

Interns: 38 Job Corps students are on work-based learning off-campus

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At Tongue Point, Laibinis said, students and Peterson are creating plaster mock-ups for possible use on particularly cracked portions of the Column's exterior. "This is smooth but a brown color that is not common, and it's the base color of the painting."

Laibinis said she hopes to keep the Job Corps students through the completion of the project in September and get an additional student to help re-

place several of the curved windows atop the Column's cupola. She estimated the scaffolding on the Column would start coming down the last week of September.

On deck

With 9 acres of land, a 44,000-square-foot museum and a small maintenance staff, the Columbia River Maritime Museum appreciates Job Corps' help, custodian Patrick Valade said.

Over the past several weeks,

several Job Corps seamanship students helped scour, paint and weatherize the pilot vessel Peacock, mounted for all to see along Marine Drive between the museum and Barbey Maritime Center.

Now several other students are fixing the deck of the Lightship Columbia, which the museum bills as the only floating lightship museum in the country.

"We're going to do the whole deck of the ship, from the stern to the bow," said seamanship

student Michael Taylor, working with classmates Angelo Luhrsen and Anthony Martinez.

Taylor said he and the other students have already redone decks on ships at Job Corps. Martinez added that students have worked on the Astoria Riverfront Trolley, sanding and painting it.

Martinez expects it will take a few weeks to finish the deck of the 93-foot vessel. Valade said Job Corps students were out in the hot sun painting and chipping the Peacock for six weeks.

It was Job Corps students in 2006 who helped ready the Peacock before it was mounted in 2010.

Without the Job Corps students, Valade said, repairing the vessels would be a more piecemeal effort.

All around town

The Maritime Museum and Astoria Column are some of the more high-profile projects Job Corps students help on. But they aren't the only ones.

According to Katrina Mor-

rell Gasser, 38 Job Corps students are on work-based learning off-campus, 23 of them locally.

Work-based learning provides an internship opportunity for students, who often practice their skills on various projects around campus. In the community, they intern with the U.S. Coast Guard and nearly 20 other local businesses. Gasser said Job Corps likes to keep about 10 percent of its students on work-based learning at any given time.

LNG: Project will cost \$6 billion

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The mayor and several North Coast residents used the public forum of the commission's meeting to share their opposition to the \$6 billion project, which includes a terminal on the Skipanon Peninsula in Warrenton and an 87-mile pipeline from Washington state through Columbia, Tillamook and Clatsop counties.

The Federal Energy Regulatory Commission has released a draft environmental review of the project which concludes that adverse impacts to the environment could be reduced if Oregon LNG follows safeguards to minimize harm to fish and wildlife habitat and water quality and uses adequate safety features.

But several other federal, state and local agencies are also reviewing the project and could raise objections.

The Department of Environmental Quality has to decide whether to issue Oregon LNG a water-quality certification and a host of permits regulating air quality, wastewater and stormwater.

The department denied water-quality certification for the Bradwood Landing LNG project east of Astoria, which had encountered political, financial and regulatory setbacks before collapsing in 2010.

Shipyard: Cleanup could cost \$1.5 million

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AMCCO's operations began in the early 1920s. Last year, the shipyard was included on the National Register of Historic Places for its history of building and repairing Navy ships during World War II and the Korean War. Historical operations led to much of the contamination to the site. In 2012, the U.S. Environmental Protection Agency gave the state cleanup oversight of the site, which avoided federal Superfund designation.

The recommendations from GSI Water Solutions would come with a price tag of about \$1.5 million earmarked for cleanup.

The Department of Environmental Quality has requested a new feasibility study draft with an option that would allow the shipyard to remain open, according to Bob Williams, the DEQ project manager for the AMCCO site.

Nina DeConcini, DEQ northwest region administrator, said the department recognizes how important the shipyard is to the community.

Scott Lee, the chairman of the Clatsop County Board of Commissioners, said the board was in the process of drafting a letter to DEQ and other agencies.

The county would like to see the shipyard remain open, Lee said, as a matter of safety for fishermen and others who require boat repairs.

The Environmental Quali-

'Lethal scenario'

LaMear has taken an aggressive tone against Oregon LNG over the past few months. In July, she pressed U.S. Sen. Ron Wyden, D-Ore., on his position on the project during the senator's stop in Astoria to promote state tourism.

Astoria does not have a say in either the terminal or the pipeline, but many residents oppose the project, fearing it would alter the region's scenic character, harm the environment, and pose safety risks in an earthquake or tsunami.

LaMear told the commission Oregon LNG could "threaten our very way of life." She also said it makes no sense to locate such a project in a known earthquake zone.

"Scientists tell us that the 'Big One' is inevitable," she said. "What does not have to be inevitable is adding LNG to this lethal scenario."

Other North Coast residents also asked the state to intervene, expressing no faith in the Federal Energy Regulatory Commission's review process.

"The FERC has never met an LNG terminal that they didn't like," said Cheryl Johnson, an activist who has been a leader in opposing the project.

Don West, the general manager of the Cannery Pier Hotel and the owner of the Crest Motel, said the project would threaten tourism

and the environment.

He said visitors come for region's beauty, history and fishing, which could be spoiled by an industrial site.

"I firmly believe LNG will damage tourism and our recreational economy beyond repair," he said.

Doug Thompson, a former Astoria city councilor, reminded the commission that former Gov. John Kitzhaber lost Clatsop County last November because of his policy to phase out gillnetting on the Columbia River. He warned that Gov. Kate Brown could face similar political consequences if she does not come out against Oregon LNG and the Jordan Cove LNG project in Coos Bay.

'A lot of passion'

Earlier this year, the Department of Environmental Quality held informational meetings in Warrenton and Vernonia on water-quality certification for the Oregon LNG project. The department could seek public comments on the permits necessary for the project before the end of the year.

"There's a lot of passion around the subject," Jane O'Keefe, the Environmental Quality Commission's chairwoman, said after the public forum. "I'm impressed with the amount of good information that we've heard today."

ty Commission, the policy and rulemaking board for the department, met in Astoria Wednesday and Thursday.

As part of the agenda, commissioners and others took part in a tour of several local environmental project sites, including AMCCO.

Skip Hauke, executive director of the Astoria-Warrenton Chamber of Commerce, spoke in favor of AMCCO at a public forum before the commission Thursday. "I'm pleading for your help," he said. "I need your help to save one of our most important assets we have here."

He stressed the importance of fishing to the local economy and the shipyard to fishermen.

"We need a shipyard. We need it badly," he told the com-

mission. "If you want to put it in context, go back to your hometowns and get rid of all the garages and the repair shops. That's what Astoria will be like with our fleet if we don't have a shipyard."

Andrew Bornstein, co-owner of Bornstein Seafoods, also spoke. He referred to the shipyard as a "gem" and asked for collaboration.

"AMCCO is desperately needed," he said.

But coming up with another draft of the feasibility study with an option to keep the business open costs money, and the option may include prohibitively high costs for AMCCO.

"We don't want to spend additional money on a potentially futile request," Bowler said.

Lunches: 52 percent of Oregon students are poor enough to receive free meals

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In an annual notice of potentially eligible schools in April, the state also identified Seaside Heights Elementary School as eligible to participate. Gearhart Elementary School, Seaside's Broadway Middle School, Warrenton Grade School and Hilda Lahti Elementary School in Knappa were listed as nearly eligible to participate.

Dupuis said in Clatsop County, the state has only received the necessary information to participate from Astoria. The deadline to submit such information is Aug. 31, Dupuis said, and she expects a rush of applications in the coming weeks.

How it adds up

Instead of collecting paper applications for free and reduced lunches, Astoria can claim a percentage of students receiving free lunches based on the percentage of poverty-stricken students, multiplied by 1.6 to account for other students likely eligible for the poverty program based on income, resulting in a total of 65.2 percent. The federal government will reimburse 65 percent of lunches served at Astor and Lewis and Clark at \$3.09 per lunch, Dupuis said, while

reimbursing the remaining 35 percent at 30 cents each. Free breakfasts are reimbursed at \$1.66, and paid breakfasts 29 cents.

Louise Kallstrom, the district's director of support services, said participation in lunch and breakfast are likely to increase with the subsidization of lunches, which will provide the district with more revenue.

Grace Laman, a school board member and a nutrition instructor, raised concerns about children double-dipping and eating too much. Linda Berger, principal at Astoria Middle School, said schools have the ability to put blocks on kids from getting meals.

Kate Gohr, principal at Astor, said she doesn't foresee lunch participation increasing much, because many kids already like bringing their own. "It might change for breakfast."

State lunches

For schools not part of the Community Eligibility Provision, Dupuis said, then the state will be reimbursing lunches.

In April, Gov. Kate Brown signed House Bill 5017, a \$2.4 million budget provision to fund a mandate that all students eligible for a reduced-price lunch get them for free if they

are eligible under the USDA's eligibility requirements. In July, she signed House Bill 2545, which directs the Oregon Department of Education to reimburse districts for the amount students would have paid, up to 40 cents per lunch.

"With the state funding, what they're picking up is the difference between the federal free reimbursement and the federal reduced-cost reimbursement, which is 40 cents," Dupuis said, adding the reduced-cost category has been removed.

About 8 percent of students in Oregon are eligible for reduced cost lunches, Dupuis said, while about 52 percent are poor enough to receive free meals.

The state estimated that the change will affect nearly 6 million reduced price lunches, at a reimbursement rate of 40 cents per lunch, and cost the state nearly \$2.4 million in each of the 2015-17 and 2017-19 bienniums. Dupuis said that takes into account participation in the Community Eligibility Provision.

Dupuis said the state expects an 11 percent increase in free lunch programs once the co-pay goes away. The state has subsidized reduced-price breakfasts for the past six years, she said.



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