Program

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chat system will be set up at the Elks Lodge called TeleHealth, connecting vets with a Boise VA Hospital staff and other VA hospital facilities.

Hoffman has arranged for a free haircut day for veterans this month and is organizing a women's luncheon for March.

On Monday, Feb. 11, from 8 a.m. to 5 p.m., Hair It Is hairstylists Kimberly McManus (owner) and Miranda Hoodenpyl will offer free haircuts for veterans at their 342 W. Main location. To set up an appointment, call the salon at 541-575-0311.

New window screen signs in John Day at Hoffman's office at 530 E. Main St., Suite 5, and

Katee Hoffman

at the Squeeze In Restaurant offer encouragement with a suicide prevention message.

Part of the signs read "Buddy Check 22 — Are you OK?" which is a familiar saying to military service members.

It's a reminder to call a veteran and check on how they're doing to hopefully turn around the statistic that 22 veterans and one active duty service member commit suicide each day.

A confidential suicide prevention lifeline number is listed: 1-800-273-TALK (8255), then press 1.

Vets can also chat at veteranscrisisline.net or text to 838255. The signs, which have a message on one side and are see-through on the other, are designed by Eloise Boren of ER Printing and Graphics in Dayville.

Boren has a son and daughter who are both veterans, and restaurant owner Shawn Duncan's father and daughter are also veterans.

Duncan said she was "thrilled" when Hoffman asked if she would be interested in displaying the window screen at her restaurant.

"We love supporting our veterans whenever we can," Duncan said. "I don't know if everyone knows this, but we give a 10 percent discount to them every day."

Hoffman said she plans to have the same window screen added to her vehicle.

She said suicides among veterans and active duty soldiers is an epidemic.

For various reasons, both men and women may feel abandoned and betrayed, she said, adding suicides among female vets are on the rise.

Family members who have a loved one affected by post-traumatic stress disorder often don't know how to help them, she said.

"I want people to be more aware of what's happening in our military and VA community," Hoffman said. "We have a lot of vets in Grant County ... They're changed when they come back. They don't know what's available, and a lot of them don't know the VA can help them."

She said some veterans who don't want to talk about mental health issues say there are others "more broken" than they are.

"It's hard to transition from military to civilian life," she said. "There's no structure, unless they have an exit plan when they get out. Most don't."

Other challenges can crop up, for example, when a hospital charge is billed incorrectly.

Hoffman said she can work with individuals and their family members or partners to assist them and help navigate the system.

One of the many ways Hoffman can help is assisting veterans in signing up for a Choice Card, which is a Veterans Choice Program benefit that allows vets who live in rural areas, far from a VA hospital, to see a community provider rather than waiting for a VA appointment or traveling to a VA facility.

She said she can identify with the veterans she visits with, since she's a veteran herself and a cancer survivor.

"I don't want our veterans to be frustrated," she said.

For more information, contact Hoffman at 541-575-1631 or her work cellphone, 541-620-8057. Her office hours are 10 a.m. to 5 p.m. Mondays through Fridays — she's in Monument on Wednesdays.

"If the flag is out, I'm there," she said.

A quote on the window screens, which also thanks veterans for their service, reads: "The soldier above all others prays for peace, for it is the soldier who must suffer and bear the deepest wounds and scars of war." — Douglas MacArthur

Bill

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That would include municipal transportation systems, affordable housing near public transit, electric vehicle charging stations, solar panels, energy-efficient windows and furnaces and insulation for homes. Nearly every Oregonian could be affected by the ambitious proposal.

The proposal last year dedicated some funds to low-income communities, rural communities, tribes and communities of color. Under the new proposal, those communities would have priority claim to the new state funds — but not certain access, Reed said.

Critics have said one of the prime impacts of the effort to control air emissions would be higher gas prices. To counter that, oil companies could blend gas with less carbon-emitting fuel to pay less in allowances, Reed said. That and other mitigation measures could impact how much of the cost is passed to the consumer.

Dembrow said he wanted to be wary of who pays the costs of the environmental legislation.

"As we're putting a price on carbon, we want to make sure it doesn't fall too heavily on the backs of people who are least able to afford it," said Dembrow, who chairs a committee of representatives and senators focused on carbon reduction.

The program would authorize lawmakers to consider ways to cut down on people's energy costs through home weatherization and energy efficiency projects, and to help people with jobs in the fossil fuel industry — such as gas station attendants — train for new jobs in renewable energy.

Lawmakers could do more to help residents of rural Oregon become more energy efficient and rely less on fossil fuels, Dembrow said.

He wants the policy to not only cut down on carbon, but benefit the state's economy and become a model for other states.

"We know that in the near term, there's not going to be federal action on this, so it's going to be up to the states, individually or together, to get a serious commitment to climate action," Dembrow said.

Oregon would link with California and Quebec in a marketplace to trade allowances so companies who have excess credits because they polluted less could cash them in. New Mexico could follow, as its governor signed an executive order this week outlining efforts to bolster the renewable energy sector. Dembrow noted that the proposal unveiled Thursday faces changes despite the Democratic drive behind it.

Starting a little after 3 p.m., the Capitol halls started buzzing as lobbyists started asking who had seen the bill. The interest didn't dissipate. Hours later, people stood in huddles chatting about the bill's mere existence as the building slowly emptied.

Lawmakers were in the same boat as most everyone else. Republicans, by and large, have been opposed to the idea of a carbon cap. This week, those tensions boiled over as several accused Democratic leaders of crafting the bill in a back room. On Thursday, fears weren't assuaged or solidified, as they had yet to read it.

Sen. Cliff Bentz, R-Ontario, and Rep. Shelly Boshart Davis, R-Albany, were two of the more vocal critics of the perceived secrecy surrounding the bill, but neither had a chance to look it over before the workday ended.

Boshart Davis said she remains worried about increasing fuel prices and how this could impact the agricultural sector that ships food out of state or the country.

Rep. Lynn Findley said in a statement that regulating carbon would have unintended consequences. Ash Grove Cement in Baker County has difficulty passing through carbon costs because of competition with China, he said. Because of weaker environmental and labor laws in China, Findley said, the policy could lead to an increase in global carbon emissions — as well as the loss of 600 Eastern Oregon jobs connected to the plant.

"Every time one ton of Chinese cement is used in Oregon instead of Oregon-made cement, the global environment will see roughly 760 pounds of carbon that would not occur if that ton of cement were made in Oregon," he said. "If the manufacturing capacity at the Durkee, Oregon, plant is lost to Chinese competition because of the proposed carbon law, global emissions of carbon will increase by more than 417,000 tons per year."

Fish

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Addressing flooding at mile marker 4.5 was more complicated. In the past, ODOT had constructed a flood control berm at the site, and boulders had been removed from the channel in 2010. The objectives in 2018 were to increase channel capacity, remove the berm and increase material transport through the project area. Engineers faced a number of problems in the project area — a steep, eroding slope above the creek, a power transmission line, a curved roadway on county right-of-way through Bureau of Land Management land, a naturally occurring asbestos outcrop and a hand-dug historic Chinese mining ditch.

Addressing the steep slope was an expensive option and constant maintenance was not a satisfactory solution, so ODOT chose to reconstruct about 600 feet of channel. ODOT contracted with Suulutaaq Inc., an Alaskan construction company with an office in Eugene, for the project.

A large-diameter plastic pipe was installed to temporarily contain Canyon Creek while the stream bed was de-watered. A diversion dam was constructed using plastic sheeting, and a pumping system backed up the main pipe. Fish salvage work continued as the creek bed was de-watered.

ODOT provided two backpack-style electroshockers, and ODFW brought in one more, ODFW assistant district fish biologist Brent Smith told the Eagle. Fish salvage work is common when replacing culverts for fish passage or in other fish habitat restoration projects, he said.

Salvage crews placed salvaged fish, crayfish and mussels in buckets and walked them upstream to the head of the project, Smith said. Mussels were placed back in the substrate of the creek bed.

Both sides of the channel in the project area were riprapped with boulders, and the banks were planted, Kennington said.

Fish salvage accounted for a large portion of the $1.45 million total cost of the bridge and channel projects, Kennington said. The scoping estimate had been $2 million. A more elaborate fix was abandoned after the estimate came in at over $3 million.