

Quarterly Ascertainment for KBGE 94.9 The Bridge

Jan – March 2017

Local News features Monday through Friday beginning at 6am through 9am. Top and bottom of the hour with a duration of 3-4 minutes. Includes Public service announcements for community events in Cannon Beach, Seaside, Warrenton and Astoria. Local news with vital information on weather events and road closures.

Read attached copy to help with tree disposal 3X a day during the first week of the new year.

Please help us spread the word for the Christmas tree collection event this weekend, and with our partners throughout the month. I realize this is SUPER late notice, so any mention is helpful.

Thank you,

Melyssa Graeper
Coordinator
Necanicum Watershed Council
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[CLICK HERE](#) to support our osprey nest cam goals
www.necanicumwatershed.org
www.facebook.com/necanicumwatershedcouncil

##

Start 2017 off right; donate your Christmas tree to the fishes!

Why waste time and energy trying to get rid of your Christmas tree yourself when you can let the Boy Scouts of America take care of it for you?

Curbside “recycling” means your tree ends up in the landfill or, at best, mulched around the transfer station. By partnering together, the Necanicum Watershed Council reuses the trees to make critical over-winter habitat for salmon in the local rivers around Seaside, and the Boy Scouts earn money for summer camp!

Just drop it off at the Seaside outlet mall, Columbia Bank in Cannon Beach, or call and the Scouts will pick it up for you on January 7th or 8th (9am-4pm). They’ll even take your garland and wreaths. There is a suggested donation of \$5 for drop-off and \$8 for pick up.

For pick up in the Cannon Beach/Seaside/Gearhart/Warrenton areas, please call [503-717-9563](tel:503-717-9563) and leave a message.



Winter 2017 was a brutal attack from Mother Nature. We were constantly keeping our audience informed and updated on road conditions and impending snow events which happened several times in the 1st quarter of the year. Also kept the community apprised of warming zones in the area. Ex.

*The Way to Wellville Community Forum, scheduled for tonight, is **canceled due to weather**. It will be rescheduled for a date in February. Please watch for a future announcement of the February date and come join us.*

With National Weather Service flood watches in effect Tuesday and Wednesday for multiple areas of Oregon, be alert for landslide hazards.

Watch areas include the Portland metro area, the Cascade Foothills in Lane County, the northern Oregon Cascade Foothills, the south and central Willamette Valley, the north and central Oregon coast, the north and central Coast Range, and the lower Columbia. Track Oregon flood watches here: <http://1.usa.gov/1EM7qNI>

Heavy rain can trigger landslides, according the Oregon Department of Geology and Mineral Industries (DOGAMI).

Avoiding areas where landslides are more likely to occur is an important safety action. DOGAMI's interactive SLIDO map offers a look at landslide hazards, and is a useful tool for identifying areas that are susceptible to landslides. The map is online at: www.oregongeology.org/slido

January 16, 2017 -- A winter weather advisory has been issued in NW Oregon and SW Washington. According to the National Weather Service, freezing rain and ice are likely in the Portland and Vancouver metro areas as well as The Dalles, Hood River and the Central and Southern Willamette Valley.

Residents are urged to stay home during and immediately after the storm and travel only if it is absolutely necessary. The American Red Cross has disaster responders on stand-by to help people should they be displaced from their homes due to severe weather. In anticipation of the storm, the Red Cross urges people to take preparedness actions now and follow these winter storm safety tips.

BUILD A KIT

- * Be sure you have non-perishable food items that can be eaten even if you lose power.
- * Keep a spare battery for your cell phone handy (also keep your phone charged). Make sure you have batteries in your radio (to receive information updates).
- * Keep extra blankets on hand or identify a safe alternate heat source if the power goes out.
- * Check the batteries in your flashlight(s) and keep them easily accessible (avoid candles).
- * If you have pets, make sure that you have food and supplies for them and that they have access to a warm and dry area.
- * For a full list of recommended kit items, visit www.redcross.org/PrepareGuide.

MAKE A PLAN

- * If you are separated from your loved ones during the storm, make sure you have a plan for communicating with your family and/or friends to let them know you are safe and well.

GET YOUR VEHICLE READY FOR WINTER

Avoid travel if possible. If you must travel, make sure your vehicle is ready for winter with a Disaster Supplies Kit in your trunk. Pack high-protein snacks, water, a first aid kit, a flashlight, a small battery-operated radio, an emergency contact card with names and phone numbers, extra prescription medications, blankets and important documents or information you may need.

- * Fill the vehicle's gas tank and clean the lights and windows to help you see.
- * Before you leave, let someone know where you are going, the route you plan to take and when you expect to get there.
- * If you have to drive, make sure everyone has their seat belts on and give your full attention to the road. Avoid distractions such as cell phones.
- * Don't follow other vehicles too closely. Sudden stops are difficult on snowy roadways.
- * Know that ramps, bridges and overpasses will freeze before roadways.

If you become stuck in icy conditions:

- * Stay with the car and call for assistance. Do not try to walk to safety.
- * If you can, move your vehicle off the roadway. Stay with it -- don't abandon it. If you have to get out of your vehicle, use the side away from traffic.

POWER OUTAGE SAFETY

Prepare for power outages by following these safety tips:

* Do not touch any electrical power lines and keep your family away from them. Report downed power lines to the appropriate officials in your area.

Using generators safely

* When using a portable generator, connect the equipment you want to power directly to the outlets on the generator. Do not connect a portable generator to a home's electrical system.

Caution: Carbon Monoxide Kills

* Never use a generator, grill, camp stove or other gasoline, propane, natural gas or charcoal-burning devices inside a home, garage, basement, crawlspace or any partially enclosed area. Locate unit away from doors, windows and vents that could allow carbon monoxide to come indoors.

A MAJOR TOPIC OF CONCERN FOR THE COMMUNITY

January 25, 2017 -- It occurred 317 years ago and while there's no way to know when the next Cascadia Subduction Zone earthquake might hit, it's a good idea to be prepared.

Many people in the Pacific Northwest have been aware of the Cascadia Subduction Zone, but a New Yorker article by Kathryn Schulz (<http://bit.ly/2kOnmao>) in July 2015 drew national attention to the 600-mile fault that runs from northern California to British Columbia, about 70-100 miles off the Pacific coast shoreline. The last Cascadia quake occurred in this fault on January 26, 1700, with an estimated 9.0 magnitude. Currently, scientists predict that there is about a 40 percent chance that a megathrust earthquake of 9.0+ magnitude in this fault zone will occur in the next 50 years.

Schulz's article, and surrounding media attention about Cascadia, generated awareness and created some fear. But Althea Rizzo, geologic hazards program coordinator for Oregon's Office of Emergency Management, says that fear is often based on the unknown. Knowing what to do, and how to be prepared for a large-scale earthquake, or any disaster, can help to mitigate fear and empower people to take action. That action, says Rizzo, includes putting together a plan and emergency kits to be 2 Weeks Ready (<http://bit.ly/2ktFjex>).

According to Rizzo, people are more prepared than they think.

"You probably already have many of the things you need, such as flash lights and leather gloves," says Rizzo. "Pick up a couple items every payday and check out garage sales and thrift stores for tools and gear. Look in the garage, closets and junk drawer for items before adding to your shopping list. Being prepared to be self-sufficient for two weeks is an achievable goal. You can get there over time."

Oregon's Office of Emergency Management suggests approaching the goal by thinking about what you need to be ready for an earthquake (or any disaster) in the first two minutes, two hours and two days after it occurs. For example:

* What to do in the first two minutes?

- Drop, cover and hold on
- Stay in place until the shaking stops; be prepared for aftershocks

* What to do in the first two hours?

- Check immediate surroundings for anyone injured and in need of help
- Evacuate, if necessary; if out of your home, determine if it is safe to enter
- Follow your family communication plan (communicate with your out-of-state contact)

* What do you do in the first two days?

- Use resources in your preparedness supplies as needed
- Check with neighbors/community members to determine who has what skills/resources, and work together to make sure everyone is safe and comfortable

* What do you do in the first two weeks?

- Add/replace necessary items to your emergency kit(s).
- Organize community members to assist with disaster recovery in your neighborhood

Seaside Downtown Development Association.

The executive director of SDDA records a community affairs program for the downtown area and we air the program free of charge 9 times a week Monday through Wednesday. Monday 6:15am, 9:15am and 5:15pm. Tuesday 10:15am, 1:15pm and 6:15pm. Wednesday 7:15am, 12:15pm and 7:15pm

Duration 2:30

Topics included

Convention Center Expansion – Merchant needs during the non tourist season – Homelessness and vandalism

Major events and the impact upon local businesses.

Public Affairs

Week of February 11 - 18

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Topics

Fallen Officer memorial for Seaside Sgt. Jason Gooding. Staewide law enforcement gathered at the site of the shooting one year ago Feb 5 2016 and remembered a fellow officer killed in the line of duty. A wreath was taken to the Civic and Convention Center in Seaside.

A Gearhart property owner is fighting the city over the placement of lottery machines in his new business. He is appealing the ruling that they are not allowed. He recently closed his grocery store and wants to build a Brew pub and says the machines are the only way to remain in business.

McMenamins Hotel in Gearhart is planning an expansion next to the hotel. Adding new rooms near the golf cart shack. Plans include becoming a first class golf facility.

A new charter school is opening in Cannon Beach for the first time in about 4 years. K-2 to start with and then expand to higher grades. Kids have been transported to Seaside from Cannon Beach since closing the only Cannon Beach school in 2013. Classes could begin as soon as September 2017.

Week of February 18 - 25

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Topics

Discussed survival pods introduced by a company in Washington. Two person orbs that always rotate to the upright position. The theory is that when the ground begins shaking you would lower yourself into the pod at an

opening on top and seal the capsule as the tsunami wave washes ashore. Once the danger has subsided, in about 2 hours, you are able to poke your head through the top opening and survey your surroundings.

Politics. 4 members of the Seaside community, all men, are vying for an opportunity to serve on the Seaside city council to fill the seat vacated by Jay Barber when he volunteered to replace mayor Don Larson who died last December. The 4 men will be interviewed and the remaining council members will decide who will be appointed to the Barber seat. All 4 have close community ties.

The community came together to help 3 families displaced by a fire in their building in Cannon Beach. The spectacular fire could be seen for miles as the 2 story Larch St. residential building burned. Major damage results in a total loss for the property and the residents are receiving assistance.

Week of February 27 - March 4

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Topics

1. Seaside High School basketball teams, boys and girls are vying for a championship season. We talked about a former player and student, Mark Wickham, who was a Gull in 1973-74 and was part of a team that came as close to winning it all that the school has ever come. They lost to rival nemesis Cascade which is exactly who the current team is playing this weekend. Wickham was a standout player for Linfield and was drafted by the Blazers

2. The Seaside city council has chosen Steve Wright to fill the vacate seat on the panel. Wright works with the planning commission and volunteers for the Seaside Historic Society. Wright was appointed over three other local men.

3. Bill Thomas, who survived the Japanese attack on Pearl Harbor, spent much of his life making sure no one would forget the ones who died. Thomas brought World War II history alive for new generations by sharing his experience and he led the way on a Pearl Harbor plaque on the First Avenue Bridge in Seaside that was dedicated in 2000.

On Saturday, friends and veterans will remember Thomas — who died at 95 in December — at Seaside's American Legion Post 99.

Week of March 5 - March 12

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Topics

1. On-going effort to find a new fire station location for Gearhart. A meeting is scheduled for Tuesday March 14th at 5:30 in City Hall to discuss the possibilities. One is to raze the existing building constructed in 1958 and rebuild. Problem is that location is in the tsunami zone and they would prefer to be clear of that danger especially with a integral part of public safety.

2. Cannon Beach author **Ursula Kroeber Le Guin** is an American author of novels, children's books, and short stories, mainly in the genres of [fantasy](#) and [science fiction](#). She has also written poetry and essays. She just received membership in the American Academy of Arts and Letters.

Week of March 17 - March 24

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Chief of Police Cannon Beach Jason Schermerhorn

1. Discussed the importance of an alerting system for earthquakes in the Pacific Northwest. It's not a predictor but it does give emergency operations such as hospitals precious seconds to stop surgeries and protect critical equipment.

The device is housed in the Seaside Museum and contributes to the collection of data across the region for earthquake preparedness.

2. Discussed the city of Seaside's proposal to proclaim all inclusiveness for immigrants within the borders of the city. The proclamation falls short of legally becoming a Sanctuary City but acknowledges the importance of immigrant business owners and the work force in the area. The city of Astoria recently approved such a proclamation.

3. The Cannon Beach Police Chief discussed a citizen academy for the entire north coast to allow residents the opportunity to understand the day to day operations of law enforcement in the region. It runs from April 10 to June 12 2017 with access to various departments of police activity including ride-alongs, touring the jail and administration requirements.

Public Affairs Program heard Sunday morning at 7:00am

Duration 30:00

This Week with State Senator Betsy Johnson 1-6-17

Senator Johnson says while the week between Christmas and New Year's was quiet, the pace picked up this past week. She says a major international company is coming to help Oregon with the Oregon Manufacturing Innovation Center, OMIC. She says she sees a lot of possibilities in 2017. On the transportation front, Senator Johnson says she has called Senator Beyer, who co-chairs the Transportation Preservation and Modernization Committee, to ask him what is going. She says she thinks she has earned a place in the conversation about what is happening by virtue of her work in 2009 and again on the Gang of 8. She says there has been a lack of clarity regarding what are legislative priorities, and on the transportation issue, a complete lack of a publicly described process that will get us to the point where stakeholders who could bring this package to the ballot have been informed and involved in the process. She says because she has been so vocal about this, she runs the risk of losing her position on the committee. Senator Johnson says they still don't have results from an ODOT audit, and she has asked the question repeatedly, what is this transportation package supposed to do? She says she leans in the direction of a major investment in Highway 97, that preserves a north-south corridor in case I-5 is damaged in a natural disaster. She says the gas tax alone isn't going to be enough to pay for a package, and that will likely mean tolling, likely in the Portland area. She says what the Trump administration will do with federal funding isn't known at this time. She says Portland will be a big part of this package, since it plays a key role in getting goods and commodities where they need to go. She says it can't be feel-good projects for Portland legislators, they need to make systemic improvements that help farmers in Ontario get their onions to market, for instance.

Senator Johnson says the two big issues in the 2017 will be revenue and, in her opinion, PERS. She says leadership has not been willing to talk about the 22 billion dollar liability, and she notes that court rulings indicate whatever solution there is, needs to be going forward, and not change existing retirees benefits. She says she and Republican Senator Tim Knopp haven't had a lot of support for their two informal work groups in PERS, and she thinks while we have to understand that this will be a difficult and controversial issue, the conversation needs to start. She says a solution will be complicated, and will have to include program savings, thoughtful PERS reforms, and some revenue from business. She says there needs to be some sort of empowered negotiators to come up with something for the next legislative session. She says the 22 billion dollars is an unfunded pension liability, and she says one argument says if they don't buck up the system, it

could fill. She says there a variety of PERS proposals are being floated-- some are thoughtful, others are too controversial. She says she and Senator Knopp are not officially designated by the legislature to hold their work groups, and there needs to be someone that is, that could report back to the 2018 Legislature or sooner if they get their work done sooner.

Senator Johnson says she is very focused on getting ready for the session, and a budget shortfall of 2 billion dollars will require a lot of attention. She says to fix that will take super majorities in both chambers, and in the Senate, there are not 18 Democrats, after the passing of Senator Alan Bates, whose seat was taken by a Republican in November. She says House Speaker Kotek has a number of housing and rent control bills that will need to be worked through, and she it is going to be necessary for all legislators to call on their better angels to be sure they get the state balanced budget and adjourn within the allotted time. She says the legislature is going to have to figure out new pathways to work together, and there will be a lot of distracting side issues, which will be controversial. She says the issue that may upset the apple cart is what will happen with the Affordable Care Act, and how will that impact Oregon? She says that remains unknown, and the Oregon legislature needs to be prepared to deal with what will happen, and may not be able to wait for Congress to do something. She says the Legislature will be in Salem for three days next week for swearing in and training, then take the next two weeks off and come back for the session February 1st, and they will be there until the summer. She says they need to figure out to marshal their work so they are efficient and serve the public and some ideas won't make it into law and people need to understand that and move on. She says there alot of state agencies that have issues. She says her focus is trying to figure how she can be useful in advancing a larger agenda, and not focus on individual bills, and making sure bad legislation doesn't make it through the process.

This Week with State Senator Betsy Johnson 1-13-17

Senator Johnson says the recent snow in the Portland area has made it a very busy and somewhat nerve racking week. She was in Salem for three days this past week for the ceremonies preceding the Legislature going into session February 1st. She says the snow in Portland has hampered her ability to get around District 16 and she has to rearrange her schedule because of it. She says there are lessons to be learned about traffic messages and driver behavior-- for instance, when it says chain up, chain up, with some people not properly equipped to deal with snow driving, and some abandoning their vehicles in the snow. She says the legislature might want to give ODOT some tools to be able to manager driver behavior in inclement weather like the snow. She says there are a number of new faces in the Legislature-- some in the Senate, many more in the House. She says for this past week's ceremonies, some legislators were impacted by the weather in terms of being able to get to Salem on time. She says there have already been signs of some bad feelings on the House side, with Republican State Representative Knute Buehler raising concerns about Democrat leadership. She says the first day was largely ceremonial, and the next two filled with mandatory training all legislators must attend. She says the Senate did convene for the first reading of bills, and that is how bills that are filed before the session starts begin life. She says now, legislators take the next two weeks, unpaid, until the session begins in February. She says at the end, many Eastern Oregon legislators were anxious to get home, as the threat of major flooding on the Snake River because of fast-melting snowpack.

Senator Johnson says on the first day of this week, about 700 bills on the Senate side and about 800 on the House side were introduced. She says they impact everything from housing to land use to tax policy and one from the Senate President that would make distracted driving the same penalty as drunk driving. She says there will be about 4000 bills introduced during the session. She says against the backdrop of limited resources, a huge number of policy bills and uncertainty about the federal government, are the large number of new legislators in both chambers. She says there are also a lot of state agencies that aren't able to get their work done because of incompetent management or other reasons. She says there are new agency directors at Agriculture, Department of Administrative Services, and Housing, the Department of Energy continues to be a mess, the added expenses of snow emergencies, and a transportation package. Senator Johnson says, though, the informal work group she and Senator Tim Knopp held, has prompted a discussion of the PERS issue by Senator Kathleen Turner's committee. She says that means a fully-invested legislative committee will be able to take up the issue, and she believes that if something isn't done about PERS, she believes the

legislature is abrogating its responsibility to figure out how to deal with the growing unfunded liability for the Public Employee Retirement System.

She says there has been an ongoing audit of ODOT that was started back in the spring that still is not complete. She says there was a lot of talk before it started, then the work for the audit was given to a company with a conflict of interest, but now because so much time has elapsed, it has gone from becoming a true audit and more like a snapshot in time, and she is not sure whether it is going to provide the kind of information legislators need as they get ready to consider a huge investment in transportation. She says ODOT is running a shuttle bus that bisects territory managed by CC Rider and Sunset Empire Transportation without telling her about it, and she wants to know, why and on who's authority is ODOT doing that? She says legislators may not see the audit until February, which will make getting a transportation package together even harder.

Senator Johnson says legislators are now back in their district offices, and there are a lot of things going on. She says she is dealing with the Portland Harbor Cleanup, as the EPA has issued its record of decision on that cleanup, and Senator Johnson says she is not happy with it because it uses 10-year-old data, and the cost of it has not been made clear to Oregonians. She says the cleanup could cost as much as 2 billion dollars, and Oregonians aren't aware that the cost is going to be borne by all Oregonians. She says utilities affected have already asked for rate increases, and the state has been named a possibly responsible party, and she says the EPA has chosen a more expensive fix which seems to center on how many fish you can eat from that section of the river. She doesn't believe the higher cost is worth the small amount of benefit it would bring. She says she is in favor of cleaning up the river, but she says the work will shut down that part of the river for a couple decades, and there are some employers that might leave because of this issue. She says the EPA's decision is 2000 pages long, and she has yet to read it all. She she continues to work on the Oregon Manufacturing Innovation Center, as the City of Scappoose is proceeding with an annexation of property that Portland Community College will buy, multi-million dollar equipment is making its way toward the center, and Governor Brown talked about OMIC in her address to the legislature this past week. She says another issue that looms large is the continuing fight between the sport and commercial fishermen on the Columbia River. She says this fight over who gets the fish has been going on for more than hundred years in Oregon. She would like both sides to stop fighting about who gets the last fish, and talk about ways to increase the amount of fish for everybody.

This Week with State Senator Betsy Johnson 1-20-17

Senator Johnson discusses the Ways and Means Co-Chairs Budget Framework. She points out this is not the final budget, just a picture of the stark reality of Oregon's financial situation at the moment. She says unlike Governor Brown's aspirational budget, which in Senator Johnson's view, isn't actually balanced since it relies on revenue not yet generated or approved, the co-chairs framework shows the 1.8 billion dollar shortfall lawmakers will have to work to make up. She says any sort of tax increase will require 18 votes in the Senate, and 36 votes in the House, which means majority Democrats will have to reach across the aisle to Republican legislators, since there are not 18 Democratic Senators in this session.

Co-Chairs' Existing Resources Budget Framework, 2017-19: At a Glance

On January 19, the Ways & Means Co-Chairs released an "Existing Resources Budget Framework" for the 2017-19 biennium. This framework will provide a starting point for discussions about how to draft a budget that meets Oregonians' needs in the face of a \$1.8 billion budget gap.

Incoming revenue is 8% lower than what is needed to fund programs at their current levels given rising costs, new voter-approved programs, and Oregon's existing revenue structure.

The Co-Chairs released an initial budget framework based on the existing resources in the state's General and Lottery funds. It's worth noting that in some cases, cutting state support for critical programs triggers a reduction in federal funding as well, so the loss to Oregonians would be much greater than shown in the estimates below.

The following is a brief summary of proposed budget levels and their implications:

Education

K-12

2017-19 Framework Budget: \$7.8 billion

Current Service Level: \$8.012 billion

Deficit: \$212 million (-2.65%)

K-12 schools will be more than \$200 million below existing levels, even with an expected \$74 million influx from marijuana tax revenue. Since budgeting decisions are made locally, cuts will vary from district to district, but are likely to include: teacher layoffs, larger class sizes, cut school days, reductions to educational and extracurricular programs, and cuts to support staff like counselors and librarians.

Community Colleges and Higher Education

2017-19 Framework Budget: \$1.99 billion

Current Service Level: \$2.019 billion

Deficit: \$28.8 million (-1.4%)

Cuts could include a reduction in staff at the Higher Education Coordinating Commission, cuts to the Sports Action Lottery Program, cuts to general support for community colleges and public universities leading to higher tuition costs, cuts to extension services and research centers supporting programs across the state, and flat lining support for Oregon Promise, limiting the number of students who can enroll and leaving us unable to fund the existing students participating in the program.

Other Education

2017-19 Framework Budget: \$827.3 million

Current Service Level: \$944.2 million

Deficit: \$116.9 million (-12.4%)

This category includes Early Learning, Youth Development programs, and grant-in-aid to districts for special education and other supports outside the State School Fund. \$294 million in funding for CTE programs mandated by Measure 98 are included in CSL but reductions are assumed to meet necessary deficit reductions. Any additional funding for that program would be at the additional expense of other educational programs, like K-12 classrooms.

Cuts could also include reductions in funding for early learning, grant-in-aid programs (excluding special education and nutrition support), or existing CTE programs.

Health Care and Human Services

Oregon Health Authority

2017-19 Framework Budget: \$2.322 billion

Current Service Level: \$3.203 billion

Deficit: \$881.5 million (-27.5%)

Program reductions in this area could include cutting health insurance coverage or critical medical services for the 355,000 Oregonians covered by Oregon Health Plan (OHP) expansion to low-income Oregonians, cuts to dental and addiction services for OHP members, and cuts to other critical services like mental health care, school-based health centers, and family planning services. The current deficit could be reduced by about \$250 million through savings from the hospital assessment from the 2015-17 biennium, but that would not be enough to prevent more than 70 percent of the aforementioned program cuts.

Department of Human Services

2017-19 Framework Budget: \$2.99 billion

Current Service Level: \$3.275 billion

Deficit: \$285 million (-8.7%)

Program reductions of this magnitude will be felt by all DHS departments and the vulnerable populations they serve, including children in the child welfare system and seniors and families living in poverty. Cuts could include staff reductions, and cuts to state funding of TANF and Employment Related Day Care, as well as critical senior programs like Oregon Project Independence, among others.

Public Safety

2017-19 Framework Budget: \$2.49 billion

Current Service Level: \$2.57 billion

Deficit: \$80.1 million (-3.1%)

The public safety program area includes many agencies and programs focused on protecting our communities. Cuts could include closure of the 50-bed North Coast Youth Correctional Facility, a reduction of more than 175 community treatment beds statewide for OYA youth, and cuts to community corrections and drug treatment programs.

Other Areas:

Judicial – Budget Deficit: \$26.1 million (-3.4%)

Economic Development – Budget Deficit: \$7.4 million (-3.1%)

Natural Resources – Budget Deficit: \$9 million (-2.2%)

Transportation – Budget Deficit: \$29.4 million (-16.8%)

Consumer and Business Services – Budget Deficit: \$400,000 (-2.8%)

Administrative – Budget Deficit: \$13.5 million (-4.8%)

Legislative – Budget Deficit: \$3.9 million (-3.5%)

Other Adjustments:

2016 Ballot Measures – Cost: \$357 million. Three voter-approved programs were included as part of the state's assumed roll up costs, but the Co-Chairs acknowledge that the level of funding for all three may have to be reduced, as is the case with the existing critical services and programs described above.

This Week with State Senator Betsy Johnson 1-27-17

Senator Johnson talks about the budget framework released last week by the two co-chairs of the Joint Ways and Means Committee. She says that framework is not the final budget. She says the Governor released her budget December 1st, and Senator Johnson says it is not a balanced budget because it relies on 7, as yet unrealized, tax increases to provide the revenue. She says the co-chairs chose to use current law for their budget framework, meaning they used the current revenue picture. She says the framework has some pretty draconian cuts in some issue areas, and she says the state right now is 1.8 to 2 billion dollars in the hole, and there are big problems in the Oregon Health Authority and Oregon Department of Human Services, and unless there is new revenue, there will have to be cuts. The question remains whether or not the leadership will allow the Ways and Means subcommittees to function as they are supposed to, or will dictate what should be done. Senator Johnson says there is a long, long process in front of legislators. She says the news coverage of the co-chairs budget framework seems to indicate that people believe that is the last work on the state budget, and she says that is absolutely not the case. She says the state needs to stop spending on money on problems that have already been solved, or are so big that no amount of money is going to resolve them. She says this session has squandered the summer and not done some of the important work that needs to be done, particularly transportation.

Senator Johnson says the pace of groups wanting to talk to legislators has gone up exponentially in the past week. She says she does her best to see everyone, but sometimes, advocates want something Senator Johnson will not be able to support, and there isn't much point in getting together because she says she can't get where the advocates want to go. She says she is continually involved in the Oregon Manufacturing Innovation Center, and she has met with the Farm Bureau. She says there is a move to get air service in Eastern Oregon, but she thinks some people have overly ambitious plans for where they want to put that service. Senator Johnson says it's important to make sure that the airport has the right kind of weather equipment, and everything else required to have air service. She has been talking with a group called ORAVI, that is an Oregon air industry group. She also met with the Portland Business Alliance, along with Senator Mark Hass and State Representative Brad Witt. She says Representative Witt gave a powerful and insightful look at how labor views attempts to make changes to the Public Employee Retirement System. She says she attended a birthday party for Antoinette Hatfield, the widow of Oregon Senator and Governor Mark Hatfield. Senator Johnson says she get great insights on what's happening on the national scene. She says Patrick Trapp is leaving as the head at the Port of St. Helens and a search has begun for his replacement. She says under his

watch, they are doing excellent work at getting and retaining businesses. She says the Port had five applicants in their final pool, had a meet-and-greet with them. She has worked with some people to work on a bill, SB 186, that is a land use bill to try and set right some accidents created when the Grand Bargain was struck. She is beginning to review Columbia County's Transportation System Plan, and she will be meeting shortly with a county commissioner about it. She also attended an event in Astoria that is part of the farewell tour for Port of Portland executive director Bill Wyatt, who grew up in Astoria. She also had a conversation about traffic and safety improvements on Millard and Bennett roads, and a group of folks will be looking at a plan that ODOT has.

Senator Johnson says when the session starts next week, she won't be back in Senate District 16 much during the week, and so, won't be able to attend fundraisers and community events that happen on weekdays for the next six months. She says her legislative schedule keeps her in the Capitol Building from 7 am to 8 pm most days, and that doesn't allow time to get back to Senate District 16 for weekday events. She says there is talk of a special session, if the legislature can't get its work done during the 160 days prescribed by law. She says there is a giant hole in the state budget, between 1.8 and 2 billion dollars, as many as 4000 bills to consider, with most, if not all, costing money, not saving money. She says there are a host of new faces in the legislature, some in the Senate, many more in the House, with many of them are brand new to the legislative process. She says that is the problem because those people have been out on the campaign trail promising the sun, the moon and the stars, and now think they have to accomplish all that in their first session. She says there is an aggressive agenda from Portland legislators as well that includes rent control and other landlord-tenant policies. Her priorities are a transportation package, revenue reform, something about PERS, and she hopes legislators can keep their eyes on those big areas and not get lost on a bunch of legislator's policy bills. Senator Johnson also says there is a wonderful tool created by the Oregon legislature called the Oregon Legislative Information System that she hopes constituents will use to keep track of what their legislature is doing.

This Week with State Senator Betsy Johnson 2-3-17

Senator Johnson says as the 2017 session begins, all of the people coming to see her are asking for things that cost money, and there just isn't any. She says when people come to her with a request, she asks where she should get the money? Many say, the general fund, but Senator Johnson says that just isn't possible. She says the Transportation Preservation and Modernization Committee she sits on has been broken down into 4 workgroups. Republican State Representative Cliff Bentz convenes the workgroup on highway and road preservation and maintenance, along with seismic; Republican Senator Brian Boquist convenes traffic congestion and freight movement-- Senator Johnson says she will likely be in that workgroup; Senator Beyer convenes public transportation and safety workgroup, Rep. Caddue multimodal with a focus on freight-- ports, airports, marine river, rail. She says another consideration is that whatever bill is brought forward, it will likely include a gas tax, which is subject to voter referendum, and she notes gas taxes have failed numerous times before when placed before voters. She says they don't know when these workgroups will meet, and at some point, there will have to be a discussion of how all this would be paid for. The committee has also started discussion of a recent audit of ODOT, which cost \$1 million, was conducted by national consulting firm McKinsey & Co. at the direction of Gov. Kate Brown. Senator Johnson says she was just at a meeting about the report, and they found ODOT was structurally and managerially sound, though there was some issues, including the alignment between the agency, the Transportation Commission, the governor's office and the legislature. She doesn't know what 'alignment' is code for, but she says there has been some push and shove between ODOT and the Transportation Commission. The audit found current director Matt Garrett is doing a good job, there is room for improvement on the fleet side of things. Senator Johnson says the bottom line is ODOT is run well, it has a good management team, and there is a fault there, they don't push and shove internally much, and the Transportation Commission will do some serious work to implement some of the consultant's recommendations.

Senator Johnson says she is glad the Legislature is officially talking about the issues at the Public Employee Retirement System. She says an official legislative committee has now taken up the conversation, after Senator Johnson and her colleague, Republican Senator Tim Knopp, started having a couple informal work

groups on the topic. Senator Johnson says she believes that set the stage to be able to discuss the issue. She says the Senate Workforce committee got a presentation this week from Steven Patrick Rodeman, PERS Executive Director, that makes it clear how complex this issue is. She says whatever they do with PERS will have to be fair and legal and we need to set the table to have a fruitful conversation. She says Representative Witt has been extraordinarily helpful to her in getting perspective on the labor side of PERS.

Senator Johnson says one bill she is watching is SB 301, that would make it illegal for an employer to get rid of anyone with traces of marijuana in their system. She says the federal government doesn't allow that for many credentials- helicopter pilots, Coast Guard to name a few. She doesn't know how the state of Oregon can do this. She says Tri-Met is looking for a huge amount of money to build light rail, which might come from lottery bonds, while communities outside of Portland are trying to get their own projects funded. She says Oregon has also been told by the Trump Administration it probably won't get any federal help on transportation. She hopes the legislature focuses on the big picture-- balancing the budget, do something about PERS and a transportation package that will have policy and tax hikes in it, and as many as 4000 policy bills asking for more spending, and digging into policies that might be favorites in Portland, but don't resonate in other parts of the state. She says they need to figure out how to put some of these parochial issues aside, and not get stuck on highly controversial bills. She says they will need bi-partisan support to pass a transportation package and she says leadership better remember that. She says they need to be very careful about preserving the trust relationship, and majority Democrats don't have enough votes to pass a tax hike without Republican support.

This Week with State Senator Betsy Johnson 2-10-17

Senator Johnson says the session has barely started and a couple of things are already evident. Truth is in short supply, transparency is a mythology, the partisan bickering has started already, she believes there will likely be a special session and the transportation package is on life support right now. She says they will be dealing with about 3500 bills. She says seasoned observers tell her this is the worst start to a legislative session they've ever seen. She says there has been a lot of turnover in the Governor's office, and return phone calls have not been happening. She says State Representative Brad Witt shares her concerns. She says it seems to her that in the effort to give everybody something, they end up not being able to help anybody. She says with the unsettled nature of the new Trump administration, we don't know what will happen with health care. Oregon appears to be passed over for federal infrastructure money, though she says the Oregonian report on that issue may be more stark than the situation actually is. She says despite starting legislative days with talk of bipartisanship and bonding and togetherness, the partisanship is so palpable, she doesn't know why they wasted the money on professional bonding types to tell them to play nicely. She says bipartisanship is such an anomaly that when she rode to an event with Republican State Representative Knute Buehler, they were applauded for showing bipartisanship. She says there is more behind-the-scenes stuff going on than you can shake a stick at, and she is bewildered at how the legislature got off the rails as badly as it has. She says she may face repercussions for voicing this opinion. She says counties and cities are being demanded to sign contracts with the state that the counties and cities find unconscionable. She will be visiting with the Oregon Association of Counties next week to figure out what can be done. She says OLCC and the lottery have asked to do electronic transfers of public money and she is astonished at the lack of responsiveness of the state, a might makes right attitude. She says while bureaucrats are fighting about contracts, she says people are going to land use planning in Columbia County, there is no way for people to register mobile homes because two state agencies are fighting with each other. She says there a lot of bills that threaten to interfere with the employer-employee relationship, landlord-tenant bills that could restrain the availability of housing. She says every 15 minutes or half hour, a special interest group will show up in her office and ask for money. Senator Johnson says there just isn't any. She says the Ways and Committee will soon be going around the state to get input from people about the 2017-9 budget.

Senator Johnson says the status of the transportation package right now is in the process of getting started. She says the 14 member committee has been broken up into 4 subgroups, and simultaneously, an ODOT audit called for by the governor was released February 1st. Senator Johnson says it isn't really an audit, but more of a snapshot of ODOT that shows it is OK, but needs improvement. She says the committee is going to have to

negotiate the package in public, which will be unachievable. She says no one will give an inch on what their constituents want if these meetings are public. She says there is no commitment to a big package, plenty of legislators who are trying to get projects passed in individual bills. She says she has now heard there will not be specific projects in the bill. Senator Johnson has been assigned to the traffic congestion workgroup, and they are looking at what can be done about traffic chokepoints in the urban core of Portland that make it difficult for people and freight to move. She says another is the Boone bridge, where now, on any given night on I-5, congestion starts in Wilsonville. She says it is important for a Tillamook cheese maker, or an Ontario onion grower to get their products to market. She says the question of how to pay for it could include a discussion of tolling.

Senator Johnson says a bill she is watching is SB 3, which was previously brought forward by now-deceased State Senator Alan Bates, but has been brought back by Senate President Peter Courtney. SB 3 Modifies area where moratorium on mining using motorized equipment applies. Exempts certain mining operations from exclusion certificate requirements. Operative January 2, 2019, excludes certain upland placer mining operations from moratorium and requires certain upland placer mining operators to hold operating permit. Requires motorized equipment used for certain upland placer mining operations to be operated only during certain hours. Punishes upland placer mining operation outside certain hours or without permit coverage by maximum of \$2,000 fine. Establishes permitting requirements for motorized in-stream placer mining. Requires Director of Department of State Lands and Director of Department of Environmental Quality to enter memorandum of understanding allowing Department of Environmental Quality to issue certain removal fill permits. Authorizes Department of Environmental Quality to issue consolidated water quality and removal fill permits for motorized in-stream placer mining. Places certain restrictions on motorized in-stream placer mining. Punishes motorized in-stream placer mining without permit coverage by maximum of \$2,000 fine. Requires motorized equipment used for motorized in-stream placer mining to be inspected at aquatic invasive species check stations. Provides that motorized in-stream placer mining permitting, use restriction, inspection and penalty provisions become operative January 3, 2021. Requires consultation to determine whether state and federal mining programs can be better coordinated. Declares emergency, effective on passage.

Senator Johnson says Oregon's birthday is February 14th, and there will be celebrations in the Capital that day. She says there will be a lot of people in Salem talking to Ways and Means legislators about largely money. She will be talking transportation, nurses about their legislative agenda, and various other issues. She says the Ways and Means committee will be heading out on the road, and means she will miss a conference in Astoria for women interested in going back to school. Senator Johnson will also be presenting an award in the name of a volunteer senior lobbyist, Lee Hazelwood. She says he could come down to Salem on a specific issue and make an enormous difference. She says Oregon: Project Independence, that keeps seniors in their homes instead of facilities, was one of Hazelwood's major causes. She will also be testifying on a bill she is sponsoring on school safety. SB 414 was filed at the request of Oregon Task Force on School Safety. The bill directs Department of Education to establish school-based student threat assessment system to support school personnel in conducting threat assessments of students who are at risk of engaging in violence or destructive behavior or committing self-harm or suicide. Directs State Board of Education to adopt rules requiring schools to establish school-based student threat assessment teams and school districts to establish community-based multidisciplinary threat assessment teams.

This Week with State Senator Betsy Johnson 2-17-17

Senator Johnson says so far, this legislative session has been fast, acrimonious, partisan, separates rural and urban, and they've been fussing around with individual member bills, when instead they need to talk about revenue, and they need to get a handle on expenditures. Some of the bills include the 'clunker' tax, which would charged owners of cars 20 years and older a \$1000 fee every five years. She says that bill is gone. Another would name the border collie as official state dog, another creates the Oregon Industrial Hemp Commission, another bill would prohibit the use of a certain type of aviation fuel for what which there is no replacement. Some other bills Senator Johnson mentions include:

SCR 4 Designating Border collie as official state dog.

SB 76, Defines "unarmed combat sports." Authorizes Oregon State Athletic Commission to regulate unarmed combat sports. Permits Superintendent of State Police to approve amateur athletic organizations. Requires promoters of unarmed combat sports events to reimburse medical personnel and certain officials for specified expenses incurred during events. Applies \$50,000 limit to gross receipts tax per event. Declares emergency, effective on passage.

HB 2851, Requires use of headlights when windshield wipers are on or there is fog. Punishes offense by maximum fine of \$250.

HCR 20, Modifying lyrics to state song "Oregon, My Oregon" to reflect cultural, historical, economic and societal evolution of State of Oregon.

SB 326, Creates income tax credit for adopting dogs and cats from animal rescue entities. Applies to tax years beginning on or after January 1, 2017. Takes effect on 91st day following adjournment sine die.

SB 556, Creates offense of driving with dog in driver's lap. Punishes by maximum fine of \$250.

HB 2875 Imposes excise tax on coffee beans and ground coffee. Requires Department of Revenue to deposit excise tax amounts in Alternative Education Sustainability Fund. Establishes Alternative Education Sustainability Fund. Directs Oregon Military Department to allocate 50 percent of funds to Oregon National Guard Youth Challenge Program for operations and capital construction. Directs Department of Education to use 50 percent of funds to make grants to alternative high school programs for operations and capital construction and, with approval of Governor, to primary schools for primary reading programs. Establishes Alternative Education Sustainability Board to make recommendations for distributions and grant awards. Becomes operative July 1, 2018. Takes effect on 91st day following adjournment sine die.

SB 324 Allows governing body of local government to withdraw all or part of territory of local government from Tri-Met. Prohibits increase in payroll tax to extent increase is intended to offset revenue lost due to withdrawal of territory. Takes effect on 91st day following adjournment sine die.

HB 2857-- Prohibits certain activities by, and specifies additional duties for, performing rights society in notifying business proprietors concerning proprietors' duties with respect to performing copyrighted musical works and in negotiating contracts for paying royalties for performing copyrighted musical works.

Senator Johnson says the Senate Workforce Committee heard from two very competent lawyers that have been adversaries over the past 20 years in the battle over making changes to the Public Employee Retirement System. She says these two lawyers know the PERS issue better than any two people in Oregon. She says she was proud that two representatives of the legal profession came to the legislature and presented a detailed, thoughtful and understandable report about what is the problem with PERS. She says a court case known as the Morrow case basically prohibits the legislature from making PERS reforms that effect existing benefits. She says people already in the PERS system have made several good points, including that they did not cause the PERS problem, and so, should not be held accountable for someone else's sins. She says the failure to do something with PERS could result in collapse of the PERS system. She says at some point, PERS costs will be more than 30 percent of employer's payroll, which would mean larger class sizes, fewer teachers, fewer firefighters and police, and people should watch the committee hearing to get some great information.

Senator Johnson says it has been an incredibly busy week with the city mayors and councillors in Salem to talk about their legislative priorities, she's been hearing from all sorts of representatives of special interests, and she has been spending time at the Senate Workforce Committee to hear about potential PERS legislation. She says she has been following the Elliot Forest issue. According to the Statesmens Journal newspaper, "The Oregon State Land Board changed gears again and voted to sell the Elliott State Forest to a Roseburg timber

company on Tuesday, but the decision isn't quite final. The board voted 2-1 to proceed with the sale to a partnership of Lone Rock Timber Company and the Cow Creek Band of Umpqua Tribe of Indians. In a vote that surprised many interested parties, Oregon State Treasurer Tobias Read, a Democrat, voted with Secretary of State Dennis Richardson, a Republican, to move forward with the sale. Oregon Gov. Kate Brown opposed. Two months ago, board members voiced opposition to the sale, but two of those members have changed since then — Richardson succeeded Jeanne Atkins as Secretary of State; and Read succeeded Ted Wheeler as Treasurer. However, the sale of the 82,500-acre forest near Coos Bay won't be finalized until a meeting on April 11. Brown directed the state land board to come up with an option to keep forest publicly owned. Richardson tried to scuttle that idea, making a motion during the meeting "to override the direction you just gave to the director because it's contrary to the (sale) motion the land board just passed." "It is not contrary to the land board motion that just passed," Brown replied in a packed room. Richardson insisted on making the motion to override Brown's order, but Read, a Democrat, stayed silent. With the motion having failed, Brown concluded the meeting with a bang of the gavel."

Senator Johnson says she's been visited by community college folks, the Amani Center in Columbia County, and Ways and Means on the road. She attended the annual town meeting in Columbia County of local government, a fundraiser in Knappa that raised over \$109,000, and was in Eugene to deliver a guest lecture to a class, as well as working with state housing people to help a woman with 4 children who's housing voucher ran out, and she was staying in her car with her kids. She also talked to the Oregon Association of Counties about the Oregon Manufacturing Innovation Center, and she has been tapped as a negotiator on what's known as the hospital tax, an issue she dealt with in a previous legislative session. She says Oregon veterans testified before the Joint Ways and Means Subcommittee on Transportation and Economic Development she chairs. They talked about the recently voter-approved measure that provides lottery money for veterans services and the fact that Governor Brown uses that money in her budget to backfill the agency's budget, instead of providing improved and additional services. She says she is sponsoring a bill that deals with righting wrongs that occurred after the Grand Bargain. Senator Johnson and State Representative David Gombert presented the inaugural Lee Hazelwood Advocacy Award at the Capitol Wednesday. This award honors the memory of Lee's life and his astonishing dedication by recognizing individual leaders, who in the most recent year, have mirrored Lee's inspiring devotion to the advocacy and welfare of Oregon Seniors and People with Disabilities. Senator Johnson says Lee Hazelwood as a citizen lobbyist, particularly championing Project Independence that keeps seniors in their homes rather than a facility.

This Week with State Senator Betsy Johnson 2-24-17

Senator Johnson says she has been getting ideas about where to go with the transportation package from fellow legislators, but some of the challenges in getting a package together include relying on the Legislature's ability to negotiate in public to get to a point where there is a transportation package that is acceptable to all the various interest groups. She says it will be difficult to negotiate a package on tv, in public. She says folks from Portland have visited her, saying "We want all our stuff done first". She says it will be hard enough for her to support a big package that deals with Portland traffic congestion, let alone giving the city all the projects it has lined up. She says traffic chokepoints in Portland affect the whole state, and while she can tell constituents she helped in that area, she feels Portland area government officials are being greedy by wanting all their projects done. She says the transportation issue is taking up an enormous amount of her time. She says Public Utility District directors were in Salem over the past week, and were as welcome as the flowers in May to visit her. She say also been outspoken on the Senate floor about what she considers the abuse of the emergency clause on bills, which causes them to go into effect upon the governor's signature, and it forecloses the opportunity for citizens to challenge that bill. She says she will not vote for bills that should not have an emergency clause. One bill like that would change the title of the head of the Oregon State Bar had an emergency clause, and she says there is no reason for that bill to have such a clause. She says Senate Democrats have requested a new form when a legislator is seeking a bill with an emergency clause. She is also testifying on a bill she is sponsoring would set up a protocol for school safety to attempt to identify and triage kids that may have significant behavioral problems. She said there have been a steady parade of visitors, including students from Eastern Oregon University who want to pursue an opportunity in public policy.

She is spending her weekend with the Ways and Means committee road tour, being in Hermiston and Madras over the past week.

Senator Johnson says in some cases, a legislative committee can introduce a bill to get something started in the process for reasons of efficiency. She says in other cases, though, a committee bill is used to shield the author, especially if the bill is controversial. She says 'the clunker tax' would have imposed a \$1000 every five years charge on vehicles 20 years old or older. She says this bill was a committee bill and there is really no way to know which legislator was responsible. She feels this process is kind of sneaky, and effectively hides whomever the author. She the firestorm of ire and antagonism this clunker bill engendered killed it almost immediately, it will never get a hearing, but she will remain vigilant to make sure it doesn't appear in a different form later in the session. She does not think that is likely. She says the legislators has people who live in pretty rarefied political air who either don't know or don't care what kind of an impact the clunker bill would have. She says that tax would affect farmers, who should not be penalized for taking care of their equipment so it lasts longer than 20 years. She says this not the session to be screwing around with this kind of bill. She says it shows an incredible arrogance of not how thinking through how deliterious this bill would be for people who can't afford newer cars.

Senator Johnson says the Ways and Means road tour went to Hermiston and Madras over the past weekend. She says the people testifying in Hermiston were respectful and insightful, and was very pleasant. She says that was not the case in Madras, where people were rude and antagonistic, and did not give up the podium when their time was up. She says the testimony in Madras was scripted, and was not a good representation of the community. She says the next set of hearings will be in Ashland and Eugene, then Tillamook, Portland and Salem. She says she is not hearing the broad spectrum of opinion she was hoping for, because interest groups are mobilizing local folks to show up and are even coaching some of them before they testify. She says they are missing testimony on local issues because some groups have organized, providing scripted testimony, and the committee is hearing the same issue over and over again.

Senator Johnson says she hasn't been able to pay as close attention to what is happening in the policy committees because of some special assignments given her by the Senate President. She says policy committees deal with bills that change existing law. Ways and Means deals with budgets. She says the state budget right now is in bad shape, with a 2 billion dollar shortfall. She says business interests in Oregon have said they are willing to pay more in taxes, if the way those taxes are implemented are discussed with their input, and not done to them. She says the legislature also needs to scour budgets to find savings and to make sure programs are working correctly and efficiently. She says with the uncertainty about the federal government's Affordable Care Act is another concern. She says is also working on PERS reforms, which are not easy to accomplish and are unbelievably complicated. She says PERS reforms are politically challenging, and obviously not popular with current state employees who don't feel responsible for past problems that have caused the current problems with a multi-billion dollar unfunded liability for PERS.

This Week with State Senator Betsy Johnson 3-3-17

Senator Johnson says she has been able to get some resolution to an issue regarding the Northrup Creek Horse Camp in Clatsop County. She says the Department of Forestry told one of the groups using it that it was going to close. Senator Johnson says she got a lot of angry e-mails from people affected, and she plans for the camp will be discussed at the April 4th meeting of the Clatsop County Recreational Advisory Committee. She says the closing of the camp is part of Forestry's plan for its Astoria District, and public comment will be open on that later this month. She says Forestry should have sat down with the interested parties to see if there could be something that could be done to keep the camp open. She also says there will be an opportunity for people to weigh in on another Forestry issue, Forestland Classification. This means lands classified as "forestland" which require wildfire protection are charged this assessment. The Forestland Classification process identifies which lands are "forestland" within a protection district and subsequently receive firefighting protection from ODF. Senator Johnson says there are some errors in the most recent classification involving land in Seaside and Warrenton, and she says it is possible someone who has three trees on their property could wind up having to pay this assessment, so there will be an upcoming public

meeting for people to express their concerns to the department.

Senator Johnson has been on the road with the Ways and Means Committee over the past weekend. She says the testimony she has heard has not been as diverse as she had hoped. She says special interest groups have organized very well, and in some cases, have written testimony for witnesses, and these kinds of testimony seem to have dominated the hearings. She says the hearing in Eugene happened right after a town hall on Obama Care held by U.S. Senator Jeff Merkley and Congressman Peter DeFazio, and people were already out and in a political mood. She says she doesn't know how many people attended the meeting, but it seemed to her to be the largest of the crowds so far. She says only 65-70 people will get to speak at one of the hearings, meaning many leave grumpy because they didn't get to talk. She says there is one meeting left in Tillamook March 3rd, and now they need to synthesize what they heard.

Senator Johnson's transportation committee has been split into four subgroups, including hers, traffic congestion, that is looking at very expensive projects in the Portland area that are needed to ease traffic congestion that affects people all over the state. She says at some point they will all have to come together and put together all the projects and find the money to pay for them. Senator Johnson says her group is considering 3 big Portland projects on 205, 217 and fixing congestion at the Rose Quarter-- that is a 450 million dollar project by itself. She says Metro and Tri-Met and JPAC also have wish lists for transportation projects. She says the people from Metro have been frequent visitors to her about their projects.

This Week with State Senator Betsy Johnson 3-10-17

Senator Johnson sponsored Senate Concurrent Resolution 6, which recognizes and honors Sergeant Jason Michael Goodding of Seaside Police, who was killed in the line of duty last year, for his service to this state. A concurrent resolution is used to express sympathy, commendation, or to commemorate the dead.

CONCURRENT RESOLUTION

Whereas Sergeant Jason Michael Goodding was born on June 17, 1976, in Portland, Oregon, to his parents, Dean Goodding and Jan Becker, and had one sister, Jennifer, and two brothers, Justin and Doug; and

Whereas Sergeant Goodding was deeply loved by his entire family, including his stepfather, Tom Johnson, and his stepmother, Patty Goodding; and

Whereas Sergeant Goodding graduated from Sherwood High School in 1994 and went on to attend Portland State University, earning a degree in psychology; and

Whereas in 2000, Sergeant Goodding married his high school sweetheart, Amy Jones, and together they had two daughters, Joslyn and Jayden; and

Whereas a star basketball player in high school, playing football and baseball as well, Sergeant Goodding afterward continued his lifelong passion for sports by coaching others; and

Whereas Sergeant Goodding was a born coach, competitive but unflappable, who over the years coached hundreds of children at schools throughout Seaside and as head basketball coach at Southridge High School in Beaverton and assistant coach at Tigard High School and Sherwood Middle School; and

Whereas Sergeant Goodding loved teaching his daughters to play basketball and felt great pride in seeing them develop into leaders in their sport; and

Whereas Sergeant Goodding was hired by the Seaside Police Department on April 22, 2003, and rose to the position of sergeant in 2007; and

Whereas Sergeant Goodding was a mentor and leader who worked to improve the lives of homeless people in Seaside and who was loved and respected by his coworkers and the community he served; and

Whereas Sergeant Goodding was shot and killed in the line of duty on the evening of February 5, 2016, as he and another officer attempted to serve a warrant on a known convicted felon; and

Whereas Sergeant Goodding was awarded the Law Enforcement Medal of Ultimate Sacrifice, presented to his wife and 13- and 10-year-old daughters at his memorial service by Governor Kate Brown; and

Whereas Sergeant Goodding was equally known for his immense smile and his generous nature; and
Whereas Sergeant Goodding fueled his love of football by playing on a law enforcement football team and, as an avid Ducks fan, attending University of Oregon games; and
Whereas Sergeant Goodding enjoyed spending as much time as possible boating on Detroit Lake with his family and friends; and
Whereas Sergeant Goodding did his vital and difficult job with passion, dedication and diligence and was described by Seaside Police Chief Dave Ham as representing "the best of what anybody's looking for" in an officer; and
Whereas Sergeant Goodding is greatly missed by his family, his coworkers and his many friends and will forever be remembered by all who knew him;
now, therefore, Be It Resolved by the Legislative Assembly of the State of Oregon: That we, the members of the Seventy-ninth Legislative Assembly, recognize and honor Sergeant Jason Michael Goodding for his service to this state.

Senator Johnson was in Tillamook for the Ways and Means committee road tour on March 3rd, and she says people attending were well-prepared, thoughtful testimony and Senator Johnson says it was a lovely hearing. She says between 250 and 325 people at the hearing in Tillamook, and though they did go a little late to get more people in to testify, many did not get to address legislators. She says she will not be able to attend the final meeting, which is a hastily added video conference available in Coos Bay and Ontario, because she is hosting a gathering to hear Sir Adrian Allen speak about the Oregon Manufacturing Innovation Center. She says OMIC has recently gotten a very expensive piece of Austrian equipment, and the road is nearing completion. She says Allen is in Oregon for two weeks.

Senator Johnson's Transportation Preservation and Modernization Committee has been split into five subgroups, and she sits on two of those. One on traffic congestion and another making sure ODOT is able to handle the large influx of funding that a transportation package will include to ensure projects are ready, finished on time and on or under budget. She says they are being distracted by a number of other bills, including one that would require aviators to use an as-yet unavailable fuel, and another that deals with ports and boat yards. She says she is focused on four major areas-- a revenue proposal that includes input from the business community, something on PERS, a transportation package, and making sure budgets are looked at in great detail to find additional savings. She says there isn't an issue area that doesn't want more money, and she says the gap between revenue and expense is going to widen unless they significantly change how the state spends money. She says Senate President Peter Courtney is largely in agreement with Senator Johnson's four areas, adding getting budgets prepared and the hospital provider tax issue, which Senator Johnson is also working on.

This Week with State Senator Betsy Johnson 3-17-17

Senator Johnson says the past week has been slightly unusual because Adrian Allen has been in Oregon for the last week. He is the driving force behind the Oregon Manufacturing Innovation Center in Scappoose. She says she has been lobbying for more funding for OMIC, which she says is very different experience for her. She says they spoke to a number of individual legislators as well as testifying before two committees, to tout the benefits of OMIC. She says they made some tremendous progress, but it was exhausting. She says she is working on a couple of the biggest issues facing the Legislature in this session-- finding a way to keep 300 thousand Oregonians on the Oregon Health Plan, with changes possible in federal health care rules, and she is also working on a transportation package. She is also working on finding efficiencies in state government, which could include consolidating or eliminating some programs, meeting with lobbyists and keeping up on the bills she will be considering during this session. She says there is Japanese company that was looking at putting their Western headquarters in Seattle that is now looking at Scappoose and OMIC. She says companies are donating equipment with the hope of getting into the Boeing supply chain. She says OMIC is bringing inward investment into Oregon, and the small investment the state makes in OMIC will bring lots of economic benefit, and a great return on investment. She says they can show success with previously approved funding, and also show funding match and leverage, with equipment donations from a Japanese and an Austrian company. She says the benefit would offset any investment the state might make to get OMIC off to a good start.

Senator Johnson says work continues on a transportation package, with the committee working on that split up into 5 subgroups, with Senator Johnson on two of those. She says the process is designed to be transparent, but is ending up being paralytic. She serves on the traffic congestion workgroup, which has designated three potential Portland area projects that would alleviate congestion. Those are 205 at its southern end, 217, and the Rose Quarter. The first two projects have around a \$200 million dollar price tag, the Rose Quarter project around \$450 million dollars. She says there is another workgroup for preservation, another for funding transit and traffic safety, and another for multi-modal transportation, including marine, aviation and rail. The fifth subgroup deals with ODOT accountability, and figuring out how to make sure if ODOT gets more revenue, will it use it wisely and judiciously. She says the subgroup is now focusing on making sure if taxpayers are paying higher gas prices and higher license and registration fees as part of a transportation package, ODOT is going to deliver the projects on time and at or under budget. She says beginning next week, they will try to consolidate the workgroup's products and figure out how to get it into a bill. She says no one will get every thing they want, and people don't come to the table with a 'get to Yes' attitude, there won't be a package in this session.

Senator Johnson testified earlier this session on SB 197, which she says is a bad, bad bill. SB 197 requires Environmental Quality Commission to adopt by rule program for regulating air contaminant emissions from dairy confined animal feeding operations; Authorizes commission and State Department of Agriculture to enter memorandum of understanding for department to operate program. Becomes operative January 1, 2019. Requires commission to report on program to interim committees on environment and natural resources no later than September 15, 2020. Senator Johnson says there has been mythology presented about the 2008 Dairy Air Task Force, saying that Oregon dairies haven't complied with mandates the task force asked for. Senator Johnson says she sat on the Task Force, and there were no mandates given, everything was voluntary, and the industry has gone out of its way to use innovative technology to reduce emissions from its operations. Senate Bill 235 (2007) established a Task Force on Dairy Air Quality and charged it with studying the emissions from dairy operations, evaluating available alternatives for reducing emissions, and presenting findings and recommendations to the Departments of Agriculture and Environmental Quality. The Task Force delivered its report in July 2008, recommending that the Environmental Quality Commission (EQC) work with other specified agencies to adopt rules to implement a proposed "Oregon Dairy Air Emissions Program" based upon a set of guiding principles and starting as a voluntary program. Senate Bill 197 would direct the EQC to adopt by rule a program for regulating air contaminant emissions from dairy confined animal feeding operations based to the extent feasible on the recommendations of the Task Force on Dairy Air Quality.

This Week with State Senator Betsy Johnson 3-24-17

Senator Johnson says though she abhors smoking, she does not support a bill that would raise the legal age to buy tobacco products to 21. She says the bill creates a group of scofflaws from people 18, 19, and 20 years old that are already addicted to nicotine. She says she wishes they were spending time on the really big issues facing the legislature, including PERS, transportation, a balanced budget, and health care. She says they just don't have time to argue about this issue, and she believes the bill is fraught with unintended consequences. She says people are weary of the Legislature and its overwhelming interest in interfering in people's private lives. She says while it is a given that people shouldn't smoke, should the Legislature interfere in the issue at the same time it is doing all it can to promote the smoking of marijuana. She says the bill will impact the budget, because the state derives funding from the sale of tobacco products. She says it would also put more stress on police to enforce the new smoking age, at the same time Oregon State Police need more funding.

Senator Johnson says there are five subgroups of the Transportation Preservation and Modernization Committee she sits on, and they are starting to report out their findings. The accountability group on which she is a member is now talking about bringing another group of consultants to tell ODOT how to implement recommendations from a recent management snapshot on ODOT that cost a million dollars. She says if the consultant proposal goes forward, it will further delay putting together a transportation package. She says she is also upset that the company that did the management snapshot says it owns the work product and it will sue before it turns over the work product to the state. She says it's no wonder voters are cranky about paying more

taxes as they watch the Legislature stumble around. She says state agencies should run well, and she could go through agency after agency that are having difficulties while legislators argue about pigs and how long a tether you can put on a dog.

Senator Johnson says the first report from Representative Bentz's group, which deals with how to fix existing transportation infrastructure, will deal with bridge and culvert repairs. Senator Beyer's group has been working on transit and traffic safety, which has come up with a state employee tax that translates into 39 cents a week for a 40-hour, minimum wage employee that would bring in 100 million dollars to pay for transit. Senator Johnson supports that, and she says they need to make sure that the transit agencies that get funding from this have the right routes, have auditable books, and that they deliver the services the public wants. She says she wants to make sure there are system improvements that allow the transit system to give the public what it wants. The third subgroup report deals with ports, marine, aviation, and bicycle-pedestrian transportation, and that group is recommending changes for ConnectOregon, which had been a grant program funded by borrowed money that provides funding for non-highway transportation projects. Transit has been taken out of it, and there will be a fixed amount of funding for bike-ped. They also changed the methodology so like modes of transportation compete for ConnectOregon funding, aviation vs. aviation, instead of aviation vs. marine vs. rail. Senator Johnson likes these recommendations, but does not like the substitution of a dollar a ton gravel tax for lottery bonds funding. She doesn't understand why they would make that recommendation, so it would require a monstrous bureaucracy to track that money and she believes it is wrong to single out an industry to pay for something that benefits the entire state. She says the congestion subgroup she is working on has three projects involving 205, 217 and I-5 in the Rose Quarter. She says the Rose Quarter project would cost \$450 million dollars, and putting a tax on the gravel industry will make that project even more expensive, potentially meaning the state wouldn't be able to afford to do it. She says their report on congestion will discuss shared funding responsibility with regional governments footing half the bill and the state the other half. There will also be a recommendation for an excise tax on new cars as well. She says the transportation package will have a plethora of tax and fee increases, and she says it will have to get 18 votes in the Senate, 36 in the House and withstand a challenge by voters. She says she believes the four chairs of the Transportation Committee will probably sit down and try to put together a 'straw man' proposal, but she admits she is wrong about that. She says she also doesn't know if they will go by consensus, unanimous vote or what. She says they are running out of time, noting the Legislature has to be done by midnight on July 10th. She says she will find herself voting 'No' alot, and she believes they need to focusing on the big issues-- health care, fixing PERS and getting a transportation package together, and not wasting time debating pigs and how long a dog tether should be. She says if everybody was willing to compromise a little bit, they could come out of the session with solutions to big problems facing Oregon.

Senator Johnson talks about former Oregon Governor Tom McCall. The bottle bill he championed will be changed again beginning April 1st, as can and bottle deposits go up to 10 cents. Senator Johnson knew Governor McCall, and her father, Sam Johnson, was a good friend. Senator Johnson says Governor McCall was an imposing man, and was wildly in love with Oregon. She says if he was alive today, he would be appalled at the traffic congestion, he would be sad to see Oregon's land use architecture that he was support of now strangling far Eastern Oregon. She says he surrounded himself with a remarkable group of big thinkers who loved the state and were willing to big risks on big issues that made the state better, and we have gotten away from that in today's political climate. She says there are lessons to be learned by looking back on the good stuff of the McCall administration, a love of Oregon, and the clarion call to work together and not pit different interests against each other.

This Week with State Senator Betsy Johnson 3-31-17

Senator Johnson says the Legislature will soon devolve into partisan bickering now that the less controversial bills, like commemorating cherry blossoms, have been dealt with. She says there are some very contentious bills, and that is a problem because it will make it harder to get the necessary Republican votes to pass tax increases required to pay for a transportation package. She says some of these bills seem almost designed to come at issues that Republican value, like employer-employee relations, and that makes it harder for legislators to find common ground. She says she has been guided by Senate President Peter Courtney, who

says 'we have to keep our eyes on the prize', pointing out several things that need to happen. Revenue, expense curtailment, a transportation package, something about the Public Employee Retirement System, and finding a way to modify a hospital provider mechanism that is a way that Oregon gets federal funding for keeping the 350 thousand people recently added to the Oregon Health Plan. Senator Johnson says there will need to be a maximum amount of cooperation in order to get the work done. She says it's going to be hard for legislators to explain why they voted to increase taxes. She says her committee will be moving budgets for 4 smaller state agencies that do not rely on General Fund dollars in the next week. She says the Legislature has to be done by July 10th, or vote to stay longer, or have a special session in the late summer or fall.

Senator Johnson says many bills will fall off to the side in coming weeks, as a deadline passes for bills to move out of their house of origin. Senator Johnson says she is working on her big four issues, much to the exclusion of paying close to attention to all the policy bills. She says she is working on ways to deal with the \$1.8-2.2 billion dollar deficit in the state budget, and her time is spent on working on the hospital provider funding, PERS, OMIC, and transportation. She says there is tendency in the Legislature to not directly speak to people that folks talk about people to third parties, a kind of round-robin communication that is a funny, funny dynamic. She says she operates in a world where truth and honesty is required, and in Salem, it is an environment of missing information and opaque comments, and that runs contrary to her personal way of dealing with problems. She says she thinks Oregonians should demand legislators get together and solve problems.

Senator Johnson had Oregon Dairy Royalty with her in Salem this past week. Kiara Single representing Columbia County, was crowned the 2017 Oregon Dairy Princess-Ambassador during ceremonies Saturday night. The 58th annual coronation event was hosted by the Oregon Dairy Women at the Salem Convention Center. Kiara was among four county contestants vying for the 2017 title. Kortni Ragsdale, representing Washington County was named First Alternate. Single, 20, of Warrenton is the daughter of John and Suzie Single, her father is the Production Planner at Kroger Swan Island Milk Processing Plant. Single is currently a student at Concordia University studying Elementary Education. During high school, she was active in 4-H participating in everything from foods and nutrition to raising poultry. She now works as a classroom assistant and tutor. Following graduation, she hopes to become a second grade teacher.

Senator Johnson says her congestion sub-group of the Transportation Committee has come up with a 10-year proposal, that would have a 6 cent gas tax hike in the first year, title fee \$20, registration fee by \$20, 1 percent excise tax on new vehicles, bicycle excise tax, and a statewide payroll tax of .001 percent, that would result in \$385 million dollars in the first year. She says there would also be more increases over 10 years, there is \$5.5 billion dollars in new revenue for transportation projects all over the state. That also includes regional governments contributing half of the cost of the Portland projects. She says this scenario would implement a 14 cents a gallon gas tax hike over 10 years, \$40 increase in title fee, \$40 increase in registration fee, \$250 million in preservation funds, counties would get over a billion dollars, cities about 800 million dollars. Senator Johnson says this is NOT the final bill, it is just one potential way to raise money over 10 years to pay for transportation projects all over the state, including some very expensive projects in the Portland area. She says the metropolitan planning organizations will also have to pass bonds to help pay for the really expensive projects to alleviate traffic chokepoints in Portland, including the Rose Quarter, 217 and 205. Senator Johnson says people can get more information about this by going to the Oregon Legislative Information System and look at the March 27th Joint Transportation Committee meeting, and find the Traffic Congestion and Freight Mobility workgroup report. She stresses this is not the final proposal, and it is an only example of one scenario of how to pay for transportation projects.