

HOUSE COMMITTEE ON TRANSPORTATION

February 03, 1999 Hearing Room D

8:30 a.m. Tapes 14 - 15

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: Informational Meeting on county transportation issues

HB 2071 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 14, A		

005	Chair Montgomery	Opens meeting at 8:32 a.m.
027	Laura Pryor	Judge, Gilliam County. Refers to a list of counties, noting the large disparities between population and land area. Indicates that counties are part of an integrated, statewide road system. Explains the annual county work plans and repair schedules, the operation of county roads and the origins of road revenue. Discusses the dramatic revenue effects of Measures 5 and 50. Notes that Oregon counties will lose transportation funding due to declining timber revenues. Stresses that, in the absence of a federal solution, this loss and its effects on county transportation will have to be addressed by the state (EXHIBIT A).
101	Rep. Wells	Asks what percentage of county transportation funding comes from the current gas tax.
120	Pryor	Replies that timber represents 22%, levies represent 28%, and the gas tax, vehicle registration and weight mile represent 48%.
124	Rep. Wells	Asks if these percentages are the same for all counties.
126	Pryor	Responds that it varies between the east and west side. Notes that east side counties will lose funding because they do not have a timber guarantee.
140	Mike Hayward	Commissioner, Wallowa County. Lists the three sources of county transportation funding: timber receipts, fuel tax and "other." Notes that his county's revenues have declined from over \$2 million to less than \$1 million because of declining timber revenues. Adds that this decline is in the context of current transportation expenses of \$1.5 million. Explains the effects of this revenue loss to road crews, road paving and maintenance. Reviews the dire situation in Wallowa County. States that difference sources of funding are needed (EXHIBIT B).
192	Pryor	Indicates that five Oregon counties do not have timber revenue. Discusses county growth and its effects on an already strained transportation system.
223	Rep. Wells	Cites Oregon's peculiar geography and the construction problems it presents. Asks how roads can expand within geographic limitations.
239	Pryor	Agrees with Rep. Wells.
246	Rep. Wells	Asks how Oregon can increase the capacity of its road system.
252	Pryor	Notes that it is possible to fix the road system with cooperation and innovation. Refers to weather conditions that have limited counties ability to carry out normal activities.
290	John Oshel	Director of Public Works, Tillamook County. Reviews the statistic concerning

		inflation and revenue loss. Reports that his county has made cuts in every possible area: crews, equipment and paving (EXHIBIT C).
350	Oshel	Refers to pictures of severe road damage (EXHIBIT C). Explains the problems that weather has caused and the lack of revenue to fix these problems. Discusses the general lack of resources in his county.
400	Rep. Lehman	Recognizes the tendency of legislators and others to attack the Oregon Department of Transportation (ODOT). Asks how well counties work with ODOT.
410	Pryor	Acknowledges the small size of Gilliam County and the lack of revenue in her county. Relates an example of how ODOT and her county, especially her roadmaster, have worked together for their mutual benefit.
460	Oshel	Emphasizes that his county trades equipment with ODOT and receives technical services from them. Notes that ODOT gives some money to counties even though it is not required.
TAPE 15, A		
030	Linda Swearingen	County Commissioner, Deschutes County. Describes how Deschutes County has worked with ODOT. Notes that every critical area in her county is on a state highway. Reports that they have a good, but not perfect, relationship with ODOT.
065	Chair Montgomery	Asks if every county has an annual budget, if counties are audited every year by a municipal auditor, and if the budget reflects each road project.
077	Oshel	Replies that Tillamook County has built very few roads and spends most of its money on maintenance.
080	Chair Montgomery	Asks if all road funding is identified in the budget by road.
089	Oshel	Replies yes, but stresses that the projects are in the report he submits as part of the budget approval process.
094	Rep. Krummel	Asks why county transportation revenues have decreased at the same time as state revenue has increased.
106	Oshel	Notes that, while vehicle fuel efficiency and road use has risen, gas tax revenues have declined, resulting in less revenue per mile driven.
113	Rep. Krummel	Asks if Oregon has decided to fund an accelerating program with a decreasing revenue source

116	Oshel	Replies yes.
117	Rep. Wells	Asks if it costs more to build roads in Oregon than other places.
124	Oshel	Replies yes, and it will probably get worse because of environmental impacts.
136	Rep. Lehman	Asks if the cost of road construction has increased a little or a lot.
140	Oshel	Responds that maintenance cost has risen moderately while the rise in construction cost is major.
143	Rep. Kropf	Asks if the number of road personnel declined.
145	Oshel	Replies yes. States that he was forced to cut workers in his county.
152	Rep. Kropf	Refers to the passage of the PERS bill, HB 3349, in 1995. Asks how the PERS bill has impacted the counties and their transportation system funding.
162	Pryor	Responds that transportation is a large part of county budgets. Discusses how the decline in road funding creates a problem for county commissioners who need to find the money from other areas in the budget. Notes that these budget decisions often negatively impact other areas and services.
225	Chair Montgomery	Opens the public hearing on HB 2071.
<u>HB 2071 PUBLIC HEARING</u>		
230	Adkins	Explains that HB 2071 would authorize the City of Beaverton to operate a two-year demonstration project to photograph drivers who fail to obey traffic control devices. Discusses the city's ability to issue citations, how drivers may respond, the required notification and public information campaign, and the project evaluation. (EXHIBIT D).
280	Rep. Ken Strobeck	Notes that incidents of running red lights have been increasing. Points to the increased accidents that have resulted from these offenses. Describes how red light camera technology will help catch these drivers (EXHIBIT E).
330	Rep. Strobeck	Addresses the privacy concerns of cameras as a crime fighting tool. Emphasizes that the cameras will not be engaged unless someone runs a red light. Relates examples of deaths that have resulted from running red lights. Supports HB 2071.
385	Rep. Walker	Asks if the law enforcement community supports HB 2071.

388	Rep. Strobeck	Replies that the law enforcement community strongly supports the bill.
390	Rep. Walker	Refers to Section 6a. Asks about the legal shift from an assumption of innocence to one of guilt.
410	Rep. Strobeck	Cites the current use of photo radar as a model. Expresses the importance of balancing privacy with safety.
439	Rep. Walker	Asks if a copy of the photograph is sent to the driver.
441	Rep. Strobeck	Replies no.
460	Rep. Hill	Asks Rep. Strobeck to describe the equal application of the law to private individuals and company vehicles.
TAPE 14, B		
023	Rep. Strobeck	Cites the photo radar process as a model. States that companies or organizations will be responsible for forwarding the citation to the appropriate employee.
033	Rep. Hill	Asks if Rep. Strobeck knows of any other place where the law is not applied equally.
037	Rep. Strobeck	Replies no.
043	Rep. Lokan	Asks if other cities have expressed interest.
045	Chair Montgomery	Replies that two other cities are involved.
061	Linda Adlard	Chief of Staff, City of Beaverton. Supports HB 2071. Notes that the bill does not require an officer presence, and officer signatures will be applied electronically. Discusses the benefits of a demonstration project. States that the three cities on the bill would provide a broader cross section of data.
110	Adlard	Reports that posting live officers at intersections would cost \$180,000 a year. Notes that some revenue is possible, but revenue is not the focus of the project. Addresses Rep. Walker's concern about the certificate of innocence. Adds that the presumptions of this system are the same as photo radar or a parking ticket. Expresses her belief that the law will be applied equally to all drivers.
167	Rep. Hill	Asks about Section 2, 6 (b). Refers to the use of the permissive "may" as opposed to "shall." Asks what would happen if a business declines to identify the driver. Inquires if every business cited by photo radar has identified the driver

183	Adlard	Replies yes. States that a request could be sent for further explanation if a business does decline to identify a particular driver.
197	Sergeant Steve Wilson	Police Department, City of Beaverton. Supports HB 2071. Expresses concern about pedestrian and officer safety. Notes that a red light camera would eliminate the risk of pursuit and allow officers to respond to more important incidents (EXHIBIT F).
244	Rep. Wells	Asks when a person technically runs a red light.
249	Wilson	Answers that crossing the stop bar closest to the driver is technically running a red light.
258	Rep. Wells	Asks if the camera will be engaged as soon as the light turns red. Asks if it will be aimed at the stop bar or at the middle of the intersection.
266	Wilson	Explains that a release is part of the camera technology and would photograph the person that crosses the stop bar on a red light.
277	Rep. Hill	Asks if the camera will photograph a person turning right on a red. Asks if people who are in the middle of the intersection because of traffic congestion will be photographed.
296	Adlard	Replies that the camera sensors will be activated after a time delay and when the light is absolutely red. Explains that the camera will not be aimed at people making a right hand turn.
313	Rep. Hill	Asks how the camera would be able to distinguish between vehicles that are following each other closely.
325	Adlard	Explains that camera can take pictures of both the front and rear of multiple vehicles.
338	Rep. Devlin	Reports a call from a constituent about plastic license plate covers that will obscure photo technology.
361	Wilson	Expresses that he has heard of this technology, but can not comment on its effectiveness.
365	Rob Drake	Mayor, City of Beaverton. Supports HB 2071. Describes the epidemic of red light running and the community support for red light cameras.
420	Drake	States that red light technology would increase government efficiency and community safety. Addresses Rep. Hillis concern about businesses, emphasizing that tickets can be distributed to individual employees.

TAPE 15, B

028	Forrest Soth	City Council President, Beaverton. Notes the prevalence of red light running and its contribution to road rage problems. Describes the rise in pedestrian danger. Expresses that driving is a privilege, not a right, and penalties should be attached to rule breakers. Cites a California survey that underlines the dangers associated with red light running. Supports HB 2071.
071	Dennis Doyle	City Councilor, Beaverton. Supports HB 2071 as a chance to help Beaverton citizens. Cites overwhelming support in the community for red light enforcement; refers to only one complaint against photo radar. Relates that photo radar is working as a deterrent.
123	Rep. Krummel	Asks Drake why the legislature would only authorize a two-year study in three cities.
143	Drake	Cites the strong support for red light cameras. Suggests that moving slowly may allay any fears. Expresses understanding for privacy concerns.
179	Rep. Hill	Asks what empirical data will be used to gage the cameras' effectiveness.
188	Drake	Answers that he does not have the information at this time.
196	Bill Peterson	City Manager, Grants Pass. Supports HB 2071. Refers to traffic control problem in Grants Pass. Explains the "couplet" movement of traffic in Grants Pass. Discusses the problems of catching red light violators in this type of traffic configuration. States his belief that this technology will make a significant difference.
250	Rep. Lehman	Asks if residents of Grants Pass will be supportive of red light cameras.
259	Peterson	Replies by stating his belief that residents will be supportive.
268	Chair Montgomery	Asks if the Grants Pass City Council has voted on this and if the vote was unanimous.
270	Peterson	Replies yes to both questions.
280	Joanne Fairchild	Trauma nurse coordinator, Legacy Emmanuel Hospital. Supports HB 2071. Discusses the impatience of young people and the difficulties of explaining red light running to children. Stresses the danger to children (EXHIBIT G).
330	Tom Augustine	City of Beaverton. Supports HB 2071. Refers to congestion in his area and problems of red light running. Addresses the economic issues of enforcement and the responsibility of the fire department to respond to accidents. Expresses

		willingness to be held accountable for his actions.
424	Chair Montgomery	Adjourns meeting at 10:25 a.m.

Submitted By, Reviewed By,

Brad Daniels, Janet Adkins,
Administrative Support Administrator

EXHIBIT SUMMARY

A ñPresentation, Linda Pryor, 9 pp.

B ñWritten Testimony, Mike Hayward, 3 pp.

C ñWritten Testimony, John Oshel, 3 pp.

D ñHB 2071, -1 amendments, Staff, 1 p.

E ñHB 2071, testimony, Rep. Ken Strobeck, 3 pp.

F ñHB 2071, testimony, Steve Wilson, 1p.

G ñHB 2071, testimony, Joanne Fairchild, 1 p.