

Editorial E COOSH EEWA: (The way it is)



Get to the facts

There is an abundance of misinformation and "general feelings" in the Madras community regarding the financial impact of the reservation on the school district. When a school board member states publicly that Warm Springs is not contributing its financial share, it points to a need for setting the record straight.

Those "general feelings" are responsible for the postponement of plans for Warm Springs Elementary additions and remodeling—despite its being labeled as the number-one priority in the district.

So we were pleased to learn that Superintendent Darrell Wright has ordered a study be done by November 15 to get down in black and white just what the reservation's contributions are to the district. The average person has only a vague notion of how much money is being pumped into the district because of the Tribes.

If done right, the study could prove to be of enormous benefit to both communities. Increased understanding of Tribal contributions could salvage the spirit of cooperation which should exist between these two inter-dependent entities. It would also behoove the Madras taxpayer to know what it would mean to his pocketbook if the reservation were not in the district.

Some of the things that should be looked at by the study committee include the tax dollars generated by the two dams (a third of the county valuation), the amount and purpose of P.L. 874 monies, and the impact of tribal employment and spending on the Madras area. The most recent figures available show that, not counting BIA or federal employees, the Tribes have 1792 people on the payroll. Of that figure, non-Indian employees total 795.

The Tribes also make a number of little-known contributions to Madras services such as Mountain View Hospital, Jefferson County Search and Rescue, and to the ambulance service. Grocery shopping alone represents approximately \$2.5 million a year to Madras merchants.

The study is something that has been needed for a long time. Wright should be commended for proposing such a study, not only because the Tribes will have input, but particularly because it will emphasize accurate, documented and factual data. Perhaps it will finally put the question to rest.

Learn to deal with conflicts

Psychological skills and strategies for taking charge of problems and problem people and negotiating successful results were the topics discussed at a seminar held on September 10, 11, 1979, at Kah-Nee-Ta. The seminar was conducted by Terry McDonald of the Learning Dynamics, Inc., of Needham, Massachusetts.

Regardless of what field anyone is in they become involved with conflicts of one sort or another. During the seminar participants discussed how to pinpoint the real cause of conflicts, also to recognize the difference between defensive behavior, and incomplete communication. Now there are new skills and

strategies to defuse conflicts and win cooperation among personnel within the organization. Situations were created during the workshop relating to supervisor-employee day-to-day problems on the job and how to handle them in a diplomatic fashion.

Developing skills to deal with individuals in a manner not to hurt them will help solve problems that interfere with the job at hand.

Learning Dynamics, Inc. holds seminars and work shops throughout the country. Those who had the opportunity to attend this workshop all agreed that this was very well worth the time. It was said that a similar seminar may be arranged in the near future.

Thank you and please help

To the people,

We would like to thank everybody who came to the Nelson McKinley funeral and everybody that took part in it. Thanks also for the flowers and cards.

If anybody knows anything about what happened, we ask

that they please step forward. The whole family is down not knowing what happened or who shot him. We would appreciate it if the person would step forward and admit it.

The McKinley family

Legislature '79 Highway taxes limited to road programs

(Editor's note: This is the second part of a series in which our State Senator, Ken Jernstedt of Hood River, analyzes the major action of the 1979 Legislature. In this installment, Jernstedt explains the program to halt the deterioration of our roads and highways.)

by Ken Jernstedt
State Senator

Until a couple of years ago, we had long prided ourselves on our system of streets, roads and highways, and the manner in which that system was maintained.

This year, the demand for action to halt the deterioration of our road system was second only to the demand for tax relief.

What happened? What went wrong?

Many of our current problems go back to the first oil embargo in 1973-74. The embargo caused a sharp reduction in gas sales, and a corresponding reduction in the gas tax revenues needed for our roads.

While road dollars were shrinking, the cost of petroleum products—including asphalt—was skyrocketing. So while the cost of road construction and maintenance was soaring, the money needed to do the job was in a tailspin.

This double whammy combined with another significant factor: During recent years, the Legislature, in search for extra dollars for general programs, placed some non-highway programs in the Highway Fund. This further depleted the money available for roads, while increasing competition for the funds that were available.

The combination of these factors brought the problem to the Legislature's doorstep in '75. The Legislature's response was a gas tax increase, although some of us argued fruitlessly that a tax increase would surely be defeated by the voters—thereby slowing a solution by another two years.

The voters rejected the tax increase, as expected, and the problem carried over to the 1977 session. Some of us argued again that a tax increase wouldn't be approved until the integrity of the highway fund has been restored—but again the Legislature opted for a tax increase, which again was defeated by the voters.

The back-to-back gas tax increase left the Legislature with its back-to-the-wall and with only one option: to limit gas taxes to road repair and construction.

Amendment Approved

So that's what we did. With a majority of the members of each House joining as co-sponsors, we approved a constitutional amendment which you'll vote on next May. It limits the use of highway

taxes to the highway program, and it prevents any further raids unless approved by the people.

The two major programs removed from the highway fund are the State Police and State Parks. These are two of the Legislature's favorite programs—closer to sacred cows—so they aren't expected to suffer because of the change. If anything, they will likely do better now that they aren't required to compete for the already scarce road dollar.

Revenues Earmarked

The Legislature went an important step beyond merely placing the constitutional amendment on the ballot: It funded the provisions of the amendment for the current biennium.

This means an immediate \$60 million shot-in-the-arm for our repair program. It also places the State Transportation Commission in a favorable position to seek some of the \$180 million in bonding authority which has already been approved by the voters, but which has yet to be used.

The Transportation Commission has already acted. In its first meeting since adjournment of the Legislature, the Commission approved the largest resurfacing program in the state's history, involving some 250 miles of state roads.

Additional funds—to all parts of the state—are being made available as the result of the abandonment of the Mt. Hood freeway program in Portland.

Some \$25 million of these funds will go to areas outside Portland—while Portland will receive some \$16 million with which to begin a light rail project along the Banfield corridor.

The Legislature still hasn't abandoned its search for additional revenues, as it also referred to the voters another proposal to increase gas taxes 2-cents, and to increase the tax on trucks by a comparable amount.

The increase proposal will be on the November ballot, and should it become a three-time



Senator Ken Jernstedt

loser, the Legislature will likely take a look at other methods of increasing road revenues.

Not out of woods yet

The action to meet the road repair crisis was a significant achievement for the Legislature, but our current road crisis means that we're still a long way from being out of the woods.

We're seeing this summer a repetition of the events of 1973-74—the same events which were such a large factor in causing our current problems.

OPEC countries are holding us up again, supplies are short and use is down—and gas tax revenues are failing to meet expectations.

In light of this, and in light of the fact that our highway experts tell us we are already 10 years and \$1 billion behind in our repair program, the action of the 1979 session—while laudatory—may only be an exercise in holding-the-line. Our action may only be the beginning of the struggle, rather than the final solution.

As a postscript, it should be added that returning the highway fund to its original purpose was bitterly criticized by some as an action which will take needed money away from social programs.

However, we took note of the many additional jobs which will be created by the fund shift, and expressed our belief that by providing new jobs we would minimize—or eliminate—the need for many people to make use of social programs.

(NEXT: Welfare Reform)

Tribal Council Agenda

- September 10 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 a.m. Budgets
- September 11 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 a.m. Budgets
- September 12 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 a.m. Budgets
- September 14 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 am School Attendance Policy/ Darrell Wright
 - 2. 1:30 pm Court Task Force Recommendations
- September 17 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 am Flouridation/ Deschutes Water Sys.—Dr. Nixon, IHS
 - 2. 2:00 am Budgets
- September 18 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 am Budgets
- September 19 Tribal Council Meeting, 9:30 a.m.
 - 1. 10:00 am Budgets
- September 24 Tribal Council Meeting, 9:30 a.m.
- September 25 Tribal Council Meeting, 9:30 a.m.
- September 26 Tribal Council Meeting, 9:30 a.m.