

HOUSE COMMITTEE ON GENERAL GOVERNMENT Sub on Transportation

February 8, 1993 Hearing Room 357 8:30 a.m. Tapes 9 - 12

MEMBERS PRESENT: Rep. Chuck Norris, Chair Rep. Ken Baker Rep. Cedric Hayden Rep. Carl Hosticka Rep. Lonnie Roberts

STAFF PRESENT: Janet Adkins, Committee Administrator Kimberly Burt, Committee Assistant

MEASURES CONSIDERED: HB 2334 HB 2338 HB 2509 HB 2284 HB 2429
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These minutes contain materials which paraphrase and/or summarize statements made during this session. Only text enclosed in quotation marks report a speaker's exact words. For complete contents of the proceedings, please refer to the tapes. [--- Unable To Translate Graphic ---]

TAPE 9, SIDE A

CHAIR NORRIS: Calls meeting to order. (8:33 a.m.) Members present: Hayden, Hosticka, Norris, Roberts.

WORK SESSION ON HB 2334 Witnesses: Dennis Koho, Motor Vehicles Division, (DMV)

010 JANET ADKINS, COMMITTEE ADMINISTRATOR: Describes HB 2334, submits hand engrossed version of the (-1) amendments, (EXHIBIT A).

- Rep. Baker arrives.

032 MOTION: REP. ROBERTS MOVES THAT HB 2334, AS AMENDED, BE SENT TO THE FULL COMMITTEE WITH A DO PASS RECOMMENDATION.

REP. HAYDEN: What is the penalty if the consignor doesn't pay?

049 DENNIS KOHO, MOTOR VEHICLES DEPARTMENT, (DMV): Testifies in support of HB 2334. States the penalty for violation - class A misdemeanor; it is best dealt through civil penalties.

090 VOTE: IN A ROLL CALL VOTE THE MOTION CARRIES. WORK SESSION ON HB 2338

100 JANET ADKINS, COMMITTEE ADMINISTRATOR: Describes HB 2338, submits (-2) amendments, hand engrossed version of the (-2) amendments, and fiscal impact statement, see (EXHIBIT B).

125 MOTION: REP. HAYDEN MOVES THAT HB 2338, AS AMENDED, BE SENT TO THE FULL COMMITTEE WITH A DO PASS RECOMMENDATION.

140 VOTE: IN A ROLL CALL VOTE THE MOTION CARRIES UNANIMOUSLY.

PUBLIC HEARING ON HB 2509 Witnesses: Arthur Boyle, Pearl Harbor

Survivor William E. Rowland, Pearl Harbor Survivor John E. Pfeifer, State Chairman, Pear Harbor Survivor Association of Oregon Jane Cease, Manager, Department of Motor Vehicles, Oregon Department of Transportation Joan Peterson, Motor Vehicles Division

150 JANET ADKINS, COMMITTEE ADMINISTRATOR: Describes HB 2509; submits fiscal impact statement, (EXHIBIT C).

195 ARTHUR BOYLE, PEARL HARBOR SURVIVOR: Describes HB 2509, submits and summarizes written testimony, (EXHIBIT D).

267 WILLIAM E. ROWLAND, PEARL HARBOR SURVIVOR: Submits and summarizes written testimony, (EXHIBIT E).

294 JOHN E. PFEIFER, STATE CHAIRMAN, PEARL HARBOR SURVIVOR ASSOCIATION OF OREGON: Submits and summarizes written testimony, (EXHIBIT F).

326 REP. ROBERTS: Asks for clarification.

452 JANE CEASE, MANAGER, DMV BRANCH, OREGON DEPARTMENT OF TRANSPORTATION, (ODOT): Submits and summarizes written testimony, (EXHIBIT G).

TAPE 10, SIDE A

048 NOTE: Panel discusses the particulars of design and cost of plates.

085 CHAIR NORRIS: We will wait to have a work session on this; I'd like you to reach a compromise and have you come back in a week or so.

REP. BAKER: Is there any mechanism to let people know when the plates will be discontinued?

117 JOANNE PETERSON, DMV: I'm sure there is a way. Talks about less expensive design techniques.

CHAIR NORRIS: Would expect these to be around for quite some time.

OVERVIEW OF PORTS PROGRAMS Witnesses: Paget Engen, Oregon Public Ports Association Allen Willis, Port of Portland, President, Oregon Port Association

160 PAGET ENGEN, OREGON PUBLIC PORTS ASSOCIATION: Submits informative material, summarizes Ports programs, (EXHIBIT H). - Describes cargo shipping portion of programs. - Discusses importance of commercial fishing and tourism.

275 ALLEN WILLIS, PORT OF PORTLAND, PRESIDENT, OREGON PORT ASSOCIATION: Submits and summarizes written testimony and informative material, see (Exhibit I).

365 WILLIS: Discusses impact of customer demand. - Concern with rail service; the Oregon Transportation Plan, (OTP), is addressing that.

408 REP. HOSTICKA: What other kinds of resources are available to ports?

ENGEN: There is little dependency on property tax except for capitol

investment; ports try to finance with user fees, but Oregon hasn't looked kindly on fee supported parking lots or rest rooms. Most of operating processes are supported by fees.

450 REP. HOSTICKA: Docking and moorage fees are flexible?

WILLIS: That is a large sum of the income, at the Port of Portland for instance. - They are flexible within the constraints of the market that we operate in; gives example of container facility.

TAPE 9, SIDE B

045 REP HOSTICKA: The major impact on smaller ports is activity up river; is there any attempt to get money to help maintain the port?

ENGEN: Although it is true that some up river activity is responsible for the need for dredging; a lot of it is the result of the ocean.

070 CHAIR NORRIS: Do either of you ever get much feedback on this business of free enterprise thinking they are encroaching on what they should be left to do?

ENGEN: We have not had a great number of complaints about that; I think that ports would tend to leave the business to free enterprise; often involved in helping a business get started to do something that is in demand in the area.

CHAIR NORRIS: Does the port activity, in your opinion, belong under the department of economic development or under ODOT?

ENGEN: Although we are heavily involved in transportation issues, the whole other range of activities that ports are involved in is also very important and probably a bigger proportion of our business activity. We would like to remain in the economic development department and have closer cooperative ties with ODOT.

CHAIR NORRIS: The bill says something about coordination with ODOT, is that generally working for you?

ENGEN: There is an occasional squabble, but it isn't a problem.

WILLIS: It hasn't been a big problem.

124 JOHN JAQUA, INTERIM DIRECTOR, ECONOMIC DEVELOPMENT DEPARTMENT: Submits legislative history on revolving fund. (EXHIBIT J). - Discusses position.

175 DON MANN, ACTING MANAGER, PORT DIVISION, ECONOMIC DEVELOPMENT DEPARTMENT: Describes ports programs. - Describes impact of federal programs and coordination with other entities.

268 CHAIR NORRIS: Is there some threat with respect to rail service?

MANN: There are some potential problems with Southern Pacific for the Coos Bay and North Bend bay areas.

CHAIR NORRIS: I think they are talking a potential problem for short line in there too.

MANN: That's right.

318 GILL WRIGHT, LOAN OFFICER, PORT REVOLVING FUND, PORTS DIVISION, ECONOMIC DEVELOPMENT DEPARTMENT: Discusses financial history and funding. 441 CHAIR NORRIS: What is the source of money to go into this loan fund pot; is that general fund money?

WRIGHT: It was originally a loan from the general fund which will be paid back at the end of this biennium by credit of administrative expenses of the ports division. In addition to that there was a \$400,000 general fund appropriation in 1983 and \$1 million lottery fund appropriation in 1991. The rest is the retained interest earnings.

458 WRIGHT: Gives report of the current status of the fund.

TAPE 10, SIDE B

040 WRIGHT: Continues describing funds.

060 CHAIR NORRIS: Looks to me like your principle repayment is at least on a fairly healthy trend.

WRIGHT: Talks about loans being repaid. - Talks about the port planning and marketing fund.

110 CHAIR NORRIS: Is there any relationship between any of this funding and the regional strategy?

WRIGHT: Not directly, but we have participated in joint funding of several projects with other programs in the department.

121 REP. BAKER: How is your cash balance reinvested?

WRIGHT: What is not out on loans is managed by the state treasurer in the state investment pool.

REP. BAKER: Your administration cost are about \$1 million per biennium, but you are only administering a program of about seven to nine million dollars total.

WRIGHT: This is not just the administration cost of the port revolving fund. Basically I'm the loan officer; about 2/3 of my time and 1/4 of our administrative assistant's time and maybe a little bit of the manager's time is what goes into the running of the port revolving fund. What this is funding is the entire administrative expenses of all the ports divisions programs, including technical assistance programs, our lobbying programs in Washington D.C. and so on.

136 REP. BAKER: Wouldn't that be better handled in the ports association?

WRIGHT: In Washington State some of the lobbying is done through the ports association. That has not been the history here in Oregon.

PUBLIC HEARING ON HB 2284 Witnesses: Allen Willis, President, Oregon Public Ports Association. Paget Engen, Oregon Public Ports Association

170 ALLEN WILLIS, PRESIDENT, OREGON PUBLIC PORTS ASSOCIATION:
Discusses concern about the rail connection with the Port of Portland.

187 PAGET ENGEN, OREGON PUBLIC PORTS ASSOCIATION: Testifies in support
of HB 2284.

189 WILLIS: Submits written testimony in support of HB 2284,
(EXHIBIT K).

230 REP. HAYDEN: What is the purpose of the bill; it doesn't seem
to mandate any particular action. Does this bill mandate any financial
assistance on the part of the state from general funds or other funds or
would this bill be more of a positioning thing in order to receive
funds in the future.

WILLIS: It does not mandate any funds of any kind. Rather than
positioning it is just an attempt to clarify and bring up to date
the statutorily declared state policy toward ports.

REP. HAYDEN: I do note that the companion bill calls for an expenditure
of \$25 million from other funds.

WILLIS: These weren't thought of to be companions, they just happened
to be here at the same time today.

WORK SESSION ON HB 2284

315 MOTION: REP. HAYDEN MOVES THAT HB 2284 BE SENT TO THE FULL
COMMITTEE WITH A DO PASS RECOMMENDATION.

322 VOTE: IN A ROLL CALL VOTE THE MOTION CARRIES. MEMBERS VOTING
NO: REP. BAKER MEMBER EXCUSED: REP. ROBERTS

PUBLIC HEARING ON HB 2429 Witnesses: Paul Meyerhoff, Manager,
Transportation Development, Oregon Department of Transportation. Paget
Engen, Executive Director, Oregon Public Ports Association, (OPA)
Janet Adkins, Committee Administrator Allen Willis, Port of
Portland, President, Oregon Port Association.

345 JANET ADKINS, COMMITTEE ADMINISTRATOR: Describes HB 2429, submits
fiscal impact statement, (EXHIBIT L).

400 PAUL MEYERHOFF, MANAGER, TRANSPORTATION DEVELOPMENT, OREGON
DEPARTMENT OF TRANSPORTATION: Submits and summarizes overview of
the investment package (EXHIBIT M).

TAPE 11, SIDE A

035 MEYERHOFF: Discusses funding. - Mike Thorne sent a letter in
support on December 10; reads paragraph for the record.

055 REP. HOSTICKA: In your handout you talk about ports and rail
with \$30 million, this one only talks about ports for \$25 million;
do you have another bill someplace?

MEYERHOFF: When this bill was drafted we had requested that it be
drafted to include both the ports and the freight rail; \$25 million
for ports, \$5 million for freight rail. Legislative council wanted us
to split those. They just provided us the one bill for ports and they

are drafting the other one for freight rail.

069 PAGET ENGEN, EXECUTIVE DIRECTOR, OREGON PUBLIC PORTS ASSOCIATION, (OPA): Submits and summarizes written testimony in support of HB 2429, (EXHIBIT N).

JANET ADKINS, COMMITTEE ADMINISTRATOR: Submits hand engrossed version of HB 2429 (EXHIBIT O).

175 ENGEN: Continues summarizing written testimony.

220 REP. BAKER: On page 1 of the bill, line 17, sub section b; that doesn't include other economic development projects?

ENGEN: No it doesn't.

REP. BAKER: Going back to earlier testimony, looking at ORS 285.870, which is the Oregon Port Revolving Fund; I don't see any similar language in that legislation, are you familiar with the language of that fund?

ENGEN: I am familiar with the fund but I don't have the language in front of me and I can't answer that.

REP. BAKER: DO you know why this additional language is in here to limit to only processing for funding requests?

ENGEN: Money is allowed to be taken from the Port Revolving Fund to pay for the cost of administering that program and my assumption is HB 2429 is to set up a similar arrangement with respect to this port improvement fund so that the port revolving fund earnings would not be used to support this fund and vice versa.

265 ALLEN WILLIS, PRESIDENT, OREGON PUBLIC PORTS ASSOCIATION: Testimony in support of HB 2284, submits informative material (EXHIBIT P);

342 CHAIR NORRIS: What is the official upper limit of the tidal influence in the Columbia?

WILLIS: I think it is the Bonneville Dam.

CHAIR NORRIS: If you have an eight plus tide out at Astoria what kind of affect do you have up here at full flood in Portland? How much difference does it make that far upstream?

WILLIS: I don't know how to answer that question. I will find out and provide it to your office and to Janet. - continues with testimony

450 REP. HOSTICKA: Why do you think government at all ought to be involved if it is cost effective to the shippers and they are going to make more money by having access to the service?

WILLIS: We are facing the question of how Oregon competes with other areas of the country for the trade and how we get our goods in and out of this state.

TAPE 12, SIDE A

WILLIS: Continues with testimony.

050 NOTE: Hayden, Hosticka and Norris discuss employment and administrative costs.

140 CHAIR NORRIS: We will schedule this for a work session in about a week.

_ We are adjourned. 11:05

Submitted by, Reviewed by,

Timothy Marshall Janet Adkins Committee
Assistant

Committee Administrator

EXHIBIT SUMMARY:

A - HB 2334: (-1) amendments, hand engrossed version and fiscal impact statement submitted by staff, pp 1 B - HB 2338: (-2) amendments, hand engrossed version and fiscal impact statement submitted by staff, pp 2 C - HB 2509: Fiscal impact statement submitted by staff, pp 2 D - HB 2509: Written testimony submitted by Boyle, pp 2 E - HB 2509: Written testimony submitted by Rowland, pp 2 F - HB 2509: Written testimony submitted by Pfeifer, pp 2 G - HB 2509: Written testimony submitted by Cease, pp 2 H - Informative material on the Ports Revolving Fund submitted by Engen, pp 3 I - HB 2284: Written testimony submitted by Willis, pp 3 J - HB 2284: Legislative history submitted by Jaqua, pp 4 K - HB 2284: Written testimony submitted by Willis, pp 6 L - HB 2429: Fiscal Impact Statement submitted by staff, pp 7 M - HB 2429: Overview of the Oregon Transportation Plan Investment Package submitted by Meyerhoff, pp 7 N - HB 2429: Written testimony submitted by Engen, pp 7 O - HB 2429: Hand engrossed version submitted by staff, pp 7 P - HB 2429: Informative material submitted by Willis, pp 8 Q - HB 2429: Written testimony, submitted by Federici, not mentioned in minutes.