

HOUSE COMMITTEE ON TRANSPORTATION

April 25, 1997 Hearing Room D

8:30 AM Tapes 92, 93

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

Erik Deitz, Administrative Support

MEASURE/ISSUES HEARD:

HB 3528 Public Hearing

HB 3529 Public Hearing

HB 3589 Public Hearing

HB 3715 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 92, A		
005	Chair Montgomery	Calls meeting to order at 8:34 AM, opens public hearing on HB 3589

<u>HB 3589</u>		
<u>PUBLIC</u>		
<u>HEARING</u>		
010	Chair Montgomery	Closes public hearing on HB 3589, opens public hearing on HB 3528.
<u>HB 3528</u>		
<u>PUBLIC</u>		
<u>HEARING</u>		
015	Janet Adkins	Explains HB 3528 and the -1 amendments to committee and audience (EXHIBIT A) .
033	Mel Zucker	Oregon resident testifies in favor of HB 3528 (EXHIBIT B)
053	Rep. Lehman	Asks what a jitney is.
057	Zucker	Responds that a jitney is a type a fare paid to taxicab drivers, continues testimony.
107	Zucker	Continues testimony, refers to his proposed amendment. Explains that he does not want this to be a privatization bill, but one that opens up competition among motor carriers.
128	Rep. Markham	Asks about fares paid to Tri-Met.
136	Zucker	Responds, continues testimony. Explains that for all the private motor carriers, it relieves tax dollars going to mass transit.
161	Zucker	Testifies how Miami's private transit system, heavy rail, and public transit system work.
211	Zucker	Testifies about several countries public and private transit system. Gives numbers and statistics from other states that use the methods in HB 3528.
261	Zucker	Continues testimony, makes reference to his proposed amendment, explains the changes that his amendment would make.
278	Rep. Wells	Asks if private and public transit can coexist. Explains about the subsidization to public transportation.
290	Zucker	Responds yes, explains some examples of Miami's motor carrier system and explains that the two coexist there.
310	Rep. Wells	States that there will be a reduction of riders on public transit if HB 3528 passes.
320	Zucker	Explains that is not correct, that most people who will go to the new system are from single occupant automobiles.
360	John Hamilton	Taxicab Supervisor, City of Portland, testifies against HB 3528. States that taxicabs in Portland augment Tri-Met (EXHIBIT C) .
410	Hamilton	States that HB 3528 puts the taxicab business at risk. It would allow for more taxicabs which would cause congestion on city streets.
<u>TAPE 93, A</u>		
030	Hamilton	Continues testimony.

040	Gary McGrew	Chairman of the Taxicab Board of Review, testifies that the Taxicab Board does encourage other methods of transportation.
055	Rep. Wells	Asks if McGrew's board regulates the taxi fares and how they are determined.
060	Hamilton	Responds that studies have been done in other comparable cities. Explains that they try to have a fare that is affordable but allows the taxi industry to make money. States that it is becoming harder to do business with more and more regulations.
110	Hamilton	Explains that different parts of Oregon have different transportation needs.
115	John Charles	Cascade Policy Institute, testifies in favor of HB 3528 (EXHIBIT D).
150	Richard Feeney	Executive Director of Government Relations for Tri-Met, testifies against HB 3528 (EXHIBIT E).
200	Rep. Markham	Asks about the collective bargaining agreement Tri-Met has.
215	Feeney	Responds, also explains that HB 3528 might put Tri-Met in violation of the collective bargaining agreement provisions of the Federal Transit Act.
235	Feeney	States that his biggest concern is the legal problems that HB 3528 would cause.
285	Rep. Wells	Asks how Tri-Met would be involved in contracting out work.
291	Feeney	Responds that there is a subsidy that they provide to their contractees. Explains that Tri-Met receives federal money and tax dollars and that they cannot use that money to try to compete with private industries.
328	Chair Montgomery	Closes public hearing on HB 3528, opens public hearing on HB 3715.
HB 3715 PUBLIC HEARING		
350	Chair Montgomery	Closes public hearing on HB 3715, opens public hearing on HB 3529.
HB 3529 PUBLIC HEARING		
380	Rep. Lehman	Asks about specific wording in HB 3529 in regard to district assignment.
400	Zucker	Responds, testifies in favor of HB 3529. Explains the need for independent management for mass transit agencies.
440	Rep. Wells	Asks how many positions would be appointed.
450	Zucker	Responds that it should be all the directors for mass transit.
	Chair	States that in Hood River all the positions are elected, and asks if

471	Montgomery	Zucker thinks that the governor could do a better job at appointing those positions because his district is so small.
TAPE 92, B		
010	Zucker	Responds that in smaller district HB 3529 might not be as effective.
020	Richard Feeney	Testifies against HB 3529, reads from written testimony. (EXHIBIT F) .
070	Feeney	Continues testimony.
080	Chair Montgomery	Closes public hearing HB 3529, adjourns meeting at 9:41 AM.

Submitted By, Reviewed By,

Erik Deitz, Janet Adkins,

Administrative Support Policy Analyst

EXHIBIT SUMMARY

A - HB 3528, -1 amendments, Janet Adkins, 15 pp

B - HB 3528, prepared testimony, Mel Zucker, 10 pp

C - HB 3528, written testimony, John Hamilton, 10 pp

D - HB 3528, written testimony, John Charles, 2 pp

E - HB 3528, written testimony, Richard Feeney, 1 p

F - HB 3529, written testimony, Richard Feeny, 1 p