

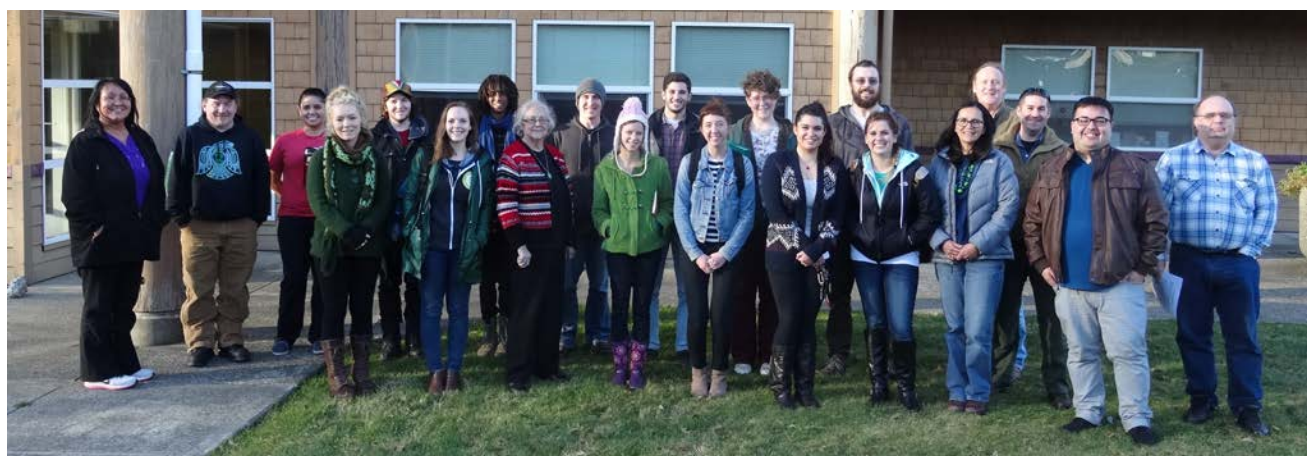
ECONOMIC OPTIONS FOR GRAYS HARBOR



**A Report by
The Evergreen State College class
“Resource Rebels: Environmental Justice
Movements Building Hope,”
*Winter 2016***

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Evergreen students with Quinault Indian Nation Vice President Tyson Johnston (second from right) and Quinault staff members, at Quinault Department of Natural Resources in Taholah.

PREFACE

Zoltán Grossman

In January-March 2016, students from The Evergreen State College, in Olympia, Washington, studied Economic Options in Grays Harbor, looking beyond the oil terminal debate to other possibilities for job-generating development in Aberdeen, Hoquiam, and other Grays Harbor County communities. The class worked in collaboration with the Quinault Indian Nation, the Aberdeen Revitalization Movement, and community organizations.

The students were part of the Evergreen program “Resource Rebels: Environmental Justice Movements Building Hope,” which explored the intersections of environmental issues with social issues of race, class, and gender. The program was taught by myself, a geographer working in Native Studies, and Karen Gaul, an anthropologist working in Sustainability Studies. In fall quarter, the class focused on Native American environmental justice issues, and hosted the 1st annual Indigenous Climate Justice Symposium at the Evergreen Longhouse, which included Quinault Indian Nation President Fawn Sharp. Some of our students also witnessed public hearings on proposed oil terminals in Grays Harbor.



Evergreen students at the 28th Street dock in Hoquiam, by the Port of Grays Harbor.

Out of this work, the class collaborated with Quinault Division of Natural Resources staff, who asked students to gather information about economic alternatives to crude oil terminals in the Aberdeen / Hoquiam area. The Nation is interested in working with Grays Harbor governments, business interests, and residents on sustainable economic development in Grays Harbor. Our project was part of an envisioning process, for local residents to offer their ideas and proposals for job-generating projects that do not damage the local economy, Quinault treaty resources, and the lands and waters that we all share.

The class explored the history of Grays Harbor, including a talk to our class by the former *Daily World* editor John C. Hughes, and we read books by Fred Rose and William Dietrich on the history of the “Spotted Owl Wars.” They all told the story of how environmental movements were not

historically attentive to the social and economic crisis facing timber towns, and working-class communities in general, during the late-20th-century advent of automation and globalization. A central purpose of the Economic Options in Grays Harbor project was to avoid the false dichotomy of “jobs vs. the environment” in the current 21st-century debate over fossil fuel shipping. With its fishing and recreational economy, current debates in Grays Harbor County tend to be framed instead around the theme of “jobs vs. jobs.” What kind of employment future will local residents choose, given adequate resources, innovation, and respect?

On January 9, our project team of 13 students met with a delegation of Quinault staff (including the Vice President, a Councilwoman, and Division of Natural Resources head). The students were organized into four teams, focusing on Ports and Industries, Forestry and Forest Products, Tourism and Transit, and Fisheries and Energy, and a number of them also focused on Community Issues. The students and faculty made contact with community groups and elected officials—including the Aberdeen Revitalization Movement, Grays Harbor 2020, the Aberdeen Mayor’s Office, Port of Grays Harbor—and various businesses and social service organizations.

The students’ main work was conducting and transcribing audio-recorded ethnographic interviews. The students had been trained on ethnographic methods, and visited Aberdeen, Hoquiam, Taholah, Westport, and Ocean Shores to conduct interviews and take tours. Interviewees were asked about their visions, ideas, and proposals for job-generating economic development projects in the local area. The students also held a February 9 open house at the office of the Aberdeen Revitalization Movement offices, publicized in the *Daily World*, to invite the public to offer perspectives.



Students conducting interviews at the Aberdeen Revitalization Movement office.

We also welcomed ideas, proposals, and visions to be sent to the project email graysharborfuture@gmail.com. If any readers care to contribute emails, we will periodically update the online version of this report.

In all, the students interviewed or heard from about three dozen individuals in the Grays Harbor area, and summarized highlights from the interviews in this report. They discussed compelling economic development proposals within their topic areas, and common themes that cut across the different topics. In this report, they listed the name and title of the interviewee, the interviewer(s), and date of

interview; in cases of multiple interviewers, the student listed first usually transcribed the particular passage. Some of the interviews and emails were lightly edited for flow, and the identification of groups and institutions; a few interviews were used for background information rather than quotations.

We will offer copies of this report to Grays Harbor local governments, organizations and business alliances, the Quinault Indian Nation, the Governor's Office, and the local media. We hope that in a small way, this report brings forth voices that have innovative and important ideas about the future of Grays Harbor, and how sustainable development can benefit all parts of our society.

Thanks to all the interviewees:

Mark Ballo	Dan Malvini
Doug Barker	Arnold Martin
Stephanie Becker	Scott Mazzone
Dave Bingaman	Sally McCarthy
Ray Brown	Mark Mobbs
Nancy Eldridge	Sarah Monroe
Jarred Figlar-Barnes	Linda Orgel
Rob Ford	Edward Perotti
John Geelan	Jim Plampin
Jane Goldberg	Sara Rebecca
R.D. Grunbaum	Tim Quigg
Shelli Hopsecger	Scott Reynvaan
John C. Hughes	Mary Royal
Justine James Jr.	James Rute
Wayne James	Dann Sears
Christian Kazimir	Mike Stamon
Carolyn Kelly	Larry Thevik
Kevin	Charles Warsinske
Erik Larson	Gene Woodwick

The views and opinions expressed in this Report are those of the authors and the individuals interviewed. They do not necessarily reflect the official policy or position of any entity with whom those individuals are employed.

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BACKGROUND

Jessica Altmayer and Lucas Ayenew

In Washington State, Grays Harbor County is often considered a prototypical example of an economically failed community. But hidden beneath this depiction of hardship is a more contested story of politics, economics, and identity. Some historians believe that the state of Grays Harbor's economic struggle can be attributed to global, national, and regional economic forces that originate outside of the County, rather than from an internal failure of its residents. Yet other state residents often perceive residents of Grays Harbor in ways that predict and reinforce economic depression. This is why collecting oral histories that chronicle the community's notions of prospective revitalization is pertinent today. The problems did not originate in Grays Harbor, but the solutions might.

Description of Grays Harbor County

Grays Harbor is a coastal county located on the western edge of the Olympic Peninsula in the state of Washington. Grays Harbor County's landscape can be articulated in the language of misty rainforests interspersed with human heritage and symbiosis. This rainforest is defined by its mountainous Pacific coastline to the west, tree farms and the cities of Elma, Montesano, McCleary, and Oakville to the east, the Quinault Indian Reservation and the Olympic rainforest to the north, and the mouth of the Chehalis River and twin cities of Aberdeen and Hoquiam to the south. The historical economy of the region has been sustained primarily by two natural resource industries: forestry and fisheries.



Pre-Colonial Grays Harbor

Before the Spanish arrived in 1775, Indigenous peoples often migrated with seasonal resource availability across great distances on the Olympic Peninsula, in some cases spending the warmer times along the coast and the colder in the Olympic Mountains. Tribes had highly sophisticated systems of harvesting wild fruits, roots, grasses, salmon, elk, old-growth trees, sap and many other resources. This harvest actually functioned to support both tribal subsistence and ecological diversity of the Peninsula. Tribal people bolstered complicated, cyclical forest ecology through their manipulation of the forest for food, shelter, tools, clothing, art, ceremony, medicine, and spirituality. Pacific Northwest forests evolved to depend on these modifications, such as controlled burns, salmon river catchments, and shellfish harvests, effectively provided sustenance and ecological stability at the same time. Modern forestry has only begun to implement forest management for ecological stability in about the past 20 years.

Treaty

The land and waters of Grays Harbor County were ceded to the U.S. Government by Indigenous peoples of the Quinault, Queets, Humptulips, Copalis, Wynoochee, Satsop, and other tribes, in the 1855 Treaty of Olympia. This treaty formed a sovereign Reservation that inherited the name Quinault. Grays Harbor County is in the ceded territory of the Quinault Indian Nation, which retains certain rights to the fisheries and forests, recognized by federal courts in the 1974 Boldt Decision, and by the state in the 1989 Centennial Accord. According to tribal member Justine James Jr., the Quinault also have sacred sites and other Traditional Cultural Properties (such as ancient fish traps) throughout the County, that are in need of protection. James also notes,

A lot of the people around here, they're like tribal people. They depend on being able to go out there and hunt deer and elk, being able to go hit the rivers and streams, fish. Bring those resources in to supplement their traditional diet. You know it's part of their traditional diet too you know, at least for the last 100, 150 years. And you know, jobs are disappearing so they definitely need to access those resources.

Industrialization

The period of Grays Harbor's history preceding the 1980s was one of industrialization via a booming timber industry. John Geelan, a lifelong community member and former logger explained, "Since the turn of the century, the logging industry was huge here made up a large majority of the industry, you know, because everything kind of filtered off of the logging industry. We have numerous companies here who couldn't have supported themselves without the logging and fishing industry. Companies that perform all the maintenance to the equipment and lumber mills, then we have businesses that were supported from the timber and fishing industry dollars."

During this era, private timber companies, private landowners, and the county, state, and federal governments harvested more wood than any other state, other than Oregon during this time. The County developed industrial infrastructure for holding, milling, shipping, trucking and processing trees. During this period of industrialization, the County also sustained a plethora of bustling centers, such as downtown Aberdeen, where theaters, festivals, and three-mile-long parades a vibrant community, described in fond memories by local families.

Deindustrialization

The process of industrialization transformed much of the waterfront in the twin cities of Aberdeen and Hoquiam into privately owned industrial processing facilities. Over decades, some waterfront sawmills even manufactured land on the harbor banks, by depositing wood waste into the river. Now the waterfront at the mouth of the Chehalis River, the location of Aberdeen and Hoquiam, is occupied by industrial private enterprise or has been rendered unusable by the contaminated legacy of defunct wood processing factories. This privatization still inhibits residents' and tourists' access to the waterfront, a resource that residents, county officials, city planners, and business owners see as one of the County's invaluable resources. Derelict industrial structures lining the banks of the Chehalis approaching Grays Harbor have become iconic indicators of Aberdeen.



Looking south from Satsop Avenue in Grays Harbor City, on August 9, 1889
(Photograph Copyright Anderson & Middleton Company, from Jones Photo
Historical Collection).

Global economic trends contributed to the decline of the timber industry in Grays Harbor, particularly the phenomena known as globalization and the deregulation of international markets. During the 1970s-90s, East Asia underwent a period of drastic industrialization. The price of factory labor in these countries was lower than that of the labor cost in the mills processing plants of the Pacific Northwest. Companies exporting raw logs for milling in China, Japan, and other East Asian countries led to the drastic decline of post-raw-log processing economies in the Pacific Northwest.

From the 1940s well into the 1970s, loggers and mill workers were also becoming increasingly expendable, as industrialized automation processes overtook the industry, helping result in record exports out of the Harbor to the Pacific Rim (Hughes). Machinery began to replace human jobs both in timber-cutting and milling. As a result, the timber companies employed increasingly fewer people from the communities they inhabited.

Regional economic trends also contributed to the decline of the timber industry in Grays Harbor. Old growth trees were harvested expeditiously until they were nearly gone. This loss of old-growth logs caused the actual commodity wielded by the timber industry in Grays Harbor to transform: from enormous 100- to 600-year-old logs into comparatively miniscule 30- to 50-year-old logs (Niemi et al).

Role of Environmental Regulations

The rapid harvest of old-growth timber also triggered environmental regulations that functioned to prevent remaining old growth trees from being harvested, resulting in the ruling of listing the spotted owl as an endangered species by Federal District Judge William Dwyer in 1991. Most residents and scholars now agree that the spotted owl did not alone create economic devastation in the coastal logging communities, but rather, the logging industry in this region had already been on a trajectory towards providing fewer and fewer jobs, which would have resulted in an economic bust even without the species protection. Even the wages paid to the dwindling number of existing timber workers decreased 18.2 percent under the Reagan Administration, with annual payrolls down from \$38,732 in 1979 to \$21,672 in 1989—as measured in 1997 dollars (Niemi et al). During a 1989 forest-management meeting, Grays Harbor timber workers were devastated by the news that the rate of logging 90 million board feet annually would be reduced to 42 million the following year, 20 million the next, and after that, no promise of any harvest at all (Hughes).



Yet the spotted owl also functioned as a tool of class-based discrimination and control. Middle-class environmentalist legislators in Seattle used the spotted owl to justify putting the needs of struggling working-class natural-resource-based communities below that of wilderness. This rationale was patronizing and enabled militant antagonization by both environmentalists and loggers, and by both groups against the timber barons. This conflict dredged a deep divide between rural working class and urban middle/upper class cultures in Washington state. As John C. Hughes explained,

In the beginning, a genuine spirit of social-justice empathy would have gone such a long way to foster coalition-building when everything hit the fan over the spotted owl... To me, it's a real complex web of hypocrisy, dogmatism and a lack of civility that's brought us here. We can turn it around ... by being critical thinkers and remembering that civility requires that you at least entertain the notion the other person just might be right.

By developing this report, we are implicitly critiquing past environmental movements by prioritizing the needs of local communities, and simultaneously asserting how ecosystem health in Grays Harbor is inextricable from genuine community revitalization. The current debate over fossil fuel shipping offers an opportunity to look toward a more inclusive and respectful future. As President Bill Clinton stated to John C. Hughes at a 1993 Timber Summit about the suffering of Grays Harbor residents, "...That really brings it home. It's not about choosing between jobs and the environment, but about recognizing the importance of both" (Hughes).

Boom-and-bust cycles

The timber bust not only meant a loss of jobs, but a decline in outside support, requiring local residents to take matters more into their own hands. As Grays Harbor resident and Daily World columnist Gene Woodwick observes,

When it comes to how this boom-and-bust cycle affects the people as people, we're the last place to get any type of state help. On the coast, all up and down the coast of Washington....As the timber declined, the county wanted to bring in retirees, that was their first thing to bring in the moneyed people to retire here. That brought in corporations to buy up the mom-and-pops...a lot of them sit there empty....and as corporations have moved in and run more and more of the tourism activities, they again the money goes out of the area, you do not have people who are decisionmakers.... If someone [local] gets good at management, they are going to move them in to somewhere else with a higher end. So you lose the type of thinking, the type of abilities that were once here and the ownership of the area and ownership of the future is gone.... Those are just some of the cycles.



Looking toward economic revitalization is difficult, in a community with limited resources, and a common attitude of despair and resistance to change. Aberdeen Revitalization Movement volunteer Jarred Figlar-Barnes notes that when working for an economic recovery,

When you're trying to look towards the future (in Grays Harbor), there's a large portion of the population that is very negative towards anything new, they want to stay stuck in the past. I'm not saying that's a bad thing, I mean, it's a very natural thing to want to do. Things were better for people back then so it makes sense that they want to see things go back to the way they were back then. But those individuals need to realize that the economy is changing, we're not going to ever have the levels of harvest that we used to have and we need to move on and diversify. And that has sort of happened [in Grays Harbor], but that momentum needs to continue, and strengthen.

This historical moment serves as a rare occasion of tribal and non-tribal association where the Quinault Indian Nation's tribal enterprises happen to be the largest employer in Grays Harbor County, and the Nation is interested in supporting the economic revitalization of the non-tribal community. More often non-tribal communities are in a position to offering support to the struggling economy of the local tribal community, so the 21st century offers a chance to build real bridges between neighbors. As Justine James Jr. observes,

The biggest thing is that these municipalities need to realize is that the Quinaults can be a good partner with them. You know they've looked down at us for so many years they just haven't had a good rapport with the Quinault Indian Nation but you know now they have to realize. Like with the waterline project, the City of Ocean Shores realized that by partnering with the Quinault Nation, they would have access to federal dollars... So it lightened their burden and so you know that's what these municipalities have to realize is that we can be a good partner.... I don't know if it's cultural acceptance, but I know they realize that it will help them help the entire county develop you know clean up areas that have received toxic waste over the years and you make it useable once again.

With these partnerships across significant differences, and repairs to the social fabric, economic recovery becomes more possible. Gene Woodwick sums up the message conveyed by our report, with a look to the traumatic past, the stressful present, and a more hopeful future:

Urban areas need their minds reset that people that live out here are not stupid. They aren't losers, they are not ignorant. And there is no respect for the life experiences of [these] people. Every time you see anything written in any newspaper or on television ... I mean it's disgusting! There are many wonderful people here who have done wonderful things over the years and who are still hanging in there, still doing things.... That is the greatest thing, how do you reset and have them respect the people that they deal with. It's really hard. It's really hard when you've been raised in communities where people are your friends no matter what color, what age, whatever, to be treated with such disrespect The Millennials, I'm really seeing a profound change in that age group. And they are seeing the future.

I. PORTS AND INDUSTRIES

Overview by Roma Castellanos, Nicole Fernandez, and Jennifer Kosharek

The Ports and Industries section of this report will showcase the voices of community members and their opinions of the Port of Grays Harbor and its economic development. It will also study the interactions between the Port and the community of Grays Harbor in order to find common ground, solutions, and economic alternatives to environmentally harmful industries. The goal for this project is to introduce ideas and options that will hopefully reduce the temptation of harmful oil industry jobs while bolstering the economy.

To acquire an appropriate knowledge of how Grays Harbor has arrived at this era of economic depression, we found it necessary to first gain an understanding of local history. We began by listening to accounts and presentations from members of the Quinault Department of Natural Resources, John C. Hughes, former editor of *The Daily World*, and also through individual research. We also learned a great deal from conversations with members of the Aberdeen Revitalization Movement (ARM), and by exploring the community.

The *Ports/Waterfront* group interviewed thirteen people during our visits to the Harbor, including the new Mayor of Aberdeen, Erik Larson. We hoped to interview at least one member of the Port staff, and we were accommodated with a brief presentation from the Public Relations Director for the Port.

The current use of the Port and waterfront property is entirely industrial, with the exception of one boat launch used as a community access point. The populace has come to accept that their waterfront is industrial, as it is an important revenue source. One issue with this assumption is that the Port does not provide as many jobs as the community perceives. From the five main commodities that are imported and exported through the Port (wood chips, grain, autos, logs, and liquid bulk), 574 direct jobs are created. Currently, grain (specifically soybeans) generates the most revenue for the Port, with auto exports generating the second-largest earnings, and the largest number of jobs.



Chinese ship loading goods in the Port of Grays Harbor.

Several members of the community put an emphasis on an increase of manufacturing and less import and export business. Those members of the community feel as though fewer jobs are created when the manufacturing of goods is done elsewhere. It would be in the best interest of the community to generate industries that use local materials and create goods which can be used locally as well as exported to other markets. This future would still require an industrial waterfront and the current industrial infrastructure. One recent promising Port tenant has been a Korean company exporting fresh seafood. Additionally, the Port property of Bowerman Airport, if properly maintained, could become a hub of light aircraft engine testing, or even manufacturing.

Another aspect of the Port and Industry focus was job retraining. This is due to the fact that there are many people in Grays Harbor who have been forced to find new work since the decline in the timber industry, and many young people have chosen to leave the area. Grays Harbor College has the ability to quickly implement training for new industries.

In conclusion, we see the future of Grays Harbor to be hopeful as a result of the efforts by dedicated community members from diverse backgrounds, as well as the inherent opportunities the area has to offer. Partnerships between leadership positions and members of the community are vital to create a solution sufficient for everyone. We hope that the interviews we have collected and contributed are beneficial to envisioning of future development. We hope that the interviews will provide a glimpse into the future of the Port and the Grays Harbor community.

THE FUTURE OF INDUSTRY

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

Where do I see Grays Harbor 20 years from now? Optimistically... I would like to see it become a more motivated community. I would like to see it [be] a community where economic renewal for the entire community has occurred... where your downtowns are in better shape but so too are your surrounding neighborhoods. You have manufacturing facilities that have been built which ~~that~~ support a large number of jobs in the community: sustainable, environmentally friendly jobs. Now this is being really optimistic but solar power manufacturing jobs (would be great). If you're interested in that, Grays Harbor has land available! Regardless of what is brought in, manufacturing is very crucial to this area's future, and so is tourism... while making sure you don't gentrify your community but at the same time you support bringing tourism in. A lot of local businesses can benefit from that, making Grays Harbor a great destination. And not only Grays Harbor, but the coast (Westport, Ocean Shores) and (our inland areas) which includes all the way out to Elma, Montesano and some of these other small communities like Oakville. This includes the development of regional trails systems so that (residents & tourists) can walk and bike through the community and not have to drive there in a car.

Furthermore, I think maybe switching over to a more sustainable timber industry, more than what we have now which... mainly takes trees, chips them up into small little particles, and uses them to make particle board and paper. I'd like to see the region (to some extent) go back to actually making timber boards, and let the trees grow a little bit longer than what they're currently allowed. I'd like to see us go back to that kind of timber manufacturing, even though it will never be what it was...

Just to kind of summarize, I see & feel that there's a tremendous amount of potential for Grays Harbor to grow in a sustainable fashion that will sustain the jobs in our economy for generations to come. We have to make smart choices, we gotta make smart decisions. We can't be fooled into

destroying our environment by bringing in industries that aren't desirable to our communities... We have to look past that and think long-term. It would be foolish to think that we (can sustain our economy) thinking only short-term, and not thinking long-term. We have to think in a long-term capacity. And I think if we do that, I think Grays Harbor's future is going to be very bright.

Erik Larson, Mayor of Aberdeen,

Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

Finding ways to entice industry that are going to bring in better employment numbers is my priority. Their [the port's] priority by definition as a port, is to bring in the highest dollar per square foot and that doesn't necessarily need to have jobs tied with it. They would prefer it, but when push comes to shove, they're going to look for highest dollar per square foot, where as a city, I'm more interested in jobs per square foot because that means those dollars are directly going to someone that lives in or near the area. Finding ways to make those two interests align is where I think we'll find the most success. We don't necessarily work against each other. We have different goals, and they're not necessarily personal goals, they're agency goals. So, I serve the people and they serve the people, but with a different metric. They're kind of obligated to look for revenue rather than jobs and that doesn't have to be a bad thing. If we were to say 'we're going to bring in something that hires a whole bunch of people, but has no revenue associated with it', that's not something that is necessarily sustaining. And you see that in a lot of areas where as the federal government has gotten tighter and federally subsidized industries, especially in the Northeast, are being closed. Then you end up with the only employer in the community dissolving overnight. It's a balance of benefit with sustainability. Both in resources in terms of the actual items and environment, but also resources in terms of the people.



Aberdeen Mayor Erik Larson.

John C. Hughes, Chief oral historian for WA Secretary of State; former *Daily World* editor,
Talk at The Evergreen State College (1/27/16).

After the Columbus Day storm of 1963...there was an enormous amount of blowdown. Billions and billions of board feet. Did we mill that on the Harbor or any place on the West Coast? No we shipped it off to feed the maw of the Pacific Rim. No value added whatsoever....

Erik Larson, Mayor of Aberdeen,
Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

The thing about our port is that they don't do containers, so it really creates a niche market in terms of what they can and can't ship, and right now their main market has been bulk commodities. The problem with bulk commodities is that they're very cyclical, so there's a lot of ups and downs. Something I don't necessarily enjoy about them, while I do enjoy the industry, is that they tend to not have as many jobs associated with them because a lot of it is pretty automated. Nobody is going in with shovels and moving grain from the silo to the boat. You don't get some of the same highly paid positions. You don't have your boilermakers, you don't have your welders, you don't have your iron workers, you don't have any of the jobs that are sort of the staple of the blue collar workforce.

WATERFRONT AND PORT LANDS

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

We need more beach access, whether it's river or whatever. The port just bought a fish enhancement project, that created a park between Montesano and Aberdeen. And it has parking spots, RV spots, it has picnicking, handicap parking, fishing, everything really nice and again, the money was running out and the people were getting old and there was no money but the Port has bought it and are gonna have to manage it but are we gonna have to pay for that?....

They have a great viewing tower over in the port property. However, during fishing season, that's where you put your boat in the water! And you can't park because there's a million fishermen. And it's great, it's a wonderful place, it could be such a great place, but they need a place for those fishermen, they deserve a place! But, give them an access, something else that's specifically for them to get in the river. And take that piece of land that's in an industrial area, surrounded by an industrial area, and make it so if locals wanted to get out on your lunch and set over there you could, or if you're in town shopping, you can go over there and see what's goin' on on the river. We don't have those places. So I would like to see that. For children; children need a place... their moms do too.

Erik Larson, Mayor of Aberdeen,
Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

We're never going to be able to survive solely on tourism because the tourism window is too short. If everybody were working in the service industry or tourism industry we would need a much larger number of visitors to sustain the population we have. My real focus has been on finding ways as we develop to keep the industrial footprint we have and the jobs that go along with that, that support the people who live here, while finding ways to buffer the industrial zones from the recreational and residential zones. It's very important, especially now, to incorporate those buffer zones between your extreme changes in zoning. As new development happens and we move forward, that's something I'm going to be a stickler about. Making sure that if we're going to invest in the rail line, that part of the

investment be finding ways to buffer the noise. The train also runs along the waterfront so if you want public waterfront access, you need to find a way to buffer those two things. There are a lot of creative solutions and ways to do that, like sound walls made from vegetation and hillsides. There are ways to buffer those areas and disguise the industrial area so it doesn't necessarily get in the way of the views or the pristineness of the area. It's something that really hasn't been a point of effort but should be going forward.

Dann Sears, Director of the Aberdeen Museum of History,
Interviewed by Tiffany Brown and Nicole Fernandez (2/9/16)

I'd like to see our waterfront develop more.... the guy bought property on the river right off of downtown off of the city, and people thought it was crazy because everything was leaving. [They asked] "what are you doing? what are you doing?," [he replied] " I'm gonna build a mall here." Not a very large mall, it was two stories, and then he built the pier. . [They asked] "what are you building a pier for?" [he replied] "so boaters who are going up and down the river can pull the boat up and they can grab a bite to eat or go shopping." [They replied] "That's crazy nobody will ever attend." Well guess what, it worked out. ...It's a convention center now, it's not just a mall. I looked at this and a turn and I looked at it and go on my god this looks just like our bridge...I see they have ferries pedestrian ferries. Of course I don't know if we need those maybe to get out like to Ocean Shores... Yes, so that's creating the same thing. North Carolina wanted dredge things that threw the sand back up. They built fences ... almost like little picket fences...They've built Burfoot Landing shopping mall and it goes out over the backwater. You can walk over to the edge of the railing and see alligators going by.



Waterfront in the Port of Grays Harbor.

Erik Larson, Mayor of Aberdeen,

Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

The port is a separate governmental agency, they have their land and they lease that land out. The city handles what it can be permitted for, but we don't really control what they do with that land. We have influence, but we don't necessarily decide who they can lease to, or who operates, or any of those details. We can influence their decision by saying 'if it's this industry or if it hits these metrics' we will provide reduced costing on permitting, we can help provide funds for advertising or provide funds for other means, we can look at all kinds of options for the city to subsidize the development, for lack of a better term. But we can't actually say 'you are going to lease to this group at these terms'. We really don't have that control, they really need to be working with us to get anything dictated from that stance. [...] While the relationship has been fairly good, we really haven't necessarily been working together in lockstep. That's something I'd like to improve on.

JOB TRAINING

Jane Goldberg, Grays Harbor College Public Relations Director,

Interviewed by Roma Castellanos (2/9/16).

We're a two-year college and a lot of two-year colleges have the word community in their name. We do not, but we are definitely a college for our community. We offer ten or twelve vocational training programs, courses that you would take to get you into a job. We offer a very full academic transfer program. So local people, especially young people graduating from high school, that can't afford to go away for four years can do their first two years of college here. And we also have what we call transitions programs, courses for people that need their GED, people that don't speak English, people that are below college level when they take the college placement test and need to get those basic skills up And then we just have been approved for a bachelor's program. Community colleges now are being encouraged to go through the accreditation process to offer bachelor programs that coincide with some of our vocational programs. So maybe you're getting an associate's degree in criminal justice and you're going to work in law enforcement. You can get a job, but you can also be working on your bachelor's degree through Grays Harbor College and that would just help you advance to a higher level. So we have that bachelors program in applied science, organizational management, and we hope to get one in forestry or forest management and eventually in education, student teachers. Those are our three areas that employers in our area have told us they need better qualified candidates when they have job openings. So our solution has been to put these programs together, offer these degrees, knowing that employers are looking for these skills.

Linda Orgel, Friends of Grays Harbor Secretary-Treasurer,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

The Port needs to be more innovative. If a company comes to them and says, 'We want to do this,' they say, 'Oh boy, yeah,' instead of really thinking about what we want to attract here. We can't have containers because we aren't a deep enough port. So it has to be something that can come on barges, tankers. The Port also owns Satsop Development Park, which is in East County. It's beautiful here, we're right by the Olympic Peninsula and there isn't any reason why high-tech companies couldn't come here if there were amenities for them.

And there's a college here, it's a great community college. It just started one four-year program, and ultimately the goal is to become a university with four-year programs. The potential is so great to

draw high-tech companies. If they can go to Beaverton and wherever Intel just went to, why couldn't they come to Grays Harbor?

Jane Goldberg, Grays Harbor College Public Relations Director,
Interviewed by Roma Castellanos (2/9/16).

I am the public relations director at the College. It's a half-time job, but it's very busy. I just deal with everything that the community sees, as far as the college is concerned. I've lived here for forty-five years, so I really care about the community and I want it to bounce back. I served on the school board for twenty years in Aberdeen. So I'm pretty invested in the community. My husband was the fourth generation in a family business [Goldberg Furniture Company] that has since closed. So he's a lifetime Grays Harbor person....I think that [Port and waterfront activity] could be better. I know the Port is probably the best thing going in our area as far as helping the economy. But if we're trying to support tourism, we have nothing that attracts people to our waterfront. Unless they keep going out to the beaches. There's no activities on the waterfront. There's hardly any place you could walk. You could walk behind Walmart, Morrison Park, and that's probably the only place you can look at the water even and see what's going on. I don't know if the Port is interested in doing that because they can make a lot more money using their space for industrial purposes. I think it would be nice if we could find some area that we could develop into a park-like setting....

Okay, we see huge terminals that are right on the waterfront and they're not particularly attractive. Those are grain terminals. We see large [parking] lots that, at times, are filled with cars that are imported or exported, I'm not really sure. Those lots will be empty sometimes, but then the next day they'll be completely filled with cars that have been unloaded or are going to be loaded. We see some logs and some log storage areas, not nearly as many as we did years ago. All very industrial looking, and then we see this huge train that goes from the Port, through our town.....



Grain elevators and Pasha Automotive Services car exports in the Port of Grays Harbor.

I guess I don't want [the waterfront] to change if it's putting people to work and it's helping the economy of our area. I would like it to look more attractive and... I would like it to be so you could go down to the waterfront and enjoy it. But, I don't want to sacrifice jobs and me wanting a little park at the edge of the water isn't going to put very many people to work. So I think anything we need to do, we need to think about it as, how many people can we attract to live here and put to work. And not just hourly jobs, they need to be substantial jobs.....

We [Grays Harbor College] also do some customized training. If you have a business and you're adding a big piece of equipment or something, you could contact the college and we would find

someone that could come in and train all of your employees or help you fit it into your assembly line. We used to do some customized training for Westport Shipyards when they were beefing up their boat building crew and they wanted more training, as far as some of the fancy finishing work, we used to do some of that. We have a big carpentry program so we have a shop with a lot of tools and equipment that we could be using more than we do. There's a community group called the Grays Harbor Woodworkers, and they come up one evening a week and use our equipment.....

COMPATIBILITY OF INDUSTRIES

Arthur R.D. Grunbaum, Friends of Grays Harbor President,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

I am the president of Friends of Grays Harbor, local environmental organization...I actually also work full time but I am able to telecommute. And I work for a metals company out of the Seattle, Renton area, Kent area....I think part of it is that it is a depressed community as far as economics and jobs. So [people] are so intent on trying to make it from morning to night, and from beginning of month to end, that even though they're surrounded by this, and even though they actually depend upon it for their sanity, they don't recognize it. So they're undervaluing where they live and what is around them....

One of things that we noticed about the port, is that the port appears to be somewhat of a slum landlord. And so as you come into the port and into the Port Industrial Way, and look at the properties around there, a lot of them are falling down. And they say, "Well those are lease hold improvements which are supposed to be done by the people that are there." But, many of those buildings are empty so what they really need to do is fix it up. Some of those are historic in their construction and they could be an attraction to the port and to the area for tourism...Some of the area could have access to the water as well...

We want to encourage any sort of product group or manufacturing group, that if there were an accident, it wouldn't destroy the rest of the harbor, or the livelihoods of those who depend upon clean water and a healthy estuary. What we're concerned about is that the port has never really explored what are those compatible industries that could come into this area, that would not threaten the existing tenants, because they do have tenants, and would not threaten the existing lifestyle of the harbor. For example, the fishers, and the crabbers, and the oyster growers.

Erik Larson, Mayor of Aberdeen,

Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

We're kind of a mixed economy, especially in Aberdeen. The county sort of varies, on the coast you have the commercial fishing industry and the tourism industry, and those are the main players in those areas. They each have their own challenges and have sort of self-separated themselves because one isn't necessarily conducive to the other. Aberdeen is really more of an urban area. We have an industrial zone and a commercial space, a downtown, we have several different residential communities that have completely different demographics. So making all those play nicely, we really can support a wide range of opportunities and businesses between the port properties that are within the confines of Aberdeen and some of our industrial zoning on the waterfront.... In the days of the industrial height, you had all of the fishing and whaling and logging companies who all needed waterfront access. Aberdeen being the industrial hub, became all industrial water access. So taking a step back and saying 'is that what society is today?' and finding ways to move forward to support the growth of both new industries, now that those industries [fishing and logging] are starting

to wane, but also allow for the public access that people moving to this are want to have. That's kind of a balance we're feeling our way through now. I have a feeling it will be a highly politicized issue moving forward because, you are going to have people who want everything to be public access, they have no need for industry, and then you are going to have people who are completely for the industry, saying 'more jobs, we got to have working waterfronts' and they are going to push the other direction. So finding the balance where the community as a whole has found it's comfort zone is going to be something where everybody is pushing for one extreme.

INNOVATIONS IN JOB GROWTH

Tim Quigg, Aberdeen Revitalization Movement volunteer,

Interviewed by Nicole Fernandez, Jess Altmayer, Emily Hall & Jen Kosharek (1/20/16)

Our working waterfront is, no question, our life, our conduit. Our railroad is imperative... C & W Cheyenne Wyoming is the largest in the world short-line operator... We have a great workforce, we have great support for industry here....It's not all the port—that's a great misconception. There may be more private landowners with industrial property then the port. To me the greatest job opportunity is the 520 WSDOT casting basins, owned by the Washington State Department of Transportation. It may be the largest opportunity for super family wage jobs. Now there's a difference between family wage and super family wage. When you go to a shipyard they charge a lot. It is very expensive in a shipyard. Wages of \$35-\$40 are not uncommon in a shipyard. That is a fabulous facility over there...and they're done with it. The 520 bridge has been completed. And they're looking to divest of that... We need an open house for the people to see it...It's not theirs, it's ours... Twenty foot is all the deeper it can be brought in. But it can be barges, big tugs, fishing fleets, midsize vessels.



Washington State Department of Transportation casting basins for Hwy. 520 bridge
(Credit: WSDOT)

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

What we'd like to do is to see some type of jobs for community members, but maybe those jobs haven't been created yet. So it's up to some innovative thinker to take a look at this area and find out what's viable here what can we do, what can we do to create a future here. And so we need somebody to come in and create something like the mills were like 100 years ago, 150 years ago, that is going to bring jobs and have a workforce so that you have money coming in, you have money in the community.... You know, the only thing I can think of off-hand is, what are the opportunities in the technology fields? You know computers, radios, satellite. You look at communities that are thriving, Oregon is a good example of those types of endeavors. You know, you go down there and people seem to be doing well, and so a little town of Forks is reinventing itself through technology. You got people coming out there that are writers, you know that are involved in the technological fields. Electronics and things like that and you knew if were shipping all these jobs to India, why can't we ship some of those here?

Shelli Hopsecger, Coast Controls & Automation, Inc., Montesano

Email communication (2/10/16).

I grew up in Aberdeen, and currently live in Elma. I attended college at Grays Harbor College and earned a Bachelors Degree from Western Washington University. I worked in public service for ten years at the Port of Grays Harbor. I have owned and operated a controls and automation business for the past 15 years. Throughout my career I have served as President of the Grays Harbor Chamber of Commerce, Grays Harbor College Foundation, director of the former Grays Harbor Public Development Authority and numerous civic and community groups.

I have been an active participant in the economic diversification of the local economy away from total dependence on the timber and fishing industries. A strong community begins with a job. Unfortunately the departure of industry in Grays Harbor has resulted in two major negatives to our economy: loss of jobs and business activity, and loss of corporate level expertise and community involvement. The loss of family-wage jobs have resulted in people becoming unemployed, under-employed or leave the area. Unfortunately too many of our skilled workers have left the community, and those still working are earning less and trying to make it stretch.

An unfortunate outcome of the opposition to Crude-By-Rail in Grays Harbor is that opponents of the project have used "every means possible" to delay and stop the projects from moving forward. This is fine but the unintended consequence is to paint Grays Harbor as unfriendly to investment and the permitting process as unpredictable. It is difficult to send a message of business-friendly and open for opportunities to potential employers who may consider Grays Harbor when the public voice is so passionately opposed to a development. I believe this negative image will follow Grays Harbor for at least five years, resulting in less new construction and business development activity than we have seen during the 2009-2014 timeframe.

Companies need a strategic reason to locate somewhere. So, as I envision the types of job-generating development I'd like to see in Grays Harbor I see industries that can benefit from what we have to offer. It is our infrastructure, location and workforce capacity that will attract investment and jobs. A realistic vision would feature:

* Additional shipping partners at the Port ~ further diversification of the cargoes moving through Grays Harbor resulting in increased upland employment as well as longshore, rail, tug

and other waterfront jobs. These well-paid employees have the highest level of trickle down of any employment sector.

- * Innovative manufacturing ~ companies that use the latest technology to manufacture products (current examples are Paneltech & Hesco)

- * Energy Sector ~ energy demand is a fact of life and Grays Harbor should position itself for emerging sectors that can operate safely within the regulatory guidelines of our state and federal agencies

- * Organic growth ~ retain existing small businesses by encouraging successorship and new ownership versus closure.

There are a number of industries that can provide low pay and seasonal work that might be attracted to our natural resources and agricultural crops. These would be good additions for the low-skilled, entry level workforce and should be encouraged to locate here. However, we should not use our public resources to recruit or subsidize them.

We'd all love to have the retail and entertainment services found in larger areas. These businesses rely upon a stable local economy. Tourism can enhance their operations but the local population must be able to sustain them. So again, it all starts with a good paying job, the rest will follow.

Tim Quigg, Aberdeen Revitalization Movement volunteer,

Interviewed by Nicole Fernandez, Jess Altmayer, Emily Hall & Jen Kosharek (1/20/16)

The world is short of food, and we're the basket....This is a perfect port for that and there's a reason. We have land, we have a good workforce, and we have shipping distances that are favorable. We're on a coast, we have a lot of industrial land....And our port is deep enough that we can meet those markets I'm told. We're at minus 40 draft and where these vessels go, Vietnam, Korea and some of the ports those are relatively shallow draft ports also.... Food and what other commodities could we export out of here....Automobiles are huge, but truly they're not a high employment industry. They'll come in and work a week then they'll go back to Tacoma. We struggle with recruitment here of executives and mid-level managers. Recruitments have been difficult, because what happens when you leave here? You know where you're gonna go? Olympia. We need the Millennials.

James Rute, Marketer from Aberdeen,

Interviewed by Nicole Fernandez and Tiffany Brown (2/9/16).

What I see developing is a lot more port traffic flow, specifically containers. It's something that is not happening here yet, but there's only three deep water ports on the West Coast in the United States. Container shipments are huge. We have the capabilities of doing them here we just don't do them....The introduction of Agripro here several years ago I think changed people's mindsets about what could happen here, instead of looking at what should happen here. Which was a huge major step and I think in a positive direction.

Ray Brown, Marine Engineer and Aviation Expert, Mount Olympus Motors Inc., *Interviewed by Roma Castellanos and Kyle Linden (2/9/16).*

The industries that are here currently are down the tank. Logging is down ninety-five percent from its highs of some years ago. There's still fishing, but the catches are down most every year. That's mostly

by regulation, not because there aren't any fish. The catch quotas are reduced every year. The number of licensed boats are reduced every year. Both of those are tough economic fields. It's going to take some huge, heavy lifting in the regulation department to reopen those and I'm just not sure that's ever going to happen. That's why I'm looking in a different direction.

The Port has been a bright spot in this community. They've brought a lot of economic development; they've brought a lot of jobs. They've done a great job, I think. They're down right now too because the economy's down, but we're pulling for them to continue to do more. They've found some really neat niche markets. They move a lot of automobiles. Pacha automotive has been great and a lot of agricultural, soybeans and stuff, from the Midwest. They move a lot of those too. The AGP (Ag Processing Inc.) back east just opened some new storage facilities back there.... which hopefully will mean more grain coming our way. So more shiploads.

One of the problems we face here, with Bowerman Field, which is the main airport here, it's run by the Port of Grays Harbor, right now the operations there are so few that the FAA has downgraded it by one category. The airport out there is 5,000 feet long, 150 feet wide. The FAA has said they're not going to give us the money to maintain the full 150-foot width anymore. They're only going to maintain it to a 100-foot width because there's just not enough activity there...I've been to enough planning meetings to know that, at least on the west side of the state, they're not going to build airports like that anymore, ever. ...So we need to hold onto that airport as much as we can because eventually it will be needed. Not so much right now, but if we can generate some activity, help hold onto those dollars, and keep the airport at its full size and full 150-foot width, I think that would be a benefit to the community. It's one of the few jet capable airports on the west coast of Washington. I look at most airports as an "on ramp to a super highway" because you get up in the air, there's no borders, you don't see that kind of stuff....When it became official and the FAA said, 'No, we're not going to maintain the whole 150 foot', I go 'Oh man', because occasionally it does get used. Like when AGP had their corporate get-together, they came out here. We had five, six, seven, corporate jets out there that all flew from the Midwest, all these AGP soybean growers. So it's the only airport in this area that can accommodate that kind of thing....

One of my dreams, kind of a long-term dream, is the Boeing company right now builds the 737 in Renton. That plant is completely land-locked. You've got 405 to the east and to the south, you've got Lake Washington to the north, and you've got the Heights. You've got developers licking their chops over that property and they want to expand, and there's no place for them to expand. We have a runway that's every bit as good as the one they have there in Renton and I keep telling them, 'Maybe we don't do all of the 737 production, we can supplement their production capability.'The 737 is their bread and butter...if they need to expand, they need to expand. We can do some of their oddball models. They built a Boeing business jet, which is on a 737 air frame. They built some military versions... So maybe we could build their oddball ones that plug up their production line when they have to do those, and they can just concentrate on cranking out the 737 Max as fast as they can.... Actually our runway is better because they have a huge obstacle. They have that big blast wall; I think it's forty feet high. When you're landing you have to come over that thing high, so you can only use about half the runway on landing. We don't have those obstacles out here. You've got a nice clear approach on either end. You can use the full 5,000 feet. We've got rail service all the way up to the airport. Lots of room out there now that some of the crude-by-rail projects have pulled out. The space they were planning on occupying, we can put some Boeing production there and supplement their production.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

The other thing I would say is key (in regards to economic development) is bringing in sustainable, diversified industries to your port; developing your industrial areas so that they are manufacturing and support—blue-collar jobs. [These] aren't just transport jobs where you're only taking a resource, shipping it through your community and it does nothing for you... The inherent and wonderful thing about manufacturing is that you're taking a resource, you're turning it into a new resource [product] which you produce in your community before you ship it out. That increases community pride, and it brings in a lot more workers than just an export-only business does, so bringing (sustainable manufacturing) in would provide a lot more opportunities for jobs. I think a layer of this is ~~that~~ you've got to retrain a lot of people. There are a lot of people who have been out of work for a long time and so Grays Harbor College... is in a perfect position to help retrain a lot of these workers for businesses that come in, and get them up to speed. Grays Harbor could do a really great job at that... bringing in sustainable and manufacturing industries and then retraining (the existing workforce for those new jobs). And it's important to make sure that it's local community retraining; that anyone in the community regardless of wealth has the opportunity to be retrained for a new job; that is so vital. Because a lot of people can't afford our traditional college education, so having apprenticeships, internships, and having training programs at the Grays Harbor College that are affordable for your community is going to...really help people get into these new positions, if you can get them in....



Jarred Figlar-Barnes presents to students at Aberdeen Revitalization Movement office.

So another thing that has been talked about [at the Port] is a cruise ship (terminal), which is an interesting one. The main thinking behind this one is Astoria, Oregon has a cruise ship dock. And I believe, I could be wrong, that it ... brings in millions of dollars a year (for Astoria). Certainly thousands of people a year arrive from just one ship, and so people have talked, "well maybe we should have that in the harbor." There's some issues with the channel not being deep enough and so that gets into some other important issues, but if Aberdeen and Hoquiam were redeveloped and made to look more attractive than they do now (though the cities are actively working on this), then I think you're headed in the right direction... we could become an international destination. The... sign coming in says... "Welcome to Aberdeen, Gateway to the Olympics." That would hold true with a cruise ships. Aberdeen (and Hoquiam) could become the main Gateway to the Olympics, to the entire coastal region for tourists. And so, and again, that's kind of a far-out thing, but it's certainly something that shouldn't be ignored because the potential is there.

I can think of three good locations that you could have a cruise ships come in... Two of them are owned by the port and the third one is not... The third one is right out here by the (Chehalis River) bridge. That's a bit far up the channel but there's some land there; if you develop a waterfront park you could potentially have a cruise ship landing there. Then the other two locations are owned by the port or will most likely be owned by the port. The Hoquiam waterfront is a really massive... area of land which could be developed for cruise ships and then you have the old harbor paper mill site that just got torn down. I think the Port of Grays Harbor wants to buy that, and that site could... become a cruise ship spot. But then again I don't think the question is if they want to do that or not, I think it's... is the channel deep enough? And if you deepen the channel, then there are environmental and economic concerns... So that's where I'm like, this is a good idea, but at the same time you also gotta say, "We don't want to severely impact other people's livelihoods, shellfish growers for example.

Kevin

Email communication (2/6/16).

Grays Harbor is in need of industry and a 'can do' mindset. Grays Harbor has been set back by the loss of timber jobs and outside interests that publicly bring non-issues to the forefront without any real facts, in order to benefit themselves and themselves only. Grays Harbor, like Olympia, has no real industry anymore. Grays Harbor, however, does not have the numerous offices of State workers that drive the Olympia economy. As long as industry in other regions of the State stay viable, Olympia (unlike Grays Harbor) will thrive.... Local business taxes and jobs are needed to support local services that are desperately needed to support and police the onset of the homeless that are drug and alcohol dependent and need help. If the tribe truly wants to play a roll in supporting Grays Harbor they need to support the area with the help of their strong lobbying efforts at the State and federal levels... Grays Harbor was once a great community built on industry, in order to return to a great community Grays Harbor will need to continue to improve its rail lines, highways, port docks, industrial properties and navigable channel. Like all communities in Washington State that thrive without State government dollars have strong ports and industry.

Ray Brown, Marine Engineer and Aviation Expert, Mount Olympus Motors Inc., *Interviewed by Roma Castellanos and Kyle Linden (2/9/16).*

My company, Mount Olympus Motors Inc., or MOMI.... is a green company.... It's green because we're going to eliminate the lead in the fuel... these engines are a lot more fuel efficient than air-cooled engines. They're much cleaner than air-cooled engines. Not even considering the lead, just the regular exhaust emissions are cleaner... and our process is a very low-carbon process because we are re-purposing existing engines. In other words, we're not pouring molten metal to make new engines. We're taking engines that already exist, modifying them slightly to meet our needs, and then reusing them. Essentially, we're taking engines out of wrecking yards and rebuilding them. They're to the point where they need to be rebuilt anyway.... Change the cam shaft, bore and stroke, re-curve the ignition a little bit. We get out of the wrecking yard with \$300 or \$400, put \$2,000, \$3,000 into the engine to make it the way we need it to be and right away we're competing with air-cooled engines....

A middle-of-the-road air-cooled, general aviation airplane, is going to be about \$55,000.... My belief is that more and more people are going to start flying on their own. Once a person experiences this, the freedom that's involved with personal aviation, it's addictive. You're able to go where you want, when you want.... It's like the cars in the early days, the cars represented so much freedom.... One of the things I'm going to do is reduce the cost of flying.... \$55,000 *versus* I can build one of these for under \$5,000. They burn a little less gas, but that's not the issue.... These airplanes, with this engine,

same performance, same cruise speed, same load carrying capability, they're only burning \$30 an hour *versus* \$100 an hour. Big savings there....

The Chinese want 500,000 new pilots in the next twenty years, so there's huge export potential. Our fleet here in the U.S. is maybe a quarter-million airplanes, but they're all getting pretty long in the tooth. They all need to be replaced too. If we can capture even a small portion of those, with our engines, we would have a huge thriving business.... They talk about the self-driving car; we've had that for many years on airplanes. These modern engines have a lot of early-warning, internal diagnostics.... Unlike our air-cooled engines, where you don't know anything is going wrong until the oil pressure starts to decrease and the cylinder head temperatures start going up and then it's too late.... They [Ray's Engine] are designed to go 400,000 miles, which in aircraft engine time, is about ten thousand hours. A typical aircraft engine will only go about two thousand hours before it has to be rebuilt.... Much stronger, much safer, and they're dirt cheap, compared to the air-cooled engines.... Easy to get in and out of, good visibility.... We used to see this when we were building kits. We would get calls from all over the world. People wanted us to build they're airplanes.... Now that mass production is entering into aircraft building, I think we're going to see people getting into airplanes as a more common form of transportation....

I'll talk to anybody. I've already pitched it to our PUD, I've pitched it to the Port, I've pitched it to the county commissioners, several private Edward Jones investors, the Grays Harbor Community Foundation. There's a lot of interest, there's a lot of people that say, 'That's a great idea', haven't had any negative input so far. But, finding money...my business plan was based on a \$250,000-\$300,000 investment.... But, initially what I really need is about \$20,000 to do the engine prototype. I have to prove to people that this engine will work. To me, it's a no-brainer, it's done. But, other people have not researched it to the extent that I have, they haven't been involved the way I have. So I need to produce the engine, put it on a test stand, put it on a dyno (dynamometer) specifically, show that it will produce the power we need, at the RPM (rotations per minute) that we need. There's a dyno right here in Elma, right up there by the fairgrounds. Ewing Racing, they have a complete machine shop, they have a dyno, they could do all that stuff for me.... We know the kits work. They're out there in numbers. All I got to do is show them that the engine works too. That's my idea for economic development.

James Rute, Marketer from Aberdeen,

Interviewed by Nicole Fernandez and Tiffany Brown (2/9/16).

Many years ago, even before myself, the city father Sam Ben wanted Aberdeen to be bigger than San Francisco. That was his dream, that was his desire... Until our City Council and Mayor decide that they have a dream and they want to push it, we're stuck. Because they're the ones that control laws...Boeing made their first million dollars here in the Harbor, I'd like to see Boeing back. Howard Hughes made his first million dollars here in the Harbor. I'd like to see some of these people, and I hate to say it like that, but I'd like to see some of these people, these major corporations give back to the community. Do you know how many Nobel laureates came from here. I would love to see some of these people do something to bring something back to the Harbor. You've got Mark Brunelle, why didn't he have a football camp here. You've got the Elways. Jon Madden he's older than I am he ain't coming back. Why aren't some of these people reinvesting in the Harbor.

II. TOURISM AND TRANSIT

Overview by Jess Altmayer, Emily Hall, Megan Moore, and Lauren Shanafelt

About eight million visitors pass through Aberdeen and Hoquiam every year on their way to the ocean. This is a tremendous number of people, many with resources to spare, yet few stop in the county before hitting either Westport or Ocean Shores. The question seems rather simple: how can Grays Harbor (with an emphasis on Aberdeen and Hoquiam) attract those tourists to stop and spend money? With an depressed economy as a result of the boom-and-bust timber industry, the county is now looking at tourism as a means to bring in sustainable revenue and revamp the appearance, reputation and overall vitality of downtown areas. Speaking to community members, this report seeks to emphasize their voices in the revitalization of their county.

There is a great opportunity for ecotourism, accredited or otherwise, in Grays Harbor County. Increasing outdoor tourism can generate significant revenue through canoeing, boom boating, hiking tours, guided kayaking, and many other forms of recreation. One specific project currently underway is the regional rails-to-trails program, which converts abandoned rail beds into bike paths that wander the shoreline and forests. Residents propose boom-boat tours of the Chehalis Surge Plains, an especially beautiful and underappreciated natural area upstream on the Chehalis River. Another emphasis is on the annual Shorebird Festival which sees thousands upon thousands of shorebirds and birders as one of few stopovers for the migrating fowl.

Another common theme was that the Quinault Indian Nation takes a larger role in the cultural and environmental education of the area, as the historical foundation of Grays Harbor, part of the territory that tribe ceded in the 1855 Treaty of Olympia. Guided clamming, hiking, and hunting are some ways that this may happen, as well as signs and plaques with interpretation of local geology, geography and ecology to aid hikers along trails when not with a guide. Ecotourism reflects the values and pride that many community members have.

Grays Harbor is also receptive to heritage tourism that reflects other parts of its history, including a Nirvana Museum to highlight local son Kurt Cobain, or a Tall Ships Museum that reflects the fascinating maritime history, and takes advantage of the homeporting of two tall ships for regular tours and excursions. The region's timber history story is being told in the Aberdeen Museum of History, which could use more support and resources.

Another aspect of the revitalization movement is transit. Grays Harbor is an isolated area of the state, and with the focus on tourism for the area, there must be planning for the new influx of potential visitors. Currently, Grays Harbor can only be accessed only via Highway 101, and there are no other easy access points to reach the Aberdeen and Hoquiam area, except for a small airport that is for private use only. Further, the transit system must cover a large area to meet the needs of its community while maintaining affordability. As of February 2016, Grays Harbor Transit operates nine routes regularly and four vehicle call-services for specific pickups. Ideas for improving transit in Grays Harbor include adding and expanding bus routes to reach rural communities, improving the rail system for passenger and tourist trains, creating a ferry from Westport to Ocean Shores, and extending a highway system that would expand Highway 109 to Queets. There are some mixed feelings among community members on different expansion plans, but preparing for the increase of potential tourists is a must.

With innovative ideas from community members and local experts alike, the Grays Harbor revitalization effort will likely include elements of ecotourism, historical and cultural tourism, and arts tourism, as well as a revamping of the downtown area. An expanded transit system may facilitate

this growth as a tourist destination and will allow community members fuller access to their county. Further, maintaining open communication with the community at large, including marginalized populations, may ensure a smooth transition into a hub of economic activity.



Entering Aberdeen (Credit: Nicole Fernandez).

PRIORITIES IN TOURISM

Scott Reynvaan, Quinault Indian Nation Economic Development Specialist
Interviewed by Megan Moore (1/20/16)

It came down to three specific things that we identified as a team. One was the entrance to the city, the second was mitigating traffic issues, and the third was tied to access to the waterfront. The economy has been fractured for so many years. One of the things that we're trying to capitalize on is our hospitality industry and looking at ecotourism and looking at how our efforts can be complimentary to Congressman Kilmer, [who] is really focused on tourism and expansion of the

Olympic National Park... but parallel to that he's interested in coastal resiliency. He and [Quinault] President Fawn Sharp enacted the Coastal Resiliency Act that helps us fast-track funding to build up the infrastructure: broadband, cellular, fiber backbone....From Forks to Hoquiam, if you do not have Verizon, then good luck, you won't be making a phone call. It's an issue and it's tied to life safety. In terms of tourism, think about what most Millennials do when they travel, the only way to talk to them is texting. You love that direct connect and I think there's a real concern. Your generation starts to get a bit itchy if you don't have that instant connection. If we are going to get your generation and others to take your discretionary income and spend it here, then we will have to make sure that we take care of providing those tools and resources....

But again, in terms of tourism, there is definitely something that happening here in Grays Harbor. We are seeing an uptake, we are seeing hotel tax revenue in access increasing almost 20% every year in the North Beach area. We are seeing a strategic investment with Seabrook. We will probably see about \$400 million in new capital coming in. The Mayor of Seattle just bought a home here, Governor Gregoire used to own a home here, and we have tons of people that have invested in the North Beach area....

The Quinault [Nation] is now the platinum member of Greater Grays Harbor Inc., is now the lead sponsor of that nonprofit organization. They will be the anchor tenants in the Grays Harbor Gateway ...The Nation has a significant best interest in Q-Mart, which is adjacent to that. So we are looking and planning efforts where we are basically telling the story about the history of the area. Not just timber, but fishing, and culture. You know the significance that the Quinault people played long before the white man showed up and set up logging camps, the history that the Quinault Nation played in this area. President Sharp's husband is in the process of planning an Italian restaurant upstairs of the ARM office. Our own President is taking an interest and saying hey I want to be a part of this story.

We have secured funding for the Gateway Center and have gained access to the land... This Gateway Center is the 'welcome mat' because the majority of the passengers that drive by the community wherever they are heading, pass by here. It's a perfect opportunity. There will be some controversy... and there's already some ...concern with ... tearing down some of the older buildings to make room for the Gateway Center. There's been a lack of dealing with deferred maintenance of the buildings downtown and to restore the buildings is a much harder task, and it's more expensive to save them then to just tear them down....

What we're doing is once we stop people in the center, the idea is to get feet on the street. We want people to come down and want to spend time on historic S St. down here on the waterfront, walk down to potentially a kayak launching, or some other water activity, and possibly establish a restaurant like Anthony's there in Olympia that is on the waterfront. We are in the process of potentially lighting the bridge so it will be able to be seen from anywhere [from] South Aberdeen and downtown Aberdeen. We also want to create a park that will be dedicated to the history of the logging and timber community, from different departments that may have been tied to the old timber industry... We will be doing walking tours of downtown to get people down here to the banks.

...One of the considerations on the park is actually into this new flood control system that will have to be constructed that is actually putting in tiered steps so we can do firework shows. It's a great area to go and hang out with your family and perform live music. It will be great during the warmer months, but it can also double as a reservoir for when it rains here. The boardwalk historically used to be carnivals; that would be down there on the pier and give kids something to do. It's changed, and it's a different chapter now.



Artist's rendition of planned Gateway Center, on west end of bridge as visitors enter Aberdeen (Credit: Coates Design Architects)

Erik Larson, Mayor of Aberdeen,

Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

The Gateway Center is basically a combination of an economic development center and a visitor's center. The idea is that when you walk into the finished building there will be an open atrium with information about the area, maybe some maps to different businesses or regions or hiking trails. Maybe some contacts for local businesses, especially for those who are inclined to the tourism industry. Fishing guides, day hike expeditions, or tours of some of the more historic areas of the city. And then once you get behind the wall that separates the atrium, you'll get into a kind of office building-like area that will be the home of all the economic development agencies in the area. The concept is that you get all of them in one space so, if I'm looking to start a business in the area or I'm representative for a company that is looking to expand, I can come into that building and set up an appointment and talk to every single agency I need to talk with [...] all at once. I don't have to bounce between six different buildings or set up six different appointments that might happen to be a week apart, especially if I'm travelling from a different part of the country. [...] I think this is something in today's age that it is important and having those facilities and the office structure and the intercommunication between those agencies that will happen when everybody is sharing the same space. I think it is going to be a wonderful benefit to the area and really help and support the investment and development in the area.

ECOTOURISM

Erik Larson, Mayor of Aberdeen,

Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

Promoting the area is a big thing. We're kind of the last unexplored wilderness. Most people from Seattle or other places in Washington usually have two or three degrees of separation in terms of they either had a distant relative that lived out here and so they've been out here before, they had a friend who lived here and told them to come visit, or they were very lucky to see some of the limited things we've been able to put out to promote our area. Or they ended up here as something larger, we have a lot of people that bike the west coast, both domestic and foreign travelers. They'll start in either Vancouver [B.C.] or Bellingham and make their way all the way down and Aberdeen just happens to be in that route. Promotion and then better utilizing the assets we have. We've got a lot of guided fishing but we don't have some of those things you would normally associate with a large outdoor region. We don't have a group that does day expeditions. I've seen examples of kayak tours of some of the rivers and streams, if done correctly you can definitely do that [here], especially the Wynoochee [river]. It would need to be carefully handled so you don't end up with the river just being hundred person kayak floats. It can only sustain so much and there's a lot of people already using it. The balance between that would be interesting. [...] You really can control it though. You could even create a commercial zone, where you could say 'this section of the river is available to commercial operations and this section is only open to the public'. That's something that would be necessary.

Jane Goldberg, Grays Harbor College Public Relations Director,

Interviewed by Roma Castellanos (2/9/16).

I think [ecotourism] could be promoted a lot more. I think people come for the razor clams and when we have fishing. A lot of that is wonderful, but that's not a reliable way to attract tourists...because the Department of Fisheries will say people can't dig any razor clams because of the [Domoic acid]. I'm glad they did that, but it stops a certain segment of tourists from coming down. Same with fishing, so it's not reliable, it's not real steady or predictable. The shorebirds are fabulous, but that's only one weekend a year.

Christian Kazimir, Owner of Christian Kazimir Construction,

Interviewed by Jennifer Kosharek (2/9/16).

What I think is a huge thing for the harbor is the tourism industry. I truly believe that we shouldn't be gearing the value of the tourism industry of what we can view today, or even five or ten years, but really we should be looking at more of a long-term value. Like if we look at...all these coastal towns...I think they have this extremely high value and we should try to compute the value against how much is oceanfront real estate in maybe a more developed place... We're very undeveloped here, but I think the potential is huge because there is so much opportunity for growth. Tourism is clean, the value is that it doesn't have to produce anything, it only has to produce itself once, then just host people, so that's really good for the environment. It's an industry that doesn't have to produce anything physically, once it's built.

Washington is a fairly clean state right now and people can have a really good opportunity to escape from their city life into really natural areas not that far away. As time goes on we'll see people in Seattle needing to escape farther and farther away. It will be too crowded or too expensive or not

clean enough because of the pollution of Seattle; it will have compromised their experience. There's less wildlife, less places to actually swim, less places to actually go fishing and eat the fish. I think as time goes on with Seattle growing so fast, it's even going to have more value to the harbor that it's clean and it's been kept clean while Seattle has not been kept clean, their harbors are not clean. There are oil refineries, you can't swim over there...you can't eat the fish, and those places will grow and people will have to resort to taking their families to places like this, if we can continue to be clean. Grays Harbor is extremely awesome. The Olympic Peninsula is a really special place; we have appeal but it's not being advertised. A billionaire built ocean shores back in the '60s...he put in all the infrastructure long ago, and that's it's a good example of how tourism infrastructure lasts generations, and we still reap the benefits here today. It's a good example of how tourism reaps huge benefits for future lives to be better.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,

Interviewed by Jess Altmayer (1/19/16).

[We need] boat tours, because of the mouth of the harbor. I don't think its ever developed, I don't think people ever really looked at the situation. And I think there is great opportunity for boat tours and... boom boats. They were used to take log rafts around, and so they are small boats, they'll hold up to 12 people. They have a very shallow bottom, they don't kick up a bunch of sediment because they don't operate that well, and you can't hardly tip the damn things over and they're pretty economical. That to me, with our waters, and our rivers, the bay, could just be absolutely marvelous. And it would also keep them out of the dangerous part of the harbor, where you have the freighters and fishermen and those thingsI helped get the grant for the tall ships that got the land, and that land adjoins the most beautiful lagoons and swamps that you've ever seen. They are just stunning, absolutely stunning.....

All the waters that could be used [for] kayaking ... there are many, many small lakes. And I think that's something that could be easily developed. I think that they would be very good. That all ties in... and there needs to be a lot more trails. The trail in the Blue Slough area is too big, too long and doesn't have adequate parking. And it's a gorgeous trail. It's a DNR trail, and they did a nice job; they have interpretation. But, for a [handicapped] person like me, there's no place for me, I have to walk so far, turn around and come back. And it needs a couple more accesses...For a long time seniors are going to retire here. And were getting more younger families coming out. And you can't take little kids who you'd love to take out, and not have a place to get them off and on. And so trail design would be very, very important to make it accessible for everyone. And again it goes back to the education and economics. Without money, who is going to pay for these things?....

[The Quinalts] aren't just a little entity talking about what is growing here, they have the expertise and the technical and biological and the scientific explanations to just really be a great part, if they only trained other people to do it, to be able to explain the world that we live in. They'd make great teachers, they're very knowledgeable.... I think ecotourism needs the Quinalts, needs the Shoalwaters, and in East County, needs the Chehalis.

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

There's a lot of options... say someone like me wants to do something, the Audubon wants to come out to Point Grenville and look at birds and we don't have staff that's dedicated to those endeavors. You know, it's just kinda like, "Oh, Justine, these guys are coming in next week, can you go take them out there?" So it's kind of whoever listens to whoever's comin' in and trying to find somebody

to take that group out....I'd like to see more opportunities to walk in the wild. You know some trails along the shoreline, bike trails, hiking trails. When my youngest daughter was 8 to 14, we did a lot of hiking. So I'd like to see those available [again]. And that's the frustration... it's all developed, you know, the shoreline. That could be as a tourist economic endeavor that could be our biggest draw, is access to the waterfront. We don't have it.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

There are so many outdoor recreational opportunities; ecotourism, the Olympic National Park, our ocean beaches, and much more, all of that is a major apart of who we are in Grays Harbor, regardless of the timber aspect. I think ecotourism has great potential; it's going to be a major part of Grays Harbor's future. In my opinion, it has to be. Because as I said, we can't go back to what we had with the timber, at least not the way it was, we have to diversify, and we have so much to offer here in terms of ecotourism. Have you ever been to the Chehalis Surge Plains? It's a massive wetlands complex, one of the largest and best quality in the entire State, if not the West Coast. And it is absolutely breathtaking. All times a year; kayaking, hiking, biking... canoeing, it's just spectacular. I'd say it's one of the more beautiful sites in Western Washington. And not a lot of people know about it, even some residents aren't really aware of it. And so there's the potential to promote these areas as... wonderful for recreationalists; wonderful opportunities for people to get out and actually enjoy nature. A lot of people drive by without noticing what's around them and to be able to tap into people's natural curiosity and say, "Hey, you know, you don't always have to go so fast, take a vacation here. Check out what's around us." Throughout the entire county depending upon where you are, there are all sorts of recreational opportunities and a lot of them haven't been tapped into.

Nancy Eldridge, Forestry Manager, Quinault Department of Natural Resources.
Interviewed by Lucas Ayenew, Kelsey Foster, and Aaron Oman (1/19/16).

A couple years ago the Quinault Nation hosted what they called the Paddle. Every year all the coastal tribes get together. Quinault hosted a couple years ago so we developed Point Grenville, just right down the road here, which is a land mass that juts out into the ocean. It's kind of a sacred spot for the Quinault Nation. But anyway... there are a number of really nice camping spots. That were created at that time and there was a lot of talk back then, two or three years ago, that that might be something that could be marketed and that it could be revenue for the tribe, like we can sell these camping spots. [But] you really don't want to encourage non-Indians to come onto your land. And it's too bad, I mean I certainly understand it. It's a potential commodity lost or revenue stream lost, but I also understand not wanting to be over run by non-Indians. I mean this is their land. It was one little piece of land that they were given out of the entire, basically the whole peninsula. So are you gonna now give it to the tourists to come? Yeah, I mean I certainly understand what you're saying, and it's a possibility here, but it's a better possibility for off the reservation. You know, the national park, or other parts of the peninsula it would be an excellent potential revenue stream.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

Something I've worked with, and continue to work with, is developing a regional trail system, a rails-to-trails system. We have a lot of old rail lines that are no longer active. The rail beds are in perfect or more or less perfect condition... only abandoned about 20 to 30 years ago... most of the bridges are still there as opposed to starting from scratch... A lot of these rails-to-trails would go along the Chehalis Surge Plains or waterfront, or the Grays Harbor shoreline. They can be developed ~~them~~ in a

sustainable way, an environmentally friendly way that... could incorporate restoration work in the development. I mean we're talking about dozens upon dozens of miles of rail-to-trails that could be developed which could bring in [money]... to the local economy from tourism and just tourism alone.... We are very undeveloped (in regards to trails), and that could be a really big aspect in bringing in [tourists], saying, "Hey look, these trails are going through really breathtaking natural areas that are exceptionally beautiful. Especially great for families, great for kids!" Not only do you bring in more tourism and create recreational opportunities for residents, but you also get people outdoors, so that they can appreciate the landscape around them and realize it's actually pretty wonderful. So that's one aspect that I think needs to be developed....

Bowerman Basin, there's the [Grays Harbor] National Wildlife Refuge... That ~~also~~ brings in a lot of ecotourism (especially with the Shorebird Festival). The snowy owls that show up at Damon Point, you get birders from across the country, hundreds if not thousands of birders that go out to Damon Point and they certainly bring money into the community. And having an environment that's clean, that's healthy, is essential to allow for that to continue to happen. You destroy our environment, you destroy that revenue source for [eco]tourism...

Here the entire coast more or less, is one entire beach. There are certain areas you can't go, but they are few and far between. You have the Olympics, one of the most beautiful national parks in the entire country... the Hoh rainforest and the Quinault rainforest, it is almost a spiritual thing to go through those forests and see the old growths, see the moss, smell the air and it's not like anything else on the planet.... This is a pretty special place and I wouldn't want to live anywhere else because of that. I think you get the gist that I very much love the place I live in... even including its flaws.

Scott Mazzone, Quinault Indian Nation Fish/Shellfish Biologist,

Interviewed by Tiffany Brown (2/3/16)

I think that Grays Harbor would really benefit from more ecotourism. Aberdeen and Hoquiam back in the '70s was just it was in his heyday. [There were] live theaters and all these really fancy restaurants in these great big huge hotels. That was when the logging industry was going completely bonkers...and then late '70s early '80s is when all came crashing down. It finally hit him that they were overharvesting, and then this spotted owl controversy came in and the entire economy collapsed. They're still really hard trying really hard to hold onto the forestry and the forest products, but there's so many other opportunities for people to start tying into...and rebuilding their community and their economy.

The guide ideas are great. Out in Grays Harbor by the airport there is a big huge bird sanctuary. People come out all the time when the birds are migrating south and it's just beautiful to go to. You can have people take you on guided hikes, guided camping trips throughout the Peninsula, guides for all sorts, and just start promoting saying..."Gateway to the Olympics"...Come out and really embrace our resources that we have out here; come out to nature, explore the beach.

Sally McCarthy, President, Friends of the Aberdeen Museum of History,

Interviewed by Emily Hall and Megan Moore (2/10/16).

We have one of the most wonderful lazy rivers in the Wishkah. Many parts of it are so compatible with recreation--with kayaking, with rafting, things that don't even involve a motor--because this river is really, is a beautiful way to enjoy a recreational activities without endangering the environment at all... I think that the community has to push "come to Grays Harbor and be one with the environment.

Live a natural life, hike through our, unaltered forests... be part of the nature that we're trying to preserve."....

I think that especially since those bird refuges are dwindling on our Western shores, this is something we have to really market as "come see the last of the shorebirds," because they're not going to have a place to land if we keep destroying the environment. Not only that, we have wonderful possibilities for hiking tourism, for biking tourism. I think that the city now is trying to make our community more conducive to that by narrowing the lanes, adding a bike lane, even concentrating on walking tourism through our town....

It's funny, people in this community always say 'everybody's always on their way to the beach and nobody stops in Aberdeen.' Well, if you're going to stop somewhere you have to have a reason to stop. If we had canoeing, kayaking, hiking trails, biking trails, historical tourism, it could be a big plus for tourism in this city, in this community, thereby supporting all of our local businesses and services.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

The cranberry industry actually started in the North Beach... So you have people in the North Beach tied in with people in the South Beach, a part of the cranberry cooperative that is now Ocean Spray. Changed the whole culture. This industry that you should go look at, ...Westport? In the middle of the woods, you're gonna put a winery there? I thought they were stark raving crazy. What they have now, it's going to be a major tourist attraction. And they've got gardens. Its called Westport Winery, they've got gourmet food, and they have done it very carefully, very easily. They develop a new wine and the rename it after a nonprofit and 10% of that profit goes there. Great, great example of what could be. It's a great story, it's a great thing... We have Wishkah whiskey. We have a whiskey distillery, and that there could really be tourism created around those things.

Stephanie Becker, Social Worker, Catholic Community Services, Social Treatment Opportunity Program (STOP) Aberdeen,
Interviewed by Emily Hall (2/10/16).

Grays Harbor does have a lot to offer. There's access to waterways, we have a deep-water port, we have natural resources that are unparalleled in this area and anywhere else. You could be at the rainforest in an hour, or the ocean in half an hour....When I have company come from out-of-town, I take them obviously to the beach, but I take them to the rainforest in Quinault because it's an hour drive and you really get a chance to talk and see the amazing scenery and the natural resources that are out there. I'd probably also like to take them to maybe one of the fish hatcheries that's up here so that they can see what really goes into it. And then there is, with this community, a deep history. There's many generations of fishermen and timber workers here. I think it's helpful for people that are coming through that are curious to see what the efforts are towards preservation and sustainability.

Arnold Martin, Grays Harbor Wildlife Refuge Volunteer, Audubon Society member,
Interviewed by Megan Moore (2/10/16)

If you look at all this, there's not many places that you can get down to the harbor. It's all taken an up by industrial sites and we think that there should be maybe a walkway along the harbor that people could use, and we think that it will bring people in. So far it doesn't exist, there are plans to put in the dike system to prevent coastal flooding and perhaps the top of the dike might make a walkway....

There's a limited value for tourism here at the refuge because the birds are only here for, on the outside, a month in the spring. We could get some people out here then. We have the Shorebird Festival going in the late April early May timeframe, and so we get maybe a 1,000 to 2,000 people out here to do that. Do we have the makings of something that's gonna fill up hotels? I'm not quite sure that we do. We are sitting here as the Gateway to Ocean Shores, which is just a tourist town....

The festival is usually based at Hoquiam High School and we have shuttle buses that run from to the Refuge so people don't have to drive, because there's very limited parking. The Shorebird Festival itself funds [the shuttles]; we use some of the funds that we gather from some of the field trips and vendor fees... The proceeds also fund educational program in Hoquiam and Aberdeen schools. The Shorebird Festival brings in a reasonable amount of money, enough to fund the festival for the next year... We bring out field trips, primarily of 3rd and 4th graders. This year those trips are going to occur the week before the festival. We are going to have probably eight busloads of kids over a 4-day period... The kids come and enjoy seeing the birds when there's a lot of birds out here, when there's a lot of activity out here they get to see the eagles, or the falcons out here, predating the shorebirds....

You cannot kayak or tube in the Refuge itself, it's not legal. I think that might be a good thing for portions of the upper Chehalis, it's a possibility. It would be nice, I'd like to go on it. I'm not sure how successful it would be. There's so much tidal influence that you're either going in a narrow channel because most the water has gone away, or you're floating out there and hoping that you don't stay on the tide mudflats when the tide goes out. It can be done. There used to be a ferry from Ocean Shores down to Westport, but that ferry has not run because the area silted in....



Arnold Martin at the Grays Harbor National Wildlife Refuge.

Charles Warsinske, Quinault Indian Nation Department of Planning Manager

Interviewed by Megan Moore (1/19/16).

I really do think... [there should be a] route loop around the Peninsula starting at Elwha and using that as a kick-off point, and coming around and talking about ... the impacts of climate change at every place along that route. What's it going to do? What's happening now? You can demonstrate that in the land, you know what's going to happen in the future. As climate change matures we are going to be able to show even more dramatically what is.. and what will happen.... I think we've got

a story around the whole coastal area and particularly the Native communities to illustrate climate change and sustainability to everybody and to actually visualize what that means.

HISTORIC TOURISM

Linda Orgel, Friends of Grays Harbor Secretary-Treasurer,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

The Grays Harbor Historical Seaport Authority was formed about 25 years ago, and they rebuilt one of the ships that came into the harbor, the Lady Washington. Subsequent to that, they purchased an old schooner. It's a nonprofit and they take schoolkids out and do all kinds of projects with them. They're really beautiful, absolutely beautiful. The Lady Washington was the ship that was used in *The Pirates of the Caribbean*. It's a municipal organization actually and they never had a place to be on the water. They were able, a couple years ago now, to purchase the old Weyerhaeuser Mill property, right across the river from the Gateway Mall. Now they are working towards getting grants, and it's called Seaport Landing.... That will be a great draw if they ever can pull it off. I mean they want a tall-ship museum...but they also want to have access to the water, kayaking, canoes. They have a lathe and they build masts...they make masts for tall-ships all over the country. They have the potential to bring in a lot of tourism.



The Lady Washington and Hawaiian Chieftain (Credit: Grays Harbor Historical Seaport Authority)

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

The museums have no money, they are run by volunteers and they don't have staff to do grants... When I was trying to develop the Center, you're competing with Seattle. A little bugger like me is competing with Boeing Field area there and the staffs like that. We don't have any help. We have no money going into the history departments; it's inadequately funded. ...The editor of the paper out here is a part of it but there isn't the money....The big thing is that we do not have any government support for museums. And we have some marvelous museums already, but there aren't paid staff. You could take any one of the museums here, they're just exceptional. The Polson one may be a logging museum; you ought to see the clothes that are up in the closet upstairs! All Dior, all those things, because those people were wealthy. And so that's another aspect of the Polson, that's just a logging museum. That gives you a feeling for the kind of wealth that was here. And then if you get over to the Aberdeen Museum, they have a collection of hats to rival anybody... And there are people like me who love history who would give anything if we could get paid to go in and do something with this history. There's no money to pay for publications to raise money for the museums.... The Westport Museum has great maritime stuff. They don't have a paid director, they don't have a researcher. They don't have these things. People like to see this... The museums could be so strategic and so valuable in many ways and what's interesting is business comes in and they want the museums to turn over photographs and do the research for them, but it's free. History belongs to everyone. They shouldn't have to pay for it.

Dann Sears, Director of the Aberdeen Museum of History,
Interviewed by Tiffany Brown and Nicole Fernandez (2/9/16)

I'm on the historic restoration community and in several different other things that I try to help with. ... We're talking about moving the museum to the new visitor center, so I don't know how long it's going to be and I may not even be here. But I'm going to stick around to make sure we get the ground broken and we have better building than what we have or than what we're sharing now....they have the public art work that's posted up there they do have a tall ship that's there that stays there and cruise on this though it's only nine dollars per person...

You know it's right on the *Lady Washington* I don't know about the *Hawaiian Chieftain* but it's like 75 bucks a pop....Families might spend three dollars a head to go on board and walk around, but to take a cruise a family of five can't afford \$75 a person...But this thing runs I think three cruises during the day and one fantastic cruise at night.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

And the tall ships, to me, they have some absolutely wonderful plans, and the state and the feds need to get involved. And Weyerhaeuser gave them money, gave them land that made that possible, and Weyerhaeuser should be commended on that. They could have sold that waterfront pretty heavy. ...It could really give a.... great, great opportunity there for development and if the funding was there, oh my heavens, what you could be selling in there! So, and I think when it comes to tours, we have great photographers out here but they don't have the money to open a business....

For heaven sakes we don't need more plastic things in parks. There needs to be parks that you can just go in and be in a park. You know, it doesn't have to have a lot of those things. Again, there's nothing that tells you the history of the parks. Fantastic history. And there's people like me that

would *work cheap*, that know the history, that would love to preserve this history before it's gone. But there's no money...And there's so many things that could be written about the area.

Justine James Jr., Quinault Indian Nation tribal member,
Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

We've never been against progress, and so, you know, a lot of our people thrive on tourism as well. We have fish-guiding trips, we have the casino, you know that, that if we can bring people in for clam digging, for other things, you know, they're gonna spend money in the local community....And a part of the project over here is kind of like an interpretive center...The community creates information for the tourists coming into the area.... The historical facility could have a hologram or some type of display that shows the tribal and historic development of the area. I saw this type of system, a chief/medicine man came out and started relating tribal history, lore, etc. As each segment changed, he would shape shift into a member of whatever the story was about, an eagle, bear, etc. The city of Aberdeen and Grays Harbor County have quite a storied history. You know, will it actually change the attitude from the locals? We're hoping it does. You know, it's been ingrained in them for generations. We encounter a lot of racism, a lot of prejudice...it's changing now... nowadays the races are so mixed that these kids are way more accepted than we were in my time... But on the other hand, there is so much depression, which leads to chemical dependency, you know, the dysfunction of families, stuff like that so you kind of lose that social structure [of community, family].



Becker Office Building, one of several large historic structures in Aberdeen.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

There's another thing a lot of people don't realize about Aberdeen and Hoquiam is there's actually some amazing architecture, really amazing homes that were built in the 1920s, 1910s, and 1800s.... Greater Grays Harbor are trying to do walking tours of historic homes, historic neighborhoods (this summer is their first two tours (Murder, Madams & Mayhem & Timber Barons & Stately Manors) There's mansions that were built turn of the century, very nice homes, I've seen a lot of them...

You're showing tourists really cool architecture, but at the same time, it could be invasive for neighborhoods to have strangers coming through taking pictures of their houses. When you're putting together a walking tour, you want to make sure you get permission from homeowners whose homes are being displayed. Then you should probably make sure the community is aware of what's happening. And you want to be careful. You don't want to make it so intrusive that you make people want to move out of the community, getting badgered by tourists every single day of their life. You need balance.

Sally McCarthy, President, Friends of the Aberdeen Museum of History,
Interviewed by Emily Hall and Megan Moore (2/10/16).

As President of the Museum that cherishes our local history, we want to do all we can to preserve that history and preserve this area. We have some of the most historic homes and businesses in the area, because, as you may or may not know, Aberdeen was one of the first financial centers to happen when the lumber industry started booming... What we want to share with our community and preserve is making sure that our community realizes the rich history and how important our natural resources are and have been to the area....Because of our historical homes in this area...they're incredible. We could have a historical walking tour right through our very own city that, if advertised, if marketed, if other people outside the community were informed, they could have a wonderful reason [to stop].

Sara Rebecca (a.k.a. Big Bird), Homeless Community Member, Aberdeen
Interviewed by Emily Hall (2/9/16).

I think that we need a new park, we need to show some of our history... Down at the river where we were living is actually one of the first camps that we started in Aberdeen [as] workers camps for loggers and guys who worked. It's called Hobo Beach... It's been down there for over 100 years and I think it needs to be turned into a park, I think that we need to make it to where people want to come... I wish that families and kids would be like, "yeah, I can't wait to go to Grays Harbor, I can't wait to have our vacation, you know, like it's Seaside or something. I think we need to focus more on history, and on exhibiting what wonderful things have come from Aberdeen, you know, because we have had a lot of great things come from here.

ARTS TOURISM

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

If I were God, what I would do in Aberdeen is take all those goofy statues they got all over... If they would take all of these creatures and make a park out of that, how fun that would be for kids to walk around in and see it? For people to be able to walk around in a nice park and get out of their car, it would be unique. And there's a lot of money invested in those....

I was on the Centennial Commission for the County and we did the murals, but people didn't have the money and there wasn't money to keep them up and so many of them have been painted over. And it was a good mural program because it took people all over the county. But again, how do you get the money to produce brochures for tourists and things? Farmers markets and the new people that come in love [the murals]. My goodness, they just love them!....

We have artists like you can't believe. One thing that has been very successful is a...small gallery in Ocean Shores....They've always had a history of art being sold places and they like pretty things. They like handcraft things, they like that stuff. But it all got lost out of their communities. And now this thing occupies four spaces in a mall and it's incredible art, and a lot of it is local. To me, it's very good. And we used to have in Montesano, a lovely art gallery that aged and they could no longer do it and nothing replaced it. We have no real art center in Grays Harbor. The college is a retraining college and they try, they have art showings, but one of the things that stops it is that these things are often held at night. Well you can't drive these roads at night. And if you live in town, you can get home. But if you don't live in the core area, you're not going to be out there driving in rain at night...

And they have wonderful live theatre groups. I used to work at the Seattle Center, they are as good [as the Seattle Center]. The Driftwood Theatre puts on tremendous plays, it's a community theatre, volunteered, they have a program for children that puts on once or twice a year... And we have old theatres that could really be put to use... The 7th street [theatre] has really struggled with financing and things and it's so unique, it's a tourism destination in itself because it's an atmospheric theatre. And when you go in, and it has great acoustics and great seating and so the sides are like buildings with the balconies and the ceiling is twinkling stars. It's so cool! It's so cool! And the D&R has become a venue for rock and country music, more rock than anything....

Look at all the music that has come out of Grays Harbor, not just Cobain, a lot of other music has come out of Grays Harbor. Where can you go and just hear music? You can pay to go to the D&R or they have classical music concerts and things like that at the college. Because of the funding and because of the change in tourism funding, the Jazz Festival that Aberdeen and Ocean Shores had drew people from all over the Northwest. Both those cities did a great job. But now they're gone. No funding. No way to do it. These cities can't afford to coordinate it. It's frosting on the cake to hire somebody to do these things. And nobody has it. With the collapse of tourism at the state level, and we here in Grays Harbor are in never-never land... I think the people here deserve more.... So the younger people who would love to do this don't have the work schedules all year on it. Some of the local festivals could be revived. Some of them are funky, some of them are historical, you know, we need more music....I would love to see more music, and more public music. Why don't we have a place if you go downtown on a Sunday around a farmers market...a gazebo there with live music? I'd like to have more accessible art to see.



Art project in downtown Aberdeen.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

There is a great need in Aberdeen, Hoquiam, Cosmopolis, for a convention center. I would say that for a community or an urban area of our size (located where we are) to not have a convention center (and the nearest one that you have is out in Ocean Shores) is really kind of pathetic, honestly. There's so many events, so many conferences, so many different things that the cities miss out on because they don't have the hotel space, they don't have the convention center to bring those events in. And you could bring in a lot of tourism, a lot of money into the local economy through hosting events be it music concerts, or conferences, which alone can bring in thousands of people. And so I see there being a great need for a conference hall that can house (at the most) 10,000 people max. Having a venue like that would be a big boon to the local economy and could help Aberdeen and Hoquiam host a whole bunch of events....

I would point to Long Beach, Washington, which is down by Astoria... I've never been in a community that's done a better job of attracting events every single week quite literally during the summer time... there will be one to two, maybe... three events happening during the week or the weekend. It's almost continuous... Because they are on Long Beach [Peninsula], it's one of the longest, continuous beaches in the world (ranked # 8 at 28 miles), so it's an attraction [in itself]. But they have an amazing group of people there that go out and bring these different events to their community. So if Long Beach can do it, Aberdeen and Hoquiam can certainly do something like that. And they already host some events, but they could bring in more. And having a convention center could help even more. With the Art Walk and other great events, we could easily build on what's already happening.

Sally McCarthy, President, Friends of the Aberdeen Museum of History,
Interviewed by Emily Hall and Megan Moore (2/10/16).

We have a very rich arts community as well. I mean we go into not only arts, but music. And I always go back to Nirvana, Cobain, but there's been a lot of richer history in music here than people realize. If they just would come and check us out. Come to the museum, we even have an exhibit all about our artists and our musicians that have come from this area.



Kurt Cobain slept on this couch, now in the Aberdeen Museum of History.

SMALL BUSINESSES

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,

Interviewed by Jess Altmayer (2/10/16).

I think the first thing you should consider when you bring tourism in to a community is it can support a lot of small businesses. And since a lot of small business owners are inherently community members, that can be a great benefit.... However, at the same time, tourism can be a put-off, it really depends on your community's attitude as well. Aberdeen and Hoquiam... I can see [some] individuals not being accepting of tourists, tourism. They'd much rather see just industry come in and stay here and for us not to even worry about tourism. And so I think you got to be conscientious of that. You've got to try to do some outreach, designate parts of your community as areas for tourists and keep other areas off-limits. I mean, people are still going to go where they want to go, but you don't want to make it seem like people's privacy is being invaded.

Jane Goldberg, Grays Harbor College Public Relations Director,

Interviewed by Roma Castellanos (2/9/16).

I have been involved in the effort to create a welcoming place for people to stop, and I do understand that right now our city is starting to look better, but it hasn't looked like a place anybody would want to stop. The thought is that small businesses, little restaurants, little shops, would open up, and tourists then would want to stop. I worry that in between nice weather and other holidays, I don't know that that's enough reason for people to stop and I don't know that our area has the population to support those kinds of little shops. I would hate to see a whole effort of people starting little businesses and not having the local people to support them. I really worry about that.

Linda Orgel, Friends of Grays Harbor Secretary-Treasurer,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

We've always been concerned about the entrance to the community. There are many little towns on the way into Aberdeen and Hoquiam, but once you come into Aberdeen, what you see first is a shopping center, a Walmart, and you can't even see this beautiful river. And we have tried very hard to have the community try and do something about that. Many people want a visitors center. Once you get across the bridge it [the visitors center] will be the first thing you see...

Another thing we thought about is that there needs to be investment in small businesses in the community.... We don't have very nice hotels... And we have some really good restaurants, but we don't have nearly enough restaurants. We don't have a lot of small businesses. They have to fight Walmart too.... We weren't here when it [Walmart] first came, but we tried to fight the expansion of it. But, there's a feeling now that people really want to start doing changing things. You need money and you need investment in the community to do this sort of thing. So we want to see more investment in hotels and restaurants, in boating, hiking, birding, you know, the natural beauty of the place. We have a hemispherically important U.S. Fish and Wildlife wildlife refuge out right by Terminal 3, by the airport. Shorebirds come here by the hundreds of thousands every year, sometimes millions, and it's a big deal. People come from all over. There's a Shorebird Festival that the Audubon Society puts on with Fish and Wildlife.... These are things that the local community acknowledges, but doesn't necessarily support because it isn't in their mindset.... Somehow we need help, public relations or marketing, to make sure that people understand what it is they have here.

Jane Goldberg, Grays Harbor College Public Relations Director,
Interviewed by Roma Castellanos (2/9/16).

I don't know that Home Depot is very controversial, but Walmart is very controversial. I notice that people I work with at the college go to Walmart because they feel they're saving money. Or they don't go to Walmart because they feel it's not contributing to the community. [Walmart] has probably the best piece of waterfront property and how our city ever allowed them to do that, it's a huge regret....It could have been a hotel, it could have been a resort, it could have been these little shops we're talking about. It could have been operating for ten years or fifteen years, however long it's been there. I'm okay having a Walmart if we need to have a Walmart, but it does not need to be there. I wish it weren't there. There's no way to move it now, but now we've lost another grocery store in that area, I think because of Walmart. And those jobs, they employ a lot of people, but most of those jobs are part-time, so there aren't a lot of benefits. When I'm talking about jobs, I'm talking about ones with medical insurance, retirement, sick leave, and all the benefits that go with a full-time job, and I think they're skirting that with a lot of their employees.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Jess Altmayer (2/10/16).

Wal-Mart... some think it's great, others do not. I have a rather strong opinion of Wal-Mart... to me, it serves only to drive local, family-owned businesses out of business, and it prevents other businesses from coming in. And on top of that it really just keeps people scraping at the bottom of the barrel. It doesn't do anything for our local community. Sure, they do a few good things for charity, and I sort-of appreciate that... but at the end of the day I think with Wal-Mart, there are many more... negative impacts on the community than there are positive impacts. A majority of the money that's spent at Wal-Mart, it doesn't go back into the local community. It gets shipped across country to headquarters. And so you quite literally drain your community's money away, it gets shipped to some corporate office. I'd much rather see the local businesses....All the different departments in Wal-Mart; the electronics section, the games section... each one of those can be their own store in your community, in your downtown. And each one of those could bring in a whole bunch of jobs could actually provide people the opportunity to have higher wages, and if people have higher wages they can actually afford to shop at those places.

The day we decided to move our center of commerce outside of downtown Aberdeen, Hoquiam, and Cosmopolis and into a few mall complexes on the periphery of our community, is the day we killed our downtowns, it's the day we killed our local businesses. Some can still remember what downtown Aberdeen was like before Wal-Mart, before the South Shore Mall.... We could have that kind of business again, we just have to be willing to face the facts, and realize that some businesses are better than others, and when it comes to small cities like ours, small locally owned businesses are ultimately always the better option.

Gene Woodwick, Grays Harbor Resident; Daily World Columnist,
Interviewed by Jess Altmayer (1/19/16).

One of the things when you're talking about economics, bringing in the high end but what then? Let's take Aberdeen...they have this beautiful waterfront that was all industrial. What's a developer going to do? He wants to put up these things so we look like Seattle and Tacoma where you can't see the water anymore. Well people that drive through an area, I mean you may as well be in Chicago if you have condos all over the place but politicians like it because of the taxation. It's high tax end. So how do you balance all this?...

There isn't any real community center, we don't have the places where the tourists and the public can mingle like there used to be. There were great places in Aberdeen and Hoquiam and you went in and you had good food, and boy let me tell you they knew what good food was! And you brought in the families and you had a place you could set and if you went into town you could get coffee and catch up on what was going on in town... We have lost all of those. We have no community gathering places. You have to belong to something. [In] Ocean Shores, you can belong to the community club but otherwise you don't have a place.

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

You know Breakwater is the only restaurant that's on the waterfront. You look at San Francisco, Seattle, they've got all kinds of restaurants on the water. They're all just jam-packed. You know, like Newport and Depoe Bay and areas like that. It could be a big draw.... I would like to see... more seafood-oriented riverfront restaurants featuring local products: salmon, shellfish.

I'd like to see some thriving businesses. You know, when I was a kid this whole downtown area there were businesses all throughout and you know a lot of mom-and-pop stuff. I'd like to see it go back to that because nowadays a lot of these mom-and-pop places start out on a shoestring budget and they get a little bit of success and they say, "okay getting a lot of people here, I should renovate so I can get more people," [and] they put all their money in renovation and the next thing they know, six months, a year later, they are out of business because they just couldn't afford that renovation... I'd like to see more mom-and-pop businesses.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,

Interviewed by Jess Altmayer (2/10/16).

The Quinaults obviously have a major role to play in our community, in fact they are actively playing a major role in our community. They are one of the largest employers in the county... The casino out in Ocean Shores there, that casino brings in a lot of tourism and actually helps maintain the tourism that already goes to Ocean Shores. So the Quinault certainly have a role to play and I think they want to help develop the Aberdeen and Hoquiam area so that most tourists don't just drive through but also stick around and see what's around here before moving on to the beaches, capturing the tourists here... so that the tri-cities become part of the destination, not just a part of the journey.

TRANSIT

Sally McCarthy, President, Friends of the Aberdeen Museum of History,

Interviewed by Emily Hall and Megan Moore (2/10/16).

I know I sure can't get to the airport in Seattle unless somebody drives me. You now, it's very hard to get in and out of here unless you have a vehicle. I'd love to see a passenger train. We have a rail here that's used for all industry, why not a tourist train?

Gene Woodwick, Grays Harbor Resident; Daily World Columnist,

Interviewed by Jess Altmayer (1/19/16).

Tourists love their bikes, we hate them... Because we don't have bike lanes, I mean we have dangerous roads! We have more so in probably the core areas but they really aren't conducive. Our

weather really isn't. It's a small portion of the weather that allows you to enjoy biking here. So, that's what the focus is always gonna be, is biking because it's very popular, and again its very urban. And so obviously, urban people get into government and that's what they think.... Most local people are just not bike people, and they're scary to drive around them! And so biking I think is very divisive and that's going to be a big thing, a big push.....

It's hard since we don't have transportation, there needs to be a transportation system that comes to the tourism facilities and gets them back and forth and then the local people could do it to. The key out here really is to improve our transportation and communication systems....

This could be a great bedroom community area, the whole county if you had a train that went into Olympia and met the sounder. I mean, it really would. It has it's good and bad and transportation systems – for example in the North Beach, a lot of industrial lands zoned. But would you be wanting to be driving stuff in and out on those S curves? Not really, and its the only way here. And we don't have say other way in times of well when the bluff fell last year you couldn't get out of here, because there's no way out of here.

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

As it is now, people just blast through to Ocean Shores, they don't slow down. Why they dropped this down to two lanes hoping the traffic would slow down, and there's a big uproar about that. They say, "Man, when the clam diggers come in- the traffic is backed up 5 miles as it is and now it's dropped down to two lanes, traffic might be backed up 10 miles."

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,

Interviewed by Jess Altmayer (2/10/16).

Westport and Ocean Shores are the two largest tourism towns in the county for access to ocean beaches, they are about a mile and a half away from each other yet it takes 50 minutes to an hour and a half to get from one end to the other because they are separated by Grays Harbor....There's a long and very interesting history of trying to connect those two communities.... What I think would be the most feasible, in my mind, to connect those two communities is a state or private vehicle ferry. The potential is there, the potential is great because a lot of your hotels are in Ocean Shores and a lot of your tourist attractions are in Westport. And you have tourist attractions in Ocean Shores, too, but I think Westport has more of a defined downtown, has a lot of the touristy shops, has the marina, has the state parks... and so having a way for people to get from Ocean Shores to Westport and vice versa would really be a major economic boon for both cities... People being able to not have to travel such a long loop to get between those two communities... going from an hour trip, to less than 15 minutes would be a really good thing I think for all of Grays Harbor, Aberdeen and Hoquiam included. Because people would no longer have to choose, "well, I go left or I go right," it [wouldn't] matter which way they go. They can go left or right to get to either community. And I think that would actually bring in more business through Aberdeen and Hoquiam because right now a lot of people go to Westport and that cuts right off at the Chehalis River bridge here and so they bypass the businesses in the other two communities.

III. FORESTRY AND FOREST PRODUCTS

Overview by Lucas Ayenew, Kelsey Foster, and Aaron Oman

Logging came to the Olympic Peninsula in the 1800s, resulting in the development of towns such as Hoquiam, Aberdeen, Moclips, and Ocean City. But relying on timber as the main source of income for Grays Harbor has caused a boom-and-bust economy. The resources within the forests of the Olympic Peninsula have been all but depleted and a switch to environmentally sustainable forest practices is necessary to revitalize the economy. The Forestry Team interviewed members of the Quinault Department of Natural Resources about past and current forest practices, as well as community members regarding their opinions on future management options.

When rapidly clear-cut old growth forests were recognized by environmentalists as a struggling ecosystem, and the northern spotted owl was listed as a threatened species under the Endangered Species Act in the 1990s, tensions rose, leading to the Spotted Owl Wars. This is stereotypically known as a political conflict between the working-class timber industry community and the environmentalist community in western Washington. While the spotted owl was, and still is, used as an explanation for the economic depression in Grays Harbor, there are many other contributing factors.

Some terms present in the quotations in this chapter require context to understand. The term “slash” refers to the wood debris from timber harvest that can be burned in municipal heating systems. Cross-Laminated Timber (CLT) refers to young boards of timber that have been coated with plastic to make them last much longer—this allows young logs to be used in crucial structural junctions of architecture. In the quotes from the Quinault Cultural Historian, “BIA” stands in for the Bureau of Indian Affairs, a part of the United States Department of the Interior; “burning” references the controlled burns of forests that Native people in western Washington would strategically perform and that the ecosystem responsively evolved to depend on.

The discourse around forest management in Grays Harbor has been overwhelmed by a false dichotomy—the view advanced by liberal and militant environmentalists that the forest should be managed as wilderness to promote well being *versus* the view advanced primarily by the small powerful population in managerial logging positions (businesses, corporations, county, state, and federal and tribal governments) that the forest should be managed as capital to promote profitability.

This is a misrepresentation of the Olympic rainforest. There are many other groups with material right to the forest, that are not represented in this dichotomy -- the purveyors of which dominate the ideological landscape and dominate decision making processes on forest management. The important unrecognized value of the forest should be institutionally incorporated into management, including factors of heritage based knowledge and pride, non-timber forest products, nutrition and mental health, undiscovered and useful medicines, and more.

Denying access to private timberlands further impoverishes low-income majority of Grays Harbor who rely upon the forest for culture, subsistence, and protection from economic fluctuations. We should diversify the economy, but further forestry must diversify from traditional and extractive uses of the forests. We should also build autonomy from the economy by empowering the substance skills and habits of people.

The following are our recommendations for what, through our research, we have found to be the most promising and valuable forms of future forest management to substantively increase well being in Grays Harbor County:

Logging: Selective logging provides timber that can be harvested over an extended period. When we clear cut, it gives that particular area a 0% harvestable timber amount for nearly half a century.

Alternative Timber Products: Slash from thinning or timber harvesting can be used as a mulch. Slash is a valuable resource within forests. It can be used to cover roadways that would otherwise be prone to erosion, as a substrate for fungi propagation, and as a ground cover that provides extended plant available nitrogen release. All of these can increase the healthy biodiversity and protects soil structure.

Non-Timber Forest Products: We advocate restoring community access to timberlands and actively connecting local people with their vestigial place-based knowledge and to help empower them with skills that utilize the forest to support their own needs, which is a proven effective strategy of poverty alleviation, that is independent from market fluctuations.

The reason that the report contains content probing the issue of undocumented forest workers in Grays Harbor County has to do with our final recommendation: Verify that the working conditions of immigrant brush pickers and timberland replanters in Grays Harbor County are not experiencing human rights violations as defined by the United Nations Universal Declaration of Human Rights. There is much documentation about exploitation of this workforce in near identical coastal logging counties both to the north and south of Grays Harbor. Our perspective is that the conditions are the same in Grays Harbor. If Grays Harbor's largest industry is built on the backs of exploited people, then it will reflect on the moral compass of the community.

HISTORY OF FORESTRY

John C. Hughes, Chief oral historian for WA Secretary of State; former *Daily World* editor,
Talk at The Evergreen State College (1/27/16).

What you see there on the Olympic Peninsula starting down in Pacific County and all through the Quinault Nation is one of the greatest tree-growing places on the face of the Earth. The Olympic National Park, if you haven't been there, will restore your soul. I'm from a union family, a really strongly union family. Mostly Dust Bowl refugees, like hundreds of thousands of others during the Depression, came to the Northwest because there was some promise of jobs—on Grays Harbor in particular. There was the Civilian Conservation Corps, and a few mills were running. And if you were hungry you could dig clams, fish the streams and rivers, or shoot game in the woods.

Scott Reynvaan, Quinault Indian Nation Economic Development Specialist,
Interviewed by Megan Moore (1/20/16)

People have a hard time understanding the size of some of these logs. Those were the logs that rebuilt San Francisco. They floated these giant logs down the river to the mills and the mills would process it, that's why we are known as the Timber Capital of the World. All these towns were logging towns. Everything was set up so quickly, all these homes were built in the lowlands and they were down the flats. All these houses were sitting on fill and cedar shavings; all this other fill material that was brought in from these massive mills. Some of these mills employed up to 3,000 people—it was a big, big industry. These timber families built massive different estates along the towns and there are these mansions that people do not even know exist. After the timber industry these families transitioned to the wine business, including my family. A lot of us are in Walla Walla doing wine and different crops. Once it's part of your makeup you tend to go in that direction.



Loading ship with lumber with horses at National Mill in Hoquiam, circa 1907 (Photograph Copyright Anderson & Middleton Company, from Jones Photo Historical Collection).

John C. Hughes, Chief oral historian for WA Secretary of State; former *Daily World* editor, Talk at The Evergreen State College (1/27/16).

I did come away with one thing from growing up on Grays Harbor and that's an enormous respect for the skill, agility, and pride of forest-products workers. Particularly the guys, who worked on the head rigs, adjusting the saw blades to cut lumber, dimension lumber, just so. And the choker setters, loggers and riggers out in the woods. It was incredibly dangerous work. The loggers and mill workers who are left are still incredibly proud of their vocation...

My first editor at the *Aberdeen Daily World* was a really interesting man named Ed Van Syckle. In the 1920s when he was a young man he began interviewing old-time loggers who had come to the Northwest coast in the 1880s and 1890s. ... He wrote the definitive history of logging on the Olympic Peninsula. The title he chose could not have been more apt. He called it *They Tried to Cut it All*. Because they damn sure were determined to do it. By the early 1970s when I was earning my spurs as a reporter, logging practices had come a long way since the days when the timber companies were clearcutting everything in sight with little mind to the critters and no understanding at all of what we now call the ecosystem.

I also covered the waterfront. There were really clear signs, to me at least, that the forest-products industry—especially the workers—was in real trouble. They faced major political and environmental challenges. Companies like the Weyerhaeuser Company, Simpson and Boise Cascade increasingly were marching to the tune of their stockholders. Diversifying into real estate. Really holding the union's feet to the fire. Taking strikes for, in my mind, no good reason.

Linda Orgel, Friends of Grays Harbor Secretary-Treasurer,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

We hear from many old-timers, "Oh there's no logging. The loggers have nowhere to go. You're trying to tie-up the Olympic Forest and we can't do anything." But, the truth of the matter is, it's because of the automation in logging that has really decreased logging. It wasn't even the spotted owl. They still bring up the spotted owl here.... We have beautiful forests here and even if they're selectively logged we can have people doing conservation work in the forests too....

From the time these communities were formed they became company towns, and many haven't moved past it. But, it's happening.... We run a little community radio station from our hillside over there, and there's a wonderful museum, called the Polson Museum in Hoquiam that reads every day a hundred years ago from whatever day from a newspaper and about what was going on.... You hear the same names that were involved in the community then, as you do now. It was a logging town. A lot of people made a lot of money off of it and they like it that way....

They don't want it to change. But, the times are changing and... we're not a timber town anymore. Things have to change, and the younger generation knows that.... The people of Aberdeen voted a 24-year-old guy for mayor. The people of Hoquiam voted a 29-year-old woman for mayor.... and they have new ideas....

[Grays Harbor] College played a huge part in retraining people when they did lose their jobs in the logging industry. I think the college has been very responsive to the community... Some people came right back, got retrained, went into a completely different area because they never really wanted to work in the woods, but they always wanted to be in nursing or whatever.

John C. Hughes, Chief oral historian for WA Secretary of State; former *Daily World* editor,
Talk at The Evergreen State College (1/27/16).

In the early 1970s, the Quinault Nation's young leaders were pushing for tribal self-determination. Managing their own lands. Joe [DeLaCruz] called me one day early in 1971 and said that I should come see what the Bureau of Indian Affairs had done to their reservation. What I saw on that tour was a wasteland of slash, burnt tree stumps, clogged streams, ravaging the Quinault River, the Humptulips River. That was absolutely the most appalling thing I'd ever seen (in terms of clear-cutting.)

If you fast forward a bit to the mid-1980s, the export of raw logs to Japan continued apace and automation came in. One of the most coveted and important jobs in a sawmill, a lumber mill, is the person who runs the head rig. If you screw it up there's a whole day's worth of lumber that's not dimensional, and logs get wasted. We did a story about the first computer-aided head rig. And now the head-rig guy was in a Plexiglas booth. Sitting above things, just punching computer buttons. And I said to him, "Well what's all this mean?" And he said, "It means the end of everything. Everything's changing." And what prophetic words they were.

Tim Quigg, Aberdeen Revitalization Movement volunteer,

Interviewed by Nicole Fernandez, Jess Altmayer, Emily Hall & Jen Kosharek (1/20/16)

The Columbus Day storm of 1962 was the largest storm on record, the lowest barometer ever recorded. When it hit here it knocked down all that timber, and then the Japanese market had taken off that went to Japan as raw logs. But what happened is they replanted it 1963-64, at 200 trees per acre. Now those trees are coming on for production, and yield. It's called the Wall of Wood... what that means in layman's terms is there's more wood today available to process than we can process... That's the reason Sierra Pacific's here, and it's perfect, there's not a knot, there's no defect, it's about 18 inches in diameter and it's growing every day.

John C. Hughes, Chief oral historian for WA Secretary of State; former *Daily World* editor,

Talk at The Evergreen State College (1/27/16).

When we first heard about Spotted Owl [harvest cutbacks], I must confess that it didn't register more than a blip. It sounded like the environmentalists going off on a tangent again, maintaining that the owl could not survive at all unless it had unmolested, vast canopies of old-growth forest. I really came to understand that they were serious about that on the afternoon of January 19, 1989. A guy I knew really well, one of the Dahlstrom brothers—great loggers—walked into my office at the newspaper, closed the door, sat down, took off his hat and said that the loggers that morning had assembled at the Quinault Ranger Station up on the shores of Lake Quinault to hear about the allowable cut on the National Forest for the next year. Their expectation was that it would be 90 million board feet. Which was a lot less than the year before, but something they could live with. He said their jaws dropped when the head ranger said that to protect the Spotted Owl the cut in 1989 would be 42 million board feet. *Half*. Then the forest service manager stood up and said that it could be 20 million board feet the year after that. And they didn't know what the year after that might hold... Dahlstrom told me, "This will be economic devastation for Grays Harbor, and all of timber country. It will be a different place to live." That's absolutely no exaggeration.

And that was followed by protest rallies, the shouting of "Give a Hoot for People Too" and the in-your-face bumper stickers like "Spotted Owl Tastes Like Chicken" and some that were even less tasteful than that. This dispute, to me, absolutely personified the divide between lunch bucket rural Washington and Seattle-centric Urban Washington. Timber people and timber communities felt as if they were fighting for their very lives. And there was precious little empathy from most environmentalists and their "liberal" supporters.

ALTERNATE WOOD PRODUCTS

Charles Warsinske, Quinault Indian Nation Department of Planning Manager

Interviewed by Megan Moore (1/19/16).

We are looking at the cross-laminate timber industry where we basically create these panels for roofs, floors, walls, out of laminated wood. We will either just utilize those products or we can develop the business of putting these panels together. That's a whole other industry that can happen by utilizing our timber resources. We're not cutting old growth anymore, we are cutting smaller materials and the cross-laminate industry uses those small diameter logs.

Arthur R.D. Grunbaum, Friends of Grays Harbor President,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

So one machine for example, it's one of those things that if they grow them in monoculture and they grow them to only a certain size, you can take one machine, operated by one individual, who can harvest a hundred trees, I think it is an hour, X number of hours, and it limbs it, cuts it down, and boxes it up in appropriate sizes and lengths and packs it on the truck. Well that's 25 loggers that are out of business because of the practices that they're doing. So you could on, certainly city property, watershed-type property, county watershed-like property. Make it so that it was that type of a thing, a mechanical type of operations. The high-tech type would be prohibited and that would put people into the forest doing the things that they say that they love to do....

So if we were gonna talk about logging and timber, you could take all the State lands, and all the private lands in Grays Harbor, and convince them to go into an FSC, or a Forest Stewardship Council, rotation type of a thing, which is for sustainable forestry. So you just wouldn't do clear cuts, and you wouldn't do monocultures. You would do all of these things which have been determined now, are good forestry practices. Nature figured it out long ago but we're just catching up with her....

And then if you have FSC approved timber you could do a value-added thing to that. For example, trusses, that's what holds up the roof in this house, and that was required by county ordinance to have for the type of roof that we wanted to have.... If you did that you could have on Port property, a truss manufacturing factory, using FSC lumber, which would give value-added's to the forest and a reason for the forest to be utilized in a sustainable way and give that to the public.

Dave Bingaman, Director, Quinault Department of Natural Resources.

Interviewed by Kelsey Foster, Aaron Oman, and Lucas Ayenew (1/19/16).

Better utilization of the raw material [in the logging process] would...provide a little more economics to things....By not keeping a good infrastructure, meaning mills and workers, nearby, it impacts the cost...If we could haul [lumber] just to Aberdeen...you'd see a much quicker turn-around from the woods to the market than maybe having to make one truckload all the way down to Oregon....

Selling Grays Harbor as Grays Harbor, as an ecologically, sustainably managed area as compared to the Puget Sound, where everything is being built up and destroyed, might have some value for marketing. It might bring a better economy. It might even bring some infrastructure back. Maybe mills will want to move here to say "this was milled in Grays Harbor," rather than "this was milled in downtown Seattle."...

Nancy Eldridge, Manager, Quinault Department of Natural Resources,

Interviewed by Aaron Oman, Kelsey Foster, and Lucas Ayenew (1/19/16).

There was another product that we had been active within the past, but recently we decided it's difficult to administer, and that's cedar boughs, or other kinds of conifer boughs, but at Christmas there's a huge market for boughs, and we made the decision last year, we just don't keep enough staff to keep to keep a close eye on it. You can only take a certain amount of branches of the trunk of the tree or you will damage the tree, and we just made the decision we can't do that anymore....

There is one commodity ...and it's something that we used to do and since the paper mill closed in Grays Harbor, we don't do it anymore, and that's logging slash. Logging slash is what's left over, after you have gone in and harvested a stand, you've taken the logs off, but there's a lot of material that's

left, and right now what we do is just pile it and burn it. Which to me is a problem, because it's a potential economic resource....

Every state, every tribe, every organization that is actively managing a forest, you can pretty much be sure that they have looked at their forest, and they have taken a real good review of what's the best way to harvest those trees, and get them to come back. Because it is a sustainable forestry management organization. We would be shooting ourselves in the foot if we went out there and cut trees down, and didn't worry about how we are going to get them back. This is a revenue generating business for this tribe, as it is a revenue generating business for many private corporations, and states, and other organizations. And so we really do practice forestry well, we know what we're doing, we know how to do it right. We know how to do it so that all the various species out there will always have a habitat. You know we have got approximately 207,000 acres on the reservation, as we've already said we don't own the whole reservation. But we still have an opportunity to look at that landscape and insure that there is habitat available for all the species, the elk, bear, the fish, the endangered species that we do have here; you know the marbled murrelet, spotted owl, those types of things. And we know how to manage for them, and ensure they're not going to go away.

If you restrict our forest management in the U.S. where we really know what we are doing...Guess what, this planet runs on wood, the woods going to come from somewhere. So where's it going to come from? It's going to come from Siberia, It's going to come from South America, and it's going to come from somewhere, where they are not doing it well. And they really are trashing the forested ecosystem, and it's not going to come back. You look at the rainforest down in Brazil, in Costa Rica, you know other areas in South America. You know that forest is going away faster than any other ecosystem in this country....

Right here on the Olympic Peninsula we literally grow trees bigger and faster than anywhere in the world, but yet we have such harsh restrictions, on the Peninsula. I'm talking about the Northwest Forest Plan, where they have restricted forest management to such an extent. We are down like 90% of what we were 20 or 30 years ago in timber volume....

Let us harvest the wood in this country where we really know how to do it right instead of these places where they're just going to wipe the forest out and not care about those species that need the habitat, not care about the fish that need that clean water, not care about any of the ecosystem commodities that are there.

NON-TIMBER FOREST PRODUCTS

Mike Stamon, Section Leader, Quinault Department of Natural Resources,
Interviewed by Aaron Oman, Kelsey Foster, and Lucas Ayenew (1/19/16).

This place grows trees better than any place in the world. The biggest thing is not so much we grow so many of them, but we can grow them taller and bigger in a shorter period of time than any place else....

I don't think we're even touching the capacity of what this place could provide [non-timber forest products], if you manage it correctly, you pick it correctly, I'm sure we could dominate the markets that are out there.

Jim Plampin, Silviculturist, Quinault Department of Natural Resources,

Interviewed by Aaron Oman, Kelsey Foster, and Lucas Ayenew (1/19/16).

Alder can be very valuable now. The reservation is able to harvest alder within the floodplains for restoration purposes unlike private industry that cannot harvest within the floodplain.

There is another [non-timber forest product] that is stolen all the time and that's beargrass, we do not permit commercial harvest of it. The ladies use it in the baskets they weave for the Quinault. We have had a lot of problems with theft, and they don't harvest it in a sustainable manner. There is a correct sustainable way to harvest all minor forest products such as salal, evergreen huckleberry, mushrooms, beargrass, everything, can be harvested in a sustainable manner, but the thieves don't do it right, they harvest for productivity and efficiency with disregard for the resource....

I think if we could overcome some of the difficulties and that's a lot of the theft, a lot of the management of the harvest of minor forest products, it could become a viable business in some manner. But right now we don't have the resources, there are too many people coming out on the reservation stealing it. As well as other landowners, the National Forest, private companies are all suffering from theft, minor forest products in all forms, cedar salvage, brush, mushrooms, everything.

If you look at what we have in the logging industry right now, even just the wood products industry, compared to 30 years ago, we've lost mills, we've lost the large infrastructure of loggers who know how to log it, fallers, truckers and woods workers. It's difficult for us in our enterprise to actually find people to log right now. Of course the log markets are further and further away, which means we have longer trucking hauls, less production on a daily basis, so the workforce out here is becoming an endangered species.

Some of the biggest threats to the forest industry is conversion of forest acres to real estate and pastures or ag land.

Dave Bingaman, Director, Quinault Department of Natural Resources.

Interviewed by Lucas Ayenew, Kelsey Foster, and Aaron Oman (1/19/16).

There is one forest product around here that I just recalled that's coming on line now... and that's cannabis. All kidding aside, there are reservations like the Warm Springs Reservation that's putting in a 26,000-square-foot facility and they figure they're going to make 23 million dollars off of it the first year. Now, a lot of tribes, and a lot of other people, are looking at growing marijuana. I say it is a forest product here because marijuana was grown illegally in the forest here all the time. Now that it's legalized in Washington and Oregon, there are potentials You've got that little agroforestry thing where you can grow stuff in between the trees. Then you also gotta protect it.

ACCESS TO FOREST LANDS

Gene Woodwick, Grays Harbor Resident; Daily World Columnist,

Interviewed by Jess Altmayer (1/19/16).

One of the big changes for people that live here is getting shut out of the lands this year. People have always [picked] mushroom, minor forest products. They recreated there, if they wanted to pick, they went to the woods. They went hunting. You know you could hunt all of these lands, and I have a whole collection of hunting maps given out. This year they slammed the doors shut. None of us can go in without paying. Weyerhaeuser, all the big timber companies closed the forest down. Some of

the people living in outlying areas have forced the Legislature into a hearing... Because it this is a profound change in the way of life, it is a profound change to people's economic structures and there's so little left for them. And so now if you want to pick ferns you have to pay big money. You want to go pick mushrooms, you can, but you better go get your permit. Everything you do you cannot be on the property unless you pay for it. And the hunting and fishing fines are huge.

You have places like Seabrook, they spent a lot of money to develop something like that. They don't want the beaches open in front of their place. More and more in Ocean Shores, people are upset that people can walk on the beach in front of their house. This is a big problem when developing... this is a big problem when it comes to developing ecotourism more and more. And the parks! You have to pay to get into the parks. So what are people out here supposed to do? So who comes are people from Seattle, and of course there is resentment. They have the money to come out here and do whatever they want, they have the money to affect the politics of it. And they shut down more and more and more....

On a personal level, what would I like? I would like less land closures! I really don't want to pay all that money to go out and pick mushrooms, I don't. I would like to be able to go out and go for a walk in the woods. I love to be outside. I have no place I can go. If there isn't a gate up you figure it's county lands. You're just really isolated from nature by living here, which has never been [the case].

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,
Interviewed by Kelsey Foster (1/27/16).

In my opinion, I think that [selective logging] could be awesome for our area because you're (mostly) preserving your forest canopy, which helps reduce your storm water runoff, which can reduce flooding, and you're going to help reduce your sediment depreciation as there will always be somewhat of a forest canopy there....

To diversify your forest lands and make them more natural, more biodiverse, benefits a lot of species,...it benefits a lot of things...[If] you have a big enough area, you could possibly switch to a system like that. You have to have the will power, you have to have the political motivation to do that, and the scientific backing...and there is scientific backing for it. It's just trying to present it in a way that induces change....

While people don't like change, sometimes change is necessary to sustain the livelihoods that you have, or want to have. And so...switching to...a selective logging program or diversifying...the types of trees you're planting,...all of that could be really beneficial to Grays Harbor, beneficial to the Washington coast...You just have to present it in a way that people will understand the benefits, and that the benefits will outweigh the risks. They need assurance that it's going to work. And in that regard, maybe what you would want to start off with is starting on a small scale, proving that it could work on a small scale economically, environmentally friendly, and that it keeps jobs around. And once you start on small scale and start working up, and once you have the basis of proof, then move on to your larger scale efforts, "Well maybe we should apply this to a regional setting and move away from the clear-cutting, which is really damaging to the environment" but only if your small-scale findings support trying it on a larger scale.... (in regards to our forest ownership). We don't want to end up like the East Coast, where all of your timberlands, if they're not subdivided, is they are all owned by thousands of private property owners and no-one has access to nature....

I'd almost say it's discriminatory [for timber companies to discontinue free public access to forest lands]. It's discriminatory against low-income individuals... [and] its favoring the rich and the people

who can actually afford to pay these outrageous fees to go out into your forestlands... it's not right....I would say that the current negative aspects of our forest practices can outweigh the benefits. I would say that right now the way our forests are managed is more of a detriment to our fisheries, to our water quality, and to our soils than the benefit which is gained by the amount of income you're bringing in. In the long run, our current practices will be very harmful. When you clear cut, you destabilize soils, in the winter you increase erosion and runoff, and in the summer your soils dry out faster with no shade and no vegetation to retain water after a storm. There's a reason it can rain in a rainforest days after a storm, water is trapped in the canopy, trapped in the vegetation, trapped in the roots and humus.... Clear-cutting takes all that away.... So in the summer the land dries out and your groundwater is depleted, even our weather, local microclimates can be affected when you remove a forest canopy.

In river systems like the Chehalis, where glaciers do not exist, the last thing you want to do in a warming and drying climate is to encourage more depletion of your groundwater. But if you were to switch to a truly sustainable forest practice where selective logging plays a part, you're diversifying your timber....I think that could be beneficial in many ways... plus if it's truly sustainable, then you un-tie your jobs from the boom-and-bust cycle where you cut too much, and are forced to lay off workers.

In Europe...[they] actually use a lot of forest products from Washington State (and the Pacific Northwest)...But, right now they're mostly being illegally harvested which can be very detrimental to our forests. So... that would be part of your timber industry if you made it a sustainable practice, where you have sustainable forest product harvesting... in compliment to a sustainable timber industry, you could create even more jobs on the side, while making sure people aren't taking too much forest product from a specific area.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

[On Forest Service lands] we don't have a lot of interpretation and education here because we've lost all the funding. Tourism used to provide a lot of funding to educate. I just had an experience with the U.S. Forest Service. I went up there for my column and I went in and I said, ... "in the old days the Forest Service used to have this monthly report on what plants are out, what's this, what's that...Do you still have that that I could obtain?" She looked at me like I was stark raving crazy, and said "you need to go on Twitter and Facebook." And I said Twitter and Facebook takes everything out of the newspaper! You know, really. And I said, that isn't information, it really is not the educational type of interpretive education that is needed. And they have pass-outs if you walk up there you can look in a file and you can get them but again the urban and the world is changing. I'm an old person. So how people communicate has changed so much that it's basically urban again.

SUSTAINABLE FORESTRY

Nancy Eldridge, Forestry Manager, Quinault Department of Natural Resources.
Interviewed by Lucas Ayenew, Kelsey Foster, and Aaron Oman (1/19/16).

Really the only thing that grows well on the Peninsula is trees, and so you have to figure out how you manage your forested ecosystem. You can't turn it into a corn field. So you're not going to have agriculture out here. There's not really a lot of ag that works out here. The reason that the Quinault Reservation was cut up into allotments was because they were trying to assimilate the Indians into white society. So they wanted to make farmers out of them, so they cut the reservation into 80-acre

allotments to give each Indian allotment to farm. Well you're not going to grow corn out here, it doesn't grow out here. Trees grow out here.

[The allotments have] been a huge obstacle for us. It's one of the biggest obstacles we have in managing this land base, is the fractionation of ownership. We can't manage it as an entire landscape, we can't move it around. As I talked about earlier, you've got a land base you've got 275 acres and you've got to make sure you've got elk habitat, bear habitat, spotted owl habitat. If the tribe owned the whole reservation, we could use silviculture to move those habitat pieces around, so that we make sure that we have habitat for all those species. When you don't own the whole reservation you can't do that. You've got an Indian landowner who has an 80-acre allotment. He or she wants their money from its timber because they can't live on that allotment, they can't farm that allotment. All they can do is get revenue off the timber on that allotment. So you can't blame them, that's what it was put there for--was to give them an economic revenue stream.... We've looked at minor forest products. It just doesn't pencil out really well for anyone other than individual tribal members here on the Rez'.



Quinault Indian Nation Marine Resources Scientist Joe Schumacker showing students the Quinault River, which historically was choked with logging refuse from the timber industry.

Justine James Jr., Quinault Indian Nation Cultural Resource Specialist

Interviewed by Lucas Ayenew and Jess Altmayer (2/9/16)

Right now theirs a lot of restoration going on for fish habitats, so that's where the [forestry] jobs are at right now. And that's people who either grew up in that business or else, came from other businesses because they saw.. I know.. I know this guys so he'll give me a job. It's a close-knit community. Almost everybody knows everybody out here....

Timber is a commodity. And right now, the old forests are gone. Now their logging stuff, that's five, ten inches for pulp. You know so these forests aren't even allowed to mature anymore. They're taken out, you know, when they're 25 years old. One thing I could see a shift too, is the hemp that can be converted into pulp products. You know, it can be used for clothing. It can be used for paper type products, so theirs so many opportunities there. But nobody wants to go in that area....

Up on the reservation, BIA manages our lands we don't have any say so how it's managed—or very little. Years ago, the industry was switching to cottonwood because it was fast-growing, and they could harvest it within 15 to 20 years to a pulp product. But that never did materialize because people

would have had to convert their mills to accommodate that product and it was just too expensive. So a lot of people invested in growing trees, cottonwood trees, but then there were no mills to take the product on. On the reservation, I asked the BIA, “we’ve got a lot of alder here, let’s replace it with cottonwood.” They said, “nah, we can’t do that, you know that means that we have to harvest it every 20 years, and harvesting on that short of a rotation is going to deplete the minerals, the soil and so in two generations just not worth anything.” But where was their science to back that? They didn’t have any.

In a perfect situation, there would be a better ecosystem for all things: elk habitat, deer habitat. If we’re losing all our microorganisms, amphibians, it’s like I mentioned earlier with the food chain, because we’ve become a commodity-oriented industry, just the same as Weyerhaeuser, Rayonier, all these other companies. The biggest problem we have now, the QLTE, the Quinault Log and Timber Enterprise, and the [Quinault] Nation, they only buy land allotments that they can harvest immediately, because they need to get liquid assets back out there to buy more land. And so, we’re in a Catch-22 situation, where we’re buying land and then we’re raping it, so we can buy more land, and then we’re going to rape that. But right now we own about 40% of the reservation so what happens if we own 80%, 90%? Well, we’d be able to create the ideal environment for all species. That’s the ultimate goal, but how long will it take us? Will we be able to achieve that, without too much detriment to the land. We’re harvesting it so frequently. You know some of those areas on their third or fourth rotation in just the last hundred years....

A lot of times, my grandparents.. go outside and say, “you got an east wind. It’s going to rain tomorrow.” You know the barometric pressure on them, informed them what the weather was going to be like. They could determine that just by being out in the environment. My dad, he probably knows more about elk than our wildlife biologist does, and he’s never been to school, you know he quit in the 10th grade. Just being there in the environment. When I went to school at Evergreen we had a Chief came in from Canada, he was talking about their natural resources program. He says, “we don’t send our people off to college to get a four-year degree, to get a masters degree, we just send them out to the environment, we let them study the environment, we let them learn right here on the ground. Academics is just bookwork, you know, that doesn’t tell you what’s out there.” [...] Like my dad you know, he’s all pro-environment. He doesn’t like Riparian Management Zones, which are supposed to help keep the rivers intact. He says, “all they do is fall in and make it worse.” So you set up a 100-foot RMZ and 50% of it gets washed away and messes up the stream channel, the river channel. He says, “that looks like it’s a detriment rather than a benefit.” You know once that fall where are the elk going to hide out; they like those riparian zones. You know that’s why we burned in the old days was to create a cultural landscape for foods for the elk for the deer, the geese, for the ducks. All the new growth provided food for all of these, you know the elk like those edge zones where the forest zones met the prairies, you know they like to hang out in there.

The older generations that have the experience in the timber industry, the logging industry. Those guys made good money so they gave their kids some luxuries in life, and a lot of times when you get those luxuries you get spoiled. You know like, “I don’t wanna be out there in the rain! I don’t wanna be sweating my butt off.” That’s kinda the way I was. My dad used to take me out. We lived on the river for two, three weeks at a time, ate fresh elk, fresh cutthroat, fresh salmon. You know, we took potato and flour, but the rest of it was all we got right there. We had to get something that day or we didn’t have dinner.

We get the reversal of that nowadays; it stems from the canoe journeys. People that participated in that realize the importance of traditional lifestyles, so they’re going back to that, and they’re working with their kids and their grandkids. We got a lot of families that just take their kids out and they just

stay on the river for the whole summer. We got a lot of people that just stay on the beach the whole summer. You know it's kind of a return that lifestyle.

Carolyn Kelly, Quinault Indian Nation Air Quality Specialist & Climate Change Coordinator
Interviewed by Kris Kimmel, (2/9/16).

Forestry is one of the main sources of income for the tribe. The reservation boasts over 208,000 acres of land, a majority of which is forestland. Logging has always been a big industry here and once the trees have been cut down, all the wood and shavings that are left get piled into slash piles. Right now we just burn them to clear the land so we can replant and begin the cycle again. If we were able to use that slash to make something out of it, fuel specifically, then that would be a product we could use here and be saving money while being environmentally sound. There is some work being done to look at the potential of having a biomass boiler to provide heat and energy through pipes to all of the buildings they set up in the relocation. One of the main places was going to be in the new school that they put up there.

As for setbacks with renewable energy, in regards to the biomass facility, one setback is the pellets. Since our slash is too wet/dirty, we have to throw money at the problem to fix it by sending it to the east side, mixing it with dry grass, and shipping it back, which on top of being costly, takes away from its ecobenefits by putting more vehicle emissions in the air. The other thing, if we were to create our own pellets and try to market them, everything is so far away that the cost to transport them wouldn't be worth it unless there was an extremely good and long-term market for them.

A feasibility study showed that the slash from our timber sales was too dirty and wet to make a useable pellet for fuel. Studies after that showed that if we mix our slash with Reed Canary Grass, an invasive that's readily available on the East Side of the state, then we can make a useable pellet.

Justine James Jr., Quinault Indian Nation Cultural Resource Specialist
Interviewed by Lucas Ayenew and Jess Altmayer (2/9/16)

Just on the Reservation, there are the cedar salvage operators, and the special forest products, minor forest products. Those people that have those...small companies. Almost their entire workforce is immigrants. And so, you know, that's the majority of the workforce through those two areas on the Reservation. There's mixed feelings by the community. Most of them don't mind because nobody wants those jobs. You know, 'cuz it's hard work, all types of weather....

Most times there's no animosity. They just say, "these guys are just doing their job." A lot of women tribal members are marrying Hispanics. Because, you know, reservations are pretty small places and you run out of marriage partners in a few generations [laughing]. You know, my daughter's at Hoquiam High School. I'm a sports nut so I go to all of these games, basketball, baseball, a little bit of soccer. I see the parents that participate in those. It looks like the Hispanic population is being highly accepted nowadays. There is not the cliques there used to be.

John Geelan, Disabled Veterans Outreach Counselor for Washington State Employment Security; *Interviewed by Lucas Ayenew (2/29/16)*

[I am a] Disabled Veterans Case Manager for Washington State Employment Security, I assist veterans with employment and training programs. Prior to that I worked in the woods/forest... I then served in the military for 5 years, after two tours in Iraq, I'm fortunate to be back home now. After my honorable discharge I was an ironworker for 6 years. Then I lost my job and decided to retrain

with the assistance of my GI Bill and the Timber Retraining Program at WorkSource, now I'm working for the state assisting Veterans who are transitioning out of the military, retraining or dealing with job loss. Being that I work at an employment office I have a firsthand look at the economic changes within our communities in Grays Harbor, Mason and Pacific Counties. We don't have a third of the timber industry jobs that we used to but we have adapted the best we know how. Our biggest change came in the early 1980 with the spotted owl issues and other environmental protections that changed our logging practices in the Northwest. Canadian Timber imports have created some challenges with our supply and demand of lumber. The days of the big woods are all gone. The old-growth timber harvest is a thing of the past.

My father was a timber faller for 37 years. We lived up and down the coast, and finally ended up here in Aberdeen in the early '70s, I think '72, is when dad moved us up here. He was working at that time for Rayonier. After we moved to Grays Harbor dad became a Gypo Timber Faller, refer to independent loggers versus company hired loggers, these are the guys who work for the smaller timber companies, non-union, not like Weyerhaeuser. Things here were booming in the Timber Industry. The logging and Fishing industries were our primary economies here, and throughout the entire coasts of Oregon, Washington and Alaska. It was a really tough time for my family and father who watched his way of life deteriorate. Watching our mills and smaller logging outfits fall like dominos. We now only have a handful of mills here where they used to be probably a couple hundred, (if we include the smaller mom-and-pop shake mills throughout the region). Poverty and substance abuse has slowly increased and the population has decreased. I am certain that this is a common occurrence when other communities lose a primary industry.

With the loss of jobs and large increases in unemployment my family relied on subsistence (hunting, fishing, clam digging and other shellfish harvesting. This is how my family survived when dad was out of work. For decades access to vast amounts of properties were no issue, private timber lands that had been open to the public are now locked up or require you to purchase a yearly permit. It's a hard thing, especially when you're living in an area like Grays Harbor, Pacific and Mason counties where you have a high population of low-income residents. Not everybody can afford to pay the money for these private memberships in order to go out and hunt, fish and pick mushrooms. So it makes it a little tough on families now who not only relied upon our natural resources to feed the family but also the recreational activity it offered to families, this was about spending time together, learning about subsistence and family memories of working together and building healthy family relationships. This was our heritage and passion being passed down from our elders to the next generation.

We are told there's a reason why these private land management companies have limited access. We are told it's due to an increase in vandalism, timber theft and insurance liabilities which have brought on these new policies and restrictions. There's also another theory that money can be made off of their properties... It's tough for the community to get used to these changes. Obviously they have gotten used to it. They have no choice. I have spoken too many local residents who live on extremely fixed incomes who have said, "The heck with it, I'm not paying all these fees," and they've kind of given up. A lot of people think it's not fair, but it's private land. ...

It's been tough ...my family themselves aren't able to do things out in the woods like they used to. I remember when I was a kid we used to go out camp out on the logging roads. It wasn't a big deal. We'd camp, fish, and hunt. There's not as much freedom now, and you just adapt to it. Its one of those things you can't fight. That's about all I can say. That's something that will never change. Some will say "you still have public lands" Public lands are great to have but we don't have too many of those within 20 or 30 miles of our community. It's just one of those things. You adapt to it, you deal with it.

IV. FISHERIES AND ENERGY

Overview by Tiffany Brown, Kris Kimmel, and Kyle Linden

Although the logging industry was the main driving force for settlement of the Grays Harbor area in the mid-1800s, the fisheries industry had always proved valuable for the region, as a means to feed the population and provide jobs. While the Grays Harbor population has grown, so too has the consumption of seafood. The industry employs nearly 30 percent of Grays Harbor County, making it second only to the logging industry. These two primary sources of jobs helped build the region, together causing greater strain on both the forests and the oceans.

The salmon that spawn in high alpine streams of the Olympic Mountains have found it increasingly difficult to find suitable spawning grounds. The timber industry in the past logged up to the edge of these prime fish spawning sites. Clear-cutting silted up the water, removed vital shade, and created a less predictable and hospitable place for young fish to hatch, undoubtedly causing less fish to survive into adulthood in the ocean and fewer fish to be harvested. Fish populations have declined drastically due to more efficient harvest methods. In recent years, regulations ensure no species is overfished to the point of not having a reliable catch, and (under state-tribal co-management) fish habitats are being repaired and restored. The future of the industry will require major changes in not only how we use our ocean as a source of seafood, but also how we perceive fishing communities.



Quinault fishermen at the mouth of the Quinault River in Taholah, a Usual & Accustomed fishing ground in the 1855 Treaty of Olympia.

As the tourism industry expands in Grays Harbor, and overseas markets open up, a growing demand for seafood will likely follow. The seafood of Westport has long been prized with its abundance of salmon and Dungeness crab, and the demands for these staple species will likely increase. If this were to occur, the supply will need to meet the demand and the future does not remain in ocean-caught stocks. It is predicted that by the year 2030, more than 60 percent of the fish consumed will be farmed rather than caught. This will lift a burden we now put on our ocean ecosystems and help wild fish populations to recover. Grays Harbor could be at the forefront of this economic expansion.

There are three major ways that a stronger fisheries industry in Grays Harbor could develop the local economy. The first is to educate the youth of the area on the importance of the fishing industry to the coastal region. In recent years, the fishing industry's labor pool has dropped significantly, as youth are increasingly discouraged from entering the blue-collar workforce, and encouraged to accept only white-collar jobs. If the youth do not see a steady source of future jobs in the industry, it will be difficult to encourage them to remain in the region.

The second priority is to bring new advanced aquaculture to the region. These practices include innovative ways to farm fish, crab, and shellfish inland, without the drawbacks of current open-sea fish farming. New forms of farming fish include the use of Aquapods, large metal spheres designed for the difficult environment of the open ocean. These could be used to grow healthy populations of fish, shrimp, crabs, and even shellfish in small polyculture oases in the ocean, providing additional seafood to the regulated ocean catch and help to supply this growing market. With more study of these methods, aquaculture could expand exponentially in the near future providing alternative jobs and assisting the region's economy.

The third priority is to encourage new innovative green energy production into the region. Recently fishermen have been discouraged by the thought of installing offshore wind turbines, stating concerns about their fishing and crabbing gear being snagged on the turbines and posing a safety concern for their fishing vessels. New forms of wind and solar energy production may be more suitable for the fisheries industry with less chance of interfering with fishermen's boats and gear. Pursuing a symbiotic relationship between fishermen and energy production will be necessary for the region's economic growth.

CHALLENGES IN FISHERIES

Larry Thevik, Vice President of the Washington Dungeness Crab Fishermen's Association,
Interviewed by Kris Kimmel, (2/9/16).

Fisheries that occur on the coast are not isolated fisheries, they're interdependent. And the estuary, the Grays Harbor estuary, is the fourth largest estuary in the world. And it's a very, very productive marine resource environment.... The fisheries that occur, that actually specifically occur in Grays Harbor are pretty limited. The resources that are dependent on that estuary and the health of the estuary are really quite large....The Dungeness crab fishery... tribal and nontribal on the Washington coast produces on average 44 million dollars a year in catch value... Then it goes through our economy and it probably generates three times that so 150 million a year in economic benefit. There's not 150 million dollars' worth of activity within Grays Harbor, but Grays Harbor is a major nursery area for juvenile Dungeness crab. So the crabs we don't catch because they're still little ones grow up in Grays Harbor... To try to evaluate the worth of Grays Harbor by what is the fishing that occurs in Grays Harbor is... not credible. It's a part of the whole system. The ocean health, the estuarial health, the river health..... There are areas within Grays Harbor where fishing activity does not occur, but

there are also no areas within Grays Harbor where some contribution to the marine health of our fishing resources does not occur.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

Salmon are magic, and I saw it over and over with farmers. Just clean up the manure out of their ponds, give them some clean water, and get the Coho running in there, my God! [A] guy called me up at 3 o'clock in the morning and said, "You gotta come out here, you gotta come out!." I go from here all the way to Firecracker Creek all the way... beyond Elma, and he said, "Look at my salmon!" He wanted me to see it. He went out and he saw salmon in his creek for the first time probably since he owned the property and was thrilled. They were his salmon. So salmon to me, just like with the Quinault, it's a very key thing and so much could be built around salmon itself....

They [Quinault] were key, absolute key players in putting fish in the river. They were a vast help. They have always been on all the important boards. They have always been on the federal boards like the fisheries commissions. There are so many of those things that they have always been involved in, and still to a large extent because we don't have the infrastructure, we don't have the education. We don't have the people that can come out here and make a living in it, we are very dependent, I don't think the county itself realizes how dependent we are on the technology and technicians we have here. You want technical information? The place to get it. You wanna do a fish project, that's where you go! ...There's a misunderstanding of the culture of the Quinaults, who are very people-based, they don't even really like to work out of the area.... And so technically with any of the natural resource-based things they have been a tremendous help.



Evergreen students visiting Quinault Pride Seafood in Taholah.

Dann Sears, Director of the Aberdeen Museum of History,
Interviewed by Tiffany Brown and Nicole Fernandez (2/9/16)

We have so many rivers. That was the nice thing about growing up here, you weren't bored. You can go to or creek or you can go the river, there was always something to do... It's getting to a point now you don't even know where to go...In North Carolina the sense was that way because there were a lot of ponds you could go fishing, and all of a sudden there was some property manager that comes and all of a sudden.... the ponds closed or the lakes closed. You've got to be careful. [Fish are] probably be one of our biggest tourist attractions... We need to work with them though because they could be definitely an educational point.

Arthur R.D. Grunbaum, Friends of Grays Harbor President,
Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

The vice-president of the Washington Dungeness Crab [Fishermen's Association] told me, he says, "We're always fighting over who gets what. But, together we're fighting to see that somebody gets something. If we don't fight together, then we have no reason to fight because the resource will no longer be there." That's a dynamic that has built that did not exist before, and I think other community members who did not think kindly of the tribal individuals have changed their thoughts, at least for this thing.



Quinault Pride Seafood in Taholah.

Scott Mazzone, Quinault Indian Nation Fish/Shellfish Biologist,

Interviewed by Tiffany Brown (2/3/16)

There's been discussion about having little roadside stands to sell some of our fresh- caught fish, but from my understanding there's a heck of a lot more to it. You usually don't sell all the fish and there's a lot of wastage that goes along with it no one's really gotten to that yet... We do have a lot of times where we'll do like a business meeting and we'll put out bids out to the community saying "hey we need a luncheon" or "we need a dinner for this many people" and we'll have people put in bids and cook it that way for us....A lot the food goes to, a lot of the seafood that we catch goes obviously goes too all the local restaurants inside of Aberdeen and Hoquiam, Ocean Shores, and such. The casino down there takes up a lot of the stuff and they're slowly expanding their market....

Monterey Bay Aquarium has got this thing called Seafood Watch, and they put out these pamphlets to restaurants and grocery stores on the best choices of seafood and worst choices, because it's depleting the stock....We gave them the years' work of hardest information about how we went out about the assessments, how we set the catch limits, how we ensure that the population continues and it's harvestable sustainably....There was another group from the East Coast I think it was Ocean Institute...and they have a similar list and we got on that one too. This has done wonders for because now ... people go out will take that.

There's definitely some fisheries offshore that we have not tapped into yet. Two years ago we finally got a boat that was finally interested in fishing for sardines. There's whiting, the really cheap stuff that they make cheap fish sandwich stuff out of.... They only pay like if you're lucky \$8-10 a pound for the stuff, but big huge, massive schools come up and these boats can make \$1 million a year...It has like a three-year life span so the populations are going up and down all the time, but it's a federally managed fishery....It's a Forage fish with the little tiny fish which everything else depends on...They only harvest 7 to 10% of population every year.

Sport fishing is huge obviously, and they been working on improving the fish ramps that they have for the boat or the boat ramps that they have been updating the infrastructure for them.... There fishing for surfperch at this point if you're a state fisherman you can fish...but you have to file a state rules and how much you can catch and when it's open. But they can come onto reservation, hire out one of the guides and fish all day and I think it's like \$50 a day.... This is a perfect opportunity to spend a minimal amount of money to invest in your business, and tribal members can come in and start bringing people out and fish and make some money that way. And people absolutely love it, there's guys that come out every year because you know how the fishing is great and is super and is just a beautiful gorgeous beach and because it's closed to the public and there's really hardly anyone out there, it's just absolutely gorgeous.

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

There's a spot behind Wal-Mart at the mouth of the Wishkah River, the Department of Ecology has a little chunk of land... that was just discarded, but it's a Brownfields site, that means its so contaminated they have to bring in agencies in to clean it up. And so the DOE and the City of Aberdeen said, "the Quinault Indian Nation can tap into Brownfields funds to help clean up that site so lets partner with them." So they're starting to realize benefits in access to fed funding that would help with a lot of this stuff. And this whole waterfront is heavily polluted because of the timber industry.... And you know, a lot of people live off of the salmon, fisheries, crab that comes out of this river. If you put that toxic stuff into the river it's going to wash down to the razor clam beaches. Over

at Bowerman Basin we have sweet grass and cattail that are basket weaving products, and it affects them because a lot of the weaving products, when they're cleaned up, weavers put that stuff in their mouth you know to get it prepared for their baskets. So they're putting toxic materials in their mouth and they could get cancer and who knows what else from that stuff....

I think what we'd like to see is [to] do as much restoration as possible, given a lot of this is created environment... with all the dredging. So this is all artificial, none of it is natural. Twenty or 30 years ago there were natural bluffs out here on the riverbanks. Now the water's right up to the roads and the parking lots. And so we'd like to see a lot of that restored because our basic interest in this area is fish and fish habitat. So if we can create a more friendly habitat for fish, for salmon, you know that's going to create a better environment for all living organisms. You know, there's a food chain we have to ensure that it's as complete as can be.



Razor clam diggers on Copalis Beach.

Mark Ballo, Co-owner, Brady's Oysters, Westport

Interviewed by Kyle Linden (2/10/16).

The fact of the matter is number one, the labor pool, for some reason the next generation seems to think labor is a bad thing. If you look at this industry there's a lot of older folks, not a lot of younger people getting involved in this work, and if you look at this work it's a lot of younger peoples work. When I got started 22 years ago you would normally have high school kids working here. They think if you don't have a white collar job there's something wrong with you, but at some point your whole society collapses. These industries require hands on manual labor.

We are regulated by so many different people, County Health, State Health, Department of Agriculture, FDA, IFFC, Fish and Wildlife, every single one of those people have a different idea of what I should be doing and require different paperwork. I've had them inspecting the same thing, processing and packaging. If you get them in the same room you can hear them arguing, so how am I how am I supposed to make all these people happy ... Department of Agriculture is more picky than the Food and Drug Administration. That's crazy, these people need to get together, so as to make regulations that makes sense across the board. They regulate so it makes sense for their own department agendas, but they don't coordinate together. If only you had standardized inspecting; it seems like this is the 21st century, we could have some regulation these 5 or 6 could agree on.

The Japonica and Burrowing Shrimp are monocultures, they push out everything else. If you go off the bed 25 feet there's nothing but mud. We treated back in 1998 and that was the last time, not because we're against it. Because we understand the need to be able to control the conditions of your shellfish beds, we have not experienced the same level of infestations as other growers. We decided that chemical treatments do not fit in the type of product that we are striving for, and it is prohibitively expensive. You put yourself in the position of losing the family business and you'll be surprised what you'd do.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

[The] seafoods that we have and the markets that we have aren't publicized enough. And I don't even like oysters! These are sweet, in the way they're grown in Grays Harbor, they're not gritty, they aren't fishy. They're really a superb product. And people love to go get fresh ones. Obviously up in the East County, you're not going to have that as much as you would farmers' markets. It's a program that could be developed with all this wonderful seafood that's available all the time and the Quinaults used to have great cryovac products. They've had to restage a lot of what they did. They had gourmet cans of things and now the only place you can buy them generally is in the casino. We don't have any grocery stores; we have Safeway and we have Swanson's but they had to close one of their stores. They've been there since forever and ever, and I love Swanson's. Then we have the grocery store at Ocean Shores and there's the one grocery store in Elma, there's one in Montesano. They just now got one open in Westport.

RENEWABLE ENERGIES

Scott Mazzone, Quinault Indian Nation Fish/Shellfish Biologist,
Interviewed by Kris Kimmel and Tiffany Brown (2/4/16)

A group came out about 5-6 years ago that actually proposed putting two power windmills off the coast... [with wind turbines] on the top and the wave generator on the bottom. And they were going to do just a quick project to see like a 5-year thing... to see what the results of that would be. They actually approached QIN [Quinault Indian Nation] about it because... they have... their U. & A.'s [Usual and Accustomed areas for treaty fishing]... When they came out with this idea that they're going to put the wind turbine inside of the U. & A., that would mean that they're cutting down on the amount of fishing area available to the tribe. I would say the first response was "absolutely not" from the tribe.... If they had worked with them and said "Hey look, we're going to create a whole bunch of jobs, we're going to get tribal members working, we'll hook you guys up with free electricity or something like that, and there were some payoff and trade off, then they probably would have gone for it a little more... Also depending on... what area they were planning on putting these things in,

obviously some of the area inside that box is really good fishing grounds and other areas in that box, not so much....

The wind turbines basically have to be close in the shore; the further out you go the more... powerlines you're going to lay down... and that's usually some of the best crabbing ground right in there... They're going to bury it in the sediment, so first there's gonna be that disturbance. And then they put it on and then the thing is emitting electricity, pulse, noise, whatever else. [What effect] is that gonna have on all the marine species in there?I think another one of the main concerns was you get... it's right on the flyway [of] all the birds are migrating up and down from Alaska. I think there's definitely a place for offshore energy. And it's simply a matter of a company that's interested needs to come talk with us and say "Hey, where [are] grounds offshore that are poor for fishing, that you guys don't really use. That's where we want to put these things." And if they get along with that approach and say "let's work together with you, we want to come up with something, this is good for everybody." Let's make sure it's good for everybody, and not affect people's livelihoods that are already established....

If you play it up right, [wind turbines] would be wonderful. Because you could put little plaques, little information places... People coming out... and they see these big wind turbines... I think if you put these things out there and say this is helping, we are now saving this much in fossil fuels, we're not polluting the environment, and just really play it up and make these alternative energy sources a selling point for the community. Saying "hey... embrace this!" instead of being "ugh, gross..." I think it would seriously make a difference.... The power lines going from Satsop to Seattle are already in place. So if they stuck something off shore all they [would have] to do is run power lines to Satsop and then it would go straight to Seattle.

Larry Thevik, Vice President of the Washington Dungeness Crab Fishermen's Association,
Interviewed by Kris Kimmel, (2/9/16).

There's a unique situation in Washington that makes for the preemption of any existing fishing space complicated and a dramatic effect on fisheries... there's really very little space on the state of Washington to give up to another ocean use without it displacing a present sustainable activity. And in our case specifically, it's fishing....

The coast of Washington is first of all the shortest coast on the West Coast . Secondly it's already divvied up so to speak, and in our mind as nontribal fishers, the spaces north of Point Chehalis are likely not to be areas that would be utilized for any wind or ocean energy projects, especially without permission of the tribes, because they have as much to say about anything that happens in those areas [as we do]... So what we see is that in terms of space, the only real space that's available to develop those ocean alternative energy projects is the 38 miles that remains from Point Chehalis to the Colombia River. And that's an area... we fish intensely. In the crab fishery where there's 223 permits and there's approximately a 100,000 pots that go into the water....

When you look at the ocean and someone from land looks out there and they see what they consider [vast, unused] land, or water, it's really in our minds considered a fully utilized space. So the first thing out the gate is that any new use on the ocean, whatever its footprint may be, will displace an existing, ... sustainable use....The state of Washington doesn't even fully utilize its hydroelectric power output. Turbines lie fallow and unused... So there's no electrical need for those projects, there's no space for those projects, and in the end I consider there's no utility for those projects there's no proven worth of those projects....The existence of dams on our waterways has certainly caused fish populations to be impacted over time in fact we removed a couple of dams here and there... in the

hopes to rekindle some runs that were actually close being extinct...But nevertheless, the dams are there... They do produce power at water expense but they also provide water for a whole lot of other things like irrigation for farming [and] flood control....We have 80% of our power provided by hydroelectric power...

[In order to completely displace fossil fuel] ...the ocean would have to be just covered with wind farms... The footprint would be colossal... [wind turbines are] 600 feet high. The blades are, I don't know, 300 feet maybe each? So that is a lot of space. If each turbine developed 7 megawatts of power, by the way Grand Coulee could generate 7,000 megawatts of power but presently only produces approximately 2,300 megawatts, it would take over a thousand machines to generate 7,000 megawatts and each machine has a footprint approaching one square mile.



This Coastal Energy Project 6-megawatt wind farm in Grayland was developed by the Coastal Community Action Program to help reduce the energy costs of low-income residents. The four turbines annually produce an estimated 13,500 megawatt-hours of electricity (Credit: Tom Banse, Northwest News Network).

Mark Mobbs, Quinault Indian Nation Environmental Biologist,

Interviewed by Kris Kimmel (2/9/16).

Grand Coulee [Dam] was designed for irrigation... Its biggest supporter was the Bureau of Reclamation. They were reclaiming all that desert and making [farmland] out of it. A lot of orchards and a lot of wine grapes are raised in that area....

A couple of wind farms were cited for killing over a hundred golden eagles... What I think it is the eagle is flying by site... They're going after a prey potentially, I don't know. But I can just see as that blade is coming down, they're going after something and hitting that blade. Or they're hitting it at night...

[Wind turbines can be put in] places that they don't fish, and they could identify some of those. The other thing is they have to have [to build wind turbines offshore] is a hard substrate... They found some areas that are hard surfaced, if [they have] a soft surface... if there is hard below, they could put

a wind turbine there, but if is a soft surface on top that's where you find your crab. So, they're going to have to find... a hard surface, and a bare surface, where the currents are keeping it clear of sediment. And in an area that we're not fishing for crab, because they wouldn't fish those hard rock spots.

Robert M. Ford, Professor Emeritus of Architecture; Aberdeen Revitalization Movement volunteer, *Interviewed by Kris Kimmel (2/9/16)*

The fish used to naturally go upstream and when we did all the forest cutting we did here, cutting down these trees... we pretty well destroyed the habitat for the salmon. So all of a sudden they weren't returning so well. They were quite abundant before we showed up...and proceeded to build a few dams which was really selfish and stupid. Now we're realizing that was not the right thing to do, but they gave us cheap power.

They've now come up with window glass or sky lights that let a lot of natural light in, but still collect solar energy at the same time. So you don't have to have one or the other, you can have both things. I think we're going to see architecturally, environmentally...some real breakthroughs in solar.

Mark Ballo, Co-owner, Brady's Oysters, Westport
Interviewed by Kyle Linden, Kris Kimmel, and Tiffany Brown (2/9/16).

Unfortunately the only presentations that we've had about renewable energy off of our coast, they have all been proposals that they want to put right in the heart of the best crab and salmon fishing areas... Now... that's never gonna fly....

James Rute, Marketer from Aberdeen, *Interviewed by Nicole Fernandez and Tiffany Brown (2/9/16).*

Attitudes need to change, most people don't keep up with trends in the industry. And I think that's part of the aspect of the lack of market on the owners of the project. They're not out and actually talking about what's going on or why it's going on. They don't understand. They're not talking about new technology, and how much power can be generated now from the wind turbine. Then in 5 years, whatever. Those kind of things. Where you get a lot of the adverse things. People talk about well you're killing X amount of birds. Well what's the trade off. And how much more can that trade off be, I don't think is adequately discussed in the community....It needs to start in the college, it needs to start in the high school and the grade school rather than the community workshop because it's that generation that's going to be changing things....

Years ago there was a TV program called *Captain Planet*. You think about all the environmental issues they dealt with on that program. That exact marketing needs to be done to get people interested in the possibilities of what could be done here in the Harbor. Lets face it, we've got wind, we've got solar. Solar doesn't necessarily have to be active. There are tremendous advances in passive solar generation. We've got water galore here. Why in the world are we not producing hydrogen. I don't get it. I don't understand. There's so many different potential energy generation projects that could be done here on the harbor, that could generate so much for our state and it's just not-. You go over to Ellensburg no not Ellensburg go over to Goldendale, go down there towards the Columbia River and see that 30 or 50 miles of windmills out there. And it's just huge, and you don't see the environmental damage that those things cost. And that I don't think is talked enough about. Is the potential here for the killing of the Marbled Murrelet. No, I'm sorry, it's not. They're up North not down South where the windmills are.

V. COMMUNITY ISSUES

Overview by Emily Hall and Jess Altmayer

While the majority of this report is a study in the economic revitalization of Grays Harbor, an unexpected theme arose from our interviews. The more community members we spoke with, the more that underlying social issues came to the forefront of discussion. Citizens of Grays Harbor spoke out passionately on issues such as homelessness, drug addiction, education, and job training. They also addressed police actions in the community, current plans for the revitalization movement, and their overall feelings about the future of Grays Harbor County.

One largely reoccurring theme was that of substance abuse and addiction. Heroin is an epidemic in Grays Harbor, affecting children as young as 12. In the last four months, at least ten people have died from heroin overdoses in Aberdeen alone. Another consistent talking point, often in the same breath as drug abuse, is that of homelessness in Grays Harbor. With one of the highest rates of unemployment and poverty in the state, tied to the timber industry bust of the 1980s-90s, the County is somewhat notorious for its large homeless population. While there are countless empty homes and lots in the area, available housing is reportedly “filthy” and overrun with pests (Rebecca). This issue of housing is exacerbated by the lack of accessible education in the area, though Grays Harbor College does what it can for the community. With the timber industry’s ultimate bust, many community members require job retraining or access to higher education in order to rejoin the workforce, but find themselves unable to do so.

Other community issues include the lack of internet access and fiber optic networks, as well as poor cellular reception. This puts the county at a great disadvantage, especially as the area places more and more focus on urbanizing their systems. Community members expressed that much is expected to be done online now, but slow internet connections, steep prices, and technological isolation makes it difficult to engage in that way. Another issue of access is in the lack of waterfront access and the recent restricted entry of the nearby forests. Since the waterfront is almost completely developed by the port, there is little opportunity for waterfront recreation. When it comes to the forest, the community feels deprived of the nature they have always enjoyed and depended upon, as the timber industry gates the forest and threatens hefty consequences for trespassing (Woodwick).

An overarching theme in the concerns of these interviewees was that of gentrification. As the revitalization movement focuses efforts on the development of high-end business endeavor and an \$8.1 million visitor center, many community members find themselves alienated from the revitalization of their own county, and cannot envision themselves being able to participate in it further down the line. Further, they worry that they may find themselves being pushed out in favor of the tourist populations. All together, these issues interrupt the sense of unity necessary for a community. This lack of community is not helped by the mistrust of police departments in Grays Harbor, particularly in Aberdeen and Hoquiam, who are reported to treat the homeless community with brutality, the small business community with apathy, and the area as a whole with little regard. Overall, citizens report feeling unsafe.

Many community members suggest that an emphasis on cleaning up the streets, rehabilitation programs, education, housing, and police reform would serve both the Grays Harbor population and the revitalization effort as a whole. A focus on the people can empower the community, and from empowerment can arise small business ventures, community involvement in the shaping of the waterfront and downtown, and a smooth transition into a unified tourism hub. As the community pointed out, community revitalization is economic revitalization – necessary for continued growth.

SOCIAL CRISIS AND DEPENDENCY

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

You know, some of these people down there [on the Reservation], never even had beef. You know, they eat elk all the time. When I was growing up, beef was a luxury. My mom grew up in a restaurant, so she had beef on a regular basis. And then when she got with my dad, he was an avid hunter and fisherman, and so we had elk, deer, and salmon all the time. What we didn't eat for dinner, we ate for breakfast. Money was a little tight in those early days, and so she got a little extra money, she'd go out and buy us some beef you know. I'd savor that! And you know my dad was proud, even though my mom's parents were pretty well off, he wouldn't accept any handouts. You know like, if it's going into our bellies it's going to come from me.

Linda Orgel, Friends of Grays Harbor Secretary-Treasurer,

Interviewed by Roma Castellanos, Jen Kosharek, and Kris Kimmel (1/20/16)

I am the Secretary Treasurer of the Friends of Grays Harbor (FOGH). We founded FOGH in 1996 along with Brady Engvall, now retired oyster grower, Brady's Oysters, which has the best oysters in the world, just up the road here towards Westport. And also with several other local people who are very concerned about water quality. I'm retired, I used to work for community health clinics in Seattle, Washington.

There may be many things going on in the community that we're not involved in. There's a concern about homelessness and drug issues... and there's a whole bunch of people that are working to help homeless in Grays Harbor, there's a whole bunch of people that are working on those sorts of things and other issues that every community faces that I think people are coming together to work on.



Evergreen students interviewing Arthur (R.D.) Grunbaum and Linda Orgel (Credit: Jennifer Kosharek).

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

The other thing is that since we have such high rates of people that have been without work, who have been without proper care, drugs and those things that are overwhelming. But it's just really difficult for the working person or the person who has worked, the unmarried and the younger people, to get social services. You can go to Seattle and get it, but you can't get it out here. Because [the budget is] so overwhelmed and you know, I can see why. I'm not saying that DSHS is a bunch of jerks, it's they have huge caseloads, they don't have enough people out here. And a lot of government systems have changed. That's one big change is that they're overwhelmed and younger people can't get the help they need. How can you send your kid to college when you've been out of a job for all these years? When grandpa is out of a job? You know, everybody's bank account used to be: you'd have a tree farm, get your timber, and then when your kids were ready to go to college, you'd cut it and sell it and send your kids to college. Not anymore. That went down the tubes in many ways, and there's still some and there are still some things and you don't have that structure there.

Erik Larson, Mayor of Aberdeen,
Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

Right now my main focus is Aberdeen being this "urban hub" to much a broader community. There is going to be a contingency of people that like all the destinations and decide they want to live here, and depending on what their price point is, Aberdeen might make a lot of sense for them. There's work available, the cost of living is cheap, and you're 30 minutes away from all these places you want to be at. Or you might have somebody who has worked and made enough money to afford to live out on the coast in a place in Seabrook [Washington] and that is their lifestyle. So you kind of have that mix of different ages, different demographics, different incomes. I see Aberdeen as being able to facilitate both people who still need to work and this is going to be a working community for them and also people who don't necessarily want an urban lifestyle but still want to have all of that available to them in a short distance. I look at that and say 'OK how do I facilitate that future?'. We need to build on our infrastructure so that we have the street, sidewalk, police, fire, nice parks, all of the services people expect to have. And make sure all of that is done and done well so that we create that lifestyle value. We look to our downtown to revitalize it, clean up what we can, and also encourage others to develop but in a way that supports the potential growth. So not tearing things down, but going through and identifying our major structures we want save. Identifying the wants, the needs, and the could-go-with-outs.

Tim Quigg, Aberdeen Revitalization Movement volunteer,
Interviewed by Nicole Fernandez, Jess Altmayer, Emily Hall & Jen Kosharek (1/20/16)

I've located a site in south Aberdeen, an old mill site... The county owns it, it's city property....I named it River City Village, we're a river city.... And so I talked to the city about, and the county, and the city council people, the mayor.... to say we ...to be able to place shelters in the City....Catholic Community Services would be the one with the national experience to help do it.The thought is to have the village be a low-impact village....I'm going to buy a shelter myself...I get to be there, and I got to know a lot of them. And I think others will come to be apart of that community. There will be big conflict, there will be "not in my backyard"...But truly to me it is an opportunity for the community to get involved...The numbers of the less fortunate are not that large in this city. They're really not. You go to Olympia, you go to Eugene, much larger numbers even on a percentage basis.... It's a challenge but I think we can do it...The shelters will come in base models.

You don't call them shelters. You don't want to live in a shelter. So I gave them names of our local rivers.

There's a lack of leadership in this town, for many, many years. That's why it's gotten in the shape it is. So we need to take a lead as the volunteers, not the government, most inspiration and things that are greatest in cities are absolutely driven by the private sector. All these things that we talked about are private sector ventures. The city is under pressure, undermanned, busy. So we've inspired the private sector to get involved and pick people for different tasks and don't do anything else. In order to be a great city you [also] have to have a good faith community... They can have the compassion for the less fortunate.... If those people are sleeping in the curbs and bad things happen on this main drag, it's done.



Aberdeen Revitalization Movement volunteer Tim Quigg showing students the planned site of River City Village, a community of “tiny homes” derived from shipping containers, to house local residents.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,
Interviewed by Jess Altmayer (1/19/16).

More and more the systems are becoming urban. Well out here, it's all computer-driven. I live in Ocean Shores. I can't even get high speed. I pay \$55 for internet! We have no repairmen on this side of the county. On the south end of the county there's I think two, counting Staples, maybe three computer repair places. And you know, businesses generally absorb it. And so the technology for the computer-driven sorts of services... things are more and more geared to electronics that nobody can afford. They also change the programs that you can't afford. I mean this sounds horrible, but it is horrible! It's a very basic thing and the schools can give a computer [to the students] but that doesn't mean the family has access to a computer. And libraries, they do the best they can. But more and more the rural areas like this, everything is predicated on urban society, not the rural.

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

One thing I wanted to mention too was fiber optics. Fiber optics goes to the reservation line and stops. So I'd like to see that remedied. You know, there's so much technology today and a lot of times reservations are left out of it. So I'd like to see them have the same opportunities. You know especially where I'm working, we're experiencing terrible internet. It's just every other day it's down or its experiencing problems because we just don't have the infrastructure to handle it. You know there's like 300 people working down there. I'm not sure how it comes in now but there's no fiber optics available for it.

Erik Larson, Mayor of Aberdeen,

Interviewed by Lauren Shanafelt and Roma Castellanos (1/19/16)

Something that I'm pushing for is the idea of putting seed properties every two or three blocks to create a grid of developed properties that will entice people to develop around them and let those propagate out until it all meets up. It could create a walkable area where there's an attraction close enough that you are willing to walk the distance, even if there's nothing in between. Linking all that together, there is foot traffic and patrons to get some of these places to make sense to develop. So identifying those projects, where they'll be located, how we're going to fund them, and whether the city is going to be involved heavily or just going to be an outside factor in terms of providing help with permitting or things like that is all yet to be discovered. But that's a concept I really like. Making sure we have the green spaces and the urban parks that really support a nice mixed use of our downtown area. I think that will also help with development, people like to put their business in a nice area with a lot of traffic.

Justine James Jr., Quinault Indian Nation tribal member,

Interviewed by Jess Altmayer and Lucas Ayenew (2/9/16).

I'd like to see something done with the homeless... transients. You know, they're right in a prime location. And you know that deters tourism right there. They come through town and they see all these people out there and they say, "I'm gonna keep going, I don't want to get robbed!" It's a combination of both [residents and transient people from other areas]. You know, a lot of the programs [that] help these people with their medications and with housing and things like that, the monies are gone now and so they can't afford to be in these facilities.... Once we address that issue that will be a big hurdle that will help the revitalization of this area.

In the old days, not everybody was able to hunt, not everybody was able to fish, and you know, so, you had smaller groups that have specialties and they brought all the resources back and dispersed them throughout the community. And so nobody went hungry, everybody had food. And you know the elders rather than just ship them off to an old age home, they became the educators you know through their knowledge and wisdom accrued over the years, on a nightly basis around a campfire, they would disperse that knowledge to the young through oral histories, through stories. They became the instructors, the teachers.

Jarred Figlar-Barnes, Volunteer, Aberdeen Revitalization Movement,

Interviewed by Jess Altmayer (2/10/16).

People will seem to assume that when you revitalize an area like this, everyone in the community automatically steps up to that level of revitalization. Everybody's, "Oh, well... redoing the downtown is gonna raise everybody's income and they are gonna be able to afford to be downtown." But the reality is that people are going to be left behind. A large portion of Aberdeen and Hoquiam's population, if something doesn't change, are going to continue to be living the way that they are, while some others in the community will benefit. And the people that benefit more than others are going to be able to afford to go to these fancy restaurants, fancy hotels, what have you, and shop, while everyone else is going to be stuck continuing to go to Wal-Mart....

The main point ... [about] gentrification is, if you just revitalize your downtown and you don't try to solve any of the other inherent socio-economic problems associated with revitalization, then you... will be disproportionately affecting people and you will be keeping a large portion of your population poor and only benefitting certain people who are generally better-off to begin with. You have to be fair. You can't leave people in the dust, even those who might not be willing to move forward. You have to make sure they understand there are opportunities out there, and to do that in a way that's fair to them.... Our world is unfair, there are people, good people, who have been dealt a bad hand, who've become addicts, or were veterans with disabilities, left on the streets because no-one cared... we have to care, and if we care about our community, then when we revitalize it, we have to make sure everyone is part of it.... That's how you build a community, we should never pick and choose which individuals win, and which individuals lose.

When no local family owned business can compete with Wal-Mart's extremely low prices, or their "price match guarantee," that's a barrier to economic growth. How do you remove it? It's going to be a challenge and we can't ignore it. Bringing in manufacturing jobs, bringing in new sources of employment that only require re-training at Grays Harbor College, building you're economy from the bottom up, that's extremely important. You do that, you create programs to get those who are less fortunate decent paying jobs, and with that economic base you encourage small businesses to set up shop again in our downtowns, and maybe, just maybe Wal-Mart won't be a very attractive place to shop anymore. Because if we can do those things, then we won't need Wal-Mart, because everything we'd need could be found on the Harbor from locally owned stores, and that would make all the difference for our community's future.

Sara Rebecca (a.k.a. Big Bird), Homeless Community Member, Aberdeen

Interviewed by Emily Hall (2/9/16).

There's a lot of fights and a lot of stabbings, and lately there's been a lot of guns involved and that's really scary. I'm from Yakima so guns aren't a new thing to me but here they're a new thing to people here and I think it's pretty sad....A lot of people carry weapons, a lot of people carry knives and hatchets and tomahawks and hammers, and it's scary because I've seen quite a few people have their head bashed in...

A lot of these kids have been using drugs since they were about 12, 13, 14 years old.... Heroin is a very sad statistic in this town. I have revived seven people; one person I've revived four times, another one I've revived twice. There have been at least ten people who've died from heroin overdoses [since October 2015]. At least ten. I want to say more, but I can't remember everybody, and sometimes it's not only from heroin overdoses, but it's from being septic, from continually putting a needle in your arm and not being clean about it....

Grays Harbor has changed, totally. When Dr. Johnson came in fifteen years ago he kept prescribing opiates for everybody, and at one point in time he almost overdosed my husband on opiates ... he was over-prescribing him and killing him, slowly, so... we discovered what was going on. Well then Dr. Johnson ended up going to prison for illegally selling prescription drugs and by him doing that caused an epidemic, not only with our young kids, but an epidemic with their parents and their loved ones being addicted to pain meds. Well, now they have no opiates to be addicted to so what are they gonna do, they're gonna do heroin and they're gonna find it at any cost, and heroin is such and icky, nasty, dirty drug.... I think a lot of the downfall in Aberdeen has a lot to do with Dr. Johnson and his over-prescribing of pain meds to a lot of people....

A lot of girls sell their bodies for motel rooms, sell their bodies for drugs, sell their bodies for whatever that they can get. I luckily have never done anything like that, I made it a point because I don't want my daughter to feel like she has to sell her body ever in life. And I try to tell those girls that they don't have to do that, but they don't listen because they don't know any other way.... I remember a friend of mine... went to a room, and when she got there the only thing the guy wanted to do was beat the shit out of her and he broke her jaw and he gave her fifty dollars for it. For beating the shit out of her.”....

A lot of people stay in abandoned houses, too. They'll strip abandoned houses for the copper and sell it so that they can have drugs. I know one house has been stripped five times. They've replaced stuff in it, the people who own it, and then it just gets stripped again....

A lot of these people are undereducated, are not high school graduates, don't know how to work because they never had a job... And there's not enough jobs around here anyways. There's not enough housing around here, and a lot of housing that there is just absolutely disgusting, and there's mice, and there's rats, and there's cockroaches, and it's a filthy, dirty way to live.....

I've notice morale is down on the streets and I've noticed that the streets look horrible; worse than they've ever looked before, and they're so filthy... and there's dirty clothes everywhere. I mean, we, living on the streets, you just find a spot where you can change... and then wherever the clothes lie is wherever they end up.... Oh my god it stinks so bad. It's horrible. And I wish that they would do something, but no body's really doing anything. I think we need to clean up our streets, number one. I think that needs to be our number one focus with the Aberdeen Revitalization Movement, is to clean up the streets.... I mean if we're not going to make it a better place, then who is?.....

I think a lot of people have lost faith in our community and society, they've lost faith in our city, they've lost faith in our police department. I know that there've been instances where people are cooperating but police officers are just overboard and overbearing... I had cops come into my house and one of my friends was wanted for escape and he was standing there with his hands interlaced behind his head, and there's five cops jumping on top of him, because one of the cops goes 'get on your knees' and he didn't have time to get on his knees before five cops were jumping on top of him and saying that they're going to taze him... he ended up having marks from the handcuffs 'cause they were put on too tight and he had bruises on his legs because the cops were trying to kick his legs down so that he'd be on his knees and when they'd had just asked him to get on his knees... I've seen where people have been cuffed and cops have been hitting them and kicking them and they're cuffed and they have no way to defend themselves, and I know cops are just as scared as we are of the possibilities of what could happen on the street, or even being killed, you know... But if they're that worried about it then they shouldn't be doing their job if they can't do it properly. We don't go to the cops for anything unless a woman's been raped or, or somebody's been stabbed or hurt; then we kinda have to....

I'd like to see the streets cleaned up. I would like to see a place for our homeless to go where they feel safe and accepted and where they feel like that they can lay their head and rest. I would like to see a lot of the drug dealers taken... I know that there's only so much manpower and there's only so much that they can do, but I mean the biggest epidemic is the heroin and the meth and that needs to be really removed from the street....I think that, like other cities, we are challenged where law enforcement and court systems are concerned. There's not enough of a police force, in my opinion, to protect our citizens... I would have a better system of rehabilitation for criminals instead of just making it "go to jail" or just basically "get out of jail free" if they don't have the space for it. I think with that a lot of businesses, and myself included, have been hit by criminals. I own a catering business and my catering equipment was all stolen recently, and the hardest part about that was when I called law enforcement, they would not even come and take a report or look; it was just frustrating. The community needs to feel a sense of safety and I don't feel that right now, so that's what I would do differently. I would hope that there would be more treatment programs for those offenders who are probably stealing to support their habits. I think the community needs to feel safer.

Gene Woodwick, Grays Harbor Resident; *Daily World* Columnist,

Interviewed by Jess Altmayer (1/19/16).

Ocean Shores had so many problems...that's probably the richest area but as an overall thing it looks good on paper that we pay less for schools but a lot of things aren't factored in, like the cost of living. The things that hit the people out here the hardest, like gas and automobiles, all these things that in an urban area you can take care of the problem somehow. Where you gonna get it? How many auto repairs did you see on the way here, you know? How do you even explain what this means to somebody? It's a huge problem that if you're gonna build something you have to have the base to build it on but it's gone.... When politicians come who do they talk to? Chamber of Commerce. The Rotary Club when they have legislative send-offs, it costs you 25 bucks to go eat lunch. That's the only time you really see political people. And your national people? Good luck on that one too. So people [here] are at a very great disadvantage over the systems that exist for them, or the lack of systems that exist.

EDUCATION, JOBS, HOUSING

Sara Rebecca (a.k.a. Big Bird), Homeless Community Member, Aberdeen

Interviewed by Emily Hall (2/9/16).

I know that we need to focus on maybe getting a permanent camp, or a permanent place for the homeless to have a place where they're safe, have a place where they feel a little unity within themselves, and not feeling like they have to constantly do something that puts them in danger for going to jail, because a lot of us do. I think we really need to be attacking the housing and how we're going to do that, or where we're going to put them [housing units]. I think we really need to focus on a spot to put them that is empty, maybe buy up some property. There's tons of lots that are empty and why not utilize them for people who need a place to stay?

Stephanie Becker, Social Worker, Catholic Community Services, Social Treatment Opportunity Program (STOP) Aberdeen,

Interviewed by Emily Hall (2/10/16).

The program that I work at offers a place to live for free, and then we help those people reach independent living status by teaching them the skills that they might be lacking and connecting them

with resources in our community. We've had some success, it's a private program. Some of our students have gone on to college and they're enrolled right now so it has helped their economic status. I believe that education is the catalyst to all better things. And some of our clients have went on to work in restaurants or other businesses in the community. I still think we have a long way to go....

I would like to see treatment programs and treatment methods available to all, regardless of the ability to pay. And I think if there was a broader base to draw from, you know, donors or funding, then that would happen because we have a pretty significant substance problem here. The other part of that, I think, would be that my children would have all of the ability to go to school without having cost be a barrier.

One of the, I call it the jewels of Grays Harbor, is the community college that we have, and their environmental programs and other programs. I think it's a cool blend of education in a setting that gives you a sense of Grays Harbor just by where it's located. I think it's kind of fascinating that a small town like ours is the leading soybean exporter in the world, and that we export thousands and thousands of cars to other countries. So, there's a lot going on that people don't know, and I think there's a strong backbone of people here who really wanna see this town turn around and thrive. I might even take them to a city council meeting.

Sarah Monroe, Priest at Chaplains on the Harbor, Aberdeen and Westport

Email communication (2/7/16).

I currently work as an Episcopal priest and founder of Chaplains on the Harbor in Aberdeen and Westport. I also grew up in Grays Harbor.... My primary work is with people who are poor and homeless on the harbor (and 50% of our population is poor and low income). [The] vision of waterfront parks and clean streets has been, unfortunately, one of the primary driving forces to making the lives of poor and homeless people more miserable. Last year, we supported the largest homeless encampment (along the Chehalis River) as they fought eviction by the city and demanded an alternative place to go. This led to the founding of Aberdeen's first organized tent city.

I have a deep love for this county and absolutely want to see economic prosperity in the region. Most of the people I work alongside are in their 20s and 30s and have never had access to jobs outside of jail or prison. Nearly everyone I know lives in substandard housing and some people choose to sleep in a tent because the apartments they can afford are so bad. I cannot imagine any economic recovery that does not prioritize the very real crisis of poverty in this region, that does not prioritize the utter lack of safe and affordable housing, that does not prioritize access for poor people to land and resources, that does not prioritize the number of Native peoples who are homeless on their own land. I too want a beautiful town, but not at the expense of its people. (I remember a visit to Nogales, Sonora, several years ago. Local leaders pointed out the slums on the hillsides surrounding town, and told us that the city invested in massive amounts of colorful paint. The president was coming to town, so the city wanted the slums painted. All that money, to make things look better, while never addressing the lack of water, food, basic housing or sanitation and electricity.)

This region, ever since it was dominated by company towns, has been a region of the haves and the have-nots. People rarely have ever listened to the stories and the pain of those caught on the underside. We have hundreds of people on the street and hundreds more couch surfing. School districts count 900 children experiencing homelessness. We have the highest rate of incarceration of children for non-criminal offenses in the entire nation. Because we are so isolated, the intense suffering and intense oppression that our people experience here on the harbor is completely ignored....

Please, if you intend to study the economy of Grays Harbor, talk to our leaders. Talk to the people who, while experiencing homelessness, still find the time and the courage to speak out at city council and challenge local leaders. True change will always come from the bottom. Those experiencing poverty know more about it than anyone, and there is so much vision developing. We have been developing a popular education project, a project we call School of the Hard Knocks, to bring community members experiencing poverty and homelessness together to discuss what we face and vision for the future.

James Rute, Marketer from Aberdeen,

Interviewed by Nicole Fernandez and Tiffany Brown (2/9/16).

The realization that really needs to come about from everything that you guys are talking about is *life*. What makes the city of Aberdeen, what brought life to the city of Aberdeen. What makes Aberdeen? What's the proudest moment that you ever had? Why? What can we do to rekindle that pride? Not on a one-shot basis, not on a weekly basis, monthly basis....When I look at Aberdeen.... There's going to be 150 million people, new people in the United States in less than 50 years. Where are we going to put them all. Now if I take that right around, turn that right around. How are we going to employee our next generation? What are we gonna do? It's you guys that bring life to Aberdeen....If helping you guys build a future that is ongoing, sustainable, and successful. That's life. But I have a little different attitude than a lot of people. I've been here since 1992 and I'm still an outsider.

John C. Hughes, Chief oral historian for WA Secretary of State; former *Daily World* editor,

Talk at The Evergreen State College (1/27/16).

Most of us who had done any kind of critical thinking and seen anything [in the woods], knew that the Spotted Owl needed to be protected. We saw the other problems—automation, stockholder greed. We saw those things, but to the Seattle environmental people it was just “Let them eat cake.” During the Boeing bust in the early 1970s, when the economy of King County absolutely collapsed, unemployment soared 18%. Someone put up a billboard that said “Would the last person leaving Seattle please turn out the lights.” Labor union members on Grays Harbor donated food and clothing to unemployed machinists at Boeing. We saw precious little of that from Seattle [during the spotted owl crisis].

I love where I live. It's really a great place to live. The house I own in Hoquiam is assessed at \$118,000. In Thurston County it would be \$400,000. There are incredible values in property on Grays Harbor. But there are few family-wage jobs.

I've traveled widely in Korea and Japan. My kids are Korean. I've traveled in Europe and it's amazing to me that high-speed rail in all those places whisks people from place to place, just collapses distances. Imagine if you could live in Grays Harbor or have a house on the beach with a view of the ocean, and be able to commute to Olympia or Tacoma in 35 - 40 minutes.

My sister and her husband had good jobs in the forest products industry, then lost them. Became addicted to drugs. Thank God they're now clean and happy. But they were part of the fallout from all this. I wish we could get really serious about reinvesting in rural communities.....

COMMON THEMES

Roma Castellanos, Kelsey Foster, Emily Hall, and Kyle Linden

Our goal for this project was to document the voices of Grays Harbor residents, in order to find feasible economic alternatives to fossil fuel shipping. We divided up into four main groups: Ports and Industries, Tourism and Transit, Forestry and Forest products, and Fisheries and Energy. Our findings reveal the interconnectedness between these four topics, as the centrality of community issues in economic development. We came to understand how the solutions to Grays Harbor's struggling economy will come from cooperation and partnerships between people whose lives are based on these different industries and social supports. Here we will examine each topic and some of the ways each topic relates to the others. Also, we will make suggestions based on the ethnographic data revealed to us in our interviews and research.

The Port of Grays Harbor and industrial waterfront have been at the center of the oil terminal debate. The industrial waterfront and limited public water access have become an integral aspect of the Grays Harbor economy. Our findings reveal that people from both sides of the oil debate agree that increased water access and environmentally friendly industries are goals which they would like to see for the Port of Grays Harbor. Our assumption going into the project was that local residents would seek to change the industrial waterfront, but we found that many Harborites are tolerant of the situation as long as jobs are being created. One problem we found is that the industries at the Port, with the exception of the grain and auto exports, provide few jobs to the community.

Ports and Industries issues are related to tourism and transit because a less industrial waterfront would be more tourist friendly and the possibility of a ferry would be beneficial to the community and to the Port if the idea sees fruition. There is a connection to forestry as the export of timber has continued to decline and one of the reasons there continues to be timber export is essentially the nostalgia that many people feel who are personally attached to the industry which built Aberdeen and Hoquiam. We found that there is space for alternative wood products to be manufactured and exported from the Port as well as alternative forms of wood processing which could be more environmentally friendly. The fishing industry is directly connected to the Port because of the Port involvement in the Westport Marina and their role in fish export and processing.

Forestry and Forest Products management continues to be a very important topic for Grays Harbor residents. The timber industry is what founded and shaped the towns of Aberdeen, Hoquiam, Ocean City, and Moclips. Timber has been the livelihood of Grays Harbor's economy since the early 1900s, but the decline in logging and milling has contributed to the local economic depression. While looking into sustainable alternatives to clear-cut logging, students found that forest management has an interconnected relationship with the other research groups, particularly fisheries and tourism. When loggers came to the Olympic Peninsula, the old-growth forests contained massive trees that were very valuable. In a short time, much of the forestlands were decimated, along with the health of the ecosystem. Clear-cutting large parcels of land destroyed animal habitats, plant diversity, the health of waterways, and the Quinaults' sacred tree, Western Redcedar. A network of poorly built logging roads and railroads led to soil erosion, sediment run-off, and landslides. As a result, salmon habitat and spawning grounds in many streams and rivers were destroyed, thus diminishing the economy of fisheries in the area.

There are some ideas to revitalize the economy in terms of forest management. Tree species diversity, rather than mono-crop timberlands, along with selective logging can allow a constant forest canopy that will promote healthier waterways for fish and a more biodiverse ecosystem. Healthier forests of Grays Harbor could attract eco-tourism activities such as hiking, camping, birding, fishing,

informational walking tours, and educational programs, as well as mushroom harvesting and other Non-Timber Forest Product harvesting. The workers who carry out current Non-Timber Forest Product harvesting (such as for salal) are largely immigrants, who work in the shadows and are often treated poorly; their basic human rights are essential for any economic recovery to be credible.

Fisheries have also played a major role in Grays Harbor since Indigenous harvesting and the first European settlers. The fisheries industry has been tied to each of the other major industries, Forestry, Ports, and Tourism. The major forestry industry in the Harbor has drastically affected the salmon spawning grounds in particular, causing the species difficulty when finding suitable habitat to breed. As a result, fish populations have decreased and stricter regulations and habitat protections ensure the remaining salmon stand a chance to find their way upstream.

Fisheries have a tourism component as well. Charter fishermen, mainly from Westport, are hired for salmon, halibut, and other sportfishing. Being one of few locations suitable for charter fishing, Grays Harbor is often one of the primary boat rental harbors in the state. The ports of the Harbor have always played a major role as a base of operations for the fisheries industry, but with proposed heavier large vessel traffic there is concern that fishing operations could find themselves in the way and have difficulty doing their jobs. Buoys and other gear has been run over by large-vessel traffic in the harbor in the past and it would be necessary for each industry to consult the others.

Tourism and transit encompasses a great many ideas for economic revitalization in Grays Harbor, to attract the 8 million tourists who regularly bypass Aberdeen and Hoquiam to visit ocean beaches. An important facet of tourism for Grays Harbor is that it would ideally honor the history and people of the area, and reflect the pride of the community. For this reason, ecotourism, historic and cultural tourism, arts tourism, and an overall downtown revitalization are some important areas of interest. Ecotourism may include activities such as water recreation (kayaking, tubing, sailing, etc.), bike recreation (as with the Rails-to-Trails program), and forest recreation in more publically accessible forestlands (hiking, camping, hunting, etc.).

Historic and cultural tourism seeks to make Grays Harbor welcoming to tourists, showing off its history with any number of museums, perhaps with an emphasis on Kurt Cobain and Nirvana, historic tall ship tours and museum, historic homes tours, and guided clamming/fishing/foraging with Quinault guides. Arts tourism, while not a major emphasis of this research, may include concepts like film commissions to draw filmmakers to the area. The community also wants to emphasize the many other great cultural figures who have come from the area.

Tourism will be an important part of economic recovery for Grays Harbor. But tourism is not a panacea for the region; as Quinault Indian Nation Environmental Biologist Mark Mobbs eloquently stated, “Think of it this way, if you have a man whose been logging all his life out in the woods, you can’t expect him to turn around and start working with tourists.”

Transit is an important issue both in relation to tourism and in relation to the community. Proposals for a more expansive transit system include expanded bus lines, bike accessibility, a passenger train through the area, and a ferry. The growth of transit in Grays Harbor will not only facilitate tourism, but will also allow the community greater access to their county.

Community issues also became a point of emphasis as we heard from residents on issues such as unemployment and homelessness, substance abuse and addiction, the prevalence of weapons, lack of accessible education and job training, lack of access to certain technologies (such as internet and cable), denial of access to public lands, police brutality and apathy, and dirty streets. These issues

came together to form a sense of community alienation from the revitalization movement, and highlighted the risk of gentrification, particularly with the current emphasis on high-end revitalization that may be inaccessible to the average Grays Harborite.

Without addressing these issues head-on, tourists and new residents may continue to avoid Grays Harbor. Revitalization may create enclaves for tourists and new residents, without extending the benefits of development to the community. The community as a whole includes both the housed and the homeless, citizens and non-citizens, and everyone who calls it home.

Overall, we found that there is not one easy solution to revitalizing Grays Harbor. However, there are many solutions of various sizes and feasibilities that are already underway. The people of this community are strong, resourceful, and hardworking. We believe that with an emphasis on using the knowledge of the past as well as fostering the youth of the community who will be carrying on the work of their elders, the community will find its place in our rapidly changing world.



Participants in the “Shared Waters, Shared Values” gathering in Hoquiam on July 8, 2016.

BACKGROUND RESOURCES

Aberdeen Art Walk <http://aberdeenartwalk.com/>

Aberdeen Founders Day Parade. <http://aberdeenfoundersday.org/main/>

Aberdeen Historical Walking Tours
<http://www.graysharbor.org/newsroom/Aberdeen-Historical-Walking-Tours-Coming.php>

Aberdeen Museum of History. <http://www.aberdeen-museum.org/>

Aberdeen Revitalization Movement / Downtown Aberdeen. <http://downtownaberdeen.com/>

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Grays Harbor 2020 Vision & Action Plan: Setting the Course for a Sustainable Grays Harbor
http://www.graysharbor2020.com/documents/GraysHarborPlan_Web.pdf

Grays Harbor Community Foundation. <http://gh-cf.org/>

Grays Harbor County. <http://www.co.grays-harbor.wa.us/Index.asp>

Grays Harbor Gateway Center. <http://downtownaberdeen.com/gatewayproject/>

Grays Harbor Historical Seaport Authority. <http://historicalseaport.org/>

Grays Harbor National Wildlife Refuge. https://www.fws.gov/refuge/grays_harbor/

Grays Harbor Shorebird and Nature Festival. <http://www.shorebirdfestival.com/>

Grays Harbor Tourism: Unforgettable Grays Harbor Washington. <http://www.visitgraysharbor.com>

Greater Grays Harbor Inc. <http://www.graysharbor.org>

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