

Joint Committee on Ways and Means

Carrier – House: Rep. Gilman
Carrier – Senate: Sen. Johnson

Revenue: No revenue impact

Fiscal: Fiscal statement issued

Action: Do Pass the B-Engrossed Measure with Amendments to Resolve Conflicts and Be Printed C-Engrossed

Vote: 20 – 0 – 1

House – Yeas: D. Edwards, Galizio, Garrard, Hanna, Jenson, Morgan, Nathanson, Nolan, Shields
– Nays:
– Exc:

Senate – Yeas: Bates, Carter, Devlin, Gordly, Johnson, Morse, Schrader, Verger, Westlund, Whitsett, Winters
– Nays:
– Exc: Nelson

Prepared By: Tim Walker, Legislative Fiscal Office

Meeting Date: 6/25/07

WHAT THE MEASURE DOES: Directs the Joint Interim Committee on Transportation to evaluate funding resources to meet transportation needs of communities 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. Also requires the agency to study the highway system to identify highway projects to reduce congestion, improve freight mobility, and enhance safety and projects of statewide significance ready for construction in the next two biennia. 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 the 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:

- Economics
- Engaging stakeholders

EFFECT OF COMMITTEE AMENDMENT: Resolves conflicts.

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 will result in a potential loss of \$1.7 billion annually in value added generated in Oregon by 2025 with 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.

In high traffic areas a minor accident that blocks one or more travel lanes 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.