

Developer says all Idaho farmers should be concerned about petition effort

By SEAN ELLIS
Capital Press

BOISE — All farmers in Idaho should be concerned about a petition that seeks to ask voters to overturn a February decision by Ada County commissioners that paves the way for a \$80 million subdivision north of Boise, the developer says.

A group opposed to the 1,800-home development has submitted a petition to the Ada County clerk that would prompt a special election where voters would be asked to overturn a Feb. 21 amendment to the project approved by the Ada County Board of Commissioners.

Elected officials such as county commissioners and city council members are charged under Idaho law with making binding land-use decisions and this effort is an end run around that process that amounts to ballot-box zoning, said Jim Hunter, owner of Boise Hunter Homes.



Sean Ellis/Capital Press

Some of the farm land in this May 19 photo would be included in a planned \$100 million subdivision in the Dry Creek Valley north of Boise. The developer says all Idaho farmers should be concerned about a petition effort to overturn a county decision that paves the way for the development because it would threaten property rights.

BHH plans to build the Dry Creek Ranch development in the Dry Creek Valley just north of Boise.

The project, which BHH says will have a farm-to-table theme and include community farming plots, would eliminate about 350 acres of

irrigated farmland and 1,050 acres of grazing land.

BHH purchased the property from a family that had farmed it for 100 years.

"Other farmers, landowners, anybody that has an investment they wish to maximize for their fami-

ly's benefit, should be concerned about any attempted ballot-box zoning that will strip them of their property rights," Hunter said.

Members of the Dry Creek Valley Coalition, which includes some farmers, hope to prompt a special election on the issue using a section of Idaho Code that allows people who gather a certain number of signatures to put a county legislative decision to a public vote.

BHH believes that mechanism doesn't apply in this case and the issue is being argued in district court.

Stephanie Rael, a local farm hand who is leading the petition effort, said coalition members believe their voice has not been heard during the process and see the petition as a way to accomplish that.

"It sounds like (project supporters) believe the people who live in the area and would be most affected by the development can't make these types of decisions," she said.

"I believe exactly the opposite. I think our land-use decisions could be much better if the community had a say in them."

If the petition effort is successful, this mechanism could be used to challenge any land-use decision made by elected officials and that would threaten private property rights, said Hethe Clark, a BHH attorney.

"You don't just get to rezone your neighbor's property through the ballot box, which is essentially what they're trying to do," Hethe said.

Rael said the coalition has no intention of stopping its effort. "We are pursuing our legal rights as citizens and we intend to keep making our voices heard, respectfully and zealously."

Hunter said BHH has spent millions of dollars on the project based on the commissioners' Feb. 21 decision and is in it for the long haul. "We'll be building this project."

Onion rail transload facility plan off to good start

By SEAN ELLIS
Capital Press

ONTARIO, Ore. — The effort to build a major rail transload facility in Malheur County that many people say could be a game-changer for the area's onion industry is reportedly off to a good start.

The facility would allow the bulb onions grown in the Treasure Valley of Oregon and Idaho to be placed on rail cars heading to major markets on the East Coast, instead of being trucked 216 miles West to Wallula, Wash., before making that journey east.

That would reduce transportation costs and speed up delivery times for onions headed to the East Coast, according to onion industry leaders.

"I think it will be great for our industry. The sooner, the better," said Eddie Rodriguez, co-owner of Partners Produce, an onion shipper in Payette, Idaho.

A \$5.3 billion transportation bill passed by the Oregon Legislature this year includes \$26 million for the facility, which will focus on the onion industry but could benefit other commodities as well.

Rep. Cliff Bentz, R-Ontario, co-vice chairman of the committee that crafted the transportation bill, said supporters of the transload facility have been told by Oregon Department of Transportation officials "to move forward with as much alacrity as possible."

"We are not concerned about having the money. We have the money," he said. "I think it's going exactly as planned."

The Malheur County Court has appointed a seven-member board that will oversee plans for the facility and have authority to enter into contracts necessary for such things as construction, land acquisition and facility leases.

Four of the board members are from the onion industry.

Shay Myers, general manager of Owyhee Produce, an onion shipper in Nyssa, Ore., said the facility is a major deal for the region's onion industry



Sean Ellis/Capital Press

A planned transload facility would allow the bulb onions grown in the Treasure Valley of Oregon and Idaho to be placed on rail cars heading to major markets on the East Coast.

and needs to be designed with as much foresight as possible.

"I think this is critically important as to whether or not the onion industry exists 20 years from now in this area," he said. "It's that big a deal."

Paul Skeen, president of the Malheur County Onion Growers Association, said the facility can't come quick enough.

"Our transportation has just become a real bottleneck," he said. "This is a game-changer."

The region's onion industry faces chronic transportation issues, said Kay Riley, manager of Snake River Produce, an onion

shipper in Nyssa.

"This should help resolve that," he said.

Not having to send onions to Wallula first will be one of the facility's major benefits, Riley said.

"We should have a geographic advantage over Washington, which we've kind of lost," he said. "This should help re-establish that."

Bentz said possible obstacles to building the facility include talks with Union Pacific breaking down or the community disagreeing on where it should be located or how it should be managed.

There are several possible sites in or near Ontario and Nyssa.

Bentz said conversations with UP are going well and "so far, we've been able to avoid those types of disagreements" over location and management.

Governor to sign transportation bill in Ontario

By SEAN ELLIS
Capital Press

ONTARIO, Ore. — Gov. Kate Brown will travel to Ontario Aug. 28 to hold a ceremonial signing of the state's \$5.3 billion transportation bill, which provides funding for a major rail transload facility in Malheur County.

The bill provides \$26 million for the transload facility, which onion industry leaders say could be a game-changer for farmers because it will allow onions and other commodities to be loaded directly onto rail cars, reducing transportation costs and possibly opening new markets.

The governor plans to meet with producers in Ontario before signing House Bill 2017.

This will be Brown's second visit to Ontario this year. Before that, farmers can't remember the last time a governor visited the area in an official capacity.

Local onion industry leaders are encouraging as many farmers as possible to show up for the Aug. 28 signing and thank Brown for her role in helping ensure inclusion of the funding for the transload facility in the transportation package.

"We're telling people, be sure and thank her and express our gratitude," said Grant Kitamura, general manager of Murakami Produce, an onion shipping company. "This facility will be a great help to the onion industry and other commodities."

Dozens of onion storage and packing sheds collapsed under the weight of snow and ice this winter and Brown toured the region in February to see the damage first-hand.

Rep. Cliff Bentz, R-Ontario, vice co-chairman of the committee that crafted the transportation package, said Brown is following up on what she said she would do when she visited the



Associated Press File

Oregon Gov. Kate Brown will visit Ontario, Ore., Aug. 28. Ag industry leaders are encouraging farmers to show up to thank her for her support of a transportation package that includes \$26 million for a major rail transload facility near Ontario.

region in February: help the local economy recover from the damage.

The governor's visit to the area is "extremely significant and I think it's a reflection of how supportive she is of this investment in our area," he said.

Bentz said the transload facility "is a great, big deal to this community and I think she understands that and wants to share in the hope this brings to this community."

Bentz said ag industry leaders will be notified once specific times and places for Brown's visit are set.

He said it's also important for locals to thank the governor for her support of House Bill 2012, which created a special economic development region in Malheur County with the goal of helping farmers and other businesses compete on a more level playing field with their Idaho counterparts.

Nyssa farmer Paul Skeen, who helped escort Brown during her February visit, said her interest in and support for the area is refreshing because Eastern Oregon residents have long felt forgotten by the rest of the state.

LEGAL

**PUBLIC LIEN SALE
U-STORE SELF STORAGE
Salem, Oregon
Sun., September 10, 2017
10AM**

1501 Hawthorne Ave NE
Keyla Almestica Looney, 2C54; Jose Anaya, 1H06; Perla Anaid Cabello-Herrera, 1G16; Jillian Kay Collins, 2B21; Danielle Debusk, 2B31; Carmen Rocio Duran Ramirez, RJ14; Steven Fernandez, 2B09; Juan Flores, 2C03; Stacy Ford, 2A10; Cecelia Fuqua, 2C46; Kristina Gonzalez, 2B08; SheaAnn Greaves, 2A50; Austin Greene, 1C40; Cali Guthrie, Y223; Charles D Harris, 1G09; Randall Jordan, 2A77; Vernita M Knell, 2B69; Dustin Leja, Y1-7; Christina Leskowsky, 2A71; Maria de Martinez Hernandez, 1E21; Andrew Meyer, RC07; Nichole Morris, 1F35; Kimberly Munz, Y217; Siplus Ruba, 1G03; Barry A Sindlinger, 2D06; Linda Snook, 2C31;

legal-34-3-1/T1D

LEGAL

**CERRY AVENUE STORAGE
2680 Cherry Ave. NE
Salem, OR 97301
(503) 399-7454**

AUCTION

SAT., SEPT. 2nd • 10 A.M.
• Unit AS-34 - Kyle Blackman
• Unit AS-83 - Felix Vega
Unit AS-85 - Devin Sullivan
• Unit 3 - Lacy Robinson
• Unit 15 - Crystal Rodriguez
• Unit 45 - Eric Proctor
• Unit 55 - Art Espinoza
• Unit 194 - Steve Esses
• Unit 195 - Melissa Govro
Cherry Avenue Storage reserves the right to refuse any and all bids

legal-33-2-3/#4

LEGAL

**PURSUANT TO ORS
CHAPTER 87
Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 9/1/2017. The sale will be held at 10:00am by**
Copart of Washington Inc.
2885 National Way Woodburn, OR
2015 Nissan Murano UT
VIN = 5N1A22MH7FN235024
Amount due on lien \$1455.00
Reputed owner(s)
Car Guys NW LLC

Legal-34-2-3/#4

LEGAL

**PURSUANT TO ORS
CHAPTER 87
Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 9/1/2017. The sale will be held at 10:00am by**
Copart of Washington Inc.
2885 National Way Woodburn, OR
2016 Toyota Corolla 4DR
VIN = 2T1BURHEGGC728505
Amount due on lien \$1455.00
Reputed owner(s)
Jesus Ascension Hernandez Juarez
Toyota Motor Credit Corp.

Legal-34-2-3/#4

LEGAL

**PURSUANT TO ORS
CHAPTER 98
Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 9/5/17. The sale will be held at 10:00am by**
PARKING ENFORCEMENT SERVICES
1768 13TH ST SE SALEM, OR
2006 Mercedes ML350
VIN = 4JGBB86EX6A080667
Amount due on lien \$2,883.00
Reputed owner(s) CINSY ZIEBELL
EQUITABLE FINANCE COMPANY

Legal-34-2-3/#4

Cranberry growers to seek volume control

USDA said 'no' to last request

By DON JENKINS
Capital Press

The U.S. cranberry industry will ask the USDA to order farmers and processors to cut production for the 2017 and 2018 harvests, forcing growers to take a short-term hit, but with the hope that prices will rebound in the long run.

The Cranberry Marketing Committee, made up of growers, voted unanimously this month to seek volume reductions of 15 percent this year and 25 percent next year.

"We've got to do something because we just keep adding and adding (to the surplus) and it gets worse and worse," said Malcolm McPhail, a cranberry grower on the Long Beach Peninsula in Washington. "It's just impossible to grow demand as fast as the fruit is coming."

Record-busting crops in the U.S. and the emergence of a cranberry industry in Quebec, Canada, over the past decade have built up a cranberry inventory that now slightly exceeds one year's demand.

Even if Canada continues to produce cranberries, volume controls in the U.S. could be effective in halting the slide of prices, said Tom Lochner, executive director of the Wisconsin State Cranberry Growers Association.

"At the end of the day, it's going to get fruit out of the inventory," Lochner said. "It's a pretty powerful tool to manage supply."

Lochner said volume reductions will provide only short-term relief. In the long run, the industry will need to sell more cranberries to such countries as China, India, South Korea and Australia, he said.

A USDA spokesman said Aug. 14 he couldn't speculate on whether the agency can respond to the request before this fall's harvest.

The cranberry industry last used volume controls to reduce a surplus in 2000. The marketing committee again requested volume controls in 2014, but the USDA declined, saying it suspected the U.S. cranberry industry was conspiring with growers in Quebec to control the supply.

Ocean Spray, a cooperative with more than 700 members, said it supported volume reduction.

"With record crops in recent years, the cranberry industry's oversupply continues to grow and the scope of the oversupply is now at a point that the industry needed to take action," according to an Ocean Spray statement.

Farmers received an average of 30.6 cents per pound for cranberries in 2016, according to the USDA. The price has been decreasing since peaking at 58.1 cents a pound in 2008.

The cranberry surplus was already high before U.S. farmers produced a record 962 million pounds in 2016. The USDA predicted last week the 2017 crop will be down 6 percent to 905 million pounds, primarily because of an expected decrease in Wisconsin, which accounts for two-thirds of U.S. cranberries.

The USDA forecast last year underestimated the U.S. crop by 100 million pounds. Lochner said he expected Wisconsin's crop to be similar to last year's.

Oregon cranberry production is expected to rebound from a subpar 2016. USDA predicts a 48 million-pound crop, up 16 percent from last year.

LEGAL

**PUBLIC LIEN SALE
U-STORE SELF STORAGE
Albany, Oregon
Sun, September 10, 2017 1PM
1668 Industrial Way SW
Barry Hovelsrud, J039; Jennifer James, H022; James Kimble, F008; Allyson, E014; Harold Miller, J042; Elizabeth Meyers, J031; Alan Price, H015**

legal-34-3-1/T1D