

HOUSE COMMITTEE ON TRANSPORTATION

January 27, 2003 Hearing Room 357
8:30 Tapes 9 - 10

MEMBERS PRESENT: **Rep. Alan Brown, Chair**
 Rep. Terry Beyer, Vice-Chair
 Rep. John Mabrey, Vice-Chair
 Rep. Jackie Dingfelder
 Rep. George Gilman
 Rep. Mitch Greenlick
 Rep. Cliff Zauner

MEMBER EXCUSED:

STAFF PRESENT: **Janet Adkins, Administrator**
 Ryan Sherlock, Committee Assistant

MEASURE/ISSUES HEARD: **Informational Hearing**

These minutes are in compliance with Senate and House Rules. Only text enclosed in quotation marks reports a speaker's exact words. For complete contents, please refer to the tapes.

TAPE/#	Speaker	Comments
Tape 9, A		
005	Chair Alan Brown	Calls the meeting to order at 8:30 a.m., and opens the informational hearing.
INFORMATIONAL HEARING		
010	Martin Loring	Oregon Department of Transportation (ODOT), Public Transportation Division Manager. Introduces written testimony and presentation (EXHIBIT A), overview of Oregon Department of Transportation (ODOT) Public Transit Division. <ul style="list-style-type: none">• Division Overview• The ODOT Mission• Public Transportation Vision• Oregon Benchmarks and Performance Measurement• Division Programs: Governor's Balanced Budget Recommendation (GBB)
055	Rep. Mitch Greenlick	Asks how the proposed budget for 2003-2005 relates to the 2001-2003 proposed and final budget.
060	Loring	States that the 2003-2005 budget is \$185,737 less than that of the previous budget. Continues with presentation: <ul style="list-style-type: none">• Division Pograms• Transportation for Elderly and Disabled<ul style="list-style-type: none">○ Annual Rides (Chart)○ Size and Condition of the ODOT-funding Fleet Serving the Elderly and Disabled (Graph).

- General Public Transportation
- Intercity Passenger Program
- Transportation Demand Management
- Public Transportation Planning
- Major Initiatives
- Coordination Initiative

200	Rep. Cliff Zauner	Asks about the ODOT mandate for public pupil transportation.
205	Loring	Describes the requirements for busing school children, discussing how some districts are not required to bus school children, and outlines the efforts to make the program more efficient. Continues with presentation: <ul style="list-style-type: none"> • Senate Bill 180 • Public Transportation Choices in Oregon
260	Rep. Jackie Dingfelder	Asks about allocation of funds from ODOT to local native American tribes.
265	Loring	Discusses allocation of ODOT funds to local governing bodies including local tribes.
270	Rep. Dingfelder	Clarifies that local tribes are a local governing body.
275	Loring	Answers affirmatively
277	Rep. Dingfelder	Asks whether some tribes have their own transportation systems.
280	Loring	Confirms that some tribes do operate their own transportation systems.
285	Roger Martin	Executive Director of the Oregon Transit Association, presents written testimony (EXHIBIT B) describing the function of the Oregon Transit Association and the issues and concerns facing the members of this organization.
465	Chair Brown	Asks whether any of the gas tax is used to fund public transit system.
TAPE 10, A		
035	Martin	Indicates that none of the gas tax goes to fund public transit in Oregon, but discusses the history of such funding in California and Washington. Continues with presentation and concluding by thanking the committee.
085	Rep. Mitch Greenlick	Notes his appreciation for public transit in Washington County.
100	Bob Russell	President of the Oregon Trucking Associations, Inc. Gives written testimony and presentation (EXHIBIT C). <ul style="list-style-type: none"> • Industry Profile
140	Chair Brown	Asks whether the figure presented, that 70 percent of all freight generated in Oregon is moved by truck, is only counting freight produced by the Oregon economy, precluding any freight trucked from other states.
145	Russell	Confirms that the mentioned figure is only counting those freight tons generated within the state and continues with presentation.
160	Rep. Zauner	Asks whether air freight is more expensive because of the convenience of the service.
165	Russell	Responds that service is an issue. Continues with presentation: <ul style="list-style-type: none"> • Highway Safety • Highway Use Taxes

425 Rep. Dingfelder Clarifies that the trucking industry would rather increase reliance on fuel taxes in place of the weight-mile tax, and asks for information regarding how this could occur.

430 Russell Points out that the Constitutional amendment which requires delineation between light and heavy vehicles would necessitate the trucking industry to pay its level of tax regardless of the tax type.

TAPE 9, B

040 Rep. Dingfelder Clarifies that Mr. Russell is indicating that the administrative costs would be less when enforcing a fuel tax vs. enforcement of the current weight-mile tax.

050 Russell References the 1999 legislative repeal of the weight-mile tax and subsequent replacement with a fuel tax.

055 Rep. Dingfelder Asks for specific numbers regarding the conversion from a weight-mile tax to an increased fuel tax.

060 Russell Explains that the mentioned change would reduce administrative costs for the state, as well as for the trucking industry.

065 Rep. John Mabrey Indicates the need for more information, and asks whether the administrative cost is basically the cost of accounting and subsequent audit by the state.

070 Russell Confirms the nature of the administration costs for the weight-mile tax.

090 Al Elkins Director of the Oregon Tow Truck Association, discusses the costs to his members associated with the weight-mile task.

105 Chair Brown Asks if the trucking industry maintained 36% of the costs, what diesel fuel tax increased would be required to stay at this level.

110 Russell Elaborates on the need to keep the same tax level between the gas tax and the diesel fuel tax, explaining that increases in truck registration fees would be better at making up the difference.

120 Chair Brown Expresses his personal preference to not raise the diesel fuel tax.

125 Rep. Zauner Asks who would oppose the change from a weight-mile tax to increased truck registration.

130 Russell Identifies the American Automobile Association (AAA) as being a historic opponent to the aforementioned change.

135 Rep. Zauner Asks why the AAA would oppose this change.

140 Russell Expresses ignorance to the motives of the AAA.

145 Elkins Explains that one of the arguments against replacing the weight-mile tax is the concern that the trucking industry will not make back the difference with another tax.

150 D.E. Bridges Executive Director of the Oregon Forest Products Transportation Association, relates his daughters personal experience with the toil of administering the weight-mile tax.

160 Rep. Greenlick Asks if the weight-mile tax problem could be remedied through the use of technology.

165 Russell Confirms that there is technology that could fix this problem, but says the costs of the relevant technology would be too high currently. Continues with presentation.

195 Rep. Terry Beyer Asks if the trucking industry is currently attempting legislation to fix

their concerns with the weight-mile tax.

200 Russell Explains that there are currently no efforts to repeal the weight mile tax, but indicates that any such effort would be supported by his organization.

205 Chair Brown Asks if any other states currently use a weight-mile tax.

210 Russell Identifies New Mexico, New York, and Kentucky as still using a weight-mile tax, but remarks that each of these states have a fuel tax as well, and that their weight-mile taxes are less severe and less complicated.

215 Rep. Zauner Asks about the link between the Amber Alert System and the trucking industry.

220 Russell Explains the link between the Amber Alert System and the trucking industry.

230 Chair Brown Asks about new equipment the trucking industry uses, and expresses concerns that these new trucking rigs are unable to travel on some roads in his district, and asks whether there are similar restrictions in other parts of the state.

240 Russell Responds affirmatively, leading into his next topic: bridges. Continues with presentation:

- Bridges
- Conclusion

385 Rep. Mabrey Asks why the bridge program was only discovered two years ago, when the structural problem was known about since 1955.

395 Russell Explains that the problem was overlooked, and who ever is at fault for the bridge system has long since passed away.

415 Rep. Mabrey Asks whether the increased weight of trucks has contributed to this problem.

TAPE 10, B

005 Russell Confirms that weight does have an impact on bridge degradation, however indicates that the effect is negligible, compared to the other contributing factors.

040 Rep. Greenlick Mentions the Interstate-5 corridor report, and asks if the Oregon Trucking Association had a hand in authoring the report.

045 Russell Explains that they did not have any involvement in the mentioned report, and that they have some concerns with it.

060 Bridges Oregon Forest Products Transportation Association, Executive Director. Provides written testimony (**EXHIBIT D**) explaining the history of and issues facing his association.

085 Elkins Gives testimony regarding the issues facing his association and the tow truck industry.

100 Chair Brown Closes the informational meeting, and opens public hearing on HB 2214.

HB 2214 – PUBLIC HEARING

110 Janet Adkins Committee Administrator, gives explanation of the bill, and introduces the proposed -1 amendments (**EXHIBIT F**).

140 Kelly Taylor Offers written testimony in support of HB 2214 (**EXHIBIT E**).

165 Chair Brown Asks about the emergency clause amendment.

170 Taylor Offers the reason for, and description of, the emergency clause.
175 Chair Brown Closes the public hearing, and opens a work session on HB 2214.

HB 2214 – WORK SESSION

185 Rep. Dingfelder **MOTION: Moves to ADOPT HB 2214-1 amendments dated 01/23/03.**

VOTE: 6-0

EXCUSED: 1 - Gilman

Chair Brown

Hearing no objection, declares the motion CARRIED.

190 Rep. Dingfelder **MOTION: Moves HB 2214 to the floor with a DO PASS AS AMENDED recommendation.**

VOTE: 6-0

AYE: In a roll call vote, all members present vote Aye.

EXCUSED: 1 - Gilman

Chair Brown

The motion CARRIES.

DINGFELDER will lead discussion on the floor.

195 Chair Brown Closes the work session on HB 2214, and opens a public hearing on HB 2261.

HB 2261 – PUBLIC HEARING

200 Janet Adkins Committee Administrator. Gives explanation of HB 2261, and introduces the proposed -1 amendments (**EXHIBIT H**).

215 Taylor Offers written testimony (**EXHIBIT G**) in support of HB 2261.

260 Rep. Dingfelder Asks what percentage of DUII's actually install the Ignition Interlock Device (IID) outlined in HB 2261, and if there is some sort of similar device that could be applied to DUII's involving drugs.

270 Taylor Apologizes for not having the relevant data regarding the number of people who use the IID. She does know that all DUI's are required to have the IID; however she does not know how many take advantage of the opportunity. Acknowledges that the IID only detects alcohol, and is not relevant in drug situations.

275 Adkins Asks if it has to be a zero alcohol level, or something more than that.

280 Taylor Responds that the IID does in fact require a zero alcohol level for the car to start.

285 Rep. Greenlick Asks about the six month timeframe.

290 Taylor Explains that after the initial license suspension is completed, there is a six month timeframe where the license is still suspended, but the individual is required to use the IID during these six months in order to receive full driving privileges.

295 Chair Brown Closes the public hearing, and opens a work session on HB 2261.

HB 2261 – WORK SESSION

305 Rep. Zauner **MOTION: Moves to ADOPT HB 2261-1 amendments dated 01/27/03.**

VOTE: 6-0

EXCUSED: 1 - Gilman

Chair Brown

Hearing no objection, declares the motion CARRIED.

310 Rep. Zauner **MOTION: Moves HB 2261 to the floor with a DO PASS AS**

AMENDED recommendation.

VOTE: 6-0

AYE: In a roll call vote, all members present vote Aye.

EXCUSED: 1 - Gilman

Chair Brown

The motion CARRIES.

BEYER will lead discussion on the floor.

315

Adkins

Presents information from Troy Costales regarding DUII convictions divided by county, and discusses upcoming fieldtrip for the committee.

325

Chair Brown

Closes work session on HB 2261, and adjourns meeting at 10:15 a.m.

EXHIBIT SUMMARY

A – Written testimony: ODOT Public Transit Division Overview, Martin Loring, 19 pp.

B – Written testimony, Roger Martin, 6 pp.

C – Written testimony, Bob Russell, 7 pp.

D – Written testimony, D.E. Bridges, 1 p.

E – HB 2214, written testimony, Kelly Taylor, 1 p.

F – HB 2214, -1 amendment, Staff, 1 p.

G – HB 2261, written testimony, Kelly Taylor, 1 p.

H – HB 2261, -1 amendment, Staff, 1 p.