

HOUSE COMMITTEE ON GOVERNMENT EFFICIENCY

February 15, 2001
8:30 AM

Hearing Room D
Tapes 18 - 19

MEMBERS PRESENT: **Rep. Jerry Krummel, Chair**
 Rep. Chris Beck, Vice-Chair
 Rep. Patti Smith, Vice-Chair
 Rep. Alan Brown
 Rep. Bill Garrard
 Rep. Jim Hill
 Rep. Jeff Kruse
 Rep. Steve March
 Rep. Carolyn Tomei
 Rep. Kelley Wirth

MEMBER EXCUSED: **Rep. Deborah Kafoury**

STAFF PRESENT: **Matt Wingard, Committee Administrator**
 Patrick Brennan, Committee Assistant

MEASURE/ISSUES HEARD: **HB 2722 Public Hearing and Work Session**
 HB 2746 Public Hearing and Work Session

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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| <u>TAPE 18, A</u> | | |
| 004 | Chair Krummel | Calls the meeting to order at 8:40 a.m. Indicates that HB 2719, HB 2720, and HB 2721 will not be heard at this time. Opens a public hearing on HB 2722. |
| <u>HB 2722 PUBLIC HEARING</u> | | |
| 008 | Rep. Kropf | House District 38. Testifies in support of HB 2722. States that he has been a volunteer firefighter for almost 10 years. Describes the difficulty in recruiting and retaining volunteer firefighters, especially in rural areas. Says incentives are often necessary to entice people to make the substantial commitment to serve as a volunteer firefighter. |
| 038 | Rep. Kropf | States that HB 2722 is designed to allow fire districts to have discretion to identify themselves by name, rather than department number. Remarks that many rural districts already refer to themselves by the name of their area, such as "Tualatin Valley Fire and Rescue." |
| 065 | Rep. Hill | Wonders whether there will be districts that will rush to repaint trucks and redo letterhead with a name, as opposed to a district number. Says that similar changes in the past have led to an increase in such associated costs. Expresses discomfort with the possibility that costs could increase as a result of such a non-critical issue. |
| 075 | Rep. Kropf | Responds that the measure is not likely to lead to increased costs to districts, and will in fact make it easier to identify fire districts as they continue to grow. |
| 086 | Rep. Brown | Requests clarification that the measure applies only to rural fire |

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| | | districts. |
| 089 | Rep. Kropf | Answers affirmatively. |
| 091 | Rep. March | Asks whether the bill allows existing fire districts to be given a name to replace its number. |
| 097 | Rep. Kropf | Replies negatively, as it only applies to districts in their organization phase. |
| 098 | Rep. Kruse | Requests confirmation that the measure would apply to multiple districts undergoing consolidation. |
| 100 | Rep. Kropf | Replies affirmatively. |
| 128 | Burton Weast | Oregon Fire Districts Association. Testifies in support of HB 2722. Predicts that the measure will not result in mass renaming of fire districts. Comments that the measure applies specifically to consolidating and merging districts. Explains that many existing districts are merging in response to increased cost and regulation. Remarks that merging Fire Districts 1 and 8 makes it difficult to decide what to call the newly consolidated district. Mentions that Tualatin Valley Fire and Rescue is the largest fire district in the state. Assures the committee that the bill is merely a housekeeping measure |
| 158 | Ken Armstrong | Oregon Fire Chiefs Association. Testifies in support of HB 2722. Mentions that there will be several more bills related to fire services coming to this committee, as many groups are seeking to improve the state's fire service. |
| 167 | Chair Krummel | Closes the public hearing and opens a work session on HB 2722. |
| <u>HB 2722 WORK SESSION</u> | | |
| 178 | Rep. Kruse | MOTION: Moves HB 2722 to the floor with a DO PASS recommendation. |
| 183 | | VOTE: 8-0-3 |
| | | EXCUSED: 3 - Beck, Kafoury, P. Smith |
| | Chair Krummel | Hearing no objection, declares the motion CARRIED. |
| 187 | R KRUSE | MOTION: Moves HB 2722 be placed on the Consent Calendar for floor consideration. |
| 195 | | VOTE: 8-0-3 |
| | | EXCUSED: 3 - Beck, Kafoury, P. Smith |
| | Chair Krummel | Hearing no objection, declares the motion CARRIED. |
| 198 | Chair Krummel | Closes the work session on HB 2722 and opens a public hearing on HB 2746. |
| <u>HB 2746 PUBLIC HEARING</u> | | |
| 200 | Matt Wingard | Committee Administrator. Gives a brief description of the bill. States that the measure eliminates the requirement that government fleet vehicles annually certify compliance with pollution control standards. |
| 228 | Susan Schneider | City of Portland. Testifies in support of HB 2746 (EXHIBIT A). |
| 238 | Roger Johnson | City of Portland. Testifies in support of HB 2746. States that government vehicles currently are required to be tested for emissions twice as often as publicly owned vehicles. Assures that the city's vehicles are well maintained and are relatively new, which allows them to routinely pass DEQ tests with little or no trouble. Says that testing well-maintained vehicles is wasteful and not in the spirit of pollution laws. Estimates that the measure will create savings in maintenance costs and boost service provision. |

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| 275 | Rep. Hill | Asks whether the \$30,000 in savings is in full-time equivalency (FTE). |
| 282 | Johnson | Replies affirmatively. Indicates that the City of Portland budgets a certain period of time per test and that the measure would halve the number of tests required. |
| 289 | Schneider | Clarifies that the FTE savings would be reflected in fewer mechanic hours allocated toward pollution control testing and maintenance. |
| 291 | Rep. Hill | Asks whether the City of Portland operates its own testing facilities. |
| 298 | Johnson | Answers that the city tests and certifies its own vehicles. |
| 292 | Schneider | Adds that the city performs the tests under the supervision of the Department of Environmental Quality (DEQ), which certifies the city's equipment. Says the City of Portland must not only pay its own testers but also pay a fee to DEQ. |
| 313 | Rep. Hill | Acknowledges that the bill would save money currently spent on testing fees but wonders why self-testing is a problem. Mentions that the city is very concerned with air quality. |
| 322 | Johnson | Says the city operates 2,600 vehicles, 1,450 of which are required to comply with the testing program. Says each test requires 45 minutes of mechanic time, 15 minutes of supervisor time, and a small amount of accounting time. Verifies that city mechanics try to perform emissions tests during routine maintenance but that money and time are still wasted. Says that a significant amount of time is needlessly wasted when one considers the total number of vehicles in question. |
| 358 | Rep. Smith | Asks why the other 1,150 city vehicles are exempt from testing requirements. |
| 362 | Johnson | Replies that some trucks and other vehicles over a particular vehicle weight do not need to be tested. |
| 367 | Rep. Smith | Asks how many city vehicles are sport-utility vehicles (SUVs). |
| 371 | Johnson | Replies that the city owns 135 SUVs, which are used for a wide variety of applications, including watershed maintenance and fire bureau access. |
| TAPE 19, A | | |
| 008 | Rep. Tomei | Asks whether other municipalities to which the measure applies besides Portland have their own testing stations. |
| 013 | Schneider | Replies that some cities test their vehicles at DEQ testing stations. |
| 016 | Rep. Tomei | Assumes that it takes a great deal of time for cities without their own testing stations to take their vehicles for testing at a DEQ testing center. |
| 021 | Greg Aldridge | DEQ. States that many local governments self test their vehicles, while others either choose not to self test or have fleets smaller than 50 vehicles and utilize DEQ testing stations. |
| 027 | Rep. Tomei | Asks how long vehicles are offline when sent to a DEQ testing center. |
| 031 | Aldridge | Replies that the time offline would vary depending on the distance to the nearest DEQ testing facility. |
| 033 | Rep. Garrard | Presumes that air quality was the original reason for the restrictions to be imposed and asks if there were other reasons why government vehicles are held to a higher standard. |
| 038 | Johnson | Answers that he is unaware of the reasons why DEQ developed the restrictions. |

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| 041 | Schneider | States that the City of Portland has investigated the matter and has not found an answer as to the reason the 1-year testing requirement was imposed on government vehicles. |
| 049 | Aldridge | Concurs, adding that the historical knowledge of why the restriction was imposed has been lost. |
| 054 | Schneider | Assures the committee that the City of Portland has investigated the matter to verify that releasing government fleets from annual testing requirements will not result in additional noxious emissions. |
| 056 | Rep. Brown | Asks how many vehicles are found to be out of compliance with clean air standards when they are tested annually. |
| 060 | Johnson | Answers that the City of Portland does not keep exact statistics but that the vehicles are “almost always in compliance” when checked. |
| 063 | Rep. Brown | Inquires as to the average age of the city’s vehicle fleet. |
| 065 | Johnson | Replies that the city’s sedan fleet is on an eight-year replacement cycle, while some of the other vehicles are on a 10-year replacement cycle. |
| 073 | Rep. Brown | Wonders how many registered vehicles are in the Portland metropolitan area. Presumes that the 1,400-vehicle city fleet that is tested annually makes up a very small fraction of the total number of vehicles in the area. |
| 078 | Aldridge | Says that DEQ tests approximately 1.2 million vehicles per biennium, while the measure will affect only 8,100 vehicles. |
| 084 | Rep. Brown | Concludes that the impact of testing those 8,100 vehicles biennially would be infinitesimal. |
| 085 | Aldridge | Reiterates that municipal fleets are typically among the best-maintained vehicles on the road, further reducing any potential negative impact of the change. |
| 087 | Rep. Wirth | Notes that the bill mentions local governments in the Portland metropolitan area and the Department of Administrative Services (DAS) as being affected by the measure. Asks if there are other municipalities that will be affected. |
| 093 | Aldridge | Replies that there are other cities with sizeable vehicle fleets, but that DEQ tests vehicles only in the Portland metropolitan and Medford areas. |
| 096 | Rep. Wirth | Requests confirmation whether other communities could be affected by the measure should they be required to test vehicles in the future |
| 098 | Aldridge | Replies affirmatively. |
| 103 | Rep. Tomei | Mentions that there is a current movement to loosen emissions testing requirements. |
| 105 | Aldridge | Indicates that the proposals are to change from biennial to four-year testing of newer model vehicles. |
| 107 | Rep. Tomei | Requests confirmation that such a change, if enacted, would affect government vehicles as well should HB 2746 pass. |
| 110 | Aldridge | Replies affirmatively. |
| 114 | Chair Krummel | Closes the public hearing and opens a work session on HB 2746. |
| <u>HB 2746 WORK SESSION</u> | | |
| 116 | Rep. Tomei | MOTION: Moves HB 2746 to the floor with a DO PASS recommendation. |
| 118 | Rep. Hill | Indicates that he will not support the motion. Asserts that government should hold itself to a higher standard and that the money the bill would save does not justify loosening the |

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| 125 | Rep. Tomei | restriction. Says that local governments clearly have good maintenance programs for their vehicles and keep them in better condition than most privately-owned vehicles. Asserts that annual tests seem to be a more rigorous standard than is necessary, considering the rarity of vehicles failing to meet emission standards. |
| 138 | Rep. Garrard | Expresses puzzlement that no one knows why the annual testing standard was originally imposed on government vehicle fleets. Comments that annual testing appears to be a bad use of taxpayer dollars. |
| 146 | Chair Krummel | VOTE: 7-2-2 AYE: 7 - Brown, Garrard, Kruse, March, Tomei, Wirth, Krummel NAY: 2 - Hill, Smith P EXCUSED: 2 - Beck, Kafoury The motion CARRIES. |
| 160 | Chair Krummel | REP. TOMEI will lead discussion on the floor. Closes the work session on HB 2746 and adjourns the meeting at 9:18 a.m. |

Submitted By,

Reviewed By,

Patrick Brennan,
Committee Assistant

Matt Wingard,
Committee Administrator

EXHIBIT SUMMARY

A – HB 2746, testimony, Susan Schneider, 1 p.