

HOUSE COMMITTEE ON TRANSPORTATION

February 12, 2003 Hearing Room 357
8:30 a.m. Tapes 21 - 22

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

MEMBER EXCUSED: Rep. Jackie Dingfelder

STAFF PRESENT: Janet Adkins, Administrator
Ryan Sherlock, Assistant

MEASURE/ISSUES HEARD: HB 2384 – Public hearing
Informational meeting – Oregon Ports Overview,
Freight Advisory Committee Overview

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.

| <u>TAPE/#</u> | <u>Speaker</u> | <u>Comments</u> |
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| Tape 21, A | | |
| 003 | Chair Brown | Calls the meeting to order at 8:32 a.m., and opens a public hearing HB 2384. |
| <u>HB 2384 – PUBLIC HEARING</u> | | |
| 005 | Janet Adkins | Committee Administrator. Offers description of HB 2384. |
| 025 | Monty King | Oregon Independent Auto Dealers Association. Offers written testimony (EXHIBIT A) in support of HB 2384. |
| 050 | King | Presents a video; Rolling Back the Miles (11/28/00, KOIN Ch 6, 11:04 p.m.), a news segment exposing an odometer rollback scheme. |
| 080 | King | Continues with testimony in support of HB 2384 with reference to (EXHIBIT B). |
| 200 | Rep. Mabrey | Mentions that he thought there was some mechanical function of the odometer which prevented, or indicated the presence of, an odometer rollback. |
| 205 | King | Explains that there are some telltales of odometer rollback, but they have minimal affect of stopping the practice. |
| 225 | Rep. Mabrey | Asks whether there is any ability to replace odometers that has a high reading. |
| 230 | King | Explains that replacement odometers are required to have the same reading as the previous odometer under Oregon law. If the odometer cannot be set to the same reading the correct reading must be filed with the Division of Motor Vehicles (DMV). |
| 265 | Rep. Greenlick | Asks whether odometer readings are placed on license renewal. |
| 275 | King | Indicates that he is unsure, discusses when odometer readings are |

290 Rep. Greenlick reported to the DMV.
Discusses proposals for mileage based insurance and mileage based taxes which require an annual odometer readings. Asks if the OIADA would support such bills.

300 King Indicates that such a decision would need to be made by the OIADA Board of Directors, and discusses how dealers record odometer readings.

320 Rep. Zauner Asks whether the dealer featured in the news program presented earlier, was prosecuted for odometer rollback.

325 King Recalls that the dealer in the news program was prosecuted under federal laws, but expresses his concerns for relying on those federal laws.

340 Rep. Zauner Asks whether the internet sites which purportedly have a cars entire history have the correct odometer reading.

345 King Responds that those internet websites obtain their information from the DMV, and if the information is not reported to the DMV, the internet site will not have it. Discusses specific websites and what reports they issue.

415 Rep. Beyer Asks how many other states track the information as proposed by HB 2384.

420 King Observes that if Oregon passes HB 2384, it would be the first state with such a law, but indicates many other states would follow suit.

450 Rep. Greenlick Asks if there has been a fiscal impact statement issued for HB 2384.

TAPE 22, A

035 Adkins Explains that a fiscal impact statement has not been issued, but would be available for any upcoming work sessions on the bill.

040 King Explains that the monetary impact should be lessened if the second section of the bill is removed, and points out the monetary impact on the consumers when they are victimized by an odometer rollback scheme.

050 Chair Brown Thanks Mr. King for his testimony, and recognizes Ms. Taylor.
055 Kelly Taylor Oregon Department of Transportation (ODOT), DMV. Offers written testimony (**EXHIBIT C**) regarding HB 2384.

080 Chair Brown Asks if there is any federal requirement that the state track the odometer reading over the first 10 years.

085 Taylor Replies affirmatively, and points out this is a requirement for all states.

087 Chair Brown Clarifies that the fiscal impact as figured by the DMV is \$288,400 dollars as expressed in Exhibit C.

090 Taylor Explains that the number is correct and comes from the required systems changes and extra staff which would be required by the bill.

095 Darrell Fuller Oregon Auto Dealers Association. Offers testimony against HB 2384.

150 Fuller Suggest if the committee moves forward with the bill, that it look closely at which automobiles would be exempt from the bill.

165 Rep. Mabrey Asks if there would be any benefit to a requirement of recording the odometer reading when a car title is renewed.

170 Fuller Explains that any more reporting would decrease the instances of odometer rollback, but the cost-benefit must be favorable.

185 Chair Brown Asks if the industry could build an odometer that is tamper proof.
190 Fuller Discusses the movement to digital odometers, but expresses

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| 200 | Chair Brown | concern with the integrity of these systems. Closes the public hearing on HB 2384, and opens an informational meeting. |
| <u>INFORMATIONAL MEETING</u> | | |
| 215 | Ken Armstrong | Represents the Oregon Ports Group. Offers testimony and presentation outlining regarding Oregon ports and the Freight Advisory Committee (FAC). |
| 370 | Steve Kale | Oregon Department of Transportation, Planning Section. Presents the Committee with The Freight Story: A National Perspective on Enhancing Freight Transportation (EXHIBIT D). |
| 385 | Armstrong | Explains that Oregon is attempting to catch up with Washington State regarding freight programs. |
| 405 | Chair Brown | Points out the I-5 Corridor Study of the Portland/Vancouver area dealt extensively with the movement of freight. |
| 415 | Steve Kale | Explains that it is a large challenge to obtain all the relevant information. |
| TAPE 21, B | | |
| 005 | Rep. Beyer | Refers to an article in the most recent Register Guard, regarding cuts in the federal budget against ports. |
| 010 | Armstrong | Discusses federal issues regarding ports and funding. |
| 025 | Chair Brown | Explains that dredging has been an issue for quite a long time. |
| 030 | Armstrong | Agrees. |
| 035 | Keith Leavitt | Port of Portland. Offers testimony regarding the operations and function of the Port of Portland with reference to (EXHIBIT E), and (EXHIBIT G). |
| 100 | Keith Leavitt | Four areas of challenge facing the Port of Portland: <ol style="list-style-type: none"> 1. Financial, moving away from the property tax, investment into the infrastructure. 2. Maritime access, channel deepening project 3. International air service (EXHIBIT F) 4. Trade related infrastructure |
| 190 | Chair Brown | Clarifies that the Port of Portland is directly and indirectly responsible for about 60,000 jobs. |
| 195 | Leavitt | Indicates that the number is higher with 76,000 jobs linked to aviation, and 53,000 jobs linked to marine operations. |
| 200 | Chair Brown | Asks how long the deepening project of the Columbia River will take. |
| 205 | Leavitt | Explains that it is a two or three year construction cycle. |
| 210 | Rep. Greenlick | Mentions that the port office and two terminals are within his district, Refers to the Institute of Portland Metropolitan study of airport expansion which outlines the number of flights between Portland and Seattle and the congestion these flights cause at Portland International Airport (PDX). Asks what steps are being made to speed up and foster rail travel between Portland and Seattle. |
| 230 | Leavitt | Discusses the Port of Portland's support of high-speed rail, but laments that the technology seems to be a few years off. |
| 235 | Rep. Greenlick | Indicates the need to get the job started, and discusses his concerns on getting light freight from Washington County to PDX. |
| 260 | Leavitt | Discusses the use of light rail to move from freight from Washington County to PDX. |

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| 270 | Rep. Greenlick | Asks that the committee be presented with feasibility studies regarding this issue. |
| 275 | Leavitt | Clarifies that he was not referring to a specific feasibility study, but an analysis which was done by Tri-Met regarding the issue. |
| 280 | Rep. Mabrey | Asks about the environmental concerns regarding dredging projects, and asks about the disposal of the spoils of dredging. |
| 300 | Leavitt | Explains that there is a market for the sand produced by dredging, and discusses where and how this sand is sold, including incentives to those businesses that buy this sand rather than mine for it. |
| 345 | Rep. Zauner | Asks whether HB 2267, because it involves taxes, would take a simple majority or a 3/5 vote. |
| 347 | Leavitt | Explains that it takes a 3/5 vote. |
| 350 | Rep. Zauner | Asks whether the Oregon Economic Development Commission (OEDC) is charged with promoting tourism. |
| 355 | Leavitt | Explains that tourism is a low funding priority for the OEDC. Explains that Oregon is 46 th in the country for tourism investment. |
| 370 | Rep. Zauner | Asks whether Mr. Leavitt believes the OEDC is doing its job. |
| 375 | Leavitt | Discusses the operation of the OEDC. |
| 390 | Adkins | Discusses the upcoming schedule for the committee. |
| 400 | Chair Brown | Closes the informational meeting, and adjourns the meeting at 9:55 a.m. |

EXHIBIT SUMMARY

A – HB 2384, written testimony, Monty King, 2 pp.

B – HB 2384, written testimony, Monty King, 2 pp.

C – HB 2384, written testimony, Kelly Taylor, 1 p.

D – Informational, The Freight Story: A National Perspective on Enhancing Freight Transportation, Steve Kale, 42 pp.

E – Informational, Columbia River Shipping Channel 2003 Update, Keith Leavitt, 1 p.

F – Informational, International Air Service Retention, Keith Leavitt, 1 p.

G – Informational, Port Fast Facts, Keith Leavitt, Oversized*.

(*On file with Committee Records)