

HOUSE COMMITTEE ON NATURAL RESOURCES ENVIRONMENT AND ENERGY SUBCOMMITTEE

April 26, 1993 Hearing Room D 1:30 p.m. Tapes 75 - 79

MEMBERS PRESENT: Rep. Marilyn Dell, Vice-Chair Rep. Sam Dominy Rep.
Carl Hosticka Rep. Dennis Luke Rep. Bill Markham Rep. Ray Baum

MEMBERS EXCUSED: Rep. Bill Fisher Rep. Bob Repine, Chair Rep. Nancy
Peterson

STAFF PRESENT: Catherine Fitch, Committee Administrator Kathryn
Van Natta, Committee Administrator Karen McCormac, Committee Clerk

MEASURES CONSIDERED: Public Hearing - HB 3353

WITNESSES: REP. CHUCK NORRIS SHAWN MacPHERSON, Legislative
Assistant to Rep. Norris JACK BURNS, Burns Brothers Truck Stops SEN.
BILL DWYER LARRY HILL, Oregon Gasoline Dealers Association MIKE
SHERLOCK, Executive Director, Oregon Gasoline

Dealers Association GEORGE DeHART, Vice-President, Oregon Gasoline
Dealers Association JOHN ALTO, Petroleum Retailers of Oregon ROGER
HARRIS, Attorney RUTH SCHMIDT, Citizen JEANNETTE BOUCHIE, Oregon
Disabilities Commission GEORGE McCART, Oregon Disabilities Commission
JOHN McCULLEY, Cardlock Operators Association

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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 ---]

JIM HUDSON, Grange Co-Op CHARLES CARLSON, General Manager, Mid-Columbia
Producers DELL ISHAM, AAA of Oregon NANCY CAMPBELL, State Fire Marshal's
Office BOB ANDERSON, State Fire Marshal's Office RICHARD SCOTT, Chevron
Station Dealer BRENT DeHART, ARCO AM/PM Dealer; Oregon Gasoline Dealers
Association PAUL RASMUSSEN, Chevron Dealer; Oregon Gasoline Dealers

Association LARRY JACKSON, Vice-President, Jackson & Son Oil GLENN
DAVENPORT, Citizen ELDON TOWNSEND, Townsend Oil Company RICK ALLEN,
Jefferson County Commissioner; Service

Station Owner

TAPE 75, SIDE A

005 VICE-CHAIR DELL: Calls meeting to order at 1:40 p.m. The
committee does not yet have a quorum.

010 KATHRYN VAN NATTA, Committee Administrator: Introduces meeting materials, including a hand-engrossed version of HB 3353 with -2

amendments (EXHIBIT A), a revenue impact analysis (EXHIBIT B), showing there is no revenue impact on state or local governments, and a preliminary staff measure summary (EXHIBIT C) This bill has a fiscal impact, but a fiscal impact statement is not currently available. We have also included a copy of SB 1215 B, which dealt with cardlock facilities during the 1991 Oregon Legislative Session, a summary of the Americans with Disabilities Act (ADA), copies of background information from the State Fire Marshal's Office regarding cardlock flammable liquid dispensing, and copies of pertinent statutes.

House Bill 3353 allows self-service gasoline dispensing in Oregon, repeals the ban on the retail sale of self-service gasoline by repealing pertinent statutes, and allows all methods of self-service gasoline dispensing. It also designates the State Fire Marshal to adopt rules for gasoline dispensing in conformance with the ADA, modifies the definition of Class I flammable liquids, and sets an effective date of sixty days from date of passage.

The committee has also received testimony from Bernadine Ann Dovee of Portland dated April 20, 1993 (EXHIBIT D).

050 REP. CHUCK NORRIS: Testifies in support of HB 3353. Oregon and New Jersey are the only states which still prohibit self-serve stations.

Due to changes in the industry, the term "service station" rarely applies now. Describes 36-pump stations operated by two employees, problems relating to costs in replacing underground storage tanks (USTs), and the acceptance of self-service by the majority of the gasoline industry. If there is a demand for full-service, stations which offer that feature will find a sufficient demand for their service. This is the only readily-bought consumer product with sales regulated by law.

157 SHAWN MacPHERSON, Legislative Assistant to Rep. Norris: Presents written testimony (EXHIBIT E) in support of HB 3353.

295 REP. LUKE: In the past, this measure was defeated 57 to 43,

which is very decisive. What is your reaction to sending this out to the people

for a vote?

302 REP. NORRIS: That would be fine.

305 REP. JOSI: What about the issue of the elderly who are on a fixed income?

311 REP. NORRIS: Attendant service should be universally available. I cannot address the question of the additional cost for self-service.

317 MacPHERSON: Defers question to industry representatives.

331 REP. HOSTICKA: Questions rationale of self-service preventing service station closures.

334 REP. NORRIS: If the one station which serves a rural area closes, and the next station is fifty miles away, people currently have no other

options, since cardlocks only allow usage by businesses. UST replacement costs are also a major problem, which has probably eliminated half the service stations within Oregon.

360 VICE-CHAIR DELL: Requests clarification of the percentage of towns which have had station closures.

369 MacPHERSON: A 1990 survey by the Oregon Department of Energy shows that there are twenty-eight towns without service stations within Oregon.

396 JACK BURNS, Burns Brothers Truck Stops: Testifies in support of HB 3353. We can provide better service at better prices with self-service. Our company operates in ten states, and our profit margins are greater

in self-service states than in Oregon. Unfortunately, independent gasoline dealers are going the way of the Model T Ford.

TAPE 76, SIDE A

064 Concludes testimony.

085 REP. DOMINY: How many fewer people will be working for you with passage of this bill? And how will this bill affect gasoline prices?

090 BURNS: I doubt whether we'd lay off any employees. New self-service equipment will not put people out of work, but will provide more

different things for people to do. I can't answer your question on price, because it depends on the market.

108 REP. DOMINY: We have heard testimony that this bill will provide consumers with lower gas prices, but no one will actually say that this will reduce costs.

112 BURNS: Oregon consumers have been getting inexpensive gasoline due to other circumstances, such as predatory pricing caused by one company.

This month, our margin is seven cents less per gallon in Oregon than in the other nine states in which we operate.

124 REP. NORRIS: I never suggested that lower prices for gasoline was an incentive to pass this bill.

136 REP. JOSI: Define "predatory pricing."

138 BURNS: When a refiner that is also a retailer sells the product at a lower cost than what they will sell at wholesale cost to a retail

dealer, that is predatory pricing.

150 REP. HOSTICKA: What's the real reason we should pass this bill?

154 BURNS: I cannot speak for others. For our company, we have had good experience with self-service in the other states in which we do

business.

167 SEN. BILL DWYER: Testifies in opposition to HB 3353 (EXHIBIT F). All arguments for self-service fall apart with close examination. Two years ago, the legislature declared that it was in the public interest to

maintain the prohibition on self-service due to unenforceable safety standards and an increase in crime and personal injury. The policy in ORS 480.315 is clear, and nothing warrants changing this policy. There is no public outcry for this legislation. It is a greedy move by corporate oil, which plans to eliminate about 4,500 productive workers who rely on the income and who provide a needed service to Oregonians.

299 REP. JOSI: Tying western Oregon's wet weather to the dangers of self-service is bogus.

327 SEN. DWYER: Safety is an issue. This bill does not address the dangers of overflow or explosions.

What has changed since the last time this issue was addressed is that the Fire Marshal's budget has eliminated the seven people who enforce the law regarding cardlocks, so the ability to enforce this bill will be severely impaired.

362 REP. JOSI: This morning, I stopped at a service station, and one of the customers served himself gasoline. When I commented to the manager of

the station, he said he could be fined \$15,000 if that was discovered by an enforcement agency.

353 SEN. DWYER: Nothing has been done regarding the imposition of these fines by the State Fire Marshal's Office. We should have a law which

requires the Fire Marshal's Office to obey the law, which is my goal.

385 REP. JOSI: My point is that there is already a certain amount of self-service going on.

385 SEN. DWYER: There's also a certain amount of crime going on now, but that doesn't mean that it's good or that it should be tolerated.

392 REP. NORRIS: I assumed chief sponsorship of this bill without prompting by anyone in the oil industry. Would you view this differently if we

referred it to the public?

407 SEN. DWYER: To spend public money on a referendum for something which has not been demonstrated to be a public need, and which is detrimental to the public interests regarding safety and economics does not meet the criteria for a referendum. If a public outcry for self-service truly

exists, then let the public file an initiative.

TAPE 75, SIDE B

087 LARRY HILL, Oregon Gasoline Dealers Association (OGDA): Presents written testimony (EXHIBIT G) in favor of HB 3353.

023 REP. LUKE: In the past, the OGDA convinced me that self-service was not the way to go. What has changed?

125 HILL: The UST cleanup costs have been the deciding factor. Faced with those costs, the dealers have very little flexibility in how to control their current expenses.

134 REP. HOSTICKA: You say you're going to save \$132,000,000 per year in labor costs. Where will this money go?

143 HILL: If a dealer has high UST costs, they might divert part of those labor costs to pay for UST cleanup. Dealers would have the option of

passing these savings on to customers, and make decisions which will help them stay in business. Self-service would give dealers the flexibility they currently do not have.

170 REP. HOSTICKA: My concern is that the profit margins will

remain the same with or without self-service, and that this \$132,000,000 will

primarily be migrating out of Oregon to the suppliers.

186 VICE-CHAIR DELL: What type of differential would the industry be looking at regarding the price of gasoline?

190 HILL: That is difficult to project. Even with self-service, there will still be minimum labor costs. If a station had one mini-serve island

and two self-serve islands, that might result in at least a few cents difference in price. Defers to Mike Sherlock, Oregon Gasoline Dealers Association.

195 MIKE SHERLOCK, Executive Director, Oregon Gasoline Dealers Association; Eugene Chevron Dealer: Presents written testimony (EXHIBIT H) in

support of HB 3353.

We are asking to give discounts to customers who prefer to serve themselves, and also asking to have the ability to cut our operation costs.

341 In the city of Seattle, you can buy regular unleaded gasoline at a self-service pump for less than one dollar per gallon. In Salem, which

is one of the cheapest places in Oregon to buy gas, the average price is \$1.13 per gallon. 385 REP. HOSTICKA: Although HB 3353 was amended to address concerns about the disabled, we still have concerns about whether big oil is using this as an excuse to raise prices. Do you think a friendly amendment to this bill would be to add that no refiner or wholesaler can retail gasoline

in Oregon?

398 SHERLOCK: I think that would be a good idea.

400 REP. DOMINY: If you had self-service in Eugene, would you drop the price of gasoline a nickel?

403 SHERLOCK: Most of us lease our facilities from a major oil company. Our rent actually goes down when we sell more gasoline. Dealers are

more or less forced to drop their prices to maintain competitiveness in the market.

TAPE 76, SIDE B

025 VICE-CHAIR DELL: Will this bill impact all station owners equally? What about the small service station owners?

029 SHERLOCK: We're in trouble in Oregon regarding the UST problem because the program is not funded. Small rural dealers are more likely to have

problems in UST replacement costs. In order to compete, they will need to decide how to use this additional money from savings in labor costs.

056 VICE-CHAIR DELL: How much does it cost to convert a station to self-service?

057 SHERLOCK: You don't have to do anything. Small stations are not affected, since all you need is an employee to make change. Larger

stations need on-pump card readers, which take credit cards.

082 GEORGE DeHART, Vice-President, Oregon Gasoline Dealers Association: Testifies in support of HB 3353. Describes unfair competition from

cardlocks.

172 REP. HOSTICKA: Mr. Burns testified earlier that the original reason for the ban on self-service was to help dealers stay in business. What has

changed? Why is the fear of self-service no longer there?

181 DeHART: Federal law has changed. Legally, the major oil companies can no longer dictate price to us, although they may find subtle ways to do this through competition.

194 REP. LUKE: Do other states accommodate disabled patrons?

197 HILL: No federal test has determined an adequate level of service for the disabled, but we believe it would mean that an attendant would need to pump the gas. Those requirements should apply to all stations,

including cardlocks.

248 JOHN ALTO, Petroleum Retailers of Oregon: Presents written testimony (EXHIBIT I) in support of HB 3353, with recommended amendments.

350 ROGER HARRIS, Attorney: Presents written testimony (EXHIBIT J) in support of HB 3353. Describes litigation regarding cardlocks and

service stations. Attended service stations in Oregon have been reduced from 4,000 in 1969 to slightly over 2,000 in 1989, whereas the number of cardlocks has increased.

TAPE 77, SIDE A

137 REP. DOMINY: Would you prefer the abolishment of cardlocks in lieu of self-service?

139 HARRIS: Defers to other witness.

142 ALTO: We'll take it either way. We are unhappy with the present system. When we looked at a cardlock system recently, 75% of the

vehicles using the cardlock were owned by private citizens, which is illegal.

156 VICE-CHAIR DELL: Are you familiar with the ADA rendering a decision regarding the safety on cardlocks?

159 HARRIS: Based upon other employment-related issues, some type of reasonable accommodation will have to be made.

179 RUTH SCHMIDT, Citizen: Presents written testimony (EXHIBIT K) in support of HB 3353. I am currently employed as legislative assistant

for Rep. Luke, but am speaking on my own behalf.

240 VICE-CHAIR DELL: Calls for a ten minute recess at 4:00 p.m.

Reconvenes meeting at 4:12 p.m.

275 JEANETTE BOUCHIE, Oregon Disabilities Commission: Presents written testimony (EXHIBIT L) in opposition to HB 3353.

375 GEORGE McCART, Oregon Disabilities Commission: Presents written testimony (EXHIBIT M) in opposition to HB 3353. Describes impossibility of obtaining assistance in service stations in other states as a

disabled person. I do not see any cost savings with these amendments, which require an attendant for the disabled. The ADA defines accessibility as "readily achievable and easily accomplishable," which means it needs to be accomplished without a lot of expense to the business owner. Small station owners will not need to make any changes.

I cannot use a cardlock system unless I have a large sledgehammer, since the reach ranges do not allow me to reach the pump to activate it.

These systems will have to be modified to make them accessible if they are open to the public.

TAPE 78, SIDE A

045 VICE-CHAIR DELL: For the record, is this sheet marked "Comments on HB 3353" your testimony? I wanted to clarify that, since it is unsigned.

048 McCART: Yes.

066 JOHN McCULLEY, Cardlock Operators Association: Presents written testimony (EXHIBIT N) in support of HB 3353. We think passage of this

bill would simplify the rules under which everyone operates, and relieve us of the litigation and bureaucracy caused by SB 1215.

095 JIM HUDSON, Grange Co-op: Presents written testimony (EXHIBIT 0) in support of HB 3353. Describes difficulties for cardlock dealers due to

SB 1215.

People are beating down our door to pay the \$12 annual fee to use a cardlock.

336 REP. JOSI: The letters I received last session from cardlock users were some of the nastiest letters I have ever received. If you start a

letter-writing campaign this session, I would recommend a change in tone.

351 HUDSON: People are emotional about this issue. I would be glad to share with you a letter addressed to my customers which encourages them to write their representative.

359 REP. JOSI: I would appreciate that.

370 REP. MARKHAM: Are you required to post your prices?

374 HUDSON: No.

383 SHERLOCK: Retail dealers are required to post the price on the pump, but are not required to have a sign in front of the station.

404 REP. LUKE: There is a Pacific Pride cardlock in Bend which has no handicapped access.

410 HUDSON: I would hope that cardlocks would not be required to have handicapped accessibility. Our lease agreement includes the phrase,

"You must be physically and mentally capable of operating the emergency equipment, etc."

425 REP. HOSTICKA: Do you make a profit?

433 HUDSON: We are a co-op and a profit-making business owned by the members, who participate in the earnings on a dividend basis. Over half of our business is non-member business, and taxes are paid on that like any other corporation.

443 REP. HOSTICKA: Do the members get their share based upon their purchases?

448 HUDSON: Yes.

TAPE 77, SIDE B 008 REP. HOSTICKA: Do you provide services to your members, such as statements which they can use in their accounting?

010 HUDSON: Yes.

011 REP. HOSTICKA: Would the playing field be level if cardlocks were required to have an attendant present for customers who prefer to pay

cash?

013 HUDSON: It would not level it for us. None of our three facilities were built to accommodate an attendant.

019 REP. DOMINY: Requests copy of lease agreement containing statement about "physically and mentally capable."

021 HUDSON: I can provide that for you. I probably did not quote that accurately.

028 CHARLES CARLSON, General Manager of Mid-Columbia Producers: Testifies in support of HB 3353. Our co-op is primarily a grain co-op, and we

provide services to our members through cardlock. In eight counties in eastern Oregon, there are approximately 1.3 people per square mile.

When we had a hearing for our conditional use permit, it was during the middle of harvest, and over 10% of the entire county showed up in support.

070 REP. HOSTICKA: If you eliminated the agricultural and commercial portion of your operation, the remaining business could not justify a

cardlock.

076 CARLSON: That is true.

088 DELL ISHAM, AAA of Oregon: Presents written testimony (EXHIBIT P) in opposition to HB 3353. Cardlock regulations were enacted too late to

save legitimate service stations. That segment had been unregulated and competed unfairly with regular service stations. Two-thirds of our members are opposed to self-service.

192 REP. NORRIS: Senate Bill 1215 was a bill which I grudgingly voted for because it seemed to provide some hope for stations which needed the

financial assistance to deal with the UST problem. That provision was successfully challenged in court and defeated. Can you tell us who challenged that in court?

197 ISHAM: AAA of Oregon challenged that, and took the state to court. The legislature knew the law might be unconstitutional, which

was why a

provision was added to make the bill immediately go to the Oregon Supreme Court for a quick decision, which unfortunately took ten months. The Supreme Court decided unanimously that the 1.1 cent per gallon tax at the wholesale level was unconstitutional.

What they didn't rule on was what happened to the money which had already been collected. I contacted the Fuels Tax Unit of the Highway Division, and the Department of Transportation says they have not seen a dime of that money. They gave me an estimate of how much that would have been each month, and the figure comes out to about \$20,000,000. 234

REP. MARKHAM: Do you have a bill this session to address this?

225 ISHAM: No.

246 NANCY CAMPBELL, State Fire Marshal's Office: Presents written testimony (EXHIBIT Q), taking a neutral position on HB 3353.

303 REP. DOMINY: Do you know where the \$20,000,000 is?

306 CAMPBELL: I believe that fee was to be collected for the Department of Environmental Quality for UST programs, and they should be able to

answer that question.

310 VICE-CHAIR DELL: How much time and money is saved because the State Fire Marshal's Office will no longer police cardlock facilities?

318 CAMPBELL: If no annual inspections were required, we would save what is currently collected for the cardlock program.

325 BOB ANDERSON, State Fire Marshal's Office: Approximately \$580,000 is collected annually, and currently funds five FTE.

339 LARRY HILL, Oregon Gasoline Dealers Association: Responds to the \$20,000,000 question raised by previous witness Dell Isham.

Since the 1.1 cent per gallon gas tax was ruled unconstitutional, a backup funding source was used, which was a \$65 per tank loading fee, which was not collected by the Department of Revenue until three months ago. The 1.1 cent per gallon tax was not collected by the Department of Environmental Quality. Dealers were charged that money as part of the wholesale cost of fuel delivered to them, and the money was put into escrow.

Dealers paid the wholesaler or jobber, and now the wholesaler or jobber is returning that money to the dealer. Because this is such a competitive business, most of that money is going into reduced costs for

the customer. The only money which has been in the state's custody under SB 1215 is the \$65 per load fee collected by the Department of Revenue in the last three months. This money was never released because of a challenge for injunctive relief filed with the Department of Revenue by various parties. The Attorney General has advised the Directors of the Department of Revenue and the Department of Environmental Quality that the load fee is probably unconstitutional, so it will no longer be collected, and the three months already collected are being returned.

The "missing" \$20,000,000 was a private transaction which the dealers paid and then received refunds for, and ended up being factored into the cost of fuel delivered to consumers.

TAPE 78, SIDE B

018 The industry has been engaged in discussion regarding the funding of the UST Financial Assistance Program for months. We want to avoid the kind

of problem we had with SB 1215, in which funding sources were deemed unconstitutional. We are closing in on a solution, and hope to present it to this committee shortly.

029 RICHARD SCOTT, Chevron Station Dealer: Testifies in opposition to HB 3353. Operates Uptown Chevron in Portland, which provides automotive

service seven days per week, and sells gasoline 24 hours a day. Jack Burns was correct when he said that the original ban on self-service had a secondary agenda, which was to keep company-operated stations out of the retail business. That is still the same problem, and changing the law will not change this.

This bill will only allow large oil companies to drive dealers like me out of business, and allows them to practice predatory pricing. Chevron USA has said many times that all new operations will be run by their Chevron subsidiary, which is designed to get around paying full company benefits. There is currently less competition between oil companies than ever before. In 1979, there were eleven major oil companies in Oregon, and a number of minor brands. Today, there is Texaco, BP and Chevron, plus a few ARCOs along the I-5 corridor.

Recommends fees collected by the Fire Marshal to enforce existing cardlock laws or have cardlocks join the retail business.

The job I offer my employees is not flipping hamburgers at minimum wage. Describes wages and benefits package for employees. These are real jobs providing real service for the motoring public, and you're thinking of doing away with them.

If you've ever spoken with a disabled person who has travelled the United States in a motor vehicle, they'll tell you the truth about self-service stations, which ignore the laws which require that gas be pumped by an attendant. It isn't happening.

Comparing prices in Seattle and Portland is misleading, due to differences in wholesale prices between the two cities and differences in taxes.

118 REP. NORRIS: I respect and admire the kind of station you operate. But realistically, are there many stations like yours left?

121 SCOTT: The big oil companies are creating the new stations. In 1985, Chevron USA had 140 company-operated stations and 3,512 dealers. In

1991, there were 668 company-operated stations and 2,371 dealers.

They're not building service bays any more, but convenience stores, which they operate themselves. The next time you get a flat tire, all they'll offer you is a Twinkie and a cup of coffee while you wait for Dell Isham's AAA to come help you.

162 BRENT DeHART, ARCO AM/PM Dealer, Oregon Gasoline Dealers Association: Testifies in support of HB 3353. There is less demand for automotive

service bays because people are taking their cars to places like Oil Can Henry's for service. It's probably more dangerous for the disabled and

elderly to drag their garbage cans out to the street once a week than it is to pump their own gas. Describes frustration at having to wait for

service at a gas station, and being unable to pump his own gas.

291 REP. LUKE: In the past, gasoline dealers mounted the campaign to defeat self-service. 302 REP. HOSTICKA: Why are you in favor of this bill if you say you won't be making additional profit? Why aren't the consumers here beating

down our doors for self-service rather than the dealers?

307 DeHART: It's a selfish interest. Ninety percent of my business headaches are due to labor. Probably seventy-five percent of my

overhead goes toward labor costs. I spend a lot of time hiring, checking references, training, firing, or dealing with different government agencies such as OSHA, the Department of Labor and the Employment Division. The vast majority of our work force is transient, with the average length of employment less than three months.

357 REP. DOMINY: The only people who have discussed "choice" today are those who support the bill. Will there really be a choice once we have

self-service? In California and Washington, the only stations which offer a choice are twenty miles off the freeway.

372 DeHART: I've heard it is difficult to find full-service stations along the I-5 corridor. However, if this bill passes, and 80% of my customers hate self-service, they won't come to my station. Then I'll be forced

to have attendants.

411 PAUL RASMUSSEN, Chevron Dealer; Oregon Gasoline Dealers Association: Testifies in support of HB 3353. Twelve attendants work for me in a

24-hour operation in Tigard. If this bill passes, I will provide both full-service and self-service operations. Believes disabled will be adequately accommodated even at self-service stations.

TAPE 79, SIDE A

038 LARRY JACKSON, Vice-President of Jackson & Son Oil: Testifies in support of HB 3353. I am testifying on behalf on 632 people who signed

this petition who want freedom of choice. 076 REP. LUKE: Would you like this to be voted on by the people?

077 JACKSON: Yes. (Leaves petition with Rep. Josi.)

089 GLENN DAVENPORT, Citizen: Testifies in opposition to HB 335 3. Describes experiences with self-service in other states, which requires two trips into a busy convenience store to pay for gasoline. My elderly relatives who live in the Puget Sound area have been denied

full-service, or have been asked to return when the station is not as busy. In Oregon, there are always at least three station attendants

present, which means jobs in the community. Unfortunately, I have observed stations gearing up for self-service convenience store operations. 163 REP. NORRIS: Do you think we should deny those people who want to pump their own gas the freedom of choice to do so?

166 DAVENPORT: I have no objection to that. However, if this were put to a vote, the public should understand both sides of the issue. To charge

an additional forty cents per gallon for full-service is wrong; I would rather give an extra dollar or two directly to the attendant.

183 REP. HOSTICKA: Maybe we should amend the bill to require customers to ask attendants whether they may pump their own gas.

190 ELDON TOWNSEND, Townsend Oil Company: I know there are differences between big company stations and private stations, because sometimes

they sell gasoline to customers at the same price that I have to pay for it.

I nearly died in 1989 due to an unattended nozzle. In my business, if any employee leaves a nozzle unattended, they're fired.

245 RICK ALLEN, Jefferson County Commissioner; Service Station Owner: Takes a neutral position on HB 3353. Self-service will not save consumers

very much money. Small stations will still need one attendant to collect the money, so only large stations will profit from HB 3353. I'm concerned that eventually, as in California and Washington, there will be no "choice," although we'll have it initially. Ultimately, the ARCOs and Chevrons will take over with their big convenience store stations, and the few traditional stations will be gone. Unfortunately, ARCO will not locate a station in an area in which they cannot sell 300,000 gallons. The big oil companies do not build stations in rural Oregon.

410 FITCH: Introduces undated hand-written testimony from Sandra Kirsch from the Oregon Disabilities Commission (EXHIBIT R).

417 VICE-CHAIR DELL: CLOSING PUBLIC HEARING ON HB 3353

Adjourns meeting at 6:13 p.m.

Submitted by:

Reviewed by:

Karen McCormac
Administrator

Kathryn Van Natta Assistant

EXHIBIT LOG:

A - HB 3353 Hand-Engrossed with HB 3353-2 Amendments (LC 2738), dated 4-21-93 - Staff - 7 pages B - HB 3353 Revenue Impact Analysis - Staff - 1 page C - HB 3353 Preliminary Staff Measure Summary - Staff - 1 page D - HB 3353 Testimony - Bernadine Ann Dovee - 2 pages E - HB 3353 Testimony - Shawn MacPherson - 3 pages F - HB 3353 Testimony - Senator Bill Dwyer - 3 pages G - HB 3353 Testimony - Larry Hill - 4 pages H - HB 3353 Testimony - Mike Sherlock - 6 pages I - HB 3353 Testimony - John Alto - 8 pages J - HB 3353 Testimony - Roger Harris - 3 pages K - HB 3353 Testimony - Ruth Schmidt - 1 page L - HB 3353 Testimony - Jeanette Bouchie - 6 pages M - HB 3353 Testimony - George McCart - 1 page N - HB 3353 Testimony - John McCulley - 12 pages O - HB 3353 Testimony - Jim Hudson - 2 pages P - HB 3353 Testimony - Dell Isham - 7 pages Q - HB 3353 Testimony - Nancy Campbell - 1 page R - HB 3353 Testimony - Sandra Kirsch - 2 pages