

State could become first in U.S. to regulate work schedules

TRACY LOEW
STATESMAN JOURNAL

A bill that would make Oregon the first state in the nation to regulate employee work schedules is headed to the House for a final vote.

Senate Bill 828 underwent significant changes before it passed the Senate last week, but both workers and employers should feel good about it, Rep. Ann Lininger, D-Lake Oswego, who will carry the bill, told the House Rules Committee June 27.

"It is the product of extensive collaboration," Lininger said. "It's really good for working moms."

The bill's provisions would apply to retail, food service and hospitality employers with at least 500 workers worldwide. That's up from 100 statewide in the original bill.

Individually owned franchises would not be covered.

If the bill passes, beginning July 1, 2018, those employers would have to provide workers with an estimated schedule seven days before the first day of that week's work. That's down from 14 days in the original bill.

The advance notice requirement would increase to 14 days on July 1, 2020. Enforcement would begin Jan. 1, 2019.

The bill also requires employers to provide extra pay to workers who have fewer than 10 hours off between shifts, allows workers to turn down extra shifts, and allows employers to maintain stand-by list of employees who are willing to be called into work on short notice.

And it prohibits cities and counties from setting their own scheduling regulations.

A recently released Portland State



Hali Anderson holds back tears during a February news conference as she describes how she became ill and depressed after working irregular shifts at Starbucks.

University report concludes that irregular scheduling practices are prevalent in Oregon. Those can include sending employees home early if business is slow; providing short notice of work schedules; scheduling extremely variable total hours from week to week; and scheduling employees for a closing then open-

ing shift (known as "clopens").
"This bill is the result of a lot of great work," Michael Selvaggio, a lobbyist for the Oregon Working Families Party said. "We've come out with a fantastic product."

Several cities, including Seattle, San Jose and San Francisco, have workplace

scheduling laws, according to a statement from the Oregon Working Families Party.

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Legislature unveils transportation plan, raises some taxes

DIANE DIETZ
STATESMAN JOURNAL

The Oregon Legislature finally unveiled its intensely negotiated plan for upgrading roads and extending transit statewide -- at the suggested taxpayer price of \$5.3 billion.

The 295-page bill proposing a slew of taxes and fees emerged late Friday afternoon. It includes a 10 cent boost to the state gas tax over six years, a 0.5 percent tax on new car sales and a \$15 tax on bicycle sales greater than \$200.

The bill is a whittled-down version of a proposal introduced in May. Its main purpose is to repair roads and build bike paths and other transportation-related projects in the coming seven years.

The initial proposal would have raised \$8.2 billion over 10 years, compared with the new figure of \$5.3 billion over seven years.

The Joint Committee on Transportation and Modernization will begin discussing the bill at 1 p.m. Saturday in Cap-

itol hearing room F. Lawmakers hope to pass the bill before July 10, when they're constitutionally required to adjourn the session.

The bill originated during five months of hearings in 11 cities conducted across the state by the Joint Committee on Transportation Preservation and Modernization in 2016.

The bill includes \$10 million per year for Safe Routes to Schools (improvements to sidewalks, cross walks and bike lanes) and \$30 million per year for Interstate 5 expansion in the Portland Rose Quarter.

The bill also includes \$12 million in rebates for people who buy low or zero-emission cars.

Lawmakers negotiated some changes to the state's clean fuels standard, but the new rules will go into effect only in certain circumstances and environmental groups didn't believe there would be significant negative impact.

In 2015, when majority Democrats adopted the clean fuels standards, Re-

publican lawmakers refused to go along with any transportation package. This year, the parties reached some common ground.

"We're happy," said Brad Reed, spokesman for the Renew Oregon advocacy group. "The program's integrity is intact."

The proposed bill would earmark \$201 million for projects in ODOT Region 2, which includes Marion and Polk counties.

Projects the bill would help fund

- » I-5 at Aurora-Donald Interchange, Phase 1
- » OR 99E in City of Halsey
- » OR 214 pedestrian safety improvements at the intersection with Jefferson Street in City of Silverton
- » US 20 Safety Upgrades: Albany to Corvallis
- » OR 22, Center Street Bridge seismic retrofit in City of Salem

Summary of taxes in the proposed bill

GAS TAX: Up 4 cents per gallon in January 2018 and then up 2 percents per gallon every two years until 2024 for a total increase of 10 cents per gallon

BIKE TAX: \$15 tax on bicycle purchases of \$200 or more

CAR REGISTRATION FEES: Raises the basic fee to \$56 and adds sums based on miles per gallon beginning in 2020:

» For vehicles that have a rating of 0-19 MPG, \$18

» For vehicles that have a rating of 20-39 MPG, \$23.

» For vehicles that have a rating of 40 MPG or greater, \$33

» For electric vehicles, \$110.

The fees will bump up by a couple of bucks in 2022.

TRANSIT PAYROLL TAX: 0.1 percent on all employees

NEW CAR SALES: 0.5 percent

ELECTRIC/HYBRID PURCHASE REBATE: \$2,500 electric purchase, \$1,500 hybrid purchase

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