

Agency analyzes impacts of removing Klamath River dams

Nonprofit targets 2021 to begin work

By **GEORGE PAVLEN**
Capital Press

When it comes to removing four hydroelectric dams on the lower Klamath River, the long-term benefits for fish and water quality would far outweigh any short-term negative impacts, according to a draft environmental report by the California State Water Resources Control Board.

The nonprofit Klamath River Renewal Corp., or KRRC, has proposed taking out the Copco No. 1, Copco No. 2 and Iron Gate dams in California, as well as the J.C. Boyle Dam in Oregon. Owned by PacifiCorp, the dams have a combined generating capacity of about 160 megawatts, but also block access to 400 miles of upstream habitat for salmon and steelhead in the Klamath River and its tributaries.

The KRRC submitted plans to remove the dams to federal energy regulators in June 2018, but first the organization must secure a Section 401 permit under the Clean Water Act in both states, requiring extensive review in California under the state's Environmental Quality Act.

Mark Bransom, CEO of the KRRC, said the 1,800-page draft Environmental Impact Report released Dec. 27 is a key step to moving the



The J.C. Boyle Dam near Klamath Falls, Ore., is one of four dams slated for removal.

project forward in California. "It's a sign of meaningful progress, and I look forward to a thorough KRRC review of the report and its proposals," Bransom said.

The project already secured Section 401 water quality certification from the Oregon Department of Environmental Quality in September 2018, which Bransom said was a significant milestone.

By removing the lower Klamath River dams, the KRRC expects to open fish passage for migrating salmon and steelhead listed under the federal Endangered Species Act. The California State Water Resources Control Board's draft report analyzes the impacts on all natural resources, including air qual-

ity, water quality, recreation and agriculture. While breaching the dams would cause short-term increases of sediment in the river, it would ultimately result in long-term benefits in water temperature, quality and wildlife habitat, the report states. Overall, the board determined the project "would result in significantly more identified benefits for environmental resources," versus leaving one or more of the dams in place.

"We're very encouraged by the analysis that supports that conclusion," Bransom said. As for impacts on agriculture, Bransom said water releases for farms and fish would still be controlled by the Bureau of Reclamation

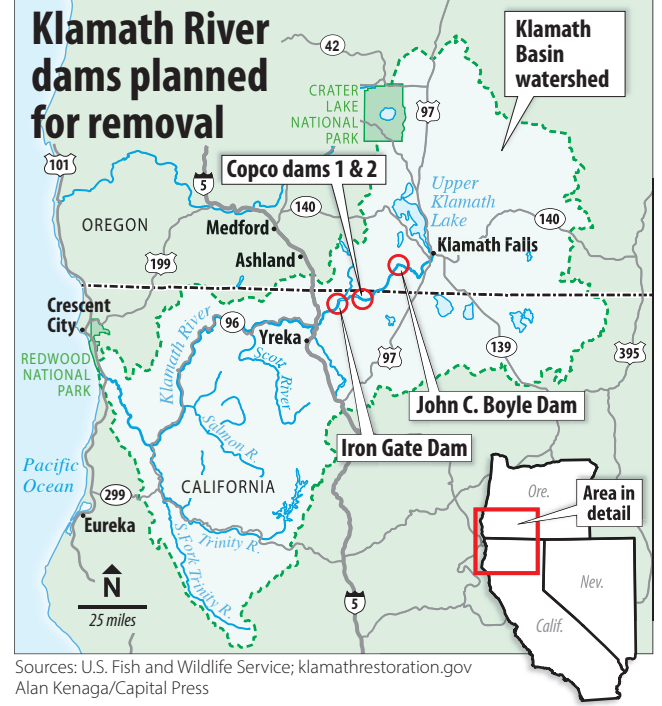
out of Upper Klamath Lake in Oregon. Removing the dams should not have any direct effect on river flows or irrigation, he added. In fact, Bransom said removing the dams may help farmers over the long haul.

The Bureau of Reclamation currently is responsible for releasing additional water to flush away a deadly fish-killing parasite, known as C. shasta, in the Klamath River. But if river conditions improve, it could lessen or eliminate the need for so-called "flushing flows," and potentially make more water available for irrigation. "If we can improve the fishery, we can do things that are positive for agriculture. I think this is one example," Bransom said.

Tracey Liskey, owner of Liskey Farms in Klamath Falls and a former member of the Oregon Board of Agriculture, said he and other farmers in the Klamath Project are anxious to see dam removal go forward, so the ESA might loosen its grip on the region.

"Agriculture is behind trying to save the fish, so we can get more water," Liskey said. "Hopefully we'll have more salmon than we know what to do with."

Bransom said full dam removal will cost approximately \$400 million, according to current estimates, though that total is subject to change. The KRRC budget is \$450 million, with \$200 million from PacifiCorp ratepayers between the two states,



Sources: U.S. Fish and Wildlife Service; klamathrestoration.gov
Alan Kenaga/Capital Press

Pasco partnership opens land to large industrial ag users

By **MATTHEW WEAVER**
Capital Press

A partnership in Pasco, Wash., is seeking large industrial agricultural businesses in need of room to operate.

The 429-acre Heritage Industrial Center is suitable for large industrial uses such as food processing, warehousing, manufacturing and distribution, said Charles Laird, designated broker and owner of the Tippett Co. in Pasco, which manages the property.

Laird hopes to attract agricultural businesses needing 20 to 100 acres, or more.

"We're surrounded by a pretty strong agricultural community and industry, so we'd like to see more of that type of use come to Pasco," he said. "Ag users would be ideal, just because of the strong nature of Pasco's ties to agriculture and current agricultural industry."

The site has city roads and utilities, natural gas, power, fiber internet, freeway access and includes a

rail spur managed by the Port of Pasco.

The land is zoned light and medium industrial.

The center is in an federal "opportunity zone" under the Tax Cuts and Jobs Act of 2017, which provides real estate investors with capital gains tax relief.

In the 1970s, a group of 14 farmers and businessmen from Pasco purchased 1,600 acres of sagebrush-covered land. They established certificated groundwater rights and developed the land into pivot-irrigated farm ground.

Port Westward expansion remanded to county

By **GEORGE PAVLEN**
Capital Press

CLATSKANIE, Ore. — The Oregon Land Use Board of Appeals has once again turned back a decision by Columbia County in north-west Oregon to rezone 837 acres of high-value farmland for industrial development and expansion at Port Westward Industrial Park along the lower Columbia River.

It is the latest twist in an ongoing legal battle between the Port of Columbia County — which owns Port Westward — and environmental groups working with local farms to stop what they see as potentially harmful fossil fuel projects.

Port Westward is already home to three Portland General Electric power plants and the Columbia Pacific Bio-Refinery. The port

applied in 2017 to rezone 837 acres of adjacent farmland to attract new businesses and nearly double the size of the property. County commissioners voted 2-1 to approve the request.

Columbia Riverkeeper and 1000 Friends of Oregon appealed to LUBA, which remanded the decision to the county on Dec. 27 after finding the port did not demonstrate how the proposal would be compatible with neighboring mint, blueberry, cattle and poplar tree farms.

In its application, the port did not mention any specific business developments in the works, but did list five broad categories of approved uses, including forestry and wood products, dry bulk commodities, liquid bulk commodities, break bulk cargo and natural gas.

Maura Fahey, staff attor-

ney with the pro-environment Crag Law Center in Portland, represented Columbia Riverkeeper in the case. She said the five categories listed by the port do not provide enough detail to thoroughly analyze impacts on farms and fish.

The biggest risks, Fahey said, are air and water pollution, especially if there is an oil or natural gas spill on site.

"Without knowing the specific uses, there is quite a broad range of potential impacts," she said.

Rezoning agricultural land in Oregon requires an exception under statewide planning goals intended to protect farms and ranches. Specifically, Statewide Planning Goal 3 established the "exclusive farm use" zone, and places restrictions on development unrelated to agriculture.

WINTER SAVINGS

 <p>JD 8235R 2013</p> <p>PST.4 SCV. 380 TIRES, 3117-hrs, #DP073383 —Located in Hillsboro</p> <p>\$137,000</p>	 <p>JD 8235R 2011</p> <p>IVT, PREM CAB, 4SCV, 480/420 TIRES, 4467-hrs, #BD046435 —Located in Tangent</p> <p>\$144,000</p>	 <p>JD 8235R 2011</p> <p>IVT, PREM CAB, 4SCV, 480/420 TIRES, 4583-hrs, #BD046404 —Located in McMinnville</p> <p>\$125,000</p>
 <p>JD 8260R 2012</p> <p>DLX CAB, PST.4 SCV, 620/600 TIRES, 3354-hrs, #CP064684 —Located in Salem</p> <p>\$135,000</p>	 <p>JD 8260R 2012</p> <p>PREM CAB, IVT, ILS, 5 SCV, 380 TIRES, 4072-hrs, #DD060914 —Located in Donald</p> <p>\$130,000</p>	 <p>JD 8320R 2017</p> <p>PREM CAB, IVT, ILS, 380DUALS, 954-hrs, #HD116121 —Located in Walla Walla</p> <p>\$259,000</p>
 <p>JD 8320R 2015</p> <p>PREM CAB, IVT, ILS, 5 SCV, 620/480 TIRES, 1851-hrs, #FD101279 —Located in McMinnville</p> <p>\$234,000</p>	 <p>JD 8320R 2014</p> <p>PREM CAB, IVT, ILS, 5 SCV, 620/480 TIRES, 1228-hrs, #95945 —Located in Walla Walla</p> <p>\$239,000</p>	 <p>JD 8335R 2013</p> <p>PREM CAB, IVT, ILS, 6SCV, 620 TIRES, FT HITCH, 2484-hrs, #DD060914 —Located in Salem</p> <p>\$195,000</p>
 <p>JD 8335R 2011</p> <p>PREM CAB, IVT, ILS, 5 SCV, 480 TIRES, 6533-hrs, #BD042597 —Located in Merrill</p> <p>\$135,000</p>	 <p>JD 8360R 2011</p> <p>PREM CAB, ILS, IVT, 5 SCV, 480/420 TIRES, 4436-hrs, #BD048167 —Located in Merrill</p> <p>\$159,000</p>	 <p>JD 8360R 2011</p> <p>PREM CAB, IVT, ILS, 710/620 TIRES, 6823-hrs, #BD041850 —Located in Merrill</p> <p>\$149,000</p>

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