

Appendix C

Interviews and Correspondence

Interview(s) of Frank Blacker by Kim Remick

Frank Blacker has worked as a maintenance man at Spokane Raceway Park for the last 10 years. Mr. Blacker was still on working at the site on several occasions during the time in which Ms. Remick was documenting site conditions. He offered to answer any questions or provide any help that was needed while she was at the site. He provided his cell phone number and home phone number for any questions or problems while on the site.

**October 29, 2007, 10:30AM
Spokane Raceway Park, Spokane, Washington**

Ms. Remick asked Mr. Blacker about the black plastic tubing material that was partially buried and scraps scattered to the west of the vehicle gate to the oval track. He said the tubing had been installed (dug into small trenches or laid over ground) for irrigation purposes after trees had been planted. After the trees had sufficiently grown, the irrigation system had been abandoned and in some places severed with landscaping equipment. He said there was a lot of this material around the site and there was also some exposed electrical conduit running north from the will-call booth.

**November 12, 2007, 11:30AM (w/ Terry Kristof)
Spokane Raceway Park, Spokane, Washington**

Mr. Blacker and his son arrived at the site after 11:00am. Mr. Blacker's son is currently residing in the lower trailer home on site.

Ms. Kristof asked Mr. Blacker about the type and storage of chlorine used for the water system. He said that in recent years, granulated chlorine powder had been added to the distribution system prior to large events, but was otherwise untreated. There isn't any chlorine currently stored on site. Prior to the use of the granulated chlorine, a chlorination feeder pump system had been used but was problematic and hard to maintain. It was removed from use by Ron Linder years ago.

Ms. Kristof also inquired about the large square chemical tanks that were on the asphalt apron area and the interior of the oval track. Mr. Blacker said these containers were only used to store waste oil and no knowledge of the labels on them. Washington Motor Sports Limited had contracted with an agency out of Davenport to remove the waste oil from the containers and haul off site. Last year over 3,000 gallons of used oil was disposed of by the Davenport agency. There are six of these large containers used to store waste oil currently on site.

Ms. Remick and Ms. Kristof observed a "green" puddle of water at the southeast corner of the utility (horse) shed building south of the lower trailer home. (It was raining heavily that day and there were many puddles and standing water on the site.) Mr. Blacker said he had used it was a non-toxic dye he had used the week previous for irrigation purposes.

November 16, 2007, 10:00AM

Phone conversation

Mr. Blacker called USKH in response to a message left Ms. Remick on the answering machine at his home phone on the afternoon of November 14. In the message left on the answering machine, Ms. Remick stated that there were 3 trailers she hadn't been able to get into, as well as the upper trailer home and all the restroom facilities.

In the return phone call, Mr. Blacker said the orange trailer near the shop contained office type equipment belonging to Orville Moe. The white trailer just east of the shop belongs to the "cops" (whatever agency, either City of Spokane or Sheriff's department) and they store cones and other training equipment. In response to the question about accessing the restrooms, he said those should be unlocked, but that Ron may have put barrels inside restrooms against the doors to keep them closed for the winter. He gave a pretty general description to the layout and condition of the restroom facilities. Mr. Blacker mentioned that they had some roof leaks and all the plumbing came through the center of the buildings. He suggested pushing really hard on the doors, and to let him know if that didn't work. When I asked about the upper trailer home, Mr. Blacker said that the trailer belonged to Orville. Mr. Moe and he had gone to court and gotten an order proving he owned it and that the no one was allowed inside.

November 21, 2007, 10:30AM

Spokane Raceway Park, Spokane, Washington

Mr. Blacker was on site when Ms. Remick got there. He was able to open the restrooms, souvenir shop, and announcers booth to let her inspect these areas. Ms. Remick told Mr. Blacker that she was not able to get inside the concession building in the interior of the oval track, but that she was able to see inside through the west side window. He commented on the state of the building, saying it was a mess because the insulation from the ceiling was falling down. This building had never really been cared for. It had not been cleaned after its last use. He said it was possible that there was still grease in the cooking appliances and other food items still stored inside.

Ms. Remick asked Mr. Blacker about the "quilt-batting" like material on the northwest corner of the property on the dirt road between the road course track and the substation. Mr. Blacker said he was unaware of any such material and that it was not uncommon for people to dump things on the north side of the property. That area was rarely traveled by the maintenance staff and was not closed off from the public (open gate at northwest corner of property).

Mr. Blacker confirmed that Orville had leased out land on the north side of the site as pasture land. It was used to graze cattle but not within the last ten years.

When asked about wildlife at the site, Mr. Blacker said there were lots of animals that inhabited the area. He said the large holes (10 to 14" diameter) were badger burrow

holes. He said there were a pair of owls that lived in the tree grove on the south side of the main entrance road. There are lots of rodents around the site. There are at least a dozen feral cats used to keep down the rodent population. He and his son leave food for the cats on the front steps of the office. There had been dogs wandering on site earlier in the year but he thinks they were picked up by animal control or the owners. He said that the tracks (Picture 167, 11-19-2007) under the picnic shelter between the tracks were probably those of the stray dogs. He said there were a lot of deer that migrate through the site. He said that someone actually hit a deer during a race one year. Mr. Blacker also stated that his wife believes there is either a lynx or bobcat that lives on the property.

Mr. Blacker said that his wife is a certified level II water system operator for the state of Washington and at one point had been asked to provide services for Washington Motorsports Limited. She declined the offer stating that the water system at Spokane Raceway Park would need major upgrades to be in full compliance with state regulations and could only consider the position if such was done.

Mr. Blacker stated that he believed that there were two years left on the lease to Inland Asphalt (CPM Development Corporation). He commented that he knew that at one point they were paying \$55,000 a month to lease the land from Orville.

Interview of Ron Linder by Alan Gay

October 25, 2007, 8:30am

Washington Motorsports Limited Office and Grounds, Spokane, Washington

Mr. Linder was the lead maintenance man for Washington Motorsports Limited at the property at 102 North Hayford Road for many years. A Vietnam veteran, he was hired by Orville Moe in the 1970's to help operate the facility and became indispensable due to his practical knowledge of mechanics, his love of car racing, and his integrity.

Mr. Linder became familiar with all aspects of the track's operation, including the sewage treatment and disposal system, the water supply system, the power supply system, spill cleanups, grounds-keeping, concession facilities, and making all of these things work with a minimal expenditure of money but a great deal of time and effort.

Mr. Linder said that the track never had a failure of its sewer system. The water system, however, was more vulnerable to power and equipment failures. Power failure due to shorts in the direct-buried power lines were some of the track's most frequent operational challenges. Jim Tice knows of plans to replace some of the buried power lines. Power supply is from a line of overhead poles to the northeast of the track area. From a pole with three 25 kVA transformers near the north well, power is routed underground with the direct bury lines, periodically connected in underground concrete vaults and above-ground transformers. Power is supplied by Inland Power & Light.

The water system consists of two wells with reservoirs and the necessary piping and controls to serve the facility. A pair of skid-mount horizontal cylindrical water tanks have been used for operational storage next to the more northerly wellhouse, and an approximately 50,000-gallon vertical cylindrical water stand pipe is next to the well located north of the spectator seating on the west side of the drag strip. Transmission piping from the north well house to the 50,000-gallon standpipe and distribution system piping from there to the south property line are also part of the water system. Small valve boxes, one at either concession area at the tops of the spectator seating on either side of the drag strip, are used to regulate the water from the 3-inch steel main lines to the concessions and restrooms. During the winter, service has been maintained to only the trailers, shop, and office/west timing tower building. During racing season, over 10,000 patrons sometimes attended individual events. Large attendances increasingly taxed the capacity of the water system as it got older.

In addition to the functioning part of the water supply system, an abandoned partially in-ground covered water reservoir is located a few feet west of the two horizontal cylindrical tanks. Though numerous repairs were attempted to fix this reservoir, it was eventually abandoned because of leaks. It is now beyond repair, with large cracks, weeds growing in it, and a partially collapsed wood truss roof.

A third well, not used, is located north of the north well. This third well was never part of the facility water system, but was used for stock watering and to serve a mobile home no longer on the site. The well casing still protrudes from within a seven to eight-foot

deep concrete pit that appears to have been the control chamber for that well. The old well house has collapsed, and power is no longer connected to that site.

Fire suppression is available via two functioning fire hydrants, yard hydrants, one a 2,500-gallon pumper truck, and a 500-gallon modified flatbed truck with a high pressure pump.

The sewer collection system is aligned parallel to the drag strip in three sewer mains. The more westerly main serves the shop and shower. The center main serves the office, west concessions, a light-blue mobile home still retained by Mr. Moe, and the west restrooms. The east main serves the east concessions and restrooms between the drag strip and oval track. The east and west mains cross over to the center main, which discharges to the north to a wetland basin inside the road racing track's north loop. Overflows from the wetland basin were piped under a berm to a one-acre clay-lined evaporation basin, also located inside the road racing track north loop. Wastewater seldom reached the evaporation basin, instead infiltrating and evaporating within the reed and cattail bed of the wetland basin.

The sewer treatment/disposal facilities sustained a fire in 2007 when a Porsche road racing car jumped over the berm around the evaporative basin and caught fire, which spread to the wetland area. During the fire, a Fire District 10 truck was driven into the wetland area, damaging its surface and vegetation on the north end. A small pile of debris in the southwest corner of the evaporative basin is what remains of the Porsche.

Two septic systems complete the wastewater disposal system. One septic tank is located near the lower mobile home (yellow) to the east of the shop. The other served the abandoned concession stand in the infield of the oval track.

There was a sporadic spring about 20 to 30 feet west of the interior roadway intersection located west of the office.

There was a lead plumber named Hank.

The track started as a dirt track in the early 1970's.

In front of the office, down on the drag strip, a fire hydrant was hit by a dragster and subsequently permanently removed.

The vibrations from the cars are so intense, that in the summer of 2007, there was a waterline break during drag racing, which caused a near-catastrophic pressure drop that Ron was able to address on an emergency basis. He found cracked paving next to the east timing tower. Since he knew approximately where the waterline was, he dug there, even though the leak was showing up down on the west side of the oval. The leak was fixed and a cold patch was put to repair the dug-up asphalt around where the leak was.

Ron ran generators for two weeks to keep the racing park open, even with the breaks in the underground power lines.

Rainwater puddles in the area in front of the west timing tower and office area during severe rain or runoff events.

In the basement of the west timing tower is the main power panel for the park. Some of the equipment is fairly old now. There are 2 x 240V, 200A safety switches. In the basement of the office are pesticide applicators, a fuel oil tank, oil additive drums, and an oil-fired furnace. Six 8-pound bags of "SuckitUp" were located in the furnace room. "SuckitUp" is an absorbent used to cleanup petroleum spills. Unspent absorbent was reused. Another absorbent used was a mixture of kitty-litter and Portland cement.

Sometimes spent absorbent and paper garbage were burned on-site in burn barrels.

Pit oil was drained into 55-gallon drums, some of which are still on site.

Oil drums are scheduled to be removed, as are old paint cans. Other miscellaneous small quantity hazardous material in the basement of the office included traction compound, and a canister of R2 refrigerant. The telephone system switch gear and some unused thick gage power cable were also in the basement. The office basement also contained large amounts of stacked souvenirs and old trophies.

An isolated building in the northeast corner of the property is an old livestock barn. It now is full of pigeon dung-covered souvenirs, shelving and concession boxes, some of which date back to Expo '74.

The shop area is surrounded by abandoned machinery. Inside the shop are dozens of racing slicks, a couple of older passenger vans partly loaded with old auto parts, and many tools, including power tools and hand tools that were to be removed. Inside the shop is an oil burning stove made from an old oil tank, and a 200-gallon gasoline tank on a steel stand on the west end of the shop bay.

Interview of Sandra McDonald by Kim Remick
November 21, 2007, 11:00am
CPM Development Corporation Site, Spokane, Washington

Ms. Sandra McDonald has been employed by CPM Development Corporation (CPM) for the last 11 years as a weigh station operator at plant located on the southwest corner of the Washington Motorsports Limited real property.

There is one entrance to the site located on Sprague Avenue across from the visitor entrance for the Airway Heights Correction Facility. All visitors must sign in at the weigh station to access the site. Visitors must also review the safety manual for mining operations and sign a form verifying they had done so. Hard hats are required when walking around the site.

Inland Asphalt, a subsidiary of CPM, has leased the land from Washington Motor Sports Limited for at least the last 15 years from Ms. McDonalds knowledge. The site consists of a hot-mix asphalt plant, aggregate pit, and salvage yard. The day of the interview was the last day of the season at the site for Ms. McDonald. The last day of operations for the HMA plant was two days previous (November 19).

There were no trucks or employees accessing the HMA plant or pit area at the time of the interview and site visit. Ms. McDonald confirmed that all tanks on site, except one not owned by CPM, had been hauled away or emptied as part of the winterization process for the site. One large propane tank was remaining on site during the visit; it is leased by CPM seasonally, but was scheduled to be removed from the site later that day.

There are two sets of HMA equipment. The equipment closer to the weigh station is no longer used. This includes a diesel tank trailer and storage tank for the binding agent. These pieces of equipment have not been used for the last four years according to Ms. McDonald. The large tank used to store the binding agent for the last few seasons of operation had been siphoned out earlier in the week.

The southwest part of the site is used as a salvage yard. Equipment from other sites around Spokane that have been closed ends up at this particular site because of space availability. Several trailers and other pieces of equipment were moved after the closing of a plant near Fort George Wright & Government Way. All of the equipment being stored in this part of the site is no longer operational and all storage tanks were empty.

There is a small open dump site to the northeast of the salvage yard that Ms. McDonald identified as being "Orville's mess." She said it was there before the land had been leased to CPM. The dump site consisted of wood and metal debris, household items like bathtubs and toilets, tires, and empty 55-gallon drums. None of the employees from CPM have used this site to dump waste or debris while the plant has been in existence. No attempts were made by CPM to clean this site and operations were formed around it.

There is a gate and 350 foot drive exiting to Sprague Avenue that CPM had built on the south west corner of the property approximately 10 years ago by Ms. McDonalds' estimations. CPM intended to start a concrete plant operation at the site in addition to the HMA plant and hoped to run it on the west side of the site. The City of Airway Heights rejected their plan because they had no way to provide the amount of water needed to operate a concrete plant. At this point, Spokane County became aware of the drive that had been built on the west side of the plant. No permits or paperwork had been filed to allow access from this part of the site to Sprague Avenue so Spokane County authorities demanded the drive be closed off. There is a gate still there today but the drive has never been used.

There are three fences that run along the west side of the property. The eastern most fence is the boundary of CPM operations. A second fence is located less than 10 feet to the east of the CPM fence. A third fence is about 250 feet to the west of the middle fence and is the boundary of an off-road vehicle park operated by Spokane County. There is an area at least 200 square feet in size that is covered with tires and empty 55-gallon drums. Ms. McDonald stated that Orville had most likely used it as an additional dump site prior to CPM leasing the land. The piles of tires and drums looked similar to other dump sites found within the Washington Motorsports Limited real property.