

HOUSE COMMITTEE ON TRANSPORTATION

February 26, 1999 Hearing Room D

8:30 a.m. Tapes 33 - 34

MEMBERS PRESENT: Rep. Bob Montgomery, Chair

Rep. Mike Lehman, Vice-Chair

Rep. Richard Devlin

Rep. Jim Hill

Rep. Jeff Kropf

Rep. Jerry Krummel

Rep. Jane Lokan

Rep. Jackie Taylor

Rep. Vicki Walker

Rep. Larry Wells

STAFF PRESENT: Janet Adkins, Administrator

Brad Daniels, Administrative Support

MEASURE/ISSUES HEARD: HB 2444 Public Hearing

HB 2335 Public Hearing

HB 2692 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
TAPE 33, A		

004	Chair Montgomery	Opens the meeting at 8:33 a.m. Opens the public hearing on HB 2444.
<u>HB 2444 PUBLIC HEARING</u>		
020	Janet Adkins	Committee Administrator. Explains 2444, which requires a separate indorsement for drivers who operate a motor home that is longer than 24 feet.
030	Chair Montgomery	District 56. Testifies in support of HB 2444. Describes the intent of HB 2444 and the logic of equating a motor home operator with operators of other unique vehicles such as motorcycles or large trucks.
045	Rep. Taylor	Asks if the intent of HB 2444 was to create a commercial driver's license (CDL)-like indorsement or a motorcycle-like indorsement for motor homes.
053	Chair Montgomery	Replies that the motor home indorsement would be like the motorcycle indorsement.
055	Rep. Lehman	Asks if the motor home licensing procedures will be like those for a CDL, including drug testing, etc.
058	Chair Montgomery	Replies no.
060	Bob Clausen	State Director, Good Sam Club. Opposes HB 2444. Describes the Oregon Good Sam Club and the large number of members who are motor home owners. Emphasizes that the bill can not be justified on the basis of accident statistics, insurance claims or law enforcement reports. Discusses the cost of insuring motor homes and the types of claims that are filed (EXHIBIT A).
110	Clausen	Describes the rarity of accidents between motor homes and other vehicles as well as the safety and skill of RV drivers, including their regular attendance at defensive driving courses. Reviews the characteristics of these courses and the discounts offered by insurance companies for course completion. States his belief that HB 2444 is an unneeded and expensive intrusion into the licensing process.
164	Rep. Lehman	Asks about the number of registered vehicles in the Good Sam club.
167	Clausen	Responds that there are 40,000 Good Sam family vehicles registered in Oregon.
169	Rep. Lehman	Asks what percentage of the total number of RV's these vehicles represent.
172	Clausen	Answers about 25%.
176	Rep. Kropf	Relates his experience with motor homes and his discomfort with HB 2444.

		States that, from his experience, accidents involving motor homes mostly occur around campgrounds and with stationary objects. Asks if Clausen would support any type of training or review requirement based on a person's driving record.
227	Clausen	Replies that they would support additional training, but would prefer that it targeted all drivers with poor driving records, not just motor home operators.
241	Rep. Kropf	Asks if his concern is that motor home owners are not singled out for more rigorous training or certification.
248	Clausen	Replies yes.
250	Rep. Hill	Asks about the difference between a 42-foot motor home and a 42-foot truck.
256	Clausen	Replies that the difference is not in length, but the truck may have a trailer.
269	Rep. Krummel	Refers to accident report sheet from Oregon Department of Transportation (ODOT) (EXHIBIT B). Asks if the defensive driving courses address problems with turning movements.
284	Clausen	Replies that the defensive driving course does address this issue as well as many others.
297	Rep. Hill	Asks if there is a difference between the defensive driving course and the licensing test.
306	Clausen	Replies that the objection is to the intent of HB 2444. Notes that the bill is not based on safety, but discriminates against particular drivers. States that the bill is unnecessary.
334	Rep. Hill	Asks if the present restrictions on people who drive commercial vehicles are also unnecessary.
341	Clausen	Replies no. Cites the differences between large trucks or truck drivers and RVs.
356	Rep. Lehman	Asks about the average miles per year that RVs are driven.
365	Clausen	Replies that it varies.
373	Rep. Lehman	Notes that the number of miles driven by a RV will be significantly less than heavy trucks.

384	Chair Montgomery	Asks if motor homes should be required to take a DEQ test in the Tri-County area if they drive most of their miles in that area.
404	Clausen	Expresses uncertainty about the DEQ requirements.
412	Rep. Lokan	Asks if other states have additional licensing requirements for motor home drivers.
418	Clausen	Replies that Nevada has various indorsement classifications depending on weight and length.
TAPE 34, A		
030	Roger Kirschner	Owner, Highway Trailer Sales. Opposes HB 2444. Expresses concern about cost to, and possible intimidation of, motor home drivers.
050	Rep. Lehman	Asks if any training is required to buy a RV.
053	Kirschner	Responds that he is very concerned about safety and the compatibility between the trailer and towing vehicle. Explains that motor home drivers are more careful because of their considerable financial investment.
078	Rep. Walker	Asks about the average length of a passenger van.
081	Kirschner	Replies that it is about 20 feet.
084	Rep. Walker	Notes that she received an estimate of 21 feet. Asks about the length of a U-Haul trailer
087	Kirschner	Expresses uncertainty.
090	Rep. Walker	Indicates that she received an estimate of 22-28 feet. Asks about the average length of a Class A motor home.
094	Kirschner	Replies that the average length is 27-30 feet and the largest is around 40 feet.
100	Cammy Goetz	Recreational Vehicle Dealer Association. Opposes HB 2444 as unfair discrimination of RV drivers. Explains her history with RVs. Reports that, in her experience, most RV crashes are barely fender benders.
135	John Brenneman	Recreation Vehicle Industry Association. Opposes HB 2444. Explains that crash statistics do not support imposing stricter licensing standards. Reviews the factors that contribute to RV operators' good safety record, including daytime

		driving, desire to protect their financial investment, experience and safety education (EXHIBIT C).
190	Brenneman	Notes that businesses and the tourism industry will lose money as a result of HB 2444. Reiterates his opposition.
213	Rep. Walker	Asks if passenger and mini vans are involved in a larger proportion of accidents than RVs (EXHIBIT C).
223	Brenneman	Replies yes.
233	Rep. Kropf	Notes the lack of statistical data showing that motor homes are a problem.
258	Kelly Taylor	Division of Driver and Motor Vehicle Services (DMV), ODOT. Reports that HB 2444 will require a knowledge test in addition to a driving test. Explains that the bill does not provide the opportunity to "grandfather" licensing requirements, nor does it provide for an operator's permit. Refers to possible law enforcement confusion if out-of-state drivers are not exempt. Describes the involvement of motor homes in vehicle crashes (EXHIBIT D).
316	Taylor	Suggests the deletion of line 3 on page 4 of the printed bill to eliminate fee repetition. Discusses HB 2444's fiscal impact to the DMV and the amount of current drivers that will need to get indorsed.
350	Rep. Lokan	Asks Taylor to clarify the fiscal impact of the bill.
354	Taylor	Replies that it will be \$853,000 in the first biennium and \$452,000 in the second biennium. Explains the reason for the reduction.
374	Rep. Lokan	Asks about the additional full time employees (FTE).
380	Taylor	Explains that HB 2444 would create a workload equivalent to 36 additional temporary FTEs and 6 permanent FTEs. States that it may be possible to schedule current employees for overtime. Notes that the DMV will not be ready to implement the bill before finishing their Y2K updates.
413	Rep. Lokan	Asks if motor home testing could be handled by private testers, as is currently done for some CDL tests.
418	Taylor	Replies that they may look to private third-party testers. Cites the current number of registered travel trailers.
444	Rep. Walker	Asks if a special indorsement is needed for a travel trailer. Asks for an estimate for the length of a travel trailer.

TAPE 33, B

026	Taylor	Replies no to the first question. Cites the similarity between the number of registered travel trailers and registered motor homes over 24 feet in length.
032	Rep. Walker	Asks what kind of questions would be asked of RV drivers by the DMV.
034	Taylor	Lists the issues that may be addressed in the knowledge test. Notes that she could not find any state with extra requirements.
042	Rep. Walker	Asks if a person renting a U-Haul would be required to obtain a special indorsement.
049	Taylor	Replies no.
053	Rep. Wells	Asks why HB 2444 would produce a revenue increase.
060	Taylor	Replies that the fees and licensing would be similar to existing driving tests.
066	Rep. Wells	Asks if it would cost more to give a motor home test than a CDL test. Asks if CDL licenses produce a profit.
074	Taylor	Replies that the average cost for issuing a basic driver's license is around \$60.
076	Wells	Notes the disparity between fees and costs. Asks if CDL and other specialized programs are essentially subsidizing the basic tests.
079	Taylor	Replies yes.
081	Rep. Walker	Asks if the need for CDL's is determined by gross vehicle weight.
084	Taylor	Replies that the federal government did set gross vehicle weight and passenger guidelines.
094	Rep. Walker	Inquires about the weight of a 42 foot motor home.
099	Taylor	Replies that some motor homes may meet the CDL weight requirement. Adds that a CDL is needed if the RV is going to be used for business purposes, but in all other cases RV's have been exempt from CDL laws.
109	Rep. Wells	Estimates that most motor homes are between 10,000-30,000 pounds. Explains the different classifications of motor homes.

120	Taylor	Expands on her earlier comment about the subsidizing of particular programs. Explains that collected fees do not cover the total costs of programs.
143	Rep. Wells	Closes the public hearing on HB 2444. Opens the public hearing on HB 2335.
<u>HB 2335 PUBLIC HEARING</u>		
200	Adkins	Explains the ñ1 and ñ2 amendments proposed in the previous meeting.
217	Bob McKellar	Oregon Trucking Association. Supports the ñ2 amendments. Discusses the printed ñ2 amendments (without the proposed subsection 4: "When children are present on exterior, unfenced school grounds immediately adjacent to the school zone."). Explains that the existing law's language is very confusing and makes it difficult to comply with the law. Relates that truckers have received tickets in school zones in the early morning.
248	Rep. Wells	Explains the intent of the prior language. Questions why truckers have been ticketed at four in the morning.
260	McKellar	Acknowledges the complexity of the issue. Supports the ñ2 amendments as a good foundation for establishing workable restrictions. Notes that truckers are sensitive to school zones.
300	Rep. Wells	Asks if a trucker could still contest a ticket under HB 2335 on the grounds that he/she did not see one child.
307	McKellar	Replies no, it would not be a defensible argument.
313	Rep. Walker	Asks if some truckers have received tickets for speeding in school zones at four in the morning.
320	McKellar	Replies yes. Explains the circumstances of this ticket.
326	Adkins	Asks for McKellar's opinion of the additional language.
334	McKellar	Cites the current ñ2 amendments. Suggests that subsection 4 is unnecessary.
356	Kevin Campbell	Oregon Association Chiefs of Police/Oregon Sheriff's Association. Indicates that the proposed language for a subsection 4 is acceptable to both organizations. Supports subsection 4 and the increased specificity in the language.
395	Campbell	Discusses the intent of the law: to protect children in the roadway without constructing a "trap" situation. Notes that specific hours should be left out of the

		bill.
TAPE 34, B		
023	Rep. Hill	Opposes adding a subsection four to the ñ2 amendments, citing the problematic issues it raises. Opposes the inclusion of any gray areas.
048	Campbell	Agrees with Rep. Hill about the possible confusion. Supports a comprehensible standard to protect children.
055	Rep. Walker	Asks Campbell for his position on the ñ1 amendment.
058	Campbell	Opposes the ñ1 amendments.
062	Rep. Walker	Asks if, other than the hours, he has any problem with the ñ1 amendments.
067	Campbell	Replies no.
069	Rep. Lokan	Supports adding flashing lights and signs for school zones that are along highways.
077	Rep. Devlin	Clarifies that a 45 mile an hour limit usually means 53 miles per hour.
084	Doug Tindall	Maintenance Engineer, ODOT. Discusses the separate signs identifying school zones. Cites a legal issue that may impede the intent of the ñ1 amendments. Supports the further clarification of "when children are present" (EXHIBIT E)
140	Rep. Hill	Discusses possible problems if drivers expect the school zone speed to be in effect only when lights are flashing.
147	Helen Liere	Submits written testimony to the committee assistant (EXHIBIT F).
149	Rep. Wells	Closes the public hearing on HB 2335.
153	Chair Montgomery	Opens the public hearing on HB 2692
<u>HB 2692 PUBLIC HEARING</u>		
165	Rep. Krummel	District 27. Testifies in support of HB 2692. Explains the intent of HB 2692: to prompt serious discussion about improving economic development east of the Cascade mountains. Discusses the geography of the proposed transportation corridor (EXHIBIT G).

200	George Hash	Mayor, Umatilla. Supports HB 2692. Describes the amount and origin of trucks and traffic travelling down I-82 in Oregon. Discusses the economic importance of the proposed project to the agriculture and tourism industries.
254	Hash	Stresses the need for substantial economic development in Eastern Oregon.
266	Martin Davis	City Administrator, Umatilla. Supports HB 2692. Emphasizes the importance of transportation to his area.
276	Rep. Wells	Asks which route will be employed (EXHIBIT G).
284	Rep. Hill	Comments on highway numbering system.
300	Chair Montgomery	Closes the public hearing on HB 2692. Adjourns the meeting at 10:15 a.m.

Submitted By, Reviewed By,

Brad Daniels, Janet Adkins,

Administrative Support Administrator

EXHIBIT SUMMARY

A ñHB 2444, written testimony, Bob Clausen, 2 pp.

B ñHB 2444, accident statistics, ODOT, 6 pp.

C ñHB 2444, written testimony, John Brenneman, 5 pp.

D ñHB 2444, written testimony, Kelly Taylor, 2 pp.

E ñHB 2335, written testimony, Doug Tindall, 2 pp.

F ñHB 2335, written testimony, Helen Liere, 1 p.

G ñHB 2692, written testimony and map, Rep. Jerry Krummel, 4 pp.