

WOLF: Confirmed 42 depredations of 150 investigations since 2011

Continued from 1A

or “other.” Rimbach said investigations have remained consistent over the years. If a livestock producer finds a dead or injured animal and suspects wolves, they can call their local ODFW district office and a wildlife biologist arrives, usually within 24 hours.

“We have no option to do anything other than investigate,” Rimbach said.

ODFW has investigated 10 incidents so far in 2015. Of those, only the two in the past week were confirmed wolf attacks — the first since September 2014.

The first came on Saturday along the Rock Creek drainage in Wallowa County. A local rancher reported finding one of his calves partially eaten, and investigators found wolf tracks near the carcass as well as bite marks consistent with the predators. GPS coordinates also showed a member of the Sled Springs pair within five miles of the carcass the previous day.

Two days later, wolves from the Mount Emily pack killed three sheep and a guard dog on public land near Ruckel Junction in Umatilla County. Evidence once again included fresh tracks, bite marks and GPS coordinates.

Rimbach, who also works as an assistant wildlife biologist for ODFW in Pendleton, said he has conducted 57 investigations personally. Most take about two hours of work in the field, from securing the scene to taking numerous photographs and measurements.

“We are not trying to confirm when we get out there if it’s a wolf (attack) or not,” he said. “What we’re trying to confirm is why this animal is dead or injured. All the evidence we gather leads us down the right path.”

Todd Nash, a Wallowa County rancher and chairman of the Oregon Cattlemen’s Association wolf committee, said producers still feel ODFW is reluctant to confirm a wolf kill on their livestock.

Since 2011, the agency has confirmed 42 depreda-

Wolf-livestock investigation breakdown

Since 2011, the Oregon Department of Fish & Wildlife has investigated 150 reports of wolves killing or injuring livestock. Less than one-third have been confirmed wolf attacks. The rest are categorized as “probable,” “possible/unknown” or “other.”

2015 (through June 24): 10 investigations Confirmed: 2 Probable: 1 Possible/unknown: 2 Other: 5

2014: 34 investigations Confirmed: 11 Probable: 2 Possible/unknown: 9 Other: 12

2013: 41 investigations Confirmed: 13 Probable: 2 Possible/unknown: 13 Other: 13

2012: 33 investigations Confirmed: 8 Probable: 4 Possible/unknown: 4 Other: 17

2011: 32 investigations Confirmed: 8 Probable: 1 Possible/unknown: 18 Other: 5

tions out of 150 investigations, or 28 percent. Another 10 were ruled probable, and 59 possible or unknown.

Nash pointed to one particular case earlier this year in Wallowa County. Evidence overwhelmingly indicated a wolf attack on a calf, he said, but since a coyote had also fed on the carcass it was ruled “probable.”

ODFW recently moved to Phase II of the Wolf Conservation and Management Plan, which allows the agency greater flexibility to kill problem wolves if biologists confirm two wolf predations in the area, as opposed to four incidents within a six-month period. Ranchers must satisfy additional criteria that include non-lethal deterrents and removing attractants.

Nash has joked it would be easier to get O.J. Simpson convicted of murder than it is to get a confirmed wolf kill.

“There’s a level of frustration that’s as high as it’s been,” Nash said. “If we are going to have wolves in the state of Oregon, we need to be able to get rid of wolves that are depredators of livestock. That needs to be addressed.”

Rob Klavins, northeast Oregon field coordinator for the group Oregon Wild, said nobody — including conservationists — want to see livestock killed and praised ODFW for being the most transparent and least biased

of the investigating agencies.

Though the wolf population is rising, Klavins said the fact they are seeing fewer confirmed attacks on livestock is something to celebrate.

“I like to think, with the rules of the wolf plan, people are honoring the spirit and letter of those rules and focusing on non-lethal measures,” he said. “At the end of the day, we’re seeing what everybody says they want, which is wolf recovery and reduced conflict.”

The conversation comes against the backdrop of whether or not the Oregon Fish and Wildlife Commission will decide this year to remove wolves from the state Endangered Species List east of highways 395, 78 and 95. ODFW recommended delisting in April.

Rimbach said their wolf-livestock investigations have nothing to do with whether the state will delist or not.

“We treat these investigations just like if somebody was shot in town,” he said. “We’re getting better at it. The more frequently we’re out there, the more we learn.”

ODFW posts all of its depredation investigation reports online at www.dfw.state.or.us/Wolves.

Contact George Plaven at gplaven@eastoregonian.com or 541-564-4547.

SHULMAN: Worked as battalion chief for 9 years

Continued from 1A

The Californian wasn’t a novice, having already broken barriers as the first woman on an elite hotshot firefighting crew, but she braced for smokejumper school.

“I was going to give my all,” she recalled. “If I didn’t make it, I wouldn’t make it, but I wanted to try.”

Training at the McCall Smokejumper Base in Idaho proved grueling. The rookies took a barrage of physical tests and were required to carry 115 pounds over three-and-one-half miles cross-country in less than three-and-one-half hours. Jumpers also had to demonstrate the ability to detach their parachutes and rappel to the ground after landing in a tree.

Shulman admitted a fear of heights that reared up during the first of eight training jumps. Her eyes, she said, “were as big as plates.”

The toughest challenge was the pack-out, which the rookie failed on her first attempt and had to repeat with about half the other rookies. She prevailed the second time, though blisters covered her feet.

“It was a sweet victory,” she recalled.

When she passed, a *Spokesman Review* headline declared, “SHE’S a smokejumper.”

The article quoted Payette National Forest Fire Staff Officer Gene Benedict saying, “There were no special favors, but there were no roadblocks either.”

The reporter asked Shulman whether she thought she’d be accepted by the other smokejumpers.

“I don’t know whether there’ll be resentment,” she told the reporter. “I don’t try and look for negative things. When I’m on a fire, I don’t think about being a woman. People remind me by looking at me or saying, ‘Oh, look at the girl.’”

This week in Pendleton, she admitted that some of her fellow smokejumpers showed support while others ignored her or expressed undisguised antipathy.

“When I showed up at McCall, some were openly supportive and receptive,” she said. “Others withheld judgment until they could see how I did. Some would not talk to me the whole five years I was there.”

Shulman tried to ignore her detractors and focus on her job.

“I was not there to be a woman smokejumper. I was there to be a smokejumper,” she said. “Some people were not going to like me and that was OK.”

She continued with the Forest Service after smoke jumping, working as a

battalion chief in Southern California for nine years. She ran up against another glass ceiling in 1994 when she applied for a job as a district fire management officer on the Los Padres National Forest. When she lost the job to a less qualified male, she filed another EEO complaint, which was eventually settled on her terms.

During the almost three years before the decision was made, she took short-term assignments with the agency’s International Forestry Programs division.

“My career was temporarily derailed,” she said. “It was a wrenching experience.”

International Forestry Programs, which brings U.S. expertise on forest management and conservation overseas, proved a good fit. Even after winning her complaint, she stayed there until her retirement in 2011.

Looking back on her career, Shulman said she had a grand journey with a few really bad speed bumps. All told, she wouldn’t have changed much.

“I was so proud to be associated with the Forest Service,” she told the current employees. “This was the right place for me.”

Contact Kathy Aney at kaney@eastoregonian.com or call 541-966-0810.

MARIJUANA: House Bill 3400 passed on a 52-4 vote

Continued from 1A

marijuana cardholders could also continue growing marijuana for themselves or other patients whom they supply directly.

The strong support for the bill on Wednesday was notable because the House-Senate committee that produced the bill more than once appeared to be at an impasse over disagreements on medical marijuana regulation and local pot bans. A compromise on the bans was worked out earlier this month after Senate Minority Leader Sen. Ted Ferrioli, R-John Day, said he would not support the bill unless it allowed city councils and county commissions to prohibit medical and recreational retailers.

Rep. Ann Lininger, D-Lake Oswego, acknowledged the tensions that arose as the House-Senate committee.

“You know it hasn’t always been smooth sailing,” said Lininger, who is co-chair of the committee. However, Lininger said lawmakers on the committee shared the goal of making Oregon’s legal pot system successful and she hoped the full House would do the same.

House Bill 3400 passed on a 52-4 vote Wednesday, with four representatives excused. Rep. Brent Barton, D-Oregon City; Rep. Paul Evans, D-Monmouth; Rep. Cedric Hayden, R-Roseburg; and Rep. Julie Parrish, R-West Linn, voted against the bill.

Lawmakers working on marijuana issues this session repeatedly said Oregon already grows more marijuana than residents consume, and they want to make sure medical growers cannot divert cannabis into the black market here and in other states.

The bill requires the Oregon Liquor Control Commission to establish a seed-to-sale tracking system for recreational cannabis, and instructs the Oregon Health Authority to set up a parallel system for the medical pot industry that lawmakers have described as “tracking light.” Medical cannabis growers and other businesses would be required to report their supplies to the state on a monthly basis.

Lawmakers hope the bill will discourage a current practice known as card stacking, in which medical marijuana growers accumulate growing rights

for dozens of medical cardholders in order to justify huge cannabis gardens.

The legislation would cap the size of gardens registered with the state before January at 24 plants in city residential zones and 96 plants at all other areas, both rural and urban. The limits would be lower for new medical cannabis gardens.

House Bill 3400 would also retroactively reduce the classifications for crimes related to the manufacture, delivery and possession of marijuana in Oregon.

Rep. Lew Frederick, D-Portland, said the bill is an important step toward ending the war on drugs that has disproportionately impacted communities of color and lower-income people.

Frederick said he attended college in the 1970s in a mostly white community.

“Pot was commonplace,” Frederick said, but it was less common for law enforcement to go after students who used the drug. Studies have found poor people and minorities were charged with marijuana crimes at disproportionate rates, Frederick said, “while others have toked up in safety for decades.”

DISPATCH: Emergency services want the sheriff’s office to charge them per incident rather than population

Continued from 1A

also asked for input on what a dispatch advisory committee should look like.

Pendleton Police Chief Stuart Roberts said he was on that questionnaire list and has seen no action from the county since. He also said several people did respond and copied the rest of the email recipients. Those responses, he said, “reiterated what people stated in the meeting” about dispatch concerns.

One of those came from fire and emergency services agencies that want the sheriff’s office to look at charging them per incident rather

than population. Rowan said that is not a bad idea because about 10 percent of the dispatch duties are for handling fire and ambulance calls, and the rest is for police services.

But there is a lot to consider, Rowan said, such as who pays during a big fire or disaster. In that case, it may be best to bill each agency, he said, and maybe the same goes if one agency asked the dispatch center to send a second to assist.

“You are still dispatching both agencies, we’re still toning them out and we’re still answering radio traffic,” Rowan said, “... to me it would seem fair to charge

both agencies ... “

Rowan said every agency is looking at how to save money, and the dispatch costs have plenty of folks taking close looks at the bottom line.

Roberts said dispatch is imperative to delivering emergency services, and figuring out who should pay what is the simpler issue. But the real cruxes are drilling down to policies for managing the center and mechanisms of sustaining the center, particularly if smaller cities cannot pay.

Whether the advisory committee answers those questions, Roberts and everyone else will have to wait and see.

TRANSPORTATION: Fuel standard aims to reduce greenhouse gas emission by 10 percent over 10 years

Continued from 1A

gas stations, fuel distributors and other fuel sellers.

Sen. Chris Edwards, a Eugene Democrat who chairs the committee created specifically to review the proposal, said he’s still trying to get to the bottom of claims about carbon reduction.

Even if the plan clears the Senate, it faces a frosty reception in the House, where 19 Democrats signed onto a letter to Gov. Kate Brown saying they wouldn’t support a repeal of the low-carbon fuel mandate.

“Today’s hearing made it clear that the Senate proposal does not live up to the Clean Fuels Program in terms of reducing greenhouse gas emissions and growing Oregon’s clean economy,” said Lindsey O’Brien, a spokeswoman for House Speaker Tina Kotek, a Portland Democrat.

Originally adopted in 2009 but never implemented, the low-carbon fuel standard was set to expire at the end

of the year. Legislative Democrats gave it a reprieve over vocal opposition from Republicans.

The fuel standard aims to reduce greenhouse gas emissions from cars and trucks by 10 percent over 10 years by forcing oil companies to reduce the carbon content of their fuels or provide money for cleaner-burning alter-

natives. Its supporters said it would guarantee revenue for alternative fuels, giving investors the necessary confidence to spend millions of dollars researching and developing them.

But it also would raise gas prices — between 4 cents and 19 cents after 10 years, according to the Department of Environmental Quality.

Spaghetti Feed & Raffle Fundraiser for Doug Marquardt

Sunday, June 28th
4:00 - 7:00 pm
Eagles Lodge

\$8.00 for adults, \$5.00 for children 12 & under
Family \$25.00
Need volunteers to help with dinner and donations for the Raffle or food items.

Contact Stacey Beaver
541-969-7110



Umatilla Landing Days

UMATILLA - OREGON

IT STARTS HERE.
HONORING OUR PAST,
BUILDING OUR FUTURE.

JOIN US AT THE
UMATILLA
MARINA PARK

JUNE 27,
2015

Jam packed with fun things to do
for the whole family!

Kid's games, vendors, entertainment, fireworks, boat tours
of old ferry route, Museum tours AND MORE!

ACTIVITIES INCLUDE:

10:30am Parade

Lineup at 9:30am at Nugent Park

11am till Dark at Umatilla

Marina Park: entertainment,
food court & vendors

BLUE TATTOO

Starts at 6pm until fireworks
start!

10:00pm Fireworks

THANKS TO OUR SPONSORS:

Title
Sponsor:



GOLD:
Umatilla County; PacificCorp; ZipLocal;
Hermiston Herald/East Oregonian

SILVER:
Banner Bank; Umatilla Electric Cooperative;
RDO Equipment; Hermiston Generating

BRONZE:
Shelco Electric



Landing Days Is Now On
Facebook! Like Us!

\$3 Parking
Available
At The Marina