

Washington Farm Bureau still 'no' on carbon tax

By DON JENKINS
Capital Press

OLYMPIA — Senate Democrats are pushing a carbon tax that goes farther than previous proposals in shielding farmers from higher fuel costs, but the scheme hasn't won over the Washington Farm Bureau.

A carbon tax would raise the cost of distributing or buying gasoline, diesel and natural gas. The tax would not apply to all fuels. Fuels burned in tractors and other on-farm equipment would be exempt. That's been a staple of carbon tax proposals.

The new proposal also would exempt fuel used to transport farm goods on highways. The exemp-

tion would expire in five years. The five-year grace period will "provide the agricultural sector with a feasible transition period," according to Senate Bill 5373.

The Farm Bureau says the bill unrealistically assumes that in five years heavy trucks will run on alternative fuels.

At a hearing on March 4, Farm Bureau director of government relations Tom Davis acknowledged the favorable treatment, but said the organization steadfastly opposes taxing greenhouse gases.

"The Farm Bureau has a clear policy opposing a carbon tax and that has been in our policy book for many years," he said.

Majority Democrats in the House and Senate are considering

several bills to increase the cost of fossil fuels. The carbon-tax bill has 13 sponsors, all Democrats. Although the bill in its current form is not likely to pass, some elements could be incorporated into legislation that does eventually pass this Legislature.

The tax would start at \$25 per metric ton of carbon, adding an estimated 22 cents to a gallon of gasoline. The tax would increase every year by \$5 plus inflation. The tax is projected to raise more than \$2 billion a year and grow.

The money would flow into several accounts, including a "Just Transition Account." Workers thrown out of work by the tax could be in line for "full wage replacement."

Policy and fiscal reports on the bill set no goals for reducing carbon emissions. The bill depends on taxing fossil fuels until at least 2050 to pay the debt on almost \$5 billion in borrowing.

The borrowed money would fund projects recommended by an "environmental justice and economic equity panel," an unelected body that would be appointed by Gov. Jay Inslee.

At the start of the video hearing, the bill's prime sponsor, Sen. Liz Lovelett, D-Anacortes, reported that 1,015 people had signed in "pro" and 204 "con" on the bill.

She attributed some of the dis-sidence to "misinformation" that "came out on the agricultural

side." Lovelett did not elaborate.

Through a spokeswoman Friday, Lovelett said she was referring to an email the Farm Bureau sent to members.

The Farm Bureau said that for farms to get funding for carbon-sequestration projects they "must" pay prevailing wages, pensions and other benefits to workers, full time or seasonal.

Lovelett's complaint was that bill doesn't absolutely require the benefits. The bill states that projects that meet the labor standards will be "prioritized."

Davis said Friday that he believes the Farm Bureau fairly characterized the bill. "I would stand by that," he said.

Timber group, counties challenge delay of spotted owl decision

By GEORGE PLAVEN
Capital Press

PORTLAND — Federal protections for the northern spotted owl are again heading to court.

The American Forest Resource Council, a timber industry group, along with counties in Oregon, Washington and California, are challenging the Biden administration's decision to delay removing millions of acres of critical habitat for the threatened species.

The lawsuit was filed March 5, and includes the Association of O&C Counties, representing local governments that benefit from timber revenues generated from Oregon and California Revested Lands sprawled across Western Oregon.

Several other counties, including Douglas County in Oregon, Siskiyou County in California, and Lewis and Skamania counties in Washington, also joined the lawsuit individually.

It is the latest twist in the saga over protections for

the spotted owl, which was listed as a threatened species in 1990.

Initially, the U.S. Fish and Wildlife Service set aside 6.9 million acres of critical habitat in old-growth forests along the Pacific Coast where the birds nest. That was reduced to 5.8 million acres in 2008, before increasing to 9.5 million acres under a new management plan for the species in 2012 — an area roughly twice the size of New Jersey.

The AFRC led a group of plaintiffs challenging the expanded habitat designation, and in 2018 the USFWS agreed to reexamine protections for the spotted owl.

At first, the agency proposed removing 205,000 acres of critical habitat in 15 Western Oregon counties. But then, days before leaving office, the Trump administration approved a 3.5-million acre reduction, nearly one-third of the total habitat designation.

Lawson Fite, an attorney for the AFRC, said the Trump administration's ruling lifted logging restrictions in areas where there are, in fact, no owls currently nesting and were previously set aside for timber in the Northwest Forest Plan.

"The 2021 designation aligns (northern spotted owl) critical habitat with federal law, modern forest



The American Forest Resource Council, a timber industry group, along with counties in Oregon, Washington and California, are challenging the Biden administration's decision to delay removing millions of acres of critical habitat for the threatened species.

science, and common sense at a time when unprecedented and severe wildfires threaten both owls and people from Northern California to Washington state," Fite said.

However, the Biden administration recently announced it would delay

implementation of the rule from March 16 to April 15, pending further review.

According to the lawsuit, the delay was illegal because the public was not notified, and the Interior Department did not provide a reasonable, lawful justification for doing so.

Cattle price forecast for 2021

Class	average price (Dollars per hundredweight)	range	2020 average
Fed steer	119	110-128	109
800 pound steer	145	135-160	134
500 pound steer	168	160-180	159
Utility cow	64	52-74	61

Source: CattleFax

Capital Press graphic

CattleFax forecasts better prices in 2021

By CAROL RYAN DUMAS
Capital Press

Tightening cattle supplies, strong exports, flat meat and poultry production and a growing population paint a positive picture for cattle prices in 2021.

On the supply side, the industry liquidated roughly 1.2 million head of inventory in 2019 and 2020 after a 6 million-head expansion over the previous five years. What's ahead will depend on Mother Nature, said Kevin Good, CattleFax vice president of industry relations.

"You have to assume that Mother Nature is going to be working against us as we think about drought, particularly in the western half of the United States over the next six months plus," he said during the National Cattlemen's Beef Association Winter Reboot conference.

The inflationary cost of feed and roughage will also work against expansion, he said.

Cow slaughter has been elevated the last couple of years, and CattleFax assumes it will remain ele-

vated. Beef cow slaughter is running 5% higher year over year, and dairy cow slaughter is up 4%, he said.

Fed slaughter for beef production should have peaked in 2020 but the COVID-19 pandemic slowed harvest, which was down 2.7% year over year. There are a record number of cattle on feed today and a sizable kill in 2021, up 2.2%, is expected in 2021.

"So we've got more cattle in the system, we think that we'll harvest more cattle, particularly in the first half of the year," he said.

Big supplies on feed in the front end, heavy weights and plenty of tonnage are a headwind for cattle prices, but 2021 could very much be a "tale of two halves," he said.

Tighter calf crops in 2019 and 2020 should allow for tighter on-feed numbers and tighter slaughter numbers through the second half of 2021 and on into 2022 and beyond. On top of that, carcass weights should drop back from the record-high rates in 2020 as feeders become current, he said.

LEGAL
PURSUANT TO ORS CHAPTER 87
Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 03/22/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2012 TOYOTA TUNDRA CW
VIN = 5TFUM5F11CX038982
Amount due on lien \$1,695.00
Reputed owner(s)
JOHN ROBERT BUTT JR
TOYOTA MOTOR CREDIT CORP

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 ACURA TSX 4D
VIN = JH4CU2F48EC003935
Amount due on lien \$1,695.00
Reputed owner(s)
GUSTAVO SERGIO CAMERENA
UNITIS COMMUNITY CREDIT UNION

LEGAL
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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 03/22/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2013 MERZ ML350 UT
VIN = 4JGDA5H89DA257493
Amount due on lien \$1,695.00
Reputed owner(s)
STEPHANIE ANN SPENCER

LEGAL
PURSUANT TO ORS CHAPTER 87
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 SUBARU IMPREZA 4D
VIN = JF1GV7E65B5G18787
Amount due on lien \$2,515.00
Reputed owner(s)
GREGORY CARLON ZAMBRANO
OREGON COMMUNITY CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2012 LINDR RRV LL
VIN = SALMF1D40CA382234
Amount due on lien \$2,515.00
Reputed owner(s)
FRANCES MACDONALD WRONACOTT
SELCO COMMUNITY CREDIT UNION

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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 03/22/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2018 CHEV IMPALA 4DR
VIN = 2G1125530J9149253
Amount due on lien \$283.00
Reputed owner(s)
GLENN EDWIN EZARD
ALLY FINANCIAL

LEGAL
IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF MARION PROBATE DEPARTMENT
IN THE MATTER OF THE ESTATE OF WILLIAM R. FRANCIS, deceased.
Case No.: 21PB00073
NOTICE TO INTERESTED PERSONS
NOTICE IS HERBY GIVEN that the undersigned has been appointed Personal Representative of the above estate. All persons having claims against the estate are required to present them to the undersigned attorney at: 319 Sixth Street SW, Albany, OR 97321 within four months after the date of the first publication of this notice, as stated below, or such claims may be barred.
All persons whose rights may be effected by the proceedings in this estate may obtain additional information from the records of the Court, the Personal Representative, or the attorney for the Personal Representative.
DATED and first published March 12th, 2021.
Personal Representative
MARSHA M. CLARK
1094 Swingwood Drive NE
Keizer, OR 97303
Attorney
DAVID B. BECKHAM
319 Sixth Ave SW
Albany, OR 97321

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 FORD XPL UT
VIN = 1FMSK8D81E6A55713
Amount due on lien \$2,515.00
Reputed owner(s)
NICHOLAS & MIRIAM TAGGART

LEGAL
PURSUANT TO ORS CHAPTER 87
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 MAZDA MZ3 4DR
VIN = JM1BM1M7XK1162441
Amount due on lien \$2,515.00
Reputed owner(s)
MEGAN ANNE CHURCHILL
ATLANTIC AUTO IMPORT EXPORT

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 TOYOTA RAV UT
VIN = 2T3BFREV3E0W140580
Amount due on lien \$1,715.00
Reputed owner(s)
RUTH VIANNY RUIZ
TOYOTA MOTOR CORP

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2018 GMC YUKON LL
VIN = 1GKS2CKJ5R109470
Amount due on lien \$2,635.00
Reputed owner(s)
EDEL ALEX LOPEZ APARICIO
MARION/POLK SCHOOLS C.U

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2010 DODGE R25 PU
VIN = 3D7UT2CL3AG120727
Amount due on lien \$1,695.00
Reputed owner(s)
NATHANIEL ALLAN BARNHART
MID OREGON FEDERAL CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2016 TOYOTA COROLLA 4DR
VIN = 2T1BURHE0GC490845
Amount due on lien \$2,515.00
Reputed owner(s)
MELISSA SANCHEZ RIVERA
NORTHWEST COMMUNITY CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 HONDA ACCORD 4DR
VIN = JHMCR6F31HC017292
Amount due on lien \$2,515.00
Reputed owner(s)
FRANCIS SUWONO
AMERICAN HONDA FINANCE CORP

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2013 CAD I CTS 4D
VIN = 1G6DE5E55D0168911
Amount due on lien \$2,515.00
Reputed owner(s)
JOSEPH & ISHMAEL ANGEL
SELCO COMMUNITY CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2012 SUBARU FORESTER UT
VIN = JF2SHABC08CH451733
Amount due on lien \$1,715.00
Reputed owner(s)
BRYAN & LOUISE LAYTON
JP MORGAN CHASE BANK NA
BRYAN & LOUISE LAYTON

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 KIA SEDONA VAN
VIN = KNDMB5C15H6283274
Amount due on lien \$2,635.00
Reputed owner(s)
JACK HOWARD MERRITT
ALLY FINANCIAL

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2009 POR S 911 CP
VIN = WPOAB299595721010
Amount due on lien \$2,635.00
Reputed owner(s)
MERDAD & SUSAN CHAMLOU
ALLIANT CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 NISSAN NVP VAN
VIN = 5BZAF0AA4E161164
Amount due on lien \$1,855.00
Reputed owner(s)
HARMONY & EDGAR KYASR

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2020 KIA SOUL 4DR
VIN = KNDJ23AU8L727755
Amount due on lien \$2,635.00
Reputed owner(s)
M.S VILLANUEVA & JALYSSA MENDEZ
HYUNDAI TITLING TRUST/LESSOR

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 LEXUS RX350 LL
VIN = 2T2BK1BA1EC28645
Amount due on lien \$2,635.00
Reputed owner(s)
VICTORIA NKECHI ANYANWU
MARION/POLK SCHOOLS C.U

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2003 HONDA S2000 2DR
VIN = JHMAPP114X3T006980
Amount due on lien \$2,635.00
Reputed owner(s)
LUCAS CHEONG CARSON
CENTRAL WILLAMETTE COM C.U