FWOC 2014 Annual Conference
Resolutions as Adopted

Echo Summit Lodge
California Alpine Club
South Lake Tahoe, CA
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1. Oppose Privatization of Public Lands
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Oppose Privatization of Public Lands

Background

The privatization of public resources has been underway in the US for the past 40 years. Various intermediate steps can move such public resources as parks from a fully public to the private model.

Examples of intermediate steps involve things such as user fees, public-private partnerships, “friends” groups, use of business vocabulary, construction of county roads across public lands, legalization of squatters, granting long-term leases for gas and oil drilling, ownership of mineral rights, and granting rights to undermine public land.

Direct service by public agencies is seen as costly and inefficient. Typically, 2/3 of an agency’s budget is salaries and benefits. Employees may have long-term tenure. Flexibility to pursue environmental goals is limited by agency mandates and regulations necessary to ensure public accountability. Private firms usually lack such restrictions.

Conservatives, who want smaller government, converge with liberals who find agencies bureaucratic and criticize them for inadequate funding and the lack of delivery of services for parks. There are those in both groups who believe privatization would achieve their objectives.

A public agency may provide funding but may contract with private firms for maintenance, facility operation, interpretive and educational service, etc.

There are alternative models for the management of parks and recreation areas:

1. Fully public model
2. Public utility model
3. Outsourcing model
4. Private ownership by non-profit organizations

5. Fully private model in which natural areas are operated for profit

These models are abstractions, and small changes move management from public toward private ownership. At each step, the public can get adjusted to the idea. We must focus on the consequences of the changes to decide if they are good. The public agency exists to provide what the private agency cannot.

Resolution

The Federation of Western Outdoor Clubs opposes the privatization of public lands, with carefully scrutinized exceptions. Steps to fund the management of public lands, by other than tax monies and bonds, such as the granting of leases, or access, to private parties, should be scrutinized to be sure that they do not result in inappropriate privatization.

Resolutions Committee
P. Sydney Herbert psydneyh1@msn.com 503-244-4415
Source: *From Public to Private: Five Concepts of Park Management and their Consequences*, U.S. Dept. of Agriculture-Forest Service, Northeastern Research Station, Burlington, Vermont 05402; tmore@fs.fed.us

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Resolution on Untrammeled Wilderness

Background

1. As the 50th anniversary of the Wilderness Act is celebrated, some of the issues that have arisen over its history should be addressed.
2. One of them has arisen in connection with administering wilderness areas. Are managing agencies supposed to administer designated wilderness so as to perpetuate natural processes (the hands off approach) or so as to maintain "natural conditions," which is sometimes taken to mean restoring the flora and fauna of a given time (active management)?
3. At this time, some agency managers want to manipulate designated wilderness by various means: by building roads, by planned burning, using herbicides, and building fences. They justify taking these actions as being entailed in maintaining "natural conditions".
4. They assert that sec. 2(c) of the Act directs them to manage designated wilderness so as to preserve an area's natural conditions.
5. However, this mandate follows the key, guiding language in the Act specifying that wilderness areas are an area of the Earth and its community of life that are untrammeled by man and which retain their primeval character (sec. 2(c). And it says wilderness is an area that man does not dominate.
6. The words "natural conditions" are capable of being interpreted in various ways. But they should be interpreted to follow the guiding directive in sec. 2(c) which would spare these areas from being trammeled or being put under the domination of man. Moreover, it is best to interpret statutory language to avoid conflicts of meaning and intent.

7. It should also be noted that that the immediate language of sec. 2(c) referring to management to preserve natural conditions is preceded by a call to protect these areas.
8. And in the parts of sec. 4(b) dealing with management, a number of times it directs managing agencies to preserve the wilderness character of each area. And, most of all, wilderness is defined in the Act as consisting of land that is untrammeled by man and not dominated by him.
9. These conflicts in how to interpret the Act really represent a conflict between choosing to try to manage them to perpetuate natural processes (a hands off approach) versus striving to maintain "natural conditions" which is an effort to restore the flora and fauna on the land of a given time (which embodies an effort to dominate the landscape through active manipulation of the landscape).

Resolution

The Federation of Western Outdoor Clubs strongly urges wilderness managers to strive to maintain natural processes as they manage wilderness areas and to avoid trying to manipulate the native flora and fauna and dominating them. It believes that approach best keeps faith with the Wilderness Act, its language, and its intent.

Resolutions Committee
Michael McCloskey

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Resolution on Planned Burning in National Park Wilderness

Situation

1. On the 50th anniversary of the Wilderness Act, we are reminded that wilderness areas are being celebrated because these areas are untrammeled by man. Thus, these are supposed to be areas where natural processes are unhindered by human forces.
2. Among others, this approach is supposed to be followed within wilderness zones designated within national parks.
3. Nonetheless, some managers for national parks advocate using planned ignitions within wilderness zones that Congress has designated within national parks.
4. While it is one thing to use controlled burns elsewhere within national parks to propagate species for which these parks have been set aside, later acts by Congress designating wilderness zones must respect natural processes. If controlled burns are regularly used there, over time forest stands will only come and go as man dictates —meaning that these areas will not be untrammeled.

Resolution

The Federation of Western Outdoor Clubs stands for the integrity of the National Wilderness Preservation System and managing it under the requirements of law that designated wilderness be untrammeled. Because of this provision, it opposes use of controlled burns and planned ignitions in wilderness designated within national parks. Within them, wild fires should only be controlled to prevent them from escaping into developed areas.

Otherwise, they should be managed under the “let burn” policy.

Resolutions Committee
Michael McCloskey

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Resolution on Post-Carbon Economy

Background

1. Because of the catastrophic impact[1] of climate change[2] caused by rising levels of greenhouse gasses—particularly from burning hydrocarbon-based fuels, plans must be laid for completely eliminating such fuels. Demand must be reduced more, and energy must be obtained from renewable sources that do not release such gasses.

2. Renewables are fuels that are replenished naturally on a human time scale, such as from sunlight, wind, rain (hydro), tides/waves, and geothermal sources. They are generally available from widely distributed sources.

3. The practicality of such alternative fuels is now well established. In fact, thirty countries already get 20% of more of their energy from such sources. A number of countries even get most of their power from renewables (e.g., Norway, Brazil, Iceland, and New Zealand). 83 counties are using wind power commercially. 70 million households worldwide get their hot water from solar devices, and 45 million households get their biogas from bio-digesters for cooking and lighting. 100,000 MW worldwide is produced by photovoltaic installations. In Spain alone, 1.3 GW of central solar power

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[1] Such as the widespread recession of mountain glaciers, the shrinkage of seasonal Arctic Ocean ice, the disappearance of Greenland's glaciers, and the breakup of the West Antarctica ice shelf, as well as earlier arrival of warm seasons regulating the passage of migratory species.

[2] Greenhouse gas concentrations have risen by 40% since the 1840s. They are now at over 400 parts per million.

installations were operating in 2012. Over 3000 MW of capacity is installed in the U.S. at geothermal facilities.

4. All-told, 16.7% of the world's energy comes from renewables.
5. And installations of facilities drawing upon renewable sources are growing rapidly. In 2010 a third of the newly built power installations are renewable. From 2004, renewables worldwide are growing at rates between 10% and 60% annually.
6. Grid-connected photovoltaics grew at an annual rate of 60% recently; since 2002, PV installations had been growing at a rate of 20% per year. The construction of central station solar facilities has also been growing rapidly, with some using systems that track the sun. Wind power has been growing at a rate of 30% annually. Geo-thermal power online capacity has grown 20% since 2005. Huge amounts of new hydro dams have been built in Asia, particularly China.
7. More and more nations are setting goals for increasing their turn toward renewables. The European Union has set a goal of using at least 20% renewables by the year 2020, and 20 others have set goals of between 50% and 100% renewables by various future dates. And 120 nations have policy targets of increasing the share of their energy coming from renewables. And 143 nations have associated themselves with the efforts of the International Renewable Energy Agency to promote use of renewables.
8. Renewables are fast becoming cost-competitive as more are built. They are requiring less and less government support. For instance, the National Renewable Energy Laboratory of the U.S. projects the price of wind power to decline by 25% by 2030. As the price of photovoltaics is coming down, it is beginning to be used in on-grid connections.
9. There is an immense capacity for renewables to grow: there is little limit to the capacity of photovoltaic applications to grow; central station solar facilities are only limited by space to put

facilities; many of these can be put on flat roofs of warehouses; there is ample room to install facilities using ocean waves; and facilities using wind are thought to have the capacity to grow to 40 times the current level of demand. Research and experimentation are constantly expanding the possibilities.

10. Scientists have set forth a plan to provide 100% of the world's new power supply by 2030 from solar, wind, and hydro. Some project that PV and concentrated solar power can become the major source of electricity by then. The International Panel on Climate Change says there are few technological limits to meeting most global energy needs from renewables. The highest projected amount of renewables is 77% by the year 2050.

11. Prof. Mark Jacobson at Stanford [Director of their Atmosphere and Energy Program] says it is feasible to meet all new energy demand by 2030 by renewables, and replace existing installations by 2050. Barriers are primarily social and political, not technological or economic.

12. And the McKinsey and Company estimates that energy efficiency improvements can take care of 40% of the needed reduction in greenhouse gasses by reducing demand—and at attractive rates that will pay for itself over time.

<u>Resolution</u>

The Federation of Western Outdoor Clubs urges all responsible bodies and authorities to move with all practicable speed toward the transition to renewables and toward increasing improvements in energy efficiency.

Resolutions Committee
Michael McCloskey

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

General Resolution on Trail Bikes (non-motorized)

Background

Problems of incompatibility are growing between walkers on one hand and those who ride bicycles in parks on the other hand. Trail bikes are being built for speed and rough trails. Because of the downhill speed at which they travel, they can surprise and injure walkers. Their speed and traction often causes erosion producing ruts and gullies. Their numbers and speed also often eliminate valuable park vegetation. These tendencies are increased by their inclination to jump off raised spots.

Resolution

The Federation of Western Outdoor Clubs advocates the following policies:

1. Single track, speed cycling should only be permitted in special zones with low values for nature protection;
2. Such cycling should not be permitted in portions of city, regional, and state parks, designated for nature protection—under applicable master plans for the area or otherwise;
3. Such cycling should not be permitted in national parks;
4. Where possible in such parks, separate trails should be set aside for hikers, on one hand, and for trail bikes on the other; and
5. Trail regulations must be enforced for all users.

Resolutions Committee
Michael McCloskey

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Salting on Mt. Hood Downhill Ski Areas

Background

Timberline Lodge dumps salt to extend skiing through the summer without any studies of the environmental effects. Salting started at Timberline in the 1950's. Palmer Glacier and its snowfield is the source of the Salmon River which flows into the Sandy. In 1988, Congress designated the Salmon a National Wild and Scenic River. The Forest Service did a study on how to protect the river without mentioning the tons of salt annually dumped for decades at the river's source. The system is a key part of the state's recovery plan for salmon and steelhead. It is unknown if the salting is affecting the fish, while millions of dollars are spent in the recovery efforts. The DEQ issued a permit for water quality but does not do any biological monitoring. Over the past 50 years there have been many requests for studies on the effects of salting. In addition to not knowing the effects of salt on fish, plants, soils, and other animals—the 401 water quality permit has been violated many times without the Forest Service taking any action. Salting will continue unless action is taken against the USFS, DEQ, and Oregon Department of Fish and Wildlife.

Resolution

The Federation of Western Outdoor Clubs urges its members to take any appropriate action to eliminate salting within watersheds of rivers bearing fish without extensive study of the long-term effects upon the biota. If studies of long-term effects show adverse impacts, efforts to eliminate salting should be continued.

Resolutions Committee
P. Sydney Herbert psydneyh1@msn.com 503-244-4415

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Transport of Fossil Fuels Through the Columbia River Gorge

Background

A RESOLUTION expressing the concerns of the Federation of Western Outdoor Clubs ("FWOC") regarding the threat to the Columbia River Gorge National Scenic Area and communities throughout Washington and Oregon State due to pollution, global warming, and potential accidents, spills, and explosions resulting from the transport of fossil fuels through the Columbia River Gorge to existing and proposed terminals and refineries throughout the Pacific Northwest. FWOC requests that the Washington Energy Facility Siting and Evaluation Council ("EFSEC") recommend against the siting of new fossil fuel terminals; urges the Governors of both Washington and Oregon to not approve any permits or site certification agreements for new terminals; and urges Congress, the Legislature, and regulators to adopt laws and regulations to increase the safety of the transportation of crude oil.

1. WHEREAS, the FWOC was formed: to secure additional protection for qualified areas of wilderness on public lands; to protect wildlife, native plants, waters and lands in wildlife refuges and through other means; to preserve the natural integrity of areas valuable for recreation; and to protect and restore the quality of air, water, and soils and the integrity of rivers, lakes, wetlands, coasts, grasslands and deserts; and

2. WHEREAS, eleven new terminals are currently proposed, under permitting review, or under construction in the Northwest totaling an additional 800,000 barrels per day of Bakken crude oil being transported to the Northwest by rail from the Bakken oil fields in North Dakota and possibly Canada; and

3. WHEREAS, 3 new terminals are proposed and under permitting review in the Northwest totaling an additional 100 million tons of coal a year to be transported through the Northwest by rail from the Powder River Basin; and

4. WHEREAS, if all currently proposed terminals and refineries are built in the Northwest, forty or more unit trains, each one mile long and carrying approximately 70,000 barrels of oil or over 13,000 tons of coal each, would travel through the Columbia River Gorge every day; and

5. WHEREAS, human error, acts of nature and unforeseen disasters could have devastating effects on communities in the Columbia River Gorge and throughout Washington, Oregon, and elsewhere; and

6. WHEREAS, the rail lines run along the Columbia River and cross creeks and environmentally sensitive natural areas; and

7. WHEREAS, according to the Association of American Railroads ("AAR") the volume of crude oil shipped by rail has increased from 9,500 carloads in 2008 to 400,000 carloads in 2013; and

8. WHEREAS, the Tesoro Savage Terminal proposed in Vancouver would transport 360,000 barrels per day of oil through the Columbia River Gorge and its communities in five loaded unit trains, with the potential for future expansion; and

9. WHEREAS, oil would be transferred in Vancouver to ocean-going tankers and shipped down the Columbia River to the Pacific Ocean; and

10. WHEREAS, The City of Vancouver adopted a resolution on June 2, 2014 opposing the Tesoro Savage terminal and oil exports in general; and

11. WHEREAS, The Columbia River Gorge Commission adopted a resolution on July 17, 2014 opposing the transport of coal and oil and calling for a moratorium on all new fossil fuel transport through the gorge until a joint comprehensive risk assessment is completed and a regional safety plan is implemented; and

12. WHEREAS, possible derailments, spills, explosions, and fallout pose a serious threat to the Gorge and rail communities throughout the Northwest; and

13. WHEREAS, the primary source of the petroleum anticipated to be transported by rail through the Columbia Gorge is from the Bakken formation, which the U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration ("PHMSA") has determined may be more flammable than traditional heavy crude oil; and

14. WHEREAS, the PHMSA's 2013 investigation into the transportation of Bakken oil, known as Operation Classification, showed that crude oil taken from cargo tanks en route to rail loading facilities was not properly classified on numerous occasions leading DOT to issue an emergency order requiring shippers to test Bakken oil and classify it as a packing group I or II commodity; and

15. WHEREAS, the fatal incident in Lac-Megantic, Quebec, resulted in loss of forty-seven lives and buildings and required the evacuation of 1,000 resident; and

16. WHEREAS, in November 2013, a derailment of a unit train in Aliceville, Alabama, caused a crude oil spill and fire when tank cars ruptured; and

17. WHEREAS, Galveston Bay, Texas, recently experienced a maritime collision that emptied more than 150,000 gallons of crude oil into the bay, and the Columbia River would be used as the major shipping channel for the proposed oil terminal in Vancouver and others in the Northwest; and

18. WHEREAS, in December 2013, a derailment of a BNSF unit train carrying crude oil caused a spill and explosion causing the evacuation of most of Casselton, North Dakota; and

19. WHEREAS, in January 2014 a freight train carrying crude oil in New Brunswick, Canada, derailed causing a spill and fire resulting in the evacuation of 45 homes in a 1.25-mile radius surrounding the crash; and

20. WHEREAS, in April 2014, a freight train transporting crude oil in Lynchburg, Virginia, derailed causing a spill and fire and resulted in the evacuation of a portion of the downtown area and spilling into the James River and catching the river on fire; and

21. WHEREAS, on May 9, 2014, a train carrying crude oil derailed near LaSalle, Colorado, resulting in a spill; and

22. WHEREAS, according to the PHMSA more than 1.15 million gallons of crude oil was spilled in U.S. rail incidents in 2013; and

23. WHEREAS, the increase in the production of Bakken crude oil has placed such a demand on tank cars that older DOT 111 cars are being used to transport Bakken crude oil; and

24. WHEREAS, according to the AAR, approximately 92,000 DOT-111 tank cars are used to move flammable liquids, such as crude oil and ethanol, with only approximately 14,000 (15%) of those tank cars being built to the latest industry safety standards; and

25. WHEREAS, in light of the incident in Lac-Megantic, Quebec, the Canadian government has ordered the phase out of the use of older DOT 111 tank cars that do not provide necessary protections against punctures, failures and explosions for the transportation of crude oil within three years; and

26. WHEREAS, while, PHMSA has not ordered the phase out of older DOT 111 tank cars; and

27. WHEREAS, oil tank cars built since 2011 are designed to the CPC 1232 standard and Tesoro Savage has indicated that it would only accept CPC 1232 cars. However, in comments to the PHMSA the AAR "now supports even more [than CPC 1232] stringent standards… retrofits of existing cars…and an aggressive phase-out of cars that cannot meet retrofit requirements"; and

28. WHEREAS, some of the tank cars that ruptured in Lynchburg, Virginia, was a CPC 1232 tank car and was travelling 24 mph, well

below the recently agreed upon 40 mph speed limit for urban areas; and

29. WHEREAS, it will be at least five to seven years before new model tank cars ordered by BNSF could be delivered and, even after they are delivered, BNSF will have to accept older cars from shippers transporting crude oil so long as those cars meet minimum safety requirements; and

30. WHEREAS, even today, the design of those new cars is unsettled and does not have a proven record of safe utilization; and

31. WHEREAS, in January 2014 the National Transportation Safety Board stated "Because there is no mandate for railroads to develop comprehensive plans or ensure the availability of necessary response resources, carriers have effectively placed the burden of remediating the environmental consequences of an accident on local communities along their routes"; and

32. WHEREAS, the transport of large volumes of crude oil through the Columbia River Gorge places an unacceptable burden on emergency responders; and

33. WHEREAS, the National Transportation Safety Board in January 2014 recommended that unit trains transporting Bakken crude oil be rerouted to avoid populated areas where technically feasible; and

34. WHEREAS, global warming and climate change pose an incalculable and potentially catastrophic risk to the Pacific Northwest, United States, and the world in general; and

35. WHEREAS, the burning of fossil fuels, in particular coal and oil, is the leading contributor to global warming and climate change; and

36. WHEREAS, massive transportation increases in coal and crude oil by rail through the Columbia River Gorge is inconsistent with the purposes of the FWOC; and contrary to the health, safety and welfare of Northwest residents and the environment;

Resolution

NOW, THEREFORE, BE IT RESOLVED BY THE FEDERATION OF WESTERN OUTDOOR CLUBS:

Section 1. FWOC requests that the Governor of Washington and the Governor of Oregon oppose new coal and oil terminal facilities that would result in an increase of coal or oil train traffic through the Columbia River Gorge National Scenic Area, or any other environmentally sensitive area in either state.

Section 2. FWOC requests that municipalities, agencies and officials deny permits for new facilities that will result in an increase in the transportation of coal or crude oil through the Columbia River Gorge or any other environmentally sensitive area in either state.

Section 3. FWOC requests that all relevant state agencies consult with the Columbia River Gorge Commission and U.S. Forest Service and consider and require the avoidance of any direct, indirect and cumulative adverse impacts on the Columbia River Gorge that would result from terminal and refinery proposals when reviewing applications for fossil fuel by rail projects, specifically the proposed Tesoro-Savage project in Vancouver.

Section 4. FWOC urges Congress, the State Legislature and agencies with jurisdiction to adopt legislation and regulations related to rail transport requiring disclosure of the volumes, types of petroleum, petroleum products, and petroleum derivatives; transport routes; and the frequency and duration of transfers of petroleum, so the Columbia River Gorge Commission, federal land managers, state agencies and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail.

Section 5. FWOC urges the U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration to promptly adopt regulations to increase safety standards for tank car design and operations regulations for petroleum product shipments to a level that would ensure the safety of our communities and the environment.

Section 6. FWOC urges the federal government to follow through on rules jointly proposed by the U.S. National Transportation Safety Board and the Transportation Safety Board of Canada under which trains from the Bakken fields would be required to avoid populated areas and oil transported by rail would be regulated in the same way as other toxic or explosive materials.

Proposed by Friends of the Columbia Gorge
Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Oil Trains and Coal Trains

Background

The USA is deliberately reducing consumption of fossil fuels in order to slow climate change while at the same time exporting coal and oil to developing countries. In the past year, transport by rail has increased manifold, while the supporting infrastructure has been decaying. Ports along the Columbia River, Puget Sound, and other affected western states are already handling huge increases of exports, and more is planned. The trains are unsafe, the oil cargo is explosive, the coal cargo is toxic and the entire system is poorly regulated.

Resolution

The Federation of Western Outdoor Clubs is adamantly opposed to the export of fossil fuels. All efforts should be expended to support local communities in their opposition to export terminals while at the same time working to increase safety.

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.