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dellenback Report

BY REPRESENTATIVE JOHN DELLENBACK

Automobiles, Mass Transit And Money

There is no question but that life in the U. S. has been revolutionized and in many ways dramatically improved by the automobile. Our work, our recreation, our life styles are all broadened and in some way enriched by the car and its younger but bigger cousin, the truck. But while the automobile has clearly brought a mobility to our society unmatched in history, it has also introduced a collection of ills.

For example, the relationship between the automobile and air pollution, especially in this nation's larger cities, was dramatically highlighted earlier this year when a government official seriously suggested that gas be rationed as a means of attacking air pollution in the Los Angeles area of California.

Senator Edmund Muskie of Maine has asked us to consider these sobering statistics: "Automobiles effectively utilize only five percent of the potential energy from the fuel they burn; the rest is wasted. Where buses are capable of 110 passenger miles per gallon in urban traffic, cars average only 20 passenger miles per gallon and get as few as five to eight passenger miles per gallon for one person in a large car."

Besides the air pollution caused by auto exhaust emission, there are noise, the tremendous and wasteful consumption of a diminishing fuel supply, millions of acres of productive land covered with concrete, disruption of wildlife caused by man-made roadways built across our plains and forests, wrecking yards with heaps of unsightly junked autos marring the landscape, and congested cities whose streets are packed each day with a glut of individually occupied cars.

When the Highway Act first passed in 1956, during the Eisenhower administration, the Highway Trust Fund was established. All federal taxes, on motor vehicles, gasoline, oil and ancillary equipment were channeled into the fund to be devoted to highway construction. The program was so successful that President Nixon, 16 years later, could say, "In the past two decades highway building has been our greatest success story."

The Highway Trust Fund has become an institution. But it can be argued that the Fund may well have encouraged the construction of some roads that never should have been built and that it has too drastically increased our dependence on the automobile. Some have seen the huge freeway developments in the West Coast cities of Los Angeles, San Francisco, Seattle and Portland may well agree.

During the last year there has been a growing feeling among some Members of Congress that some portion of the monies in the Highway Trust Fund should be used for broadened purposes, principally funding urban mass transit systems. As proposed in the last Congress, this type of utilization of funds would have been permitted, but only in amounts that a given urban center would have been entitled to anyway. Such legislation would give the local decision makers in urban centers the option to utilize their share of highway trust funds for mass transit should they choose to do so. Unfortunately, the Congress did not pass the proposed legislation before adjournment.

During our consideration of the proposed Federal-Aid Highway Act, an amendment was offered which would have deleted a provision in the bill calling for the construction of 10,000 miles of primary roads built to interstate standards. I favored the provision and voted against dropping it because there are many areas in this country, including our State of Oregon, where improved primary and secondary roads are desperately needed. One example which leaps to my mind is the much-discussed East-West Highway which would improve the linking between Interstate 5 and the coast in Southern Oregon.

There have been many suggestions for changing the federal role in funding highway construction, including outright abolishment of the Highway Trust Fund. My own strong feeling is that we should retain the Trust Fund but increase the authority of state and local governments to set their own priorities for spending federal highway aid.

bers involving school finance and land use, there are many consumer protection bills yet to be considered, according to Legislative Counsel. Environmental issues have subsided in number -- largely due to the work done in this field during the last two meetings of the Assembly.

There are quite a few duplicate measures involved, more even than in '71. This likely is accounted for by the large number of new Legislators this session -- plus the fact constituent-initiated bills continue to increase in 1973 as they did in '69 and '71.

The new Juvenile Code revision (SB 77) is the biggest bill yet introduced. It runs 154 pages, compared with 151-page SB 80 dealing with revisions of criminal procedure. But there aren't many of these giants this session. House Bill 2004, the House-passed version of the McCall school finance proposal, is a mere 48 pages.

So things are pretty much on schedule. Bill production and introduction is apace or ahead of that during the last session. The committees are busy and in general the lawmaking gears are grinding away in what is considered normal fashion.

Venire Called

On Feb. 26, subject to the order of Circuit Court Judge James A. Norman, the following ten persons were summoned as a special Venire of Jurors:

Alfred L. McIlvain, Joe E. Brown and Vivian D. Morin, all of Brookings, Jay L. Pansing, Betty J. Nulf, Janet I. Avery, Jo E. Hanson, George A. Barnhart, Alfred G. Bowen and Brenda J. Willhoft, all of Gold Beach.

Legislative Log

NEWS FROM COOS-CURRY LEGISLATORS
Sen. Jack Ripper
Rep. Ed Stevenson
Rep. Bill Grannell

The big news comes from the Committee on Land Use and Environment where Sen. Jack Ripper, joined by Senators Burns, Thorne and Atiyeh, were able to hang tough against the sponsors of SB100, and see that Land Use bill in its original form, virtually dead.

Sen. Ripper has opposed the bill since its introduction, especially concerning loss of local control, and the definition of critical areas.

A subcommittee which has worked on rewriting the bill has turned around the provisions of land use planning which were first outlined, giving planning function back to the counties. The emphasis will be placed on local control and citizen input in planning decisions, as the bill is now changed to read.

The proposed state board would have a coordinating function, concerned with those things which affect more than one county, such as highways and power.

A bill to permit Senior Citizens the use of State Parks at one-half usual fees, has been passed from committee. It would allow such use during the winter months every day, and Mondays through Thursdays from June until Labor Day. Use of State Parks for Oregonians, and reduced rates on weekdays for retired persons have been actively sought by your legislators for two sessions.

Rep. Ed Stevenson reports that the Committee on Natural Resources had hearings on a bill which would make it illegal to shine a light and carry a gun while in deer country. The bill, an effort to eliminate spotlighting of deer, is so loosely written, Rep. Stevenson said, that it could eliminate the logger driving to work with his lights on, if he has a gun in his truck. Such loosely written proposals, usually are amended or killed in committee, which Rep. Stevenson expects to happen to this one.

In Consumer and Business Affairs, Rep. Stevenson has heard a bill concerning Wine Distribution privileges, which brought Glen Thomas and his wife, Sharon, and Ralph and Clyde Thrift to the Capitol to testify. Provisions of this bill would allow small distributors to have the same advantage of delivery as is now allowed the two large distributors in Portland.

Senator Ripper reports from Ways and Means that the Education sub-committee has passed out the revised Community college budget formula. Sen. Ripper worked to achieve changes in the governor's budget proposal so that smaller colleges which do not have a large tax base, would be allowed increased proportion of funds.

Under this changed operating formula, SWOCC will receive a total of \$1,748,155 for the biennium, an increase based on a greater amount of state support per student.

Visitors from home on Monday included 14 SWOCC students with their instructor, Prof. Tom Loeber. They spent the day attending hearings and the sessions of the House and

Senate. Your Legislators had lunch with the group and answered questions on the legislature.

At the Capitol also on Monday, were Mr. and Mrs. Ren Cutlip, Mr. and Mrs. Wilbur Craig, and Mr. and Mrs. James Opland. Rep. Stevenson, who now represents Coos and Curry, the seat once held by Stella Cutlip Bergen, carried the In Memoriam Resolution in her honor in the House of Representatives.

Coos and Curry counties have been much in evidence this week at the Legislature. The Capitol was filled with daffodils most of the week, courtesy of your Legislators and Merle Laird of Sun Valley Bulb Farm, of Myrtle Point. One hundred dozen daffodils bloomed from the desks of the House and Senate Chamber.

The wives of Sen. Ripper, and Representatives Grannell and Stevenson arranged a luncheon for about 60 wives of the Legislative Assembly, to draw attention to the spring harvest of daffodils.

Bank Debits See Incline

Bank debits for the five reporting banks including Curry county were up in January, 1973, compared to January, 1972, the University of Oregon Bureau of Business and Economic Research has reported. Debits for January, 1973, totaled \$20,041,000. For December, 1972, the total was \$18,212,000 and for January, 1972, the total was \$19,233,000.

Oregon with 411 banks reporting had a percentage increase of 3.0 in January 1973, compared to December 1972, and a 30.2 percentage increase in January, 1973, compared with January, 1972. Total bank debits for January, 1973 came to \$7,425,785,000. For December, 1972 the total was \$7,207,969,000 and the total for January, 1972 was \$5,701,930,000.

Salem Scene

by Jack Zimmerman

Legislature's Productivity Likely To Depend On Voters

As each recent meeting of the State Legislature achieves its ninth-week mid-point, the general public, many observers and even a few Legislators begin to ponder just what kind of a session it will be.

The 57th is no exception. And as the current assembly in Salem nears completion of that traditional halfway mark there are a few indicators that help answer the question.

Already known, for instance, are such factors as partisan control by Democrats for the first time in many years, promulgation of new legislative procedures, the relative youth and inexperience of a larger-than-usual number of its members.

Pre-session predictions regarding major issues appear to be standing up. Reform of the state's system of school finance and emphasis on land use planning are attracting the lion's share of public attention. "But," might say the man in the street, "it doesn't look like they're getting anything done up there at the Capitol. And what's holding things up?"

The same man in the street is likely to assign any number of self-proclaimed reasons for what he believes is obvious inactivity, lack of productivity, sluggishness or downright frivolity in the face of a business he thinks should be serious, indeed.

After all, he's quick to point out, he must live with whatever laws those lawmakers enact.

The 90 men and women laboring at Salem these days couldn't agree more with the last statement from the man in the street. And believe it or not, they're not conducting themselves that differently from examples inherited from sessions past.

That halfway mark, for instance, there was a time when the Oregon Legislature conducted its business in a couple of months. But that is ancient history. Complexity of our present society and the makeup of the lawmaking body and its processes almost dictate the session will last into May and maybe into June.

There are some interesting comparisons that can be drawn between this session and the 56th two years ago. That 1971 session was Oregon's next to longest. It ran almost 22 weeks

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DOWNTOWN GOLD BEACH

First off I would like to point out to State Senate President Jason Boe (who of all people should know) that the great State of Oregon has no city by the name of Port Orford... nor is there a Port Orford News. I don't think too much about it when I get mail from out of the state addressed to Port Orford... or Port Orford... or Port Orchard... but when it comes from the head of the Senate that's a different story. I firmly believe that Senator Boe should check the new Blue Book... we're listed there. Makes you wonder how anybody, even a man of such stature as the great Mason Doe, can get elected to head the Senate, or any other fancy state position when they can't take the time to find out where their mail is supposed to go.

But I must say that Senate President Floe did get the Zip right so I got the letter o.k. Only thing is I can't rightly remember what o' Sloe had to say.

Hey!... know anything about fire hazards? Ya don't, huh? Then you'll want be sure and see a film next Monday night, 7 p.m., at the fire hall. It's all about fire hazards... what, and who, causes 'em... and all that stuff. The volunteers urge you to join them in viewing the movie. They might even provide the coffee if you're attentive.

Local commercial fishermen are reminded to write the Port Commission about the shoaling problem at the port. Commissioners said they need the extra "ammo" in their coming meeting with Army Engineers on March 20.

Letters don't have to be on. ly from fishermen, either. A lot of people depend on at least a part of their livelihood from the fishing industry... so everyone is urged to write the Port Commission on the matter... and right now!

Lilly Messerli stopped in Monday for a chat and to drop off an article she had received from her daughter-in-law from down Salinas, Calif., way. I think it bears repeating here.

It was picked up from the Salinas high school paper and originated from a teacher suggesting to students that they take some phrases from TV commercials and see if they were applicable to God. Here's what they came up with:

God is like—Bayer Aspirin—He works wonders.

God is like—Ford—He's got a better idea.

God is like—Dial Soap—He gives you round the clock protection.

God is like—Pan Am—He makes the going great.

God is like—Coke—He's the real thing.

God is like—Scope—He makes you feel great.

God is like—G.E. Bulbs—He lights our path.

... and the clincher...

God is like—Hallmark Cards—He cared enough to send the very best!

Well guess what! The Donut King and his wife will be back in business Monday...

at the same ol' place. Yep, Dale and Della Bartlett will be re-opening their cafe on

March 12... at 5:30 a.m. And on Saturday, March 17,

St. Patrick's Day, they are gonna serve free coffee and

donuts. They've been back in town a couple months or so

remodeling the place... just

to make it better for their