

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

Action:	Do Pass as Amended and Be Printed Engrossed
Vote:	5 - 0 - 0
Yeas:	Deckert, George L., Monnes Anderson, Starr, Metsger
Nays:	0
Exc.:	0
Prepared By:	Janet Adkins, Administrator
Meeting Dates:	4/12, 4/25

WHAT THE MEASURE DOES: Creates the Joint Interim Committee on Transportation, consisting of five Senators and five House members. Directs the committee to evaluate funding resources to meet transportation needs and to evaluate the creation of regional transportation utility districts or other regional entities. Directs the committee to use resources of the Road User Fee Task Force and to report to the Legislative Assembly by January 1, 2009. Requires the Oregon Transportation Commission to study and determine how to maximize the return on investment for real property owned by the Department of Transportation. Requires the commission to study the highway system to identify projects ready for construction in the next two biennia that would reduce congestion, improve freight mobility, and enhance safety or that are projects of statewide significance. Requires report on findings to the Joint Interim Transportation Committee by July 1, 2008. Creates a Class C traffic offense of failure to remove a vehicle from a highway. Applies after an accident if the driver has not suffered any apparent personal injury, the vehicle is operable and does not require towing, and it is safe to drive to a designated parking area or shoulder.

ISSUES DISCUSSED:

- Importance of public support for additional revenue
- Regional models
- Local option funding mechanisms in use
- Need to develop list of justifiable statewide projects
- City and county need reports
- Federal payments program loss
- Whether additional study and additional two years is necessary

EFFECT OF COMMITTEE AMENDMENT: Replaces the original measure, which would have required a recreational vehicle dealer from another state who sells in Oregon to maintain a permanent service facility in Oregon.

BACKGROUND: The principal conclusion of a study conducted on Oregon's transportation system by the Economic Development Research Group, Inc. is that even with anticipated improvements, projected growth in freight and general traffic cannot be accommodated on the current system. The surveys indicate that businesses are currently experiencing congestion and travel delays, adding substantial costs and requiring changes to operations and location decisions. The consultants estimate that failure to invest in the transportation system adequately could result in a loss of up to \$1.7 billion annually in value added generated in Oregon by 2025, as well as a loss of 16,000 ongoing jobs. As other states plan large investments, additional investment will be required here to remain competitive. Over the past biennium, state and local governments have identified and quantified unmet needs for major improvements and for ongoing maintenance on the state and local highway system.

Minor accidents that block one or more travel lanes in high traffic areas can cause traffic to back up very quickly and take a long time to clear. In addition the blockage can create a very hazardous situation. Many times after an accident, drivers safely move their vehicles to the shoulder or into an on or off-street parking spot. There they can more safely assess damage, wait for law enforcement or other help, or exchange information with the other driver if another vehicle was involved.

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This summary has not been adopted or officially endorsed by action of the committee.