

PUBLIC HEARING (INVITED TESTIMONY) -- HB 3163-A

TAPES 139, 140 A/B, 141 A

HOUSE REVENUE COMMITTEE

APRIL 24, 1997 8:30 AM HEARING ROOM A STATE CAPITOL BUILDING

MEMBERS PRESENT: Rep. Tom Brian, Chair

Rep. Lee Beyer, Vice-Chair

Rep. Tony Corcoran

Rep. Randall Edwards

Rep. Anitra Rasmussen

Rep. Lane Shetterly

Rep. Mark Simmons

Rep. Ken Strobeck

MEMBERS EXCUSED: Rep. Leslie Lewis

WITNESSES PRESENT: Rep. Bob Montgomery, House Transportation Committee Chair

Rep. Mike Lehman, Transportation Subcommittee Chair

Grace Crunican, Director, Oregon Dept. of Transportation

Art Christiansen, Oregon Transportation Initiative Committee Chair

Gov. John Kitzhaber, Oregon Governor

Craig Lomnicki, League of Oregon Cities

Terry Smith, League of Oregon Cities

David Barenberg, League of Oregon Cities

Bill Penhollow, Association of Oregon Counties

Mary Pearmine, Association of Oregon Counties

Bob Hansen, Association of Oregon Counties

Steven Clark, Flexible Funding Coalition

Norma Duvall, Lincoln County Transit District Advisory Council

Sterling Williams, Portland Ruth Bascom, former mayor of Eugene

Alice Neely, Milwaukie

Ted Stevens, Oregon Association of Area Agencies on Aging

Ken Armstrong, Oregon Public Ports Association

Capt. James Stevenson, OSP

Jim Botwinis, Oregon State Police Officers' Assn.

STAFF PRESENT: Dick Yates, Economist

Barbara Guardino, Committee Assistant

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TAPE 139 SIDE A

029 Chair Brian Called meeting to order at 8:47 a.m.

House Transportation Committee has held 14 public hearings and work sessions on HB 3163. This bill will get the state 2/3 of the way to what it needs for operations and maintenance. Oregon has 880,000 miles of city, county and state roads, many in disrepair to the point that they will soon need replacing. \$60 billion investment in highways and bridges. Lawmakers must realize need is very serious.

024 Rep. Montgomery

Asked committee to accept the bill as presented. This is a non-partisan issue.

This is not about Democrat or Republican, it is about doing what is right for Oregon. If legislators put this plan in as written, there is still \$100 million gap for operation and maintenance, and \$200 million gap for modernization needs. Urged legislators to do the right thing for Oregon's transportation system.

079 Rep. Lehman

Expressed caution about a critical component, the weight mile tax. Trucking industry made great effort to put something together. Committee identified these issues:

1) Whether to move away from weight mile tax. Some states have done away, some moving toward it. Whether lawmakers are willing move away from cost responsibility. If not, will the new system to be cost responsible (share the burden between cars and trucks).

2) If lawmakers move away from present system, will it unduly shift burden among various trucking groups.

3) Whatever members do has to create same kind revenue that would be created with the existing weight mile tax and increase in gas tax. Convincing argument to move away from WMT if better system exists.

4) Lots of states subsidize trucking industry. Trucking industry argues that in era of deregulation, it is tough to pass costs on, and they end up cutting service or quality of service. Committee addressed whether trucking subsidy should be subsidized through WMT or a different method.

142 Chair
Brian

Complimented Transportation Committee for its efforts.

Refer to written testimony (EXHIBIT A) Presented a series of slides showing an overview of Oregon's transportation system.

Page 1: Oregon Transportation - How Big is the Big Picture?

147 Grace
Crunican

(85,617 miles of roadways: Misleading in terms of state legislature's responsibility in terms of funding. Problem has two sides: Huge infrastructure needs to be maintained. Population growth for in creased demand. (Pothole problem, congestion problem)

(Over 7,000 bridges (public and private)

(2,5505 route miles of railroad

(100 public airports, 400 private airports

(Over 200 transit providers

196 Crunican

Page 2: Growth and Transportation Demand 1986-96

Page 3: Economics of Congestion 1984, 20 % urban freeways were congested. 1994 that was 60 %.

- 222 Rep. Edwards Asked for definition of congestion
- Explained levels of service A - F.
- Continued with presentation: Another measure of cost, operating a truck, burns \$66 an hour. If truck is stuck in traffic, it costs \$1.10 a minute to operate.
- Page 4: The Aging System
- 226 Crunican (Declining pavement conditions. Concerning potholes, aging of system, over last few years experienced decline in condition of system. 4,400 miles are considered in poor category of road conditions.
- (Declining bridge conditions. In 1980, 81 % of bridges were rated in good condition . In 1994, that number declined to 65 %. Today, 97 % are in fair or better position, but they are declining.
- Page 5: Pave Me Now or Pay More Later
- Represents life span of a road. State needs to catch the roads before they slip into poor condition, or the cost quadruples.
- Page 6: Modal Funding Issues:
- 277 Crunican (ODOT's charge is to develop a multi-modal transportation system. As Oregon becomes more urban, trade-off is on aeronautics side. That is, airports become more important.
- Page 7: 1997-99 Airport Needs
- Page 8: Public Transportation Needs
- Addresses senior and disabled transit services, no permanent funding for passenger rail service in Willamette Valley
- Page 9: Fees and Taxes - Cars
- (It's cheaper to drive in Oregon ... When you add up:
- Page 10: Effect of Inflation and Fuel Economy on Purchasing Power
- 370 Crunican Cost per gallon in 1970 was 34 cents; cost per gallon in 1995 was \$1.24. Earning power on inflation has decreased.
- Page 11: Steady State Scenario 1998-2001 (annual)
- Needs taken from Oregon Road Finance study, classified and measured each road, figured their condition and noted what improvements were needed.
- Needs: Operation, Maintenance and Preservation (OM&P), \$905 Million; Capital, \$556 Million.

TAPE 140 SIDE A

Page 12: Steady State Scenario 2001 Annualized HB 3163A Funding Solution

032 Crunican OM&P: Adjusted gap is \$244 M; with 10 % reduction in need, resulting need is \$154 M annually.

Capital: Adjusted gap is \$351 M; 10 % reduction plus registration fee increase. Annual gap totals \$143 million.

Refer to written testimony verbatim (EXHIBIT B) "Oregon Transportation Initiative Recommendations for Improving the Efficiency of Transportation Systems and Services"

1.0 Background

053 Art Christiansen Oregon Transportation Initiative (OTI) drew heavily on three sources of knowledge to develop recommendations:

- * Found a remarkable amount of innovation is occurring with transportation committee

- * Drew on expertise of business leaders that served on all six advisory committees

- * Advisory committees had the benefit of participation from civic leaders

Page 2 testimony: "The OTI process give us two shots at developing and advancing ideas."

082 Christiansen 2.0 Findings: Three types of Efficiency Initiatives

2.1 Cutting Costs

Page 3: "One of our challenges was to determine ..."

Recommendations:

- (Share-the-savings approach

108 Christiansen (Distribution of funds for modernization

- (Reevaluation of road standards.

- (Investigating ways to lower cost of delivering transit services.

2.2 Improving System Utilization

138 Christiansen Page 4: "If we can find ways to change behavior just a little, we can do a lot to lower costs."

Recommendations:

- * Develop and implement effective "access management" policy on key routes

* Calls on ODOT, Oregon Trucking Association and regional governments to change truck traffic flows.

* Calls on ODOT to accelerate implementation of an Intelligent Transportation System

* Find and implement transportation funding mechanisms that encourage people to think about and change their travel behavior.

Page 5: 2.3 Reducing Long-Term Needs

178 Christiansen Recommend creating regional bodies to help ensure coordination among state, regional and local agencies.

3.0 Conclusions

Expressed appreciation for Chair Montgomery's bipartisan approach to creating transportation bill. Committee will be struggling with how to pay for this. Governor will speak on one essential point: The effort to deal with the efficiency measures, and make distinction between resources available for preservation of existing system and resources for new capital construction. New capital construction resources must be linked to comprehensive strategy to ensure new facilities not overburdened.

222 Gov.
Kitzhaber

Almost 300,000 people have moved into state since 1990; Population increasing 2 % per year; vehicle registration up 4 % per year. Clackamas county pop has increased 26 % and vehicle registrations increased 44 %. If state builds new roads, they will be filled up in couple years. Encouraged some form flexible funding, like the access fee. State can't build its way out of congestion.

Offered support to HB 3163, will do all he can to assist committee.

Refer to written testimony, verbatim (EXHIBIT C) "Testimony of the League of Oregon Cities". In support of HB 3163.

288 Craig
Lomnicki

25 % of city roads are in poor condition. Pressing need for local governments to change funding formula.

Most important point: If state does not take decisive action as in HB 3163, existing transportation system will continue to deteriorate.

331 Terry Smith Refer to chart presentation (EXHIBIT D) Why Cities Support HB 3163

Page 1: City Road & Bridges

239 cities, 7152 miles of streets in 1985; 8,258 miles in 1995, etc. At least _ of city streets in poor or very poor condition.

1000 mile increase, phenomenon of road system growing while state not able to maintain existing roads. This disturbs the public.

Context:

1985 ORFS (Oregon Roads Finance Study) Finding

1992 ORFS Study Finding

Page 2: FY95 Revenues

442 Smith

Other Revenues: Levies, motel tax, transportation utility fee, parking, franchise fees

TAPE 139 SIDE B

Efficiencies

No transportation jurisdiction in Oregon today that is not already doing these efficiency measures to some degree.

Page 3: City Needs Vary

036 Smith

(High Preservation Needs

(High Growth Needs

(Small Cities Have High Operation and Maintenance (O & M) and Preservation Needs

Eugene Street System (Example of needs)

Top 10 Eugene projects that City can't fund would cost \$9 million

Page 4: Decaying Streets:

082 Smith

To keep system from getting worse costs \$8 million a year. Eugene gets \$5.75 million backlog, need additional \$8 million to keep backlog from getting worse.

Page 6: Increased Congestion

Traffic Growing 2-4 times population

090 Smith

Small Cities, Small Budgets:

Hepner -- \$300,000 + backlog of preservation

Page 8: Commonly asked question, "What will this package buy?"

Page 7: Why Are The Needs So Large?

110 Smith

* Large Road System - Small Population

* System Age

* Usage - i.e. Growth & Travel

* Inflation

131 Smith Page 9: Oregon's Gas Tax Adjusted for Inflation
Introduced self and colleagues, Commissioner Mary Pearmine, Public Works
144 Bill Director Bob Hansen
Penhollow

Testifying in favor of HB 3163. One reason counties are so supportive is the bill's respect for balance. Oregon Transportation Initiative discussions represent respect for balance of county needs.

162 Mary OTI identified key findings: Infrastructure deteriorating; maintenance and
Pearmine preservation roads and bridges essential; coordination and planning of road has to be maintained; improvements in freight movement must occur; must be access to regional centers and more transportation options; need for basic public transit services; need for greater road safety.

Decision making needs to be at local and regional level. OTI identified major funding gaps: Maintenance and preservation; access to regional centers; public transit, capacity freight movement; safety concerns.

197 Pearmine Directed members' attention to written testimony (EXHIBIT E): "Presentation to HRC by Commissioner Mary Pearmine, Marion County" Charts -- Concerning the importance of balance to counties, counties have varying funding options; 31 of counties 36 are dealing with revenue reduction as forest revenues dry up. Twelve Eastern Oregon counties have lost \$17 million in road funds since 1990; at same time, 58 % of state's growth in Clackamas, Marion, Multnomah, Washington counties.

Funding gap for roads and bridges exceeds \$595 million annually. County funding gap is \$300 million annually.

Refer to testimony, page 1:

* Counties are responsible for a 27,000-mile road system and 3,400 bridges

* The state, counties and cities have a backlog of critical road, bridge, airport, port and rail needs

* Oregon's population is projected to grow by more than one million

234 Pearmine * Inflation continues to erode the purchasing power of transportation revenues

* Counties' share of unmet road needs is further compounded by loss of federal forest revenues

* Counties are prohibited from recouping their costs in allowing to use county road rights-of-way for transmission facilities.

* Thirty one of Oregon's 36 counties sustained flood damage from major winter storms over the past 18 months.

270 Penhollow

Refer to back page of Pearmine testimony: "What the Transportation Package Buys for Oregon Counties FY 1998-2001

Operations, Maintenance and Preservation

How monies would fill major gaps: Repair for flood damages sustained over past 18 months.

OM&P money will barely keep state up with losses in timber revenues. Will still go broke in 2008.

Modernization: (Excluding Bonded 1 cent for STIP) Funds can be expanded by leveraging federal dollars for highway and bridge improvements

Discussed where transportation money goes in Marion County: Salem area, metropolitan urban areas; east Salem unincorporated urban area. 20 cities in county, more than any other county. No. 1 in state in agricultural revenue. I-5 Corridor brings benefits, problems (accidents), accelerated growth. Willamette River -- floods. Cascades -- slides and washouts. How to deal with these needs:

337 Bob
Hansen

County needs two interchanges, \$10 million apiece. Signalized intersections run \$1 -2 million each. Widening, \$100,000 per mile; resurfacing should be \$3 million per year, but pavement is deteriorating.

Bridge repair.

Marion County supports high speed rail

407 Hansen

As director of Marion County Public Works, he has three options: Delay projects, don't address projects at all, or place projects on plans with no foreseeable funding to implement.

TAPE 140 SIDE B

Refer to written testimony verbatim (EXHIBIT F) "Testimony of Steven J. Clark Chairman, Flexible Funding Coalition" Flexible Funding Provide basic transportation services for all Oregonians.

021 Steve Clark For years when came to transportation systems, he thought state could fix troubles by widening roads, etc. Today he knows that is not enough.

Operation, maintenance, improvements, flexible funding for alternate transportation needs. Expanding road system is mandatory, will not work if do not do other issues. New state funding will provide replacement for general fund activities.

098 Clark

Four methods to collect: Collection by utility companies; phone bills; state income tax form; electric utility customers and co-ops. Latter concept has most merit.

Refer to "Transportation Safety and Service Fee (Alternative Methods of Collection)" (EXHIBIT G)

Refer to "Statement of Purpose" (EXHIBIT H)

- 126 Norma Duvall Refer to written testimony verbatim (EXHIBIT I) Supports HB 3163, particular flexible funding for senior and disabled transportation. Oregon population up 20 %, senior population growing faster than national average. Seniors and disabled who cannot drive can still work. Please keep this service at adequate level. Many systems are running out of time (before they deteriorate).
- 161 Sterling Williams Refer to written testimony (EXHIBIT J) Supports HB 3163.
- 188 Ruth Bascom Testimony in favor of creating Pacific Northwest High-Speed Rail Corridor that would run through the Willamette Valley (EXHIBITS K, L, M, N). Oregonians have dream for state, and a realistic goal for high-speed rail is part of that dream. Cascadia train will end June 30 if state doesn't find money for it. Many senior citizens use it. Population will double in corridor in next decade. To stop it in Portland would be a mistake.
- 215 Alice Neely Supports transportation package. Especially concerned about funds for senior and disabled services, that they not be funneled through Tri-Met, but directly to people involved so they can reach rural areas.
- 252 Ted Stevens According to annual transportation report for 1996 Milwaukie Senior Center. Total one-way rides is 14,500; unduplicated clients is 425; run by volunteers and fund-raisers.
- 288 Ken Armstrong Oregon Association of Area Agencies on Aging consists of 18 agencies throughout state. Association urges favorable action on bill. Supports in particular the Transportation Safety and Services Fund. Observed, cigarette tax is a declining source of revenue, while the need for stable funding for senior/disabled transportation increases. Segment of disabled population can no longer get services because don't meet criteria for Americans with Disabilities Act. Urged expanded revenue source would expand ADA transportation and non-ADA transportation for seniors who don't meet criteria.
- 366 Clark Testified on behalf of Flexible Funding Coalition, in support of HB 3163, flexible funding. His specific topic of interest, access fee and element dealing with ports. Connections between modes of transportation are critical to movement of freight, but are often neglected in funding decisions. Timely movement of freight is critical; export economy depends on it.
- 395 Capt. James Stevenson Supports freight mobility language in bill. Statewide need in excess of \$100 million (for dredging, road and airport projects). Ports don't have access to resources to fund these projects. HB provides good start to target specific resources. \$400,000/year. Need to be creative in leveraging additional resources to complete projects. Urged committee consider freight needs statewide and capitalize on momentum to do interim work. Can provide written project information.
- Refer to written testimony (EXHIBITS O, P) Oregon State Police is part of Flexible Funding Coalition. Interested in funding related to additional troopers. . OSP is at

56 % of required staffing. Definite need for 256 more troopers plus first line supervisors, to equal 280 new positions.

OTI, governor's office; and 1996 national assessment support more officers. 61 % of individuals polled said there will not be enough troopers to enforce speed laws if they are increased.

TAPE 141 SIDE A

Benefits include:

Quicker response to collisions

Assistance to 5,800 more stranded motorists

Removal of 1,000 more intoxicated drivers from highways

038 Stevenson Improved safety in rest areas

Collision and crime deterrents.

Washington's rural state highway system--fatality rate was 2 persons killed per 100 million miles. Oregon is at 2.42.

Economic savings from collision reduction.

Demographics (page 8)

067 Stevenson 38 % reduction in state troopers. Collision fatalities increased since 1991.

081 Jim Botwinis Refer to written testimony (EXHIBIT Q) Page 3, color chart: 38 % reduction in troopers over last 15 years. Everything else has increased (auto registration, truck registration, drivers' license, miles traveled, access fees).

105 Chair Brian 10:35 a.m., recessed until 3 p.m.

Submitted by, Reviewed by,

Barbara Guardino Kim James

Committee Assistant Revenue Office Manager

EXHIBIT SUMMARY:

- A. HB 3163, Crunican, Oregon Department of Transportation: How Big Is The Big Picture? 13 pp.
- B. HB 3163, Christiansen, Oregon Transportation Initiative: Recommendations For Improving the Efficiency of Transportation Systems and Services, 5 pp.
- E. HB 3163, Lomnicki, Testimony of the League of Oregon Cities, 3 pp.
- D. HB 3163, Smith, City Road & Bridges, 10 pp.
- I. HB 3163, Pearmine, Association of Oregon Counties testimony by Commissioner Mary Pearmine, 7 pp.
- F. HB 3163, Clark, Flexible Funding Coalition testimony of Steven J. Clark, 4 pp.
- M. HB 3163, Clark, Transportation Safety & Service Fees (Alternative Methods of Collection) 1 p.
- H. HB 3163, Clark, Statement of Purpose, 1 p.
- I. HB 3163, Duvall, testimony of Norma L. Duvall, 1 p.
- S. HB 3163, Williams, Testimony of Sterling Williams, 2 pp.
- K. HB 3163, Bascom, Oregon Dept. of Transportation Rail Section, Oregon Intercity Passenger Rail & High Speed Rail Project 1997/99, 1 p.
- W. HB 3163, Bascom, High Speed Rail Operations, 1 p.
- M. HB 3163, Bascom, Pacific Northwest High-Speed Rail Corridor brochure, 2 pp.
- N. HB 3163, Bascom, Oregon Intercity Passenger Rail & High Speed Rail Project 1997/99, 1 p.
- AC. HB 3163, Stevenson, Oregon Department of State Police testimony from Capt. James Stevenson, 11 pp.
- AE. HB 3163, Stevenson, Oregon State Patrol Officers per Capita, 1 p.
- AG. HB 3163, Botwinis, Oregon State Police Officers' Association testimony, 8 pp.
- R. HB 3163, Crunican, Governor's Transportation Initiative, Report of the Statewide Advisory Committee, 12 pp.

WORK SESSION

HB 3710

TAPES 142, 143 A/B

HOUSE REVENUE COMMITTEE

APRIL 24, 1997 3:00 PM HEARING ROOM 50 STATE CAPITOL BUILDING

MEMBERS PRESENT: Rep. Tom Brian, Chair (Excused)

Rep. Lee Beyer, Vice-Chair

Rep. Tony Corcoran

Rep. Randall Edwards (Arrived at 3:34 p.m.)

Rep. Leslie Lewis (Excused)

Rep. Anitra Rasmussen

Rep. Lane Shetterly

Rep. Mark Simmons (Arrived at 3:35 p.m.)

Rep. Ken Strobeck (Arrived at 3:34 p.m.)

WITNESSES PRESENT: HB 3710 - Gussie McRobert, Mayor, City of Gresham

HB 3710 - Nina Regor, Assistant City Manager, City of Gresham

HB 3710 - Lou Ogden, Mayor, City of Tualatin

STAFF PRESENT: Jim Scherzinger, Legislative Fiscal Officer

Steve Wermuth, Clerk

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TAPE 142 SIDE A

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**HB 3710 -
WORK
SESSION**

007	Vice-Chair Beyer	Calls meeting to order at 3:32. Opens work session on HB 3710.
011	Gussie McRobert	Mayor; Gresham, Oregon [EXHIBIT A]. Shares concerns about Measure 47 and Measure 50. Explains that Gresham cut 18 positions and \$2.3 million when levy failed. Gives proposed language changes to HB 3710.
057	Rep. Shetterly	Asks if this is an issue of allocation.
061	Scherzinger	Says yes, explains.
082	Rep. Shetterly	Comments on whether levy authority that was lost can be restored.
086	Scherzinger	Says that currently cuts in levies are being allocated.
100	Rep. Rasmussen	Confirms that previous comment made by McRobert.
107	McRobert	Confirms yes, if the levy was put in a pool.
110	Rep. Rasmussen	Asks what the percentage was of approval on public-based tax base.
129	McRobert	Explains that every vote counts whether it was only one vote off or ten thousand.
139	Rep. Rasmussen	Confirms that Gresham has no police.
140	McRobert	Says that Gresham has police, just fewer.
141	Rep. Rasmussen	Asks if any property taxes are being used to run the city of Gresham.
142	McRobert	Says Gresham has property taxes to pay for firemen and police.

155 Rep. Strobeck Comments that Washington County has anticipated additional restrictions on use of property tax money and trying to convert as many operation costs as possible to other sources other than property tax. Says to expect cuts in services due to effects of either Measure 47 or 50.

195 McRobert Believes that Gresham is not hurt as much under Measure 47 as they would be if Measure 50 is implemented.

202 Nina Regor Assistant City Manager, City of Gresham. Says that Gresham does take cuts under Measure 47 and does not try to go above their taxing authority .

219 Rep. Shetterly Asks if this is because Measure 47 looks back to 1995-96 for the cut in which Gresham had more taxing authority then.

224 Regor Says that is correct.

229 Scherzinger Goes up to the drawing board. Says there are three issues currently being dealt with. Says that for City of Gresham, Measure 50 is an allocation issue. Says there is a question of prioritization on public safety.

261 Rep. Rasmussen Asks if committee dealt with a "waiting" formula.

262 Scherzinger Says that there was a "waiting" formula under Measure 47.

263 Rep. Rasmussen Asks if a conclusion was made as to whether or not the committee liked it.

264 Scherzinger Says an agreement was not made.

270 Rep. Rasmussen Asks if that same formula could be run under Measure 50.

278 Rep. Strobeck Asks about statutory implementation and could it hold harmless from 10% cut since it is 100% dedicated to public safety.

285 Scherzinger Says public safety priority is nothing more than that.

287 Rep. Strobeck Says Measures 47 & 50 both call for a property tax, less 10%.

289 Scherzinger Says correct. Explains policy statement for Measure 50 and illustrates.

330 Scherzinger Discusses and illustrates code areas.

355 Scherzinger Explains and illustrates what will happen under Measure 47.

395 Vice-Chair Beyer Asks how Measure 50 would be different.

401 Scherzinger Explains what Measure 50 does and compares it to a Measure 47 calculation.

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TAPE 143 SIDE A

008 Scherzinger Explains differences between market and assessed values. Says that taxpayers will tend to get more relief under Measure 50 then under Measure 47.

012 Vice-Chair Beyer Asks what effect on a city is under the given scenario.

012 Scherzinger Says it depends on priorities, and says city will remain about the same.

- 020 Rep. Shetterly Asks if this is a problem for Gresham.
- 021 Scherzinger Says that Measure 50 intends to reduce the problem, but it creates problems in other places.
- 023 Vice-Chair Beyer States that contrary to what witnesses from Gresham feel, they may be better off under Measure 50.
- 025 Scherzinger Says he does not know about that, but taxpayers may be better off.
- 034 Rep. Strobeck Acknowledges that the committee is aware of Gresham's situation.
- 050 Lou Ogden Mayor, City of Tualatin [**EXHIBIT B**]. Says that Tualatin is in a situation similar to Gresham's. Reads from written testimony.
- 085 Ogden Says that for the City of Tualatin, the amount of taxes people pay is not going to go down, but the revenue to the city will go down by about 20%. Explains that the amount of tax that taxpayers pay under the of Measure 47 or Measure 50 is about the same amount they would pay even if Measure 50 did not pass. Says in 1995, Tualatin's taxing authority raised about 32% of taxes raised and in 1996-97, about 27%.
- 135 Ogden Explains that Tualatin is getting less of their own money because it is going to other jurisdictions. Gives a suggestion to exclude any levies that are no longer in existence from the rollback amount. Gives other option of keeping distribution from 1995-95 the same, and maybe take a minority of that money and redistribute that on future or current percentages.
- 172 Ogden Explains Measure 47 & Measure 50 reductions for the City of Tualatin [**EXHIBIT B, p. 3**]. Asks for committee to consider taking a portion of rollback pool and distribute it based upon the tax percentages that each jurisdiction had in the tax code in 1995, then take another portion and distribute it based upon either current or next years percentages. Says there was a big shift in percentages.
- 219 Vice-Chair Beyer Says that there appears to be more than a handful of percentage shifts around the state.
- 228 Rep. Edwards Asks to describe a big shift in percentages.
- 230 Ogden Explains that Tualatin currently has close to a quarter of all their tax dollars that they had in 1995.
- 232 Rep. Edwards Asks for suggestions.
- 236 Ogden Suggests that wherever there is a reversal in the percentage, then that might trigger taking a portion of it and keeping it the way it was, and taking another portion and distributing it to future rates.
- 254 Vice-Chair Beyer Adjourns the meeting at 4:16 p.m.

Steve Wermuth Kim James

Committee Clerk Revenue Office Manager

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EXHIBIT SUMMARY:

A - HB 3710, written testimony, Gussie Robert, 3 pp.

B - HB 3710, written testimony, Lou Ogden, 3 pp.