

HOUSE COMMITTEE ON TRANSPORTATION

May 21, 1999 Hearing Room D

8:00 a.m. Tapes 106 - 107

MEMBERS PRESENT: Rep. Bob Montgomery, 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. Mike Lehman, Vice-Chair

STAFF PRESENT: Janet Adkins, Administrator

Brad Daniels, Administrative Support

MEASURE/ISSUES HEARD: SB 583A Work Session SB 614A Work Session SB 86 Work Session

SB 773A Work Session

SB 849 Work Session

SB 1006A Public Hearing and Work Session

SB 1124A Public Hearing and Work Session

SB 1057 Public Hearing and Work Session

SB 1108A Public Hearing and Work Session

SB 858A Public Hearing

SB 757A 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 106, A		
004	Chair Montgomery	Opens the meeting at 8:05 a.m. Opens the public hearing on SB 1006A
<u>SB 1006A PUBLIC HEARING</u>		
015	Janet Adkins	Committee Administrator. Explains SB 1006A, which allows actions for state traffic offenses to be commenced in courts in counties other than the county in which the offense occurred.
030	Greg Brown	Deschutes County Sheriff. Supports the bill. Refers to the growth and traffic congestion in his county. Describes the issuance of traffic citations and the problem with driving a long distance to traffic court. Reports that the justice courts do not oppose the bill.
061	Chair Montgomery	Closes the public hearing on SB 1006A. Opens the work session on SB 1006A.
<u>SB 1006A WORK SESSION</u>		
065	Rep. Hill	MOTION: Moves SB 1006A to the floor with a DO PASS recommendation.
		VOTE: 8-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Kropf, Lehman
		Chair Montgomery The motion CARRIES. REP. WELLS will lead discussion on the floor.
075	Chair Montgomery	Closes the work session on SB 1006A. Opens the public hearing on SB 1108A.

SB 1108A PUBLIC HEARING

085	Adkins	Explains SB 1108A, which acknowledges the importance of farm-to-market roads.
090	Sen. Joan Dukes	District 1. Supports SB 1108A. Reviews the history and importance of farm-to-market roads. Explains that the bill only requires the consideration of farm-to-market roads by local governments. Notes the destructiveness of dusty roads on agriculture. States that the bill restores the statutory definition of these roads, allowing people's concerns to be heard (EXHIBITS A & B).
120	Rep. Hill	Cites the geography of western Washington County and the lack of an adequate transportation system in that area. Asks if SB 1108A will support the broader farm-to-market transportation needs or is focused more on localized farm roads.
142	Sen. Dukes	Replies that the bill may be helpful in this context because it requires the consideration of farm-to-market roads.
150	Rep. Hill	Asks about the use of "primarily" in Section 2 (1) and if another, less-limiting term would be more appropriate.
166	Sen. Dukes	Replies that there may be a better word. Notes concerns in the Senate committee that the money will be legitimately spent on actual farm-to-market roads.
176	Rep. Wells	Expresses skepticism about the effect of the bill.
180	Sen. Dukes	Replies that the intent is to require local government to listen to concerns about the importance of these roads.
190	Rep. Hill	Suggests a change from "primarily" to "used to facilitate movement of agriculture products to market".
201	Sen. Dukes	Expresses no opposition to this language.
204	Rep. Lokan	Agrees with Rep. Hill's suggestion.
215	Shawn Miller	Pacific Christmas Tree Growers Association. Notes the destruction caused by dusty roads. Supports SB 1108A. Suggests the deletion of "primarily" in the cited line. Suggests gathering and tracking data in the Ways and Means committee about the status of farm-to-market roads.
243	Rep. Hill	Asks about the Oregon Department of Transportation's (ODOT) view of the issue.

257	Rep. Wells	Comments that the issue is more for the counties than the state.
263	Miller	Agrees with Rep. Wells. Notes that the bill is not a mandate, but urges consideration of farm-to-market roads.
275	Rep. Hill	Asks how the bill would be implemented by ODOT. Mentions possible consideration of the western bypass.
286	Grace Crunican	Replies that her original reading of the bill interpreted it as urging local governments to take agricultural interests into account. Adds that reconsideration of the western bypass would significantly change her interpretation of the bill.
313	Rep. Hill	Argues that western Washington County needs an alternative north-south corridor to I-5 for moving agricultural products. Expresses concern about ODOT's view of farm-to-market roads in western Washington County. Questions how the concept will be implemented with respect to transportation policy-making.
352	Crunican	Replies that she saw the western Washington County bypass as more related to auto travel. Notes past concerns with freight and the presence of a Freight Advisory Committee to address these concerns.
381	Rep. Hill	Asks if an agricultural representative is on the committee.
385	Crunican	Replies that the forest products representative is on the committee, but SB 1108A is a cue to broaden agriculture's representation.
388	Don Schellenberg	Submits written testimony (EXHIBIT C).
390	Chair Montgomery	Closes the public hearing on SB 1108A. Opens the work session on SB 1108A.
<u>SB 1108A WORK SESSION</u>		
392	Rep. Hill	MOTION: Moves to SUSPEND the rules for the purpose of striking the word "primarily" from line 11 of SB 1108A.
		VOTE: 8-0 EXCUSED: 2 - Kropf, Lehman

	Chair Montgomery	Hearing no objection, declares the motion CARRIED.
395	Rep. Hill	MOTION: Moves to AMEND SB 1108A on page 1, in line 11, delete "primarily".
		VOTE: 8-0 EXCUSED: 2 - Kropf, Lehman
	Chair Montgomery	Hearing no objection, declares the motion CARRIED.
400	Rep. Hill	MOTION: Moves SB 1108A to the floor with a DO PASS AS AMENDED recommendation.
		VOTE: 9-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 1 - Lehman
	Chair Montgomery	The motion CARRIES. REP. HILL will lead discussion on the floor.
428	Chair Montgomery	Closes the work session on SB 1108A. Opens the work session on SB 583A.
TAPE 107, A		
<u>SB 583A WORK SESSION</u>		
006	Rep. Wells	MOTION: Moves SB 583A WITHOUT RECOMMENDATION as to passage and BE REFERRED to the committee on Rules, Elections and Public Affairs.
013	Rep. Walker	Reiterates her opposition to a bill that does not have the support of the

		Governor and the people.
021	Rep. Devlin	Agrees with Rep. Walker.
026	Rep. Hill	Opposes moving the bill.
032		VOTE: 5-4 AYE: 5 - Kropf, Krummel, Lokan, Wells, Montgomery NAY: 4 - Devlin, Hill, Taylor, Walker EXCUSED: 1 - Lehman
	Chair Montgomery	The motion FAILS.
042	Chair Montgomery	Closes the work session on SB 583A. Opens the public hearing on SB 1124A
<u>SB 1124A PUBLIC HEARING</u>		
045	Adkins	Explains SB 1124A, which would allow counties to require the election of special road district commissioners.
060	Linda Swearingen	Deschutes County Commissioner. Supports SB 1124A. Describes the current problem with special road district commissioners who are appointed in the back room, do not take an oath of office and are not held accountable. Acknowledges allegations concerning mismanagement of funds and the inability of counties to take punitive action. Cites examples of inadequate managers and inefficient activities.
110	Swearingen	Stresses that taxed people should have an opportunity to elect their representatives.
123	Rep. Lokan	Asks if the road districts answer to the commissioners.
125	Swearingen	Replies no.
128	Rep. Lokan	Asks how the elections would solve the problem.
130	Swearingen	Replies that elected officials will be more accountable and take their jobs more seriously.

145	Rep. Wells	Asks about the creation of such a large number of districts in Deschutes County.
149	Swearingen	Cites the large number of lane miles in Deschutes County and the desire for localized control. Indicates that special districts do perform a positive function.
164	Hasina Squires	Special Districts Association of Oregon. Acknowledges that some problems are occurring in special road districts. Supports the permissive nature of the bill's language. Stresses the beneficial aspects of special road districts. Supports the A4 amendments (EXHIBITS D & E).
196	Rep. Wells	Asks about the lack of special road districts in Marion County.
197	Squires	Expresses uncertainty.
203	Mel Zucker	States that special road districts do perform an important function. Notes that an oath of office is taken and a tax limit imposed. Suggests giving the county commission power to investigate problems.
235	Rep. Taylor	Acknowledges the permissive nature of the bill.
239	Chair Montgomery	Closes the public hearing on SB 1124A. Opens the work session on SB 1124A.
<u>SB 1124A WORK SESSION</u>		
242	Adkins	Explains the A4 amendments.
253	Rep. Hill	MOTION: Moves to ADOPT SB 1124A-4 amendments dated 05/20/99.
		VOTE: 9-0 EXCUSED: 1 - Lehman
Chair Montgomery		Hearing no objection, declares the motion CARRIED.
263	Rep. Hill	MOTION: Moves SB 1124A to the floor with a DO PASS AS AMENDED recommendation.

265	Rep. Walker	Supports the bill.
		VOTE: 9-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 1 - Lehman
	Chair Montgomery	The motion CARRIES. REP. TAYLOR will lead discussion on the floor.
278	Chair Montgomery	Closes the work session on SB 1124A. Opens the work session on SB 86.
<u>SB 86 WORK SESSION</u>		
290	Adkins	Explains the current status of the bill and the ñ2 amendments. Introduces letters from Bruce Herbert and Melanie Mansell (EXHIBITS F & G).
319	Rep. Krummel	Discusses the ñ3 amendments, which reinstate sections 1 and 2 of the original bill and direct ODOT's actions regarding permits and deeds. Notes that they are a hybrid of the ñ2 amendments and the original bill (EXHIBIT H)
345	Rep. Hill	MOTION: Moves to ADOPT SB 86-2 amendments dated 05/18/99.
349	Rep. Krummel	Opposes the ñ2 amendments, which he feels weaken the bill considerably.
355	Rep. Wells	Supports the ñ2 amendments. Suggests removal of "significant reduction" on page 1, line 14 of the ñ2 amendments.
372	Rep. Lokan	States that the ñ3 amendments provide for an opportunity for mediation.
390		VOTE: 5-3 AYE: 5 - Devlin, Hill, Kropf, Wells, Montgomery NAY: 3 - Krummel, Lokan, Taylor EXCUSED: 2 - Lehman, Walker

	Chair Montgomery	The motion FAILS.
405	Rep. Krummel	MOTION: Moves to ADOPT SB 86-3 amendments dated 05/20/99.
TAPE 106, B		
007	Adkins	Asks if the ñ3 amendments include the original bill and add more directed language.
009	Rep. Krummel	Replies yes.
012	Rep. Hill	Opposes the ñ3 amendments.
013	Rep. Wells	Opposes the ñ3 amendments.
014		VOTE: 5-3 AYE: 5 - Kropf, Krummel, Lokan, Taylor, Montgomery NAY: 3 - Devlin, Hill, Wells EXCUSED: 2 - Lehman, Walker
	Chair Montgomery	The motion FAILS.
026	Rep. Krummel	MOTION: Moves SB 86 to the floor with a DO PASS recommendation.
027	Chair Montgomery	Opposes the motion.
028	Rep. Hill	Opposes the motion.
030		VOTE: 4-4 AYE: 4 - Kropf, Krummel, Lokan, Montgomery NAY: 4 - Devlin, Hill, Taylor, Wells EXCUSED: 2 - Lehman, Walker

	Chair Montgomery	The motion FAILS.
039	Rep. Hill	MOTION: Moves to ADOPT SB 86-2 amendments dated 05/18/99.
041	Rep. Krummel	Opposes the motion.
042		VOTE: 6-2 AYE: 6 - Hill, Kropf, Lokan, Taylor, Wells, Montgomery NAY: 2 - Devlin, Krummel EXCUSED: 2 - Lehman, Walker
	Chair Montgomery	The motion CARRIES.
049	Rep. Hill	MOTION: Moves SB 86 to the floor with a DO PASS AS AMENDED recommendation.
		VOTE: 7-1 AYE: 7 - Devlin, Hill, Kropf, Lokan, Taylor, Wells, Montgomery NAY: 1 - Krummel EXCUSED: 2 - Lehman, Walker
	Chair Montgomery	The motion CARRIES. REP. MONTGOMERY will lead discussion on the floor.
061	Chair Montgomery	Closes the work session on SB 86. Opens the work session on SB 773A.
<u>SB 773A WORK SESSION</u>		

065	Adkins	Explains SB 773A, which requires ODOT to adopt rules regarding a permit system for approach roads to highways.
089	Rep. Montgomery	MOTION: Moves to ADOPT SB 773A-9 amendments dated 05/18/99.
		VOTE: 6-1 AYE: 6 - Hill, Krummel, Lokan, Taylor, Wells, Montgomery NAY: 1 - Kropf EXCUSED: 3 - Devlin, Lehman, Walker
	Chair Montgomery	The motion CARRIES.
097	Rep. Hill	MOTION: Moves SB 773A to the floor with a DO PASS AS AMENDED recommendation.
		VOTE: 7-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 3 - Devlin, Lehman, Walker
	Chair Montgomery	The motion CARRIES. REP. WALKER will lead discussion on the floor.
107	Chair Montgomery	Closes the work session on SB 773A. Opens the work session on SB 614A.
<u>SB 614A WORK SESSION</u>		
108	Adkins	Explains SB 614A and the ñ10 amendments.
124	Rep. Hill	MOTION: Moves to ADOPT SB 614A-10 amendments dated 05/18/99.

		<p>VOTE: 8-0</p> <p>EXCUSED: 2 - Lehman, Walker</p>
	Chair Montgomery	Hearing no objection, declares the motion CARRIED.
140	Rep. Hill	MOTION: Moves to SUSPEND the rules for the purpose of making a conceptual amendment to SB 614A.
		<p>VOTE: 8-0</p> <p>EXCUSED: 2 - Lehman, Walker</p>
	Chair Montgomery	Hearing no objection, declares the motion CARRIED.
145	Rep. Hill	Explains his conceptual amendments, which ask ODOT to evaluate the implementation of an integrated financial management system (EXHIBIT I).
155	Rep. Kropf	Asks about the effect of the conceptual amendments.
158	Rep. Hill	Replies that it would require ODOT to investigate the feasibility of an integrated financial management system. Stresses the concept of a singular finance management system across all agencies, one that will save money in the long term.
184	Rep. Lokan	Supports the conceptual amendment.
190	Rep. Hill	MOTION: Moves to AMEND SB 614A on on page 2, in line 29, insert "(b) The Department of Transportation shall investigate the implementation of an integrated financial management, reporting, and control system. A report shall be presented to the Emergency Board no later than September 1, 2000".
195	Rep. Taylor	Asks about the fiscal impact of the bill.
200	Adkins	Replies that the fiscal impact of the original bill was incorporated within ODOT's budget. Adds that no fiscal impact statement is available for the conceptual amendments.

206	Rep. Hill	States that the fiscal impact will not be significant.
213		VOTE: 8-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Lehman, Walker
	Chair Montgomery	The motion CARRIES.
218	Rep. Hill	MOTION: Moves SB 614A to the floor with a DO PASS AS AMENDED recommendation.
220	Rep. Wells	Opposes the bill as unnecessary.
228		VOTE: 6-2 AYE: 6 - Devlin, Hill, Kropf, Krummel, Lokan, Montgomery NAY: 2 - Taylor, Wells EXCUSED: 2 - Lehman, Walker
	Chair Montgomery	The motion CARRIES. REP. KROPF will lead discussion on the floor.
240	Chair Montgomery	Closes the work session on SB 614A. Opens the public hearing on SB 1057.
<u>SB 1057 PUBLIC HEARING</u>		
243	Adkins	Explains SB 1057 and the relevant statutes, which permits vehicles that are not hazards or obstructions to be parked for 12 hours on the shoulder of a highway. Introduces a letter from the state police (EXHIBIT J).
290	Rep. Taylor	Refers to legislation that had the opposite effect in the 1991 Legislature. Asks if SB 1057 allow vehicles to be left on the side of the road without flares or flashing lights.

305	Erin Thurber	Cites page 1, line 24 of the bill (EXHIBIT K).
319	Rep. Taylor	Asks if raising the hood would be all that is necessary.
322	Thurber	Replies that the bill would not affect police discretion and their ability to remove a hazardous vehicle.
331	Rep. Taylor	Asks if, under SB 1057, it would be legal to leave a vehicle, at night, by the side of the road with its hood up.
333	Thurber	Answers that the vehicle would have to be visible.
349	Rep. Hill	Notes that vehicles on the side of the road cause traffic to slow. Expresses skepticism toward the bill.
371	Thurber	Indicates that the question regards the definition of a hazard. States that the bill permits hazardous vehicles to be removed, but does allow vehicles to remain on the side of the road if they are marked, not impeding traffic and do not constitute a hazard. Cites page 2, lines 9-11, which allow ODOT and other agencies to establish further rules.
418	Rep. Wells	Asks about the hearing requirement.
TAPE 107, B		
002	Thurber	Refers to page 2 of EXHIBIT K . Explains the hearing process, the lack of an appeal and questions of judicial review and due process. Refers to exhibit 3 of EXHIBIT K .
022	Chair Montgomery	Closes the public hearing on SB 1057. Opens the work session on SB 1057.
<u>SB 1057 WORK SESSION</u>		
025	Rep. Kropf	MOTION: Moves SB 1057 to the floor with a DO PASS recommendation.
027	Rep. Hill	Opposes the bill.
035	Rep. Kropf	Supports the bill.
038		VOTE: 5-3 AYE: 5 - Devlin, Kropf, Krummel, Lokan, Montgomery

		NAY: 3 - Hill, Taylor, Wells EXCUSED: 2 - Lehman, Walker
	Chair Montgomery	The motion FAILS.
045	Chair Montgomery	Closes the work session on SB 1057. Opens the work session on SB 849.
<u>SB 849 WORK SESSION</u>		
047	Adkins	Explains SB849, which addresses access rights and utility or service roads.
060	Rep. Krummel	MOTION: Moves SB 849 to the floor with a DO PASS recommendation.
070	Rep. Krummel	Questions the validity of the \$16.8 million fiscal impact statement.
082	Rep. Hill	Suggests that the bill should go to Ways and Means.
088	Adkins	Notes that the cost is indeterminate because ODOT may not purchase all or part of the access rights.
130	Chair Montgomery	Closes the work session on SB 849 until someone from Legislative Fiscal Office or ODOT can explain the fiscal impact. Opens the public hearing on SB 858A.
<u>SB 858A PUBLIC HEARING</u>		
132	Adkins	Explains SB 858A, which prohibits cities or counties from regulating the for-hire carrier business.
156	Richard Sherlock	Radio Cab Operation Manager. Opposes SB 858A. Cites the disaster that occurred in Seattle after deregulation.
175	David Gwyther	Opposes SB 858A. Indicates that there is competition in the taxi industry in Portland, citing the number of companies currently operating.
200	Michael Tolley	Opposes SB 858A. Stresses that 50 years of a proven system should not be thrown out for an economic experiment. Underlines the importance of local control.

230	Michael Wilson	Supports SB 858A. Notes that there is no appropriate transportation service to his area. Refers to the increasing cost of the Portland School District's contracted service with cab companies. Cites an example of a person who spends too much time and money commuting to work.
264	Bob Tiernan	Supports SB 858A. Stresses the importance of providing a variety of services outside of buses and light rail (EXHIBIT L).
283	Dick Jones	Supports SB 858A. Stresses the importance of SB 858A to areas outside the central city area. Cites a letter to the editor from a person supporting more alternative transportation options. Cites the positive economic and social impacts of the bill (EXHIBIT M).
323	Rep. Lokan	Asks if expanded bus service would be a more favorable option than taxi service.
335	Jones	Replies that the proposal addresses a variety of transportation options, which includes more than just taxis.
350	Rep. Lokan	Asks if he is referring to jitney service.
352	Jones	Replies yes.
370	Jim Wadsworth	City of Portland. Opposes SB 858A. Discusses the problems with fares and service resulting from deregulation. Underlines the importance of local control (EXHIBITS N & O).
TAPE 108, A		
009	Keith Leavitt	Port of Portland. Opposes SB 858A.
015	Sam Fowler	Senior Operations Manager, Port of Portland. Opposes SB 858A. Discusses the problems that occur in a deregulated environment, citing their experiment with deregulated town cars in Portland (EXHIBIT P).
050	David Barenberg	League of Oregon Cites. Opposes SB 858A. Reviews the problems that occur in a deregulated environment. Underlines that the bill usurps local control.
075	Zucker	Supports SB 858A. Explains that the bill does not institute total deregulation. Introduces letters and articles discussing the deregulation issue. States that the best way to lower fares and lessen vehicle miles traveled (VMT) is to induce competition (EXHIBIT Q).
123	John Charles	Cascade Policy Institute. Supports SB 858A. Notes the benefits of deregulation to minorities and people on limited income. Acknowledges the

		results of government intervention in markets. Underscores that people prefer having choices (EXHIBIT R).
160	Joe Tabor	Supports SB 858A. Notes that jitneys can improve rush hour traffic and augment bus service.
187	Bob Behnke	Supports SB 858A. Discusses the statewide benchmarks for public transit and the complete failure in addressing public transportation needs. Cites a report from the Arizona DOT about transit costs in Portland. Describes the losing financial battle being waged on the front of public transportation. Examines the differing federal and state definitions of public transit (EXHIBIT S).
251	Chair Montgomery	Closes the public hearing on SB 858A. Reopens the work session on SB 849.
<u>SB 849 WORK SESSION</u>		
260	Paul Seibert	Legislative Fiscal Office. Explains the fiscal impact statement, which is the cost of a "preemptive strike" for ODOT to buy up all existing access. Notes that nothing in the bill requires expenditures, though it may lead to some increased cost. States his opinion that the bill does not need to go to Ways and Means.
300		VOTE: 6-2 AYE: 6 - Devlin, Hill, Kropf, Krummel, Lokan, Montgomery NAY: 2 - Taylor, Wells EXCUSED: 2 - Lehman, Walker
	Chair	The motion CARRIES. Rep. KRUMMEL will lead discussion on the floor.
318	Chair Montgomery	Closes the work session on SB 849. Reopens the public hearing on SB 858A.
<u>SB 858A PUBLIC HEARING</u>		
325	John Hamilton	Taxi Supervisor, City of Portland. Opposes SB 858A. Discusses the presence of jitneys and the action that is being taken to implement increased jitney service. Comments on the number of transportation providers and the savings

		to taxpayers. Mentions Portland's biennial study of competition.
400	Bill Bean	Bean's Transportation. Opposes SB 858A. Supports local control
424	Harry Driver	Taxi driver. Opposes SB 858A. States that the bill will reduce his income. Notes that deregulated cities have been forced to re-regulate shortly after.
TAPE 109, A		
025	John Putman	Opposes SB 858A. Questions if a major problem exists. Notes that this type of corrective measure requires time and planning. Stresses the importance of local control.
058	Kassh Teshome	Opposes SB 858A. Notes that the bill will not improve the transportation situation in Portland.
072	Chair Montgomery	Closes the public hearing on SB 858A. Opens the public hearing on SB 757A.
<u>SB 757A PUBLIC HEARING</u>		
080	Adkins	Explains SB 757A, which specifies permissible uses of federal transportation moneys.
096	Rep. Hill	Opposes the bill and the referral to the voters.
118	Lynn Peterson	1000 Friends of Oregon. Opposes SB 757A. Notes that accessibility is at an all-time high. States that a one-size fits all approach is inappropriate and ill-advised (EXHIBIT T).
141	Chris Hagerbaumer	Oregon Environmental Council. Opposes SB 757A. Underlines that Oregonians are not satisfied with current road conditions. States that the bill would reduce local control of transportation projects. Reports that SB 757 would result in a deterioration of air quality (EXHIBIT U).
180	Sen. Gary George	District 2. Supports SB 757A. Indicates that every funded project will be from the Statewide Transportation Improvement Plan (STIP) in the order that they are listed and chosen by the Transportation Commission. Outlines the source and proposed use of the federal money. Cites the amounts spent on actual construction (EXHIBIT V).
235	Rep. Hill	Asks about the necessity of a voter referral.
238	Sen. George	Refers to the lack of federal money that is actually going to roads. Relates that SB 757A specifies for new road capacity.

260	Rep. Hill	Opposes the bill because it is a referral to the voters.
267	Sen. George	Replies that polls show citizens' desire for more roads. Stresses that the people should have the opportunity to provide instruction to the Legislature.
276	Rep. Hill	Notes that the federal dollars are not constitutionally protected and limited money.
281	Sen. George	States that there is an ethical and moral, if not statutory, obligation to use federal dollars for road construction.
295	Liz Frenkel	League of Women Voters. Submits written testimony (EXHIBIT V).
295	Ross Williams	Submits written testimony (EXHIBIT).
295	Rex Burkholder	Bicycle Transportation Alliance. Submits written testimony (EXHIBIT Y).
295	Catherine Ciarlo	BTA. Submits written testimony (EXHIBIT Z).
295	Art Lewellan	Submits written testimony (EXHIBIT AA).
298	Chair Montgomery	Closes the public hearing on SB 757A. Adjourns the meeting at 11:00 a.m.

Submitted By, Reviewed By,

Brad Daniels, Janet Adkins,

Administrative Support Administrator

EXHIBIT SUMMARY

A ñSB 1108A, letter, Ellyn McNeil, 1 p.

B ñSB 1108A, letter, Oregon Department of Agriculture, 1 p.

C ñSB 1108A, letter, Dean Freeborn, 1 p.

D ñSB 1124A, -4 amendments, staff, 1 p.

E ñSB 1124A, list of special districts, Hassina Squires, 4 pp.

F ñSB 86, letter, Bruce Herbert, 2 pp.

G ñSB 86, letter, Melanie Mansell, 1 p.

H ñSB 86, -3 amendments, staff, 2 pp.

I ñSB 614A, hand-engrossed bill with conceptual amendments, Rep. Hill, 2 pp.

J ñSB 1057, letter, Curt Curtis, 1 pp.

K ñSB 1057, written testimony, Erin Thurber, 6 pp.

L ñSB 858A, written testimony, Bob Tiernan, 1 p.

M ñSB 858A, written testimony, Dick Jones, 1 p.

N ñSB 858A, written testimony, Jim Wadsworth, 1 p.

O ñSB 858A, city resolution, Jim Wadsworth, 2 pp.

P ñSB 858A, letter, Mary Reed, 2 pp.

Q ñSB 858A, written testimony, Mel Zucker, 8 pp.

R ñSB 858A, written testimony, John Charles, 4 pp.

S ñSB 858A, written testimony, Bob Behnke, 3 pp.

T ñSB 757A, written testimony, Lynn Peterson, 1 p.

U ñSB 757A, written testimony, Chris Hagerbaumer, 2 pp.

V ñSB 757A, written testimony, Sen. Gary George, 9 pp.

W ñSB 757A, written testimony, Liz Frenkel, 1 p.

X ñSB 757A, written testimony, Ross Williams, 2 pp.

Y ñSB 757A, written testimony, Rex Burkholder, 1 p.

Z ñSB 757A, written testimony, Catherine Ciarlo, 1 p.

AA ñSB 757A, written testimony, Art Lewellan, 5 pp.