

Dreamer of dreams; community of vision

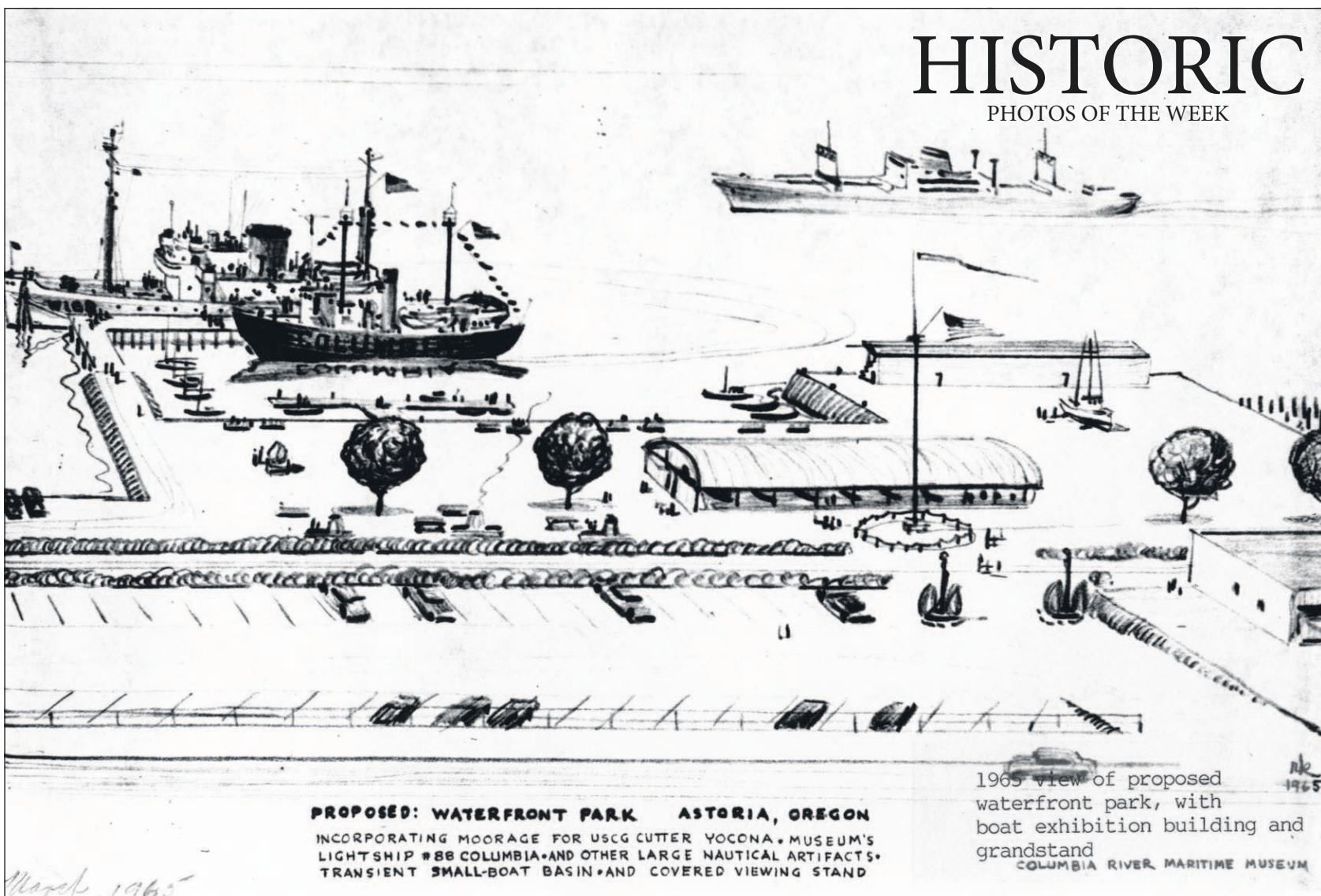
The evolution of the Columbia River Maritime Museum

By **JEFF SMITH**
For *The Daily Astorian*

May 11 was the anniversary date of the establishment of the Columbia River Maritime Museum, now celebrating its 53rd year. Rolf Klep was the man who had the dream to create a world-class maritime museum on the site of where so much history was made, the shores of the mighty Columbia River in Astoria. With the support of a community of like-minded citizens with vision, he was able to make part of that dream a reality in 1962 with the creation of a museum in the old City Hall building.

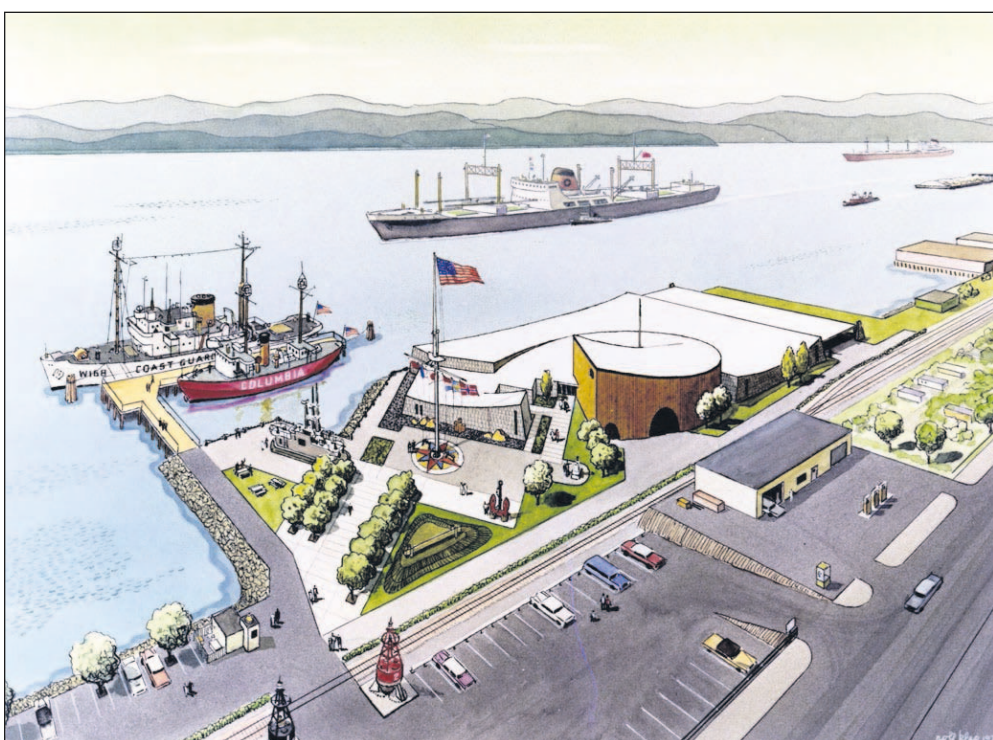
Still dreaming of a waterfront site, these three images show the evolution of that concept beginning with a sketch for a maritime park from 1965. Next is a colored rendering from 1975 showing an early idea for a museum. The third is another rendering from 1975 showing a museum much like it was actually built in 1982. The dream is still manifesting itself today.

Jeff Smith is curator of the Columbia River Maritime Museum.



Courtesy Columbia River Maritime Museum

In 1965, this rendering was drawn as a proposed waterfront park where the Columbia River Maritime Museum now stands. The concept included docking for Coast Guard vessels, a small-boat basin, boat exhibition building and a covered grandstand for viewing.



Courtesy Columbia River Maritime Museum

ABOVE: This design was chosen in 1975 for the Columbia River Maritime Museum. It is very similar to what was built in 1982. LEFT: This was one design floated in 1975 for the Columbia River Maritime Museum. Another rendering was chosen.

Existing alternative fuel stations will get new carbon credits

By **HILLARY BORRUD**
Capital Bureau

SALEM — Supporters of Oregon's low-carbon fuel standard offered a simple promise as lawmakers considered legislation to make the program permanent earlier this year.

The standard would reduce carbon emissions from transportation fuel in the state by 10 percent over the next decade, through a combination of cleaner biofuels blended into gas and diesel, as well as credits to incentivize alternatives such as propane-fueled vehicles. In written testimony echoed by other supporters, Rikki Seguin with the group Environment Oregon called for lawmakers to support the fuel standard because it would result in "10 percent less carbon pollution from transportation fuels over 10 years."

Now, as companies and governments prepare to sign up to generate and sell carbon credits through the program, the state and supporters of the standard acknowledge Oregon might never meet that 10 percent goal. That is because the program allows owners to count existing al-

'A credit is simply proof of that pollution reduction. Credits are really how the program works, in a sense. All types of different low-carbon fuels can generate credits.'

— **Jana Gastellum**

climate program director at the Oregon Environmental Council

ternative fuel stations — including hundreds of electric vehicle charging stations and dozens of propane vehicle fueling stations — as if as if they're producing new carbon reductions when the state begins awarding carbon credits in 2016.

For the companies and governments that own those stations, Oregon will provide a reward for something they were already doing, rather than a new reduction in pollution. It's another potential benefit for projects that were already eligible to receive other state support, such as energy tax credits.

Starting next year, transportation fuel importers and producers in Oregon will receive credits from the state that reflect the total carbon

emissions during the life cycle of a particular fuel, from extraction and processing through combustion. Companies, governments and other entities that offer fuel with carbon content below the state standard for a particular year can generate credits to sell to other fuel importers and producers, who need credits to offset dirtier fuels.

"A credit is simply proof of that pollution reduction," said Jana Gastellum, climate program director at the Oregon Environmental Council. "Credits are really how the program works, in a sense. All types of different low-carbon fuels can generate credits."

See **CREDITS**, Page 4C

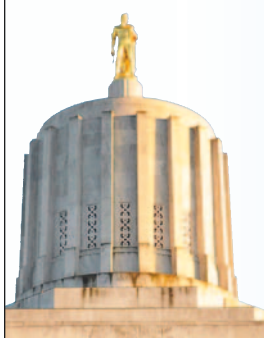


Pamplin Media Group

An electric car charging station in Madras. Existing stations such as this will be eligible for low-carbon credits under a state program designed to reduce carbon emissions.

While other newspapers give you less, *The Daily Astorian*

GIVES YOU MORE



Our new **CAPITAL BUREAU** covers the state for you

From left: Peter Wong, Hillary Borrud, Mateusz Perkowski