

REVENUE: No revenue impact

FISCAL: No fiscal impact

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<b>Action:</b>	Do Pass
<b>Vote:</b>	9 - 0 - 1
<b>Yeas:</b>	Bentz, Cameron, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Parrish
<b>Nays:</b>	0
<b>Exc.:</b>	Read
<b>Prepared By:</b>	Troy Rayburn, Administrator
<b>Meeting Dates:</b>	3/20

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**WHAT THE MEASURE DOES:** Requires person to yield right of way to county-operated transit bus entering traffic.

**ISSUES DISCUSSED:**

- Including county-operated transit buses and vehicles will alleviate inconsistency in the law
- Association of Counties (AOC) support to correct loop-hole in the law

**EFFECT OF COMMITTEE AMENDMENT:** No Amendment.

**BACKGROUND:** Oregon Revised Statute (ORS) 811.167(4) defines “transit bus” to mean a commercial bus operated by a city or a mass transit district established under ORS 267.010 to 267.390 or a transportation district established under ORS 267.510 or 267.390. Under those definitions there is nothing pertaining to a county-run transit agency. The impact of this omission to counties is that even though there are electronic “yield” signs on county-operated vehicles, those devices cannot be used, nor can counties use local public service announcements to inform the public of this law. Proponents of House Bill 2630 assert that extending right-of-way to county operated transit buses and making this law available and enforceable for a transit service operated by a county will help maintain on time performance levels as well as reduce conflicts between transit vehicles and other vehicles along their routes.