

DACA: Applicants do not have a criminal record, must pay \$495 fee every two years

Continued from 1A

de la Cruz was scared that giving the government his information would backfire. His parents convinced him to apply.

"It's changed my life drastically," he said, "especially work-wise, because I've been able to have a job in the field I want to work in."

DACA covers undocumented immigrants who arrived in the country before 2007 and before their 16th birthday, were under the age of 31 in 2012, did not have a criminal record and are either currently in school or a high school graduate. Young people who apply for DACA and pay a \$495 fee every two years are issued a permit that allows them to legally work, drive, pay taxes and attend college, but does not allow them to get benefits like food stamps, Pell Grants or subsidized health insurance.

On Tuesday President Donald Trump announced his administration will begin phasing out DACA by no longer renewing the program's two-year work permits. Trump said Congress could come up with legislation to replace the program, but many Dreamers are skeptical the votes will be there, considering similar legislation has failed in years past.

De la Cruz, who lives in Portland but still makes frequent trips to Hermiston to visit his parents, said he just renewed his application, but he knows Dreamers whose work permits expire within a few weeks.

"I was incredibly lucky to be able to get my application in on time and buy myself two more years, but there are people who are homeowners, people who have children, people who have loved ones here who are too sick to travel and now they are having to make plans to leave the country," he said.

He said he has been frustrated that his plight has been met with everything from outright racism to ignorant assumptions that he can choose to become a citizen if he just hires the right attorney. He also gets frustrated by well-meaning allies who say "Everything will be OK" even though they don't actually know that.

"I don't want to go alone, because I have this fear that I won't come back," he said.



Heldáy de la Cruz took this profile picture for his Facebook page after hearing the news that President Donald Trump is ending Deferred Action for Childhood Arrivals.

Yessica Roman

When Yessica Roman was a little kid, she dreamed of joining the Air Force. Now, she is studying to become a nurse.

Neither career will be possible in the United States when her DACA work permit expires in early 2019. She was already turned away by a National Guard recruiter when he found out her immigration status.

"There are so many people willing to fight for this country but can't," she said. "This is our home."

Roman was brought to the U.S. by her parents when she was five, when someone offered her dad an opportunity to work construction for them in Los Angeles. The family never returned to Mexico and she graduated from Hermiston High School in 2015.

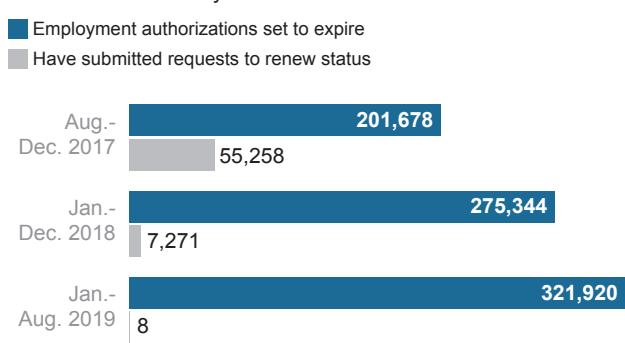
Registering for DACA in 2012 has allowed her to work, go to college at BMCC, purchase a car and drive.

Now that the Trump administration has announced its intentions to do away with DACA, she and her siblings worry about the consequences of providing the government with their names, addresses and an admission that their parents didn't bring them here through legal immigration channels.

"I don't want people to come to my house and say,

Immigrants face job authorization loss

With President Donald Trump's phase-out of the Deferred Action for Childhood Arrivals (DACA) program, hundreds of thousands of immigrants stand to lose their work authorizations in the next few years.



SOURCE: Department of Homeland Security AP

"Hey you're coming with us," she said.

Roman barely remembers Mexico. If her family got deported, she worries her teenage brother would be unable to avoid joining a gang, and her grandmother in Mexico has said she fears the family would be a target for violence if they returned.

"People think that because you've lived in the United States you're super rich, and so they kidnap you," Roman said.

The family is not "super rich." Roman said it frustrates her to hear that undocumented immigrants must be living on welfare, when that's not legally possible with a specially marked DACA Social Security card. She can't even get health insurance subsidies through the Affordable Care Act or

sign up for the Oregon Health Plan despite making only \$8,000 per year. When she had an unexplained seizure at work last year she ended up with a \$13,000 medical bill, only part of which ended up being covered by a charitable donation.

She couldn't get federal financial aid or find private scholarships that allowed undocumented applications, so instead of pursuing a nursing degree full-time at a university she is balancing classes at BMCC with a full-time job at an area food-processing plant.

She hopes Congress is willing let people like her stay, but she fears it won't happen.

"It's really discouraging so many people are against it," she said. "They don't see the good, they only see

"I was incredibly lucky to be able to get my application in on time and buy myself two more years, but there are people who are homeowners, people who have children, people who have loved ones here who are too sick to travel and now they are having to make plans to leave the country."

— Heldáy de la Cruz

us leeching off the United States."

Reactions from others

After the announcement that young undocumented immigrants will no longer be protected from deportation by DACA, many schools hastened to assure students that they would still be welcome to come and learn.

Hermiston School District communications officer Maria Duron said the district does not ask for immigration status and therefore does not know how many of its students are enrolled in DACA. However, in a letter to parents and staff, superintendent Tricia Mooney affirmed that the district stands against all forms of discrimination and "every student has an equal opportunity to be served in our public system and supported to reach their potential."

"Our thoughts and prayers go out to the Dreamer students and families that might be affected by today's federal decision," the letter stated. "We will monitor the well-being of our students while they are under our care and will provide support if necessary to make sure that all our students are able to maintain focus on their learning."

She thanked parents for discussing hard topics with their children at home and encouraged them to tell their students to report any bullying, harassment or discrimination they witness.

Cam Preus, president of Blue Mountain Community College, said citizenship or permanent residency isn't a requirement for attending a community college, and some non-federal programs

like Oregon Promise are available to undocumented students as well.

"We take students as they come to us," she said.

Preus said these students know no other country, and if they are trying to better themselves through education they deserve the opportunity to do so.

Eastern Oregon University has already been supporting its Dreamers through the Multicultural Center and the United Undocumented Students club.

Multicultural Center director Bennie Moses-Mesubed said the center provides services such as peer mentoring, personal guidance, referrals, information about scholarships, inclusivity trainings and guest speakers. The club for undocumented students and their allies often draws 30 to 50 people to their larger events, she said.

For those who want to support Dreamers but don't know how, she said being a good ally means being vocal in supporting human rights, acting with intentions that are genuine and not self-serving, being aware of privileges and biases, using language that promotes inclusivity, seeking understanding of different cultures and not reducing Dreamers' identity to just their immigration status.

"Being undocumented isn't the only thing that makes people who they are," she said.

Jose Garcia, chair of the Hispanic Advisory Committee in Hermiston, said that the repeal of DACA is a scary time for members of the Latino community. He said he knows a mother who is working on a master's degree who is now living in fear of what the loss of her DACA work permit will do.

"The community is freaked out about this," he said. "Everywhere you go, people are talking about it."

Garcia backed Trump during the election based on the president's promises about improving the economy. He said the decision on DACA is worrisome, but he feels optimistic that Trump's decision to throw immigration reform "in the pressure cooker" could result in a more permanent solution from Congress.

He said the administration should allow hard-working Latinos to stay, while focusing on going after criminals instead.

"Aim to take out felons, not families," he said.

Contact Jade McDowell at jmcdowell@eastoregonian.com or 541-564-4536.

CARBON: Opponents also say costs would eventually trickle down to consumers

Continued from 1A

group Renew Oregon in Portland.

A reporter from the New Yorker, who attended the screening, quoted Brown as saying: "I think the rest of the world needs to see Americans, and Oregonians, standing up. We must participate, and we must be part of the solution."

About 100 businesses, including fuel suppliers, electricity providers, landfills and manufacturers — which emit at least 25,000 tons of CO2 per year — would have to buy allowances.

A price on carbon could then be used to invest in projects such as solar panel installations or construction of affordable housing near light rail lines, said Brad Reed of Renew Oregon.

Helm and Dembrow are reaching out to Republicans and members of industry to join the "cap and invest" work groups. The invitations came as a memo to the Governor's Office Aug. 2 identified only Democratic lawmakers as members of the groups.

"Based on the memo released by the Governor's Office, it doesn't appear the Governor's Office has much intention of working with Republicans on that issue," said Preston Mann, a spokesman for House Minority Leader Mike McLane, R-Powell Butte.

Rep. Cliff Bentz, R-Powell Butte, said he plans to decline an invitation to join the work groups.

"I don't want to be brought along as window dressing for outcome already determined by the Democrats," Bentz said.

He said discussions should center on whether "cap and invest" is right for Oregon.

State lawmakers have yet to assess how much existing policies have already reduced CO2, Bentz said.

"In its place in the world, has Oregon done its part or not?" he said. "Those are justifiable questions to ask because we are a small state."

Deciding whether to adopt "cap and invest" should wait until 2019, when the Legislature will have a session of more than five months, Mann said. The session in 2018 lasts only 35 days.

"We are talking about out an extremely complicated issue and a 35-day session we do not think that is appropriate," Mann said.

Opponents also say costs of the program would eventually trickle down to consumers.

"We would have a lot of concerns about the way the program is presented so far because the individuals affected by this are in rural and low-income communities who already have taken the brunt of policy changes recently and in the last decades," Mann said.

A study by the Oregon Department of Environmental Quality indicated the costs could have an inordinate effect on people in low-income and rural communities because they already spend a larger percent of their income on fuel.

But another study out of California shows record economic growth and carbon reductions came in tandem with that state's participation in a "cap and invest" program.

Oregon is modeling its program after California's, so the state can learn from its southern neighbor's mistakes and successes, Dembrow said.

The California report "busts the old myth that reducing emissions comes with reduced economic activity, even as their population is growing, pollution is falling and the economy is booming," said Reed of Renew Oregon.

"Opponents of the policies in California ... said the same bad things. History has proven them wrong."

Oregon team develops engine to keep drones aloft longer

By JOSEPH DITZLER
The (Bend) Bulletin

BEND — A team led by an engineering professor at Oregon State University-Cascades has developed a prototype hybrid engine for small, unmanned aerial vehicles, in what could be a significant development in drone technology.

Unmanned aerial vehicles, known as drones, and particularly small drones, are often limited by the amount of battery power. A hybrid engine, using a gasoline-powered engine to re-charge an onboard battery, allows the vehicle to stay aloft longer.

Chris Hagen, OSU-Cascades assistant professor of energy systems engineering, and his team managed to scale down the concept, opening the possibility of a viable hybrid engine for "smalls" — drones that weigh less than 55 pounds — said Mark Peters, research compliance coordinator with OSU in Corvallis.

"Dr. Hagen brings a concept proven in hybrid vehicles and larger aircraft and miniaturizes it," Peters said Wednesday. "It opens up the door to extending and enhancing the usability of small rotorcraft in research, search and rescue and all those different applications that are restrained by a battery pack."

Previously, Hagen conceived of and developed at OSU a natural-gas-powered

engine that also compresses natural gas, an advance that led to creation of a company, Onboard Dynamics, in Bend, to commercialize the project. Onboard Dynamics partnered with Southern California Gas Co. in January to demonstrate the engine as a more efficient means of refueling natural-gas-fueled school buses.

As for the hybrid engine for small drones, that work began two years ago, Hagen said. The technology existed in its component parts; the challenge lay in bringing them together to work as a system, he said.

"The integration ended up being a lot more difficult than I expected," Hagen said Aug. 17. "Although all the stuff exists, you have to basically tailor each one of these components so they consume the right amount (of energy) and they send off the right amount of energy."

Hagen and his team, which included Sean Brown, formerly an OSU engineering graduate student and now an associate engineer at SpaceX, and Shyam Menon, formerly an OSU engineering professor who now teaches at Louisiana State University, pulled components off the shelf, starting with a Tarot-brand quadcopter. The team today includes a group of undergraduates at OSU-Cascades, Hagen said.

For power, Hagen's team

purchased a small, one-cylinder, two-stroke engine that produces 2.75 horsepower. The German-made engine, a 3W28i, is commonly used in radio-controlled aircraft, said Gerhard Stejskal, owner of Aircraft International LLC, the Florida-based importer that supplied the engine.

Hagen's team used its engine to power a generator that charges the batteries that run the electric motors attached to the drone propellers. Although simple in concept, attempts to bring it to reality proved elusive, Hagen said.

"We've flown for over an hour and 3 minutes," he said. "Other people have made these claims but we haven't seen them do it."

Actually flying the craft is a sometimes thing, he said. It typically "flies" while attached to a set of rails that allows it to rise and fall in a relatively safe environment. The otherwise modest looking craft has more than \$230,000 invested in it, in terms of equipment, a NASA fellowship for Brown and the work of at least six other people, Hagen said. A qualified commercial pilot from Corvallis sometimes crosses the mountains to fly the drone, he said.

"We've been at it a couple of years, and we flew five or six times longer than the best battery system," Hagen said. "We did it just the other day."