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Founder Nancy Russell, 1913-2008

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www.gorgefriends.org

The proposed Vancouver oil terminal is nearing the end of the Environmental Impact Statement review process with the Washington Energy Facility Site Evaluation Council (EFSEC). As this process nears completion, the terminal still needs to obtain specific permits from various agencies for air, water, and actual construction. Those permits will either be approved or rejected by EFSEC.

The air permit, drafted by the Southwaste Clean Air Agency, has been released for comment through June 7.

There will be an EFSEC public hearing on June 7, 1:00 p.m. to 9:00 p.m. (and a rally with our coalition at 4:00 p.m. that day). Join us at Gaiser Hall in Clark College, 1933 Fort Vancouver Way, in Vancouver!

To learn more, go online to visit www.GorgeFriends.org/Tesoro. You’ll find more details there on the comment period, how to submit a comment, and any other updates. As always, feel free to call Ryan, our conservation organizer, at 971-634-2034 with any questions.

June 3, 12 noon in Mosier, Oregon

A community event in observance of the anniversary of the 2016 Mosier oil train disaster is scheduled at noon on June 3 in Mosier. Gather at Mosier Community School, 1204 Historic Columbia River Highway (US-30 E). We are calling on leadership in Washington and Oregon to do all they can to prevent future oil train disasters.

Our email Action Alerts provide the most timely, effective way to take action. Questions? Call Conservation Organizer Ryan Rittenhouse at 971-634-2034. Visit www.gorgefriends.org/subscribe to subscribe now.

Your voice is vital to Gorge protection. Let Congress hear from you.

Oregon

Sen. Ron Wyden 202-224-5244
www.wyden.senate.gov/contact
Sen. Jeff Merkley 202-224-3753
www.merkley.senate.gov/contact
Rep. Earl Blumenauer 202-225-4811
Rep. Peter DeFazio 202-225-6416

Washington

Sen. Patty Murray 202-224-2621
www.murray.senate.gov/email/index.cfm
Sen. Maria Cantwell 202-224-3441
www.cantwell.senate.gov/public
Rep. Derek Kilmer 202-225-5916
Rep. Suzan DelBene 202-225-6311

Email your Congressional Representative by logging on to www.house.gov/writerep

Cover: Friends board member Gwen Farnham at Duncan Creek, a Preserve the Wonder property.
Photo: Debbie Asakawa
Director’s Letter

One challenging part of my job is keeping a great secret: really good news that isn’t quite ready for prime time. I’ve been living in that world over the past few years as we pulled together the seven properties of our Preserve the Wonder campaign. The insert enclosed in this newsletter is worth a read.

Preserve the Wonder began as an effort to purchase one property we call Steigerwald Shores (see page 7). It took three years of discussions with the landowner to bring the property under contract with our land trust. In the meantime, opportunities kept coming. A Cape Horn property we eyed 20 years ago (well before we even had a land trust) came on the market and the owner contacted us. Another landowner we first spoke with in 2000 called me in 2015 needing to “sell or log” his property due to an estate tax bill that was due. And the grandson of a man who sold much of the land at Lyle Cherry Orchard to our founder, Nancy Russell, expressed interest in selling us a 25-acre wooded lot that sits above our property. Soon, we knew we needed to think bigger if we were to really protect the Gorge.

Discussions with landowners continued and property issues were worked through. Each time we secured a property, we quietly celebrated. When board and staff met with some of our most generous members, asking them to make a heavy lift to get us off the ground, they responded heroically. With each amazing gift, we quietly gave thanks. Over time, the organization’s largest fundraising campaign fell into place. Our goal: raising $5.5 million to purchase seven properties totaling 420 acres, with $3.5 million already raised.

We announced the Preserve the Wonder campaign at our annual meeting in April in front of a record crowd of 300 people. At a time when hope is in short supply, that room at Skamania Lodge burst with hope. Like the properties themselves, the hope of Preserve the Wonder spans the length and breadth of the Gorge. It says that together, there is nothing we can’t do.

Preserve the Wonder is an extraordinary opportunity to leave our legacies on this magnificent part of the Pacific Northwest and I hope you will consider how you can be a part of this important effort.

Kevin Gorman, Executive Director
kevin@gorgefriends.org

Friends of the Columbia Gorge works to ensure that the beautiful and wild Columbia Gorge remains a place apart, an unspoiled treasure for generations to come.

Steigerwald Lake National Wildlife Refuge. Photo: Debbie Asakawa
Visit www.PreserveTheWonder.com to see videos of all the beautiful properties in this special campaign.
One year after a Union Pacific train carrying nearly 3 million gallons of oil derailed in a fiery inferno in Mosier, Oregon, debates over oil trains and oil terminals are taking place in the courts, in agencies reviewing terminal applications, and now in the Oregon State Legislature.

Situated right along the river, Mosier is a friendly, small city of 450 – “Small Enough to Make a Difference,” as its motto says. On June 3, 2016, this quiet community in the Columbia River Gorge National Scenic Area took it on the chin when a Union Pacific oil train derailed, caught fire, and spilled 42,000 gallons of oil, contaminating groundwater and the river. Fortunately, Mosier residents were spared serious devastation. It was a rare windless day, preventing the fire from becoming an unstoppable blaze that would have quickly incinerated the town.

Now Mosier and its allies are fighting back for the future of its residents and for all communities where railroads haul their dangerous cargo of explosive Bakken oil. The Mosier derailment has become a rallying cry in the Oregon Legislature for citizens demanding common sense legislation to better protect our communities and places like the Columbia River Gorge.

Union Pacific is opposing these legislative efforts, but its own safety record provides the best case for strengthening state laws. The Federal Railroad Administration (FRA) determined that Union Pacific Railroad’s negligence caused the derailment in Mosier, and FRA statistics show Union Pacific has more derailments and accidents caused by equipment failures than the industry average.

In March, the FRA completed inspections of rail lines used by oil trains across the United States and found 24,000 safety violations. Many of the violations are similar to equipment and safety defects that resulted in oil train derailments, spills, and explosions across the country. Union Pacific was cited as having more than 70 percent of the serious violations identified in the inspections.

Oil train emergency response bills
The attention focused on Oregon has exposed the state as having the weakest laws on the West Coast for oil trains and
terminals. Oregon lags behind California and Washington in terms of laws that require railroad accountability for oil train derailments and comprehensive review of oil terminal proposals. The termination of the United States’ crude oil export ban in late 2015 combined with the inevitable rise in prices as the crude oil market grows mean that Oregon will be a soft target for future oil terminal proposals and increased oil train traffic through the Columbia Gorge. Any new oil-by-rail terminals in Oregon would likely be supplied by oil trains traveling through the Columbia River Gorge National Scenic Area.

In response to the Mosier derailments, Friends and its allies are backing legislation in the Oregon legislature to increase oversight of railroad companies hauling oil through the state and to improve review standards for new oil terminals, while not running afoul of federal railroad laws. Two of these bills were passed out of their committees prior to the April 18 deadline this spring. House Bill 2131 and Senate Bill 7, the Mosier Acts of 2017, would require state approval for oil spill contingency plans, railroad funding for emergency response, and proof of financial accountability for a worst-case derailment and oil spill.

So far, these bills have overcome opposition from Union Pacific Railroad and its backers in the Oregon Legislature, including Representative Mark Johnson of Hood River. Rep. Johnson, who received campaign contributions from Union Pacific in 2016, introduced railroad-backed amendments that would have eviscerated the House bill. So far, his amendments have not been adopted and the original bill passed out of committee on a 5-4 vote.

Other bills that would improve scrutiny for proposed oil terminals did not fare as well. Hearings were held on House Bill 3344 and its Senate companion, SB 958, but both failed to pass out of their respective committees prior to the deadline. These bills would have closed a loophole in Oregon law that currently allows oil terminals to be built on state lands without acquiring state land leases, and would have increased scrutiny for oil terminal proposals. Both bills were opposed by Union Pacific, which stands to profit from the operation of oil-by-rail terminals at the expense of public safety and the environment.

We are very grateful to the legislators who are backing these bills, including Representatives Barbara Smith Warner, Rob Nosse, Paul Holvey, Alissa Keny-Guyer, and Ken Helm, and Senators Peter Courtney and Michael Dembrow. Special acknowledgement is due to the Umatilla, Warm Springs, and Yakama Tribal Nations for their diligent support for common-sense laws dealing with oil train emergency response and oil terminals.

With our allies, Friends will continue to push for passage of these bills in the remainder of the 2017 legislative session and in the 2018 session. We’ll continue to update our members about opportunities for public support on our website at www.gorgefriends.org.

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Oregon: Weakest Oil Train & Terminal Laws on the West Coast

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<th>Law</th>
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<tr>
<td>Oversight of Railroad Emergency Response</td>
<td>NO</td>
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<td>Fees on Oil Trains for Emergency Response</td>
<td>NO</td>
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<td>Railroad Ability to Pay for Worst-Case Spill</td>
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<td>24-Hour Notice Required for Oil Trains</td>
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<td>Comprehensive Environmental Review for Terminals</td>
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<td>State Land Leases Required for Terminals</td>
<td>NO</td>
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The centerpiece of Friends’ Preserve the Wonder campaign is the 160-acre Steigerwald Shores, a three-quarter-mile riverfront property adjacent to Steigerwald Lake National Wildlife Refuge. Acquisition will eliminate future development threats on a property highly visible from Oregon’s Vista House, and will also support the largest habitat restoration project in the history of the Columbia River Gorge National Scenic Area. See our Preserve the Wonder insert in this newsletter to learn how you can help this campaign succeed.

Behind the scenes at Steigerwald Shores

Kate McBride, Land Trust Manager, kate@gorgefriends.org

The Steigerwald Shores acquisition will allow the dike and farmland to be restored to floodplain. Photos: Debbie Asakawa

The Steigerwald Shores acquisition will allow the dike and farmland to be restored to floodplain.

Turtles and many other species of wildlife will soon thrive in the restored wetland of Steigerwald Shores.

Experience Gorge Towns to Trails by watching a new five-minute video that brings this six-year project to life! Enjoy “flying over” stunning landscapes and witness the jaw-dropping beauty of this visionary project to connect a world-class trail system into towns in the Columbia Gorge. See the video at www.gorgefriends.org/townstotrails.

The current levee has been a problem for flood control at the Port of Camas-Washougal. Restoration will remove 125 acres of Port and City property from the FEMA flood zone, including a wastewater treatment plant. The Port will save up to $100,000 annually in electrical costs to pump flood water, and the U.S. Fish & Wildlife Service will avoid a $4 million cost to replace failing structures at Gibbons Creek.

The total project is estimated to cost $22 million, with significant funding from Bonneville Power Administration’s salmon restoration funds. In turn, according to the Estuary Partnership, the project will pump $22 million into the Camas-Washougal economy and sustain over 440 family wage jobs. The Estuary Partnership is hopeful construction can begin in 2019.

Accomplishing these goals depends on Friends being able to purchase Steigerwald Shores. Momentum is building for the Preserve the Wonder campaign and we welcome your support.
New Faces at Friends

Friends is happy to welcome Burt Edwards as our new communications director. A native of the Pacific Northwest, Burt brings more than 20 years of public affairs experience working on pressing policy issues from climate change to international development. Before joining Friends, Burt worked for nine years at The Pew Charitable Trusts and National Environmental Trust, developing and managing opinion media outreach and editing and writing projects on an array of conservation, energy, and health campaigns. He most recently served as communications director for InterAction in Washington, D.C.

We’re also delighted to welcome our five newest board members, who will each serve a three-year term. Friends’ 17-member Board of Directors brings together a wide range of interests and skills that intersect the mission and vision of the organization.

From left to right: Patty Mizutani, a retired doctor of radiology; Mia Prickett, a marketing executive and member of Confederated Tribes of the Grand Ronde; Greg Delwiche, a retired Bonneville Power Administration executive; Lisa Berkson Platt, a community volunteer and past chair of the Portland Garden Club conservation committee; and Kim Noah, the finance director for the Port of Camas-Washougal.

Activities and Events

Maegan Jossy, Outreach Manager
maegan@gorgefriends.org

READY, SET, GORGE!

A unique working landscape of public and private lands, the Columbia Gorge National Scenic Area is a world-renowned destination as well as a place that many people call home. As the Gorge becomes an increasingly popular place to recreate, many of the area’s trails, parks, picnic areas and natural resources are becoming threatened by overuse.

When planning your Gorge outing, take Ready, Set, GORGE to heart.

• Plan your route ahead of time to avoid crowds.
• Bring what you need and research road, trail, and weather conditions.
• Take steps to help protect the Gorge so that future visitors can enjoy it, too.

Download your own handy brochure and learn more at www.readysetgorge.com.

37th Annual Picnic in Paradise

Sunday, July 9, 12 noon – 2:30 p.m.

Enjoy a summer afternoon in the Gorge, relaxing on Thunder Island. This free, family-friendly event will feature live music by the Gorge band Fields of May, a delectable potluck buffet, Preserve the Wonder activities, and a short program update by Friends staff.

www.gorgefriends.org/summerpicnic
Friends battles UP rail expansion efforts

Steve McCoy, Staff Attorney, steve@gorgefriends.org

Friends has been working since 2014 to defeat a Union Pacific (UP) proposal to construct 5.37 miles of double track through Mosier, Oregon. The project would have negative effects on the scenic, cultural, natural, and recreation resources of the Scenic Area and endanger communities, as the fiery derailment of a UP oil train in Mosier last June made clear.

Since the Mosier derailment, a flurry of legal activity has taken place regarding Union Pacific’s proposed project. On November 10, 2016, the Wasco County Board of County Commissioners bravely denied the railroad behemoth’s proposal because Columbia River Treaty Tribes demonstrated that tribal treaty fishing rights would be harmed by the project. This rare defeat for Union Pacific spurred a rash of litigation. In addition to its in-house counsel, UP has retained three high-powered law firms – experts in railroad law, federal Indian law, and Oregon land use law – and has filed several lawsuits and appeals involving this project.

Union Pacific contends that federal railroad law preempts local permitting requirements. However, the permitting criteria in the Scenic Area are required by the Columbia River Gorge National Scenic Area Act, and thus are federal rather than local in nature. When two federal laws conflict, courts endeavor to harmonize the two laws, rather than simply ruling that one is precluded by the other. Instead, UP wants federal railroad law to prevail so it can avoid Scenic Area permitting altogether and its project can proceed regardless of its impact on protected resources in the Scenic Area.
Review of Proposed Vancouver Oil Terminal Continues

Nathan Baker, Senior Staff Attorney, nathan@gorgefriends.org

Review of the proposed Vancouver Energy oil terminal continues, although at a slower pace than once expected.
In August 2013, Tesoro and Savage companies filed an application with the Washington Energy Facility Site Evaluation Council (EFSEC), seeking to build a massive new oil terminal along the shore of the Columbia River in Vancouver, Washington. The companies propose to handle an average of 360,000 barrels of oil per day at the terminal, which would make it the largest oil-by-rail terminal in the country. If built, the facility would result in hundreds of oil tanker cars hurtling through the Columbia River Gorge every single day, threatening Gorge communities and ecosystems along the way with fiery explosions and devastating oil spills.

In October 2016, Tesoro and Savage made hundreds of amendments to their application, substantially slowing down the review process.

Once EFSEC completes its review of the application, the EFSEC council members will make a recommendation to Washington Governor Jay Inslee, who will make the final decision on the proposed oil terminal.

The EFSEC staff is currently preparing a final environmental impact statement on the project, which could be released to the public this summer or fall. Meanwhile, EFSEC is also reviewing the companies’ requests for various permits associated with the project.

The next anticipated public comment opportunity will be on the companies’ request for an air pollution permit, called a “notice of construction” permit. See the “Take Action” article on page 2 of this newsletter for more info about how you can participate in that process.
Phyllis Clausen has a long history of fighting threats to the Columbia Gorge.

In 1976, when proposals for new dams jeopardized the White Salmon River, Phyllis and her husband, Vic, joined with Friends of the White Salmon River to stop them. After this was accomplished, they devoted decades to getting the remaining dam that blocked fish passage removed. It came down in 2011.

In the late 2000s, when school funding for outdoor education was slashed, Phyllis created an endowment in Vic’s name with Friends of the Columbia Gorge, to create a new outdoor education program in the Gorge. Since 2008, this partnership has made it possible for every sixth grader in the Washougal School District to attend outdoor school and experience the wonder of the Gorge.

Earlier this year, when our Preserve the Wonder land acquisition campaign was announced, Phyllis recognized the strategic value of each of the campaign’s seven properties. Seeing the campaign’s potential for larger connections, she stepped up again to make her mark, dedicating a generous gift to the program.

One possibility that especially excited Phyllis was Steigerwald Shores, the expanse of riverfront land adjacent to Steigerwald Lake National Wildlife Refuge. This beautiful wetlands area caught her attention for the rich variety of wildlife it supports, but she also knew that it could provide an inspiring outdoor laboratory for the youth who participate in the outdoor education program each year.

With her decades of work to protect the Gorge, Phyllis remains focused on the future. She knows that the fight isn’t over and new challenges will always crop up. Yet she remains optimistic. Her experience has proven that people of all ages who fall in love with the Gorge’s beauty are the ones who will be inspired to fight to protect it.

Friends business member 54°40’ Brewing, in Washougal, Washington, is producing a special Preserve the Wonder India Pale Ale this spring. The brewery will donate one dollar for every pint sold to support Gorge protection. Stop by 54°40’ Brewing in Washougal to pick up a pint, and be sure to thank these generous brewers for helping to Preserve the Wonder!
**Special Gifts**

In Honor of Debbie Asakawa
Jayne and Shinya Ichikawa
John Gale and Dr. Sandra Joos
Susan Kem
Diane Koopman
Mark Bajorek and Susan Palmiter
David Gould and Marlene Salon
Annie Walsh

In Honor of Matthew Barmann
Mark Barmann

In Honor of the staff of the Friends of the Columbia Gorge
Alan Wilcox

In Honor of Wesley and Morgan Catherine Morgan

In Memory of Lloyd Anderson
Donald and Shirley Clark

In Memory of Broughton Bishop
Jennifer Morrissey

In Memory of Barbara Connelly
Steven Karas

In Memory of Neil Farnham
Gwen Farnham

In Memory of Ray and Corky Grewe
Kathy Grewe

In Memory of Marilyn Hall
Glenn and Mary Ann Teague

In Memory of Eddie McAninch
Barbara and Ronald Baldus
Don and Pat Burnet
Allan and Nadine Culbreath
Karen Fox

In Memory of Mary Pat Peterson
Ian and Michel Hanigan

In Memory of Steve W. Teal
Carol and Jon Lesch

In Memory of Mary Vranizan
Sue Altstadt and Shannon Warner
Christine Arnerich
Ellyn and Richard Anderson
Lisa Andrés-Rivera and Carlos Rivera
John and Susan Bates
John and Patricia Bentley
Mary Ann Bozigar
Phyllis Brown and Doug Hagen
Diane and Paul Burnet
Barbara Covey
Robert and Julie Davison
Andy and Pat Dignan
Claire and Zanley Galton
Joyce Gambee
Ann and John Geller

In Memory of Hal White
Mary Ellen Andre

In Memory of Marshall Winthrop
Richard Lira and Gretchen Taylor
Loring and Margaret Winthrop

In Memory of Lesley Zonana
Kory Keller and Jon Zonana
Thunder Island at Cascade Locks

Laura O. Foster, Author, Columbia Gorge Getaways

From 1879 to 1896, as the U.S. Army Corps of Engineers excavated a canal for locks to bypass the rapids, rock removed was deposited on the canal’s north shore, forming the island’s current contours. The 1929 photo seen here shows the canal and the island’s smooth lines, which contrast with the original jumble of rocks. A path on the island leads from where pedestrians crossed the canal atop the middle lock chamber gate. Today we walk across on a bridge built in 1969.

In the photo, the Upper Cascades roar north of the island; they are remains of the land bridge that once spanned the river here – the original Bridge of the Gods. The Cascades and most of the lock canal were inundated when Bonneville Dam raised river levels in 1938. About half the island disappeared under water then, but today you can still see the elegant, hand-carved basalt revetment that lines the lock canal along the island’s south shore.

This article is drawn from Laura O. Foster’s book, Columbia Gorge Getaways, which connects hikes with natural and cultural history in the Gorge, especially related to our Gorge Towns to Trails program. Order at www.gorgefriends.org/gorgegetaways. Portion of proceeds supports Friends.