

Senate Committee on Transportation
June 21, 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 21, 1991Hearing Room 341
8:30 a.m.Tapes 110 - 111

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: HJR 27 - Includes policing within authorized uses of the highway fund moneys. HB 3577 - Imposes a \$15 annual surcharge on vehicle registration and registration renewal. HB 3030 - Creates Safety Education Fund to consist of moneys collected from eligibility fee on driver license issuance and renewal. SB 69 - Increases maximum vehicle width allowed on highways from 8 feet to 8 feet six inches.

WITNESSES:

Senator Len Hannon, District 26
Debra Jarvis, Oregon Student Safety On the Move
Representative Mary Alice Ford, District 8
Mary Tobias, Tualitan Valley Economic Development
Terry Drake, Legislative Revenue
Ralph Groener, American Federation of State, County, and Municipal Employees
John Merriss, Oregon Department of Transportation
John Rist, Oregon Department of Transportation
Representative Kevin Mannix, District 32

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TAPE 110, SIDE A

CHAIR DUKES: Calls the meeting to order at 8:40.

PUBLIC HEARING ON SB 69

SENATOR LEN HANNON, DISTRICT 26: This bill increases the width on boat trailers from 8 feet to 8 feet, six inches.

RUTH LARSON, COMMITTEE ADMINISTRATOR: Reviews current law on boat carriers.

WORK SESSION ON SB 69

MOTION: SENATOR MCCOY MOVES THE -2 AMENDMENTS TO SB 69.

VOTE: HEARING NO OBJECTION, CHAIR DUKES SO MOVES.

MOTION: SENATOR MCCOY MOVES SB 69 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.

MOTION: SENATOR BROCKMAN MOVES TO RECONSIDER THE VOTE BY WHICH HJR 27 WAS PASSED OUT.

VOTE: HEARING NO OBJECTION, CHAIR DUKES SO MOVES.

PUBLIC HEARING ON HJR 27

CHAIR DUKES: HJR 27 came back with a request from the Speaker of the House not to change the amendments.

WORK SESSION ON HJR 27

LARSON: We need to adopt the -9 amendments.

CHAIR DUKES: Reviews the intent of HJR 27.

MOTION: CHAIR DUKES MOVES THE -9 AMENDMENTS TO HJR 27.

VOTE: HEARING NO OBJECTION, CHAIR DUKES SO MOVES.

MOTION: CHAIR MCCOY MOVES HJR 27 AS AMENDED TO THE FLOOR WITH A "DO PASS" RECOMMENDATION.

VOTE: IN A ROLL CALL VOTE, THE MOTION CARRIES, WITH ALL MEMBERS VOTING AYE.

PUBLIC HEARING ON HB 3030

LARSON: Explains the status of HB 3030.

DEBRA JARVIS, OREGON STUDENT SAFETY ON THE MOVE (OSSOM): Submits and reviews testimony and information pamphlets. (EXHIBIT A)

CHAIR DUKES: Is OSSOM just for high school students?

JARVIS: No, we also have a junior high program and a few elementary chapters. Our next goal is to fund a junior high conference.

TAPE 111, SIDE A

REPRESENTATIVE MARY ALICE FORD, DISTRICT 8: This is an important program. Our DUII voted to attempt to get state funding for this program. The funding is 25 cents added to a new license or renewal. It passed out of the House Revenue Committee, then it came out of Ways and Means. It will raise about \$245,000 a biennium.

SEN. TIMMS: Who is it contracted from?

REP. FORD: The Department of Transportation under the office of the director.

SEN. TIMMS: In the interim it would be interesting to look at consolidating these type of programs. They could be coordinated towards the overall safety strategy.

REP. FORD: We felt this was not the time to do any consolidation. The Alcohol and Drug Commission didn't want to merge at this time.

WORK SESSION ON HB 3030

MOTION: SENATOR PHILLIPS MOVES HB 3030 TO THE WAYS AND MEANS WITH A "DO PASS" RECOMMENDATION.

VOTE: IN A ROLL CALL VOTE, THE MOTION CARRIES, WITH SENATORS TIMMS, DUFF, PHILLIPS, SMITH, MCCOY AND DUKES VOTING AYE AND SENATOR BROCKMAN VOTING NAY.

PUBLIC HEARING ON HB 3577

MARY TOBIAS, TUALITAN VALLEY ECONOMIC DEVELOPMENT: I represent about 125 small businesses in the Portland Metropolitan Area. This bill is critical to Oregon business vitality. We have been able to make substantial improvements and now is not the time to stop the momentum. We do not support any effort to redirect highway trust fund dollars away from the upkeep of the roads. I urge passage of this bill. Our membership includes corporations from throughout the region.

TERRY DRAKE, LEGISLATIVE REVENUE: Provides a sketch of the comparison in cost responsibility of heavy vehicles versus standard-size cars.
- The fundamental shift is reflected in the rate schedule in the bills. HB 222 3 looks at a four-year time frame and HB 3577 looks at a two year time frame.

CHAIR DUKES: At what time would the change be implemented?

DRAKE: 1/1/92.

CHAIR DUKES: If this passed as is, would the cost responsibility remain in tact?

DRAKE: You are making a permanent change to that relationship with the expectation that it will be reviewed every session.

CHAIR DUKES: What will it phase in?

280 DRAKE: We instituted an axle weight tax and a configuration tax. We were studying the implications of the new configurations. HB 2223 makes some changes in the relative amounts. HB 3577 doesn't juggle within the truck category.

CHAIR DUKES: Why did House Revenue choose to do it that way?

DRAKE: The concern of the people filing the Minority Report was to get the fundamental conditions and to bypass the major fiscal issues.

SEN. PHILLIPS: What, in real dollars, is the impact of this bill?

DRAKE: There is a major difference between the revenues raised during the '91 - '93 biennium depending on the four year and the two year time frames.

SEN. PHILLIPS: If we compact the period, we need to know what is the cost-benefit analysis of this bill.

TAPE 110, SIDE B

SEN. SMITH: How does this bill affect the 12% increase?

DRAKE: It replaces it. In '89, we phased in increases in the truck taxes. In order to bring things in line with the current cost responsibility study we implemented this formula.

SEN. SMITH: Do the new mill rates in section 10 reflect 10% above existing rates?

DRAKE: Right. We are preparing some amendments to HB 2223 to further clarify this issue.

SEN. DUFF: Is it a four year phase in HB 2223?

DRAKE: It will more than double in the second biennium. The impact is immediate, but it is spread out.

RALPH GROENER, AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES: We support the bill as is. This bill is important to pass as it is. HB 2223 needs some amendments. It will help our coalition. We want to help the truckers.

128 SEN. PHILLIPS: Was the AGC a part of the coalition?

GROENER: They are part of it. I represent labor. Part of the coalition is AGC.

SEN. TIMMS: Are you talking about the \$500,000 allotted to the five counties?

GROENER: Yes.

WORK SESSION ON HB 3577

LARSON: Reads through section 2 of the bill.

JOHN RIST, OREGON DEPARTMENT OF TRANSPORTATION: We estimate it will raise in the upcoming biennium \$48 million, in the second biennium it will raise \$100 million.

LARSON: Sections 1 through 4 will be implemented only if HJR 27 is passed. Section 6 through 15 speak to the gas tax.

CHAIR DUKES: Do we tax natural gas when used as a motor vehicle fuel?

JOHN MERRISS, OREGON DEPARTMENT OF TRANSPORTATION: I don't know. There is no new language in sections 8 and 9. I assume that we do.

SEN. SMITH: If a bill passes that exempts alternative fuels from tax and this measure taxes, what happens?

CHAIR DUKES: The one that passes last becomes law.

REPRESENTATIVE KEVIN MANNIX, DISTRICT 32: It's only if two measures deal with the same subject matter and are patently incontinent. In this bill we only deal with the rate of taxation. An alternative fuels tax exemption would survive this measure.

LARSON: Reviews section 9 of the bill.

SEN. PHILLIPS: In section 10, lines 18 & 19, why are the weights changes not proportional?

332 MERRISS: It is based on the latest cost responsibility study. There is roughly a 10% increase overall for the truck rates.

LARSON: Reviews section 13 and 14.

SEN. PHILLIPS: Have we historically given special consideration to these four counties?

MERRISS: No.

PHILLIPS: What is the rationale for setting up a special account for them?

REP. MANNIX: Those rural counties are facing severe problems.

PHILLIPS: The testimony yesterday stated that this section was in there to get the bill through.

At some point we must state why decisions are made. My county is a net exporter of tax dollars.

This was a political decision and needs to be stated as such.

TAPE 111, SIDE B

MANNIX: We are trying to work for the whole state. The rural area legislators have legitimate concerns about the road conditions in their areas. This bill gives them a break. The bottom line in this process is compromise.

CHAIR DUKES: This is not a new request from eastern Oregon.

SEN. SMITH: What is the process that you go through in determining how much money goes to each county?

MERRISS: The distribution will be the same. It is based on the relative number of registered vehicles in each county. For the cities it is based on the population.

SEN. SMITH: It is based on the contribution to the fund, not on the needs for the roads.

REP. MANNIX: That's true. It is not a need based formula. We have fewer patrol officers than we had in 1980, while vehicle miles have increased. We have been moving in opposite directions.

SEN. SMITH: What will be the increase in fine revenue due to the increase in the patrol increase?

REP. MANNIX: That is undetermined.

MOTION: SENATOR MCCOY MOVES HB 3577 A-ENGROSSED TO REVENUE WITH A "DO PASS" RECOMMENDATION.

SEN. SMITH: There are portions of this bill that are bad law.

VOTE: IN A ROLL CALL VOTE, THE MOTION CARRIES, WITH ALL MEMBERS VOTING AYE.

CHAIR DUKES: Adjourns the meeting at 10:20.

Submitted by, Reviewed by,

Scott Marshall Ruth Larson
Committee Assistant Committee Assistant

EXHIBIT LOG

A - Debra Jarvis, 47 pages.