

**SENATE COMMITTEE ON GENERAL GOVERNMENT AND
TRANSPORTATION**

March 21, 2001 Hearing Room 343
3:00 pm Tapes 60 - 61

MEMBERS PRESENT: **Sen. Gary George, Chair**
 Sen. Rick Metsger, Vice-Chair
 Sen. Bev Clarno

MEMBER EXCUSED:

Sen. Margaret Carter
 Sen. Ken Messerle

STAFF PRESENT: **Patrick Balducci, Administrator**
 Nancy Masee, Committee Assistant

MEASURE/ISSUES HEARD:

SB 47 Public Hearing and Work Session
 SB 701 Public Hearing
 SB 88 Public Hearing
 SB 502 Public Hearing
 SB 564 Public 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 |
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| TAPE 60, A | | |
| 009 | Sen. Gary George | Chair. Opens meeting at 3:20 pm. Opens public hearing on SB 88, SB 502, and SB 564. |
| SB 88, SB 502, SB 564 PUBLIC HEARING | | |
| 012 | Patrick Balducci | Committee Administrator. Explains SB 88, SB 502, and SB 564. |
| 019 | Sen. Randy Miller | Senate District 13. Describes personal experience regarding highway speeds. Supports SB 502 and SB 564. Says the present speed limit is artificially low. Relates how most drivers on I-5 are exceeding the present speed limit of 65 miles per hour (mph). Asks that the speed limit be raised. |
| 131 | Sen. Metsger | Discusses speed limit for trucks. Asks if trucks should maintain less speed than passenger vehicles. |
| 176 | Sen. Miller | Says he does not know the right speed for trucks. Trucking interests indicate keeping speeds down. Disparity in speeds between cars and trucks could be unsafe. |
| 224 | Chair George | Discusses personal experience driving in inclement weather. |
| 236 | Sen. Miller | Answers that most drivers are reasonable. Enforcement is needed for those who do not behave responsibly. |
| 299 | Sen Miller | Continues presentation. Refers to the Basic Rule which states "traveling at a reasonable speed for conditions". |
| 322 | Sen. Lee Beyer | Senator from Lane County. States I-5 was engineered for over 70 miles per hour. Describes Lane County speeds. |
| 398 | Chair George | Asks if the two bills could be combined and moved out. |
| TAPE 61,A | | |

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| 020 | Troy Costales | Manager, Transportation Safety Division, Oregon Department of Transportation (ODOT). Opposes SB 502, SB 564, and SB 88. Discusses effect of different highway speeds in states related to fatal auto accidents. Describes California speed laws, safety belts, and public opinion on speed limits (EXHIBIT A) . |
| 146 | Costales | Discusses SB 564. ODOT is opposed to the speed increases because based on statistics, more fatalities can be expected with higher speed rates. |
| 196 | Sen. Metsger | Asks to define a rural interstate highway in Oregon. |
| 200 | Costales | Answers those areas posted with 65 mph speed limit outside designated urban growth boundaries, I-5 and I-84 and a small portion of Hwy 205. |
| 205 | Sen. Metsger | Remarks about the statistics on the highway fatalities when speed limit changed from 55 to 65. Suggests the data given is not applicable to the bills introduced. Asks what the data is in Oregon on those three rural interstate highways regarding fatalities and raising speed limits. |
| 210 | Chair George | Asks for those figures from ODOT. Discusses traffic increase on these highways in the last few years. |
| 284 | Costales | Explains the data that is available from 1992 to 1999. Continues explaining crash rates and fatality rates. |
| 287 | Lisa Millett | Manager, Injury Prevention and Epidemiology, Oregon Health Division. Has information on SB 88, SB 502, SB 584. Summarizes speed kills. Increased speed increases cost. Oregonians oppose increasing speeds. |
| 290 | Chair George | Says that these bills will be held over. |
| 292 | Jim Botwinis | Oregon State Police. Explains there are three other bills on the House side that are speed related. Explains troopers' survey results. Troopers feel that the speed limit should be increased on rurals and secondaries. Troopers feel there should be a difference speed limit between passenger cars and trucks. Troopers did not agree whether 70 mph or 75 mph should be set. Concern is that maximum speeds set in Oregon on rural interstate highways. Everything else is violation of the Basic Rule. Gives example on Highways 18 and 22 (EXHIBIT B) . |
| 300 | Sen. Metsger | Asks about in Polk County 70 mph vs 65 mph |
| 301 | Botwinis | Explains 70 mph in a 55 mph violating the basic rule. In Polk County the judges will not find 70 mph as violating the basic rule. Yamhill County courts would find the same motorist guilty for violating the basic rule. . |
| 310 | Sen. Metsger | Reiterates that judicial discretion is utilized differently in the two counties. Discusses "safety corridors". |
| TAPE 60, B | | |
| 024 | Botwinis | Comments that officers like a posted speed limit because motorists can be held responsible for that speed. |
| 036 | Chair George | Closes public hearing. Opens public hearing on SB 47. |
| SB 47 PUBLIC HEARING | | |
| 060 | Balducci | Explains SB 47 and amendments. |
| 066 | Susan Schneider | City of Portland. Supports the -3 amendments. |
| 070 | Andrea Fogue | .League of Oregon Cities. Supports -3.amendments. |
| 094 | Sen. Metsger | Asks how the bill with amendments will mitigate problems. |
| 100 | Schneider | Says the bill as amended will increase minimum fines to violators of disabled parking. It will improve how out-of-state disabled parkers will be treated. All day parking needs more |

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| | | study. |
| 121 | Sen. Metsger | Discusses abuse of disabled permits for parking and the need for more enforcement and better placards. |
| 140 | Chair George | Closes public hearing on SB 47. Opens public hearing on SB 701. |
| SB 701 PUBLIC HEARING | | |
| 179 | Balducci | Explains SB 701. |
| 191 | Mike Marsh | ODOT. Describes ODOT programs. Discusses safety, preservation, and modernization issues in determining cost benefit analysis. (EXHIBIT C) |
| 242 | Chair George | Asks for suggestions to assist framework of SB 701. |
| 250 | Marsh | Responds with suggestions to SB 701. Suggests implementing cost benefit analysis when necessary based on the kind of work such as modernization projects. |
| 300 | Chair George | Asks about ODOT's study on cost benefit analysis. |
| 307 | Marsh | Discusses ODOT's study of cost benefit analysis. Comments on how ODOT determines different regional projects by considering variables such as volume of traffic, projected travel, and trade movement. Environmental impact, economic impact, community support, net present value input are considered along with individual needs. Discusses local government's involvement. |
| 320 | Chair George | Asks how other states deal with it. Comments on Eugene's example of local sharing. |
| 325 | Marsh | Discusses local government involvement. Explains that the state may not warrant a project in a certain region, but if that region's local government invests, the state may do a cost benefit analysis. Emphasizes that cost benefit analysis should be done only where it makes the most sense. |
| 335 | Chair George | Says the committee will study this bill further. Asks for current list of what projects are being done. |
| 340 | Chris Hagerbaumer | Air and Transportation Program Director, Oregon Environmental Council. Opposes SB 701. Explains how cost benefits may not always work (EXHIBIT D) . |
| TAPE 61, B | | |
| 035 | Hagerbaumer | Continues discussing cost benefit analysis. Suggests criteria described in the bill will not work with some comparisons in cost benefit analyses. |
| 087 | Chair George | Asked for ODOT to generate a cost benefit model |
| 095 | Hagerbaumer | States the stakeholders' processes will be more in depth. |
| 097 | Sen. Metsger | Agrees the STIP processes and projects are not necessarily relevant for safety projects. Suggests they would have value for new construction. |
| 114 | Andrea Fogue | League of Oregon Cities. Opposes SB 701 as it is. Explains that rural projects that would not get funded under cost benefit analysis. |
| 130 | John Oshel | Association of Oregon Counties. Comments that going with a straight dollar and cents analysis, the lower volume routes do not get funded. In some cases cost benefit analysis works well. |
| 149 | Staff | Submits EXHIBIT E . |
| 150 | Chair George | Closes public hearing on SB 701. Opens work session on SB 47. |
| SB 47 WORK SESSION | | |
| 151 | Staff | Submits EXHIBIT F . |

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| 152 | Sen. Metsger | MOTION: Moves to ADOPT SB 47-3 amendments dated 3/5/01. |
| 153 | | VOTE: 3-0 |
| | | EXCUSED: 2 – Carter, Messerle |
| 154 | Chair George | Hearing no objection, declares the motion CARRIED. |
| 155 | Sen. Metsger | MOTION: Moves SB 47 to the floor with a DO PASS AS AMENDED recommendation. |
| | | VOTE: 3-0 |
| | | EXCUSED: 2 - Carter, Messerle |
| 156 | Chair George | Hearing no objection, declares the motion CARRIED. |
| | | SEN. GEORGE will lead discussion on the floor. |
| 157 | Chair George | Adjourns meeting at 4:55 pm. |

Submitted By, Reviewed By,

Nancy Masee,
Committee Assistant

Patrick Balducci,
Administrator

EXHIBIT SUMMARY

- A – SB 88, SB 502, SB 564, Written Testimony, Troy Costales, 7 pp**
- B – SB 88, SB 502, SB 564, Written Testimony, Peter Spirup, 2 pp**
- C – SB 701, Written testimony, Mike Marsh, 2pp**
- D – SB 701, Written testimony, Chris Hagerbaumer, 2 pp**
- E – SB 701, Written testimony, Jacob Brostoff, 1 p**
- F – SB 47, Written testimony, Ellie Jenny, 1 p**