

Lawmakers clash over cap-and-trade bill

Bill now before Senate

By **CLAIRE WITHYCOMBE, AUBREY WIEBER and MARK MILLER**
Oregon Capital Bureau

SALEM — The Legislature is mere days away from having to close up shop. But uncertainty has permeated the Capitol for the past couple of days as state Senate Republicans threaten to stop proceedings over a landmark environmental policy. If the 11 Republican senators decide not to show Thursday morning, when a bill to limit the state’s industrial polluters is up for a vote, that would mean the Senate won’t have the 20 members it needs to legally meet.

The late-season shenanigans — combined with some hemming and hawing among Democrats — could throw a wrench into the conclusion of the session and create a logjam of bills. Lawmakers have been busy working to allocate money for state programs like foster care and schools and to revise the state’s laws. Gov. Kate Brown has stepped in, saying she’d convene a special session to force cap and trade through if lawmakers don’t get it done by their June 30 deadline. Longstanding tension between Oregon’s environmentalists and timber industry emerged into full view in the Capitol this week. The day began Wednesday with hordes of loggers and truckers showing up to protest against the goliath proposal to limit the state’s greenhouse gas emissions.



Sierra Dawn McClain/Capital Press

A crowd of more than 300 protesters gathered outside the Capitol on Wednesday.

With their trademark suspenders and hard hats, loggers presented a gritty contrast to the environmental advocates in white “Clean Energy Jobs” T-shirts who sat in the lobbies of all three Senate office floors for the second consecutive day, providing a constant reminder of how they would like their senators to vote. In the second-floor Senate lobby, as Democrats huddled in their caucus room Wednesday morning, members of each group stood elbow-to-elbow, waiting for a chance to make their pitch to senators: “kill the bill” or “pass it now.” Meanwhile, floor sessions in the Senate have seen more bickering, at a time of the session traditionally characterized by crabbiness and an eagerness to go home.

Most of the 18 Democrats in the Senate are backing House Bill 2020. But the votes of Laurie Monnes Anderson, of Gresham, Arnie Roblan, of Coos Bay, Elizabeth Steiner Hayward, of Beaverton, and Betsy Johnson, of Scappoose, have been in question for weeks. Johnson is a definite “no.” On Tuesday night, Monnes Anderson said she still hadn’t decided, but she’s confident some kind of deal among Democrats would be worked out. Democrats — who spoke only on background — are confident enough to roll the dice on a floor vote, where political pressure will be imposed on members like Steiner Hayward, who has a liberal constituency west of Portland.

But it’s not clear when or if Democrats will get the chance. On Tuesday, Senate Minority Leader Herman Baertschiger Jr., R-Grants Pass, signaled that he and his caucus were prepared to walk out — denying the Senate a working majority to hold any votes at all — in order to stop the cap-and-trade bill. Brown responded that she’d order state troopers to round up senators if they attempt a boycott, and then threatened to call legislators into special session two days after adjournment to pass the bill. She said if Republican senators walk out again, it would violate “the oaths they took to speak for their constituents, as well as the word they gave to their colleagues

and to me.” It was a swift escalation for Brown. When Republican senators shut down Senate business by leaving the Capitol for a week in May, she responded by cutting a deal with Baertschiger to kill two bills most Democrats supported. Sen. Brian Boquist, R-Dallas, said Brown taking a hard line now only inflames the politics. “Six-gun Kate went over her skis this time,” he said Wednesday. But Sen. Mike Dembrow, D-Portland, said Brown showed she had resolve to back the Democrats and he said it “galvanized” the ranks in a tense moment. The high-profile legislation was originally going to get second read Wednesday morning — votes are typ-

ically taken when legislation is read for the third time — but the Senate floor session was hijacked as tensions boiled over. Boquist veered off-topic while inveighing against a bill. “We’re effectively in the midst of a political coup,” Boquist said, turning to the subject of the walkout and Brown’s threat to call the police on absent senators. To Peter Courtney, the Senate president, who was standing at the dais, Boquist warned, “If you don’t think these boots are for walking, you’re flat wrong, Mr. President. And if you send the state police to get me, hell’s coming to visit you personally.” Since the May walkout, senators have been increasingly testy with one another. Boquist apologized Wednesday after Courtney asked senators to observe “decorum,” but Sen. Lew Frederick, D-Portland, wasn’t satisfied. “What I heard earlier was a threat, and the apology is not enough,” said Frederick. “That is the kind of thing that we can simply not allow on this floor.” Courtney conferred with Democratic and Republican leaders after the bill vote, and then recessed the Senate for a couple of hours to let emotions cool down. The vote will go forward Thursday unless Republican senators walk out and stop Senate business again. A spokeswoman from Courtney’s office said he’s willing to ask Brown to dispatch state police to bring Republicans back to the Capitol for a vote. He could also fine absent senators up to \$500 per day.

Undocumented immigrants could get driver’s licenses under bill

By **CLAIRE WITHYCOMBE**
Oregon Capital Bureau

SALEM — The state House on Tuesday passed legislation that would once again allow the state to issue driver’s licenses to undocumented immigrants and others who can’t prove they are legal residents. State Rep. Teresa Alonso Leon, D-Woodburn, and Rep. Diego Hernandez, D-Portland, carried House Bill 2015, which passed 39-21. Rep. Tiffany Mitchell, D-Astoria, voted for the bill. It now heads to the Senate. In 2014, Oregon voters rejected a measure to create a separate driver’s card for people without proof of legal residence. But the bill House members approved Tuesday would allow people who can’t prove they’re in the country legally to get the standard license now offered by the Department of Motor Vehicles starting in 2021.

By that time, the federal government will no longer accept standard licenses as valid identification for boarding an airplane or entering secured federal government facilities. Next year, the state will begin issuing Real ID-compliant licenses, documents that meet stricter federal standards and require recipients to prove their residency status. Before the terror attacks of Sept. 11, 2001, many states, including Oregon, allowed people to get driver’s licenses without proving their residence. In 2007, then-Gov. Ted Kulongoski, a Democrat, issued an executive order requiring people applying for driver’s licenses, driving permits and ID cards to document their citizenship or that they were in the U.S. legally. The federal government also began enacting stricter Real ID standards, which go into effect in October 2020. Without an avenue to get a driver’s license, many undoc-

umented immigrants can’t legally get to work or to doctor’s appointments, Alonso Leon said in a floor speech. If they drive without a license, they risk being deported if caught. Alonso Leon described the impact on people who could not drive to get to work, school or other obligations. She said that being unable to drive legally is hard, especially for people who live in rural areas, where public transportation is minimal or nonexistent. Some have lost their livelihoods because they don’t have a license, Alonso Leon said. “Imagine the pain and frustration that parents must feel when they can’t do that simple task,” Alonso Leon, whose voice began to break with emotion. “The simple task like going to the grocery store, to buy baby formula, diapers, over-the-counter medication. While this has been challenging for many parents, they are not deterred.

They have taken to walking for miles to get to work or to that grocery store, on shoulder-less, dim roads, to make sure that their children have their basic needs.” The bill, which still requires people to take the driver’s test and pay the associated fees for a license, would benefit not just undocumented immigrants, Alonso Leon said. Oregonians who have lost their documentation for whatever reason — to a natural disaster, domestic violence, or are homeless — could also get licenses to drive under the new provision. Hernandez emphasized public safety and pointed to Connecticut, which he said passed a similar bill four years ago and has seen

a decline in hit-and-run incidents. Licensed drivers in Oregon must have car insurance. The vote was largely along party lines, with most Democrats voting for the bill and most Republicans voting against it. However, there were some departures from the party line, including Rep. Cheri Helt, R-Bend. “We are a nation of immigrants,” Helt said. “Immigrants have contributed and continue to contribute to the well-being and the progress of our American society, but currently they are faced with the difficult decision of choosing to take their kids to school or breaking the law. This bill will allow parents to safely and legally drive their children to school.”

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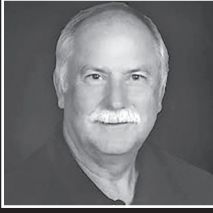
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Q: Do I have to have Part B Medicare coverage to enroll in an Medicare Supplement Plan?

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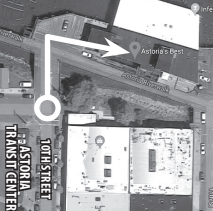
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A: The body during pregnancy is going through many hormonal changes and a common side effect is sensitive or inflamed gums. Meticulous oral hygiene and brushing is very important during this time to keep gums healthy and reduce chance of infection getting into the mothers bloodstream. Women who take proper oral hygiene measures and have a nutritious diet are more likely to avoid gum problems.



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