

PUBLIC NOTICE
LEXINGTON PUBLIC MEETING
 THE LEXINGTON TOWN COUNCIL will hold a public hearing on Tuesday, January 12, 2016, at 7:00 p.m. at the Lexington Town Hall in Lexington, Oregon. Development Code Amendment: to implement text changes incorporating use zone criteria for the Public Use Zone. Criteria for approval include Lexington Development Code Article 8. Opportunity to voice support or opposition to the above action or to ask questions will be provided. Failure to raise an issue in person or by letter or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on those issues.

Copies of the staff report and all relevant documents will be available after January 5, 2016. For more information, please contact the Lexington Town Hall at 541-989-8515.

DATED this 23rd day of December, 2015
 TOWN OF LEXINGTON
 Published: December 23, 2015
 Affidavit

IF YOU HAVE--

- been on a trip
- spotted Santa
- celebrated a birthday
- married your secretary
- caught a big fish
- moved
- had a baby
- sold your cows
- had an operation
- bought a sleigh
- painted your house
- fed a hummingbird
- been married
- cut a new tooth
- died
- sold out
- been robbed
- been shot

Or done anything

Telephone or drop a postcard, or come in, or in any convenient way inform the
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Now all they need are the cookies...



The Sew Fantastic 4-H Club members are almost ready for Santa after sewing Christmas stockings at a fun Dec. 20 meeting. Now all they need are some cookies to encourage Santa's generous spirit. Pictured (L-R) are Harley Anderson, Aubri Rodriguez, Kylie Boor, Madison Orem, Serenity Rodriguez and Hannah Palmer. —Contributed photo

Final EIS for Boardman Naval facility available for public review

SILVERDALE, Wash.—The U.S. Navy, in cooperation with the National Guard Bureau, the Oregon National Guard, and the Federal Aviation Administration, has prepared the Naval Weapons Systems Training Facility (NWSTF) Boardman Final Environmental Impact Statement (EIS), which is available for public review from December 18, 2015, to January 19, 2016.

The completion of the final EIS follows several years of research, analysis and public involvement. The Navy held two public scoping meetings in October 2010 and two public meetings in September 2012 to provide information on the project and receive public comments on the draft EIS.

In the final EIS, the Navy and Oregon National Guard evaluated the potential environmental effects related to ongoing and proposed military readiness activities associated with NWSTF Boardman.

Regulations provide for a 30-day public review and wait period after the final EIS is published before the Navy and Oregon National Guard may make a decision and take action on the proposal. During this time, the public has the opportunity to review the final EIS online or in various locations to see how the Navy

and Oregon National Guard have adjusted the document from the draft EIS. Comments may be submitted by U.S. postal mail by January 19, 2016, to: Naval Facilities Engineering Command Northwest, Attn: NWSTF Boardman EIS Project Manager, 1101 Tautog Circle, Suite 203, Silverdale, WA 98315-1101.

The Final EIS is available online at www.NWSTFBoardmanEIS.com and regionally at Oregon Trail Library District, Heppner Branch, Oregon Trail Library District, Boardman Branch, and Stafford Hansell Government Center, Hermiston.

The final EIS includes public comments received during the 90-day draft EIS review period and Navy and Oregon National Guard responses to those comments.

The final EIS is also being reviewed by National Guard and Navy leadership, including the Assistant Secretary of the Navy for Energy, Installations and Environment, who will be the decision maker to decide which alternative will be selected to accomplish the Proposed Action.

Proposed Action
 NWSTF Boardman and its associated airspace currently play a vital part in the execution of readiness mandates for the Navy and Oregon National Guard. It serves as a regional train-

ing range for a variety of military units located in the northwest for a variety of training activities. These include naval aviation units stationed at Naval Air Station (NAS) Whidbey Island and Oregon National Guard units located throughout the state of Oregon.

The Navy and Oregon National Guard propose to increase the types of training and testing activities, increase the number of training events conducted, accommodate force structure changes, and provide enhancements to training facilities and operations at NWSTF Boardman and its associated special use airspace.

The purpose of the Proposed Action is to achieve and maintain military readiness by using a training and testing facility within acceptable travel distance for Navy and Oregon National Guard personnel that has appropriate air to ground ranges, land range impact areas, and special use airspace to support current, emerging, and future military readiness activities, while enhancing training resources through investments and development of necessary infrastructure on the range.

Visit www.NWSTFBoardmanEIS.com to view the final EIS and learn more. For other information about the Navy in the Northwest, visit www.cnic.navy.mil/regions/cnrnw.

Forest Service publishes region's travel analysis reports

Agency says analyses will guide national forests toward sustainable road system

Portland, Ore—The U.S. Forest Service Pacific Northwest Region released 17 travel analysis reports last week that outline existing road systems and identify opportunities to achieve “a more sustainable system of roads” for each national forest in the Pacific Northwest. These travel analysis reports are part of nationwide requirement involving national forests across the country.

These reports are not decision documents—in- stead, they provide an analysis of where the existing road system is today. The Forest Service says all future proposed actions and decisions will involve further opportunities for public input and engagement at the project level under national environmental policy act processes, according to guidance issued by Regional Forester Jim Peña to all national forests.

“The release of these travel analysis reports is a critical step to ensure our future road system investments promote the greatest good for the great number in the long run,” said Peña. “Given the long-term funding expectations, these reports will help the Forest Service strike the right balance between meeting a diversity of access needs while ensuring the health of your forests and streams.”

The reports will inform future decisions on where and how to invest limited resources on building new roads, managing current roads, or decommissioning old roads. Travel analysis reports identify roads “likely needed” and “likely not needed” in the future, as well as opportunities to change road operation and maintenance strategies, decommission, convert to other use, or add to the system.

As part of a national travel management process, the Forest Service is working to achieve a “financially and ecologically sustainable road system” that meets access needs, minimizes adverse environmental impacts, and reflects

long-term funding expectations.

The Forest Service manages approximately 90,000 miles of roads in Oregon and Washington that must be maintained to provide safe public and administrative access for a variety of uses, including recreation, fire suppression, commercial activities, forest restoration, and other management purposes. Many roads, built between 1950 and 1990, have exceeded their designed lifespan and require costly repairs. Backlog maintenance projects top \$1.2 billion, and the Forest Service says funds available for road maintenance each year are only about 15 percent of what is needed to fully maintain the current road system.

Of the 90,000 miles of Forest Service roads in Oregon and Washington, about two-thirds of those are currently open and maintained for both public and administrative purposes. The other third of the current road system is managed for specific project uses. These roads are opened during project activities, and closed and put in storage between uses. The travel analysis reports indicate that about 12 percent of the overall road system is “likely not needed” for resource management purposes in the future. However, the majority of roads in this category are part of the closed and stored road system. Only about 20 percent (approximately 2,000 miles) of the roads shown as “likely not needed” in the travel analysis reports come from the group of roads that are currently open to the public.

Travel analysis reports for individual national forests in Oregon and Washington can be found at <http://www.fs.usda.gov/detail/r6/landmanagement/undertheTravelManagementlink>.

To learn more about the U.S. Forest Service in the Pacific Northwest, visit www.fs.usda.gov/r6.

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