

## IN BRIEF

## County unemployment rate 3.9% in July

Clatsop County's unemployment rate was 3.9% in July.

The seasonally adjusted rate was up slightly from a revised 3.8% in June and down from 5.7% in July 2021.

The state unemployment rate was 3.5% in July, according to Oregon Employment Department, the same as the national rate.

## Warrenton awards contracts for paving, waterline project

WARRENTON — The City Commission voted Tuesday to hire Bayview Asphalt, a paving contractor from Seaside, to complete an asphalt overlay to 11 streets in Hammond and Warrenton.

The work, at an estimated cost of \$588,268, will be completed this summer and into early fall.

The commission also awarded a contract to Murraysmith, a public infrastructure engineering firm from Portland, to assist with project management, design and permitting for a waterline project from Fred Meyer to downtown. The city will pay the consultant a total not exceeding \$242,469.

## Restrictions placed on salmon fishing

Recreational retention of Chinook salmon was prohibited on Tuesday in ocean waters from Leadbetter Point to Cape Falcon.

The National Marine Fisheries Service, Oregon and Washington state announced the action on Monday following a joint meeting.

The Oregon Department of Fish and Wildlife said the guidelines aim to allow the coho salmon season to continue while accounting for incidental hook and release mortality of Chinook.

Estimates through Sunday indicate 1,464 remaining Chinook for the guideline, and 44,000 coho salmon remaining in the quota.

This area will still be open for adipose fin-clipped coho salmon through Sept. 30, or until the quota of 84,000 is reached.

## Fishery managers add sturgeon fishing days

Fishery managers have added three retention days for white sturgeon on the Columbia River between the Wauna powerlines and Bonneville Dam.

The adopted days are Sept. 10, Sept. 14 and Sept. 17.

The bag limit is one white sturgeon per day, with a maximum of two per year. They must have a fork length of 44 to 50 inches.

— The Astorian

## DEATHS

Aug. 22, 2022

HALL, Cindy Jane, 54, of Hammond, died in Hammond. Caldwell's Luce-Layton Mortuary of Astoria is in charge of the arrangements.

Aug. 20, 2022

ROGERS, Luther Easy, 75, of Manzanita,

died in Seaside. Caldwell's Luce-Layton Mortuary of Astoria is in charge of the arrangements.

Aug. 19, 2022

CLAYTON, Kama Lynn, 60, of Astoria, died in Astoria. Hughes-Ransom Mortuary is in charge of the arrangements.

## ON THE RECORD

## Theft

• Erland James Fahlstrom, 35, of Warrenton, was arrested on Tuesday at Fred Meyer in Warrenton for second-degree theft and first-degree criminal trespass.

• Jimmy Leroy Nickell, 46, of Warrenton, was arrested on Monday near Fred Meyer in Warrenton for second-degree theft.

• William Walter Stephenson, 34, of Port Orchard, Washington, was arrested on Sunday at Walmart in Warrenton for second-degree theft and third-degree criminal mischief.

## DUII

• Yovanni Raul Delriofofidalgo, 36, of Nehalem, was arrested on Monday on U.S. Highway 26 near Osweg Creek for driving under the influence of intoxicants and reckless

driving. Delriofofidalgo was allegedly involved in a car crash.

• Dominix Amond Parker, 51, of Clackamas, was arrested on Sunday on U.S. Highway 30 in Astoria for DUII and reckless driving.

• Randy Neal Romine, 65, of Portland, was arrested on Sunday on U.S. Highway 30 near Bradley State Scenic Viewpoint for DUII and reckless driving.

• Rage Omar Hussein, 23, of the Seattle-Tacoma area, was arrested on Aug. 18 on U.S. Highway 101 in Seaside for DUII and reckless driving.

• Christopher Lambert Hays, 34, of Seaside, was arrested on Aug. 15 on U.S. Highway 101 Business for DUII and reckless driving. Hays was allegedly involved in a two-vehicle crash.

## PUBLIC MEETINGS

TUESDAY

Gearhart City Council, 6:30 p.m., work session, (electronic meeting).

## the Astorian

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## KITE FEST SOARS

Luke Whittaker/Chinook Observer

Ken Conrad, of Seattle, flies a classic kite during the Washington International Kite Festival last week in Long Beach.

## Oregonians can soon qualify for new rebates on electric vehicles

## A component of the landmark Inflation Reduction Act

By MONICA SAMAYOA  
Oregon Public Broadcasting

Oregonians looking to buy a new electric vehicle could qualify for up to \$7,500 in federal rebates after passage of a climate package, on top of the \$7,500 in rebates the state already offers for some buyers.

The landmark Inflation Reduction Act recently signed into law is being celebrated as one of the biggest climate investments in U.S. history. It's slated to invest \$369 billion in clean energy and climate action. The law allows households with low-to-moderate income to get up to \$7,500 in federal tax credits for a new electric vehicle or \$4,000 for a used one.

"One of the great things about this bill is that it does give everyone through both new vehicle purchases and through credits towards used vehicles the opportunity to participate in this process," Brenda Mallory, the chair of the Council on Environmental Quality, said.

Mallory and her team advise President Joe Biden on environmental and natural resource policy, with a focus on environmental justice and climate change.

There are some caveats to qualify for the full amount of the federal tax credits, including household income, where the electric car was made and a price cap. But overall, Mallory said the tax credits will allow more people with lower incomes a chance to buy an electric vehicle.



Godofredo A. Vásquez/AP Photo

Electric vehicles charging at a shopping center in California.

Oregonians can qualify for state rebates as well. The state already has two electric vehicle rebates. The standard rebate offers up to \$2,500 back to anyone who purchases a new battery electric vehicle or plug-in hybrid under \$50,000. The charge ahead rebate applies to households that make \$51,000 to \$251,000 a year depending on the household size. Those who qualify can get up to \$5,000 in rebates for purchasing or leasing a new or used battery electric or plug-in hybrid vehicle.

Combined, Oregonians who meet the qualifications could get up to an additional \$7,500 back through the state.

"Oregon has one of the best comprehensive electric vehicle rebates out there," Rachel Sakata, the senior air quality adviser for the Oregon Department of Environmental Quality, said.

The program is designed to encourage residents to purchase or lease electric vehicles to reduce greenhouse gas emissions statewide. A state report in 2020 found the transportation sector accounted for 40% of the state's total greenhouse gas emissions, making it the largest single source in the state.

Sakata said having both

the federal and state programs available for Oregonians is a game changer. But people interested in buying a new or used electric vehicle will have to look at what they qualify for to receive rebates. Sakata said for Oregon, the state has a tool to help people determine how much they can get back and which car dealers can accept the voucher on the spot.

Also, Oregonians are not limited to one car per household. Anyone who qualifies can purchase as many electric vehicles per household as they want.

"We do have a requirement though that you must maintain ownership of the electric vehicle for at least two years, and you must maintain that registration in Oregon," Sakata said. "We do want you to buy it. We do want you to use it here."

Oregonians who buy electric vehicles need to apply for the rebates within six months of purchase. If they sell their electric vehicle prior to the two-year requirement, they have to return some of the rebate money.

To date, \$55.5 million has been awarded through the Oregon Clean Vehicle Rebate Program, with \$14 million awarded this year. The program is contributing

to Gov. Kate Brown's goal of having at least 250,000 registered electric vehicles in the state by 2025. There are now more than 50,000.

Sakata said the federal tax credit could help the state reach its goal before 2025 as there will be a range of models and prices as more car manufacturers begin to dip into the electric vehicle market

"You're starting to see the electric pickup trucks coming online, you're starting to see more SUVs that are very popular being electric," she said. "There's going to be momentum for the manufacturers to make lower priced EVs so then people can afford to purchase them who may not normally."

Meanwhile, the Oregon Department of Transportation is pledging to invest \$100 million to build out a charging infrastructure along the state's major roadways with a focus on disadvantaged communities and rural communities over the next five years.

Matt Noble, an ODOT spokesman, said the agency plans to invest \$65 million from the Infrastructure Investment and Jobs Act to build out fast-charging stations along interstates 5, 84, 82, and U.S. highways 26, 101, 20 and 97. The agency plans to spend \$36 million to fill the gaps beyond these major roadways with a focus on disadvantaged communities and rural communities.

"So, we're leaving the federal money for the major roads and major corridors because they have a really solid federal plan for that," he said. "But for us, we're going to focus our state funding on our community charging as well."

## Harbor: Number of people seeking services triples

Continued from Page A1

"Just having those conversations and building that trust and kind of like being that bridge," Romero said. "We're hoping that people know where to go."

The number of people seeking The Harbor's services has more than tripled since the start of the coronavirus pandemic, mainly due to more outreach to the Hispanic community, Romero said.

Allan Lazo, the executive director of the Fair Housing Council, said the organization partnered with The Harbor on hiring a housing navigator because it has an intersec-

tion with members of protected classes, like the Hispanic community.

The housing council is trying to create regional partnerships to help people access local resources. The Harbor is their first regional partner outside of Portland.

"They were ready to go with a housing navigator, have a population that we are anxious to make sure is being served, and so it worked out great that they were ready as a partner," Lazo said.

Romero said the role of the housing navigator intersects with the role of the community health worker and they will collaborate frequently.

"If somebody's lost their housing, of course their health is going to decrease as well," she said. "It's

going to get an impact. So we're very excited to get this started and be out there in the community."

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