

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.

Measures Heard
Organizational Hearing

SENATE COMMITTEE ON
TRANSPORTATION

January 22, 1991 Hearing Room 137
8:00 a.m. Tapes 3-4-5

MEMBERS PRESENT: Sen. Joan Dukes, Chair
Sen. William McCoy, Vice-Chair
Sen. Peter Brockman
Sen. Glenn Otto
Sen. Tricia Smith
Sen. Eugene Timms

MEMBERS EXCUSED: Sen. Paul Phillips

STAFF PRESENT: Ruth Larson, Committee Administrator
Shannon Gossack, Committee Assistant

WITNESSES: Senator Brenneman
Ron Eachus, Public Utility Commission
Dave Astle, Public Utility Commission
Claudia Howells, Public Utility Commission
Dave Talbot, Parks & Recreation Dept.
Gil Bellamy, Traffic Safety Commission

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TAPE 3, SIDE A

ORGANIZATIONAL MEETING

008 CHAIR DUKES: Calls meeting to order at 8:15 a.m.

010 SENATOR BRENNEMAN: Proposes that the Senate Transportation Committee adopt LC 1668 regarding toll roads so there can be an open discussion on the issue. There seems to be an increase in use in the Coastal area and maybe this can open dialogue for toll roads in Oregon.

028 MOTION: Senator McCoy moves to adopt LC 1668.

037 CHAIR DUKES: I think it is time for this discussion in the legislature, but if I vote to introduce this it in no way means I support this bill.

VOTE: Hearing no objection the motion is adopted.

020 RON EACHUS, COMMISSIONER, PUBLIC UTILITY COMMISSION: Introduces staff for overview of the Public Utility Commission.

030 DAVE ASTLE, COMMISSIONER, PUBLIC UTILITY COMMISSION: Introduces himself and Claudia Howells.

083 CLAUDIA HOWELLS, DEPUTY DIRECTOR, PUBLIC UTILITY COMMISSION: Submits and reviews written testimony. (EXHIBIT B) (EXHIBIT C)

230 HOWELLS: Continues reviewing written testimony. (EXHIBIT B & C)

TAPE 4, SIDE A

018 HOWELLS: Continues summarizing written testimony. (EXHIBIT B & C)
-Discusses the issue of Federal pre-emption regarding motor carrier taxation.

118 CHAIR DUKES: Thank you for being so open.

129 SEN. TIMMS: Thanks Department for the work done in his district regarding railroads. What is being done in rural areas for the small business owner regarding the truck service?

144 ASTLE: There is not a lot we can do. The Department of Transportation is probably the only agency the can address that.
-Discusses the Eastern Oregon Fastfreight.
-We can only control the Intrastate rates.

170 SEN. TIMMS: Do intrastate rates have to be consistent and fair?

176 ASTLE: They must be cost based. It must be based on some cost information.

186 SEN. TIMMS: Deregulation of trucking may be the answer for rural areas. Maybe we should allow the independent to do their own trucking. It seems that the bigger guys get bigger and the little guys go out of business.

198 EACHUS: At this time we can guarantee a level of service for a set rate. In the interstate the large customers get the discounts and the smaller customers do not. They also do not get the regular service.
-Discusses the law concerning discounting.
-Under the existing statute the smaller customer can be assured that they will have an adequate level of service at reasonable rates.
-Issue of deregulation is certainly something that needs to be looked at.

272 SEN. TIMMS: It's getting tougher. It effects a lot of different things in the community.

287 NORM MEYERS, ADMINISTRATOR, ECONOMIC REGULATIONS, PUBLIC UTILITY COMMISSION: Typically the bus lines function as passenger and parcel carriers.

296 SEN. TIMMS: I'm talking about freight as in product.

313 SEN. BROCKMAN: Why is the rate for the wood chip truck so much more?

326 ASTLE: Rates are set by the legislature and we are not involved in the policy making. Utilization of the equipment is very important in determining the flat fee.

351 SEN. OTTO: I don't want this to sound negative but, how many people do you have here today?

360 EACHUS: Seven at least.

363 SEN. OTTO: Are all of these people needed? Who is manning the shop?

368 EACHUS: Whether or not they are all needed depends on what the Committee is going to ask us. In the spirit of openness we thought it would be important to put a name with a face. Overall I think it has helped facilitate our relationship our agency has with the legislature.

405 SEN. OTTO: Discusses measure 5 in regards to the legislature.

438 EACHUS: We do have people registered as lobbyists. In the future you will not see all of these people.

457 SEN. SMITH: Asks about weight-mile research outlined in testimony.

TAPE 3, SIDE B

012 ASTLE: Discusses study underway which uses radio transmitters to transmit the truck identification to the weigh masters of the port. Describes how it would eliminate unnecessary stops. It also lets us know who is operating on the Oregon highways so that we can be sure that those who are operating and not paying their taxes are duly noted. It can be defined as a big brother type program.

035 CHAIR DUKES: Thank you for coming.

044 SEN. MCCOY: Would you send me your Affirmative Action Program as well as the last report?

048 ASTLE: Yes, we would be happy to do that. We have a very active Affirmative Action program and we are very proud of our record.

058 DAVID TALBOT, PARKS & RECREATION DEPARTMENT: Submits and reviews written testimony. (EXHIBIT D)

085 SEN. MCCOY: Are rest stops considered campgrounds?

086 TALBOT: Yes, in some cases. In some cases it is easier for us to provide the upkeep of a rest area and then the Highway Division would pay the Department for that service.
-Continues with review of Department.

112 CHAIR DUKES: Are you going to try to raise the camping fees up to \$14.00 per night?

117 TALBOT: Our policy for years was to only charge enough to recover the cost of providing the service. The new commission thinks that should be changed.

122 SEN. MCCOY: What do you presently get from gas tax monies?

123 TALBOT : For those places that can be legally defined as rest areas we can charge those off.

128 CHAIR DUKES: Do you think there will be a drop in use if you raise the fees?

130 TALBOT: We haven't raised the fee this much before. We are not sure what will happen.

140 SEN. SMITH: What does the Commission intend to do with this extra revenue?

151 TALBOT: I think they want to present themselves to you and the general public as getting all the revenue they can before they ask for anymore.

161 SEN. SMITH: A lot of Oregonians will not be able to go to parks if we raise the fees. I want our parks to be Oregonian parks not rich people parks.

175 CHAIR DUKES: Is the Parks Commission willing to participate with us in some legislative oversight when it comes to raising the fees?

181 TALBOT: Yes, although you have granted the Department with the authority to regulate its own fees.
-The Commission is struggling with the fee issue among themselves.

193 SEN. SMITH: General fund agencies are very concerned. I still think everyone should have access. Will the day use fees be raised as well?

201 TALBOT: Yes, Oregon is one of the few states that doesn't have a very aggressive day use fee. In eleven of our parks we do charge a daily fee. A lot of our parks are not destination parks and we are not efficient in collecting a day use fee.

224 SEN. SMITH: Will you go to the public on all of your issues?

225 TALBOT: Yes we will.

229 CHAIR DUKES: Are looking for a permanent funding source?

241 TALBOT: Yes we will. If you want Oregon State Parks then we need to invest in the future.
-Compares use of Parks to staffing loads.
-Discusses funding breakdown in regards to historic preservation.
-Relates Oregon Parks to Oregon economy.
-Discusses 2010 plan which would protect the basics.

294 SEN. MCCOY: When were you taken out of the Highway?

303 TALBOT: We were taken out of the Highway in 1980. It came out of the 70's when there was a gas crunch. The legislature thought that it would be wise to take the State Parks and the State Police out of the Highway Fund and into the General Fund which at that time was very ample.

319 SEN. MCCOY: Are we behind in maintenance and upkeep of what we have today?

324 TALBOT: There are those who aren't so sure. We feel we are doing the best we can.

331 CHAIR DUKES: You do have a new State Park in Oregon.

333 TALBOT: We may be about to have a new park. The Banks-Vernonia Park which is an abandoned railroad right of way which we are trying to convert.

353 SEN. OTTO: Which is the most heavily used park in Oregon?

356 TALBOT: Probably the coastal parks and then the Columbia Gorge, and then Fort Stevens is also a heavily used campground and day use park.

382 SEN. TIMMS: Why aren't the state parks in the lottery?

398 TALBOT: Because my boss told me to keep out of that.

408 SEN. TIMMS: It seems that some of the money that has been raised for

the TouriSMIndustry
ought to fit somehow with the State Parks. It certainly relates to
tourism.

TAPE 4, SIDE B

008 SEN. MCCOY: We can issue something from committee. What is the annual
budget?

013 TALBOT: 25 million.

016 SEN. TIMMS: Last session Senator Mae Yih got money for covered bridges.

042 GIL BELLAMY, ADMINISTRATOR, TRAFFIC SAFETY COMMISSION: Submits and
reviews written testimony. (EXHIBIT E) (EXHIBIT F)
-Discusses the Oregon helmet law.

129 CHAIR DUKES: Do you have figures on the most serious types of
accidents?

135 BELLAMY: The helmet law saved closed head injuries. You will hear a
lot about head trauma
this session. Fatalities and permanent brain injuries have been reduced.
-Continues reviewing testimony. (EXHIBIT E)

300 SEN. MCCOY: Are the interlock systems through private companies?

302 BELLAMY: Yes, there are four companies that make them, but only one in
the Oregon market.

305 SEN. MCCOY: Concerned about these companies and their policies
regarding the people that
use the devices.

317 BELLAMY: We do pursue all complaints. There is only one service
department in Wilsonville.

348 SEN. SMITH: Why doesn't Oregon require driving tests periodically?

370 BELLAMY: I think it is a question of cost to do that. The Motor
Vehicle Department would
be able to answer that question.

396 SEN. SMITH: What is happening with the Driver Education Programs in
Oregon.

408 BELLAMY: It again is a question of cost. We support Drivers Training
and believe it is as
important to teach kids how to stay alive as it is to teach them how to
make a living. Drivers
Training is usually one of the first things cut in a school budget.

TAPE 5, SIDE A

007 SEN. SMITH: What kind of increase would be required in renewal fees to
cover the cost of
Drivers Education in Oregon? Well that's probably a question for Motor
Vehicle.

013 SEN. OTTO: Do any States have a basic safety check for vehicles? Do
you think it would
improve traffic safety?

024 BELLAMY: Most of the states with inspections are in the East. Yes, it
would reduce traffic
accidents but I don't know that it would reduce them as much as it would
cost to run a program
like that.
-Explains Worker Compensation issue in regards to traffic safety.

071 SEN. MCCOY: So you are recommending total comprehensive systems?

076 BELLAMY: Yes, it will cost money to get started but a lot less in the long run. Prevention is a key issue.
-Discusses helmet law in regards to bicycles.

088 SEN MCCOY: Requests that the staff get the bill on the State Park in regards to lottery money.

098 CHAIR DUKES: adjourns hearing at 10:15 a.m.

Submitted by:Reviewed by:

Shannon GossackRuth Larson
AssistantAdministrator

EXHIBIT LOG:

A - Senator Brenneman, LC Draft 1668, 3 pages
B - Claudia Howells, Testimony, 28 pages
C - Claudia Howells, Testimony, 11 pages
D - Dave Talbot, Testimony, 2 pages
E - Gil Bellamy, Testimony, 78 pages
F - Gil Bellamy, Testimony, 9 pages