

EAST OREGONIAN

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WINNER OF THE 2016 ONPA GENERAL EXCELLENCE AWARD

One dollar

BOARDMAN

Hearing scheduled for 30,000 cow farm

State's second-largest dairy proposed on former tree farm

By **GEORGE PLAVERN**
East Oregonian

Morrow County could soon be home to another giant dairy farm with tens of thousands of milking cows near Boardman. Willow Creek Dairy, run by Greg te Velde of California, was established in 2002 on land leased from nearby Threemile Canyon Farms. Now, te Velde is looking to relocate and expand his operation onto 7,288 acres purchased last year from the former Boardman Tree Farm.

If permitted, the dairy — renamed Lost Valley Ranch — would house 30,000 cows, making it the second-largest in the state behind only Threemile Canyon. But before that can happen, ODA and DEQ need to sign off on an application to register the farm as a confined animal feeding operation, or CAFO.

The application includes an animal waste management plan and water pollution permit that details how Lost Valley will handle the 187 million gallons of manure it will generate annually.

"It regulates all of the manure and process wastewater," said Wyn Matthews, who manages the CAFO program for ODA. "The permit is protective of both surface water and groundwater."

A public hearing is scheduled for 4 p.m. Thursday at the Port of Morrow Riverfront Center to ask questions and submit comments. Written comments will also be accepted through 5 p.m. Thursday, Aug. 4.

Don Butcher, wastewater permitting manager for DEQ in Pendleton, said there has been some concern about Lost Valley's

See **DAIRY/8A**



Staff photo by E.J. Harris

Property owner Tom Davis has placed no trespassing signs up on his property abutting the Hermiston Butte after run-ins with people on his property last Fourth of July.

A butting the butte

Hermiston resident asks people to stop trespassing

By **JADE MCDOWELL**
East Oregonian

An outline of the Hermiston butte now graces the city's new logo, but access to the real-life butte has ruffled some feathers lately.

The landmark's official access point is from a parking lot off of Elm Avenue, where hikers and joggers can access the butte's crisscrossing trails from a gravel utility road.

Some find it more convenient to access the

butte from the south side, however, through a section of private property off Standard Avenue. Now that the property owner has placed "No trespassing" signs there and asked people to stay off of his land, the request has prompted some complaints on social media and at least one call to the police from a resident asking if it was legal to hike to the top of the butte.

Tom Davis said for years he has stayed quiet as Hermiston residents cut through his prop-

erty, but a combination of factors — including problems with litter, liability concerns and a few confrontations with aggressive trespassers — have prompted him to post the signs along the edge of his property.

"I've got to get a grip on it," he said.

Davis owns more than three acres along the southeast portion of the butte, including the gravel access point on Standard Avenue, the

See **BUTTE/8A**

HERMISTON

Grad returns home as ER physician

By **JADE MCDOWELL**
East Oregonian

A Hermiston native, returning home to work as an emergency room physician, is just what the state is hoping for as it looks to combat a shortage of rural doctors, dentists and nurse practitioners.

Daniel Buck, M.D., graduated from Hermiston High School. And after completing his family medical residency in Edgewood, Kentucky, he has returned to his hometown to become Good Shepherd Medical Center's newest ER doctor.

According to a news release from Good Shepherd, Buck moved to Hermiston with his family, which includes eight children ages seven to 22.

"My parents still live in the same house that I grew up in," Buck said in the release. "Hermiston is still pretty much how I remember it — friendly and welcoming, though there are a lot more housing developments and new shopping centers than I remember as a kid, and I think that is great for our community to be actively wanting to grow."

Buck comes to Good Shepherd Health Care System with "a lot of extensive training," according to the release. That includes an internship in surgery, caring for patients on the burn unit of a Level I trauma center, time as an EMT in the Oregon Army National Guard, work as a certified anesthesia technician and "hundreds of intubations and other invasive procedures."

"I have a very diverse set of skills, and I believe that all of the training that I have has prepared me to care for this community," Buck said.

Shortages of medical practitioners in rural areas has been a concern across the nation, including in Oregon. To combat the problem the state legislature created Scholars for a Healthy Oregon in 2013. The program provides full tuition scholarships to Oregon Health and Science University for a limited number of students each year in return for a



Contributed photo by Good Shepherd Health Care System

Daniel Buck, M.D. is an example of a doctor willing to return to rural Oregon after medical school.

"I have a very diverse set of skills, and I believe that all of the training that I have has prepared me to care for this community."

— **Daniel Buck, M.D.**, Good Shepherd ER doctor

See **DOCTOR/8A**

Former ODOT consultant to lead review of agency

By **PARIS ACHEN**
Capital Bureau

SALEM — When a long-awaited management review assesses the readiness of the Oregon Department of Transportation for a massive influx of money, a familiar face will be leading it.

The state selected John L. Craig, a former ODOT consultant, for a \$350,000 contract to lead the review. He was chosen over a competing company with similar experience that offered to do the job for more than \$100,000 less.

Gov. Kate Brown ordered the review in November to assuage lawmakers' reservations over some of ODOT's past management decisions.

Lawmakers said they wanted an independent, third-party review to ensure that ODOT was operating efficiently before they consider passing a transportation package in 2017. That legislation — one of Brown's priorities as governor — could hike gas taxes and fees on drivers and funnel hundreds of millions of dollars in additional funding to the agency.

Craig has extensive relationships with ODOT leaders, having overseen the agency's \$1.3 billion outsourced bridge repair and replacement program for six years. He stepped down from that position in June 2015.

Craig's close ties with ODOT, his selection by a former longtime Brown aide and Brown's decision to give oversight of the audit to the Oregon Transportation Commission have raised concerns about whether the review will be impartial.

"It's like hiring the fox to vet

See **ODOT/7A**

