

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
PH: SB 561

SENATE COMMITTEE ON
TRANSPORTATION

March 19, 1991Hearing Room C
8:00 a.m.Tapes 45 - 48

MEMBERS PRESENT:Sen. Joan Dukes, Chair
Sen. William McCoy, Vice-Chair
Sen. Peter Brockman
Sen. Scott Duff
Sen. Paul Phillips
Sen. Tricia Smith
Sen. Eugene Timms

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

WITNESSES: Representative Mike Burton
Representative Lonnie Roberts
Representative Bob Pickard
Mike Meredith, Oregon Trucking Association
John Sallak, Oregon Trucking Association
John Pearson, Oregon Trucking Association
Ralph Stean, Citizen
Warren Hoemann, Yellow Freight Systems
John Beede, Yellow Freight Systems driver
Jack Lindquist, United Grocers
Dell Isham, Automobile Club of Oregon
Steve Johnston, Oregon Dept. of Transportation
Bob Young, Yellow Freight Systems
Paul Henry, Public Utility Commission

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TAPE 45, SIDE A

008 CHAIR DUKES: Calls meeting to order at 8:08 a.m.

PUBLIC HEARING ON SB 561

012 RUTH LARSON, COMMITTEE ADMINISTRATOR: Reviews background information in Committee member folders. (EXHIBIT A, B & C) Submits written testimony of GEORGE MATTES AND HAROLD HANZLIK M.D. for the record. (EXHIBITS D & E)

050 SENATOR WILLIAM MCCOY: Reviews intent of SB 561.

068 SEN. PHILLIPS: Is there any evidence that relates triples to the increased death tolls for vehicular deaths?

076 SEN. MCCOY: We do have statistics that include the number of accidents involving triples from

198 9-1990.

083 REPRESENTATIVE LONNIE ROBERTS: Testifies in opposition to SB 561.

-Discusses personal background as truck driver.

-Refers to statistical sheet. (EXHIBIT C)

-Describes how SB 561 would increase truck traffic in the state of Oregon.

-Explains that triples are economical and safe.

138 SEN. MCCOY: In your 24 years of driving have you driven triples?

141 REP. ROBERTS: Never on the road.

143 SEN. MCCOY: Where are triples safe?

145 REP. ROBERTS: Where are they so dangerous? The trailers will trail one another. Even a set

of doubles can be dangerous; especially if there is not weight in the trailer.

152 CHAIR DUKES: Discusses the steady increase in accidents and increased weight in regard to triples.

157 REP. ROBERTS: Discusses the deregulation issue.

-Expresses the issue of training and safety.

178 CHAIR DUKES: Do you think the increase will continue?

180 REP. ROBERTS: The more trucks out there the more accidents you're going to have. There will

be an increase in all types of trucks not just triples.

188 REPRESENTATIVE BOB PICKARD: Suggests reducing the overall length of trucks.

-Discusses truck traffic through Bend Oregon.

-Suggests that railroads are an alternative means of transportation.

-Discusses limiting the numbers of trucks.

238 REPRESENTATIVE MIKE BURTON: Discusses his district in regard to truck traffic.

-Discusses the issue of safety in regard to triples.

-Explains what the cost to companies would be if SB 561 were to become law.

-Describes the economics of Oregon in relation to overseas markets and how that is tied to both the rail and trucking systems.

339 CHAIR DUKES: We specifically requested that Mr. Bothman be here.

341 STEVE JOHNSTON, WEIGHMASTERS, HIGHWAY DIVISION: Submits and reviews written testimony. (EXHIBIT F)

TAPE 46, SIDE A

010 JOHNSTON: Continues with written testimony. (EXHIBIT F)

048 SEN. SMITH: Are the 4,800 permits issued to the truck or the company?

057 JOHNSTON: The permits are issued to the truck.

058 SEN MCCOY: Are you recommending to do away with doubles instead of triples?

061 JOHNSTON: I think every truck should be permitted. There are a lot of trucks that aren't permitted.

066 SEN. MCCOY: Doubles are not permitted?

069 JOHNSTON: Explains the weight of trucks in regard to permitting.

071 SEN. MCCOY: Do you recommend more triples?

077 JOHNSTON: I do not believe that the data supports taking a vehicle off of the road; triples have been here since 1967 and have established a good track record.

092 SEN. TIMMS: Do the triples have separate braking and are they required to have better braking devices than the double trailers? Is each axle on each trailer allowed a

certain amount of weight?

096 JOHNSTON: If they are better I am not sure. The weight would be less on a triple because of the permitting restrictions.
-Discusses axle weights.

125 SEN. DUFF: You said the accident rate for triples is lower than in your chart. (EXHIBIT F)

127 JOHNSTON: The Public Utility Commission, along with the trucking industry went through the data.
-Explains how the accident reports were written.

147 CHAIR DUKES: We have no way of knowing double trailer accidents versus triples trailer accidents.

153 SEN. TIMMS: Asks about the increased number of trucks if SB 561 were to become law.

155 JOHNSTON: Explains the number of trailers needed in regard to loads.
-Discusses the number of permits issued.

172 SEN. SMITH: Asks about how companies would haul loads if they had no triples.

183 JOHNSTON: There would be more trucks on the road; the trucking industry would be the people to ask.
-Discusses history of triple trailers in the state of Oregon.

220 CHAIR DUKES: Is it possible to get an approved route but not use it?

223 JOHNSTON: That is correct. We have no way to track what routes are not used.

228 CHAIR DUKES: Expresses concern about increased use of routes.

232 JOHNSTON: Everyone is becoming more efficient in regards to shipping.
-Discusses the increase in stores and major shopping malls.

242 CHAIR DUKES: What are the requirements to get a new route?

245 JOHNSTON: Discusses the process and requirements used to approve a route.

277 CHAIR DUKES: What is adequate passing?

282 JOHNSTON: If there is a thirty mile stretch and no way for another car to pass we would probably turn it down. There are some areas where we can't approve triples at all.

291 CHAIR DUKES: Discusses map in regard to approved routes in the western portion of highway 26. (EXHIBIT B)

312 CHAIR DUKES: Has there been a decrease in singles and doubles since we increased triples?

317 JOHNSTON: I can't answer that.
-Discusses the growth in population.

327 CHAIR DUKES: Asks how Oregon compares to the State of Washington in regard to number of trucks on the road.
-Discusses the emergency weight permit.

349 JOHNSTON: Discusses the elimination of the modified division 74 of administrative rules.
-Explains how the formula for the weight was developed.

380 CHAIR DUKES: Asks for research on the weight issue and what led to the emergency situation.
-I have received some information regarding accidents and triples on smaller highways.

387 JOHNSTON: It is my understanding that I-5 and I-84 are where most accidents happen.

411 CHAIR DUKES: Please convey to Mr. Bothman my extreme concern; that although we specifically requested his presence today, that he did not feel it appropriate to attend.

415 JOHNSTON: I will call his office as soon as I leave here.

420 CHAIR DUKES: We wanted the agency to take a position on this bill so we could ask all of our questions and not have to interrupt the other people here wanting to testify.

424 MIKE MEREDITH, OREGON TRUCKING ASSOCIATION: Submits and reviews written testimony. (EXHIBIT G)

TAPE 45, SIDE B

048 MEREDITH: Continues with written testimony. (EXHIBIT G)

086 JOHN SALLAK, OREGON TRUCKING ASSOCIATION: Testifies against SB 561. -Continues with written testimony. (EXHIBIT G)

136 CHAIR DUKES: Do you have any information on the types of accidents occurring and where they happen?

140 SEN. SMITH: Where did the statistics on accidents in your testimony come from?

146 SALLAK: That was provided by the Permit and Weighmaster Division of the Highway Division.
-Triples miles are not recorded specifically.
-Explains how the ratio was developed to compare triples to non-triples.

155 SEN. SMITH: How did the weighmasters develop numbers for other trucks?

160 JOHN PEARSON, OREGON TRUCKING ASSOCIATION: Discusses the controls on triples in Oregon.
-Discusses technical issues in regard to driving.

245 JACK LINDQUIST, UNITED GROCERS & OREGON FOOD INDUSTRY: Testifies in opposition to SB 561.
-Discusses safety, fuel and highway impact in regard to triples.

276 SEN. MCCOY: Would there be a savings in labor if triples were banned?

282 SEN. PHILLIPS: Would there be additional trucks on road if triples were banned?

293 LINDQUIST: Explains the load a triple can carry and how that would affect workers, highways, and business owners.

309 SEN. PHILLIPS: Asks about safety programs for doubles and triples.

317 LINDQUIST: Explains safety programs.

323 SEN. DUFF: Would this increase costs for consumers?

327 LINDQUIST: Yes I believe it would.

334 CHAIR DUKES: How many more trucks do you run in Washington State?

338 LINDQUIST: We run 70 units in Portland and another 35 in Medford. Out of Portland we supply food products as far north as far as Bellingham.

350 CHAIR DUKES: You can't run triples in Washington. I was just curious about how many more trucks it takes you to haul food into Washington.

355 LINDQUIST: We have never looked at that because it is illegal to run triples in the state of Washington. We can run overweight doubles.
-Discusses the weight per trip and how that would effect a load.

364 SEN. SMITH: Asks about oversize and overweight loads in Washington.

371 LINDQUIST: We permit for 102,000 pounds. The weight per axle would be more on the combination going into Washington than it would be on a triple in the state of Oregon.

390 RALPH STEAN, CITIZEN: Submits and reviews written testimony. (EXHIBIT H)
TAPE 46, SIDE B

055 SEN. SMITH: Have you ever reported to a company; to the proper authorities?

058 STEAN: Discusses personal experience in regard to illegal operation of triples.

069 SEN. SMITH: Have you ever contacted the Public Utility Commission about your concerns?

073 STEAN: Explains how and why a permit can and cannot be taken away.

076 SEN. SMITH: What was the response you got from the people you reported to?

080 STEAN: Discusses the issue of being cited.

095 SEN. BROCKMAN: I don't think that when dispatchers are sending trucks out when they shouldn't that it should be the truckers fault.

109 PAUL HENRY, PUBLIC UTILITY COMMISSION: Submits and reviews written testimony.
(EXHIBIT I)

154 CHAIR DUKES: Asks about accidents in regard to triples and the distance traveled off the main route.

161 HENRY: I am not sure.
-Continues with written testimony.(EXHIBIT I)

179 SEN. SMITH: Asks about complaints received by the Public Utility Commission on triple trucks.

180 HENRY: Most frequent complaint is speed. Personally I am not aware of any.
-Discusses what he would do if he received a complaint call.

206 SEN. PHILLIPS: Asks about the confidentiality issue.

211 CHAIR DUKES: Asks about statistics on accident rates. Which statistics are accurate?

236 HENRY: Explains accident statistics.(EXHIBIT I)

254 CHAIR DUKES: Your statistics are substantially lower than the statistics that the Weighmasters provided us with.

261 HENRY: Discusses the conflict between the statistics.
-Continues with written testimony. (EXHIBIT I)
-Discusses the issue of carriers reporting number of miles traveled under their triple trailer permit.

282 SEN. PHILLIPS: Can you do that by rule?

286 HENRY: Easiest way would be to insert that requirement into ODOT's application for permit authority.
-Continues with testimony. (EXHIBIT)

327 SEN. SMITH: What is the number one safety problem industry wide?

332 HENRY: Discusses triple trailer braking systems.
-Continues with written testimony.(EXHIBIT)

393 SEN. SMITH: Do you think the accident rates for triples warrant any kind of additional requirements above what happens with doubles? Have you looked at doubles the same way you've looked at triples?

415 HENRY: I don't know if there are additional reasonable requirements. I would suggest that the industry take a look at the safety issues. We haven't looked at doubles the same way we have triples.

431 CHAIR DUKES: Is the long load sign reflected?

436 HENRY: I am not sure.
-Discusses current studies underway.

TAPE 47, SIDE A

027 SEN. SMITH: Asks why an additional trailer would be a safety risk.

036 SEN. DUFF: Asks for clarification on the accident summary from the Oregon Trucking Association.

042 HENRY: Ice and snow is not a contributor to the accident rates.
-Continues with testimony. (EXHIBIT I)

079 SEN. SMITH: Are you suggesting that the industry perform additional pre-trip inspection in regard to the braking systems?

096 HENRY: No not at this time. This information is new and maybe there needs to be some time for the industry to react to this.

109 SEN. SMITH: I have no problem with making sure trucks have adequate braking systems, but there seems to be a focus on triples; why not doubles? I think the requirements should apply to all trucks.

116 HENRY: Discusses comparison of Oregon triples versus other states.

155 WARREN HOEMANN, YELLOW FREIGHT SYSTEMS: Submits and reviews written testimony. (EXHIBIT J)
-The railroad industry has a national campaign against trucking.

160 CHAIR DUKES: The train folks were not involved with the drafting of this bill.

299 JOHN BEEDE, TRUCK DRIVER: Discusses personal experience in driving triple trailer trucks.

340 SEN. SMITH: If you run into fog along your route what do you do?

245 BEEDE: Discusses how the CB radio can help in determining weather conditions.
-Describes personal criteria for dropping a trailer.

251 SEN. SMITH: So you feel comfortable about knowing what the weather would be because of you CB radio and other means. What do you do if you know there is bad weather?

256 BEEDE: I call the dispatcher and let them know where I am going to drop the third trailer.

373 CHAIR DUKES: Do you drive on predominantly I-5? What about a two lane road?

376 BEEDE: Sometimes there isn't anywhere to drop a trailer on a two lane highway.
-Discusses personal procedure in a situation where there was not a place to drop a trailer.

TAPE 48, SIDE A

007 BOB YOUNG, YELLOW FREIGHTWAY SYSTEMS: Discusses personal experience in

the
trucking industry.

018 SEN. PHILLIPS: Mr. Beede are you a member of a union or association?

028 BEEDE: I am a member of the teamsters; local 81.

042 DELL ISHAM, AUTOMOBILE CLUB OF OREGON: Submits and reviews written
testimony. (EXHIBIT K)

169 CHAIR DUKES: Asks about references for the statistics within testimony.

187 SEN. PHILLIPS: You said the Federal Highway Administration concluded
that triples are much
worse than other trucks. This directly contradicts previous testimony.
Could I please have a copy
of that study and when and where it was done.

201 ISHAM: That study was done in 1986.

208 SEN. PHILLIPS: You said in your testimony that 4 out of 5 transit
drivers do not want to drive
extra long vehicles. What study is that and when and where was that done?

212 ISHAM: It was 1990 study done by the AAA Foundation for traffic safety.
It was conducted
primarily in the western states.

220 SEN. PHILLIPS: Could I have a copy of that also. You say that the real
experts are truck
drivers.

221 ISHAM: It did study truck drivers.

224 SEN. PHILLIPS: The worse testimony we have heard on triples in regard to
safety is that they
are no less safe. You conclude they have a fair safety record. What
evidence do you have to
support that?

329 ISHAM: I just said triples are not comparable. The evidence is the
different regulatory scheme.
You need to compare similar modes of transportation that have the same
requirements.

232 SEN. PHILLIPS: So you're saying that a well regulated industry would
have a better safety than
one not regulated.

236 ISHAM: If they are regulated.

287 SEN. PHILLIPS: You just said they are more regulated. When you spread
weight over a number
of axles you actually have less damage to roads? Do you agree with that?

290 ISHAM: Yes.

291 SEN. PHILLIPS: It seems that triples would be less damaging than double
trailer with oversized
loads.

292 ISHAM: We would prefer to have the weight limited to 80,000 pounds.
Triples do less than
others but they would do even less if the weight were 80,000 pounds.

294 SEN. PHILLIPS: Asks about study regarding speed limits. (EXHIBIT K)
-I need some statistical data to back up your testimony.

296 SEN. SMITH: Do you want triples removed from the roads? According to
everything we have
heard about that today it would cause more trucks on the road.

301 ISHAM: I am not really sure that would be the result.

313 SEN. SMITH: Asks about drivers being intimidated by triples.

325 ISHAM: I don't think anyone should be afraid to drive on the road.

332 SEN. SMITH: You suggested we restrict triples to the interstate. PUC has

indicated that is where the majority of the accidents occur. If our interest is highway safety wouldn't we want to do the opposite of that?

340 ISHAM: More accidents occur on the interstate because that is where the triples are.

345 SEN. SMITH: I am still confused about your statement regarding accident rates not being comparable. Do you think all trucks should be permitted in the same way?

352 ISHAM: I am not prepared to answer that last part of your question. It is important that regulations stay in place.

369 SEN. SMITH: Do you think all trucks should have regulations?

374 ISHAM: Personally I think we should. I think that if all trucks had the same regulations then we could compare one with the other.

382 CHAIR DUKES: Adjourns hearing at 10:55 a.m.

Submitted by, Reviewed by,

Shannon R. Gossack
Ruth Larson
Assistant Administrator

EXHIBIT LOG:

A - Staff, SB 561, 2 pgs.
B - " ", SB 561, 12 pgs.
C - " ", SB 561, 1 pg.
D - George Mattes, SB 561, 2 pgs.
E - Winnifred & Harold Hanzlik, SB 561, 1 pg.
F - Steve Johnston, SB 561, 7 pgs.
G - Mike Meredith & John Sallak, SB 561, 41 pgs.
H - Ralph Stean, SB 561, 2 pgs.
I - Paul Henry, SB 561, 27 pgs.
J - Warren, Hoemann, SB 561, 9 pgs.
K - Dell Isham, SB 561, 5 pgs.
L - Lynn Jenkins, SB 561, 1 pg.
M - Steve Skenzick, SB 561, 1 pg.
N - Gerald Huxford, SB 561 1 pg.
O - Jim Foster, SB 561, 3 pgs.
P - Jerry Eiler, SB 561, 2 pgs.
Q - A. Daniel O'Neal, SB 561, 9 pgs.
R - Weldon Sloan, SB 561, 2 pgs.
S - Buck Colleknon, SB 561 2 pgs.
T - Everett Cutter, SB 561, 9 pgs.
U - Ross Gaussoin, SB 561, 25 pgs.
V - Bill Knox, SB 561, 3 pgs.
W - Representaive McTeague, 2 pgs.