

Capital Press

The West's **Ag** Weekly

FRIDAY, OCTOBER 12, 2018

★ VOLUME 91, NUMBER 41

WWW.CAPITALPRESS.COM

\$2.00

THE AUCTIONEER'S CHANT

Kade Rogge



Kade Rogge,
an auctioneer from southern Idaho

Livestock Marketing Association
Kade Rogge of Rupert, Idaho, competes in a regional qualifying event for the World Livestock Auctioneer Championship in Kansas City, Mo., on Oct. 1.

Competing sites vie for Willamette intermodal facility

Supporters of Brooks, Millersburg locations submit final proposals



Mateusz Perkowski/Capital Press File

By MATEUSZ PERKOWSKI
Capital Press

Though the locations are less than 30 miles apart, supporters of competing sites for a Willamette Valley intermodal facility claim stark differences between the two.

Containers of agricultural goods would be unloaded from trucks at the Oregon facility, then loaded onto trains bound for major shipping ports along Washington's Puget Sound.

Lawmakers approved funding for the project in 2017 with the intent of having trucks hauling containers avoid Portland traffic snarls on their way to port.

The choice between two Oregon towns — Brooks and Millersburg — will now be up to the state's transportation regulators, who must decide which site will receive up to \$25 mil-

lion in taxpayer dollars.

Proponents of each location recently submitted their final proposals to the Oregon Department of Transportation, which has about four months to pass on its findings to the Oregon Transportation Commission, which oversees the agency and will make the ultimate choice.

Selecting which project to fund will involve a multi-step process, with ODOT, the Business Oregon economic development agency and a third-party reviewer all submitting recommendations to the commission, which doesn't face a decision deadline.

"It's a look whether it's going to be sustainable, operatable over the long term," said Erik Havig, planning manager at ODOT, noting that the applicants may be asked to supply additional data.

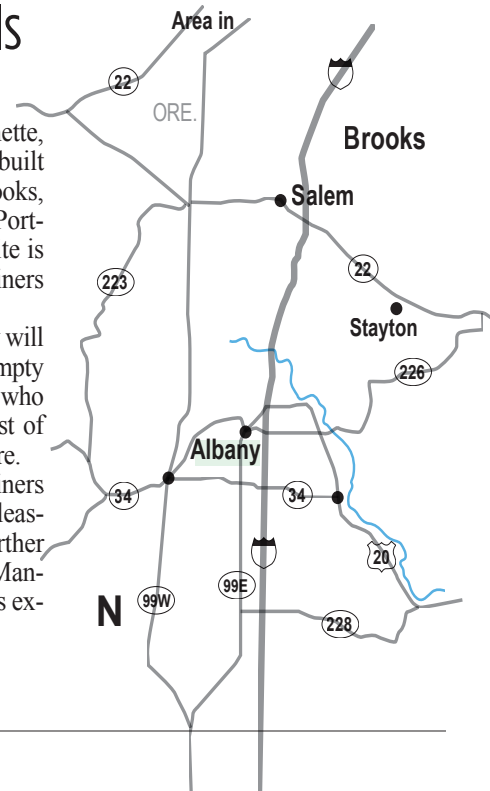
"It's possible one gets it, or nei-

ther one," he said.

The Oregon Port of Willamette, which proposed the facility be built on undeveloped farmland in Brooks, argues that its closer proximity to Portland is an advantage because the site is more likely to draw import containers bound for the metropolitan area.

Wherever it's located, the facility will need to attract imports to make empty containers available to exporters, who otherwise may have to bear the cost of repositioning empties from elsewhere.

Ocean carriers own the containers and often have policies against releasing them to intermodal facilities farther than 200 miles inland, said Kevin Manix, the Oregon Port of Willamette's executive director.



7 29467 70125 0

in Salem.

fort to update the state'

T

rections for ranchers to fol-