

SENATE COMMITTEE ON TRANSPORTATION

March 17, 1993 Hearing Room C 3:00 p.m. Tapes 34 & 35 MEMBERS  
PRESENT: Sen. Joan Dukes, Chair Sen. Bob Kintigh Sen. Jim Bunn Sen.  
John Lim Sen. Tricia Smith Sen. Catherine Webber Sen. Mae Yih STAFF  
PRESENT: Ruth Larson, Committee Administrator Shannon Gossack,  
Committee Assistant MEASURES CONSIDERED: SJR2

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.

TAPE 34, SIDE A 002 CHAIR DUKES Calls meeting to order at 3:20 p.m

PUBLIC HEARING ON S.IR2 - Proposes amendment to Constitution to use  
motor vehicle fuel tax revenues and revenues from taxes for fees on  
ownership, operation or use of motor vehicle for implementation of  
surface transportation plans that reduce traffic burden.

SENATOR TRICIA SMITH JANET LOVELL-SMITH, SIERRA CLUB JIM HOWELL, OREGON  
RAILWAY PASSENGER ASSOC. RAY POLANI, CITIZEN'S FOR BETTER TRANSIT FRED  
NUSSB UAM, OREGONIANS FOR COST EFFECTIVE TRANSPORTATION HERMAN LEDER,  
CITIZEN JIM BEARD, OREGON ENVIRONMENTAL COUNCIL TIM RAPHAEL, OSPERG DOUG  
ALLEN, CITIZEN JIM DAVIS, OREGON STATE COUNCIL OF SENIOR CITIZENS DELL  
ISHAM, AAA OF OREGON MIKE GRAINEY, OREGON DEPT. OF ENERGY CONNIE  
MCCREADY, CITIZEN MIKE HOLLERN, OREGON TRANSPORTATION COMMISSION Senate  
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005 RUTH LARSON, COMMITTEE ADMINISTRATOR: Explains background on  
SJR2. Submits SJR2-1 amendments from Oregon Association of Railway  
Passengers. (EXHIBIT A) 031 DAN MCFARLING, OREGON ASSOCIATION OF  
RAILWAY PASSENGERS: Submits and reviews written testimony in support of  
SJR2. (EXHIBIT B) -Reviews SJR2-1 amendments. (EXHIBIT A) 098 SEN.  
WEBBER: Asks about highway 22 in west Salem and how this legislation  
might impact it. 103 MCFARLING: Local needs would be addressed first  
and the decisions would be made at the local level. 113 SEN. WEBBER:  
So the point is the long term engineering issues. 116 MCFARLING:  
Certainly public transit is safer than the automobile and some sort of  
diversion of money could take place under this type of legislation.  
124 SEN. WEBBER: So there would be more alternatives or options.  
129 SENATOR TRICIA SMITH: I support SJR2. We are past the time for  
the Oregon Department of Transportation to be viewed as a department of  
highways. We need to view transportation as a more global issue. This  
would offer the Transportation Commission and the legislature better  
ways to solve transportation problems in the future. I was very pleased  
with the Oregon Transportation Plan until it came to the funding. Mass  
transit solutions need to be included in the funding mechanism. The  
highway fund should be a transportation fund. I think the people are  
ready for this. As long as the transportation community does not  
articulately, forthrightly and loudly support a proposal like this, it  
won't pass. We then will be struggling over emission fees and other  
types of fees to fund public and mass transit options. 193 MIKE  
HOLLERN, OREGON TRANSPORTATION COMMISSION: My view is different from  
that of Senator Smith's view. We are in agreement with the objectives of  
this constitutional amendment. -Discusses the Oregon Transportation  
Plan. -Talks about the Intermodal Surface Transportation Efficiency Act.  
aSTEa) -Supports the vehicle emission fee bills and explains why. -We  
don't disagree with the objectives of SJR2. -Discusses the issue of  
public support. -Suggests waiting two years. 287 SEN. SMITH: Two

years ago SJR10 was put on hold. -Concerned about relying on ISTEPA and the federal government. -Responsibility as a state to explain this to the public. -We will have to do this at some point. -Discusses the I-5 widening project in Salem.

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331 HOLLERN: I agree with your objectives. Most people support the Transportation Plan until the implementation and the issue of taxes and flexibility. I just don't think we would have the funding available if we broaden things. I think that the principle of allowing those gas tax and vehicle registration fees and weight and mile taxes to go for roads is sufficiently supported and the needs are sufficiently high. We now have a new source which is more predictable and flexible. I think we can accomplish the various goals and not have an anti-auto program.

355 CHAIR DUKES: Do you have any assurances from House that the package of funding bills over there will be heard? 359 HOLLERN: No assurances at all. 363 CHAIR DUKES: I thought you might know if there would be more hearings on those bills. 369 HOLLERN: Those bills are best left alone until other broader budget issues are resolved.

387 JANET LOVELL-SMITH, OREGON SIERRA CLUB: Testifies in support of SJR2 and submits and reviews written testimony (EXHIBIT C)

TAPE 35, SIDE A

014 GARY CARLSON, ASSOCIATED OREGON INDUSTRIES: Testifies in opposition to SJR2 and submits and reviews written testimony. (EXHIBIT D) 028 SEN. SMITH: Does your board support the Transportation Plan?

030 CARLSON: They haven't taken a position yet. 032 SEN. SMITH: Did the subject of lack of access to rural areas come up?

037 CARLSON: We would oppose any proposal to use this money differently. The highway fund should stay committed to those uses it is currently dedicated to. 048 SEN. SMITH: So it wasn't an open discussion about other modes.

050 CARLSON: Our concern was for the potential diminishment of the resources.

053 CHAIR DUKES: Your testimony seems to imply that there are so many unmet needs out there that we need everything that is in the road fund plus the bills introduced. I don't think that's what is being attempted.

060 CARLSON: My understanding is that issue is part of the proposal and I'm not certain how extensive the understanding of that is.

063 CHAIR DUKES: I'm not sure about the understanding either, but that was the reason behind that proposal. You imply that there is so much of a need that they are proposing to increase the gas tax - 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. Senate Committee on Transportation March 17, 1993 - Page 4

4 cents a year for the next four years plus the other things, yet you're

looking at diverting money from it. I'm sure there are people who would say we need more money in the road fund.

072 CARLSON: My point is that for the last two or three legislative sessions the reports that have come from the legislature from the joint work of ODOT, cities and counties has identified many billions of dollars worth of unmet road needs. This measure, if adopted, I think would put pressure to remove some of those revenues that are there now, to deal with those unmet road needs.

078 SEN. SMITH: Does your board support the increases in the package in the House? 081 CARLSON: Yes.

087 RAY POLANI, CITIZENS FOR BETTER TRANSIT: Test)files in support of SJR2 and submits and reviews written testimony. (EXHIBIT E)

222 DELL ISHAM, AUTOMOBILE CLUB OF OREGON: It is our policy not to oppose any matter that would be put on the ballot to the voters. -Discusses constitutional amendment passed in 1979. -Reviews different polls taken on this issue. 339 SEN. SMITH: Some of the 13 programs coming out of the trust fund money had nothing to do with transportation. If SJR10 were opening the trust fund to pay for schools or anything but transportation I wouldn't support it. It is still for transportation. 382 ISHAM: The previous constitutional provision was interpreted to be funding eligible for anything that was highway related. Even though it was that specific the public didn't support it because highway related became parks, policing, museums and a lot of other things. 427 CHAIR DUKES: Similar legislation has been held up in the past so that a Transportation Plan could be created. 437 ISHAM: Discusses past legislation relating to the highway fund.

TAPE 34, SIDE B

016 FRED NUSSBAUM, OREGONIANS FOR COST EFFECTIVE TRANSPORTATION and OREGON RAIL AND TRANSIT ADVOCATES: Test)files in support of SJR2 and submits and reviews written testimony. (EXHIBIT fir) -We disagree with the financing aspect of the Transportation Plan. -Discusses the house finance package of bills. -Explains history of the emissions fee. -A full one third of the 20 year funding package proposed by ODOT is going to go to new construction and expansion. Is that wise use of our tax dollars? 090 SEN. KINTIGH: Could you clarify new construction.

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094 NUSSBAUM: Based on classifications that the road finance committee uses new construction or expansion has to do with: adding additional pavement where none exists, adding a lane to an existing highway, building a road where a road does not exist, or a new highway connection where none existed. It doesn't include straightening out a road for safety reasons or resurfacing. 125 HERMAN LEDER, CITIZEN: Test)files in support of SJR2 and submits and reviews written testimony. (EXHIBIT G) 180 JIM DAVIS, OREGON STATE COUNCIL OF SENIOR CITIZEN: Test)files in support of SJR 2. Submits and reviews written testimony. (EXHIBIT H) 216 SEN. SMITH: Asks about seniors who live in rural areas and how they get transportation. 226 DAVIS: Explains his organization and the rural burden in relation to transportation.

253 MIKE GRAINEY, OREGON DEPT. OF ENERGY: Test)ifies in support of SJR2. We believe this is very important for a balanced transportation problem. We support the package of bills in the House. We see the House bills as short term funding and SJR2 as a guarantee for funding over the long term. 286 JIM BEARD, OREGON ENVIRONMENTAL COUNCIL: Test)ifies in support of SJR2 and submits and reviews written testimony. (EXHIBIT J) -We feel the emission fee would also help with the congestion. -Discusses SB 18 relating to a fuel efficiency surcharge. -Explains how a fee-bate system would work. 351 DOUG ALLEN, CITIZEN: Testifies in support of SJR2. Submits and reviews written testimony. (EXHIBIT H)

TAPE 35, SIDE B

004 ALLEN: Continues with written testimony. (EXHIBIT H)

021 SEN.YIH: Are you suggesting state assistance if this resolution passes? 027 ALLEN: I think with a subsidy of \$40-50 thousand dollars per year a service could re-enter. -Discusses the cigarette tax money available. 045 SEN. YIH: So you think some kind of grant should be given to bus operators who provide service to the disabled and seniors. 050 ALLEN: I would do it based on the routes that are not being served. The state could allocate an amount for that area and then take bids on providing the service. It is more efficient to allow everyone to ride the bus. 056 SEN. YIH: What about the cigarette tax to help with the needed routes?

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062 ALLEN: The cigarette tax wasn't applicable to our situation.

076 CONNIE MCCREADY, FORMER STATE REPRESENTATIYE and FORMER MAYOR OF PORTLAND: Test)ifies in support of SJR2. -We can't keep on building freeways that are obsolete before they are finished. -We need the ability to be flexible when choosing alternatives. -Discusses the Mount Hood freeway plan. -The time for the dedicated precious gas tax is gone. -Discusses the Capitol Mall area. 141 TIM RAPHAEL, OSPIRG: Test)ifies in support of SJR2. Submits and reviews written testimony. (EXHIBIT L) 209 JIM HOWELL, OREGON RAILWAY PASSENGERS ASSOCIATION: Test)ifies in support of SJR2 and submits and reviews written testimony. (EXHIBIT M) 266 CHAIR DUKES: Adjourns meeting at 5:06 p.m.

Submitted by, Reviewed by,

Shannon Gossack Ruth Larson Assistant Administrator

EXHIBIT LOG:

A - SJR2-1 amendments, staff, 2 pas. B - Testimony SJR2, Dan McFarling, 9 pas. C - Testimony SJR2, Janet Lovell, 1 pg. D - Testimony SJR2, Gary Carlson, 2 pas. E - Testimony SJR2, Ray Polani, 3 pas. F - Testimony SJR2, Fred NusSB aum, 2 pas. G - Testimony SJR2, Herman Leder, 2 pas. H - Testimony SJR2, James Davis, 1 pg. I - Testimony SJR2, Michael Grainey, 2 pas. J - Testimony SJR2, James Beard, 2 pas. K - Testimony SJR2, Douglas Allen, 2 pas. L - Testimony SJR2, Tim Raphael, 2 pas. M - Testimony SJR2, Jim Howell, 8 pas.

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