

HOUSE COMMITTEE ON TRANSPORTATION

April 30, 1999 Hearing Room D

8:00 a.m. Tapes 87 - 90

MEMBERS PRESENT: 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

MEMBER EXCUSED: Rep. Bob Montgomery, Chair

STAFF PRESENT: Janet Adkins, Administrator

Brad Daniels, Administrative Support

MEASURE/ISSUES HEARD: HB 2569 Public Hearing

HB 2199 Public Hearing and Work Session

HB 2003 Work Session

HB 2189 Public Hearing and Work Session

HB 2644 Public Hearing and Work Session

HB 2635 Public Hearing and Work Session

HB 2359 Public Hearing and Work Session

TAPE/#	Speaker	Comments
TAPE 87, A		
004	Rep. Wells	Opens the meeting at 8:05 a.m. Opens the public hearing on HB 2569.
<u>HB 2569 PUBLIC HEARING</u>		
007	Janet Adkins	Administrator. Explains HB 2569, which requires litter bags to be placed in cars.
022	Rep. Roger Beyer	District 28. Describes the origin of the bill.
030	Ethan Hupp	Silverton. Describes the reason for the bill: a respect for nature.
043	Rep. Wells	Asks if he also picks up litter.
045	Hupp	Replies no
046	Rep. Wells	Asks where most people litter.
048	Hupp	Answers that it mostly occurs on the country.
051	Rep. Wells	Asks Rep. Beyer what the committee should do.
052	Rep. Beyer	Replies that it is up to the committee.
058	Rep. Wells	Notes that HB 2569 will require a lot of thought. Closes the public hearing on HB 2569. Opens the public hearing on HB 2199.
<u>HB 2199 PUBLIC HEARING</u>		
070	Adkins	Reviews the issues addressed during the previous hearing. Introduces the ñ2 amendments, which would allow the new revenue to be used for privately-owned public use airport pavement maintenance. Introduces the ñ3 amendments (EXHIBITS A & B) .
090	Rep. Wells	Acknowledges the controversy originating from the disbursement of funds to private and publicly-owned airports.

107	Ann Crook	Aeronautics Division, Oregon Department of Transportation (ODOT). States that there are 15 privately-owned, public-use airports, two of which are eligible to receive federal funding. Notes that federal funding requires a grant assurance that could act as a model if funds are to be distributed to these airports.
130	Rep. Wells	Asks how this type of assurance that the airports will remain open for public use can be guaranteed.
133	Crook	Replies that the airports would be required to return the money if they closed.
143	Mike Van Hoomissen	Oregon Aviation Alliance. Describes his organization and its members. Supports HB 2199. Describes the bill, its effect on the general aviating population and Oregon's ranking as far as tax rates nationwide. Discusses the positive reaction of pilots to the proposal.
204	Rep. Wells	Asks about the privately owned airports.
209	Van Hoomissen	Supports the two amendments. Explains that the support turns on the public use function of these airports.
240	Bill Jackson	Sunset Airstrip. States that the state could impose the same type of guarantee as the federal government to ensure the proper use of tax revenue. Notes the property tax contributions by privately-owned airports.
258	Rep. Wells	Agrees with Jackson, but notes that property taxes go to other recipients.
263	Rep. Krummel	Asks if a privately-owned airport disburses their own fuel.
267	Jackson	Replies no.
269	Rep. Krummel	Asks how they receive fuel.
272	Jackson	Describes where they fuel their airplanes.
277	Rep. Krummel	Asks Crook about fund allocation and a memo listing possible projects.
289	Crook	Replies that the memo is the beginning of their project list. States that the Aviation Plan Advisory Committee is working on amending and paring down that list.
302	Rep. Lokan	Cites a constituent letter. Asks if ODOT is planning to hire a general aviation consultant to advise on land lease issues.

311	Crook	Replies that lease issues involving airports are commonly contracted out in order to provide an expert, third-party voice.
324	Rep. Lokan	Asks about the cost.
327	Crook	Replies that it will be about \$20,000-\$30,000.
329	Rep. Lokan	Asks if it is competitively bid.
333	Crook	Replies that there will be a competitive bid process.
339	Rep. Wells	Reviews the bill, the amount of increase, and possible refund structure.
352	Adkins	Describes the refund process, noting that many individuals do not pursue refunds.
364	Rep. Wells	Closes the public hearing on HB 2199. Opens the public hearing on HB 2199.
<u>HB 2199 WORKSESSION</u>		
372	Rep. Taylor	Asks if the ñ3 and ñ2 amendments are exactly the same.
379	Adkins	Replies yes.
381	Rep. Lehman	Asks if a privately-owned airport will receive aviation tax dollars for pavement maintenance.
384	Rep. Kropf	Replies that privately-owned, public-use airports would be eligible.
395	Rep. Lehman	Relates an analogy about a privately-owned subdivision to express his concern about giving public money to a private entity.
412	Rep. Krummel	Responds that a subdivision developer will pay a system development charge and the streets will be dedicated to the public.
TAPE 88, A		
003	Rep. Lehman	Asks if gas tax dollars should be used to maintain privately-owned streets even if they are publicly used.
011	Rep. Wells	Asks if the federal government does disburse funds to privately-owned publicly-

		used airports. Asks if there is an assurance that these airports will remain open.
013	Crook	Replies yes to both questions. Describes the fund allocation prioritization process, noting that it is based on airports' importance to the system as a whole.
024	Rep. Devlin	Discusses the benefits and user acceptance of the proposal. Underlines the importance of safety.
037	Rep. Kropf	MOTION: Moves to ADOPT HB 2199-2 amendments dated 04/27/99.
		VOTE: 7-1 AYE: 7 - Devlin, Kropf, Krummel, Lokan, Taylor, Walker, Wells NAY: 1 - Lehman EXCUSED: 2 - Hill, Montgomery
	Rep. Wells	The motion CARRIES.
045	Rep. Kropf	MOTION: Moves HB 2199 with a DO PASS AS AMENDED recommendation and BE REFERRED to the committee on Revenue.
050	Rep. Krummel	Reviews constituent support for the tax increase. Supports the bill.
059	Rep. Kropf	Opposes raising taxes, but supports the bill because the users will pay and the deteriorating condition of airports requires further funding.
075		VOTE: 8-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Hill, Montgomery
	Rep. Wells	The motion CARRIES.
079	Rep. Lehman	Closes the work session on HB 2199. Opens the work session on HB 2003

HB 2003 WORK SESSION

088	Rep. Lehman	Closes the work session on HB 2003. Opens the public hearing HB 2189.
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HB 2189 PUBLIC HEARING

098	Adkins	Explains HB 2189. Introduces the ñ1 amendments (EXHIBIT C).
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132	Rep. Lehman	Asks if the ñ1 amendments were submitted by ODOT.
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133	Adkins	Replies that they were submitted by ODOT and the trucking industry.
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137	Dave Tyler	Chief Financial Officer, ODOT. Supports HB 2189. Supports removal of the personal liability portion of the bill in the ñ1 amendments (EXHIBIT D).
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150	Bob Ottele	Motor Carrier Audit Manager, ODOT. Discusses the effect of the bill on the audit process. States that the change will create consistency between weight-mile and International Fuel Tax Agreement (IFTA) audits. Notes the bill's effect on penalty charges. Explains the ñ1 amendments.
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204	Rep. Lehman	Asks if evasion by corporate officers is a problem.
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209	Tyler	Replies that there have been significant problems in the past with evasion of taxes.
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218	Rep. Kropf	Asks if Section 10 of the original bill is currently done on the federal level.
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225	Tyler	Replies yes. Adds that the funds of HB 2189 are not, as in the federal situation, held in trust for the state. Discusses the possible fiscal and revenue impacts of the amended bill.
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245	Rep. Lehman	Asks if the amended bill reduces the anticipated revenues by \$20,000.
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250	Tyler	Replies that no added revenues or cost result from the amended bill.
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258	Rep. Kropf	Asks if the amendments effectively gut the bill.
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261	Tyler	Replies no. Adds that the other two components are essential.
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271	Rep. Kropf	Asks if the evasion of certain corporate officers is significant.
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280	Tyler	Replies that there was a larger pattern of abuse in the early 90s.
286	Rep. Walker	Asks why the pattern of abuse has changed.
289	Tyler	Replies that they have done a better job of screening applications.
297	Rep. Walker	Asks if the increased enforcement will continue.
305	Tyler	Replies that they will continue their efforts at enforcement.
318	Rep. Krummel	Asks who will benefit from HB 2189.
330	Ottele	Replies that motor carriers will benefit from the penalty assessment change.
340	Rep. Lehman	Asks about the current levels of evasion.
343	Tyler	Replies that the levels are a little lower than the past.
351	Rep. Lokan	Asks about the estimated additional collections.
355	Tyler	Replies that these figures were based on their estimations of revenue generated from the officer liability portion of the bill. Explains the penalty procedure.
380	Bob Russell	Oregon Trucking Association. Supports the ñ1 amendments. Explains their opposition to the original bill, including the lack of a statute of limitations on any audit process, the personal liability portion of the bill and the possibility of prosecuting mid-level employees.
TAPE 87, B		
009	Rep. Lehman	Asks if HB 2189 effectively will reduce evasion of the weight-mile system.
022	Russell	Replies yes. Adds that corporate evasion is one of the flaws of the weight-mile system.
029	Rep. Lehman	Asks about registration fees.
030	Russell	Replies that registration fees are the same as a diesel fuel tax. Adds that a diesel fuel tax would address the problem of evasion.
035	Bob McKellar	Oregon Forest Products Transportation Association. Expresses concern about

		companies that avoid paying taxes. Opposes the original bill. Supports the ñ1 amendments.
048	Rep. Krummel	Asks if their opposition would diminish if the bill was worded to avoid reaching to mid-level employees.
052	Russell	Replies that the bill may negatively affect officers in large companies who are not negligently avoiding the weight-mile tax.
062	Rep. Krummel	States that he has taken full responsibility for anything that occurs in the organization below him.
073	Russell	Replies that the problem is the complexity of the weight-mile tax and the inability to pay the tax appropriately. Relates an example of a company that did not pay their taxes correctly and suffered a huge audit cost.
096	Rep. Kropf	Asks how the bill will affect truckers if weight-mile is eliminated.
102	Russell	Replies that it will not be necessary after three years. Supports the bill in its amended form.
112	Rep. Lehman	Asks if a truck that drives extensively in Oregon is required to report those miles in Oregon.
117	Russell	Replies yes.
119	Rep. Lehman	Asks if the diesel tax could be evaded in the same way as a weight-mile tax by this truck.
120	Russell	Replies yes, but adds that the difference is the amount of money paid in Washington.
127	Rep. Lehman	Closes the public hearing on HB 2189. Opens the work session HB 2189.
<u>HB 2189 WORK SESSION</u>		
132	Rep. Krummel	Suggests the elimination of "or employee" in Section 10 to address concerns about imposing liability on mid-level officers.
150	Rep. Krummel	MOTION: Moves to ADOPT HB 2189-1 amendments dated 04/27/99 and that the amendments be FURTHER AMENDED on page 1 by deleting line 4 and that the measure be FURTHER AMENDED on page 2, line 20 by deleting "or employee" in both places.

158	Rep. Lehman	Restates the conceptual amendment.
166	Rep. Taylor	Relates an example that may not be addressed by the conceptual amendment.
180	Rep. Krummel	Responds that the family in Rep. Taylor's example would still be liable.
190	Rep. Devlin	Asks Rep. Lehman to explain corporate officer liability.
200	Rep. Lehman	Explains that the corporate veil can be pierced in outrageous situations.
213	Rep. Devlin	Asks if HB 2189 will allow the corporate veil to be pierced.
216	Rep. Lehman	Describes the legal ramifications of HB 2189.
223	Rep. Walker	Supports the conceptual amendment. Opposes the ñ1 amendments. Stresses the importance of accountability.
238	Rep. Wells	Suggests adoption of the first three lines of the ñ1 amendments only.
253	Rep. Lehman	Restates the conceptual amendment offered by Rep. Krummel.
265	Rep. Krummel	Agrees with Rep. Lehman's description.
282		VOTE: 8-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Montgomery, Hill
	Rep. Lehman	The motion CARRIES.
289	Rep. Wells	MOTION: Moves HB 2189 to the floor with a DO PASS AS AMENDED recommendation.
		VOTE: 8-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Montgomery, Hill

	Rep. Lehman	<p>The motion CARRIES.</p> <p>WELLS will lead discussion on the floor.</p>
300	Rep. Lehman	Closes the work session on HB 2189. Opens the public hearing on HB 2644.
<u>HB 2644 PUBLIC HEARING</u>		
303	Adkins	Explains HB 2644. Introduces the ñ1 amendments (EXHIBIT E).
332	Rep. Chris Beck	District 12. Discusses the goal of the bill: to familiarize Oregonians with the idea of an urban growth boundary.
384	Bill Penhollow	Association of Oregon Counties. Agrees with Rep. Beck. Suggests an amendment to line 20 of the bill.
404	Rep. Beck	Agrees with Penhollow. Explains the ñ1 amendments, which state that the signage is dependant upon additional funding.
418	Rep. Krummel	Asks if the ñ1 amendments are acceptable to the co-sponsors of the bill.
420	Rep. Beck	Expresses uncertainty.
TAPE 88, B		
004	Joan Plank	Government Relations, ODOT. Supports the bill and the ñ1 amendments.
012	Rep. Lehman	Closes the public hearing on HB 2644. Opens the work session on HB 2644.
<u>HB 2644 WORK SESSION</u>		
013	Rep. Wells	Opposes the bill.
022	Rep. Devlin	Supports the bill. Adds that an understanding of land-use planning is important.
036	Rep. Devlin	MOTION: Moves to ADOPT HB 2644-1 amendments

		dated 03/31/99.
038	Adkins	States that there may be a problem with the ñ1 amendments with reference to the requirement for counties to implement signage.
048	Adkins	Asks about the use or allocation of county money.
054	Rep. Beck	States that the intent of the bill is to not require signs unless a gas tax funding package is passed.
		VOTE: 8-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Hill, Montgomery
	Rep. Lehman	The motion CARRIES.
069	Rep. Devlin	Asks if the bill should be moved with or without a favorable recommendation.
079	Rep. Devlin	MOTION: Moves HB 2644 WITHOUT RECOMMENDATION as to passage and BE REFERRED to the committee on Ways & Means by prior reference.
085	Rep. Kropf	Supports the bill
089	Rep. Lokan	Supports the bill.
092	Rep. Walker	Supports the bill, with apprehension.
098	Rep. Krummel	Asks if a law needs to be passed to allow ODOT to put up signs.
100	Rep. Wells	Replies no.
103	Rep. Krummel	Notes that, even if HB 2644 does not pass, the signs could still be constructed.
125		VOTE: 7-2 AYE: 7 - Devlin, Kropf, Krummel, Lehman, Lokan, Taylor, Walker

		<p>NAY: 2 - Hill, Wells</p> <p>EXCUSED: 1 - Montgomery</p>
	Rep. Lehman	The motion CARRIES.
132	Rep. Lehman	Closes the work session on HB 2644. Opens the public hearing on HB 2635.
<u>HB 2635 PUBLIC HEARING</u>		
135	Adkins	Explains the result of the last committee meeting. Introduces and describes the ñ3 amendments (EXHIBIT F).
160	Shawn Miller	Pacific Northwest Christmas Tree Association. Supports the ñ3 amendments. Describes the history of the problem and discussions of solutions (EXHIBIT G).
189	Rep. Lehman	Asks who is in support of the bill.
190	Miller	Replies that ODOT, Triple A, police and members of the industry are supportive of the bill.
196	Rep. Lehman	Asks who may be opposed to the bill.
198	Miller	States that the counties may be reluctant to support the bill.
211	Rep. Lehman	Asks if the ñ3 amendments have implemented a "one stop shop" permit process.
215	Miller	Agrees with Rep. Lehman. Describes the intent of the bill.
222	Gregg Dal Ponte	Motor Carrier Division, ODOT. States that the crux of the problem is that the authority of the counties may be eroded by the ñ3 amendment. Reviews the benefits of the bill as amended.
262	Rep. Hill	Asks if the counties will retain ability to put restrictions on the roads.
272	Dal Ponte	Reiterates ODOT's focus on access in the context of safety.
287	Rep. Hill	Asks about the purpose of the 75-foot requirement.

290	Dal Ponte	Replies that it is a tractor-trailer combination with a 53-foot trailer
294	Rep. Hill	Asks if the bill would allow triples to go to a Christmas tree farm.
297	Miller	Responds by describing how the bill streamlines the permit process.
311	Rep. Hill	Cites page 2 of the bill. Asks about the permit process, permit issuance to drivers by private individuals and possible effects on safety.
326	Dal Ponte	Replies that the practice of making permits available at the farms is not a common practice. Notes that third-party contractors may distribute, but not authorize, permits.
348	Rep. Hill	Asks if provisions exist for pilot vehicles or other safety measures.
374	Dal Ponte	Replies that the bill does not contain that level of specificity. Cites Section 2, paragraph 2 as a provision for safety.
385	Rep. Hill	Asks if the language allows vehicles to enter, exit and drive safely.
392	Dal Ponte	Replies yes.
396	Rep. Lokan	Asks if Clackamas county supports the amendments.
TAPE 89, A		
008	Dal Ponte	Replies that Cam Gilmore expressed approval with one modification, a conceptual amendment in Section 2, paragraph 3, which would include all counties in the process.
021	Rep. Lokan	Asks if the Oregon State Police (OSP) supports the bill as amended.
027	Dal Ponte	States that OSP supports the bill as amended. Reiterates the conceptual amendment.
045	Adkins	Asks if a non-participating county could impede the one-stop shop system.
046	Dal Ponte	Explains that counties could participate, but the ODOT would be the default permit issuer.
053	Rep. Lehman	Asks if counties are required to allow ODOT to be a dispensing agent for their permits.

056	Dal Ponte	Replies yes, adding that it applies to continuous, not single, trip permits.
060	Rep. Lehman	Asks if there will be a fiscal impact.
061	Dal Ponte	Replies that, currently, there is a no fiscal impact and explains why.
080	Rep. Devlin	Asks if the industry is agreeable to the conceptual amendment.
084	Miller	Replies yes.
093	Bill Penhollow	Association of Oregon Counties (AOC). Supports the concept of streamlining the permit process, noting that improvements have been made in the current system. Cites page 2, section 4 of the ñ3 amendments and expresses concern about the transfer of county authority to the state without a similar transfer of liability.
140	Roy Burns	Intergovernmental Affairs Director, Lane County. Discusses Lane County's authority over their road system and their emphasis on safety. Expresses concern about section 4 and the transfer of control over roads to ODOT. Refuses to support a transfer of responsibility without a transfer of accountability.
170	Cynthia Schmitt	Civil Engineer, Marion County Public Works. Indicates their general support for a one-stop shop option; however, expresses concern that the bill does not allow for another option, such as a variance permit program, that may be more appropriate for other industries (EXHIBIT H).
214	Rep. Hill	Asks for Schmitt's suggestions for a solution.
216	Schmitt	Replies that an incremental process may be the best strategy to enhance the current permit process. Suggests that an appropriate mandate would be to require all jurisdictions to make their permits available while not eroding their authority to develop a permit system.
242	Rep. Hill	Asks for a practical expression of when county authority is lost.
250	Penhollow	Cites Section 4 as the removal of a road authority from the counties to ODOT. Suggests restoring the road authority portion of section 4.
276	Rep. Lehman	Asks if the ñ3 amendments allow counties to control transportation on particular roads.
285	Penhollow	Replies yes.
286	Rep. Lehman	Asks if, under this situation, ODOT could not issue a permit to go on the

		particular roads.
287	Penhollow	Replies yes.
299	Rob Willbanks	Adds that the bill does not require ODOT to respect the county's restrictions.
309	Rep. Lehman	Asks Dal Ponte if, under the scenario, ODOT would have the ability to override the county's objections by issuing a permit.
312	Dal Ponte	Replies that ODOT would probably not undertake a liability articulated by the counties.
330	Rep. Lehman	Asks if ODOT can override a county decision.
337	Dal Ponte	Replies yes.
338	Penhollow	Adds that the bill also applies to exclusive movements within a county.
343	Rep. Hill	Questions if the counties would still have all the authority to restrict road use.
384	Penhollow	Replies yes and in Section 4 ODOT becomes the road authority for issuing all permits.
404	Rep. Wells	Notes the move away from the focus on agriculture products. Asks how this focus was lost.
422	Penhollow	Replies that the attempt was to develop a total system that also applies to the agricultural industry.
TAPE 90, A		
007	Rep. Hill	Stresses that the reason for the bill is that the counties have not been working with the Christmas tree industry.
021	Penhollow	Indicates that the counties have not been the sole problem in the issue. Emphasizes that the industry did not show up to advisory meetings on the issue. Reiterates that the road authority portion of section 4 should be restored. Suggests further amendments to retain county authority.
057	Rep. Hill	Suggests a narrow approach to move the bill.
071	Rep. Krummel	Asks if the concerns of the counties were ignored in the drafting of the bill

		amendments or the bill.
074	Penhollow	Replies that there may have been some confusion. Adds that their concerns have not been addressed in the ñ3 amendments.
087	Rep. Krummel	Agrees with Rep. Hill.
097	Rep. Lehman	Asks if everyone agrees that a one-stop permit process is fine as long as there is agreement between the issuing authorities.
106	Penhollow	Replies yes.
108	Rep. Lehman	Notes that the user group also is looking for a one-stop permit process. Asks if the problem exists in allowing ODOT to "break the tie."
117	Willbanks	Replies yes, adding that Douglas County is responsible for their roads and is able to address particular problems better than ODOT.
135	Rep. Lehman	Asks the parties to meet again to form a compromise. Closes the public hearing on 2635. Opens the public hearing on HB 2359.
<u>HB 2359 PUBLIC HEARING</u>		
150	Adkins	Explains HB 2359, which would disallow ODOT from issuing a driver's license to people with unsatisfied parking, standing or stopping violations.
176	Rep. Wells	Asks if the issue has been brought up before.
178	Rep. Floyd Prozanski	District 40. Replies yes.
180	Rep. Wells	Asks if the cities have been collecting outstanding fines through collection agencies.
188	Rep. Prozanski	Describes the financial backlog that has resulted from outstanding judgements. Expresses his preference for the state and local governments to develop a partnership on this issue rather than rely exclusively on private collection agencies.
226	Rep. Lehman	Asks if a problem may result from parking tickets incurred by other people than the owner of the vehicle.
230	Rep. Prozanski	Replies yes, noting that the registered owner would have an obligation to collect the fee from the user. States that outstanding debt should remain within the

		governmental structure.
252	Rep. Wells	Asks how the money will be handled.
258	Rep. Prozanski	Replies that two fees will be paid: the fines that have already occurred and a fee for the administration of the program.
284	Rep. Wells	Asks where the \$15 service charge goes.
286	Rep. Prozanski	Explains the current method of restoring a suspended license. Notes that the fiscal impact may not have taken this administrative fee into account.
307	Rep. Wells	Asks if the \$15 fee would be charged to the respective jurisdictions.
315	Adkins	Replies that it does not come from a jurisdiction, but would be charged to the driver.
322	Rep. Prozanski	States that it would be paid to DMV by the driver.
325	Rep. Wells	Asks where the outstanding fines are paid.
326	Rep. Prozanski	Replies that they are paid by the driver to the jurisdiction that has notified ODOT about the overdue fines. Explains the payment process.
355	Rep. Lehman	Closes the public hearing on HB 2359. Opens the work session on HB 2359.
<u>HB 2359 PUBLIC HEARING</u>		
370	Rep. Kropf	MOTION: Moves HB 2359 WITHOUT RECOMMENDATION as to passage and BE REFERRED to the committee on Ways & Means.
375	Rep. Hill	Suggests that the bill be moved to the Rules committee.
381	Rep. Lehman	Suggests that the concept of collecting money is a good one, but the issue is whether it is worth the money, an issue that may be taken up in Ways & Means.
400	Rep. Kropf	Amends his previous motion to change the referral from WAYS & MEANS to RULES, ELECTIONS AND PUBLIC AFFAIRS .
TAPE 89, B		

007	Rep. Krummel	Asks if the League of Oregon Cities (LOC) has a position on the issue.
010	David Barenberg	LOC. Supports any additional tools for cities to use to collect fines.
024		VOTE: 9-0 AYE: 9 - Devlin, Hill, Kropf, Krummel, Lehman, Lokan, Taylor, Walker, Wells EXCUSED: 1 - Montgomery
	Rep. Lehman	The motion CARRIES.
032	Rep. Lehman	Closes the work session on HB 2359. Opens the work session on HB 2635.
<u>HB 2635 WORK SESSION</u>		
035	Rep. Hill	States that the agreement was to remove section 4 of the ñ3 amendments and further work on the finer points of the deal.
048	Rep. Hill	MOTION: Moves to AMEND HB 2635-3 amendments on page 2 delete Section 4.
052	Rep. Lokan	Asks if the Clackamas County is supportive of the conceptual amendment.
056	Dal Ponte	Replies that he believes Clackamas County will support the bill.
063	Adkins	Reports the Legislative Counsel may detect some internal inconsistencies that need to be addressed as a result of the conceptual amendment.
069		VOTE: 9-0 EXCUSED: 1 - Montgomery
	Rep. Lehman	Hearing no objection, declares the motion CARRIED.
070	Rep. Hill	MOTION: Moves to ADOPT HB 2635-3 amendments dated

		04/27/99.
071		VOTE: 9-0 EXCUSED: 1 - Montgomery
	Rep. Lehman	Hearing no objection, declares the motion CARRIED.
072	Rep. Hill	MOTION: Moves HB 2635 to the floor with a DO PASS AS AMENDED recommendation.
073		VOTE: 9-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 1 - Montgomery
	Rep. Lehman	The motion CARRIES. HILL will lead discussion on the floor.
086	Rep. Lehman	Closes the work session on HB 2635. Adjourns the meeting at 11:15 a.m.

Submitted By, Reviewed By,

Brad Daniels, Janet Adkins,

Administrative Support Administrator

EXHIBIT SUMMARY

A ñHB 2199, -2 amendments, staff, 1 p.

B ñHB 2199, -3 amendments, staff, 1 p.

C ñHB 2189, -1 amendments, staff, 1 p.

D ñHB 2189, written testimony, Dave Tyler, 1 p.

E ñHB 2644, -1 amendments, staff, 1 p.

F ñHB 2635, -3 amendments, staff, 5 pp.

G ñHB 2635, written testimony, Shawn Miller, 2 pp.

H ñHB 2635, written testimony, Cynthia Schmitt, 3 pp.