

HOUSE COMMITTEE ON TRANSPORTATION

February 7, 1997 Hearing Room D

8:30 AM Tapes 16-18

MEMBERS PRESENT:

Rep. Bob Montgomery, Chair

Rep. Mike Lehman, Vice-Chair

Rep. Tim Josi

Rep. Jane Lokan

Rep. Bill Markham

Rep. Larry Wells

MEMBER EXCUSED: Rep. Lonnie Roberts

STAFF PRESENT:

Janet Adkins, Policy Analyst

Debi Parker, Administrative Support

MEASURE/ISSUES HEARD:

HB 2213 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 16, A		
003	Chair Montgomery	Opens the meeting at 8:30 a.m., and opens public hearing on HB 2213.
<u>HB 2213- PUBLIC HEARING</u>		
		Oregon Bankers Association. Expresses concern about the economy which strongly ties into the topic of transportation. Chaired s a task force on flexible funding which came to some conclusions: -existing trust fund be maintained.

009	Frank Brawner	-agreement of the need to broaden the base (to have others support solution). -submitted a list of options, including the access fee.
046	Chair Montgomery	Reviews Overviews the agenda.
049	Robert Behnke	Transportation Systems Consultant. Experience in advanced public transportation systems. Presents (EXHIBIT A) .
100	Grace Crunican	Director of Oregon Department of Transportation (ODOT). Presents (EXHIBIT B) in support of HB 2213.
150	Crunican	Discusses congestion, its side effects and costs. Road conditions are declining statewide. Costs of resurfacing increases as road conditions worsen.
195	Crunican	Discusses annual transportation needs.
200	Rep. Markham	Asks for more statistics.
205	Crunican	States the subject will be researched.
210	Chair Montgomery	Mentions the importance of efficiency.
215	Captain Jim Stevenson	Director of Patrol Services, Oregon State Police. Supports HB 22132133, gives information from (EXHIBIT C) regarding current staffing needs, and estimates of future needs. Discussion of new funding structure, which includes \$4.4 million for new officers.
270	Captain Stevenson	Continues d testimony.
273	Chair Montgomery	Asks what is meant by "supervisors."
275	Captain Stevenson	Defines the term.
284	Rep. Markham	Mentions that everyone has attrition.
290	Captain Stevenson	Explains the impacts of attrition.
315	Rep. Josi	Asks about retirement funding.
318	Captain Stevenson	Describes the need to maintain vacancies to stay within the budget.
325	Judge Laura Pryor	Gilliam County Judge, gives testimony in support of HB 22132133. Presents (EXHIBIT D) .
TAPE 17, A		
001	Ralph Blanchard	Polk County Commissioner, Oregon Counties. Gives testimony in support of HB 22132133. Discusses changes since 1972 and describes future goals in transportation. Discusses (EXHIBIT D) .

036	Rep. Markham	Asks about combining efforts.
040	Blanchard	Continues testimony.
064	Judge Pryor	Refers to chart on easel. References (EXHIBIT D) .
090	Judge Pryor	Elaborates on the exhibit.
110	Blanchard	Continues presentation of the exhibit. Discusses regionalized decision-making.
140	Judge Pryor	Discusses the consideration of Transportation Access Fee. Suggests serious consideration to allow opportunities for pilot projects. States this is one of the newest ideas in a long time.
165	Rep. Wells	Clarifies indexing of fees.
175	Rep. Lokan	Asks for a public right-of-way description. Public-Right-of-Way description.
178	Bill Penhollow	Association of Oregon POSITION. Gives Counties. Gives further explanation of a public right-of-way rental fees. Public-Right-of-Way rental fees.
192	Steve McClure	Commissioner, Union County. Testimony on (EXHIBIT E) in support of HB 2213. Explains current transportation issues in Union County.
260	McClure	<p>Union County problems include reducing snow removal activities and accepting lower grade roads.</p> <p>* Four main points:</p> <p>* -HB 2213 is not a solution, but it allows Union County to maintain basic service.</p> <p>* -the federal government has an obligation as a funding source.</p> <p>* -Union County considers it a local problem which it plans to address.</p> <p>* -funding levels are bound to worsen in the future.</p>
300	Linda Peters	Board of Commissioners, Washington County, Presents (EXHIBIT F) and (EXHIBIT G) .
356	Peters	Continues presentation. Counties need to somehow provide city level transportation without getting city level allocations. Discusses recent road damage.
TAPE 16, B		
002	Peters	Continues explanation of funding gap of annual revenue needs. Few local fees go towards transit.
045	Peters	Discusses new community transit programs. Requests support for flexible funding for commuter rail.

069	Peters	Explains that repaired roads will be useful longer if other modes of transportation are improved. Basic operations are effected by HB 2213.
114	Dan Volt	Director of Public Works, Wasco County. Supports HB 2213. Describes the ways in which Wasco County has been hit hard recently. States that help is needed now.
132	Volt	Expresses the need to preserve the current roads and maintain them. Details the high amount of gravel roads in Wasco County.
141	Ken Bailey	Orchard View Farms, Tthe Dalles. Supports HB 2213. Gives an example of a road that was destroyed, repaired, then damaged again.
181	Bailey	Continues presentation. Suggests moving ahead on the gas tax, but that it will be hard to get the public's approval on indexing and it may take too much time at the present.
210	John Oshel	Director of Public Works, Tillamook County. Speaks on behalf of the Northwest Reregional Aadvisory Ccommittee. The two main points of public concern are operation maintenance and governance. Speaks on behalf of The Oregon Association Accounting Engineers and Surveyors basically supports the Association of Oregon Counties' (AOC) direction on transportation finance.
246	Oshel	Recognizes Oregon needs funding now. Suggests rapidly growing utility fees. Explains Tillamook County was in dire need of funding for years before the publicized storms.
280	Don McClave	President of the Portland Metro Chamber of Commerce. Explains spending a great deal of time with this problem. Explains Oregon has inadequate roadways and is not keeping up with expansion.
329	Don MMcClave	Explains the growing problems with transit and that Oregon cannot keep up with the demand. States we are a decade behind where we should be. States gas tax should not be the only way of gaining funding for transportationit projects. States everyone in the state should contribute to transportation costs.
TAPE 17, B		
017	David Barrenberg	League of Oregon Cities. Makes introductions and explains presentation.
032	Craig Lomnicki	Mayor, Milwaukie and League of Oregon Cities Vice-President. Supports HB 2213. Gives conditions, needs and operations of the cities transportation system.
038	Mark Yeager	Public Works Director for Albany. Supports HB 2213. Presents and explains (EXHIBIT H).
080	Yeager	Continues presentation speaking on specifics of Albany. States timely maintenance is the most important issue.
		Discusses funding for street maintenance in Albany and continues

125	Yeager	presentation of the exhibit.
168	Yeager	Explains costs are reduced if problems can be quickly dealt with when they arise. States Albany's two main problems are a backlog of streets which need maintenance and an annual funding gap.
222	Yeager	States we need "to invest one dollar now to avoid paying four dollars later." Concludes presentation.
245	Lomnicki	Explains city transportation needs are critical. Explains the range of issues and cities impacted by HB 2213. Presents (EXHIBIT I) .
265	Lomnicki	Endorses spending \$241 million dollars to fund 90% of the cost of maintaining the existing system in its present condition. States we will spend four to five times more money if we do not address this now.
305	Lomnicki	Modernization funds will maintain today's standards. States that cities support the efficiencies provisions provided in HB 2213.
359	Lomnicki	* Explains cities would support weight mile if the system would: * - provide payment by trucks to the Highway Fund. * * not-not to entail revenue risk to the Highway Fund. * -make administrative costs less or equal to existing costs. * -limit opportunities to evade payment of user fees.
TTAPE 18, A		
019	Marshall Coba	Oregon Trucking Association. Voices concerns of truckers. Expresses concern for indexing due to possible hindrances to freight mobility. Supports many of the proposals in HB 2213.
050	Bob McKellar	Oregon Forest Products Transportation Association, supports and opposes HB 2213. Addresses changes in timber harvest and federal deregulation. Explains there are 12,000 new trucks operating in Oregon to haul anything. Highest priority is to reduce the taxation of trucking industry without compromising the transportation quality of roads. Supports some of the concepts in HB 2213, such as public access fees.
118	McKellar	Willing to supply further information for the committee if requested.
125	Chair	Closes public hearing on HB 2213 and adjourns meeting at 10:40 am.

Submitted By, Reviewed By,

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Committee Clerk

EXHIBIT SUMMARY

A - HB 2213, written testimony, Robert Behnke, 8 pp

B - HB 2213, written testimony, Grace Crunican, 7 pp

C - HB 2213, written testimony, Jim Stevenson, 2 pp

D - HB 2213, written testimony, Judge Laura Pryor and Ralph Blanchard, 4 pp

E - HB 2213, written testimony, Steve McClure, 4 pp

F - HB 2213, written testimony, Linda Peters, 9 pp

G - HB 2213, charted testimony, Linda Peters, 22 pp

H - HB 2213, written testimony, Mark Yeager, 8 pp

I - HB 2213, written testimony, Craig Lomnicki, 14 pp