

Senate Committee on Transportation
June 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

June 20, 1991Hearing Room C
8:00 a.m.Tapes 108 - 109

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

EXECUTIVE APPOINTMENTS: Transportation Department, Director of - Donald Forbes.

Lane County Mass Transit District Board - Jack A. Billings

MEASURES CONSIDERED: HB 2904 - Allows use of farm vehicle registration or farm vehicle proportional registration when transporting straw that was not originally grown by farmer on farmer's own land. HB 3577 - Imposes \$15 annual surcharge on vehicle registration and registration renewal.

WITNESSES:

Jack Billings
Donald Forbes
Leron Howland, Oregon State Police
Mike Hollern, Oregon Transportation Commission
Charles Vars, League of Oregon Cities
Bonnie Hayes, Association of Oregon Counties
Bill Penhollow, Association of Oregon Counties
Representative Kevin Mannix, District 32

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 108, SIDE A

CHAIR DUKES: Calls the meeting to order at 8:15.

RUTH LARSON, COMMITTEE ADMINISTRATOR: Reviews the items on the agenda.

PUBLIC HEARING ON THE EXECUTIVE APPOINTMENTS OF JACK BILLINGS TO THE
LANE COUNTY MASS TRANSIT DISTRICT BOARD

JACK BILLINGS: I have been an attorney for 20 years. I was a school board member for almost 14 years, for 5 and a half with Lane County, and 8 years for the local school district. I was president of the Oregon School Board Association in 1988-89. I know some of the people in the Lane Transit District. I heard that there was a vacancy in my district of residency, and decided to apply.

SEN. SMITH: What do you think the goal of that transit district should be in the next 10 years?

BILLINGS: I believe in the proactive approach in attempting to provide better service and gaining a larger ridership. There are group pass opportunities that I support.

CHAIR DUKES: How does providing better service while encouraging environmental awareness

fit into your transit district?

BILLINGS: Mass transit is a conservation issue. We can preserve atmospheric quality by reducing emissions. It reduces the need for parking and road material.

SEN. DUFF: Do you use the mass transit system in Lane County?

BILLINGS: I more often ride my bike or walk.

WORK SESSION ON THE EXECUTIVE APPOINTMENT OF JACK BILLINGS TO THE LANE COUNTY MASS TRANSIT DISTRICT BOARD

MOTION: SENATOR SMITH MOVES THE EXECUTIVE APPOINTMENT OF JACK BILLINGS TO THE FLOOR WITH A "DO PASS" RECOMMENDATION.

VOTE: IN A ROLL CALL VOTE, THE MOTION CARRIES, WITH ALL MEMBERS PRESENT VOTING AYE. SENATOR BROCKMAN WAS ABSENT.

PUBLIC HEARING ON THE EXECUTIVE APPOINTMENT OF DONALD FORBES AS THE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION

110 DONALD FORBES: I have a varied background. I graduated from the United State Air Force Academy with Masters degrees in Business Administration and Engineering. I was selected to be a state highway engineer 3 years ago. We have the opportunity to be an integrated department and put together a funding package that deals with true transportation needs.

CHAIR DUKES: What do you mean by a truly integrated department?

FORBES: It is important to look at transportation needs examining all modes. We have advocates around each respective mode. We need them around all the modes as one group. We will find that certain modes lend themselves better to certain situations.

162 SEN. TIMMS: What is the policy on releasing information to counties?

FORBES: Public information is just that.

SEN. TIMMS: It is important that all people are allowed that access.

SEN. SMITH: What do you think the transportation system of the next century should look like in Oregon?

FORBES: In urban areas we will need an effective light rail system. Rural access could be rail or roads, maybe even aviation. We need to put together a task force made up of private and public groups to deal with the future of transportation.

SEN. SMITH: Do you consider your agency to be proactive in directing the future of transportation?

FORBES: I intend to be proactive.

SEN. DUFF: Do you plan to use the new management techniques in other areas?

FORBES: We are on the right track. There is a two year pilot study in region four. We are using self-managed maintenance crews. We believe they are good techniques, but we'll have to take time in introducing them state-wide. They work well in certain situations. I could show the results of the pilot program.

SEN. DUFF: It appears that the government expenditures will increase, but per person it will decline. How will you deal with a declining level of expenditures?

FORBES: We must improve the effectiveness of our service and the efficient use of our resources.

SEN. TIMMS: What is the attitude in regards to the highway trust fund?

FORBES: It important to take a close look at that. From a taxation standpoint, people pay at the pump, and see a direct result. Thus, it is good public policy to maintain the highway trust fund.

SEN. TIMMS: Discusses the highway trust fund status.

345 FORBES: We would favor a registration fee increase to support traffic enforcement by the state police. I would oppose the fund being used for state parks.

SEN. MCCOY: If you have extra money to spend, how would you do it?

FORBES: I'm not sure. There are a variety of measures that need to be dealt with.

SEN. MCCOY: Have you ever considered using it for something other than

highways?

FORBES: There are many options available. I would have to deal with a long range plan objectively.

SEN. SMITH: What about intercity transportation?

TAPE 109, SIDE A

FORBES: There is a concern about the decline in the intercity. Encouraging investment in this sector as a viable option remains to be seen.

WORK SESSION ON THE EXECUTIVE APPOINTMENT OF DONALD FORBES AS THE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION.

MOTION: SENATOR DUFF MOVES THE EXECUTIVE APPOINTMENT OF DONALD FORBES TO THE FLOOR WITH A "DO PASS" RECOMMENDATION, WITH ALL MEMBERS PRESENT VOTING AYE. SENATOR BROCKMAN WAS ABSENT.

WORK SESSION ON HB 2904

LARSON: Reviews the status of HB 2904. Submits the -3 amendments. (EXHIBIT A)

MOTION: SENATOR DUFF MOVES THE -3 AMENDMENTS DATED 6/10/91 TO HB 290 4.

VOTE: HEARING NO OBJECTION, CHAIR DUKES SO MOVES.

MOTION: SENATOR DUFF MOVES HB 2904 AS AMENDED TO THE FLOOR WITH A "DO PASS" RECOMMENDATION.

VOTE: IN A ROLL CALL VOTE, THE MOTION CARRIES, WITH ALL MEMBERS PRESENT VOTING AYE. SENATOR BROCKMAN WAS ABSENT.

INFORMATIONAL MEETING AND PUBLIC HEARING ON HB 3577

LARSON: Reviews the status of HB 3577.

131 LERON HOWLAND, OREGON STATE POLICE: Submits and reviews testimony. (EXHIBIT B)

SEN. PHILLIPS: How was the formula established?

HOWLAND: I believe the figures were selected by the sponsors of the bill.

SEN. PHILLIPS: Was there an economic rationale behind these figures?

HOWLAND: It would return general fund dollars. The cities and counties are having trouble maintaining traffic safety in the light of budgetary difficulties.

CHAIR DUKES: Were you involved in the determination of the breakdown?

HOWLAND: No, I wasn't.

SEN. PHILLIPS: We need some system of accountability for the usage of the funds.

HOWLAND: We have not entered into any contract negotiations with either the cities or counties. The accountability issue is done through reporting back to the legislature.

MIKE HOLLERN, OREGON TRANSPORTATION COMMISSION: Submits and reviews testimony and progress report. (EXHIBITS C & D)
- Reviews current and predicted statistics for the transportation system.
- Provides a scope for dealing with the future of transportation with a comprehensive safety program.

TAPE 108, SIDE B

CHAIR DUKES: Of the projects listed, is the funding either in place, in this bill or in the light of the bill?

HOLLERN: Yes, the one exception is that the state portion of the last gas tax revenue is to go towards bonding. The cost responsibility has reduced the amount of money because of the shift to automobiles from trucks.

CHAIR DUKES: The more favorable distribution to cities and counties doesn't exist here, does it?

HOLLERN: That's right.

SEN. PHILLIPS: You don't want us to amend this bill?

HOLLERN: Right.

SEN. PHILLIPS: I'm concerned about the distribution formula. I want it reviewed during the interim. It has some equity problems.

HOLLERN: We're committed to delivering a plan to the '93 legislature. One element of that is

a road finance study that looks at all the roads in the state. We also need to look at a balanced funding approach.

SEN. PHILLIPS: Are we sticking to the recommendations put forth by the '86 study?

HOLLERN: We are committed to a 50-50 split of the revenues over the last 2 years. It shouldn't change up to the '91 session.

SEN. PHILLIPS: Have you talked with the Treasurer's office with the bonding issue?

HOLLERN: We have had discussions with the Treasurer's office, and we have had an outside study. We have the capability of selling alot of bonds.

SEN. PHILLIPS: We are under leveraged, which is my highest concern. There has to be a better way to educate us and the public on how to use our money.

HOLLERN: What are you referring to?

SEN. PHILLIPS: We haven't been aggressive enough. We have not changed to building a transportation system. We must be smart about the funding procedures.

HOLLERN: I agree. We are attempting to improve our engineering technology. I suggest we defer the bonding issue to the '93 legislature.

SEN. PHILLIPS: We can't wait. There are distinctly different needs in the different regions. You have to educate us on these needs.

CHARLES VARS, LEAGUE OF OREGON CITIES: I want to assure you that in '93 you will have before you a comprehensive plan. There are many studies underway dealing with the concerns that you have raised. We are generating more revenues than ever before for cities and counties.

311 CHAIR DUKES: I was surprised to see the changes in the overall plan.

VARs: The reason is that conditions have changed rapidly. In 1975 Benton County had the lowest manufacturing population. Now it's one of the highest. Every six years we need to do a thorough study.

CHAIR DUKES: Four years after the initial study we were asked to give more money without a study.

SEN. PHILLIPS: It's great that you're studying it, but don't exclude the Board of Directors in the process. I want to see how you have addressed the needs before '93.

TAPE 109, SIDE B

VARs: We will be in a position to respond in a way that we haven't been able to in the past.

SEN. TIMMS: We need to know more as to what is going on.

SEN. PHILLIPS: We should have someone come in and identify the greatest needs. I would like to have a descriptive of the conditions throughout the state.

73BONNIES HAYES, ASSOCIATION OF OREGON COUNTIES: Submits and reviews testimony. (EXHIBIT F)

SEN. SMITH: What do you base the estimation in lost timber revenue on?

BILL PENHOLLOW, ASSOCIATION OF OREGON COUNTIES: The current year reduction is approximately \$112 million from federal forest revenues. We are estimating a drop from \$122 million to \$100 million in the coming fiscal year. We have not received estimates from the Forest Service yet. They are our best estimates.

HAYES: Continues through testimony.

155 SEN. DUFF: The impact of lowering the pools on the Columbia River will be significant. We will loose the ability to ship for two months. We could jeopardize our entire transportation system out of the Columbia River.

HOLLERN: We are not addressing that in this bill. The Commission was charges with maintaining a multi-modal system. We are not prepared to address your concern at this time.

SEN. DUFF: We have until May.

SEN. PHILLIPS: We need to start planning with the state of Washington. We can look at

trucking and rail to take the load off.

SEN. SMITH: I think that local residents should pay for their local roads. Why should people in Senator Duff's district pay for roads in my district.

HAYES: If nobody from Senator Duff's came into yours, then that would be fine. All of those modes can be taken to the voters.

SEN. SMITH: Have you reached the saturation point for taxing your own residents?

HAYES: Probably not.

REPRESENTATIVE KEVIN MANNIX, DISTRICT 32: The bill has two portions. It calls for a vehicle registration fee used for policing on public highways. It goes into effect only if the people vote for a constitutional amendment. Of the \$15 fee, \$12 will go to policing and \$3 will go to the cities and counties. The second part is based on a minority report that implements a gas tax that increases 2 cents per year for the next two years. It is based on the belief that highway construction funding is inadequate, and it does not go before the people for a vote.

CHAIR DUKES: Adjourns the meeting at 10:05.

Submitted by, Reviewed by,

Scott Marshall Ruth Larson
Committee Assistant Committee Administrator

EXHIBIT LOG

A - staff, 1 page.
B - Leron Howland, 6 pages.
C - Mike Hollern, 6 pages.
D - Mike Hollern, 7 pages.
E - Bonnie Hayes, 3 pages.
F - Bonnie Hayes, 6 pages.