

Seventy-Eighth Oregon Legislative Assembly - 2015 Regular Session
STAFF MEASURE SUMMARY
House Committee On Transportation and Economic Development

MEASURE: SB 142 A
CARRIER: Rep. Lively

Fiscal: Has minimal fiscal impact

Revenue: No Revenue Impact

Action Date: 05/15/15

Action: Do Pass.

Meeting Dates: 04/29, 05/15

Vote:

Yeas: 4 - Gorsek, Lively, McKeown, McLain

Exc: 3 - Bentz, Davis, Hack

Prepared By: Patrick Brennan, Committee Administrator

WHAT THE MEASURE DOES:

Subjects vehicles owned by transportation districts, county service districts and intergovernmental bodies formed to provide public transportation to laws regulating motor carriers. Deregulates for-hire carriers of persons.

ISSUES DISCUSSED:

- Designed to improve the movement of persons

EFFECT OF COMMITTEE AMENDMENT:

No amendment.

BACKGROUND:

Regular route passenger carriage remains subject to full economic regulation, including entry, rates and routes. Historically, the purpose behind state economic regulation has been to ensure the statewide availability of a reliable level of service while neither allowing service providers to realize excess profits as a sponsored monopoly nor risk of going under due to declining revenues insufficient to maintain a viable fleet and level of service.

There is a declining number of motor carriers possessing certified authority to provide regular route passenger transportation subject to economic regulation, as well as a simultaneous growth of public transit providers of the same passenger carrier services. Currently, these two models are sometimes bumping up against existing statutory economic regulation requirements that were unknown to them when they commenced operations. That fact has given rise to certain protestations from private providers of passenger carriage, which find it difficult to compete with publicly provided competition. Today, there are only 11 motor carriers in Oregon that hold certified authority to transport passengers; of these, three are inactive, one was purchased by another and three are receiving public transit subsidies in the form of a route, fares or equipment.

By deleting the barriers to entry and the requirements of rate regulation, Senate Bill 142-A seeks to enable public transportation entities to advance and continue their provision of services. Existing private providers will have the opportunity to assist in providing contracted passenger carriage services for public transit entities. This is designed to enable disconnected public transit districts in rural Oregon to link and provide a more connected service.

Additionally, Senate Bill 142-A subjects public transit entities to the oversight of Oregon Department of Transportation's transportation safety program as described in ORS Chapter 825. Currently, public transit providers are not subject to ODOT safety regulation under a specific exemption in ORS 825.017.