

HOUSE COMMITTEE ON TRANSPORTATION

March 17, 1997 Hearing Room D

8:30 AM Tapes 48 - 49

MEMBERS PRESENT:

Rep. Bob Montgomery, Chair

Rep. Mike Lehman, Vice-Chair

Rep. Tim Josi

Rep. Jane Lokan

Rep. Bill Markham

Rep. Lonnie Roberts

Rep. Larry Wells

MEMBER EXCUSED:

STAFF PRESENT:

Janet Adkins, Policy Analyst

Julie Havel, Administrative Support

MEASURE/ISSUES HEARD:

HB 2640 Public Hearing

HB 2598 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 48, A		
005	Chair Montgomery	Calls meeting to order at 8:33am and opens public hearing on HB 2640.
<u>HB 2640 - PUBLIC</u>		

HEARING		
012	Janet Adkins	Policy Analyst, explains provisions of HB 2640 (EXHIBIT A).
031	Rep. Mike Fahey	District 17, HB 2640 sponsor, testifies in favor of the bill and explains he brought it forth at the request of the Oregon Council of Vehicle Associations, and other groups.
057	Dick Larrowe	Oregon Council of Vehicle Associations, testifies in favor of HB 2640. Explains 1948 was the last year of the pre-World War II body styles--and the term "hot rod" is used to define any car made prior to that year.
110	Chair Montgomery	Asks for and receives clarification as to whether a street rod ever "loses its identity."
117	Rep. Roberts	Asks about safety factors with regard to removing fenders.
124	Larrowe	Explains that provision is intended to be utilized only on dry summer days with good roads, and not in the rain or on gravel.
135	Rep. Lehman	Asks about body design and how much of the vehicle must be designed before 1949 to qualify it as a street rod.
141	Larrowe	Explains the body design must look the same as the original body--a modern designed car cannot be called a street rod.
149	Rep. Lehman	Asks if once it is registered as a hot rod, if the owner can drive it anywhere without restricted use.
165	Larrowe	Explains it depends on whether they obtain the restricted plates for a one-time fee of \$45.00. In that case it may only be driven in parades and to and from auto events. But a permanent license plate would allow the owner to drive it legally without the restrictions that apply to "special interest" plates.
169	Adkins	Directs committee's attention to page 11 for clarification.
184	Jack Kinney	Bent 8 Hot Rod Club, testifies in favor of HB 2640, stating this bill will give them an option in registering their cars based on how often the cars are driven.
199	Rep. Roberts	Asks if his car was involved in the last hot rod show in Portland.
213	Kinney	States he did not, because his car was in the world of wheels in Salem, but his club was involved.
218	Rep. Wells	Refers to section 15 of the bill and asks about liability insurance.
230	Larrowe	Explains they all have insurance and as far as he knows, street rod owners are responsible people who have taken steps to make sure they are adequately covered.
235	Rep. Wells	Asks how they can be assured that street rod owners have liability insurance, when this section takes away that requirement.
239	Larrowe	Explains it is already in the existing law, and reads portion of bill which applies.
240	Rep. Wells	Clarifies that the bold portion of the wording exempts it and puts it in the same class as his farm tractor that he drives down the highway.

260	Larrowe	States he does not understand why it would be in there.
248	Adkins	Points out that antique vehicles and special interest vehicles are also exempt in that same list.
252	Rep. Lehman	Asks if he would accept an amendment to the bill that deletes this exemption.
259		Discussion held on deleting line 16 to make liability insurance required.
274	Lana Tribbey	Driver and Motor Vehicles Services (DMV), explains that this bill would cost DMV \$60,000 because the agency would have to create a new registration type and make the necessary computer changes (EXHIBIT B) .
330	Rep. Roberts	Asks for clarification about what the money would be used for.
332	Tribbey	Explains it would be used to change the computer system to allow for that new registration type and the new plate.
336	Rep. Roberts	Expresses concern about the amount.
353	Chair Montgomery	Expresses his concerns as well about paying \$60,000 to continue doing something they are currently doing anyway, and states they may need to dig a little deeper into the issue.
360	Rep. Wells	Asks how this bill would change the current system.
365	Tribbey	Explains.
368	Rep. Wells	Asks for definition of special interest plates.
370	Kelly Taylor	Department of Transportation, explains computer inventory process required for special interest plates.
376	Rep. Roberts	Seeks confirmation that the Legislature came up with a basic plate four sessions ago for special interests that is essentially a "blank" plate for different groups.
389	Taylor	Explains it is a group plate and describes its features and how it is acquired.
TAPE 49, A		
010	Rep. Roberts	Asks if they were to create the plates under the current special interest category whether it would still cost the \$60,000.
	Taylor	Explains they might meet the definition of non-profits, but if they were to have the name of their group on the plate there would be no extra cost. But explains further that if DMV has to create an entirely new plate type, it will cost the \$60,000.
033	Rep. Markham	Asks about difference between the two types of plates.
036	Taylor	Explains, using example of Vietnam Veterans plate vs. a one time plate that is denoted with an "s.p". for "special plate." Explains this bill replicates that plate in a whole new type--which would require the necessary computer changes.
051	Rep. Josi	Asks for clarification on what they want in a plate.

055	Larrowe	Explains they want their own license plate, though they would consider going with the group plate if it would say "street rod."
066	Rep. Josi	Asks Taylor if they could do that.
	Taylor	Explains they only have three categories for groups, so she would need to find out if they qualify under the "non-profit" category.
080	Rep. Josi	Asks them to consider going back and working with DMV to get this issue resolved.
084	Rep. Roberts	States he supports their intention, but it must be kept economically harmless, because he refuses to take money out of the transportation fund to finance the new plates.
090	Taylor	Explains she thinks they can accommodate the hot rodders, but explains there are differences between what they want and what a group plate would offer.
101	Rep. Josi	Asks Taylor to break down the \$60,000 to show the specific ways the money is being spent.
108	Taylor	States she would be glad to do that.
110	Chair Montgomery	Closes public hearing on HB 2640 and opens public hearing on HB 2598.
<u>HB 2598 - PUBLIC HEARING</u>		
123	Larrowe	Testifies in favor of HB 2598. Passes an actual tail light around to the members and explains the blue light in them really makes them appear purple.
132	Rep. Josi	Asks why people with hot rods want the blue dots.
141	Larrowe	Explains he believes it is a tradition, but is not sure how it originated.
142	Kinney	States they can see that blue tail light about three times farther than a regular red one--so it originated as a safety feature. Explains now they just want it on cars that are 40 years old or older.
157	Rep. Roberts	Shares his concerns with the language --because "more than 40 years old" would increase the year of the vehicle each year, meaning more people with newer cars would be able to take advantage of it.
169		Discussion held on likelihood of people actually taking advantage of this.
190	Curt Curtis	Oregon State Police, testifies in opposition to HB 2598 (EXHIBIT C).
233	Chair Montgomery	Asks if he would stop a motorist and ticket him if he saw such lighting on their vehicle.
250	Curtis	Explains yes, he would at least stop the vehicle and talk to the driver to find out why it was not in code.
252	Rep. Roberts	Asks how neighboring states are handling this issue.
265	Curtis	States he does not have any statistical information on Idaho or

		Washington but would be glad to research that for him.
293	Wayne Ivie	Oregon Department of Transportation, takes a neutral stand on the bill, but shares his concerns with it (EXHIBIT D).
300	Chair Montgomery	States they are planning an evening meeting and holds discussion on what night would be best for the committee members. Announces the date will be Wednesday, March 26, 1997,
324	Chair Montgomery	Closes public hearing and adjourns meeting at 9:25am.

Submitted By, Reviewed By,

Julie Havel, Janet Adkins,

Administrative Support Policy Analyst

EXHIBIT SUMMARY

A - HB 2640, fiscal impact statement, staff, 1p.

B - HB 2640, written testimony, Lana Tribbey, 1p.

C - HB 2598, written testimony, Sgt. Curt Curtis, 3pp.

D - HB 2598, written testimony, Wayne Ivie, 1p.