



Submitted photo

Melody Horner's children Rylan Cox, 5, left, and Ayva Zukoski, 7, read a book included in the PAWSitive Choices curriculum.

## Learning

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And after the COVID-19 pandemic forced students to learn from home, Kealey created an at-home version of the curriculum to help parents thrust into being temporary teachers.

Kealey, now an instructor in OSU-Cascades' elementary education teaching program, began using PAWSitive Choices in January to teach college students how to manage their future classrooms. She believes this could lower the turnover rate for local teachers, as these newbies will enter schools knowing how to successfully and empathetically regulate student behavior.

"These (college) students realizing they have a tool they

can use when they have their first classroom is reassuring for them," Kealey said.

Rachel Schuetz, the head of OSU-Cascades' elementary education program, said the program worked for her family. She was one of the first to test out Kealey's at-home version of PAWSitive Choices in the spring of 2020, with her 4-year-old son.

The program's non-punitive approach to discipline — kids are expected to write apology letters, explain their feelings and find a solution when conflict arises — is a breath of fresh air, Schuetz said.

"There's not a culture of blame or humiliation, it's a culture of growth and respect," she said. "I wish when I was a classroom teacher, I had a sys-

tem like PAWSitive Choices."

Schuetz isn't the only parent who's used PAWSitive Choices in the past year. In the spring of 2020, Kealey adapted her curriculum for at-home learning, after multiple local teachers told her families were struggling with behavioral issues.

Since last year, about 250 local families have either purchased the at-home PAWSitive Choices curriculum, or received a free copy through the parenting-focused non-profit Family Resource Center of Central Oregon, Kealey said.

Kealey said she's heard positive feedback from many parents about her program. One mother had 7- and 3-year-old kids who kept disrupting her work-from-home Zoom meetings. PAWSitive Choices' em-

phasis on teaching kids to solve their own conflicts helped this mother greatly, Kealey said.

"She wasn't having to break away and apologize to her colleagues for solving her children's issues. They were able to solve it themselves," she said. "And the kids took pride in that."

Kealey said she's excited that her program is growing, not just in classrooms, but in families' homes as well.

"Now, there's a bridge between schools and families, being able to have that common language," she said. "When schools and families are on the same page, helping each other, that's when we see children thrive."

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## Oil trains

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The issue is not a new one in Central Oregon. Conversation about oil trains and safety came to the forefront in 2016 after a major derailment spilled roughly 42,000 gallons of crude oil in the community of Mosier in the Columbia River Gorge.

Roughly one train carrying fossil fuels comes through Deschutes County each week, said Courtney Wallace, a spokesperson for BNSF Railway.

The goal of the city's environmental committee is to research what the city can and can't do, and make recommendations on what kind of regulations the city should advocate for on a federal level, Kebler said.

This could take the form of a local resolution, she said.

"We're always going to be dealing with the fact that we have a railroad going through the middle of the city," Kebler said. "Beyond moving the railroad out of town, we need to look for how to regulate or advocate for regulation (of) safety, especially for our core."

An email from the environmental organization 350 Deschutes is what prompted Kebler and Goodman-Campbell to raise the issue now, both councilors said.

Diane Hodiak, of 350 Deschutes, said several cities, including Eugene and Portland, have passed resolutions opposing fossil fuel by rail. There is very little a local community can do to regulate oil trains, so resolutions and advocacy is the best way to raise awareness.

"We finally have councilors that recognize that we're not trying to stop (fossil fuels)... we know that people are dependent on that," Hodiak said. "That's not what we intend to stop, but we would like to see this industry be more responsible."

Hodiak said the main concern is how an explosion would impact the city. According to research done by Stand. Earth, an environmental advocacy organization, people and natural resources within a half mile of an explosion are the most at risk. Fire risk is greatest within a mile of the blast.

About 12 schools are within those ranges, according to 350 Deschutes, along with several parks and homes.

"These trains make our communities vulnerable, and many times it's low income people of color who are most vulnerable because they live in neighborhoods closest to the tracks," she said.

Wallace, the spokesperson for BNSF, said in an email safety is a top priority and that "99.99%" of all BNSF's hazardous materials shipments are delivered "without an accidental release."

"BNSF has invested in new technologies and infrastructure to further reduce risks and enhance safety. For example, BNSF has a very robust track inspection program, which meets all federal standards and utilizes highly skilled track inspectors and advanced technology," Wallace said in an email. "BNSF has made significant investments in inspection and detection technology to enhance the regular manual inspection process and help identify defects or problem ar-

reas that cannot be detected by the human eye."

Another concern 350 Deschutes has around oil train derailments is the ability for the local community to respond.

Wallace said BNSF has response plans for different emergency scenarios, which include specialized equipment and staff across the state to respond if something does happen, with the closest in Central Oregon being staged in Prineville.

Bill Boos, the Bend Fire operations chief, said the region is in a better position to respond than in years past, thanks to access to trucks that deploy foam to put out oil fires that are staged north and south of Bend.

The city also has access to the Hazmat team in Salem which, against what one may think, responds in about the same amount of time, if not faster, than the team formerly staged in Redmond, Boos said.

The biggest thing that would help improve response to an oil explosion or derailment would be knowing from the

train companies when hazardous materials are scheduled to come through Bend, Boos said.

"We've asked for that, but there's no way," Boos said. "They are not going to do it."

This is due to concerns over terrorism, Boos said.

There have been improvements since the last time the council chose to advocate on this issue, said Mayor Sally Russell, who was a councilor at the time. Tankers were upgraded and older, more vulnerable rail cars were phased out after the Mosier incident, she said.

Russell said the conversation is bigger than just oil trains. The city needs to advocate for a more efficient way to upgrade and make railroad crossings safer, like overcrossings, which makes things safer for people and the trains.

"Regardless of whatever load the railroads carry, I think there are some safety issues and dysfunctionality issues that deserve to be addressed," Russell said.

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# Medford Police warn of wave of Prius part thefts

BY NICK MORGAN

Mail Tribune (Medford)

Following a wave of catalytic converter thefts, including one caught on video in west Medford, police are recommending that local Toyota Prius owners take precautions.

In a video posted Wednesday on the Medford Police department's Facebook page, unidentified thieves can be seen pulling up next to a parked 2000s model Prius and jacking up the victim's vehicle.

In the span of one minute and 43 seconds, the thieves make off with a part that could turn into "a quick \$200," according to Medford police Lt. Mike Budreau.

Another apparent theft attempt involving a Prius was reported March 8, according to Budreau.

In that case, the owner brought their Prius in for servicing after getting a light on the dash. The mechanic discovered that the wire to the vehicle's O2 sensor had been cut, but unlike about 10 other vehicles in Medford over the past year, that car kept its catalytic converter.

It's not clear why thieves didn't go through with the most recent theft.

"Maybe it was interrupted," Budreau said.

Although catalytic converters are a common emissions control device on all modern

vehicles, the units on hybrid vehicles such as the Prius contain higher amounts of precious metals such as platinum and palladium, according to a 2019 Forbes report.

Budreau believes ease of access to the part is another factor as to why local thieves are targeting Prius models.

"They've figured out a way to get those off fast," Budreau said.

Catalytic converter thefts routinely leave Prius owners with repair bills in the thousands of dollars.

A catalytic converter theft involving a Prius parked at Providence Medford Medical Center the evening of Jan. 18 cost the owner \$2,500 to repair, according to a police report provided by Budreau.

Other catalytic converter thefts reported over the past year that involved Priuses included a Nov. 7 theft that cost the owner \$2,000 to repair, and an Oct. 22 theft at a Quality Inn.

Between August and the first week of October, six Prius catalytic converter thefts were reported in parking lots.

Budreau believes the thieves are "actively looking for Toyota Prius vehicles that are exposed," and recommends that Prius owners avoid parking on streets and open parking lots.

## Relief

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Even before the Legislature approved \$800 million in additional spending in a December special session, analysts expected state revenues would be approximately \$800 million short of what would be needed to maintain the current level of services. Staff at the Legislative Fiscal Office expect the cost of providing a status quo level of services to rise from \$24 billion in the current two-year budget, to \$25.6 billion in 2021-23.

As improving revenue forecasts erase some of the state's anticipated shortfall, that could leave more of the federal aid up-for-grabs as law-

makers draft the next budget. Interim Legislative Fiscal Officer Laurie Byerly said states are still waiting for guidance from the Department of Treasury so it is unclear the degree of flexibility the state will have to spend the funds.

Oregon governments also received \$1.8 billion for a variety of specific uses, including to distribute for rental assistance and \$499 million for schools, through Congress' December relief bill and \$2.45 billion from the CARES Act earlier in 2020.

Unlike the cash payments that can land in people's bank accounts fairly quickly, federal aid that flows to governments can take months to make its way to specific programs or recipients.

## OBITUARY

### ROBERT HENRY SCHOCK

July 24, 1928 - February 26, 2021.

"Bob" was born and raised in Los Angeles and after graduation from Pomona College and service in the Air Force moved to Newport Beach, California to join his brother in establishing Schock Brothers, building sailboats. Surfing, sand volleyball, and especially sailing and winning races were his passions. Later he began his career as a stock broker. He rose to become a partner in Goodbody & Company, managing offices in Corona Del Mar, Newport Beach and Laguna Beach. In 1970, wishing to be an independent market analyst, Bob left his Southern California life behind and moved with his wife, Janice, and their four children to Bend to enjoy the slopes and lakes and the special community that was Bend. Somewhat of a pioneer in working from home, he found time to build a small, authentic log cabin. It sat beside a large pond for swimming and skating he and his boys dug with the Case tractor he loved. He fenced and put in pasture to try his hand at small scale cattle ranching. The "ranch life" enabled the family to have a family dog and cat and chickens, and a horse in the barn he built. There are no end of hilarious stories stemming from this adventure in farm life. Bob eagerly followed his children's and grandchildren's sports events. He was always ready to answer a call for support of school and sports programs. He was on the SMART Leadership Council, Salvation Army Board, the St. Charles Foundation, and a strong supporter of the COCC Scholarship Program. He is survived by his wife of sixty six years, Janice, their sons Michael (Angela), Bradley (Karin), and Spencer (Heather) and daughter Molly and a large covey of beautiful grandchildren.

Remembrances may be sent to Partners in Care, 2075 N.E. Wyatt Court, Bend, OR 97701 or to the community charity of your choice.



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