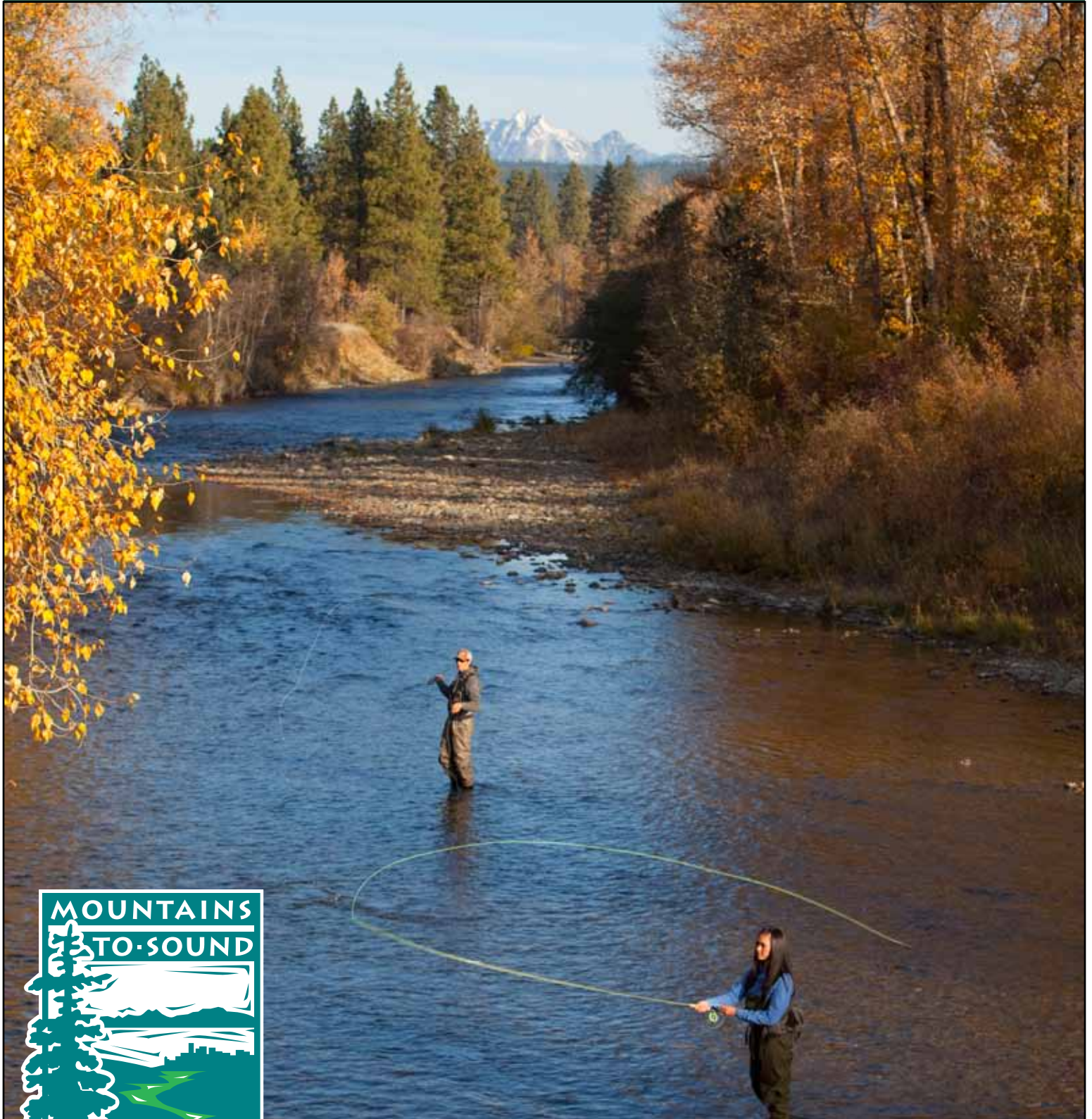


MOUNTAINS TO SOUND GREENWAY

FALL 2013

CONNECTIONS

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



Fly fishing on the North Fork Teanaway River, on newly-conserved community forest lands in the Greenway. Story page 3. Photo by Holly Werran.

A place this special should be nationally recognized: greenwayheritage.org

WHY IS THE MOUNTAINS TO SOUND GREENWAY SO IMPORTANT TO AMERICA?

2013 Bullitt Center. World's greenest commercial building, energy and carbon neutral. Seattle was the first city to adopt sustainable building policy in 2000.



1938 Weyerhaeuser Snoqualmie Tree Farm. Experimental seedling nursery and one of the first Tree Farms, spearheading sustainable forestry.

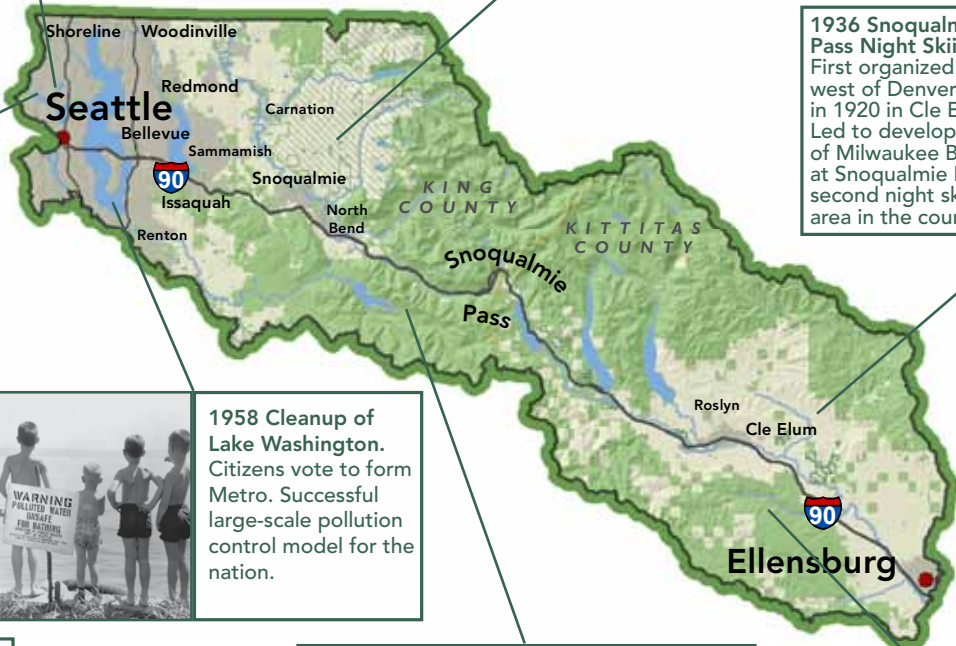


1899 Snoqualmie Falls Hydroelectric plant. First power generator housed underground; highest power transmission at the time.

1968 Forward Thrust bond, the largest bond issue in the country at the time, provided \$110 million for parks and recreation in King County.



1971 Burke-Gilman Trail. Second major rail-to-trail conversion in the nation. Set federal precedent for public ownership and recreational use of rail right-of-ways.



1936 Snoqualmie Pass Night Skiing. First organized skiing west of Denver was in 1920 in Cle Elum. Led to development of Milwaukee Bowl at Snoqualmie Pass, second night skiing area in the country.



1958 Cleanup of Lake Washington. Citizens vote to form Metro. Successful large-scale pollution control model for the nation.

1920 Eddie Bauer Founded. 1934 REI Founded. National outdoor recreation retailers launch companies in Seattle area.

1979 Farmland Preservation. First citizen-approved levy in the country to preserve farmland, 13,000 acres to date. 1987 First Community Supported Agriculture Farm in Northwest at Root Connection, Woodinville.

1998 Interstate 90 National Scenic Byway. First interstate highway in the nation to be designated a National Scenic Byway.



1890 Cedar River Watershed. Only municipal watershed owned by people it serves. 100,000-acre preserved forest.

1990 Washington Growth Management Act. State pioneers unique growth management model that has proved to be effective at reducing sprawl.

1994 Snoqualmie Tunnel Iron Horse State Park. 110-mile section of last continental railroad preserved as state park. Includes nation's longest recreation tunnel, 2.3 miles under Snoqualmie Pass.

2013 Yakima Plan one of the most significant ecological restoration efforts in the country and a national model for watershed-wide cooperative action.



MAKE THE GREENWAY A NATIONAL HERITAGE AREA!

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

greenwayheritage.org

THE TEANAWAY: CONSERVED!

Right now, fall colors drape the hillsides in the Teanaway River Basin, just north of Cle Elum. Statewide, people are celebrating conservation of the Teanaway's working forests, livestock grazing land, craggy peaks, hundreds of miles of streams and extensive outdoor recreation.

On September 30, the Washington State Department of Natural Resources finalized the purchase of 50,272 acres in and near the basin to create the state's first Community Forest.

The Teanaway Community Forest will be collaboratively managed with the Washington State Department of Fish and Wildlife. This joint management structure will incorporate public input and leverage the expertise of both agencies to help preserve wildlife habitat and recreation access, bringing increased tourism and revenue to nearby communities including Ellensburg, Cle Elum and towns throughout the Upper Kittitas Valley.

"Adding 50,000 acres of publicly owned land dedicated to recreational use and wildlife conservation, balancing local use with regional needs, is the essence of what the Greenway is all about and an incredible prototype for Lands Commissioner Peter Goldmark's new community forest program," says Bill Chapman, Greenway Trust President.

Jobs, farms, fish, conservation, recreation: Yakima Plan connects it all

The Teanaway is a huge success story in the Greenway. And it's part of a broad plan for the entire Yakima River Basin that has been 30 years in the making. Earlier this year, Governor Jay Inslee introduced the Water, Jobs and Fish bill as his first piece of policy legislation as Governor, which directs state agencies to carry out the Yakima River Basin Integrated Water Resource Management Plan over the next 30 years. In a strong bipartisan effort, the Washington State Legislature allocated an initial \$132 million for the Yakima Plan which included funding to

acquire Teanaway lands as well as begin construction for water conservation, irrigation and fish passage.

"The Yakima Plan is one of the most significant ecological restoration efforts in the country right now," says Urban Eberhart of the Kittitas Reclamation District. The Yakima Plan in its entirety is estimated to be a \$3.8 billion initiative, and is considered a national model for cooperation and innovative solutions to address water shortages.

"As you might expect, a plan that took 30 years to construct comes with some controversy," says Chapman. "As an organization, we are proud to work through the issues with local communities to pursue recreation and conservation goals."

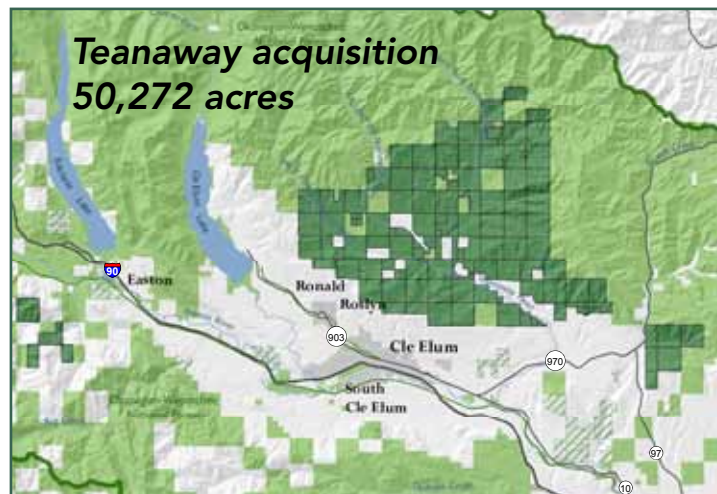
For information about the Yakima Plan: yakimabasinplan.org, yakimaforever.org.

Ensuring water for farms and fish

The first project to break ground as part of the 30-year Yakima Plan is underway.

Manastash Creek, a tributary that

joins the Yakima River just west of Ellensburg, provides irrigation water to approximately 4,500 acres of farmland. The Creek also once served as important



habitat for salmon. At present, a 3.25-mile reach of lower Manastash Creek dries up in the summer when water is taken out to irrigate farms.

"There is simply not enough water for both irrigation and salmon in Manastash Creek, so we are helping the Creek with additional water at the Manastash spillway," explains Eberhart.

The Manastash Creek Project will convert 3.2 miles of Kittitas Reclamation District's irrigation ditch to a pressured pipeline and will ultimately result in the removal of a water diversion facility that currently acts as a barrier to fish passage. Water conserved due to this improved infrastructure will go back into the creek, ensuring water flow year-round for salmon. Steelhead, coho, bull trout and spring Chinook will regain access to more than 25 miles of habitat upstream.

This project is a partnership with the Washington State Department of Ecology, the U.S Bureau of Reclamation, Kittitas Reclamation District, Kittitas County Conservation District, and Manastash Creek water users. Construction is expected to be complete in spring 2014.



Construction of a new irrigation pipeline near Manastash Creek, which will help ensure water for both salmon and farmers.

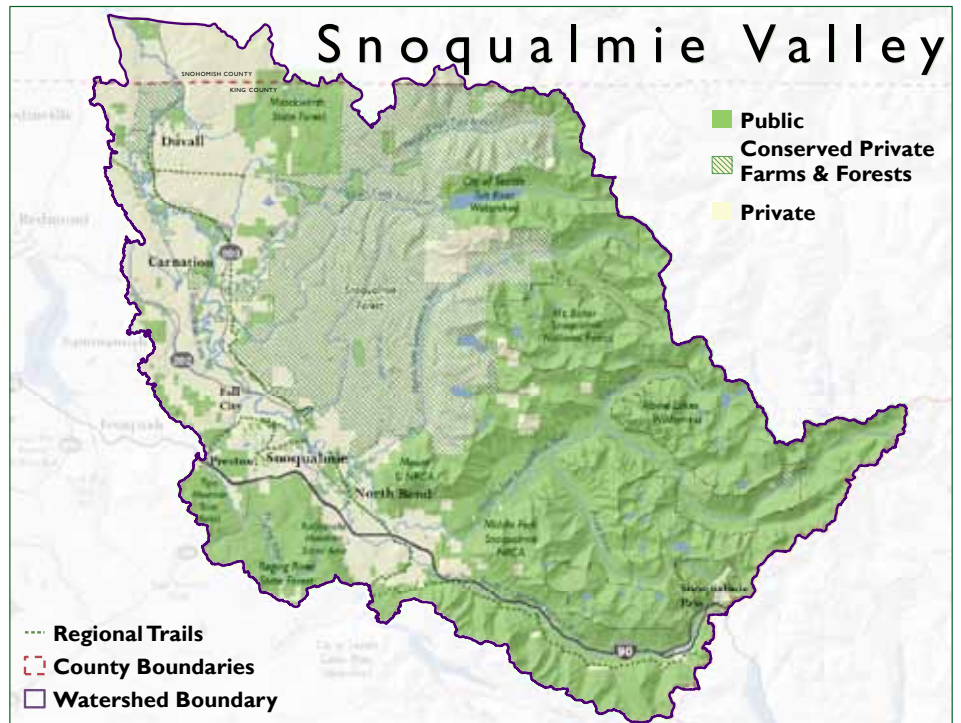
A COMMUNITY COMES TOGETHER IN THE SNOQUALMIE VALLEY

Few places in the Mountains to Sound Greenway better exemplify a diversity of interests than the Snoqualmie Valley. The Snoqualmie River itself is home to one of the last large wild Chinook salmon runs in the Pacific Northwest. The fertile floodplain of the lower river has long been prized for its agricultural yield, with farms supplying vast quantities of produce to local farmers markets. Upstream, 77% of the forests in the valley are permanently conserved, serving as a permanent forest backdrop to the Seattle metropolis. The valley is home to congressionally designated wilderness, some of the region's most heavily visited recreation sites, and to the fast growing communities of Snoqualmie, North Bend, Carnation and Duvall.

The Snoqualmie Valley is an irreplaceable regional asset. But there is a tremendous amount of work to be done to ensure the valley continues to fill farmers markets with fresh local produce, provide recreational opportunities, and retain healthy forests that clean the air and water and provide habitat for wildlife.

"We cannot take this amazing valley for granted," declares Jenn McKeown, Snoqualmie Program Manager for the Greenway Trust. "Community members reached out to us for help in coordinating collaboration among the many stakeholders in the valley."

With broad support from participants in the Snoqualmie Valley community, the Greenway Trust has launched a new initiative focused on bringing together the many interests in the valley, finding opportunities for common ground and collaboration, and completing actions to ensure the long-term sustainability of farms, forests, wildlife and people.



The Snoqualmie Strategy

The Greenway Trust is considered an expert in creating forums for diverse parties to find common ground. Creating a safe table where trust is built and personal connections are made often leads to collaborative solutions to many seemingly intractable situations. The Greenway Trust is partnering with

Stewardship Partners, another non-profit organization which has built strong relationships with private landowners in the lower valley.

Work in the Snoqualmie Valley will focus on key topics identified by the people living and working there: **Communities, Farms, Forests, Fish and Wildlife, Tourism, and Outdoor Recreation.**

"To create a balanced dialogue, we will engage community leaders, businesses, landowners, conservationists, and recreational groups in a valley-wide stakeholder council," McKeown explains.

The stakeholder group will work over the next few months to confirm a shared vision and goals, determine metrics of success and then tackle a set of collaborative projects.

McKeown adds, "We are excited to be joining in with Stewardship Partners and the Snoqualmie Valley community to preserve this wonderful place."



Harvest in the Snoqualmie Valley outside Carnation. Photo Ray Lapine.

A Train Ran Through It

The Mountains to Sound Greenway encompasses part of the historic route of the Chicago, Milwaukee, St. Paul and Pacific Railroad - the "Milwaukee Road" - over Snoqualmie Pass. It is important to know about the history of the Milwaukee Road to fully appreciate the Greenway.

The Milwaukee Road began in 1847, as a local carrier operating between Milwaukee and Wisconsin. Surveying for a route to the Pacific began in 1905, and construction in 1906.

The last rail was laid in 1909, just in time to carry passengers over Snoqualmie Pass to the Alaska-Yukon-Pacific Exposition in Seattle.

Between 1912 and 1914, the Milwaukee Road constructed a 2.3-mile tunnel under Snoqualmie Pass to avoid heavy winter snows. In 1938, the railroad opened the Milwaukee Ski Bowl at Hyak, the eastern portal of the tunnel. People took the train to the ski area, with the region's first ski lift and lights for night

skiing. The Ski Bowl operated until a fire destroyed the lodge and train shed in 1950.

The Milwaukee Road proved to be an unprofitable business venture. It filed for bankruptcy in 1977, and abandoned its Pacific Extension in 1980. Its right-of-way in Washington was acquired by the state and converted into the John Wayne Pioneer Trail in Iron Horse State Park. The trail is part of the National Heritage Trail system, and a popular recreational route in the Mountains to Sound Greenway.

- John W. Lundin, attorney, amateur historian and contributor to HistoryLink and the new Washington State Ski and Snowboard Museum scheduled to open in 2014.

[Read the whole story at mtsgreenway.org/blog.](http://mtsgreenway.org/blog)



Iron Horse State Park historic tunnels... open!

Riders through the cool, dark Snoqualmie Tunnel just west of Snoqualmie Pass experience a piece of Washington's railroad history.

And now equestrians, bicyclists, wagon riders and more can travel the John Wayne Pioneer Trail east of Snoqualmie Pass as well. This summer, Washington State Parks reopened two tunnels near Easton that had been closed to public use since 2009. An additional two tunnels near Thorp are also open to users who sign a waiver before they travel through.

Crossing the Cascades

"Fully reconnecting this cross-state trail is a wonderful improvement to recreation and tourism in nearby communities," says Cynthia Welti, Greenway Trust Executive Director.

This rail-to-trail follows the Milwaukee Road rail line. The railway ran through the Cascades at Snoqualmie Pass, and was once billed as the longest electrified railroad in

the country. Railroad builders had to contend with steep slopes, rock outcroppings and severe winter weather when designing the route leaving a legacy of tunnels, trestles and snow sheds. While these historic structures create a wonderfully unique trail experience, their maintenance presents a challenge.

Boost to local economies

Today, thousands of visitors walk, bike, cross-country ski, ride a horse or mule, or otherwise find their way between North Bend and Central Washington on the backbone of the regional trail system in the Greenway, bringing economic revenue to towns and communities along the way.

The Greenway Trust strongly supports efforts to completely repair the Thorp tunnels, and will encourage Washington State Parks and the Washington State Legislature to fully fund this magnificent trail in our state.



Historic tunnel near Lake Easton

A new way along Lake Sammamish

Magnificent Lake Sammamish State Park in Issaquah boasts a new 500-foot boardwalk from Sunset Beach to the mouth of Issaquah Creek where it flows into Lake Sammamish.

"The new trail and boardwalk represent another step in our vision to revitalize this park," says Nikki Fields, Washington State Parks Trails Coordinator. "Lake Sammamish is a natural oasis within a city. We're building the infrastructure for people to easily connect with nature here."

The new boardwalk provides a view back toward the popular beach park, as well as an accessible and scenic trail addition to this urban state park. Salmon are returning to the Issaquah Salmon Hatchery, swimming upstream from Lake Sammamish, presenting an opportunity to view salmon, birds and other wildlife along the shoreline.

The Greenway Trust and Washington State Parks are doing major, multi-year, ecological restoration and planting tens of thousands of native trees and shrubs at this unique, 512-acre state park in a growing community.



Washington State Parks Director and Greenway Board Member Don Hoch, center, led the ribbon cutting for a new trail and boardwalk at Lake Sammamish. Photo by Greg Farrar. Reprinted with permission from The Issaquah Press, Sept. 12, 2013.

Crew Corner

Washington Conservation Corps crew members, led by Phillip VanKessel and Jesse Rogers, work to restore natural areas and maintain trails throughout the Greenway. Phill's crew recently spent a week supporting the work of USFS Cle Elum District trails staff, including improving the Mineral Creek Trail in the Okanogan-Wenatchee National Forest.

This 5.2-mile trail begins north of Kachess Lake and climbs to the Pacific Crest Trail. "We removed overgrown brush and downed logs using only hand tools and crosscut saws once we reached the Alpine Lakes Wilderness boundary," says VanKessel. "This trail really needed some attention."

Hikers will enjoy a much-improved trail leading to spectacular, high-country views in the Central Cascades.



\$25,000 Challenge!

SPECIAL OPPORTUNITY IN 2013

An anonymous donor has pledged \$25,000 in matching funds for donors who join, renew or increase their support of the Mountains to Sound Greenway Trust this year.

Help make sure we don't leave a penny of these challenge funds on the table!

New donors - join us!
Past donors - renew your support
Current donors - double the amount of your largest past gift.

mtsgreenway.org/challengefund

Greenway 365

Your Mountains to Sound Greenway guide to adventures and explorations, with hundreds of places to see and things to do all year long. This fall, explore outdoor recreation, harvest festivals and salmon celebrations!

Presented By:

*The Boeing Company
Puget Sound Energy*

Major Sponsors

*AAA Washington
Republic Services*

Corporate Sponsors

*Carter Subaru
PEMCO Insurance*

Greenway Summer

Green Trails Maps



Yours to explore every day

Contact info@mtsgreenway.org for a FREE copy of the new Greenway 365 brochure. This handy map with directions will get you hiking, biking, paddling, horseback riding, exploring historic sites and museums and much more!

greenway365.org

A Wild Walk in the Woods

- Sally Kentch, Education Program Manager



Raj, a bright, curious 11-year old from Beverly Park Elementary peppered me with questions as we walked during a field study trip to Tiger Mountain. As we studied the forests, soil, water, and wildlife and how they are connected he started to share some of his personal history. He hesitantly revealed that he had grown up in a Thai refugee camp and that he had never gone on a field trip or walked in a Northwest forest.

As we quietly investigated the texture of soil, the wind picked up and a few tall trees started to sway and make a scratching sound. Raj grabbed my arm with some force and asked, "Are there elephants out here?"

After being reassured there were no elephants, Raj enjoyed the rest of his first trip to a Pacific Northwest forest.

Register your school for classroom lessons, field study trips and ecological restoration events:

mtsgreenway.org/education

Fall has arrived: Time to plant trees

Annual Tree Planting Celebration

Discovery Park, Seattle

Saturday, November 2

9:00AM - 3:00PM - volunteer for full or half day shifts

The Greenway Trust is hosting a series of native tree and shrub plantings this fall, with a major celebration of the season at Discovery Park in Seattle. This site was originally military housing, then purchased by the City of Seattle to restore this part of the park to a native forest. Sponsored in part by REI, Tully's, and Carter Subaru.

Volunteer events in partnership with the Snoqualmie Tribe:

November 9, Tolt-MacDonald Park, Carnation

November 16, Rasmussen Creek, Duvall

mtsgreenway.org/volunteer



Volunteers Shoshana, Natalie and Ian Scott plant trees at South Woods Park, Shoreline, last fall.



MOUNTAINS TO SOUND GREENWAY TRUST
911 WESTERN AVENUE, SUITE 203
SEATTLE, WA 98104

PHONE: 206.382.5565
VOLUNTEER LINE: 206.812.0122
EMAIL: INFO@MTSGREENWAY.ORG

NON-PROFIT ORG.
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 5881

RETURN SERVICE REQUESTED



A LOOK BACK

AT THE MOUNTAINS TO SOUND GREENWAY



Snoqualmie Pass Snow Plow

In the early 20th Century, the Milwaukee Road carried passengers, freight and skiers over Snoqualmie Pass. This snowplow on the front of the train kept the surface tracks clear for the Milwaukee Ski Bowl and area east of the Snoqualmie Tunnel. The wires above provided electric power after the Milwaukee Road was electrified in the 1910s and 1920s. Photo courtesy of Walter Page. Story page 5. More Milwaukee Road history: mtsgreenway.org/blog.

MOUNTAINS TO SOUND GREENWAY TRUST

Greenway Officers

Bill Chapman, President
Sally Jewell, President Emeritus
Jim Ellis, Founding President
Ken Krivanec, Vice President - Funding
Louis Musso III, Vice President - Kittitas County
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
Mike Woodsum, Director of Development
Amy Brockhaus, Coalition Director
Sonja Hanson, Operations Director
Emily Neff, Communications Director
Margaret Ullman-Hess, Membership & Community Manager
Ben Hughey, Policy and GIS Specialist
Jenn McKeown, Snoqualmie Program Manager
Jema Hayes, Volunteer Program Coordinator
Karen Frankenfeld, Volunteer Program Associate
Jon Paulson, Trails Project Coordinator
Lisa Nelson, Restoration Project Coordinator
Mackenzie Dolstad, Stewardship Program Administrator
Aaron Hunter, Restoration Technician
Alan Boyd, Restoration Technician
Stefanie Porter, Administrative Associate
Sally Kentch, Education Program Manager
Becca Penney, Environmental Field Educator
Anne Dahlin, Environmental Field Educator
Carlyn Roedell, 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



Make the Greenway a National Heritage Area
greenwayheritage.org