

Senate Committee on Transportation  
January 20, 1991 - Page

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

May 16, 1991Hearing Room C  
8:00 a.m.Tapes 88-

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

MEMBER EXCUSED:

VISITING MEMBER:

STAFF PRESENT: Ruth Larson, Committee Administrator  
Scott Marshall, Committee Assistant

MEASURES CONSIDERED: SB 859 - Requires impoundment, confiscation and forfeiture of vehicle driven by person with two or more DUUI. SJM22 - Memorializes Congress to mandate use of splash and spray devices on vehicles with gross weight of 26,000 pounds or more. HB 2475 - Creates Traffic Safety Division and Traffic Safety Committee within the Department of Transportation. HB 2887 - Requires auxiliary locomotive power units not attached to train to be operated by more than one person except when operating in railroad yards or terminals.

WITNESSES:

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TAPE 88, SIDE A

CHAIR DUKES: Calls the meeting to order at 8:

RUTH LARSON, COMMITTEE ADMINISTRATOR: Reviews the items on today's agenda.  
work session on SB 859

SENATOR BUNN: Submits and reviews -9 amendments (EXHIBIT A). lines 23 and 24, pg 2.

MOTION: sen mccooy moves amends

motion: moves amend 27 in blank

motion: moves as amended to floor with a do pass  
carries

PUBLIC HEARING ON SJM22

KEN EVERT, OREGON DEPARTMENT OF TRANSPORTATION: Submits and reviews  
testimony  
(EXHIBIT B).

DUKES: id the federal govt bout to talke up the issue again?

EVERT: I believe they are.

DEL ISHAM, ACOO: Relates suppport.

DUKES: Oregon Trucking Association is in support.

WORK SESSION ON HB work sesion on HB 2475

BOB BOTHMAN, ODOT: Submits nad reviews testimony (EXHIBIT C).

SMITH: if you dupolicate certain services will there be savings?

BOTHMAN: I am convinced there will be a savings in the long tyerm.

BELLOMY: Submits and reviews testimony (EXDHIBITS D & E).

DUKES: In oredr to save them we need to move someplace?

BELLOMY: different issue, fed. funding time limit. the gomvners office  
has to deal wiht dot and  
the////

MCCOY: staff in DOT, OAAA, amd DMV will combine? Thejy have a safety unit  
already in DOT, so  
why are you coming here if you are not going to merge?

BEL:

BOTHMAN: we will not merge in this bill. we will deal with that later. the  
driver and the highway

should be pulled together.

MCCOY: perhaps we should expedite the process with some amendments

SMITH: is it more efficient not to merge now, concept is good, but why does it take more people to do amore efficient job?

BELLOMY: providing bike safety and bike training.

SMITH: why dont you know now?

tape 89, side a

BELLOMY:

SMITH: who approved for prefiling?

BELL: its the governors bill.

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BELL: traffic records has everybody involved.

SMITH: funded out of highway fund?

BELL: most is fed. funding. some from highway.

JANET CARILSON, : recommended to bring in the .. many of the positions are grant managers. it makes sense for safety commission to combine on a variety of issues. savings will be long term - operating a s a division will see the places for savings.

DUKES: exec. dept. would be willing to take a harder look?

JANET: yes.

PHILLIPS: is your budget going to change?

BOTHMAN: no/. we have five but none will change. in catch 22 - proposed to put it place, decided to wait for the leg.

PHILLIPS: everybody says its a good idea, then you say you are waiting for leg., you should have it put together with specifics.

BELL:

TIMMS: with Ballot Measure 5, people want cuts, why cant we have an savings impact statement? we want to streamline.

DUKES: look at the merger plan. need a plan that saves money.

BOTHMAN: should direct us.

SMITH: would like to see where the savings are.

MCCOY: are including that the dmV will be

TIMMS: apolog

PHILLIPS: concept on safety is good. the problem is that its not complete.

180 PUBLIC HEARING ON SB 2887

LARSON: Reviews the status of SB 2887.

SEN DUFF: The helper bill is to solve the safety problem.

-Explains the reasoning behind this legislation.

REP. BAUM: This bill passed 42 -14 in the house with bi-partisan support.

Large percent of the

accidents are in our districts. Public safety should be in the hands of the legislature. The puc

recommende to Bob Packwood that something be done, but nothing as of yet.

Must negate the

potential for tragic accidents.

PHILLIPS: Safety should be considered in labor union negotiations.

BAUM: Also represent the pedestrian and those not within the union. We are the ultimate

arbitors of this issue considering the large area.

347 MCCOY: In collective bargaining there is always two sides.

TIMMS: Have ridden the train?

BAUM: Took a 2-3 hour ride about a year ago. After the ride I was shocked

at the state of

things.

DUFF: I have lived by the system, and know of an individual that was killed by the train.

tape 88, side b

PHILLIPS: Was the train manned by only one?

DUFF: not sure.

SUSSIE TAIVELL, BLE: Submits testimony (EXHIBIT F). Shows video dealing with visibility.

TIMMS: removed safety devices.

TAIVELL: dead mans pedal. rialroad to it out at the same time the one

helper program was established.

DOUG HORTSTAM, UNION PACIFIC RAILROAD: the pysiological effects of the job.

the constantly

changing work schedule causes something similar to jet lag.

PHILLIPS: see this as a labor relations issue?

HORSTAM: no. cant work for the public.

DELMER HANSON: In March of 1988 expressed our concern about his issue. A local manger approached me and compared my job to that of a trucker's.  
-Discusse the role of the review board.  
-Letter from chairman of Union Pacific Railroad expressing the in

DUFF: You followed procedures both verbal and written.

DAN BOWEN: In support of SB 2887 for public safety. Have to care for my children and work is very fatiguing and a second man would be very helpful. All it takes is 5 minutes of nodding off, and I might take someone else's life.

DUKES: When there are the votes to carry a bill, we should move ahead.

BRANT HULSE: Involved in local issues for many years, the issue is not labor its public.

GORDON SPENCER: In support of SB 2887.

PATRICK O'ROURKE: In support of SB 2887.

DAVID FISCHER, UNION PACIFIC RAILROAD: Against this bill. Submits and reviews written testimony (EXHIBIT G).

TAPE 89, SIDE B

FISCHER: Continues to review testimony.

PHILLIPS: Is this done by collective bargaining or how?

FISCHER: I know of no other states with a helper crew.

PHILLIPS:

??BALDY

MCCOY: Used to have two

ROGER LARKEM: we went to one man helper because southern operated with only one and they had no problems.

BALDY: common practice

PHILLIPS: since you have been oiperating under current law, has there been a change in the accoident ratio?

LARKEM: the overall safety

WORK SESSION

MOVE PHILLIPS 2 year sunset failed

move to floor -mccoy carries

