

<b>DOW</b> 31,458.40 +27.70	<b>NASDAQ</b> 14,095.47 +69.70	<b>S&amp;P 500</b> 3,934.83 +18.45	<b>30-YR T-BOND</b> 2.01% +0.06	<b>CRUDE OIL</b> \$59.47 +1.23	<b>GOLD</b> \$1,821.60 -3.30	<b>SILVER</b> \$27.32 +.28	<b>EURO</b> \$1.2116 -.0015
--------------------------------	-----------------------------------	---------------------------------------	------------------------------------	-----------------------------------	---------------------------------	-------------------------------	--------------------------------

**BRIEFING**

**Czech firm buys U.S. gun-maker Colt**

Czech firearms company Ceska Zbrojovka has signed a deal to acquire Colt, the American gun-maker that helped develop revolvers in the 19th century and has since supplied the armed forces in the U.S. and other countries.

Ceska Zbrojovka Group SE said Friday that it has purchased all the shares in Colt Holding Company LLC, the parent company of Colt's Manufacturing Company LLC and its Canadian subsidiary, Colt Canada Corp.

The deal is worth \$220 million and 1,098,620 newly issued shares in Ceska Zbrojovka and is subject to approval by regulators. The Czech company said it expected the transaction to be completed in the second quarter of 2021.

The Czech company has some 1,650 workers in the Czech Republic, United States and Germany.

**Airlines fight virus testing for flights**

Leaders of several major U.S. airlines met online Friday with White House officials to press their case against requiring coronavirus tests for passengers on domestic flights, saying it would undermine the already fragile industry.

White House press secretary Jen Psaki downplayed speculation that the Biden administration could soon impose a requirement that passengers on domestic flights first pass a COVID-19 test. But she stopped short of taking the idea off the table.

The CEOs of American, United, Southwest, Alaska and JetBlue all took part in the meeting, according to industry officials.

The meeting was arranged after Transportation Secretary Pete Buttigieg and Rochelle Walensky, director of the Centers for Disease Control and Prevention, said that a testing requirement before domestic flights was under consideration.

— Bulletin wire reports

**PEOPLE ON THE MOVE**

• **Nadine Sparago**, a Redmond resident and visual design specialist, has been named to Mosaic Medical's board of directors governing the nonprofit community health center. Sparago most recently worked for Habitat for Humanity in Redmond.



Sparago

• **Mario Armendariz** has been named by Leading Edge Flight Academy lead flight instructor, a position that leads instructors and students.



Armendariz

## Biden: Governors, mayors need \$350 billion to fight COVID-19

BY JOSH BOAK AND KEVIN FREKING  
The Associated Press

WASHINGTON — President Joe Biden met with a bipartisan group of governors and mayors at the White House on Friday as part of his push to give financial relief from the coronavirus pandemic to state and local governments — a clear source of division with Republican law-

makers who view the spending as wasteful.

As part of a \$1.9 trillion coronavirus package, Biden wants to send \$350 billion to state and local governments and tribal governments. While Republicans in Congress have largely objected to this initiative, Biden's push has some GOP support among governors and mayors.

"You folks are all on the

front lines and dealing with the crisis since day one," Biden said at the start of the Oval Office meeting. "They've been working on their own in many cases."

Republican lawmakers have stressed that some past aid to state and local governments remains unspent and revenues have rebounded after slumping when the coronavirus first hit. But state governments

have shed 332,000 jobs since the outbreak began to spread in February 2020, and local governments have cut nearly 1 million jobs, according to the Bureau of Labor Statistics.

Miami Mayor Francis Suarez, a Republican, called the discussion spirited and said the past aid to local governments was insufficient, so more money was needed.

See COVID-19 / A6

**AFFORDABLE HOUSING**

## Interest renewed in accessory dwelling units



Erin and Sonny De-guzman stand in the entrance of the accessory dwelling unit they're building in the backyard of their Los Angeles home. Permits for units are up since California implemented legislative changes.

Allison Zaucha/Washington Post

BY HAISTEN WILLIS • Special To The Washington Post

With housing prices soaring beyond the reach of low- and middle-income Americans, many cities are moving to create more affordable rentals by significantly expanding dwellings commonly known as garage apartments, in-law suites and granny flats.

The official name for the apartments created from converted space is accessory dwelling units, commonly referred to as ADUs.

Affordable housing advocates promote accessory dwelling units as a way to modestly increase housing stock without drastically altering the neighborhoods that surround them, and a steady stream of new city, county and state regulations is making them easier to build.

"There has been a dramatic uptick in ADU regulatory relaxation over the last few years," said Kol Peterson of Portland, author of "Backdoor Revolution: The Definitive Guide to ADU Development."

"A number of cities and states have come to the conclusion that ADUs are a good thing and that they should put forth enabling legislation to hopefully spur their development," added Peterson, who is also the owner of Accessory Dwelling Strategies, a company dedicated to accessory dwelling unit-related education, advocacy and consulting.

Cities that have eased or are looking to ease regulations

for these units include Evanston, Illinois; Greenfield, Massachusetts; Maplewood and Princeton, New Jersey; and Edmonds, Washington. Missoula, Montana, home of the University of Montana, relaxed accessory dwelling unit regulations in October, raising the maximum allowed height to 25 feet, and removing requirements for owner occupancy and parking.

Also studying the concept are Chicago, which is allowing accessory dwelling units under a pilot program, and Alexandria, Virginia. Perhaps most notably, California and Oregon have passed statewide legislation making accessory dwelling units easier to build.

"The major factors in favor of ADUs are affordability and flexibility," said Sam Khater, chief economist and head of Freddie Mac's Economic and Housing Research division. "The share of entry-level homes has declined a lot, yet demand has more than outstripped the declining new supply that's coming out of the market."

That's especially true in the high-cost, low-density metropolitan areas of the West Coast.

Accessory dwelling units fell out of favor starting in the 1950s as suburbanization and zoning codes discouraged their creation. Even so, many were built illegally in the ensuing decades.

See Housing / A6

**NORTHEAST OREGON**

## 2nd of 3 massive water pipelines is completed

BY GEORGE PAVLEN  
Capital Press

HERMISTON — Farmers in northeast Oregon have completed the second of three new water pipelines tapping into the Columbia River, part of an ambitious plan to boost the region's agricultural economy while simultaneously relieving pressure on badly stressed groundwater aquifers.

On Jan. 28, the Oregon Water Resources Department

signed off on the \$47 million East Project, the largest and most expensive of the pipeline package.

With the West Project, which was finished last year, the pipeline will be operational for the full 2021 irrigation season.

Jake Madison, president of Madison Ranches in Echo and chairman of the Northeast Oregon Water Association, said the projects have led to "a true Mid-Columbia

renaissance for future water sustainability."

"We have lived and breathed these projects for the past eight years of our lives," Madison said in a statement. "While we are not there yet, we have two of three key cornerstone projects in place that give us the chance to succeed and implement our vision."

Water woes in the basin date back to at least 1958, when Oregon water regulators first began observing ground-

water declines. Between 1976 and 1991, the state water resources department designated four critical groundwater areas straddling Umatilla and Morrow counties.

Wells were either restricted or cut off entirely, leaving thousands of acres of potentially high-value farmland dry.

In 2012, then-Gov. John Kitzhaber convened the Columbia River-Umatilla Solutions Task Force, which initially proposed using Co-

lumbia River water to irrigate farms and allow groundwater aquifers the chance to recharge.

However, the Columbia River is subject to strict environmental protections in Oregon. In order to take water from the river, it has to be replaced from other sources to avoid harming endangered fish — a standard known as "bucket-for-bucket" mitigation.

See Pipeline / A6

**STUDY | TRAFFIC ACCIDENTS**

## Smaller cars may be cause of injuries in women

BY KEN SWEET  
The Associated Press

CHARLOTTE, N.C. — The smaller, lighter vehicles that women more often drive, and the types of crashes they get into, may explain why they are much more likely to suffer a serious injury in a collision than men, a new study published Thursday found.

Researchers from the Insurance Institute for Highway Safety, a research group supported by auto insurers, looked into whether there was some sort of gender bias in the research into vehicle crashes or whether body type had anything to do with the injuries.

They analyzed injuries of men and women in police-reported tow-away front and side crashes from 1998 to 2015. Among the findings were that in front crashes, women were three times as likely to experience a broken bone, concussion or other moderate injury, and twice as likely to suffer a serious one like a collapsed lung or traumatic brain injury.

Men and women crashed in minivans and SUVs in about equal proportions, the researchers found. But around 70% of women crashed in cars, compared with about 60% of men. And more than 20% of men crashed in pickups, compared with less than 5% of women.

Men are also more likely to be driving the striking vehicle in two-vehicle front-to-rear and front-to-side crashes, according to the researchers.

"The numbers indicate that women more often drive smaller, lighter cars and that they're more likely than men to be driving the struck vehicle in side-impact and front-into-rear crashes," said Jessica Jeremian, institute vice president of vehicle research, in a statement. "Once you account for that, the difference in the odds of most injuries narrows dramatically."

Women were also much more likely to suffer leg injuries compared to men, which may require car safety researchers to start building crash test dummies that account more for the physical differences between women and men, the researchers noted.