

## SCHOOL: All 12 Republicans voted against it

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Monroe also said the budget provides \$220 million in state funding for full-day kindergarten, which lawmakers made mandatory in 2011 and starts this fall.

Sen. Mark Hass, D-Beaverton, said this budget makes good on the Legislature's promise to support full-day kindergarten back then.

"It was not the popular thing to do, but it was right," said Hass, who was co-floor manager of the 2011 legislation.

But educators told the Legislature's joint budget committee that the fund ought to be at least \$7.5 billion — \$245 million more than is proposed. Among the groups at pub-

lic hearings in March were delegations from Portland Public Schools, which enroll the most students in Oregon, and the Forest Grove and North Clackamas districts.

All 12 Republicans joined those critics and voted against it.

"We can do better," said Sen. Alan Olsen, R-Canby.

The bill contains a provision that earmarks for the school fund 40 percent of any additional tax collections projected in the May 14 revenue and economic forecast — the final one before the start of the new budget cycle on July 1.

Leaders said passage of the fund also gives a figure that school boards can plan on as they draw up their own budgets for the 2015-16

school year.

It would be the earliest legislative action on the state school fund since 2011, when lawmakers cleared a budget on April 11.

Republicans proposed several motions to send the fund back to the budget committee, and others to raise more money for it by reducing government regulation of business or selling the Elliott State Forest and reinvesting the proceeds. All failed on party-line votes.

"The K-12 students of Oregon will be the losers," said Senate Minority Leader Ted Ferrioli, R-John Day.

*The Capital Bureau is a collaboration between EO Media Group and Pamplin Media Group.*

## LINES: SB873 would adhere to the state's goal of prioritizing high-value agriculture

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high-value farmland, it would be up to the developer to show there was no better alternative. Cook said that is in line with land use laws for all other non-farm uses.

But so far, the legislature hasn't taken up the issue. The bill was referred to the Senate Committee on Environment and Natural Resources, and has not received a hearing. Bills have until Friday to see some forward-moving action, or they will likely die before making it onto the floor for a vote.

Hansell, who serves on the Senate Environment and Natural Resources Committee, said he has already been told by the committee's chairman, Sen. Chris Edwards, D-Eugene, that he will not do anything with the bill.

"The conversations are continuing, but the feeling is this won't be

a bill that moves forward this session," Hansell said.

In a statement from Idaho Power, spokesman Brad Bowlin said the company does not support legislation that would make it more difficult to site transmission lines.

"By setting a higher bar for transmission lines, SB873 could result in a policy that would impede the development of much-needed critical transmission infrastructure," Bowlin said.

Cook said he isn't ready to give up on the bill yet. Private landowners are being forced to rely on a process that offers them few protections, he said, and SB873 would adhere to the state's goal of prioritizing high-value agriculture.

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## PAGEANT: Winner will spend the next year as an ambassador

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Mathews. "The contestants spend most of their pageant time in their traditional native clothing, demonstrating pride and diversity among the native/indigenous people of North America, and sometimes, South/Central America."

The pageant is part of the world's largest powwow, the Gathering of Nations. The 32-year-old gathering of indigenous people brings about 112,000 visitors to Albuquerque each year.

Pete, 24, brings plenty of dance experience to the competition. Most every weekend, she points her Mercury Sable in the direction of a powwow and drives. Often, she goes alone to revel in the dancing and camaraderie.

"My mom started taking me to powwows before I could walk," Pete said.

She stopped for a while in her teens to try rodeo (roping) instead, but returned to powwow dancing at age 18. She favors a women's traditional Plateau high-step, a style that requires fast footwork.

The Miss Indian World competition will end with dancing. The talent portion, which comes earlier, requires each competitor to perform a

culturally related skill. Past contestants have done such things as prepare tribal foods, show beadwork, tell tribal stories, sing and dance.

"I will be explaining our traditional Plateau horse regalia, where it comes from, how we got it, how it's different from other tribes, and showing the different pieces that go on the horse," Pete said. "I'll be taking my Indian saddle and complete horse regalia to the pageant with me."

Instead of an actual horse, Pete will use a saddle stand set at center stage.

During the public speaking portion of the pageant, she will don a black wool shell dress with blue, red, orange, yellow and white "fire ribbons." She will answer a question earlier that day testing knowledge of her tribal culture.

Pete practices speaking at powwows after having the emcee announce that she is selling raffle tickets for the Miss Indian World pageant. People generally crowd around the dancer asking questions and give her a chance to rehearse her speaking skills.

"Public speaking isn't really my forté," said the former Happy Canyon princess. "However, I'd definitely credit the Happy Canyon

Association for helping me get over my fear."

The woman crowned Miss Indian World will spend the next year as an ambassador making appearances at powwows, festivals and other events. Last year's victor, Taylor Thomas, rode in the 2014 Westward Ho! Parade in Pendleton.

"Miss Indian World spends her year as an ambassador to all native and non-native people sharing her culture and speaking on issues that affect Native America, and promoting education, cultural preservation and demonstrating a strong sense of individuality in being a young native woman living in a multicultural world and maintaining her traditional beliefs and practices," Mathews said.

Pete is selling raffle tickets for \$2.50 each. Proceeds go to the Miss Indian World pageant committee and Pete will receive 10 percent of overall ticket sales as an honorarium. Prizes include turquoise jewelry, a buckskin hide, a beaded purse and other items. For tickets, call Pete at 541-215-2901 or Celeste Reves at 541-969-2109.

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## TRAIN: Each car can hold 30K gallons of fuel

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hancements," said NTSB Chairman Christopher Hart. "Otherwise, we continue to put our communities at risk."

The recommendations come as the Department of Transportation considers new rules to bolster tank car safety in response to oil and ethanol train crashes that stirred widespread worry in the U.S. and Canada, where 47 people were killed when an oil train crashed in Quebec two years ago.

If the agency decides it would take too long to retrofit the existing fleet with new protective features, it should consider significant speed restrictions on trains as an interim measure, the NTSB said in its recommendations.

The industry in 2011 voluntarily adopted rules requiring sturdier tank cars for hauling flammable liquids such as oil and ethanol. But cars built to the new standard split open in at least four accidents during the past year, including oil trains that

derailed and burned in West Virginia in February and Illinois last month.

A spokesman for the Railway Supply Institute, which represents tank car users and manufacturers, said he could not immediately comment on the NTSB recommendations.

The volume of flammable liquids transported by rail has risen dramatically over the past decade, driven largely by the oil shale boom in North Dakota and Montana. Each can holds 30,000 gallons of fuel.

To get to refineries on the East and West coasts and the Gulf of Mexico, oil shipments travel through more than 400 counties, including major metropolitan areas such as Philadelphia, Seattle, Chicago, Newark and dozens of other cities.

Since 2006, the U.S. and Canada have seen at least 23 oil-train accidents and 33 ethanol train accidents involving a fire, derailment or significant amount of fuel spilled, according to federal accident records reviewed by the AP.

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