

MOUNTAINS TO SOUND GREENWAY

SPRING 2013

CONNECTIONS

Linking **PEOPLE** to the Forests, Trails, Wildlife, History and Communities surrounding I-90 in Washington State



Make the Greenway a National Heritage Area
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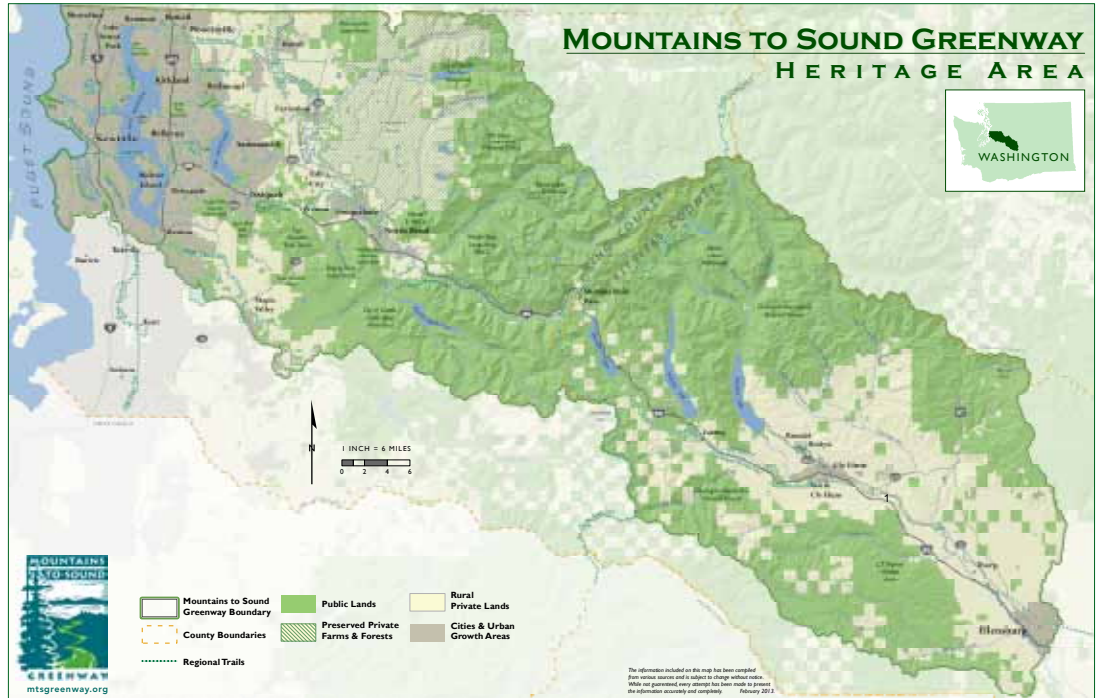
MAKE THE MOUNTAINS TO SOUND GREENWAY A NATIONAL HERITAGE AREA

The Greenway Trust is leading a bipartisan campaign to have the U.S. Congress designate the Mountains to Sound Greenway as a National Heritage Area.

A two-year study and public engagement process found that elected and agency officials, conservation and recreation leaders, and community stakeholders within the Mountains to Sound Greenway support official recognition, which will mark this crown jewel of our region as a National Heritage Area. Governor Jay Inslee has officially endorsed this effort on behalf of Washington State.

"Residents of the Greenway enjoy a remarkable balance between a flourishing economy and access to recreation and nature," says Cynthia Welti, Executive Director of the Mountains to Sound Greenway Trust. "We have an opportunity to demonstrate to the entire country that the Greenway is a national treasure."

Designating the Greenway as a National Heritage Area will communicate the national significance of the Greenway, preserve a regional



heritage of wilderness on the doorstep of cities, and ensure a strong connection between urban areas and nature.

Official recognition would formalize the Greenway coalition's cooperative management style across a broad landscape, and empower citizens,

businesses, interest groups, and government agencies to work together more efficiently to ensure the Greenway remains an extraordinary place for generations to come.

You can help! Voice your support of this initiative at greenwayheritage.org.

**CONTACT YOUR LEGISLATOR. SIGN A PETITION.
SUBMIT A LETTER OF SUPPORT.**

greenwayheritage.org



BECOME A GREENWAY MEMBER

WHAT INSPIRES YOU?

We share a common belief that people deserve vibrant communities and healthy green spaces that we can enjoy today and leave as a legacy for generations to come.

Your membership makes a powerful statement: I love this region and I'm committed to preserving its open spaces, trails, communities and more.

Join today at mtsgreenway.org/donate

YAKIMA BASIN: THE FUTURE OF WATER, WILDLIFE AND WORKING LANDS

From its source high in the Cascades, the Yakima River meets myriad streams and rivers as it makes its way through ponderosa pine forest and shrub-steppe desert to join the mighty Columbia River. The Yakima is the life force for fish, families and farms, and the Yakima River Basin is one of the state's most diverse watersheds.

But the Yakima River is not as healthy as it once was. Long ago, the Yakima had one of the world's great salmon runs; today, six major dams block fish passage. Low water levels mean not enough water for farms, nor enough to keep fish alive or boats afloat. The region is seeing higher temperatures, resulting in less precipitation being held as snow in the mountains and increasing the necessity to store water throughout the year.

"The Yakima Basin needs an innovative approach to dealing with water shortages now and especially in the future due to shrinking snowpack estimates," says Cynthia Wilkerson, Regional Conservation Representative for the Wilderness Society. "That approach is the Yakima Basin Integrated Plan. There's a broad-based group that's come together – state and federal agencies, the Yakama Nation, conservation groups, counties and farmers – to develop this plan, and it's the best one for the basin. We'll see restored salmon populations, habitat and rivers protected, more water reliability for farmers and communities and new jobs."

The Yakima Plan, 30 years in the making, recognizes that a good, clean, functioning water supply stems from a healthy watershed, making large-scale land and water conservation essential. "The Yakima Basin Integrated Plan is unique; it's the only one like it in the country," according to Wilkerson.

The Yakima Plan could lead to substantial conservation achievements in and near the Mountains to Sound Greenway, including preservation of 50,000 acres of private lands in the Teanaway Basin, a top priority statewide for land conservation and

a huge step forward in completing and conserving the Greenway. The Teanaway includes working forest lands, livestock grazing acreage, hundreds of miles of streams and dozens of trails. The Yakima Plan has potential to preserve an additional 10,000 acres of forest lands in the Central Cascades. This coordinated effort could accomplish significant land conservation, salmon restoration, farmland preservation and recreation enhancements throughout the spectacular Yakima River Basin.

Governor Jay Inslee knows the value of preserving the health of the Yakima River Basin after living in and representing the Yakima area in Congress in the 1990s. Earlier this year, he introduced the "Water, Jobs and Fish" bill with bipartisan support as his first piece of policy legislation as Governor, which directs the state Department of Ecology to begin restoration of fish habitat, construct fish

passage facilities through existing dams, increase water storage and transport facilities, and enable public purchase of conservation lands. Governor Inslee's proposed budget contains \$45 million for the Yakima Plan, which includes a down payment for land acquisition in the Teanaway.

Initial investment in the Yakima Plan will launch priority projects, create jobs in the basin and invest in agriculture, a mainstay of Washington's economy. The entire Plan may take 20 or more years to fully fund and implement.

The Yakima Plan carries the kind of controversy with it that you would expect from 30 years of debate. A major component calls for increasing surface water storage, including constructing a new dam at Bumping Lake Reservoir near Chinook Pass. New dams at Bumping Lake and Wymer Canyon will significantly increase available water for farms but

also flood and eliminate almost 980 acres of old growth. A number of conservation organizations have come out in opposition to new dams and loss of old-growth trees. Another feature of the Plan is the creation of two National Conservation and Recreation Areas, which would allow multi-use recreation.

"We appreciate the concerns raised by conservation groups around the raising of the dam at Bumping Lake, as well as concerns about off-road vehicle use," says Bill Chapman, Greenway Trust President. "We also know some of the state's largest conservation groups have worked hard to create the delicate balance of this Yakima Plan, including the Washington Environmental Council, the Wilderness Society, Forterra, the National Wildlife Federation, the Trust for Public Land, Trout Unlimited and American Rivers. We believe that the Plan represents a package of actions that could result in extensive conservation and economic benefits in the Yakima Basin and in the eastern half of the Mountains to Sound Greenway."



Fly fishing on the North Fork Teanaway River.
Photo by Holly Werran.

SALLY JEWELL IS OBAMA'S CHOICE FOR SECRETARY OF THE INTERIOR

The Senate Energy and Natural Resources Committee approved President Obama's choice of Sally Jewell as Secretary of the Interior, sending her nomination to the full Senate for consideration. Obama's nomination of Sally to this Cabinet post made national news and sent waves of enthusiasm through the conservation and recreation community.

President Obama tapped Sally Jewell from the business world as an executive with a thoughtful approach that visualizes economic success in balance with preserving the natural world. She was a founding member and served for 22 years on the Mountains to Sound Greenway Trust Board of Directors, and as President from 2001-2004.

Sally will relocate to Washington, D.C., to lead the 67,000-employee Department of the Interior, which manages 500 million acres of land, or about one-fifth of the

United States. The National Park Service, Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and Bureau of Indian Affairs are all part of the Department of the Interior. The Department conserves natural lands and cultural heritage, and generates more than \$18 billion in annual revenue from energy, mineral, grazing, timber, and recreation.

Greenway Trust President Bill Chapman explains that Sally is known locally as a respected leader and passionate advocate for conservation, recreation, and outdoor education. "This is a person rich in natural leadership talent and the judgment to use it with wisdom and skill," says Chapman. "Beyond that, as everyone knows who comes to our annual Greenway dinners, Sally Jewell is a joy!"

Greenway Trust founder Jim Ellis praises Sally's business and conservation credentials. "Sally tackles issues of environmental protection and climate stability in the Mountains to Sound Greenway, and issues of global poverty in the Initiative for Global Development. These complex problems will impact the future of life on the planet," says Ellis. "And in REI, Sally saw a special bridge between profitable enterprise and public good.

"She understands that we live on a finite planet, but she also understands that the economy needs resources to grow and prosper," Ellis says. "I'm impressed she's been able to march through this mix."

Sally's business career has progressed from beginning as an engineer, to a succession of leadership roles in banking, to President and CEO of outdoor gear cooperative REI for the last 7 years. Her civic achievements include serving as President of the University of Washington Board of Regents, as Chair of the Initiative for Global Development, and as a board



Sally Jewell at the High Point to Preston Trail grand opening in 2010.

member of organizations such as the National Parks Conservation Association and YWCA.

The Mountains to Sound Greenway Trust presented Sally with a Greenway Hall of Fame award in November 2012, recognizing her leadership and an extraordinary capacity to share her love of the outdoors with people of all ages, thereby encouraging future stewards of the Greenway and helping make the success story of the Greenway a lasting legacy of conservation.



National News Flash: Mailbox Peak

President Obama mentioned Mailbox Peak when introducing Sally Jewell as his choice for a Cabinet post. Sally kicked off reconstruction of the Mailbox Peak Trail on National Trails Day last year, above, part of a major Greenway campaign to improve recreation access in the Middle Fork Snoqualmie River Valley.



President Bill Chapman, center, and Founding President Jim Ellis presented Sally Jewell with a Greenway Hall of Fame award in November.

PLANTING A FOREST, ONE TREE AT A TIME

Late in 2012, Carter Motors became the largest private funder in the history of the Mountains to Sound Greenway Trust. Comprising two Carter Subaru stores in Shoreline and Ballard, and Carter Volkswagen in Ballard, Carter Motors has been the leading donor to the Greenway Trust in each of the last five years. Funds have gone directly to planting native trees and shrubs in the Greenway.

The partnership between Carter Motors and the Greenway Trust began five years ago, with the auto dealer seeking to make a positive difference in the community and to better connect with the Pacific Northwest's environmentally focused, outdoors-loving motorists. The profile of Subaru and Volkswagen drivers led to the idea of the now-famous tree-planting initiative, which rewards drivers with trees planted for test driving or purchasing a vehicle through a Carter dealership.

Carter advertising agent and Greenway Trust board member, Danny Levine of



Don Hoch, Director of Washington State Parks, presented Jen Moran, Executive Manager of Carter Motors, with a ceremonial shovel at Lake Sammamish State Park.

NationAd Communications, engineered the introduction between Carter and the Greenway Trust. With a chuckle, Danny recalls how customers reacted in the early days of the program.

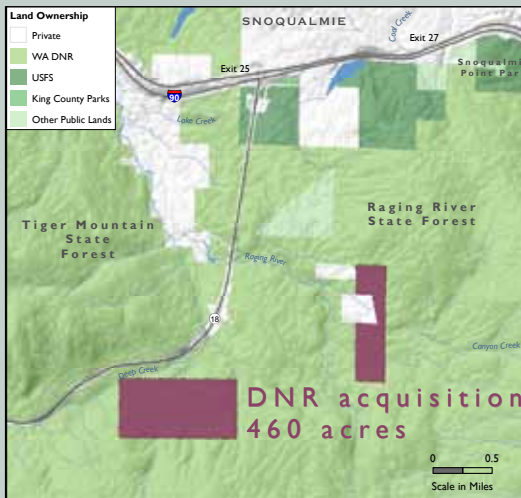
"At first, customers didn't believe we were actually planting the trees," says Danny. "We'd tell them about the trees that Carter Motors would plant on their behalf when they took a test drive or bought a new Subaru from Carter, and they'd wink and say 'sure... sure you will,' until we posted videos and photos online of our first tree planting event, which took place in Lake Sammamish State Park."

If that was hard to believe, those early skeptics might want to sit down for this: the Carter Motors "Planting a Forest... One Test Drive at a Time" program has now planted more than 70,000 trees in the Mountains to Sound Greenway since 2008. Now that's truly remarkable!

This partnership exemplifies a like-minded continuity between Northwest drivers, the Greenway Trust, and Carter Motors. It seems appropriate that Carter can now add to its list of accomplishments being the top individual contributor of funds in the 21-year history of the Greenway Trust.

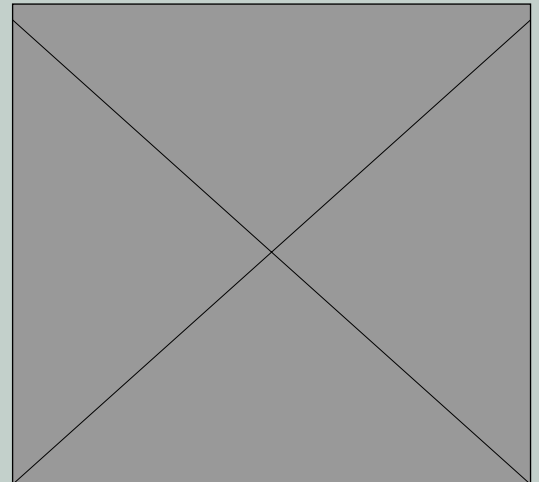
LAND CONSERVATION NEWS

In March, the Washington Department of Natural Resources (DNR) approved the purchase of 460 acres in the Raging River State Forest, which was created in 2009 by Commissioner of Public Lands and Greenway Trust board member Peter Goldmark. "This is an opportunity to protect salmon habitat and clean water in the Raging River



drainage while generating long-term revenue for public school construction," said Goldmark. Recreation planning for Raging River State Forest is underway.

King County acquired 165 acres known as the Tokul Creek Forest, an area popular with mountain bicyclists just south of the Snoqualmie Forest and adjacent to the Snoqualmie Valley Trail. "This acquisition is very important, with the potential for key trail connections into the 90,000-acre Snoqualmie Forest managed by Hancock Forest Management. We've been working with Hancock to build and maintain trails on their property, and appreciate the effort they have made to provide recreational access to the forest through their permit program," says Glenn Glover, Executive Director of the Evergreen Mountain Bike Alliance. King County's conservation of these parcels, using Conservation Futures tax and King County Parks and Open Space Levy funds, will preserve the connectivity of forest land in the Snoqualmie Valley, and place a well-liked recreation area in public ownership.



LOGGING BY RAIL IN THE MIDDLE FORK VALLEY

By Brad Allen

In the first half of the twentieth century, the sounds of logging consisted not of high-pitched chainsaw engines, but the hiss of steam and clank of logging railroads. While the forests in the Middle Fork Snoqualmie River Valley show the distinct marks of hand-logging - springboard notches on tall, broad stumps - the roads and many trails were built on the logging railbeds that brought the loggers in and the trees out.

The North Bend Lumber Company was started in 1903 by R.W. Vinnedge and William Weeks. At first they logged in the South Fork along what is now Twin Falls State Park and up towards Rattlesnake Lake. They combined their nicknames to name their mill town, Edgewick, and their timber company was the economic engine that built the town of North Bend. After a 1918 flood destroyed Edgewick, Vinnedge bought out his partner, based his operation out of Tanner, between exits 32 and 34 on the north side of the highway, renamed it the North Bend Timber Company (NBTC) and started logging up the Middle Fork.

Today's Middle Fork Road sits on the bed built for the NBTC's main railroad line. A few pilings still remain where the train crossed streams. The NBTC logged here in the early 1920s, pulled out to log the southern slopes of Mt. Si from



A typical North Bend Timber Company logging operation in the Middle Fork Valley. Pieces of flatbed cars, like this one, can still be found in the Pratt Valley. Photo courtesy of Snoqualmie Valley Historical Society.

1924-1928, then extended their rails in the 1930s to the Middle Fork River shore across from Goldmyer Hot Springs. Major logging camps sat near Mine Creek and the confluence of the Taylor River.

Logging artifacts remain throughout the valley including cables, ceramic insulators from a communication network, and trestle fragments. As cultural artifacts, these should be left in place for all to enjoy. When the trail through the Pratt River Valley is once again accessible, a host of less disturbed artifacts can be seen from the extended

NBTC rail line that runs nearly up to Pratt Lake. The steel remains of four rail cars, a still-standing trestle arch, and even a couple of rails wait for the careful explorer.

R.W. Vinnedge exhibited an early environmental concern. He studied new forms of sustainable logging and lectured about it at industry events. He and his crews left natural artifacts, small groves of old-growth trees that still stand today. Most are along streams where they were left to prevent erosion. The Nine-hour Giant, a large Douglas fir 2.1 miles up the Middle Fork Trail, sits in one such grove of old growth left by Robert Vinnedge's loggers in an early attempt to care for the land.

In 1941 the NBTC stopped logging the Pratt Valley and pulled their rails out leaving nothing but the even grade and rotting trestles. Although they continued with some truck logging into the early 1950s in the Taylor River Valley, the glory days of railroad logging were over.

The NBTC built North Bend, as well as the rail corridors that now enable hikers to access the Middle Fork Valley.

For more history, the documentary "Dreams in the Wilderness: stories from the Middle Fork" is available at the Snoqualmie Valley History Museum, North Bend, snoqualmievalleymuseum.org.



This geared engine is ready to carry North Bend loggers and climb the treacherous rail lines into the Middle Fork Valley, to return with giant old growth logs. Photo courtesy of Snoqualmie Valley Historical Society.

OPERATION LORAX: CLE ELUM SPEAKS FOR THE TREES



Replanting in Cle Elum after the fires.
Photo credit Oliver Lazenby, Daily Record

Operation Lorax, a project that so far has planted about 1,000 trees in the aftermath of last summer's massive Taylor Bridge Fire, has been selected by USA Weekend magazine as one of 10 operations nationwide for a Make a Difference Day award.

Operation Lorax, named for the eloquent Dr. Seuss character who "speaks for the trees," engaged community volunteers to plant ponderosa pines last fall along the north side of Lookout Mountain near Cle Elum. The project was developed by Christina Escobar, a coordinator with the Kittitas County/Yakima County Red Cross.

The project also focused on teaching children about the importance of caring for public lands, and engaging them in replanting parts of the forests that were devastated by the fire.

Wildfires, including the Taylor Bridge Fire, burned more than 116,000 acres in Central Washington last season, leaving vast areas scorched and blackened. In some places, the fire burned long enough to reduce the land's ability to hold rain or snow melt and as a result increased the flooding danger. Vegetation, such as the ponderosa pines planted under Operation Lorax, will help prevent erosion and flooding.

The Greenway Trust will be a partner in the second phase of Operation Lorax on April 27. Visit mtsgreenway.org for details.



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A LOOK BACK

AT THE MOUNTAINS TO SOUND GREENWAY



MOUNTAINS TO SOUND GREENWAY TRUST

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Jim Ellis, Founding President
Sue McLain, Vice President - Funding
Louis Musso III, Vice President - Kittitas County
Dave Sturtevant, Vice President - Stewardship
Tod McDonald, Treasurer
Karl Forsgaard, Secretary
John Baier, Assistant Secretary

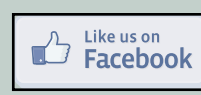
Greenway Staff & Interns

Cynthia Welti, Executive Director
Doug Schindler, Deputy Director
Tor Bell, Stewardship Director
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Amy Brockhaus, Information Manager
Sonja Hanson, Accounting Manager
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Jema Hayes, Volunteer Program Coordinator
Jenn McKeown, Restoration Project Coordinator
Jon Paulson, Trails Project Coordinator
Mackenzie Dolstad, Senior Program Associate
Ben Hughey, Program Associate
Rachel Allison, Outreach Program Associate
Aaron Hunter, Restoration Technician
Andrew Allison, Restoration Technician
Elliott Skopin, Volunteer Program Associate
Leah Hall, Field and Volunteer Associate
Ali Parizer, Environmental Field Educator
Anne Dahlin, Environmental Field Educator
Elizabeth Lunney, Grants Consultant

MISSION

The Mountains to Sound Greenway Trust leads and inspires action to conserve and enhance the landscape from Seattle across the Cascade Mountains to Central Washington, ensuring a long-term balance between people and nature.

mtsgreenway.org



From Interstate to Trail

The state's busiest east-west transportation route is Interstate 90, the first interstate highway to be designated a National Scenic Byway in the nation. The floating bridge over Lake Washington was the first of its kind when it was built in 1940, and now also accommodates a regional trail connecting Seattle and Bellevue.
Photo courtesy of the Museum of History and Industry.

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greenwayheritage.org