

New laws

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People who have a disabled person parking permit will be able to legally park in spaces reserved by a road authority for residents of a neighborhood, thanks to an additional line of text added through SB 438.

Those permits already come with other parking privileges, including the ability to park in a metered parking spot without paying the meter and to ignore time restrictions in some parking zones.

In an emergency situation, SB107 exempts natural gas utility vehicles from violations of parking, stopping or leaving a vehicle in a roadway. It also exempts electric utility vehicles from those violations if it is responding to a downed or arcing power line.

For a natural gas utility vehicle to qualify for the exemption, an immediate investigation of a potential natural gas leak must be needed and the vehicle's emergency-responder status must be noted.

Electric utility vehicles can also be exempted if it is assisting in an emergency situation with an emergency vehicle present at its location.

Boating safety education change

Since 1999, new boat owners have been able to operate their boats for 60 days before needing to obtain a boating safety education card.

That provision was removed this year through HB 2078.

The bill also removed a provision that allowed nonresidents to operate a boat with more than 10 horsepower for less than 60 consecutive days without a boating safety education card.

The minimum standard for Oregon boating education cards is consistent with National Association of State Boating Law Administrators standards.

'Idaho stop' allowed for bicyclists

The so-called "Idaho stop" will come to Oregon in 2020, which allows for bicyclists to treat stop signs or flashing red lights as yield signs and continue through the an intersection without stopping.

In place of this, SB 998 created a new traffic violation for bicyclists who de-

ploy the "Idaho stop" unsafely. A violation would occur if a bicyclist failed to: yield to traffic in or approaching the intersection, obey a police officer or traffic flagger; exercise care to avoid an accident; or yield right of way to a pedestrian.

A bicyclist would face a Class D traffic violation.

The law's namesake state first adopted the provision in 1982, but no other states followed suit until 2017.

Since then, several states have created similar laws, including Delaware, Colorado and Arkansas. Despite more than a decade of effort in California, the state has yet to move forward on an "Idaho stop" law.

Improper drone use penalties increase

Building on a law passed in 2016 that created penalties for the reckless use of an unmanned aircraft — or drone — the Legislature in 2019 added a Class A misdemeanor for intentionally exhibiting dangerous behavior with a drone.

These behaviors include directing a laser at an aircraft while its flying, crashing into a flying aircraft or preventing the takeoff or landing of an aircraft.

The new law also elevates a subsequent conviction for recklessness from a Class A violation to a Class A misdemeanor.

Upon a subsequent conviction, the drone will be forfeited.

Private flyers launching drones is a common problem during wildfire season, which has the effect of keeping planes or helicopters used for firefighting out of the skies.

Expansion of hunting tag eligibility

Previously described as a "once in a lifetime" hunting opportunity, the Oregon Legislature in 2019 established that a person was eligible to receive a hunting tag for female mountain sheep regardless of whether they had previously been issued a tag.

Any tags issued would be for population control, thus the specification of female mountain sheep in HB 2071.

The expectation is that ewe hunts would be rare and the first choice would be relocation of sheep entering into regions that may put them at risk of con-

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tracting domestic sheep diseases.

A second new law from the Legislature increased the maximum percentage of nonresident tags issued by random drawing that could be granted for hunting of black bear and cougar.

Nonresidents could now make up a maximum of 5 percent of tags, up from 3 percent.

Adoption for research animals

Research facilities that use cats or dogs in laboratory research will be required after Jan. 1 to put the cat or dog up for adoption before euthanizing it, provided that euthanization is not necessary for health or safety purposes.

The adoption can be proffered through a private process or through an animal shelter.

The law requires research facilities to report annually to the Secretary of State's Office information including: number of cats and dogs owned, number of cats and dogs used for research, and number of cats and dogs released to animal shelters.

Several research facilities in Oregon are known to use animals in research, including Oregon Health and Science University, Oregon State University and University of Oregon.

The dogs and cats used for research in Oregon number in the several dozen, according to 2017 data from the U.S. Department of Agriculture.

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Raises

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tional money was not included.

That sparked a small rally at the DHS building in Salem on Tuesday.

"My members rely on me to take care of them," Christina Brown, president of Oregon AFSCME Local 1246, said from the building's steps. "I don't want to be made a fool of by the state of Oregon, a state which I love."

The purpose of the rally was to deliver a letter to Belinda Teague, DHS human resources director, expressing dismay that back pay would not be delivered by Jan. 2.

Some of the demonstrators later had a meeting with Teague and other DHS officials.

During the meeting, DHS officials said they had a team working on getting hard checks in employees' hands by the second week of January, according to McCredy, who was present.

Union members also were told that 375 affected employees were identified as still needing back pay, McCredy said. Between 500 and 550 employees were reclassified this summer.

"It's disappointing they're not going to stick to their original commitment," McCredy said, "but our goal is to get our members paid."

DHS spokeswoman Stone said the new target date to get checks to staff is



Christina Brown, the president of AFSCME Local 1246, and others rally outside the Oregon Department of Human Services in Salem Tuesday. ANNA REED/STATESMAN JOURNAL

Jan. 10.

Teague said in a statement to the Statesman Journal: "We understand our union staff's frustrations and anxiety about the length of time it has taken to get this compensation to them. The department is working to get this pay increase to staff affected as quickly as possible. The department is also looking into what caused this delay."

After a job reclassification in July of

the direct support crisis specialists working in the Stabilization and Crisis Unit, DHS originally said pay increases would be noted and back pay sent to employees in September. The collective bargaining agreement was ratified in August.

On Oct. 16, during a contract training with nearly 100 people present, officials with DAS promised Nov. 1 as the new date, but if that was missed, added the

compensation would absolutely be delivered by Dec. 1, according to Brown and McCredy.

They said DAS described it as "Christmas money."

When it didn't arrive Dec. 1, that put some employees in a difficult position because they were counting on the money to help pay for the holidays.

Dee Corp of Aurora said she had to borrow about \$600 for Christmas from her mother, Deb Larson, who also works in the Stabilization and Crisis Unit. Corp and Larson say they are each owed more than \$1,000.

Corp described the work as tiring and dangerous. Employees can be mandated to work back-to-back 8-hour shifts if too few people show up to work. Some log between 50 and 100 hours of overtime each month.

The goal with the homes is to provide a safe space for those with intellectual or developmental disabilities to be stabilized and eventually re-introduced to society. Some people in the homes are violent, while others are almost entirely self-sufficient and just need occasional help and reminders from staff, Corp said.

"It's rough. But we love what we do," she said. "You can't exactly hire somebody straight off the street to come in and do what we do."

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Costs

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The bill passed the Oregon Senate 17-11 and the Oregon House 36-24 before being signed by Oregon Gov. Kate Brown.

Priscilla Macy, regional coordinator for American Whitewater, said she started out skeptical of the proposed fees but came around to supporting the plan.

"Hunters, anglers and motorized users already pay fees to support access, services and facilities for outdoor recreation on public lands and waterways," she said. "Paying \$30 every two years into a dedicated fund that will result in improved services, increased advocacy and support improvements to public waterways access in Oregon seems like a reasonable way to contribute our fair share."

For rivers that already have a permit system in place — including parts of the Rogue, Deschutes or John Day rivers — a waterway access permit isn't required.

Limited entry, fees for Three Sisters, Mount Jefferson, Mount Washington wilderness areas

Perhaps the biggest change of 2020 is the "limited entry permit" system coming to three of Oregon's most popular wilderness areas.

In May, the U.S. Forest Service approved a system that will use permits to limit the number of people allowed into the Three Sisters, Mount Jefferson and Mount Washington wilderness areas with a quota system.

Spurred by rapidly increasing crowds, garbage and damage, the quota system applies to anyone who wants to stay overnight in the 450,000 acres of backcountry and begin a day-hike from 19 of the most popular trailheads.

That means you'll need one of a limited number of permits to hike South Sister or Broken Top and camp at Jefferson Park next season.

The cost of the permits — and exactly how they'll be delivered — is currently being hashed out. A current proposal asks for around \$4 to \$11 per person, per day.

Either way, the need to get a special permit — not just fill one out at the trail-

head — will be a major change for hikers, backpackers and equestrians.

Cost of fishing and hunting license hits final increase in 2020

For the past six years, the cost to fish and hunt has gradually increased by small amounts, with 2020 bring the final year of the slow uptick.

A fishing license will cost Oregonians \$44 in 2020, up from \$41 last year and \$33 in 2014. A hunting license will reach \$34.50, up from \$29.50 in 2014.

The cost of tags is also going up. An adult angling tag — required if fishing for salmon, steelhead, sturgeon or halibut — will reach \$46, up from \$40.50 in 2019 and \$26.50 in 2014.

The increase was fueled by a \$32 million shortfall in the Oregon Department of Fish and Wildlife budget back in 2014, caused in part by the long-term decline of anglers and hunters buying licenses.

Since that time, the agency cut costs and looked for ways to avoid raising license fees. ODFW numbers show that the number of fishing and hunting licenses purchased has increased since 2014.

Cost of entering Crater Lake National Park increases

The cost to see the deepest lake in the United States will have almost doubled in two short years when visitors arrive in 2020.

On Jan. 1, it will cost \$30 per vehicle and \$25 per motorcycle to visit the park with annual park passes going for \$55.

Less than two years ago, it was \$15 per vehicle and \$10 per motorcycle with an annual park pass going for \$40.

The increase is part of a nationwide effort to cover local and national deferred park maintenance and other projects, officials said in a news release.

Park Superintendent Craig Ackerman said the money would go toward a number of projects including improving trails and bathrooms to expanding parking at popular Cleetwood Cove Trailhead.

Eighty percent of entrance fees are used at Crater Lake while the other 20 percent of entry fee income helps other parks, officials said.

Crater Lake has seen a major increase in visits over the past five years.

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