

March 13<sup>th</sup>, 2017

Chair Helm  
Vice-Chair Johnson  
Vice-Chair Power  
Rep. Barnhart  
Rep. Bentz  
Rep. Boone  
Rep. Holvey  
Rep. Reschke  
Rep. Smith

RE: HB 3344 & pollution risks to salmon and steelhead

My name is Michael O'Leary. I'm a member of & work for the Association of Northwest Steelheaders, and I reside in east Portland.

I speak in support of HB 3344 today because just a few months ago, the Mosier derailment proved that years and years of promises are as worthless as a bounced check when a slow moving freight train falls over, accordions, and catches fire along the Columbia.

As you know, on June 3<sup>rd</sup>, 2016, the first 911 calls came in at around 12:14pm that afternoon. After hearing about it on the news, I drove up the Gorge to see the spill response first hand, yet despite the traffic, and despite stopping every few miles to take more and more pictures, I still arrived hours before the first absorbent boom arrive on site over 6 hours after that first 911 call. The second boom didn't arrive until after 9:00pm.

I literally could have done better myself borrowing a boat from a friend and picking up a load of absorbent boom at a fire fighter supply store along the way, but I had made the wrong assumption that at least at a basic level a contingency plan was in place that would protect the river. And there was a very real consequence. The very next morning the responding agencies announced the spill had reached the Columbia, right where our steelhead like to migrate.

Our salmon and steelhead have enough challenges already.

Please make every effort to stop subsidizing the use of the Columbia River Gorge as a fossil fuel export corridor and please require standard-setting economic protections & spill response requirements for the pollution risks we cannot prevent.

Sincerely,

Michael O'Leary  
Association of Northwest Steelheaders