

# Appeal Tribune

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## Pesticide-contaminated soil cleanup nearing end

### North Salem housing underway on most of site

**Tracy Loew** Salem Statesman Journal  
USA TODAY NETWORK

For the past three months, thousands of truckloads of pesticide-contaminated soil have wound their way through Keizer neighborhoods, from a former farm in North Salem to two abandoned quarries six miles away.

Now, developers are asking the Oregon Department of Environmental Quality to close out the environmental cleanup project, allowing homes and apartments to be built on most of the site.

The public can comment on the request through July 15.

Clackamas-based developer I&E Construction is nearing the end of what turned into a controversial

plan to clean up the 150-acre property at 4985 Kale St. NE, which had been contaminated with the chemical dieldrin from previous farm use.

DEQ's proposed "no further action" determination is for the western part of the property. The developer already has begun installing infrastructure there.

Cleanup on the eastern portion of the site finished in June 2018, and homes have been built there.

About 10 acres still need to have soil removed.

Dieldrin is a breakdown product of the insecticide aldrin, which was banned for crop use in 1970. It persists in soil for years and can accumulate up the food chain.

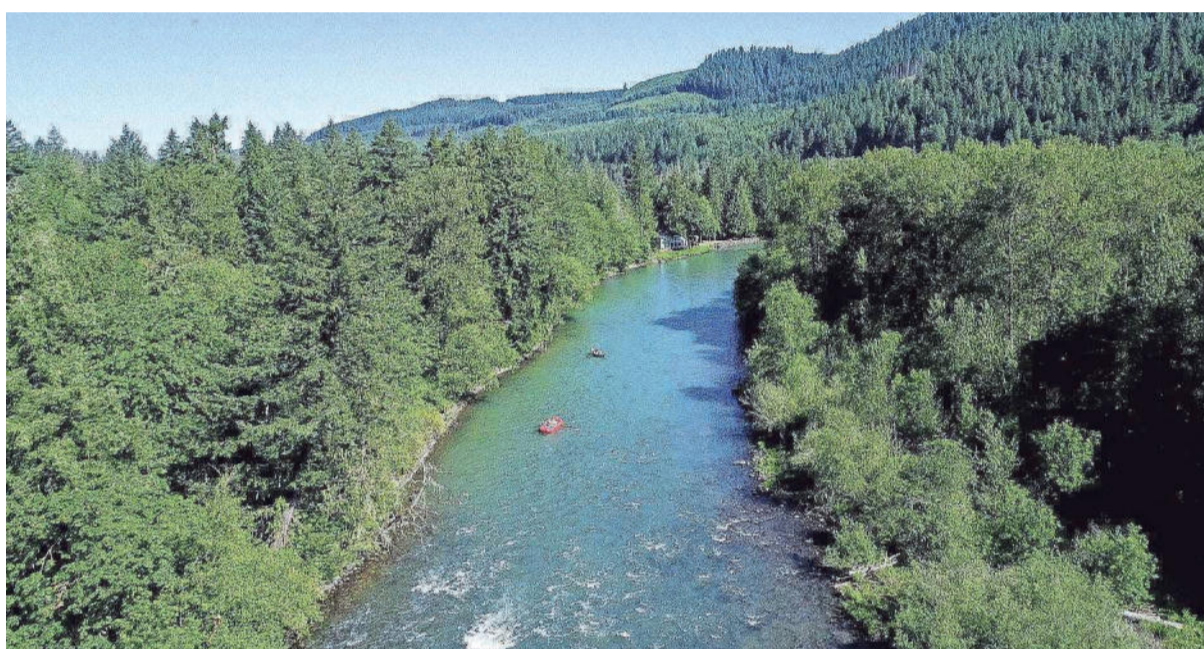
I&E Construction plans to build a housing development called Northstar on the site.

In November 2017, DEQ officials approved the plan to truck the soil from the site to fill two former quarries on a farm north of Keizer, where it would be declared clean fill dirt.

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Apartments are built after a pesticide-contaminated soil cleanup on part of 150 acres in Northeast Salem on Friday. PHOTOS BY MICHAELA ROMÁN / STATESMAN JOURNAL



Decades ago, wild fish swam in abundance in the North Santiam River. Now, this stretch between Detroit Dam and the Willamette River sees few wild steelhead and salmon. Advocates debate whether adding hatchery raised fish to the river help or hurt the shrinking native population. DAVID DAVIS AND KELLY JORDAN/STATESMAN JOURNAL

## Who killed fishing on North Santiam River?

### Causes, solutions debated as steelhead decline continues

**Zach Urness** Salem Statesman Journal  
USA TODAY NETWORK

They came to the North Santiam Canyon from across Oregon, and sometimes even the world, to catch steelhead on a river that rolls crystal clear through emerald forest.

On summer mornings in the 1970s and '80s, anglers would line up outside shops in Mill City to purchase bait, food and a fishing license. Local kids would hawk homemade lures below Jefferson Bridge as convoys of boat trailers rolled up and down Highway 22.

"It was a vibrant time," said Mike Ferris, a longtime angler and fishing guide on the North Santiam. "A lot of people fishing. A lot of tackle shops. A lot of guides."

Three decades later, a lot has changed.

Once considered among the best places to fish in Oregon, the North Santiam has declined into a river with few fish, even fewer fishing guides, and a collapsing number of anglers.

"The bottom line is that there's nothing left to fish

for," longtime angler Arden Corey said. "Most fishermen have given up."

Indeed, records show an 80 to 90 percent decrease in the number of steelhead between the peak of the 1980s and the last two years.

The reasons for the decline are complex, including everything from dams to degraded fish habitat to poor ocean conditions to sea lions eating steelhead for breakfast.

But the most contentious issue – one that's split Oregon's fishing community for decades – is the role of hatchery-raised summer steelhead in the river.

In one corner are those who believe the North Santiam needs more hatchery fish, and more old-school policy, to improve a floundering fishery. In the other are those who see hatchery steelhead as an invasive species that needs to be eliminated so superior native steelhead can rebound and the river can achieve a more natural state.

At a moment of change on the river – following law-

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## Marion County employee alleges retaliation

**Bill Poehler** Salem Statesman Journal  
USA TODAY NETWORK

A Marion County human resources analyst has filed a complaint with the Oregon Bureau of Labor and Industries alleging she was harassed and placed on paid administrative leave after her investigation into another employee's sexual harassment complaint.

Lisa Waddell, who has been employed by Marion County since 2013, alleged in a June 12 filing that Marion County and its top four administrators retaliated against her and accused her of leaking confidential information to the media. She named John Lattimer, Jan Fritz, Jane Vetto and Colleen Coons-Chaffin in the complaint.

The county released a statement about the complaint:

"While we cannot comment on personnel matters, please note that the county's response to Ms. Wad-

dell's BOLI complaint is due at the end of this month. The county looks forward to responding and will provide BOLI with complete, accurate and factual information regarding the claims."

Lattimer officially retired as Chief Administrative Officer June 30, but his last day was June 28. Fritz, previously the Deputy Chief Administrative Officer, has been named to replace Lattimer. Vetto is County Counsel, the head of the legal department, and Coons-Chaffin is the county's Business Services Director.

Waddell's complaint states she was the human resources analyst tasked with investigating a sexual harassment claim made in August 2018 by equipment operator Jamie Namitz against her manager Don Newell.

Waddell's BOLI complaint states she found all allegations against Newell credible and recommended

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## Oregon expands program to pay by mile instead of gallon

**Ben Botkin** Salem Statesman Journal  
USA TODAY NETWORK

Electric vehicle owners face a decision in 2020: Which of two options should they choose when registering their vehicle?

The answer depends on how much they will drive in Oregon.

The Oregon Department of Transportation has expanded its road usage charge program called OReGO. The voluntary program charges motorists based on how many miles they cruise along Oregon's roads and highways instead of through fuel taxes.

It's intended to equalize what participants pay the state based on their actual road usage, not through fuel consumption, which can vary based on the vehicle's efficiency.

Owners of any vehicle can enroll in OReGO if it gets 20 miles a gallon or better. That's the "break-even point" where fuel taxes cost the same as OReGO.

But the biggest changes are for any vehicle getting more than 40 miles per gallon and electric vehicles. Those drivers will have to choose between paying higher registration fees in 2020 or enrolling in OReGO.

The state also has removed the 5,000-vehicle cap on how many drivers can participate in OReGO. Owners of more than 1,600 vehicles already are participating in the program.

The expansion reflects Oregon's efforts to adjust to a changing transportation system and make up fuel tax revenues as vehicles become more efficient, electric or both. The changes came through House Bill 2881, which the Legislature passed and Gov. Kate Brown signed into law on June 20.

In her statement when signing the bill, Brown called it "one more step toward sustainable funding through road usage charging."

"The historic implementation of OReGO, the nation's first road usage charge, provides a fair and sustainable path to transition from a per-gallon charge to a per-mile charge," Brown said. "The system is going to enable us to maintain and improve Oregon's infrastructure in the face of growing fuel efficiencies."

### How it works

Motorists can go the sign-up page and pick an option, such as pre-paying, paying afterward or whether they want a GPS-enabled program to track their out-of-state miles.

They'll need their vehicle identification number, driver's license information and credit or debit card for payments.

After signing up, an electronic device will be mailed to them to plug into their vehicle to track their miles. They also will have the option of using GPS

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A new Oregon law will allow more electric vehicle drivers to sign up for the state's program that charges drivers based on the miles driven. Photographed inside the Marion Parkade in downtown Salem on July 5, 2019. ANNA REED / STATESMAN JOURNAL

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