) Motor vehicle usage and air contaminant emissions in the affected urban area;
 - (ii) development of mass transit and other public transportation systems;
 - (iii) development of, or compatibility with, a comprehensive urban transportation plan in the affected area.
 - c) If the information described in this subsection is not requested within 30 days of notification of intent to construct, the proposed project shall be deemed approved by the Department.

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY CONTROL DIVISION

November 20, 1971

PROPOSED ADDITION TO
OAR CHAPTER 340, DIVISION 2, SUBDIVISION

FUGITIVE EMISSIONS

I. INTRODUCTION:

1. Fugitive emissions, as treated in this regulation, are dust, fumes, gases, mist, odorous matter, vapors, or any combination thereof not easily given to measurement, collection, and treatment by conventional pollution control methods.
2. The application of this regulation shall be primarily directed at the prevention of ambient air standards from being exceeded within incorporated cities having a population of four thousand (4000) or more, within three (3) miles of the corporate limits of any such city or any densely populated area of the state designated by the EQC. This regulation is intended to be generally applicable in other areas only when the need for its application, and practicability of control measures, are clearly demonstrated and after corrective measures are ordered by the EQC.

For the purposes of this regulation "nuisance conditions" shall mean unusual or annoying amounts of fugitive emissions traceable directly to one or more specific sources. In determining whether a nuisance condition exists, consideration shall be given to all of the circumstances, including density of population, duration of the activity in question, cost of control measures, and other applicable factors.

II. PARTICULATE MATTER:

No person shall cause, suffer, allow, or permit any materials to be handled, transported, or stored; or a building, its appurtenances, or a road to be used, constructed, altered, repaired or demolished; or any equipment to be operated, without taking reasonable precautions to prevent particulate matter from becoming a nuisance. Reasonable precautions, as determined in view of all of the circumstances, may include, but not be limited to the following:

- a. Use of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the grading of roads or the clearing of land;
- b. Application of asphalt, oil, water, or other suitable chemicals on unpaved roads, materials stockpiles, and other surfaces which can create airborne dusts;

- c. Full or partial enclosure of materials stockpiles in cases where application of oil, water, or chemicals are not sufficient to prevent particulate matter from becoming airborne;
- d. Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials;
- e. Adequate containment during sandblasting or other similar operations;
- f. Covering, at all times when in motion, open bodied trucks transporting materials likely to become airborne;
- g. The prompt removal from paved streets of earth or other material which does or may become airborne;
- h. Enclosure within a properly ventilated building of equipment or processes which produce fugitive emissions and which would create a nuisance or violate any regulation of the Department if discharged to open air.

3. Open burning of land clearing debris, other than that otherwise exempted by law, is prohibited after July 1, 1974, within the boundaries of Special Control Areas.

III. REGULATION OF AUTHORIZED OPEN BURNING:

1. Open burning not specifically prohibited by this regulation may be subject to regulation by the Department and shall be conducted within time periods and in accordance with burning requirements designated by the Department.
2. No open burning shall be conducted on any day when the Department advised fire permit issuing agencies to not issue permits because of adverse meteorological or air quality conditions.

IV. FORCED-AIR PIT INCINERATION:

1. When no other reasonable or economically feasible alternative to open burning exists, forced-air pit incineration will be approved provided it is demonstrated that the installation is designed, installed and operated in such a manner visible emission standards set forth in OAR Chapter 340, Section 21-105, are not exceeded.
2. Authorization to establish a forced-air pit incineration facility shall be granted only after a Notice of Construction and Application for Approval is submitted pursuant to OAR Chapter 340, Section 20-020 to 20-030 or corresponding regulation of a regional authority.

- V. OAR Chapter 340, Division 2, Subdivision 3, Sections 23-006, 23-011, and 23-016, are repealed.

STATEMENT OF J.R. KALINOSKI CONCERNING OREGON ENVIRONMENTAL COMMISSION PROPOSED CLEAN AIR ACT

January 5, 1972

Mr. Chairman, Commissioners, Mr. Day.

My name is Jack Kalinoski. I am here today representing the Oregon-Columbia Chapter of The Associated General Contractors.

As everyone is aware, the construction industry in Oregon is by any measure a major industry. That alone would explain the industry's interest in appearing here today to comment on the Department's proposed new regulations; but beyond that, those familiar with the industry will at once recognize how directly some of the proposed regulations may affect the industry, and in turn affect the public.

While we speak of "the industry," we are in reality talking about people--generally speaking, citizens of this state. As such, we are vitally interested in protection of our environment. Let there be no mistake of that. However, two basic truths must be recognized: (1) As we extend governmental control, we must do so in a rational, realistic manner by adoption of rules and regulations that address themselves to the serious problems and which do not cause disproportionate obstruction or frustration of legitimate activities. (2) Rules promulgated for control of activities deemed detrimental must be clear, concise--in a word, understandable--and applicable in a fair, even-handed way. We are, after all, a government of laws and not of men, and what is permitted and what is prohibited must be clearly defined and not subject to the capricious whim of some government inspector who might assume an officious attitude.

Against these standards, with which we feel no fair-minded person will argue, we have examined within the short time available to us most of the proposed regulations that directly affect the construction industry. Regrettably, we cannot recommend their adoption in their present form--not because we find fault with their objective, but, first, because in their present form they do not establish clear and intelligible guidelines, and, second, because they seem not to keep the problems in the proper perspective. While perhaps it is idealistic to believe that regulations can ever be drawn covering every conceivable situation and problem, there can be little dispute that the present regulations can be vastly improved, and must be. In our opinion, if they are adopted in their present form, they will be the source of mischief, controversy, and injustice, and in the long term may do unnecessary harm to the program for the protection of the environment.

Time does not permit extensive discussion of the regulations, but some examples will demonstrate our point.

The proposed addition to OAR Chapter 340, Division 2, Subdivision 3, regarding open burning, provides in paragraph IV:

"IV. FORCED-AIR PIT INCINERATION:

1. Forced-air pit incineration may be approved as an alternative to open burning prohibited by this regulation, provided it is demonstrated that:
 - A. No feasible or practicable alternative to forced-air pit incineration exists;

....."

Note first the prerequisite condition to approval, i.e., demonstration that "no feasible or practicable alternative exists."

Nowhere are we told to whom, by whom, or in what manner such facts must be demonstrated. More importantly, we are not told whether "feasible" or "practicable" are to be understood simply in the sense of physical possibility, without regard to economic factors, or whether practicability is to be determined with consideration for the costs involved. Further, it should be noted that the regulation does not say forced-air pit burning "will be approved" when no other alternative exists, but that it "may be approved." In short, this proposed regulation is a classic example of poor draftsmanship. No one, and particularly not a contractor working under pressure of estimating costs and submitting a bid, could possibly discern from this regulation what would be required of him; indeed, what might be required of him could vary greatly, depending upon the attitude of some inspector who may be totally ignorant of construction techniques and practices.

Another example may be drawn from the proposed regulations regarding so-called "fugitive emissions." The regulations begin by vaguely defining the term "fugitive emissions" as contaminant emissions "not easily given to measurement," whatever that may mean. Curiously, after this attempt at definition of the term, the term "fugitive emissions" never again is used in the regulations. Instead, the regulation shifts abruptly to adoption of the age-old idea of "nuisance," a term borrowed from a legal doctrine that has never been defined successfully. It is difficult to see the advantage of defining today's standards in the terms of yesterday's rather awkward legal phraseology. Perhaps, though, this is a quibble, since the proposed regulation finally comes down to a prohibition of "unusual or annoying amounts of particulate matter or odors traceable to a specific source," which in any event is not the equivalent of "nuisance" in the legal sense. If all of these unnecessary definitions and misapplied definitions were not enough to compel redrafting of the rules, consider these additional points: The regulation, so it says, shall have primary application in "populated areas of the state." We know of no area of the state that is not presently populated in the broad sense, though some areas are more densely populated than others. The rule proceeds to say that a nuisance condition shall be deemed to exist whenever property--not people--is exposed to "unusual...amounts of particulate matter." One would suppose that an "unusual amount" is any amount greater than usual. But does that mean more than is usually the result of the particular activity being conducted, or more than would be present if such activity were not conducted at all? Consider, for example, a contractor constructing a road. Presumably any dust caused by his operation is more than would be present if he were not building the road, i.e., it would be an unusual amount for that particular area. Is he in violation of the regulation even though the amount of dust he creates is no more than normal for such an operation?

AGC ENVIRONMENT COMMITTEE STATEMENTS ON PROPOSED OREGON DEPARTMENT
OF ENVIRONMENTAL QUALITY - AIR QUALITY CONTROL DIVISION REGULATIONS
JANUARY 1972

PROPOSED AMENDMENTS TO OAR CHAPTER 340, DIVISION 2, EXCEPTIONS NOTICE OF CONSTRUCTION

Under the proposed amendment to Subsection 4 of Section 20-003, the word "agricultural" is added to the exception for land clearing operations. We don't understand the necessity for a distinction between agricultural land clearing operations and other land clearing operations. Actually, site clearing for construction is a less undesirable clearing operation from a pollution standpoint than agricultural clearing would be. There are relatively few acres cleared for highway and site development in any area in a year. This clearing is a one-time operation to remove the ground cover, after which time there is usually no re-growth of material causing further disposal problems.

PROPOSED ADDITION TO OAR CHAPTER 340, DIVISION 2, SUBDIVISION 3, OPEN BURNING

In Section 11, Prohibited Practices, Subsection 3, DEQ proposes the following language: "Open burning of land clearing debris other than that otherwise exempted by law is prohibited after July 1, 1974, within the boundaries of special control areas."

These special control areas cover a very large area of Oregon and a majority of the sites of construction activity in the state. Adoption of this prohibition of open burning throughout these areas will significantly increase construction costs to the taxpayer and owners of construction sites. This increase in cost will bring a very minor benefit in reduction of pollution, a benefit not in line with the high cost.

The clearing of construction sites represents a small volume of burning in the state each year. Furthermore, this clearing and burning is a one-time operation to remove the ground cover from a construction site.

The merchantable timber on any construction site is sold rather than disposed of by burning. This reduces significantly the amount of material, from a volume standpoint, that requires disposal by burning or other means. It may be that a regulation requiring that merchantable timber be harvested and sold rather than burned would be of value in reducing the necessary burning.

Disposal of the slash from clearing operations, that is the limbs, leaves and stumps, as well as brush, by burning is by far the cheapest method of disposal. Alternatives are very much more expensive and in some areas may not be possible at all. These costs, we estimate, are in the \$800 to \$1000 per acre range and we doubt this added cost to the public would be worth the small reduction of emissions.

To relate this extra cost to the cost per mile of building a highway for instance, a rough average of the area of clearing per mile in country that requires clearing would probably be in excess of 20 acres per mile. Therefore,

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January 6, 1972

Mr. L. B. Day, Director
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1234 S. W. Morrison Street
Portland, Oregon 97205


Dear Mr. Day:

I once again would like to thank you and the members of the Commission for the opportunity to present the views of the steamship industry in regard to Oregon's Air Quality Implementation Plan.

Attached is a copy of our statement, together with proposed amendments as requested by Chairman, B.A. McPhillips.

We are in the process of rounding up copies of other State laws on this subject and will forward them to you as soon as they become available. In the interim, should you desire any other information, please feel free to write this office or contact Mr. Walter Gadsby, States Line, Portland representative for AIMS.

Very truly yours,


PHILIP STEINBERG
Regional Vice President

PS:mjb

Attachment:

Statement and Amendments

4

1-11-72

STATEMENT OF AMERICAN INSTITUTE OF MERCHANT SHIPPING - PACIFIC REGION

Before The

OREGON ENVIRONMENTAL QUALITY COMMISSION

PROPOSED ADDITIONS TO OAR CHAPTER 340, DIVISION 2, SUBDIVISION 2

SULFUR CONTENT OF FUELS AND EMISSIONS STANDARDS

(IMPLEMENTATION PLAN FOR FEDERAL CLEAN AIR ACT)

At

PUBLIC HEARING JANUARY 5, 1972--PORTLAND, OREGON

Mr. Chairman, members of the Commission, my name is Philip Steinberg and I am Regional Vice President of the American Institute of Merchant Shipping. A.I.M.S., which is an acronym for our association, represents the majority of American ship operators and U.S. flag tonnage. Since many of our members' vessels regularly call on ports in the Columbia River system, we have a vital interest in your proposed implementation plan for air quality and appreciate the opportunity to present our comments and recommendations regarding this plan.

We ask that the proposed implementation plan, requiring use of fuel oil containing 2.5 per cent or less sulfur by weight effective July 1, 1972, and 1.75 per cent or less sulfur by weight after July 1, 1973, be revised to exempt fuel used by vessels for the following reasons:

To begin with, there is a vital need for uniformity of vessel regulation necessitating Federal pre-emption in this area.

Secondly, there is precedence for exempting vessels from state SO₂ emission requirements as evidenced by recent actions in New York, New Jersey, and Delaware.

Thirdly, it is unreasonable to expect vessels to comply with SO₂ emission limits which require the use of low sulfur fuel not readily available to vessels at most ports throughout the world.

Finally, should this proposed plan be implemented, it would have an adverse impact on ocean shipping and the ports served by such shipping.

NEED FOR UNIFORMITY OF REGULATION AT FEDERAL LEVEL

Uniformity of regulation, which can only be provided at the Federal level, is essential to the operation of merchant vessels due to the nature of their operations which cause them to serve many different ports in the United States and ports in other maritime nations throughout the world.

Recognizing this need for uniformity, a Federal court in Florida recently held that jurisdiction over maritime vessels is granted exclusively to the Federal Government under the admiralty clause of the constitution. The decision in this case stated that "in a territorial sense that jurisdiction covers all waters navigable in interstate or foreign commerce, including state waters. Maritime law governs virtually every facet of the shipping industry from the design and construction of vessels to the regulation of their day to day operations and the transactions in which they engage." This court decision was aimed at preventing the destruction of the principle of uniformity in respect to maritime matters which the constitution was designed to establish.

Additionally, although the proposed plan is supposed to implement the Federal Clean Air Act as amended (Public Law 91-604), there is nothing in the language of that act to indicate that the Federal Government or Congress desired to relinquish their jurisdiction over merchant vessels or to grant any such authority to the states.

Should Oregon implement this plan for vessels, it can readily be seen that a captain of a merchant vessel calling at various ports would be faced with the problem of choosing which particular law would apply to his vessel and whether or not he would be in violation of the law should he enter the Columbia River system.

THERE IS PRECEDENCE IN EXEMPTING VESSELS FROM STATE SULFUR DIOXIDE EMISSION REQUIREMENTS

In recognition of the need for uniformity, the lack of readily available low sulfur fuel, and the need to avoid conflicting state laws with their adverse effect on

shipping, New York, New Jersey, and Delaware have recently exempted ships from their sulfur dioxide emission regulations.

GENERAL NON-AVAILABILITY OF LOW SULFUR FUEL FOR VESSELS AT PORTS THROUGHOUT THE WORLD

Aside from the need to have vessels regulated uniformly at the Federal level, the important question remains as to whether or not vessels could reasonably comply with the proposed limitations of sulfur content in fuels.

Recent studies by industry suppliers and users reveal that vessel fuel meeting the sulfur requirements of the proposed implementation plan is not available and will not be available by the prescribed date in sufficient quantities at ports where vessels must be rebunkered. At many ports low sulfur bunkers are not purchasable at any price. Since ships must usually bunker to reach their next port of call, especially in the Pacific area, they have no choice but to take on the quality and sulfur content of fuel which is available. It is therefore not feasible for vessels entering the Columbia River system from other ports not having low sulfur fuel available to be operating with low sulfur fuel in compliance with the proposed implementation plan. For example, ships in the Trans-Pacific trade must be rebunkered in Far East ports prior to returning to the United States. Fuel oil available at these ports usually contains about 4 per cent or higher sulfur by weight.

Even should sufficient quantities of low sulfur fuel be available locally in the near future, without the opportunity for replenishment with like fuel at ports on the vessel's trade route, it is doubtful that these low sulfur bunkers would remain in reserve due to a vessel's need to burn and transfer oil in order to maintain necessary propulsion and stability. At present there is no reason for users to believe that local distributors can supply sufficient quantities of fuel, guaranteed to contain 2.5 per cent, let alone 1.75 per cent, sulfur content to meet the demands of all vessels in port. Considering the fast turn-around time (24 hours or less) for tankers and many modern cargo ships which are bunkering and loading simultaneously, the supply and logistics problems would be horrendous.

ADVERSE IMPACT ON SHIPPING AND OREGON PORTS

The detrimental effect the proposed regulation would have on the operation of ships, in many instances causing them to forego calls at Oregon ports, is not in the least offset by any significant reduction in sulfur dioxide vented to the air. While we do not have data to indicate the proportion of emissions from vessels to the total daily emissions in the Columbia-Willamette area, studies conducted by air quality boards in New York and San Francisco indicate that about 1 per cent of all heavy fuel burned within the city originate from fuel burned by ships.

In view of the proportionately small amount of emissions attributable to vessels, it is hardly in the public's interest to adopt vessel emission regulations inconsistent with those in effect in other port cities at which these same vessels call. Such regulation can only impede the operation of merchant vessels and the flow of commerce to and from the ports affected by these regulations. The welfare of these port communities, in the form of jobs, payrolls, and revenues, is dependent to a great degree upon ocean commerce.

In summation, due to the need for uniformity of vessel regulation necessitating Federal pre-emption in this area, the lack of readily available low sulfur fuel, and the infeasibility of vessel compliance without drastic impact on vessel and port operation, we respectfully request that fuel used by vessels be exempted from the provisions of the proposed implementation plan.

RECOMMENDED AMENDMENTS
to
OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY PROPOSED ADDITIONS
to
OAR CHAPTER 340, DIVISION 2, SUBDIVISION 2
TO EXEMPT VESSELS FROM THE EFFECT OF PROPOSED REGULATIONS

Sulfur Content of Fuels

Part II - Residual fuel oils

After the word "weight" in both Section 1 and Section 2,
delete the periods and add the following:

"except that no person shall be prohibited from
selling, distributing, using or making available
for use, any such fuel for the purpose of operating
vessels."

General Emission Standards for Sulfur Dioxide

Part I - Definitions, subparagraph 2

Delete the period and add the following:

"with the exception of fuel burning equipment
installed on, constructed on, or modified on
vessels after January 1, 1972."

COLUMBIA-WILLAMETTE AIR POLLUTION AUTHORITY

1010 N. E. COUCH STREET

PORTLAND, OREGON 97232

PHONE (503) 233-7176

12 January 1972

L. B. Day, Director
Department of Environmental Quality
1234 Southwest Morrison Street
Portland, Oregon 97205

BOARD OF DIRECTORS
Francis J. Ivancie, Chairman
City of Portland
Fred Stefani, Vice-Chairman
Clackamas County
Burton C. Wilson, Jr.
Washington County
Ben Padrow
Multnomah County
A.J. Ahlborn
Columbia County
Richard E. Hatchard
Program Director

Dear Mr. Day:

The Columbia-Willamette Air Pollution Authority has reviewed and evaluated the Implementation Plan for the State of Oregon including the Addendum I and II and the modifications to Section 5, Air Quality Surveillance, that are being prepared based on discussions between our staff and DEQ. We believe the plan generally meets the requirements of the 1970 Clean Air Amendments, PL 91-604, and provides an effective state-wide plan.

There are a few recommendations of particular interest to the Columbia-Willamette Air Pollution Authority which we offer for your consideration.

Appendix 2 Proposed New Environmental Quality Commission Rules

Parking Facilities and Highways in the Urban Areas

Section IV Requirements

For the review of proposed parking facilities and highways, we recommend that CWAPA Notice of Construction procedures be used to perform the evaluation of the effect on air quality, etc. Then the region would submit to DEQ a recommendation for action, i.e., approval, disapproval or recommended modifications. Chapter 449.712 ORS allows 60 days to complete the review and evaluation of the plans and specifications. We suggest your regulation allow the region 21 days to complete its evaluation and submit the recommended action to DEQ.

Sulfur Content of Fuels

Section II-(2)

We understand that there is some concern about the requirements for a sulfur content of 1.75% in fuels by 1 July 1973. We have agreed that this date could be changed to 1 July 1974.

We have also agreed that mobile sources (ships) may be exempt from this rule, and in addition, to exempt any source that can meet the emission standards of 1000 ppm of SO₂.

L. B. Day
Page 2
12 January 1972

Section III Adequacy of Control Strategy

In addition to meeting the national ambient air standards, we recommend the Implementation Plan also provide for restoring and maintaining acceptable visibility. We believe the improvements in the visual range resulting from compliance with the particulate emission standards, the reduction of open burning and the anticipated reduction in motor vehicle air contaminant sources will not create enough improvement in visibility to gain public acceptance. We further believe that there are circumstances and reactions that need to be identified and documented in order to develop an adequate control strategy. We believe the Implementation Plan should include this requirement.

May we express our appreciation to the Environmental Quality Commission, its Director and staff for developing substantial changes in the Implementation Plan which we believe have resulted in an improved overall document.

For the Board of Directors.

Sincerely yours,



R. E. Hatchard

REH:jl

LLOYD ANDERSON
CITY COMMISSIONER



DEPARTMENT OF PUBLIC WORKS

ROOM 414, CITY HALL
1220 S. W. 5TH AVENUE
PHONE 228-6141

CITY OF PORTLAND
OREGON

January 11, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
1234 SW Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

I offer the following in response to your request for comments on the draft Clean Air Act Implementation Plan.

The City has long been concerned with the problems of air pollution and efforts to control pollution. The plan reflects the City's consistent view that air pollution is mainly a regional problem and regional solutions are required. We have supported the effective effort of the Columbia Willamette Air Pollution Authority. We will continue to rely on this agency as the principal means to achieve air pollution control. We appreciate the recognition of this role by the Department of Environmental Quality.

The problem of air pollution from motor vehicles has been recognized by the Federal government as one of national scope. The principal thrust of Federal regulation has been for "on-board" emission control for the individual vehicle. The data in your report indicates successful control of this source is expected in the Portland area in seven or eight years. Some supplementary measures will be required to meet Federal deadlines of 1975. Your plan proposes a regional vehicle inspection system of emission control devices to be administered by the State that will achieve about one-half of the required additional reduction of emissions by 1975 and all of the reduction needed by 1977. I believe this is an excellent proposal.

Mr. L. B. Day
Page 2
January 11, 1972

Additional measures will be required for a period of one or two years. Your plan suggests certain transportation and traffic control measures. Two of these measures have already been initiated. Tri-Met's 1975 Bus Plan and the City computer controlled signal improvements, according to your data, will accomplish 9.5% reduction in emissions. Thus these measures plus the proposed State inspection program will achieve compliance with Federal ambient air quality standards within the City by 1976.

The City will be required, by your proposed regulations, to prepare by September 1, 1972 specific implementation plans to achieve the national ambient air quality standard by 1975 and also an emergency plan to respond to very occasional emergency atmospheric episodes. The Columbia Willamette Air Pollution Authority, working with the City's Transportation Coordinator, will prepare these plans for the City's approval. Supplementary measures beyond those mentioned above will be required to meet the Federal standards for one or two years after 1975. These measures will be included in the plan.

Your plan lists certain transportation measures to be applied to achieve the required reductions in motor vehicle emissions. Many of your proposed measures will have a dramatic impact on other aspects of the life and functioning of the City. Specifically the measures to restrict or control parking and mobility without substantial replacement may well have a depressing effect on downtown property values. The very consideration of these restrictions in this public document may have an adverse impact and is not necessary to achieve the goal of better air quality.

The plan further proposes to require a permit from your agency for construction of parking facilities and highways. Further, it states this permit will only be issued if the project affirmatively supports certain goals established by your agency including not only better air quality but also noise levels and quality of life. These should not be included in the air quality plans.

The City is committed to action to improve air quality. We look forward to working with you, the Columbia Willamette Air Pollution Authority and the counties in a constructive program to improve our area.

Very truly yours,



William S. Dirker
Transportation Coordinator

WSD:jt

8

AUTOMOBILE MANUFACTURERS ASSOCIATION, INC.

320 NEW CENTER BUILDING • DETROIT, MICHIGAN 48202 • AREA 313-872-4311
Pacific Coast Regional Office • 927 Tenth St., Suite 302 • Sacramento, California 95814 • Area 916 444-3767

VIRGIL E. BOYD, CHAIRMAN
FRANKLIN M. KREML, PRESIDENT
RUSSELL E. MACCLEERY, VICE PRESIDENT

January 11, 1972

Mr. L. B. Day, Director
State Department of Environmental Quality
Terminal Sales Building
1234 SW Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

In the development of any state ambient air quality implementation plan, the Automobile Manufacturers Association believes that certain principles should be considered as the plan relates to mobile sources.

We respectfully submit the enclosed general principles and request that they be made a part of the official hearing record re Oregon's air quality implementation plan.

If you have any questions regarding these points or wish any additional information, please contact us.

Sincerely,


Charles E. Hoagland
Western Representative

CEH:eb

Encl.

STATEMENT
OF
AUTOMOBILE MANUFACTURERS ASSOCIATION
regarding
STATE IMPLEMENTATION PLANS
for meeting
NATIONAL AMBIENT AIR QUALITY STANDARDS

The Automobile Manufacturers Association (AMA) has reviewed several state implementation plans for national ambient air quality standards as they affect mobile sources. Although we concur with many of the actions proposed in these plans, we note that some inappropriately penalize the motor vehicle.

AMA urges periodic review of state control plans. The geographic and temporal distribution of new and existing pollution sources as well as the emission characteristics of those sources are subject to constant change. As older vehicles in the population are replaced with newer, lower emitting vehicles, it may be possible to relax traffic restrictions imposed for air pollution control. Further,

continued air quality surveillance may show that either more or less control is required than suggested by current estimates.

Accordingly, the AMA urges the states to consider the following comments as related to motor vehicles.

EMISSION CONTROL SYSTEM INSPECTION, EMISSION TESTING

AMA long has supported the concept of periodic motor vehicle inspection in the belief that it offers positive safety and maintenance values to the vehicle owner and the public at large. Moreover, we believe that periodic inspection of emission control systems on the millions of registered vehicles in the U. S. can significantly reduce automotive pollutants. Such an inspection should ensure proper installation and adjustment of the system.

While AMA recognizes the need for regular equipment checks, we question the practicality of a testing program to measure tail pipe emissions. Admittedly, a tail pipe test of brief duration (e.g. at engine idle) could detect gross emitters. However, a quick tail pipe test system that adequately represents emissions of vehicles in use on the road has yet to be devised. Furthermore, unless such

a test correlates with Federal Certification tests, it would pass some cars that fail the Federal test and, conversely, fail some vehicles that pass the same test.

Automobile manufacturers are required to qualify the emission control capability of their vehicle designs on the basis of the comprehensive Federal test before the vehicles are offered for sale. Since the Federal test requires 13 hours, it would be impractical as a vehicle inspection test at the consumer level.

Accordingly, AMA advocates periodic inspection of emission control systems and equipment to detect any correctable cause of high emissions by these systems and equipment in a given vehicle. Making those corrections will then ensure low emissions within the capability of the individual vehicle at that time.

MODIFICATION OF MOTOR VEHICLE FUELS AND FUELING SYSTEMS

Some state implementation plans deal with fuel modification - such as low lead or unleaded gasoline. Included are proposals that would prevent the flow of leaded gas from a filling station pump into vehicles that operate on unleaded fuel. In our judgement, fuel and fueling system

modification can best be handled on a nationwide basis. Motor vehicles travel intrastate and interstate. If one state adopted a unique fuel tank filler design and a nearby state required a different design, the motorist crossing into another state might not be able to purchase fuel.

FLEET CONVERSIONS

AMA supports in concept the conversion of large, gasoline fueled motor vehicle fleets to special types of lower emission systems. However, careful testing is necessary to prove that the conversions emit less pollutants than current mass produced vehicles. It should also be determined that emissions will remain low for the life of the vehicle.

Commonly considered conversion systems include use of liquefied petroleum gas (LPG, usually propane) or natural gas. These systems typically reduce emissions on older vehicles - those with no controls or those with limited controls. Careful design and development may be necessary to ensure that these gaseous type fuel systems emit less pollutants than production vehicles a model year or two in the future.

Comparison of the emissions of the conversion system also should be made with vehicles that will be produced during the few years after the conversions have been completed. The cost of the conversion could so boost the total cost of the vehicle and reduce its resale marketability that a fleet operator would have little choice but to retain his vehicles - possibly while newer vehicles with even lower emission levels are available.

When considering a type of conversion system, it is important that the system not impair the ability of the vehicle to perform and respond safely in urban traffic - and that the system be economically acceptable.

REGULATION OF MOTOR VEHICLE OPERATIONS

Provisions in implementation plans that would restrict motor vehicles from certain designated areas should be carefully evaluated. Any proposed regulation should answer this question: Will it bring relief to a pollution problem? If the cause of the pollution primarily stems from stationary sources, restriction of motor vehicle traffic is not the answer. In those instances where motor vehicles are a major contributor, the proposals should consider the best

methods of reducing pollutants at the least cost and inconvenience to the public.

We suggest that state implementation plans which include strategies for attracting auto commuters to transit also include provisions for improved highway traffic control measures. Uninterrupted traffic flow would achieve positive results in improving air quality by reducing those motor vehicle emissions which peak under stop and go, idling and slow moving conditions. In addition, a better traffic control system would go far in providing other obvious benefits to the motoring public.

CONCLUSION

The AMA urges that these comments be considered and stands ready to offer technical assistance that might be helpful in achieving air quality goals.



DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING
DEPARTMENT OF ENVIRONMENTAL QUALITY

• SALEM, OREGON • 97310 • Phone 378-6570

TOM McCALL
GOVERNOR

SAM R. HALEY
Director

RECEIVED
JAN 11 1972

January 7, 1972

AIR QUALITY CONTROL

Mr. L. B. Day, Director
Department of Environmental
Quality
720 State Office Building
Portland, OR 97201

Dear Mr. Day:

Proposed Amendment to OAR Chapter 340, Division 2

Last Tuesday, at our request and through the cooperation of your staff, the Department of Transportation secured those portions of the proposed rules that might affect transportation. Since you are working under a deadline imposed by Federal requirements, and notwithstanding my own limitations, I have hastily prepared and submit for your consideration the following comments and observations:

1. Consider allowance of more time for affected state and local agencies to review, analyze and comment on the proposed rules.
2. Omit, or define more precisely, some of the criteria or terms used in the proposed amended rules.

Specifically, for example, I refer to the following paragraphs setting forth a portion of the policy of the Environmental Quality Commission:

"It is therefore the policy of the Environmental Quality Commission:

1. To allow only those parking facilities and highways to be built which are consistent with environmentally

Mr. L. B. Day
Page 2
January 7, 1972

sound transportation plans, and which do not interfere with attaining and maintaining acceptable air quality, noise levels and quality of life in urban areas.

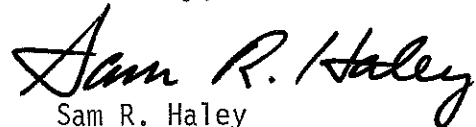
2. To promote the development of comprehensive transportation plans in urban areas in which environmental considerations play a major role, and specifically to promote the development of mass transit systems wherever feasible."

Persons charged with official responsibilities to plan for and proceed with highway and parking facility construction, as well as members of the Environmental Quality Commission and the interested public, would be uncertain, it seems to me, about such standards or criteria as "environmentally sound transportation plans," "quality of life" and "comprehensive transportation plans...in which environmental considerations play a major [emphasis supplied] role."

In addition to requesting your review and consideration of the above, I also wish to point out that agencies, both state and local, having responsibilities for highway planning and construction are not only vitally interested in the content of the proposed rules but are equally interested in their application and implementation. Perhaps it would be worthwhile and appropriate if the members of the Environmental Quality Commission and the members of at least those other state boards and commissions having transportation-related responsibilities could meet to discuss their mutual interests and their interrelationships in the performance of their public responsibilities.

At a meeting of the Ports Commission last Wednesday those members present expressed their general concurrence with the comments contained in this letter.

Sincerely,


Sam R. Haley
Director

cc: Members and administrators of
the Aeronautics, Highways, Mass
Transit and Ports Commissions

(1)

SENSIBLE TRANSPORTATION OPTIONS FOR PEOPLE
(STOP)

12th Floor, The Bank of California Tower
Portland, Oregon

January 11, 1972

Environmental Quality Commission
State Office Building
Portland, Oregon

Reference: Addendum to Sensible Transportation
Options for People (STOP) statement
at hearing.

Gentlemen:

On January 5, 1972, Mr. Michael Crawford, representing Sensible Transportation Options for People (STOP), presented a statement concerning our position on proposed changes to the Department of Environmental Quality's administrative rules presented as part of Oregon's implementation plan.

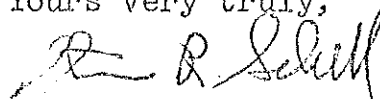
To supplement that statement, we respectfully request that the following comments be inserted in the record.

One portion of the proposed regulation on parking facilities and highways in urban areas is unclear. Section 4 dealing with requirements as presently drafted does not make clear that obtaining a permit from the Department of Environmental Quality can be made a condition precedent to construction of any new parking facility. We suggest that in your drafting of the regulations, you consider adapting ORS 449.712(2) in order to accomplish this result. The first part of subsection (2) of Section 4 of the regulation would thereby read as follows:

"2. The Department may within thirty days of notification as a condition precedent to the construction, installation, establishment, or modification of a parking facility require submission of the following materials: ... "

We hope you will give this recommendation due consideration.

Yours very truly,



STEVEN R. SCHELL,
President

SRS:mp

OREGON



DIVISION

sent to EPA

Izaak Walton League of America, Inc.

DEFENDER OF SOIL, WOODS, WATERS AND WILDLIFE

STATE OFFICERS

James A. Potter, *President*
1505 Cornell Avenue
Gladstone, Oregon 97027

James K. Belknap, *Vice President*
1400 S.W. 84th Avenue
Portland, Oregon 97223

Roderick J. Munro, *Secretary*
3300 S.W. Ridgewood Road
Portland, Oregon 97225

Ralph E. Bergerson, *Treasurer*
Timber Route
Vernonia, Oregon 97064

January 12, 1972

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
Department of Environmental Quality
Terminal Sales Building
1234 S.W. Morrison Street
Portland, Oregon 97205

RECEIVED
JAN 19 1972

AIR QUALITY CONTROL

Dear Sir:

Submitted herewith is a statement of the Oregon Division, The Izaak Walton League of America to the Oregon Department of Environmental Quality for the record of the public hearing, "Clean Air Act, Implementation Plan for Oregon".

It is not the practice of the Oregon Division to be tardy in submitting a prepared statement, however, due to the tight schedule and the number of people presenting statements on the hearing date, our statement was not presented.

Your kindness to make this a matter for the record will be appreciated.

Kindest regards.

Sincerely,

Oregon Division
The Izaak Walton League of America, Inc.

James A. Potter
President

JP:

Encl.

Statement of Oregon Division,
Clean Air Act, Implementation Plan For Oregon

CC: Dr. David B. Charleton, Chairman,
Air and Water Pollution Committee

Mr. Harold Maiken, Committee Member,
Air and Water Pollution

STATEMENT OF THE OREGON DIVISION, IZAAK WALTON LEAGUE
OF AMERICA TO THE OREGON DEPARTMENT OF ENVIRONMENTAL
QUALITY FOR THE RECORD OF THE PUBLIC HEARING, "CLEAN
AIR, IMPLEMENTATION PLAN FOR OREGON".

JANUARY 5, 1972

Speaking for the Oregon Division of the Izaak Walton League, I am pleased to present a statement relative to the Clean Air Act and the plan to implement it in Oregon.

Fifty years ago the founding members of the League declared "it's time to call a halt" in the destruction of our natural resources or to use the modern term, environmental degradation. The concern then was with wildlife habitat, water pollution and forest practices and the slogan which attracted people to our ranks was "Defender of Woods, Water and Wildlife". A few years later, Soils was added to the slogan and we became active in conservation education. Our pioneering work in the fight against litter, which Life magazine recognized editorially in 1953, was also a factor in the founding of Keep American Beautiful in that year.

Coming now to air, our current policy statements direct attention to the 1970 Clean Air Act and its amendments which provide new opportunities for citizen involvement on the basis that effective expression of public aspirations for clean air is vital.

After many years of public indifference to the natural environment and the basic resources upon which life on earth is dependent, it is encouraging to see the public awakening which developed momentum in only the past few years. The goals, with respect to air, in the form of National Air Standards, and in current federal legislation regarding water, are being set very high. Let us hope that they are possible of attainment without serious effect on our business economy.

Waltonians have frequently criticized and prodded your predecessor agency, the State Sanitary Authority into more aggressive action. This is perhaps an appropriate time to say that we are pleased with operations in recent years, especially in the significant abatement of pollution in the Willamette River. We also recognize the abatement of air pollution now occurring as a result of air quality programs by the Department and by the regional authorities.

Your Department is to be commended for the great amount of work required in the development of a plan designed to meet the rigid national standards and to do it in the very short time set by the Environmental Protection Agency.

Dr. David B. Charleton, Ph.D.
Chairman, Air and Water Pollution Committee
Oregon Division, Izaak Walton League of America

Coordinated and approved by:

Oregon Division,
Izaak Walton League of America, Inc.


James A. Potter
President

RECEIVED
JAN 18 1972

AIR QUALITY CONTROL

SENSIBLE TRANSPORTATION OPTIONS FOR PEOPLE
(STOP)

12th Floor, The Bank of California Tower
Portland, Oregon

January 11, 1972

Environmental Quality Commission
State Office Building
Portland, Oregon

Reference: Addendum to Sensible Transportation
Options for People (STOP) statement
at hearing.

Gentlemen:

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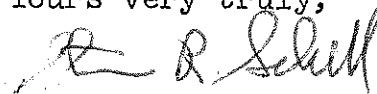
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"2. The Department may within thirty days of notification as a condition precedent to the construction, installation, establishment, or modification of a parking facility require submission of the following materials: ... "

We hope you will give this recommendation due consideration.

Yours very truly,



STEVEN R. SCHELL,
President

MILLER'S State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY • DOWNTOWN, PORTLAND, OREGON 97204
for men **RECEIVED**
JAN 20 1972
AREA CODE 503 • 226-3933
January 14, 1972

AIR QUALITY CONTROL

L. B. Day, Director
Oregon Department of Environmental Quality
Terminal Sales Building Annex
Portland, Oregon 97205

Dear Mr. Day:

We recognize the importance of setting clean air standards for downtown Portland. However, as long-established, home-owned downtown Portland retailers, we strongly encourage you to be realistic. Undue restriction of SHOPPER automobile traffic in the downtown retail core will do irreparable harm and eventually will be the death knell to the downtown retailers.

Retailing is what lends excitement and life to the downtown. Without it, downtown will become a jungle, occupied only by office workers during the day. These downtown workers are the only ones who can be expected to patronage the rapid transit in large numbers.

Today is 1972, not 1942 and not 1992. The SHOPPER demands the convenience of his car. Proof is illustrated by the dramatic growth of shopping centers which already draw SHOPPERS away from downtown.

Even the Mayor's Citizens Advisory Committee to the downtown Plan has encouraged close-in peripheral parking for the SHOPPER.

As President of the Portland Retail Trade Bureau and as the fourth generation of a store that hopes to be here for additional generations, I strongly encourage you not to unduly restrict SHOPPER automobile traffic in downtown Portland.

MILLER'S FOR MEN, INC.

Alan E. Miller

Alan E. Miller

1/11

Dear L.B.

A few comments on the Impl.
Plan Hrqs:

1. PUBLIC PARTICIPATION - Many points made by OSPIRA + others have merit - I think a statement in the PLAN, at least reflecting current policy + procedure in this area would be appropriate. ✓

2. FINE PARTIC - DEQ should support research ✓

motion of interest

chatter

3. PARKING LOTS + FREEWAYS - I generally support staff proposals - Recommendations by STOP + others to include small parking lots + arterial streets etc. are unnecessary to achieve goals

This part of PLAN should be closely coordinated w/ local gov.

DEQ should assume a supportive posture as long as local gov. takes required leadership + action.

AOI makes a good point about the planning costs to a parking facility developer + the lack of criteria + guidelines - This should be more specific if possible.

4. NON-DEGRADATION - A good concept,
+ one I believe we have been
following tho in a fragmentary
+ informal way. If feasible +
appropriate I would like to see
a "non-degradation" policy statement
in the PLAN.

5. ADDITIONAL STD'S - If appropriate
I would like to see a statement
in the PLAN that EQC will
promulgate rules + req's for contaminants
other than those required by Feds.
i.e. fluorides, etc.

gam

minutes of interest

In the _____ Court of the State of Oregon
for the County of Multnomah

BEFORE THE DEPARTMENT OF ENVIRONMENTAL QUALITY OF THE STATE OF OREGON

NOTICE OF INTENDED ACTION REGARDING PROPOSED IMPLEMENTATION PLAN UNDER THE FEDERAL CLEAN AIR ACT, AS AMENDED, AND PROPOSED ADOPTION OF RELATED RULES AND REGULATIONS

On January 5, 1972, at 10:00 a.m., a public hearing will be convened in the 2nd floor auditorium, Public Service Building, 920 S.W. 4th Avenue, Portland, Oregon, and on January 7, 1972, at 1:30 p.m., a public hearing will be convened in the Jackson County Courthouse auditorium, Medford, Oregon, to consider adoption of an implementation plan prescribed under the Federal Clean Air Act, as amended, and the adoption of rules relating thereto. (PL 71-60)

The proposed implementation plan proposes to adopt new rules and amend and repeal existing rules relating to industrial and commercial air contaminant sources, sulfur content of fuels, open burning, ambient air standards, state and local government action to reduce motor vehicle emissions in areas of the state, and air pollution emergency controls.

Additionally, the implementation plan sets forth the means by which the state of Oregon proposes to meet federal requirements regarding air quality surveillance, emissions surveillance, enforcement of rules and regulations, and air pollution emergencies.

Interested persons may present their views, statements or comments, either orally or in writing, at the aforesaid hearings, or submit their written statements prior to the hearing to the Director, Department of Environmental Quality.

Copies of a summary of the proposed implementation plan and rules may be obtained upon request from the Department of Environmental Quality, Terminal Sales Building, 1234 S.W. Morrison, Portland, Oregon, 97205. Additionally, copies of the complete plan and rules are available for inspection at the following locations:

1. Department of Environmental Quality, 1244 S.W. Morrison, Portland, Oregon
 2. Department of Environmental Quality, 202 State Office Building, Eugene, Oregon
 3. Department of Environmental Quality, 1600 S.E. Stephens, Roseburg, Oregon
 3. Department of Environmental Quality, 392 S.E. 6th, Pendleton, Oregon
 4. Department of Environmental Quality, 461 E. Greenwood, Bend, Eugene, Oregon
- Dated this 13 day of November, 1971.
- L.B. Day
Director

_____ vs. _____

_____ Plaintiff

_____ Defendant

Affidavit of Publication

STATE OF OREGON }
County of Multnomah } s.s.

I, D. M. MOBLEY being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregonian for TWO successive and consecutive ISSUES on the following dates: DECEMBER 4 AND 6, 1971

D. M. Mobley
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 8 day of DECEMBER 19 71

[Signature]
Notary Public for Oregon
My Commission Expires Sept. 3, 1972

NOTICE
BEFORE THE DEPARTMENT
OF ENVIRONMENTAL QUALITY
OF THE STATE OF OREGON
NOTICE OF INTENDED ACTION
REGARDING PROPOSED IMPL-
EMENTATION PLAN UNDER THE
FEDERAL CLEAN AIR ACT, AS
AMENDED, AND PROPOSED
ADOPTION OF RELATED RULES
AND REGULATIONS

On January 5, 1972, at 10:00 a.m., a public hearing will be convened in the 2nd floor auditorium, Public Service Building, 620 S.W. 6th Avenue, Portland, Oregon, and on January 7, 1972, at 1:00 p.m., a public hearing will be convened in the Jackson County Courthouse auditorium, Medford, Oregon, to consider adoption of an implementation plan prescribed under the Federal Clean Air Act, as amended, and the adoption of rules relating thereto. (PL 91-604)

The proposed implementation plan proposes to adopt new rules and amend and repeal existing rules relating to industrial and commercial air contaminant sources, sulfur content of fuels, open burning, ambient air standards, state and local government action to reduce motor vehicle emissions in areas of the state, and air pollution emergency controls.

Additionally, the implementation plan sets forth the means by which the state of Oregon proposes to meet federal requirements regarding air quality surveillance, emissions surveillance, enforcement of rules and regulations, and air pollution emergencies.

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1. Department of Environmental Quality, 1234 S.W. Morrison, Portland, Oregon
2. Department of Environmental Quality, 302 State Office Building, Eugene, Oregon
3. Department of Environmental Quality, 1000 S.E. Stephens, Roseburg, Oregon
4. Department of Environmental Quality, 302 S.E. 6th, Pendleton, Oregon
5. Department of Environmental Quality, 451 E. Greenwood, Bend, Oregon

Dated this 18 day of November, 1971.

L. E. Day
Director

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

RECEIVED
DEC 13 1971

AIR QUALITY CONTROL
State of Oregon,

County of Jackson

Affidavit of Publication

ss.

I, Sarah Hayes, being first duly

sworn, depose and say that I am the Principal Clerk
(OWNER, EDITOR, PUBLISHER, MANAGER.)

ADVERTISING MANAGER, PRINCIPAL CLERK, PRINTER OR PRINTER'S FOREMAN
of Medford Mail Tribune, a newspaper of general circulation, as defined by ORS 193,010 and 193,020; printed and published at Medford in the aforesaid county and state:

that the Notice of Hearing on Environmental Quality

copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive days in the

following issues Dec. 7, 9, 1971
(HERE SET FORTH DATES OF ISSUES IN WHICH THE SAME WAS PUBLISHED)

Sarah Hayes

Subscribed and sworn to before me this 9th day of Dec., 1971

Alta W. Lindsey
NOTARY PUBLIC FOR OREGON

My Commission expires 16th day of Oct., 1973

GUARD PUBLISHING COMPANY

P. O. BOX 1232

PHONE (503) 345-1551

EUGENE, OREGON 97401

Legal
Notice

4347

Legal Notice Advertising

- GLENN O'DELL
- DEPARTMENT OF ENVIRONMENTAL
- QUALITY,
- 1234 S.W. MORRISON STREET.
- PORTLAND, OREGON 97205

- Tearsheet Notice
- Duplicate Affidavit

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,)
COUNTY OF LANE,) ss.

I, Mary Beyerl
being first duly sworn, depose and say that I am the Advertising Manager, or his principal clerk, of the Eugene Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state, that the

NOTICE OF HEARING

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues:
December 4 and 6, 1971

Mary Beyerl
Subscribed and sworn to before me this DEC 6 1971

[Signature]
Notary Public for Oregon

My Commission Expires: 4/17/74

4347 AFFIDAVIT

BEFORE THE DEPARTMENT OF ENVIRONMENTAL QUALITY OF THE STATE OF OREGON NOTICE OF INTENDED ACTION REGARDING PROPOSED IMPLEMENTATION PLAN UNDER THE FEDERAL CLEAN AIR ACT, AS AMENDED, AND PROPOSED ADOPTION OF RELATED RULES AND REGULATIONS

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Copies of a summary of the proposed implementation plan and rules may be obtained upon request from the Department of Environmental Quality, Terminal Sales Building, 1231 S.W. Morrison, Portland, Oregon, 97205. Additionally, copies of the complete plan and rules are available for inspection at the following locations:

1. Department of Environmental Quality, 1234 S.W. Morrison, Portland, Oregon
2. Department of Environmental Quality, 302 State Office Building, Eugene, Oregon.
3. Department of Environmental Quality, 1600 S.E. Stephens, Roseburg, Oregon
4. Department of Environmental Quality, 363 S.E. 6th, Pendleton, Oregon
5. Department of Environmental Quality, 461 E. Greenwood, Bend, Oregon

Dated this 15th day of November, 1971.
L. B. Day
Director
So. 4347--Dec. 6, 1971

BEFORE THE
DEPARTMENT OF
ENVIRONMENTAL QUALITY
OF THE
STATE OF OREGON

NOTICE OF
INTENDED ACTION
REGARDING PROPOSED
IMPLEMENTATION
PLAN UNDER
THE FEDERAL
CLEAN AIR ACT,
AS AMENDED,
AND PROPOSED
ADOPTION OF
RELATED RULES
AND REGULATIONS

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3. Department of Environmental Quality, 1600 S.E. Stephens, Roseburg, Oregon
4. Department of Environmental Quality, 302 S.E. 6th, Pendleton, Oregon
5. Department of Environmental Quality, 461 E. Greenwood, Bend, Oregon

Dated this 18th day of November, 1971.

L.B. DAY

310-1-C

Affidavit of Publication

STATE OF OREGON, COUNTY OF DESCHUTES, -- ss.

I, Mary Manning, being first duly sworn, depose and say that I am the Principal Clerk of the Publisher of The Bulletin, a newspaper of general circulation printed and published at Bend in the aforesaid county and state as defined by

ORS 193.010 and ORS 193.020, that Notice of Hearing

Environmental Quality of the State of Oregon

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one successive and consecutive weeks in the following issues: December 4, 6, 1971

Mary Manning
Subscribed and sworn to before me this 6th day
of December, 1971.

Margot Bearden
Notary Public for Oregon
(My Commission Expires July 1, 1974)

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity }
Law } No. _____

EO-338
BEFORE THE DEPARTMENT OF
ENVIRONMENTAL QUALITY
OF THE STATE OF OREGON

NOTICE OF INTENDED ACTION
REGARDING PROPOSED IM-
PLEMENTATION PLAN UNDER
THE FEDERAL CLEAN AIR ACT, AS
AMENDED, AND PROPOSED
ADOPTION OF RELATED RULES
AND REGULATIONS

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2. Department of Environmental Quality, 302 State Office Building, Eugene, Oregon
3. Department of Environmental Quality, 1000 SE Stephens, Roseburg, Oregon
4. Department of Environmental Quality, 302 SE 6th, Pendleton, Oregon
5. Department of Environmental Quality, 401 E Greenwood, Bend, Oregon

Dated this 18 day of November 1971.
L. B. Day
Director
December 4, 6, 1971

STATE OF OREGON, }
County of Umatilla } ss.

I, Ina Maestretti being first duly sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the Notice of Hearing

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive insertions in the following issues:

December 4, 6, 1971

Ina Maestretti

Subscribed and sworn to before me this 9th day of December, 19 71

Patricia J. Hawk
Notary Public of Oregon

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
RECEIVED
DEC 17 1971

BEFORE THE DEPARTMENT OF ENVIRONMENTAL QUALITY
OF THE STATE OF OREGON

NOTICE OF INTENDED ACTION REGARDING PROPOSED
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5. Department of Environmental Quality, 461 E. Greenwood, Bend, Oregon

Dated this 18 day of November, 1971.

s/ L. B. Day
Director

AP - Clean Air Implementation Act

copy to ~~DAB~~ HMP
Good Coverage
Rel. ~~Eng~~

Hearing on Clean Air Act set for Eugene

Eugene has been added to the list of cities where formal public hearings will be held on the Federal Clean Air Act implementation plan for Oregon.

The additional hearing was scheduled after the Lane Regional Air Pollution Authority (LRAPA) and other regional air pollution boards from around the state had an informal meeting Wednesday at the Sweetbrier Inn, near Portland, with representatives of the Environmental

Quality Commission and Department of Environmental Quality.

Wickes Beal, LRAPA chairman, said the hearing will be at 8 p.m. on Friday, Jan. 7, at Harris Hall.

Originally, the DEQ had scheduled only two hearings on the implementation plan -- at 10 a.m. on Jan. 5 in Portland and at 1:30 p.m. on Jan. 7 in Medford. Mrs. Beal said, however, that LRAPA sought a hearing in Eugene also because of the high interest in this area.

A special LRAPA meeting to explain the implementation plan to the public has been scheduled for 7:30 p.m. Monday in the Eugene Public Library's meeting room. Mrs. Beal said Joe Richards, LRAPA attorney, will outline the implementation plan and there will be an opportunity for questions and answers.

Oregon is one of the first states to complete an implementation plan, which, according to the Clean Air Act, must be submitted by each state by Jan.

30. This plan must show how a state plans to reach national air quality standards by 1975.

The new regulations will affect the construction of parking facilities and highways in urban areas, will set up action guides for air pollution emergencies, and will prohibit open burning of industrial wastes anywhere in the state.

Copies of the bulky 750-page plan are available for inspection at the state DEQ office in Eugene, the Eugene and Springfield public libraries, and the University of Oregon Law School Library. Extra copies of summaries of the plan also are available at the law school library.

Mrs. Beal said it is important for the public to realize that the plan will provide a whole new structure of air pollution laws in the state.

ER26
12-16-71

MINUTES OF THE PUBLIC HEARING ON
OREGON'S AIR QUALITY IMPLEMENTATION PLAN
Eugene, Oregon January 7, 1972

A Public Hearing on Oregon's Implementation Plan prepared for the Environmental Protection Agency as required by the Federal Clean Air Act as Amended was held in Harris Hall, adjacent to County Courthouse, in Eugene on January 7, 1972 before L. B. Director of the Department of Environmental Quality, as Hearing Officer. Environmental Quality Commission Member, Storrs S. Waterman joined B. Day shortly after opening the meeting.

Approximately 115 persons attended representing themselves as private citizens, air pollution authorities, Environmental Defense Council, League of Women Voters, Law School, Sierra Club, County City government, schools and educational institutions, industry, fraternal associations, and E.P.A.

L. B. Day opened the Hearing at 8:07 p.m. and after introductions acknowledged the receipt of written testimony from

a. Asphalt Pavement Association of Oregon, Mike Huddleston, Manager:

Mr. Huddleston stated that the membership he represents produces over 75% of the asphalt used in the State. He related to the progress made by the industry; to figures representing the industry's contribution to air pollution; to the short time period allowed for review of the Implementation Plan; and alleged the Plan is incomplete. He testified directly to the particulate emissions from process equipment regulation and the more restrictive current emission standards for hot mix asphalt plants which limit emissions to a maximum of 40 lbs/hour. He also questioned the necessity of new provisions covering

fugitive emissions and their necessity inasmuch as city ordinances, state statutes and the right of civil suit prevails. The written testimony has been made a part of the Hearing records and is attached as exhibit (a).

b. Lane Regional Air Pollution Authority, Wickes Beal, Chairman:
Mrs. Beal urged strengthening the implementation and further limits on motor vehicle emissions, and to include inspection of vehicles in the entire State. The written testimony has been made a part of the Hearing record and is attached as exhibit (b).

Mr. L. B. Day called upon F. Glen Odell, Chief of Technical Services, Air Quality Control Division, Department of Environmental Quality, to present a summary report of the Implementation Plan. Mr. Odell gave an approximate 50 minute presentation outlining the major points and sections of the Plan. Illustrated charts were used to explain pertinent points.

Mr. L. B. Day then called upon persons wishing to make a statement at the Hearing and the following persons testified:

1. Wickes Beal, Chairman, Lane Regional Air Pollution Authority:
Mrs. Beal, representing the Lane Regional Air Pollution Authority, spoke to the dedication of LRAPA in obtaining the roll-back in pollution necessary for acceptable air quality. She stated the numerous times standards have been exceeded for the record and the average concentration in Eugene for suspended particulates was 91 ug/m^3 compared to the standard of a yearly geometric mean of 60 ug/m^3 . (The arithmetic mean of 11 months data is expected to yield a geometric mean of about 75 ug/m^3). She recognized local sources on

an annual basis and emphasized the worst periods are summer and fall when pollution sources are augmented by field burning and slash burning activities. She requested that LRAPA be a participant in discussions on slash burning programs and inquired as to the availability of Federal funds for further research for alternatives to field burning. She also requested an early meeting with the Department to see what immediate steps can be taken to alleviate the situation. The statement is attached and made a part of this Hearing record as Exhibit 1.

2. Margaret Patoine, representative of the public on the LRAPA

Advisory Committee: Mrs. Patoine deferred further statement in the interest of time and asked the record to show that she agrees with the testimony of Wickes Beal.

3. M. Elizabeth Pritchard, citizen living near Goshen: Mrs. Pritchard expressed concern about aerial spraying on farm land which is adjacent to her property. She alleged the use of sprays such as 4A356T, 24D and DDT had affected her health and that of her husband. She reviewed the history of the death of sheep on her property in 1970 and her contact with various officials and agencies to evaluate the problem and obtain relief. No spraying was done in 1971.

4. The League of Women Voters, Mrs. John Northway: Mrs. Northway expressed concern that the roll-back technique used in the plan would allow an increase in air contaminants in non-degraded areas. She acknowledged the plan included calculations relative to new significant sources, but not pollution that accompanies every day activities of people. She supported the permit program, utilization of best technology, concept that pollution costs should be a part of

production costs, and regional approaches, but requested frequent evaluation of roll-back procedures and techniques. She urged a large scale meteorological study of the Willamette Valley and urged DEQ to request the Federal government to standardize equipment used to measure background and contaminants which reduce visibility. She supported restrictions on traffic, control of emissions from motor vehicles and vigorous pursuit of the "emission reduction plan." She supported the compliance rule as reasonable and suggested semi-annual public hearings on the Implementation Plan; that copies should be made available to citizens of proposed revisions, compliance schedules and progress reports and thanked DEQ for a frank and cooperative attitude. (See Attachment 4.)

5. Upper Willamette Environmental Defense Council, Bruce H. Anderson, Secretary: Mr. Anderson's comments were directed to the requirements of Section 110 of the Federal Clean Air Act as amended. He reviewed the section and stated Oregon's Plan reflects no greater commitment than to meet all Federal ambient air standards by 1975. He spoke to the non-degradation issue and no where in the law are provisions which do not permit States to do better than the requirements of the Federal Act and related his testimony to ORS 449.765 (1)(a). He emphasized and extensively covered the need to do more in the control of motor vehicles and urged a state-wide basis as a means of automobile emission control programs. He recognized the difficulty in controlling emissions, but expressed serious doubt that a once a year motor vehicle inspection was adequate and suggested 3 month inspection periods initially. He urged firmness in implementing the Plan and in enforcing the law. A copy of Mr. Anderson's testimony has been made a part of the hearing record and is attached as Exhibit (E)

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6. L. Jackson, citizen: Mrs. Jackson expressed concern relative to the Emergency episode criteria and guidelines suggest the levels were unrealistic. She urged enforcement of primary and secondary standards and urged a health study to meet State needs. (See Attachment 6)

7. Mel McDerman, citizen of Eugene: Mr. McDerman related to earlier work he had done in the air pollution and reviewed several news articles and experiences indicating steps individual citizens can do to help control pollution.

8. Jack E. Dearth, Jack's Auto Service & Towing (Owner): Mr. Dearth spoke in favor of controlling air pollution, but expressed some concern that the public should be protected as related to motor vehicle inspection. He cited recent developments in news articles and of his own knowledge and experiences and concluded that he was in support of safety and air pollution control devices.

9. Bernt A. Hansen, citizen: Mr. Hansen criticized Federal standards as inadequate and suggested the plan should contain provisions for research; for citizen input to compliance schedules, and a schedule establishment by Hearing. He suggested a reward for citizens reporting violations of visible emissions. The written testimony of Mr. Hansen has been made a part of the Hearing record and is attached as Exhibit (9).

10. Philip Montgomery, human race: Mr. Montgomery discussed the use of liquid methane fuel for motor vehicles and possible conversion of all city and state vehicles to methane fuel.

There being no further testimony, Mr. L. B. Day advised that testimony would be received through January 11, 1972 and declared the Hearing closed.

Mr. Day offered comments relative to his agreement on additional citizen participation, his understanding of the peoples concern about degradation and recognized the need for a well thought out motor vehicle inspection program.

A tape record was made of the Hearing and the list of 78 persons signing the attendance record is attached.

TESTIMONY GIVEN AT THE HEARING BEFORE THE
ENVIRONMENTAL QUALITY COMMISSION REGARDING
THE OREGON IMPLEMENTATION PLAN

BY: MIKE HUDDLESTON, MANAGER, ASPHALT PAVEMENT
ASSOCIATION OF OREGON

Mr. Day, Chairman McPhillips, Members of the Board
and Ladies and Gentlemen:

My name is Mike Huddleston. I am Manager of the Asphalt Pavement Association of Oregon, and I represent at this hearing thirty-two (32) plant owners and seventeen (17) dealers of asphalt materials or equipment. I am sure the additional owners also sanction these remarks. My members produce over 75% of the asphalt used in the state of Oregon.

I am proud to say and I am sure your staff and the staff of the regional authorities will agree our industry has made substantial improvement in their equipment in an attempt to do our share to keep Oregon the most livable state in the Union. The days of the huffing, puffing black monster called an Asphalt Plant are at an end. Now we are modern, clean and the plume you see is steam which is non-toxic and not detrimental to your health nor to the atmosphere.

Now the above statement may not be absolutely true, one hundred percent of the time, but let us examine the facts taken from your data sheets enclosed in the implementation plan. Our category listing is petrochemical and our emission is fine particulates. In the Portland Interstate region, our contribution is 0.8%; in the South West region, 138

tons a year out of a total of 31,834, or 0.43%; in the North West region, 69 out of 4,999, or 1.4%; in the Central region, 488 tons out of 8,588, or 5.6% and finally, in the Eastern region, 186 tons out of 5,368, or 3.4%. The statewide average is 1.2% and, remember, in the number one problem area, the Portland Interstate region, it is less than 1%. If they all shut down, you would never know the difference as far as air quality is concerned.

What does all this mean? Let's get to the point -- let's talk about the implementation plan. My first comments will be directed toward the general procedure. I will have to go along with Doctor Gay of OSPIRG in regard to the amount of time allotted for the public and industry to review the plan. He suggested we had thirty days to review and should have had ninety days. Let's examine the facts. An addendum was issued on December 27, 1971 and the first hearing was held January 5, 1972. Mr. Glenn O'dell in his presentation says: "Don't pay any attention to the Air Monitoring Section...we are still working on that." We are, in effect, holding a hearing on an unfinished document. I admire Mr. Day and his staff and the regional staffs for the great effort they put forth, but the problem lies with the federal government's deadline of January 31, 1972. I believe all concerned should contact our Oregon Congressional delegation and ask them to re-set the deadline for July 1, 1972, or some other practical deadline.

Oregon is not alone in this problem. Other states are struggling along even behind us. I can foresee all sorts of legal entanglements cropping up as a result of insufficient hearings and rules that are not clear

and concise. No fair-minded person can argue against the need for this great plan, but I am afraid he could argue on the points mentioned above. I will not elaborate on specific items, as I believe the Associated General Contractors testimony listed a few. An example of suitable notice and time is the proposed amendment to the rules relating to Occupational Health. They have held five hearings on an eight-page document, and the hearings have been extended over a four-month period of time. My remarks directed toward the actual plan are as follows:

Particulate Emissions from Process Equipment

Your new amendment places all industrial processes not covered by specific emission standards under the table labeled Exhibit A, Table I, Particulate Matter Emissions Standard for Process Equipment, which has no maximum limit. Our industry is covered by a specific standard and our formula is the same, but we have a maximum limit of 40 lb/hr. We have no quarrel with other industries and we are not asking for a maximum of 40 lb/hr. for them but are in effect asking only to be put on the same standard, no limit formula as they are. Our plants whose gas volumes exceed 26,000 standard cubic feet cannot make use of 0.2 grains per standard cubic foot as they would be exceeding the 40-pound maximum. I am enclosing a graph to illustrate my point. Our basis for this request is simply we see no reason our industry should be treated in a more restrictive manner than other industries.

The next point in question is the new additional provision covering fugitive emissions.

Let me point out again we are not quarreling with you about a program

for clean air, but in this case, we are saying existing city ordinances, state statutes and the right of civil suit make this proposal unnecessary.

Asphalt operations inside the city limits are covered by zoning regulations and city nuisance ordinances, and it is not the intention of the new provision to cover rural areas. If my trucks raise dust and ruin your flowers or paint job, you have the right of civil suit for damages. It should not be treated as a criminal matter.

Let me remind you that Section 107 of the Oregon State Highway specifications is devoted to Legal Relations and Responsibility to the public. Subsection 107.08 relates directly to air and water pollution, and also Section 4.08 and 7.02 of the American Public Works Association specifications. Most projects for architects, engineers, or city and county officials have a similar provision in the specifications and therefore the subject is adequately covered by existing laws, and the fugitive emissions amendment is not needed.

I might also add that any regulation that is based on an unmeasurable quantity and is enforced on the basis of emotions is not exactly clear and concise in its intentions.

Fugitive emissions from unpaved city streets, county roads and state highways are a much greater source of air pollution than all the industrial yards put together. Why not pass a law that all gravel and dirt streets be paved with asphalt by 1975? Annual gravel loss on one mile of county road is estimated at 1,000 yards, or over 2,000,000 pounds. While not all this becomes airborne, enough of it does that unpaved roads are definitely a nuisance and a source of fugitive emissions.

In closing, gentlemen, let me say once again, our industry stands ready to do our share of providing Oregon with clean air, but we want regulations that are clear and concise -- ones that do not duplicate other agency's efforts and ones that are not arbitrary and capricious.

I wish to thank you for your time and thank your staff and the regional staffs for their cooperation with our firms in the past, and to you, Mr. Day, let me say I am amazed at your ability to grasp this difficult technical matter in such a short time. I am sure the Department of Environmental Quality is in good hands.

Exhibit (b)



LANE REGIONAL AIR POLLUTION AUTHORITY

ROUTE 1, BOX 739 EUGENE, OREGON 97402
PHONE (503) 689-3221

January 7, 1972

Mr. L. B. Day
Director
Department of Environmental Quality
1234 S. W. Morrison
Portland, Oregon 97201

Dear Mr. Day:

The Lane Regional Air Pollution Authority Board requests that the Department of Environmental Quality strengthen the Implementation Plan and further limit motor vehicle emissions.

The thrust of the Federal Clean Air Act of 1970, as amended, requires a rollback of the existing levels of pollution. Therefore, this Regional Authority requests a reconsideration of the present plan to institute vehicle inspection limited to the Portland Metropolitan area to include inspection of vehicles in the entire State of Oregon.

It is requested that this program commence at an early date consistent with the financial resources available to implement the plan.

Sincerely,

A handwritten signature in cursive script that reads "Wickes Beal".

Wickes Beal
Chairman of the Board

WB/mw

My name is Wickes Beal, Chairman of the Lane Regional Air Pollution Authority and I am speaking on behalf of that Agency. First of all, let us welcome you to Eugene. You have scheduled this hearing in Eugene at our request, fitting it into a very tight schedule and at personal inconvenience and we are grateful to you and happy to have you with us.

In presenting our views to you we wish first of all to congratulate you on the job you have done in this major step towards getting Oregon into compliance with the Clean Air Act. We know that you and your staff are fully committed to the job of cleaning up our air. We have full confidence in you and we share your high hopes that we will be able to roll back the pollution that we are now experiencing, so that the ambient air that we breath every coming year will be cleaner than that which we were breathing the year before.

I do not think you realize the levels of pollution we are now experiencing in the Eugene-Springfield Metropolitan area. Indeed, we did not realize this ourselves until very recently. Our monitoring devices have been installed for less than a year, and it was only recently that we checked the suspended particulate count against Federal Primary Standards. There are three Federal Standards for suspended particulate, none of which may be exceeded without possible danger to health. The first standard sets the limit of 100 micrograms per cubic meter during a 24-hour period, and this should not be exceeded in more than 15% of all samples. All of the four surveillance stations in our network showed that this standard was exceeded during most of the year. In Eugene itself, the standard was exceeded 10 out of 12 months. In Springfield, it was exceeded 9 months.

The second Federal Primary Standard for suspended particulate sets a limit of 150 micrograms per cubic meter for 24 hours, and this may not be exceeded more than one day per year. In Eugene, this standard was exceeded 16 days last year and in Springfield, 21 days last year.

The third Federal Standard sets a yearly geometric mean of 60 micrograms which may not be exceeded. The average concentration in Eugene was 91 micrograms per cubic meter. The average in Springfield was 90.

These measurements show that our situation here is critical and requires more drastic measures than anything covered in the proposed Implementation Plan. Admittedly, a large proportion of this pollution originates locally. We have been combating this over a period of years, and I think the entire State recognizes that the work of our Staff in getting rid of wigwam waste burners and in reducing particulate emissions from lumber and plywood industries has been outstanding. But this is only part of the problem. We do not know how much of this particulate is the result of intrusions from areas to the North of us. The worst periods are the Summer and the Fall because during these seasons our distress is augmented by field-burning and slash-burning. For this reason we have asked you to allow us to sit in with you in your discussions with the Forest Industry on the proposed voluntary regulations affecting slash-burning. We originated these discussions a year ago last December when Mayor Anderson of this City invited representatives of Federal, State and private logging interests to sit down here with us to discuss methods of easing this problem. For this reason, and because the problem is even more serious than we knew at that time, we will appreciate the opportunity to cooperate with you in your discussions with the representatives of the timber interests. We have written you a letter making this request.

We have also written you requesting you to find out whether or not Federal funds might be available for further research into alternatives to field-burning under Section 103 of the Clean Air Act. At present, all hopes of stopping burning without severe injury to farmers seems to rest on the development of a mobile field incinerator. We hope that this will be successful, but we do not want to pin all our hopes on it and it is just possible that other alternatives might be developed.

In addition, we ask you to meet with us at an early date to see what immediate steps can be taken now to alleviate this very serious situation. We are concerned about intrusions of pollution from the North. We cannot wait until 1975 to reduce our fine particulate count. It must be done now -- and we need help.

In addition, the Eugene-Springfield Area is in danger of exceeding Federal Standards for carbon-monoxide. The Federal Standard is 10 milligrams per cubic meter as an average over an 8-hour period and this may not be exceeded more than twice a year. We were almost at this standard on November 20th and we approached it on October 9th and November 5th. We know that you have specified Portland as exceeding Federal Standards for CO, and that you are considering a plan for local inspection of motor vehicles in that area. We have written you a letter requesting you to extend this inspection system to cover the entire State because of the potential dangers here of exceeding Federal Standards in this locality. It appears to us that compulsory state-wide inspection of pollution devices on cars, checking of exhaust and crank-case emissions, would benefit the entire state and especially the Portland area, since automobiles do move around and vehicles from rural areas visit both Portland and Eugene.

In conclusion, let me say that the Lane Regional Air Pollution Authority, the Board, and its Staff will do everything in our power to cooperate with you in your efforts to abate air pollution. We share your hope that by 1975 we will not only meet the Federal Primary Standards but greatly improve upon them. We know that we can count upon your help now in reducing our present levels of fine particulate.

4

The League of Women Voters of Oregon

ROOM 15
275 EAST 7TH AVENUE
EUGENE, OREGON 97401

PHONE
342-8029



AFFILIATED WITH THE
LEAGUE OF WOMEN VOTERS OF THE UNITED STATES

January 7, 1972

STATEMENT PRESENTED TO THE OREGON ENVIRONMENTAL COMMISSION ON THE OREGON IMPLEMENTATION PLAN FOR THE CLEAN AIR ACT OF 1970

The people of the State of Oregon have been endowed by legislative action with an act that directs the DEQ to "restore and maintain the quality of the air resource of the state". (HB 1481, 1969 Legislature). The technique by which the policies and regulations of the Implementation Plan for the Air Quality Act of 1970 would restore the relative purity of air in some regions may well be the undoing of its purity in others; thereby violating the "maintain" directive written in the legislation. The technique to which I refer is the "rollback technique" described in Section 3 of the Plan. The purpose is to assure that all areas of the state achieve the 1975 national standard of ambient air and unfortunately that might well happen. I say unfortunately because based on 1970 source emission data and background data, air contaminant sources in some locations must be decreased on time schedules to meet the 1975 standards but in other areas an increase in air contaminants is possible. Without regulations aimed at maintaining purity in non-degraded areas this could prove an open invitation to polluting activities within those areas. That is clearly not the intent of the Plan and certainly not the desire of the public. Regulations for the protection of such oases should be included in the Plan.

I have been unable to find in the Plan a factor within the "rollback" procedure which represents the pollution that accompanies the every day activities of people. Anticipated new "significant sources" have been included in the calculations, but not the people who come in with these sources. That factor has been calculated by Dr. Peterson at Oregon State University (and probably others) and could be included in the estimate.

The League favored the permit system bill which passed this

last Legislature (HB 1066), and we are anxious to see it developed. It seems to us to be an essential tool for knowing and controlling emissions, and the most direct way of insuring that the best possible technology is being utilized for pollution abatement. It has the added advantage that a permit system can be designed so that the polluter bears most of the enforcement costs. League members have a strong commitment to the principle that the cost of pollution abatement (including enforcement costs) should be considered a part of the costs of production, and, at the same time, recognize that much of these costs will be passed on to us as consumers.

Our members agree that because both the desirable air quality and the problems of pollution vary from one area to another, the State has a right to set higher standards for air quality than those set by the federal government, and has a responsibility to do so when local conditions demand it.

Further, we wish to be assured that the addition of sources in one area, through the approval of construction permits, will not overload other regions within the same air shed. Clearly the designation of regions and the cooperative use of data from within those regions for the basis of the percentage of rollback is an attempt to anticipate that problem. However, the data are not standard as to methods of collection or interpretation at this time and therefore the conclusions may require adjustment. We suggest that the rollback procedures be frequently re-evaluated as data become more reliable. The background data, if taken over a long enough period of time will take in to account meteorological conditions in a region.

Since meteorology is such an important tool in understanding the loading (quantity and combination of pollutants) of air sheds as is stated in Sec. 5.8 of the Plan, it is important that more be known about it. For that reason we are pleased to note that a National Weather Service Environmental Meteorological Support Unit (EMSU) will be established north of Eugene sometime in 1972. The additional data on mixing heights and wind speeds from that station should be invaluable. However, we suggest that the DEQ attempt to fund even more sophisticated studies of the meteorology of the Willamette Valley through support of the large scale study outlined by the Dept. of Atmospheric Sciences at OSU. This could be in the form of a request within the Plan in the last section dealing with the

adequacy of staff and equipment to carry out the intent of the Plan.

We would like the requirements for particulate emissions to be sufficiently stringent so that visibility, as well as health, is protected. We think that Oregon citizens have the right to see their mountains, and we think it is an important asset for the tourist industry as well. We recommend that within the Implementation Plan, DEQ request the federal government to standardize equipment which will measure background pollution which reduces visibility. An nephelometer is currently being used for this purpose by several regionals within the state.

HB 1574 passed in the 1971 Legislature allows the EQC and the regionals to order traffic stopped in areas where health is endangered and allows these agencies to design alternative programs for transportation. The Implementation Plan requires that environmental impact statements on parking structures and highway construction and also alternatives to automobile traffic be developed within and five miles surrounding urban areas of 50,000 population or more. Such a method of dealing with automobile pollution is necessary to attain primary standards by 1975. Those standards are based on providing air quality conducive to health. We agree that such an approach should receive priority and that it should be vigorously pursued and enforced. The "emission reduction plan" has three stages based on pollution levels of carbon monoxide, photochemical oxidants, and nitrogen oxides and each progressively limits the use of the private automobile and throws emphasis on increased use of public transit until, at the emergency level, vehicular traffic of all kinds is precluded. It is essential, of course, that the three urban areas affected by this regulation have the ability to monitor the specified pollutants. I believe that is dealt with in the final section of the Plan. At this point I wish to quote from a forthcoming publication of the Lane Council of Governments, "The ESATS Story". "Public policies could indeed encourage greater public transit usage or curtail automotive usage. It appears to be unrealistic to assume that such policies will be forthcoming shortly unless the federal government strictly enforces the Air Quality Act regulations scheduled to go into effect July 1, 1974. If the regulations are enforced, automotive restrictions, car pooling, staggered working hours, will almost become mandatory

to reduce air pollution." It is because such statements are made that I wish to support so strongly the program as set forth in the Implementation Plan. We must start now to reduce the pollution in areas where it has already become serious.

This emission reduction plan aims at meeting primary standards, but it does not go far enough in reducing levels of background pollution, a contributing factor in the rollback formula. It may also fall short of guaranteeing the public welfare, the criterion for ambient air quality in the secondary standards. For that reason we recommend that a state wide automobile inspection program be devised and implemented as soon as cooperative arrangements and funds can be negotiated.

A system for arriving at compliance schedules is among the new rules and regulations in Sec. 2-A. This system allows for negotiations without public hearing. That seems reasonable since it precludes "emission on a permanent basis in excess of applicable standards and rules". However, this emphasizes the need for advertised public hearings specifically to invite comments on the Implementation Plan and we would like to see a schedule for such hearings included in this Plan, not less than twice a year.

We would like to request that copies of proposed revisions, compliance schedules, progress reports and so forth be made available to citizens groups in time for them to carefully study and prepare comments on them. We think that the DEQ's task of seeing that Oregon has clean air is made easier by an informed and, at times, even an aroused public. We applaud DEQ's frank and cooperative attitude toward groups such as ours.

Thank you.

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Statement of Bruce Anderson, Secretary of Upper Willamette Environmental Defense Council at the hearings of the Environmental Quality Commission on the Oregon Implementation Plan at Eugene, Oregon, January 7, 1972.

My name is Bruce Anderson. I am a attorney practicing in Eugene, Oregon. I am here representing myself and the Upper Willamette Environmental Defense Council, an association of professional persons in the Eugene, Springfield area, who have organized their special talents in various fields to aid with problems relating to the quality of the environment. I am the secretary of this organization. The membership of the Council includes medical doctors, architects, engineers, lawyers, and scientists in many fields.

My comments will be directed to the proposed Implementation Plan, prepared in response to the requirements of section 110 of the Federal Clean Air Act, as amended.

I. Timing of Compliance.

The Administrator of the Environmental Protection Agency is directed by Congress not to approve a proposed State Implementation Plan, unless, among other things, (a) in the case of national primary ambient air quality standards, the Plan provides for attainment of each primary standard "as expeditiously as practicable but in no case later than three years from the date of approval of such plan", and (b) in the case of national secondary ambient air quality standards the Plan "specifies a reasonable time at which such secondary standards will be attained."

The various sections of Oregon's proposed Implementation

Plan, as well as the DEQ summary of the Plan reflect a commitment to achieve national ambient air quality standards in all of Oregon by 1975. In the case of national primary air quality control standards the federal law requires attainment of such standards "as expeditiously as practicable" but in no case later than three years from the date of approval of such plan. Unless the DEQ can demonstrate that it cannot, within these guidelines, reach such standards for each air pollutant for which a national primary standard has been set prior to 1975, then Oregon's Implementation Plan fails to conform to the spirit and the letter ^{of the Act.} I submit (a) that the entire Oregon Plan reflects no greater commitment than to meet all federal ambient air quality standards - primary and secondary - by 1975, without any showing why such standards cannot be met sooner in the case of each pollutant covered by a national primary air quality standard, and (b) that by failing to either propose a plan that will meet all or some of the standards prior to 1975 or, in the alternative, to produce written evidence in support of a conclusion that such standards cannot be met prior to such date, Oregon has not complied with the requirements of the federal Act.

II. Degradation.

It is very important to note that the Act, in requiring the setting of national standards for air pollutants, nowhere requires individual states not to try to do better than these standards if possible. In fact with minor exceptions, the Act specifically

recognizes the retention of the right of each state or political subdivision

to adopt or enforce (1) any standard or limitation respecting emissions of air pollutants or (2) any requirement respecting control or abatement of air pollution,

with the single exception that any standard or limitation so adopted cannot be less strict than the standard or limitation set by the state in any Implementation Plan it proposes as a means of meeting the federally established air quality standards. There is no indication in the Act that a state cannot or should not recognize that the national standards are not strict enough. Furthermore, there is every reason for Oregon to conclude that the national standards are not good enough ^{in all cases} for its citizens. I will try to explain why the national standards should not be simply accepted as sufficient without any further inquiry.

The national air quality standards set by the Administrator obviously take into account the practical realities of reducing air pollution in many areas having much worse pollution problems than Oregon. It should be quite clear that for large urban and heavy industrial areas, such as, for example, New York city, Newark, New Jersey, and Cleveland, Ohio, to meet the national standards by 1975, much must be accomplished in those areas. The national standards of necessity must reflect this fact and would no doubt be lower (i.e. stricter as to permissible levels of pollutants in the air) if America's large urban areas were substantially smaller. Why then should Oregon commit

itself to no more than achieving federal standards for particular air pollutants? Why should our air be allowed to "pollute up" to federal standards in any area, instead of having pollution levels, if anything, reduced from present levels? As noted above, the Federal Act clearly leaves open to states the option of stricter standards. Furthermore, such stricter standards would only serve to further the legislative purpose that our legislative assembly clearly expressed some ten years ago when it stated,

In the interest of the public health and welfare of the people, it is declared to be the public policy of the State of Oregon to restore and maintain the quality of the air resources of the State in a condition as free from air pollution as is practicable, consistent with the overall public welfare of the State.

ORS 449.765(1)(a). Yet there seems to be little recognition of this Oregon legislative commitment to the greatest possible control of air pollution in the proposed Implementation Plan, which, as noted above, concerns itself primarily with insuring compliance with federally set standards, without demonstrating why Oregon should not have stricter standards as to many pollutants.

Nowhere is the Plan's failure to go beyond federal standards whenever and wherever possible made clearer than in the Plan's proposals for dealing with automobile emissions. On this

topic, at this point, let me only pause to point out that the DEQ's own research (the Plan, Volume 1, paragraph 4.1, page 3-33 ; and the DEQ "Summary" of the Plan, at the bottom of page six and the top of page seven thereof) suggests that an automobile inspection program alone would result in an emission reduction of 20 to 25% for carbon monoxide and 25 to 32% for hydrocarbons. Yet, other than in the Portland metropolitan area (see DEQ Plan Summary, at the top of page six; the Plan, Volume 1, at the bottom of page 3-25) no automobile inspection program or other emission control measures are proposed in the Plan because

ambient air levels of the contaminants to which motor vehicles are a significant contributor are currently within national standards everywhere except Portland, and are expected to decline as a result of new car emission controls."

DEQ's Summary, page 7. This is exactly the type of reasoning that guarantees, in the face of presently available means of doing otherwise, that Oregon will not use realistically available alternatives to further enhance the quality of its air. Furthermore, even the assumption such reasoning

is based on - that the auto industry will cure its own problems by 1975 - is shown to be insubstantial when (a) the continued auto industry statements of skepticism on its being able to meet the federal emission standards by 1975, are (b) coupled with what I consider to be the built in "Compliance delay devices" given the automobile industry by the federal Act. See Sec. 202 (b)(2)(A)(i) and (ii), and 206 (b)(2)(B)(i) and (ii) and (iii). Finally, there is presently available specific legislation in this state authorizing the Environmental Quality Commission to set up in all or a portion of the State automobile inspection programs geared to automobile emission control. Chapter 454, Oregon Laws 1971. Hence, I urge the State, in order to support the legislative purpose already clearly identified by our legislative assembly to avoid degradation and, going one step further, enhance the quality of our air, by adopting on a state-wide basis all reasonably available means of automobile emission control, not the least of which would be a state-wide automobile inspection program; ~~and~~ in the case of such an automobile inspection program, there ~~shortly,~~ is even further reason for requiring such a program on a state wide basis.

We recognize that one of the most difficult problems in the implementation of any air pollution control plan is the enforcement of emission standards. The Oregon Legislature has given the Environmental Quality Commission the authority to set such standards for motor vehicles.

The proposed Implementation Plan appears to limit inspections of motor vehicle air pollution control systems, to the Portland Metropolitan Area. We assume this limitation is made on the authority of Sec. 12(1)(a) of Chapter 454, Oregon Laws, 1971, which directs the Environmental Quality Commission to

Designate by rule or regulation a county or counties in which motor vehicles registered therein shall be equipped with a motor vehicle pollution control system.

A "motor vehicle pollution control system" is defined in Sec. 3(3), as follows:

'Motor vehicle pollution control system' means equipment designed for installation on a motor vehicle for the purpose of reducing the pollutants emitted from the vehicle, or a system or engine adjustment or modification on a motor vehicle which causes a reduction of pollutants emitted from the vehicle.

Sec. 4 of the Act authorizes the Commission to determine criteria for motor vehicle pollution control systems.

Since the Federal Clean Air Amendments of 1970 had been in effect nearly six months prior to the enactment of Chapter 454, and since the Federal Act (Sec. 209(a)) pre-empts state authority in this field, so far as new motor vehicles or new motor vehicle engines are concerned, it must be concluded that the state law only applies to old motor vehicles and old motor vehicle engines. Whatever the Commission intends to do about such vehicles does not yet appear in adequate detail. Presumably, the Implementation Plan is proposed in compliance with Sec. 110 of the Federal Act. It does not comply with Sec. 110(a)(2)(G), which requires that the plan provide, "to the extent

necessary and practicable, for periodic inspection and testing of motor vehicles to enforce compliance with applicable emission standards . . ."

There is no authority in the Federal Act for limiting inspections of motor vehicle pollution control systems to any particular area; neither is there any authority in the State or Federal Acts for limiting inspection of motor vehicle pollution control systems for the reason that the air quality is not yet as bad as the national standards will tolerate. This is the reason given in the proposed Implementation Plan for not employing air pollution control measures in the Eugene-Springfield and Salem areas.

To interpret the Federal Act as authorizing degradation of the air to a lower level of quality than now exists would indeed be a perversion of its purpose. A purpose of Title I of the Federal Act, which requires the Implementation Plan, is "to protect and enhance the quality of the Nation's air resources . . ." In an act in pari materia with the Clean Air Act, the use of the word "enhance" has been held not to authorize measures which permit the degradation of water.¹

Moreover, the Oregon Legislature has been even more emphatic in its determination to preserve the existing quality of Oregon's air. ORS Sec. 449.770 states,

It is the purpose of (Oregon's air pollution control statutes) to safeguard the air resources of the state by controlling or abating air pollution which exists on August 9, 1961; and preventing new pollution, under a program which shall be consistent with the declaration of policy stated in (said statutes).

In addition, Sec. 2(4) of Chapter 454, Oregon Laws, 1971, declares

The Oregon goal for pure air quality is the achievement of an atmosphere with no detectable adverse effect from motor vehicle air pollution on health, welfare and the quality of life and property.

¹"The purpose of this Act is to enhance the quality of our water resources . . ." Sec. 1(a), Federal Water Pollution Control Act.

The Federal law was made to solve the problems of New York City, Los Angeles, and Chicago. Its goals are modest indeed compared to those of Oregon. The Commission should not substitute National goals for those prescribed by State law.

Therefore, under State Law, before Eugene-Springfield or Salem, or any other area of the State may be exempted from the requirements of the 1971 Act, the Commission must find that the area in question has ". . . an atmosphere with no detectable adverse effect from motor vehicle air pollution on health, welfare and the quality of life and property." The proposed Implementation Plan itself provides ample evidence that areas other than the Portland Metropolitan Area have not achieved that goal.

Furthermore, under Federal Law, the inspection program is not to be limited to a particular area. The Federal Act requires that new motor vehicles and new motor vehicle engines be equipped to reduce air pollution. It directs that the state implementation plans provide for adequate inspections of the equipment required by Federal law. The failure of the proposed Oregon Implementation Plan so to provide renders it subject to disapproval by the Administrator of the Environmental Protection Agency.

We reiterate that we understand the difficulty of enforcement of emission standards. On the other hand, nothing can be more important than enforcement. If the standards are not carefully and strictly enforced all of the work of the Congress, the Legislature, the administrators, the scientists, the engineers, the lawyers and the doctors, is futile. It will not matter that we have learned by careful research that certain pollutants are dangerous to human health, that they are emitted by automobiles, that they can be eliminated or reduced in quantity, and that failure to reduce them is a violation of the law. If there are not adequate measures included to ascertain whether the law is being observed, we might just as well have ignored the problem entirely.

The proposed Implementation Plan states that inspections of motor vehicles shall be accomplished once a year. There is serious doubt that such an inspection program is adequate.

In October, 1966, the Air Pollution Control District of Los Angeles County conducted tests on a fleet of 532 vehicles. Of 227 vehicles having less than 2,000 miles, 37% failed to meet the standards required of them by State law. These vehicles were all equipped with the air pollution control systems then required by California law. Of 305 vehicles having over 2,000 miles, 63% failed. There was a steady increase in the percentage of failures as vehicles accumulated mileage. (U. S. Senate Hearings, Committee on Public Works, 90th Cong., First Sess., on Air Pollution--1967, Part 1, p. 520.)

The efficiency of modern air pollution control systems in automobiles today is unknown. Their efficiency cannot be determined by tests as infrequent as one each year. The normal vehicle is driven in excess of 20,000 miles in one year. The Los Angeles experience was that in cars that had been driven over 20,000^{miles}, 87% failed to meet the required standards. It is essential to know when they failed: Was it at 2,000 miles? or 4,000? or 8,000? or 20,000? Without answers to these questions we cannot determine what the proper frequency of inspections should be. It is therefore recommended that the inspections be made at least every three months. If, after a few inspection periods have passed, we find that the incidence of failure is insignificant or small, we can extend the interval, adjusting it to the efficiency of modern technology in this field, to the climatic conditions and driving conditions in the Northwest, to the habits of Oregon drivers, and to our experimental results.

We are at a point of departure in Oregon. For the first time we are about to require all motor vehicles (at least all new vehicles under Federal law) to be equipped with air pollution control devices in good working order. We cannot approach the problem of enforcement timidly. If we do so we shall only be creating greater difficulties for ourselves in the future. Strict

enforcement in the beginning will be notice to all that the law means what it says and that the Commission and the Department mean business. When that notice has been disseminated to the public we may expect widespread voluntary compliance with the law and more efficient, less expensive, enforcement. On the other hand, if we approach the problem without firmness, if we tolerate or ignore violations, a habit of carelessness will be engendered in the public, violations of the law and of the regulations will become commonplace and the difficulties of enforcement will be greatly magnified.

We know that the Environmental Quality Commission, the Department of Environmental Quality and their staffs are good people, sincerely dedicated to the accomplishment of their tasks. We know that you and your associates are determined to carry your programs to success. Strict enforcement will be the key to success. If you strictly enforce, you may expect a certain amount of protest and pressure. We pledge to you that we will stand behind you, just as thousands of other Oregonians will stand behind you in achieving the goal of clean air for Oregon.

As you know this document is impossible for a layman to digest--however, Table C.1
INTERMITTENT EXCESSIVE GUSTING AND ACTION GUIDES disturbs me when used in conjunction with
the measurement to enforce such actions. The level of particulate allowed before any
emergency action is taken seems very unrealistic for protection of citizens at our end
of the valley. Your Primary and Secondary goals are fine but mean nothing unless you
can enforce them.

To allow particulates to build up to 375 and 375 (4-9 times your goal) before taking
action does not afford us protection. Agency offices are not manned on weekends and
since much our count is from intrusion of non-constant sources quite a build-up could
occur before detected. I would urge you to amend the document to go into the Episode
Stage immediately after the Primary Stage. Or would it not be more realistic in a
farming state to stay within the secondary standards at all times since they supposedly
are safe for plants and animals?

I firmly believe the Health Departments should be involved in this program and
should have the facts necessary to protect us the people. Since approx. 5 1/2 yrs could
elapse before this plan is put into action, and since all areas of the nation are faced
with different combinations of pollutants, we should not rely on studies made miles
across the nation for our guidelines. Would you instruct the Dept. to make a health
study of our pollutants on our people? This might give you new insights--could people
stand less pollution on sunny or foggy days? Does continued breathing of a high level
every day make lower standards necessary?

Gentlemen, the economy of our state and the local businessmen is no better than
the health of the people, the workers and the consumers.

L Jackson

Proposals presented to the Environmental Quality Commission at the January 7, 1972 hearing concerning the Proposed Implementation Plan for Oregon in meeting the Clean Air Act.

The major weakness of the proposed implementation plan is that it fails to outline a means by which optimum air quality standards for different air quality regions may be determined. The plan instead sets as its goal the attainment of the national ambient air quality standards as set forth in the Clean Air Act. Thus Oregon is required to have air quality at least as high as Gary, Indiana's or New York City's by 1975. This goal is too low. With the notable exception of Portland there are few cities that do not currently meet the national goal. Yet these cities must improve in air quality-not deteriorate. We in Eugene have a notorious air inversion problem. The quality of our air must improve and optimum air quality standards must be set for this area to insure that Eugene will again enjoy pollution-free air.

Specifically I propose that the EQC study and determine optimum air quality standards for each of several air quality regions. That in the interim no new pollution source should be allowed in the state increases smokestack emission by over 5%.

With regards to section 2.1.3.3.(2) concerning the development of an "environmentally sound transportation plan" I propose that the EQC forbid the construction of any highway that would raise existing levels of emission by over 5%.

Another major drawback to the proposed implementation plan is that it fails to allow adequate citizen involvement. For instance the order confirming ^{the} compliance schedule should be open to the public upon petition and timely hearings should be held rather than to allow

agreements between the polluting industry and the EQC.

Section 2.43 and 2.44 would allow members of the public to report violations of air quality standards. This type of citizen involvement is essential in order to insure compliance. Yet to achieve citizen involvement there must be some reward. I propose that the plan include positive incentives to citizen involvement in the form of a money reward or a percentage of the fine should one be levied.

Another incentive should be given those industries that have solved their air quality problems. Property tax relief should be afforded those firms that have developed a method of reducing their smokestack emissions by over 70%-providing they give up the patent to the public domain.

In Proposed Addition to OAR Ch. 340, Div.2, Subdiv. 3(V) you specifically allow regional air pollution authorities to adopt more restrictive standards. This power should be extended to cover all sections of the proposed plan and should be stated as part of the general policy.

A most glaring deficiency in the proposed plan is the lack of a concrete and positive proposal for reduction of auto emissions outside the Portland Area. Many of the proposals made for Portland are equally applicable to ~~the~~ Eugene. Certainly automobile inspection should be conducted statewide and steps should be made to encourage car pools and mass-transit systems in other major Oregon cities such as Salem and Eugene.

One added proposal I would add would be to instigate a tariff on all toll bridges in the state that would be the reverse of the present toll of so much per passenger. Instead charge a maximum rate for the car with driver only, and charge no toll for cars filled to capacity.

Respectfully submitted,

R. - 7/

Pg 2

PLEASE SIGN

Name	Address	Organization
Charles E. Teague	Eugene 2095 Olive St	L. R. A. P. C.
John Choy	480 Dean Ave. Eugene	---
JOE WALICKI	2924 STARK ST. EUGENE 97402	
BILL ENGS	1330 E 20TH AVE - 97403	
RICHARD GALE	2232 McMillan Eugene 97405	SIERRA CLUB
JOHN S. REYNOLDS	290 E. 37TH AVE EUGENE	UWEDC (UPPER WILLAMETTE ENVIRONMENTAL DEFENSE COUNCIL)
Mel McDemman	3525 W. Willamette	Citizenship
Douglas Carlton	2712 Floral Hill Drive	I BREATHE
Conuelo Faust	2712 Floral Hill Drive	Mickey Mouse Club
Maie Anderson	968 Hilgard St.	Willamette Peoples' Food Co-op
WARREN LANG	KVAL-TV	NEWS
Bruce B. Bailey	2613 Shannon Way, Eugene	Lane County
Roy L. Burns	Creswell, Oregon	Lane County
Ralph T. Aldave	4150 Pearl St Eugene	
Jack Oearth	2225 Garfield Eugene	Jack's Auto-Serv. & Towing
Barbara B. Aldave	4150 Pearl St, Eugene	
Fred Newhouse	2222 Sandy Dr Eugene	V. & O. Student
John M. Laughlin	827 N. Market Ave.	Concerned Citizen

METHANE!

Eugene

PLEASE SIGN

Name	Address	Organization
Bruce Tavel	2069 W. 17th Eug.	attached to Frank Boory, Wof Olow School
M. Elizabeth (Parker) ...	RT 9, Box 1664 Eugene	
Alice Northway	3755 Kay Ct. Eugene	League of Women Voters of Ore.
Mary Linnear	1825 Chamilton Eugene	League of Women Voters of Central Ore
Mary Ann Frank	2007 Elk Dr. Eugene	League of Women Voters Central Ore
Wesley Deal	712 2nd 16th	L R A P A
Bruce W. Anderson	230 E. 41st, Eugene	UPPER WILLAMETTE ENVIRONMENTAL DEFENSE COUNCIL
James R. Foster	1781 Sullivan Eugene	Upper Willamette Environ. Defense Council
C. B. KASIMASKI	1108 North 4th Springfield	OBSERVER
Janice Hunter	1108 North 4th Springfield	None
Edward F. Wilson	2580 Spring Blvd	None
Ellen Maggard	3022 Doug Pl.	None
Wesley Swanson	140 Coakland Dr	Sanity Solid Waste Council
Leola L. Swanson	140 Coakland Drive	
Pepper Berkeley	4240 Heland, Eugene	The Oregonian
Robin Peice	2066 University St.	None
L Jackson	3855 Fern	"
Robert J. Colman	828 W. Broadway	

Please Sign

Eugene

Name	Address	Organization
Janiel Kimble	2352 Van Ness	
Peter Malsky	36 E. 15th Ave.	
Richard L. Smith	1998 Columbia St.	
Patricia S. Smith	" " "	
ROLF H. REICHEL	228 NW 17th Corvallis	OSU
Arthur D. Hughes	544 NW 16th St Corvallis	OSU
W. F. FARLEY	3303 NW Tyler Corvallis	OSU
BOB STEWART	1045 S. 11th Ave. ^{STAGE} _{GROVE}	BOYNTON LBR. Co.
Barbara Brabson	2154 McMillan St Eugene	
WINSLOW BRABSON	" " " "	UWEDC
Thomas M. Allen	3980 Hilliard St., Eugene	UWEDC
W. W. Service m.d.	1900 Woodlawn Eugene	
Andy Neuhous	2220 Sandy Dr. Eugene	UCC
Steven Spirell	240 High St Eugene	
Jan Hasbrouck	240 High St. Eugene	
Margaret Patrone	2552 Alder, Eugene	GRAPA Advisory Council - LWV
Joy Lavertan	470 E. 46th Eug	CL - LWV
Julie Owens	2262 E 15th Eugene	State legislators
Roberta Richards	3124 Beech H.	
Wynne Johnson	Rt 1 Box 939, Eug	GRAPE
John B. Richard	3124 Beech Place	GRAPA - Council
Richard A. Cuth	3248 Craker Hill Eug	GRAPA
Ronald D. Vance	115 Corbin Lane, Eugene	GRAPA
William F. Borrey	PO Box 5557, Eugene	Northwest Timber Assoc'n.
William Johnson	8910 Jefferson, Eugene	
John Bryerton	1167 E 22nd Eugene	
Joan Cook	1832 Longview Eugene	
Mark Poll	1923 Garden Ave	

Please Sign

Eugene

Name	Address	Organization
Lee Jones	Eugene	Methu. Church Dismissal
Harold E. Bobcock	Eugene	U.O.F.O.
J. J. Stunderup	Eugene	Ore. St. Bd. of Higher Educ.
Carl Erik	Tacoma	A.P.A.
Richard A. Hansen	Eugene	Vally Farm Center
Bernt A. Hansen	Eugene	Citizen
Gorrie Paulsen	Eugene	U.O. Law School
Becky Bent	Eugene	U.O. student
Ray Wiley	EUGENE	BREEDER Bros.
K. O. Howell	Drain	Woollytopping Co.
Ray Morrison	Drain	Smith Paper Mfg. Co.
Robert D. Lowmy	Eugene	Citizen
Mrs. K. D. Watson	Eugene	L.R.M.
Ken Watson	Eugene	Goodwill
Richard P. Reitee	Eugene	DEQ
Oliver Morgane	Springfield	Weyerhaeuser
Russell H. Petrow, Jr.	Springfield	DEQ
Phil Montgomery	Planet Earth	Human Race

MINUTES OF THE PUBLIC HEARING ON
OREGON'S AIR QUALITY IMPLEMENTATION PLAN
Medford, Oregon - January 7, 1972

A Public Hearing on Oregon's Implementation Plan prepared for the Environmental Protection Agency as required by the Federal Clean Air Act as Amended was held in the Jackson County Courthouse Auditorium, Medford, on January 7, 1972 before L. B. Day, Director of the Department of Environmental Quality, as Hearings Officer.

Approximately 150 persons attended, representing themselves as private citizens, industry, and industrial associations, legislative, EPA, schools, Izaak Walton League, TB & Respiratory Disease Association, OSPIRG, city councils, Sierra Club, League of Women Voters, Audubon Society, National Weather Service, County Courts, Health Departments, agriculture, and newspapers.

L. B. Day opened the hearing at 1:37 p. m. and acknowledged the receipt of written testimony from:

a. Brookings Plywood Corporation, Don G. Baxter, General Manager: Mr. Baxter's testimony related to the past and intended future good faith of the company in complying with Department regulations. He requested consideration of small manufacturing facilities and urged sufficient flexibility within programs to allow for unusual or unexpected events. The written testimony has been made a part of the hearing record and is attached as exhibit (a).

b. (Mrs.) Barbara Dierker, Ashland: Barbard Dierker's testimony supporting the entire Implementation Plan related to support for abatement of industrial emissions and support of prohibition of industrial open burning. She expressed concern regarding motor vehicle emissions and suggested the Rogue

Valley should be considered a "major urban area". The written testimony has been made a part of the hearing record and is attached as exhibit (b).

Mr. L. B. Day called upon F. Glen Odell, Chief of Technical Services, Air Quality Control Division, Department of Environmental Quality to present a summary report of the Implementation Plan. Mr. Odell gave an approximate 55 minute presentation outlining the major points and sections of the plan, with major emphasis on the air pollution potential of the Rogue Valley, sources of emissions and planned reductions in the Rogue Valley and the Southwest Region. Illustrated charts were used to explain pertinent points. A copy of the outline used to make the oral presentation is attached as exhibit (c).

Mr. L. B. Day then called upon persons wishing to make a statement at the hearing and the following persons testified.

1. James Redden, an attorney from Medford, representing J. S. Lausman, Inc.: Mr. Redden spoke to the difficult work of the Department and urged pre-approval requirements be simplified so that "the only test of an anti-pollution device be 'does it work?'" He specifically requested elimination of references that devices meet or be operated in accordance with design criteria in the proposed rule relating to wigwam waste burners. A copy of Mr. Redden's testimony, proposed rule change, and prior correspondence has been made a part of the hearing record and is attached as exhibit (1).

2. The American Plywood Association, Carl Erb, a staff member of the Association; Mr. Erb's testimony related to the proposed veneer drier emission standards and specifically the 0.05 grain per standard cubic foot. He stated that the standard was based principally on the original WSU data and

sampling method and that until a sampling method is developed and proven, no reliable value can be given to the actual weight of the particulate emissions. A copy of Mr. Erb's testimony has been made a part of the hearing record and is attached as exhibit (2).

3. Agnew Plywood, Don Deardorff, Production Manager: Mr. Deardorff spoke to the almost daily bombardment of the people by newspapers concerning industry and technology being the prime source of pollution. He presented a review of facts concerning man and his environment and gave examples to illustrate quantities of measurement of pollutants in the atmosphere and cited figures relative to these and life expectancy, and further submitted quotations from the Reader's Digest.

He spoke to the progress industry has made in the Rogue Valley indicating a reduction from 49 wigwam waste burners 8 years ago to 17 today. He expressed concern that proposed regulations pertaining to veneer driers, which he said represent "from 2.6% of the total to perhaps as high as 5% of the total emissions of the region" was arbitrary and that any additional laws imposed at this time would be redundant and totally unnecessary. A copy of Mr. Deardorff's testimony has been made a part of the hearing record and is attached as exhibit (3).

4. Harry Demaray, City of Medford Planning Department: Mr. Demaray asked if local laws could be more restrictive than those allowed by permits and Director L. B. Day advised him that they could. Mr. Demaray's written statement and question has been made a part of the hearing record and is attached as exhibit (4).

5. Southern Oregon Timber Industries Association, Martin Craine, Secretary-Manager: Mr. Craine emphasized two points: (1) an exception to the proposed veneer drier emission standard and supported testimony of Mr. Douglas Gordenier (see testimony number 7) and (2) that control of industrial emissions alone will not achieve the quality of air or visual pristine air the public may believe will result from restrictive industrial controls. A copy of Mr. Craine's statement has been made a part of the record and is attached as exhibit (5).

6. L. B. Pierce, Citizen of Medford, 516 W. Jackson: Mr. Pierce related that he lives 1/2 mile from Medco particleboard plant and that previously he had a problem with the wigwam waste burner, and while that is corrected, he now has a problem arising from dusts from the cyclones at the plant. Dust is on his porch and property and he is concerned with breathing the material.

7. Rogue Valley Plywood, Inc., Douglas F. Gordenier: As a small independent company, not a member of A.P.A., they like other companies had supported A.P.A.'s research. He was in agreement with Section (a) relating to restrictions on visible emissions, but not in agreement with section (b) relating to grain loading restrictions. A copy of the written testimony has been made a part of the hearing record and is attached as exhibit (7).

8. A. E. Graham, Citizen of Medford: Mr. Graham stated that he lives near Mr. Pierce and has a similar problem relating to cyclone emissions. He cited the history of his problem and the Order adopted by the Oregon State Sanitary Authority. He supported any regulation which would bring him relief and urged enforcement of the Implementation Plan.

9. John Hullett: John Hullett spoke as a citizen of the Rogue Valley and said it was difficult for him to understand how industry can say they are not contributing to air garbage in his backyard and urged consideration of the average citizen's comfort.

There being no further testimony, L. B. Day advised that testimony would be received through January 11, 1972 and declared the hearing closed.

Mr. Day then offered comments relating the Implementation Plan to the water pollution control plan and the progress that had been made in that area. He responded to an inquiry relative to the status of the noise pollution control program from John Balog and closed the meeting by citing a need for cooperation of all in these environmental areas.

A tape record was made of the hearing and the list of the 81 persons who signed the attendance record is attached.

ADDITIONAL TESTIMONY

Since the Public Hearing additional written testimony has been received for the record as follows:

1. Sierra Club, Diane Meyer, Conservation Chairman: Ms. Meyer's testimony relates to (1) support of the Implementation Plan and enforcement of standards, (2) urging of a state-wide motor vehicle plan, (3) a reduction in city size in which banning of open burning occurs, i.e. 1,000 persons, (4) reduction in urban size in application of the proposed rule relating to parking and highways, (5) enforcement of particulate emission standards, and (6) application of standards to new sources. A copy of the testimony is attached as exhibit 10.

2. James Redden: Additional testimony and remarks on behalf of J. S. Lausman were received (see testimony 1. at the hearing.) A brief review of application of prior testimony is made and a statement is made for: shortening of the policy statement on wigwam waste burners; that burning may in instances be the most efficient manner of disposal; the elimination of the requirement of an economic and technical feasibility statement from the applicant; that prohibition of new wigwam burners at new installations is of concern; and that the prohibition of the use of wigwam waste burners for other than production processed wood wastes may be too restrictive.



POST OFFICE BOX 1008
 BROOKINGS, OREGON 97415
 TEL. 503-469-2127
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MANUFACTURERS OF
 Plywood - Lumber - Studs

BROOKINGS PLYWOOD CORPORATION

January 4, 1972

State of Oregon
 Department of Environmental Quality

Gentlemen:

For some time Brookings Plywood Corporation has been committed to nearly a crash program seeking compliance with the rules and the regulations of the State of Oregon, Department of Environmental Quality. While in some respects, though we know our problems are not unique, our commitment has been extremely expensive and at least in terms of production, most disruptive. Nonetheless, recognizing that we are not only businessmen, but also interested citizens involved in solving problems that have had a long duration, we are cooperating.

We envision our problem as being dissimilar to that of the giants of our industry. We are small. We have only one location with no possibility of moving to another. We are the major employer in a small coastal community operating a plywood facility where a substantial percentage of our workmen are stockholder-owners of that company. It is probably safe to say that the stockholder investment in many instances represents the only savings that the individual has ever been able to accumulate. This plant cannot shut down - it must keep operating for the benefit of the workmen and the community in which they live.

We do not have substantial resources available to us which we can promptly dedicate to a crash program of environmental changes. We appreciate that there have been tax benefits granted for capital changes of this type, but unless the company has the funds to invest, the tax benefit is largely illusory since we, for example, have only one source for those funds, that is to go to the bank and borrow them.

We do not quarrel with the overall goals of improving the environmental climate of this state. We do, however, sincerely suggest that consideration be given to the small manufacturing facility in setting up priorities and deadlines. There must be reasonable guidelines set up by the Department tailored



State of Oregon
Department of Environmental Quality
January 4, 1972
Page Two

to operations similar to ours. There should be sufficient flexibility within the guidelines and programs to allow for unusual or unexpected events that may occur after the Department has set its deadlines. We would hope that the Department can make its own determinations of those employers who are in good faith attempting to cooperate and then work with such employers in a way that will allow the goals to be met but still also allow us to operate.

As the general manager of Brookings Plywood Corporation, I can pledge you my support and the support of our stockholders in cooperation with your department. I would appreciate the opportunity to meet with designated officials of your department in order to work out programs along the lines herein suggested.

Sincerely,

BROOKINGS PLYWOOD CORPORATION

By *Don G. Baxter*
Don G. Baxter, General Manager

BROOKINGS PLYWOOD CORPORATION

A Statement concerning the State Implementation Plan Prepared for Adoption in Order to Comply with the Federal Clean Air Act of 1970.

The air in the Rogue River valley appears to be severely polluted. Yet the wigwam burners and associated industrial stacks at White City, Medford, Ashland, and Central Point continue to emit tons of pollutants. Therefore, I am strongly in favor of that part of the state implementation plan which seeks to abate this source. I also strongly endorse the prohibition against open industrial burning and other provisions outlined in item #9 of Table 1 of the summary.

As the population of the Rogue River valley continues to grow auto emissions will increase the air pollution of the valley. Therefore, the "Parking Facilities and Highways in Urban Areas" section should include the urban area called the Rogue River valley. As it is now written, the Medford, Central Point, Ashland, White City metropolitan area would not be included in this section of the implementation plan. The percentage of the air pollution over Medford which due to auto emissions is, no doubt, substantial and growing. Would it not make more sense to take preventive action now. My suggestion is that the figure for required population either be lowered or metropolitan areas be the designation rather than cities. Another factor contributing to the valley smog is the commuting that takes place between the cities within the valley. The traffic jams are already horrendous. The Rogue River valley is clearly a "major urban area" and should be treated as such.

Other than the above, I strongly support the entire implementation plan as a minimum effort to clear the air over Oregon.

Sincerely,

Barbara Dierker

(Mrs.) Barbara Dierker
418 Lit Way
Ashland, Oregon

PORTLAND AND EUGENE HEARINGS
STAFF PRESENTATION

I. INTRODUCTION

- A. The Clean Air Act - national ambient air standards
- B. Air Quality Control Regions (chart)
- C. Coordination with other government agencies, including regional Authorities, in preparing the plan.

II. CONTROL STRATEGY

- A. Suspended Particulate (smoke and dust, related to visibility)
 - 1. Basic strategy is enforcement of existing rules
 - 2. New rules with plan
 - a. Process equipment - equivalent to CWAPA rules
 - b. Emission limitation for sources other than fuel burning and refuse burning equipment
 - c. Open burning (chart)
 - (i) Industrial statewide
 - (ii) Commercial and disposal sites in Special Control Areas
 - (iii) Land clearing in Special Control Areas - July, 1974.
 - d. Wigwam waste burners
 - e. Veneer drier emission standard - note changes and dates
 - (i) Initial proposal September 30, 1972
 - (ii) Detailed schedule March 30, 1973
 - (iii) Final compliance no later than December 31, 1974
 - f. Laterite ore - ferronickel

3. Projected results of applying control strategy (chart)
 - a. Portland Interstate AQCR - should achieve secondary standard
 - b. Southwest AQCR - close; mention high pollution potential
 - c. East Oregon - background dust problems may warrant closer attention

B. Sulfur Dioxide

1. Presently meeting secondary standard; strategy is designed to prevent significant increases in the future.
2. Existing sulfite mill regulation is expected to solve specific point source problems and achieve reduction equivalent to 26% of present total emissions in the Portland Interstate AQCR.
3. On paper, the Centralia Power Plant increases PIAQCR emissions by 270% but as practical matter will have little impact with respect to SO₂.
4. Proposed new rules
 - a) Sulfur content of fuels - as revised will prohibit about 20% of present heavy residual fuel oil coming into state.
 - b) General emission standards for new sources - applies to large units only.

C. Hydrocarbons, Carbon Monoxide, Nitrogen Oxides, and Photochemical Oxidant

1. Projected trends and required reductions (charts)
 - a) NO_x
 - b) HC - relates to meeting oxidant standard
 - c) CO

2. Motor Vehicle Control Strategy

- a) List of alternatives and projected reductions (chart)
- b) Combination of alternatives developed into strategy by Sept. 1, 1972
 - (i) Recognize need of coordinating with other groups, eg. CRAG, Tri-Met, City Planning, Citizens Advisory Committees; CWAPA to play significant coordinating role with the city.
 - (ii) Responsibility for carrying out the actual measures rests on State for inspection, and local governments for transportation control.

3. Parking structure and highways rule

- a) Applies to parking lots for 100 or more cars, freeways and expressways, within 5 miles of cities of 50,000 or greater (Portland, Eugene and Salem).
- b) Brings under existing plan review procedures and provides criteria for review. (Quote from proposed Statement of Policy).
- c) Provides for notice of intent, submission of impact statement, and decision by Department with provision for hearing before Commission. Commission's decision based on compatibility of project with Statement of Policy.

4. Change in Motor Vehicle Visible Emissions Regulation

- 5. No stationary source controls required in Portland, or motor vehicle controls outside of Portland.

D. Enforcement Procedures

- 1. List of measures (chart)

- a) Compliance schedules: new rule making them enforceable as an order; schedule must be submitted to EPA by end of 1972.
 - b) Civil penalties
 - c) Abatement orders
 - d) Injunction proceedings
 - e) Criminal penalties
2. Permit system being worked out with regions - will be implemented during 1972.
 3. Source surveillance - visible emissions observations, required monitoring and sampling for selected sources or source classes.
- E. Other rules changes - in addition to those described above:
1. Minor revision to exemptions rule (20-003) consistent with legislative action.
 2. Amendment to registration rule (20-025) - additional sources
 3. Fugitive emissions - dust and odors
 4. Upset conditions - maintenance and breakdowns
 5. Ambient air standards - adopts national standards as state standards; includes important statement of intent and policy, which in effect states that violation of ambient air standards in any area of the state is due cause for establishing more stringent standards for existing or new sources, or for prohibiting construction of new sources, regardless of how well controlled they might be.

III. EMERGENCY ACTION PLAN

- A. Purpose: To prevent air pollutant concentrations from reaching levels which would constitute "imminent and substantial endangerment to the health of persons", which as clarified by EPA means "an immediate and

serious threat of significant harm to the health of any significant portion of the general population". EPA has specified the pollution levels which constitute imminent and substantial endangerment to health.

B. Levels and Actions

1. Particulate and SO₂ (chart)

- a. Past history indicates probably 1 Alert, no Warnings since 1967.
- b. Substantial mandatory action at Alert level, with most poorly-controlled processes being shut down. Preplanned strategies required only in Portland Interstate AQCR. Operational system by September 1, 1972.

2. CO, Oxidant, NO₂ (motor vehicle related) (chart)

- a. Expect up to 10-15 CO alerts, 1 or 2 Oxidant Alerts in Portland each year until 1975; have never measured in excess of Warning level.
- b. Action related specifically to motor vehicles
Alert - voluntary curtailment, with public announcement to sensitive individuals to stay away from affected areas.
Warning - mandatory 3 person/car restriction, possible closure of specified areas during certain hours.
Emergency - All traffic banned
- c. Preplanned strategies for emergency traffic control required to be submitted by appropriate local governments and approved by DEQ. Portland and Eugene, possibly Salem, will be affected.

C. Implementation

1. Regional authorities get preplanned strategies for their sources, DEQ for its.
2. Regions determine Alert Stages, with DEQ concurrence; issue public announcements and control sources.
3. DEQ plays coordinating role, serving as overall air quality and meteorological monitor, with final responsibility for declaring conditions and implementing controls.

IV. AIR QUALITY SURVEILLANCE

Section 5 is being rewritten to fully include all ongoing sampling activities of regional authorities and will not indicate any substantial changes in divisions of responsibilities.

V. RESOURCES

Carrying out I.P., including establishment of permit system, to require increases on the order of 30% for all agencies. Total government cost of air pollution control to increase from about 67¢/capita to 75¢/capita by 1974.

VI. INTERGOVERNMENTAL COOPERATION

Not as smooth as desirable during preparation of plan, will be very necessary in carrying out the Plan. Regional authorities will play a key role.

VII. REVISIONS

- A. Prior to adoption - changes now in the works, others to be made as result of hearing, will be distributed as Addenda to all current plan holders as soon as possible.
- B. After adoption - public hearings required for changes in rules, and for any major revisions to the Plan. Revisions will probably be submitted to EPA with required semi-annual reports.

BEFORE THE DEPARTMENT OF ENVIRONMENTAL
QUALITY OF THE STATE OF OREGON

My name is Jim Redden, an attorney representing J. S. Lausman, Inc., a manufacturer of pollution abatement equipment designed specifically to curb pollution from wigwam burners.

One would assume that a manufacturer of a pollution abatement device would have a smooth working relationship with your department, as both seek the same goal. Until recently, however, that had not been the case. It appeared that the same rules and regulations designed to abate pollution were delaying that desired result. Since the legislative reorganization, and the appointment of Mr. Day, the relationship has dramatically improved. I say this only because it should be a matter of public record that Mr. Day, and the department, are doing a difficult job extremely well, and are now dedicated, apparently, to abating red tape pollution as well as the more common varieties.

I wish to thank you, also, for the consideration given to our suggested revisions to the rules proposed under date of October, 1971. The present proposals represent a distinct improvement.

We have suggested further changes in the rules, primarily designed to eliminate the time consuming pre-approval concept. Those suggestions were submitted by letter of December 22, 1971. It is our opinion that the Department should require modification of all offending burners, that the Department should set tough

standards and then enforce those standards.

Our experience with having to obtain approval of each and every set of plans, for similar devices, has been one of delay and frustration. We fully appreciate that this situation has changed, but suggest the amendments as insurance that we won't be going back to the bad old days. In essence, we ask that the rules be simplified so that the only test of an anti-pollution device be : does it work?

Chapter 340 of OAR, sections 20-020 through 20-030 are cited as requiring pre-approval. Those rules, however, seem to be directed against establishment of "a new source of air contaminant emission", rather than against devices designed to eliminate sources of air contaminants.

We have been assured that the rules do not mean that a given device must meet specific criteria established by the Department, but simply that certain established, accepted and general criteria must be met. If this is the case, we feel that the rule should be clarified. I will be happy to work with you on such a clarification if I am unable to convince you on the proposed amendments to sections II and III. The rule should expedite, and not complicate, abatement of wigwam burner pollution.

We have given you, today, some further suggested amendments in addition to those previously presented. Two of these amendments deserve comment.

The first, we regard as crucial. We are suggesting an amendment which would make the emission and operation standards tougher. The standards in section IV are good as far as they go, but they do not go far enough. The emission standards do not restrict particulate pollution although this is a serious problem in Southern Oregon. It is true that smoke is the most visible problem, but it is not the only problem. We suggest amendments which would define "particulate fallout" in section I and which would forbid it, in section IV. To get away from scientific terms, we feel that the emission of fly-ash and so-called "clinkers" should be forbidden. Under today's technology, this can be accomplished and the Department should demand it.

Another minor change should probably be made in section IV. As it now reads, the emission standards are imposed on "modified" wigwam burners which might create the inference that these standards will not be applicable to wigwam burners which are not yet modified.

We have further suggested amendments, which are before you, together with a separate written explanation. We would be glad to comment on them at this time, and would be glad to answer any questions you might have. However, we do not wish to overstay our welcome.

Thank you for your interest and attention.

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY CONTROL DIVISION

November 20, 1971

PROPOSED AMENDMENTS TO OAR CHAPTER 340, DIVISION 2, SUBDIVISION 5
WIGWAM WASTE BURNERS

I. DEFINITIONS:

As used in this regulation, unless required otherwise by context,

1. "Continous-flow conveying methods" means methods which transport materials at uniform rates of flow, or at rates generated by the production process.
2. "Modified wigwam waste burner" means a device having the general features of a wigwam waste burner, but with improved combustion air controls and other improvements. ~~(installed in accordance with design criteria approved by the Department.)~~
3. "Opacity" means the degree to which an emission reduces transmission of light and obscures the view of an object in the background.
4. "Wigwam waste burner" means a burner which consists of a single combustion chamber, has the general features of a truncated cone, and is used for incineration of wastes.
5. "Particulate fallout" means the residue from burning of any combustible material or the residue from incomplete combustion which settles to the ground from the outdoor atmosphere.

II. STATEMENT OF POLICY:

~~(Recent technological and economic developments have enhanced the degree to which wood waste residues currently being disposed of in wigwam waste burners may be utilized or otherwise disposed of in ways not damaging to the environment. While recognizing that complete utilization of wood wastes is not presently possible in all instances, consistent with the economic and geographical conditions in Oregon,)~~
It is hereby declared to be the policy of the Environmental Quality Commission to:

- ~~(1. Encourage the complete utilization of wood waste residues.)~~
- ~~(2. Phase out, wherever reasonably practicable, all disposal of wood waste residues by incineration.)~~
- (3.) 1. Require (in accordance with established design and operating criteria,)
the modification of all wigwam waste burners to minimize air contaminant emissions.

V. MONITORING AND REPORTING:

1. A thermocouple and recording pyrometer or other (~~approved~~) temperature measurement and recording devices shall be installed and maintained on every (~~modified~~) wigwam waste burner.
2. Exit gas temperatures shall be recorded continuously using the installed pyrometer at all times when the burner is in operation.
3. Records of temperature and burner operation, or summaries thereof, shall be submitted at such frequency as the Department may prescribe.
4. In addition to temperature monitoring as prescribed above, in accordance with OAR Chapter 340, Section 20-035 and 20-040, the Department may require installation of visible emissions monitoring devices and subsequent reporting of data therefrom.

VI. OAR Chapter 340, Sections 25-005, 25-020, 25-015 and 25-020 are hereby repealed.

COLLINS, REDDEN, FERRIS & VELURE

HUGH B. COLLINS
JAMES A. REDDEN
JOHN E. FERRIS
LYLE C. VELURE

ATTORNEYS AT LAW
225 WEST MAIN STREET
MEDFORD, OREGON 97501

TELEPHONE
(503) 779-4333

December 22, 1971

PLEASE REFER TO
OUR FILE NUMBER:

5992

Mr. L. B. Day
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

This acknowledges your correspondence of December 2, 1971, enclosing proposed amendments to OAR Chapter 340, Division 2, Subdivision 5. We also note the two scheduled hearings. If possible, I will attend the hearing in Portland on January 5, 1972 and if I am unable to do so, I will be present, here in Medford, on January 7, 1972.

Our comments on the proposed amendments follow, and I would appreciate it if this letter is entered into the records of the hearing. We have corresponded previously, through the association of Oregon Industries, and note that previously proposed amendments have been modified. We are most appreciative.

Our present comments are directed to Sections II (3), III (1) and III (3) (b). Under these sections (the STATEMENT OF POLICY and AUTHORIZATION TO OPERATE A WIGWAM BURNER) your Department will, in effect, require pre-approval of every specific modification in each and every instance. We feel that this is a reversal of policy and an unfortunate one for all involved. The Department will, in effect, be guaranteeing installations in advance, if they insist upon pre-approval. Having obtained Department approval of a specific installation, the mill owner will certainly resist subsequent enforcement efforts if the installation does not comply. This situation is aggravated by the fact that these sections refer to "design criteria approved by the Department". Having once approved, it will be most difficult for the Department to reverse its field and shut down a non-complying modification.

A far better approach, in our opinion, would be simply to insist on modification, review plans and advise the purchaser of the modification that the installation must live up to the standards required in Section IV. Manufacturers of modifications should

Mr. L. B. Day
December 22, 1971
Page Two

guarantee, to the purchaser, that their products will comply. The risk of future non-compliance should be shouldered by the manufacturer of the modification and the mill owner who purchases same. The Department should be left free to enforce Section IV.

Problems are certain to arise from the fact that the proposals require certain "design criteria" without setting such forth. Further, what will happen if technological advances outstrip the yet-to-be-determined criteria?

The mill owner should be required to modify and required to comply. He should be free to choose a modification he desires and thereafter to comply with emission standards. The benefits of this approach run to the Department, the manufacturer and the mill owner. The latter are not restricted by red tape and the former will not find its enforcement bogged down by its own pre-approval.

The ultimate test should be performance and compliance. We fear that these proposed rules will be counter-effective.

Enclosed are suggested amendments to the indicated sections.

Very truly yours,



JAMES A. REDDEN

JAR:cp
Encl.

c.c. J. S. Lausmann Corporation
P. O. Box 1608
Medford, Oregon 97501

c.c. Mr. Harold Patterson
Air Quality Division
Department of Environmental Quality
State Office Building
Portland, Oregon 97204

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY CONTROL DIVISION

November 20, 1971

PROPOSED AMENDMENTS TO OAR CHAPTER 340, DIVISION 2, SUBDIVISION 5

WIGWAM WASTE BURNERS

I. DEFINITIONS:

As used in this regulation, unless required otherwise by context,

1. "Continuous-flow conveying methods" means methods which transport materials at uniform rates of flow, or at rates generated by the production process.
2. "Modified wigwam waste burner" means a device having the general features of a wigwam waste burner, but with improved combustion air controls and other improvements. [~~installed-in-accordance-with-design-criteria-approved by-the-Department.~~]
3. "Opacity" means the degree to which an emission reduces transmission of light and obscures the view of an object in the background.
4. "Wigwam waste burner" means a burner which consists of a single combustion chamber, has the general features of a truncated cone, and is used for incineration of wastes.

II. STATEMENT OF POLICY:

Recent technological and economic developments have enhanced the degree to which wood waste residues currently being disposed of in wigwam waste burners may be utilized or otherwise disposed of in ways not damaging to the environment. While recognizing that complete utilization of wood wastes is not presently possible in all instances, consistent with the economic and geographical conditions in Oregon, it is hereby declared to be the policy of the Environmental Quality Commission to:

1. Encourage the complete utilization of wood waste residues.
2. Phase out, wherever reasonably practicable, all disposal of wood waste residues by incineration.
3. Require [~~in-accordance-with-established-design-and operating-criteria,~~] the modification of all wigwam waste burners to minimize air contaminant emissions.

4. Require effective monitoring and reporting of wigwam waste burner operating conditions.

III. AUTHORIZATION TO OPERATE A WIGWAM BURNER:

1. Operation of a wigwam waste burner not modified to operate in accordance with [~~design-criteria-approved-by-the~~ Department] emission and operation standards is prohibited.
2. Persons seeking authorization to modify a wigwam waste burner or establish a new wigwam waste burner shall request authorization by submitting a Notice of Construction and submitting plans in accordance with OAR Chapter 340, Sections 20-025 and 20-030.
3. Authorization to establish a modified waste burner installation shall not be approved unless it is demonstrated to the Department that:
 - a. No feasible alternative to incineration of wood waste residues exists. In demonstrating this, the applicant shall provide a statement of the relative technical and economic feasibility of alternatives, including but not limited to: utilization, off site disposal, and incineration in a boiler or incinerator other than a wigwam waste burner.
 - b. The modified wigwam waste burner facility is to be constructed and operated in accordance with [~~design criteria-approved-by-the-Department,~~ and] the emission standards set forth in subsection IV of this regulation.
4. Authorization for establishment of a new modified wigwam waste burner in conjunction with the establishment of a new industrial facility or significant expansion of an existing facility shall not be granted.

(No suggested changes in Sections IV, V or VI)

December 30, 1971

Collins, Redden, Ferris and Velure
Attorneys at Law
225 West Main Street
Medford, Oregon 97501

Attn: James A. Redden

Re: Your File 5992

Gentlemen:

Thank you for your letter of December 22, 1971. Your letter and recommendations will be entered in the record of the hearings relative to the Implementation Plan and proposed rules.

The proposed rule relative to wigwam waste burners is not intended to change or reverse previous policies of the Commission or procedures of the Department, but rather to spell out in administrative rule form those policies and procedures applicable to this source type. This proposal if adopted would be similar to regulations adopted for other source types including sulfite pulp mills, board products industries, primary aluminum plants, kraft pulp mills and others in Subdivision 5 of the attached Oregon Administrative Rules Chapter 340.

The procedure and requirement of plan review and approval prior to construction are a transfer of requirements of OAR 340, Sections 20-020 and 20-025 applicable to all sources into the proposed rule specific to wigwam waste burners. The procedures and requirements followed relative to waste burners will be similar to that followed for other industry source types. The program procedure has worked well for the air and water quality control programs.

The Federal Act relating to Requirements for Preparation, Adoption and Submittal of Implementation Plans, Federal Register, Volume 36, August 14, 1971, require States to have legal authority to "(4) Prevent construction, modification or operation of any stationary source at any location where emissions from such source will prevent the attainment or maintenance of a national standard." While the legal authority is clear, the staff has concluded the only practical way to implement this program is by pre-construction plan review.

1-31-72 Eddles, Ferris and White

December 30, 1971

Page 2


Approval of pre-construction plans and specifications has been subject to conditions where warranted so that all parties are aware of these conditions prior to construction. Attached are example letters covering such reviews and approvals.

When the "design criteria" previously listed were removed as suggested by you and the AOI Committee, the staff agreed that technology is constantly changing and the criteria might also change. After some discussion, the Department recommended that a section such as Section III 3. b. pertaining to design criteria be retained. This section is intended to have the design criteria of the designer or engineer submitted to the Department either before or at the same time as the submission of the plans and specifications for approval. By this requirement, the owner and the Department would know the criteria or basis of the designed modification. It is not meant to relate to the Department's criteria but rather to established criteria. If this subsection is not clear, a change should be made.

Very truly yours,

Original Signed By
L. B. Day

L. B. Day JAN 3 1972
Director


EED:HMP:b

Attachment

STATEMENT OF THE POSITION

EXHIBIT



OF

THE AMERICAN PLYWOOD ASSOCIATION

TO THE

ENVIRONMENTAL QUALITY COMMISSION

CONCERNING PROPOSED VENEER DRYER EMISSION CONTROL STANDARDS

Mr. Chairman, Members of the Environmental Quality Commission, my name is Carl Erb. I am on the American Plywood Association staff and for the past 2½ years have served as project leader and coordinator on the Washington State University study of veneer dryer emissions. The plan for the study was presented to state and local representatives of both Washington and Oregon air pollution control agencies for their input prior to commencing testing. Financing for the study came from both member and non-member mills with matching funds supplied under contract with the Environmental Protection Agency.

Results of the study were presented to the air pollution control agency representatives in May of last year.

During the summer of 1971, a second study was conducted to determine the degree of control of visible emissions which could be attained by adjusting dryer operation parameters. During

this study, simultaneous sampling was conducted, at the request of DEQ, to compare the method used by WSU with the Research Appliance Corporation sampling train used by DEQ. Results obtained by DEQ differed from the WSU results by a rather large amount. Since sampling of veneer dryer emissions is an entirely new area of stack sampling, there is no accepted method which could be designated.

This situation still exists. Efforts have been made and are still underway to develop a method for sampling veneer dryer emissions which will be accurate and give reproducible results. Until such a method is developed and proven, no reliable value can be given to the actual weight of the particulate emissions.

The grain loading figure of 0.05 grain per standard cubic foot was based principally on the original WSU data and sampling method. Since this method is in serious question and no other sampling technique has been developed, we urgently request that establishment of a grain loading value be postponed until such a

method can be worked out ~~and~~ and pro which
time a value can be set w~~h~~ich wrespond
to the 20% opacity limit ~~in~~ n effer
current regulations.

1/7/72

Mr. Chairman - Committee members

My name is Don Deardorff. I am Production Manager of Agnew Plywood in Grants Pass, Oregon. I speak in my own, and the Company's behalf. I wish to direct my remarks generally to the proposed emission standards and most specifically to the veneer dryer emission standards proposed by the DEQ.

Gentlemen:

The people of this state and the nation are being bombarded almost daily with "news articles" about how technology and industrialization is the prime source of pollutants such as carbon dioxide, sulphur dioxide and particulates.

We are led to believe that each day the air is getting fouler and fouler and if we do not pass strict control laws to stop the heartless, money hungry operators of industry from their deliberate destruction of our environment we will all surely perish.

I submit that these statements and articles are vicious fear tactics designed to confuse and panic the general public into allowing - no, demanding - new repressive laws of control, and not laws to control pollution as we expect, but laws to control every facet of American industry and of every American's life.

I would like to submit some facts for your consideration. Particulates in the atmosphere are also responsible for the glowing colors of sunsets. We had colorful sunsets, of course, long before industrialization. This is because man's contribution to the particulate supply is actually minimal. One good volcanic eruption, for instance, puts more dust and ash, and also gases, into earth's atmosphere than all man's smokestacks put together. Dr. William T. Pecora, Director of the U. S. Geological Survey, says, "Man is an insignificant agent in the total picture, although he is an important agent in the extremely local context." In the extreme local context, the cities of America, man has been doing pretty well despite the competition he receives from natural (non man-made) sources.

Particulates are measured in terms of micrograms per cubic meter of air. The following comparison should help put the concentration figures into better perspective. An average aspirin tablet contains 400,000 micrograms. A cubic meter roughly equals a cubic yard. Now the National Mean Average of particulate concentration in 1969 (the most recent figure I have) was 92 micrograms per cubic meter. Which means if you break up an aspirin tablet into four thousand equal particles, and then place one of those particles in a space three feet wide, three feet deep, and three feet high, you would have an aspirin concentration roughly equivalent to the particulate concentration in U. S. Urban Air in 1969.

In 1930 and 1931 when the Public Health Service took extensive particulate measurements in fourteen of the largest U. S. cities, including New York, the annual mean average of particulates was found to be 519 micrograms per cubic meter of air.

In 1957 Health Education & Welfare began continuously monitoring the air in fifty-five U. S. cities. The annual mean average for the cities measured over the years was 120 micrograms per cubic meter.

In 1968 the average was 96 micrograms per cubic meter. In 1969 it was 92. So says William D. Ruckelshaus, Director of the Federal Environmental Protection Agency. He doesn't say it very loud, however. It is also my understanding that these figures are not now being published. I wonder why. Do you suppose the truth would take the thunder away from the power grab being perpetrated by certain bureaucrats in the name of environmental protection.

Let's look at these figures that are available. 1930, 519 micrograms; 1957, 120; 1968, 96; and 1969, 92. New York alone in 1970 recorded 97 micrograms per cubic meter average.

It hardly seems that we are on the verge of imminent destruction or that the quality of our environment is being so wantonly destroyed that barring new restrictive controls bringing about compliance by force our nation will soon be uninhabitable.

To further discredit the ~~reports~~ ^{reporters} of doom let's look at some other facts. The life expectancy of the American citizen has increased to 62.33 years in 1941 to 68.30 years for a male child born today. For a female the life expectancy is 71.17 years. These figures were taken from the Commissioners Standard Ordinary Mortality Table for the Insurance Industries of America.

It seems rather remarkable that while the life expectancy of our citizens is increasing the industrial pollutants being thoughtlessly produced today by industry is destroying the livability of our planet.

Regarding our industry specifically, the charges or inferences that we will not or have not done anything about pollution or the improvement of our environment without rules, deadlines, or force, are simply untrue. The Southern Oregon or Rogue Valley, area has made remarkable strides in the development of improved and accepted wigwam burners. We have led the state and the nation in innovative methods and technology to bring about more complete utilization of timber resources in our area. The fact that the timber in our region has a much higher defect rate than most all other timber in the Douglas Fir belt of the Northwest has been an additional burden in achieving these goals.

The fact remains as early as 8 years ago there were 49 Wigwam burners operating in the Rogue Valley. Today there are 17 operating regularly. Three more are on planned phase-out soon. Four or possibly 5 of the 17 remaining have yet to be brought up to standard. The remaining 10 or 11 have all, at great financial sacrifice to some, have been brought up to the standards of the DEQ. In 1970 Southern Pacific figures show that 17,000 carloads of chips were shipped out of the Rogue River valley. Approximately 10 years ago these were nearly all burned. Also in 1970 2,600 cars of particle board were shipped out. Until 5 or 6 years ago this was all burned.

This record hardly depicts an industry that has refused to respond to their responsibilities regarding the environment in our state and valley.

From the largest to the smallest operation in the valley most, if not all, have made significant contributions toward the improvement of the environment of our area.

We at Agnew are very proud of our own record regarding both air and water quality improvements. We do not plan, however, to sit on our laurels. It has always been and will continue to be our policy to improve our operations from an environmental as well as a competitive aspect.

We have always approached these problems from a worst first basis. It hardly seems that dryer emissions with from 2.6% of the total to perhaps as high as 5% of the total emissions in the region suggest a hazard to our environment. Certainly not restrictions which are arbitrary, restrictive and place an undue economic burden on an industry that has demonstrated it's desire to work toward voluntary improvement.

In our successful and orderly solutions to these problems it has not only resulted in improved environment, but two of our major improvements have increased our employment by 8%.

They have also converted waste material into new everyday useful products for home and industry.

The record of this industry clearly demonstrates it's willingness to work toward a more desirable environment by approaching these problems from a sound technological viewpoint and aggressively implementing these improvements. It further shows that there are presently ample laws on the books in the State of Oregon to bring about the desired results. Any additional laws imposed at this time would be redundant and totally un-necessary.

further

To support my points I would like to quote from the January, 1972, Reader's Digest an article by Mr. Maurice H. Stand, U. S. Secretary of Commerce.

"Unfortunately, the idea still persists that industry has done little of consequence to fight pollution, and has done that much only because it is being dragged across the line. There are deliberate polluters, of course, but in general industry is setting conservation records of which it can be proud. Its expenditures to clean up our streams and skies in 1970 totaled more than \$2.5 billion. In 1971, they soared to more than \$3.6 billion.

Emotional Boomerangs. These figures alone demonstrate that the do-nothing charges against industry are false and irresponsible. Yet critics of industry continue to press for instant solutions to all complex pollution problems. The people, in turn, press the Congress. While these pressures have produced beneficial results, they have also produced emotional overreactions harmful not just to business but to the American people and the long-range interests of our country. As a result, arbitrary, short-sighted timetables have been imposed, and hurried, severe regulations applied; research has been diverted from orderly paths, and plants have been forced to close; jobs have been lost and needed constructions projects delayed.

When we try to solve environmental problems more quickly than our technology permits, not only do we raise costs suddenly and sharply, but we increase the number of false steps that we take along the way. The incomplete state of our knowledge leads us to pitfalls that can't be foreseen."

I further quote,

"The public's desire for immediate solutions is understandable, and its impatience may, in many respects, be justified. But if we settle for quick solutions to one set of environmental problems, we can rapidly catapult ourselves into others much more serious.

Let us continue to fight pollution - but let us do so realistically and soundly."

STATEMENT OF SOUTHERN OREGON TIMBER INDUSTRIES ASSOCIATION
TO THE ENVIRONMENTAL QUALITY COMMISSION, RELATIVE TO THE
CLEAN AIR ACT IMPLEMENTATION PLAN FOR OREGON
Medford, Oregon - January 7, 1972

I am Martin Craine, secretary-manager of the Southern Oregon Timber Industries Association, Medford, Oregon. The organization represents approximately 85% of the entire industrial activity concerning the harvesting and processing of forest products in Jackson County.

Members of the Southern Oregon Timber Industries Association have a long history of recognizing the need for corrective action to improve the quality of air in the Rogue Valley, and continuously have supported, fostered and initiated action programs designed to achieve improved air quality. We continue our traditional support of reasonable and responsible control programs with general endorsement of the proposed implementation plan now before the Commission.

The many independent and corporate operations who are subscribers to our organization chose to make just two points this afternoon.

First, the principal exception which we make to the proposed regulations concerns the emission standards and control implementation for veneer driers. The Association supports the American Plywood Association efforts in this regard and endorses the statement of Mr. Douglas Gordenier, presented to you today. We suggest further elaboration by our organization is not necessary to support the issue.

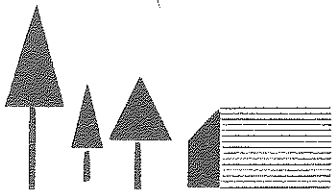
Secondly, we feel it is necessary for the record to show our continued belief that control only of industrial emission sources will not solve the alleged air pollution problem in this valley. I would point out to you and to the residents of this valley who feel strongly about the quality of the air, that the number of wigwam burners still operating in Jackson County is one-third of that just a few years ago - and under current improvement programs will be reduced even further in a few months. Still the Commission claims that air contaminants will have to be reduced by an additional 28%.

Our point simply is that when all industrial emission sources are brought under control, those who object now to the quality of Rogue Valley air will notice very little difference and the air quality will still exceed ambient air standards. I think it is important that Jackson County citizens not be deluded into believing that the costly controls imposed on industry and this implementation plan will make it possible to see Roxy Anne anytime they take a notion.

Let me make it clear we are not equivocating in any way from the commitment to adopt reasonable measures which will result in necessary improvements by pointing the finger of guilt at other polluters. We simply feel that the focus of attention on industrial emission sources has deluded the public into believing industrial control is the answer.

If air contamination is to be reduced by 28% - and I personally doubt it is a practical, or perhaps even achievable goal - the public should understand the price is a 28% reduction in the number of people, or people activities. I wonder if the citizens living in the Rogue Valley wouldn't prefer to tolerate a degree of "air pollution" which has not been demonstrated to be a universal health hazard in Jackson County, rather than impose unnecessary restrictions on their private transportation, the heating of homes and schools, and opportunities for making a living. The price in the long run is high, even if reaching the pocket only indirectly; and furthermore, may in the long run prove unnecessary or even ineffective as long as Man remains.

We urge caution and avoidance of the delusion that this implementation plan, or any other more strict measures promoted by anti-pollution crusaders, is likely to return pristine, crystal clear air to the Rogue Valley.



Rogue Valley Plywood, Inc.

Manufacturers of Douglas Fir Plywood

Phone (503) 826-3533
1795 Antelope Road
WHITE CITY, OREGON 97501

STATEMENT FOR PUBLIC HEARING
ENVIRONMENTAL QUALITY COMMISSION
Medford January 7, 1972

Rogue Valley Plywood is a small independent company with a plywood layup plant located at White City. The company is not a member of the American Plywood Association, but like many non-member companies, has contributed financial support to the A.P.A. in their efforts to define the character and scope of emissions from plywood veneer dryers. As a result of our participation in these efforts, we have been kept informed on the work conducted by Washington State University for the A.P.A.

Relative to the proposed standards for control of dryer emissions, we feel that by changes in the methods of operating our veneer dryers, we can live with the 20% opacity requirement as set out in section (a). This seems to be a reasonable and attainable level of operation.

Relative to section (b), we do not feel that it is reasonable at this time to establish grain loading standards as there are no known reliable methods of measuring these emissions and therefore any such standard would for all practical purposes be without effect.

At the present time several projects are in progress in the industry attempting to acquire the technology required to reduce emissions from dryers. Because of the present lack of proven methods, we do not feel that it is equitable to, at this time, set dates for compliance schedules. We as a small company cannot afford to spend, say \$200,000 on a system only to find that it is not practical. It is our suggestion that as reliable test results become available, then and only then, compliance dates be required.

ROGUE VALLEY PLYWOOD, INC.

by: 
Douglas F. Gordenier, President



Jan 10, 1972

Rogue Jr. - Sierra Club
 P.O. Box 819
 Ashland, Oregon 97520

DEQ -
 AIR Quality Control Div.
 Clean Air Act
 Implementation Act for Oregon,

Dear Sirs, (and Madames)

Please enter this statement into the Medford Hearings Record.

(Jan 7 '72)

We were unable to address the hearings in person, but as conservation chairman for our local Sierra Club, who did attend the hearing, I would like to state the following:

(1) We, in general, approve of these attempts to attain national ambient air standards, and hope that your agency will do all within its power to implement and enforce the standards set.

(2) ^{we urge} a general, statewide motor vehicle inspection program, not just for Multnomah County, Trucks and busses especially, including those traveling interstate, should be inspected for pollution ^{control} devices. Although these inspections would be carried on by state police, we question repealing DEQ enforcement entirely. The local agencies and state police need a "backup" force to insure that standards are met.

(3) ^{we urge} a reduction in the size of the cities in which banning of governmental and commercial open burning is enforced. Many of our members live in smaller towns such as Phoenix or Talent, in which open burning from some of these sources on certain days is objectionable. Towns on the valley floor with a population of 1000 or less should be subject to the new law, and not 4000 as proposed.

(4) Concerning parking facilities and highways in "Urban Areas": Medford is now an urban area, but does not have 50,000 people. We urge a reduction of the "urban area" standard to include cities of 20,000 or larger.

(5) Maintain and enforce new particulate matter standards in veneer plants and other wood products industries.

(6) Particulate matter standards should apply to all new industry, in which total particulate matter on inversion days is a criteria for operating new and old industry.

(7) Get a DEQ office in Medford!

Sincerely, Diane Meyer
 Conservation Chm.
 Rogue Sierra Club

BEFORE THE DEPARTMENT OF ENVIRONMENTAL
QUALITY OF THE STATE OF OREGON

Further suggested amendments and additional remarks-J. S. Lausman, Inc.

In previous correspondance and oral remarks, we have suggested amendments to certain portions of proposed amendments to OAR chapter 340, division 2, subdivision 5, wigwam waste burners.

By previous correspondance and comment before the Department, we have suggested certain amendments including those indicated in section I (II), II (III), III (I) and III (III) (b). These seperate comments go to other sections.

You will note that we suggest that the statement of policy, found in section II, be shortened. It should be the stated policy of the Department to require modification of all wigwam waste burners to minimize air contaminant emissions, and to require effective monitoring and reporting. It goes without saying that complete utilization of waste products is desired by all. It may not be wise to state a policy calling for the elimination of all incineration, which could conceivably turn out to be the most efficient manner of disposal. Under some instances, incineration would be clearly less harmful than land fill.

We have suggested the elimination of subparagraph (a) of paragraph 3 in section III. This is the section that requires the applicant to provide a statement of the relative technical and economic feasibility of alternate ways of disposing of these wastes. We suggest that this is not only time consuming, but also requires the Department to become an economic judge. I

question whether the Department really wants to be in this field.

We feel that if the modification of the wigwam burner does not help the environment, it should not be allowed whether or not there is an economical alternative.

We also wish to express concern about section III (4). This is the section which absolutely forbids authorization for establishment of a new modified wigwam waste burner in conjunction with a new or significantly expanded facility. We agree that the Department should take a long look at such a situation. However, if it can be demonstrated that a modified wigwam burner represents no threat to the environment, then the Department should not be called upon to arbitrarily deny new jobs. Even under today's technology, incineration may be the accepted answer. The test should be the effect on the environment and the decision for authorization should not be made in advance.

Lastly, we direct your attention to section IV (2). That section states that no person shall use a wigwam waste burner for the incineration of anything other than production processed wood wastes. In the past, my client's burner has been used, at the request of local government, to dispose of things such as leaves. The real problem here, though, is that under these rules any single chamber burner with the general features of a truncated cone is defined as a wigwam burner and the burning of anything but wood wastes would be forbidden, although a single chambered incinerator, with the shape of truncated cone might conceivably be developed in the future and be the answer to problems, rather than the source of problems.

These latter comments are general in nature and designed to point up problems rather than to specifically solve them. If the Department feels that the general suggestions are worth following up, we would be most happy to cooperate.

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY CONTROL DIVISION

November 20, 1971

PROPOSED AMENDMENTS TO OAR CHAPTER 340, DIVISION 2, SUBDIVISION 5

WIGWAM WASTE BURNERS

I. DEFINITIONS:

As used in this regulation, unless required otherwise by context,

1. "Continous-flow conveying methods" means methods which transport materials at uniform rates of flow, or at rates generated by the production process.
2. "Modified wigwam waste burner" means a device having the general features of a wigwam waste burner, but with improved combustion air controls and other improvements. ~~(installed in accordance with design criteria approved by the Department.)~~
3. "Opacity" means the degree to which an emission reduces transmission of light and obscures the view of an object in the background.
4. "Wigwam waste burner" means a burner which consists of a single combustion chamber, has the general features of a truncated cone, and is used for incineration of wastes.
5. "Particulate fallout" means the residue from burning of any combustible material or the residue from incomplete combustion which settles to the ground from the outdoor atmosphere.

II. STATEMENT OF POLICY:

~~(Recent technological and economic developments have enhanced the degree to which wood waste residues currently being disposed of in wigwam waste burners may be utilized or otherwise disposed of in ways not damaging to the environment. While recognizing that complete utilization of wood wastes is not presently possible in all instances, consistent with the economic and geographical conditions in Oregon,)~~
It is hereby declared to be the policy of the Environmental Quality Commission to:

- ~~(1. Encourage the complete utilization of wood waste residues.)~~
- ~~(2. Phase out, wherever reasonably practicable, all disposal of wood waste residues by incineration.)~~
- (3.) 1. Require (in accordance with established design and operating criteria,) the modification of all wigwam waste burners to minimize air contaminant emissions.

- (4.) 2. Require effective monitoring and reporting of wigwam waste burner operating conditions.

III. AUTHORIZATION TO OPERATE A WIGWAM BURNER:

1. Operation of a wigwam waste burner not modified (~~in accordance with design criteria approved by the Department is prohibited~~) to minimize air contaminant emissions is prohibited.
2. Persons seeking authorization to modify a wigwam waste burner or establish a new wigwam waste burner shall request authorization by submitting a Notice of Construction and submitting plans in accordance with OAR Chapter 340, Sections 20-025 and 20-030.
3. Authorization to establish a modified waste burner installation shall not be approved unless it is demonstrated to the Department that:
 - (a.) ~~No feasible alternative to incineration of wood waste residues exists. In demonstrating this, the applicant shall provide a statement of the relative technical and economic feasibility of alternatives, including but not limited to: utilization, off-site disposal, and incineration in a boiler or incinerator other than a wigwam waste burner.~~
 - (b.) The modified wigwam waste burner facility is to be constructed and operated in accordance with (~~design criteria approved by the Department,~~ and) the emission standards set forth in subsection IV of this regulation.
- (4.) ~~Authorization for establishment of a new modified wigwam waste burner in conjunction with the establishment of a new industrial facility or significant expansion of an existing facility shall not be granted.~~

IV. EMISSION AND OPERATION STANDARDS FOR (MODIFIED) WIGWAM WASTE BURNERS

1. No person shall cause, suffer, allow or permit the emission of air contaminants into the atmosphere from any (~~modified~~) wigwam waste burner for a period or periods aggregating more than three (3) minutes in any one hour which is equal to or greater than 20% opacity.
- (2.) ~~Resultant emissions notwithstanding, no person shall use a wigwam waste burner for the incineration of other than production process wood wastes. Such wood wastes shall be transported to the burner by continuous flow conveying methods.)~~
2. No person shall cause, suffer, allow or permit the emission of visible particulate fallout from any wigwam burner.

V. MONITORING AND REPORTING:

1. A thermocouple and recording pyrometer or other (~~approved~~) temperature measurement and recording devices shall be installed and maintained on every (~~modified~~) wigwam waste burner.
2. Exit gas temperatures shall be recorded continuously using the installed pyrometer at all times when the burner is in operation.
3. Records of temperature and burner operation, or summaries thereof, shall be submitted at such frequency as the Department may prescribe.
4. In addition to temperature monitoring as prescribed above, in accordance with OAR Chapter 340, Section 20-035 and 20-040, the Department may require installation of visible emissions monitoring devices and subsequent reporting of data therefrom.

VI. OAR Chapter 340, Sections 25-005, 25-020, 25-015 and 25-020 are hereby repealed.

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Medford
1-7-72

Name	Address	Organization
Helen Leibold	446 Beebe Rd C.P.	Self
Edwin W. Leibold	446 Beebe Rd C.P.	Self
Don E. Baxter	Box 830 Brookings	BROOKINGS Plywood
J. E. Hansen	Box 530	Medford Corp.
Don Demerhoff	P.O. Box 890 Grants Pass	Agnew Plywood
Richard Bunker	Box 1321 Medford	N.W. First Aid
Ronald von der Hellen	6000 Blackwell Rd. Central Point	Self
John Wierlermy	Medford 1014 Old Stage Rd	Self
Robert Dumas	5425 Seaven Oaks Rd Central Point	Self
Don Bohner	4540 Frank Rd. Central Point	Self
Jack Krump	White City Ore	Chamber of Commerce
Douglas F. Pedersen	White City Ore	Rogue Valley Plywood, Inc.
PAUL PERSERMAN	2308 Huisman Dr. Medford	MEDFORD CORP.
M. E. Curme	SOTIA 2680 N. Pacific Medford	
B. Sam Taylor	P.O. Box 100, Medford	Bowl Cascade Corp
Lloyd Hubert	12 State Capitol Salem	Legislature
Ray E. R. Otts	754 NE. Washburn St Grants Pass Ore	Senate of Oregon
Jim Nelson	225 W. MAIN	Attorney


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1-7-78

Name	Address	Organization
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Ben Insetto	1700 6th Ave, Seattle	EPA
Louise Windt	Ashland	Self
Mrs N. J. Gier	685 Do Model Dr	
John X. Balog	500 Emigrant Creek Rd Ashland, Oregon	Self
Margaret Balog	do	do
Jack Staud	200 Erie St. Medford Ore	Self
JL Harshaw	Ashland	Southern Oregon College.
Hazel M. Vaughan	2855 Oakdale, Medford	Self
Dore W. Doty	3791 Talbot Ave Central Point	self
N. Deuel	Gard Hill	self
Roger E. Wilkerson	Medford	3M Company
M. L. Matthews	11162 Duggan Rd Central Point Ore	Self
Larry Mitchell	Ashland	Tidings.
W. C. Hoffmann	Medford	Timber Workers
Chas. G. Kirk	Medford	Lyons Walton League
A. E. Graham	Medford	Graham Electric

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1-7-72

Name	Address	Organization
Wayne Linn	Southern Oregon College	So. Ore. Region of the T.B. & Resp. Diseases Assn
Tom Roberts	210 Laurette Blvd Medford	SO. ORE REGION OTR PA
	715 KING ST ASTORIA	LEGISLATURE
Michael D. Brown	Salem,	Willamette University Law School
Michael E. Christian	Medford	C H P
Barbara Christian	Medford	OSP/RL
Mary Lou Hall	Eagle Point Oregon	Self
John S Hall	Eagle Point, Ore.	E.P.C.C.
W. D. Sparrow	Medford	Medford Club
Garry Stecker	GRANTS PASS	SELF
Arthur R. Tramm	ASTORIA, ORE.	O.E.D.P. / REGIONAL DEVELOPMENT CENTER
Diana Norvell Meyer	Talent, Ore	Sierra Club
Joan Coonan	Medford	League of Women Voters
JOHN B. BALLARD	TALENT	Rogue Valley Audubon Society
Robin B. Carey	597 Walnut St. Astoria, Ore.	self
Catherine Pacey	Astoria, Ore.	Astoria League of Women Voters
Marilyn Parker	726 Iowa Astoria, Ore.	self
Roger Parker	716 Iowa Astoria, Ore.	Self

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1-7-72

Name	Address	Organization
Jane Winters	1301 Maple Grove Drive Medford	Jackson County Extension Agent
Harry Demaray	18 N. Modoc Medford	City of Medford Planning Dept.
F. L. Bowman	2857 Lane, Medford	National Weather Service
R. C. Jones	MEDFORD 1310 N. KEENE WAY DR	NAT. WEA. SVC.
J. F. LAWRENCE	MEDFORD 3657 HILSINGER RD	NATIONAL WEATHER SERVICE
R. G. Swanson	Glendale Ore	Superior Lumber Co
George Lewis	Ashland, Ore	
K. R. Quiatt	Vancouver Wash	Fed. Hwy. Admin.
H. B. Pierce	516 W. JACKSON	—
R. L. Rackham	1301 Maple Grove Dr	Comp. Ext. Service
Ed Earnest	7121 Oak Hollow Rd	Farmer
FAR/DR. TWILLEY	Court House	Jackson County Jr
Thomas Nelson	City Hall	Medford F. D.
Empire ROBERTSON	"	" " "
July W. Bayfield	4045 Crater Lake Hwy	Comm. Div. River & Lac.
Dorothy Jones	3730 N Pacific Hwy	Robertson
Barthelmer	1313 Maple Grove	Jackson Co. Health Dept.
Barbara Sierker	418 Hill Way, Ashland	—

Mr d Lord
1-7-72

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Name	Address	Organization
R.P. Cornish	Greets Pass	Mountain Fire L & Co.
Richard F. Repleat	Medford, Ore	B. F. M.
Roy C. Longman	Medford Oregon	Burr Cascade
Bill Benson	Medford Oregon	Ochoco Club
Kevin L. Elbert	Medford, Ore.	First Branch League
Michelle May	Medford, Ore.	Medford Sr. High - Hi Traces
Scott Clay	Medford, Oregon	Medford Sr. High - Oregon
N. Dudley Lentz	^	Jesus to Am.
Leigh Johnson	ASHLAND, OREGON	STATE REGISTER