

(Continued)

Division of the Oklahoma Tax Commission.

The committee substitute for **SB685**, authored by Chairman of the Committee, Larry Adair, D-Stilwell, sets maximum speed and minimum speed limits for interstate and four-lane divided highways. Adair offered an amendment to delete turnpikes out of a section of the bill. The amendment was adopted.

Adair offered a second amendment. "Rep. Dusty Rhodes, D-Chicotah, told me that in some parts of the state the highway system routes through state parks, and my amendment would lower the speed limit of those sections of road to 45 m.p.h." The amendment was adopted.

Rep. Dale Wells, D-Cushing, offered an amendment to raise the speed limits of 2-lane roads from 60 to 65 m.p.h. The amendment was adopted. Members voted 23 to 1 to do pass to the measure out of committee.

Two measures were approved pertaining to passenger rail service. **SB693**, authored by Rep. Randall Erwin, D-Nashoba, adds passenger rail service within the state to allowable deposits of revenue generated from motor fuels excise tax. Members voted 24 to 0 to do pass the bill out of committee.

SB1192, also by Adair, creates the Oklahoma Tourism and Passenger Rail Act. The bill received two amendments. Adair offered an amendment to include Tulsa and Oklahoma City for rail passenger service. The amendment was adopted. The second amendment by Rep. James Dunlap, R-Bartlesville, offered to limit the number of projects. The amendment was adopted. The bill received a do pass vote of 21 to 2.

SB1059 received considerable debate. The measure, by Adair, abolishes the Transportation Division of the Corporation Commission and the Motor Vehicle Enforcement Division of the Oklahoma Tax Commission. Adair explained that the consolidation of these divisions would create a one-stop shop process for truckers and others. Adair offered an amendment to the bill that clarified language relating to the transfer of employees.

Rep. Leonard Sullivan, R-Oklahoma City, was in favor of the bill. "This bill will streamline and modernize the system." Adair agreed. "Other states are doing this to eliminate bureaucracy," he said. "I plan to strike the title and enacting clause on the floor." The bill received a do pass vote of 21 to 3.

Other measures approved by members included:

SB989, authored by Rep. Ray Vaughn, R-Edmond, authorizes the Transportation Commission to create a State Infrastructure Bank for the purpose of pooling available federal, state and private funds to be dedicated for transportation projects. The bill was amended three times by members. The first amendment by Rep. Don Weese, R-Broken Arrow, ensured that there was no possibility the Turnpike Authority could build free roads in larger metropolitan communities, in an effort to prevent the Department of Transportation and the Turnpike Authority from contracting with each other. The second, offered by Rep. Dan Ramsey, R-Chickasha, restricted projects to highways. The last amendment, offered by Dunlap, would restrict bond money from being added to the fund.

SB988, authored by Rep. James Dunegan, D-Calera, requires to the Department of Transportation to issue permits for multi-state oversize and overweight vehicles. It designates specific routes for vehicles operating under such permits. It was amended by the author to allow the Department to adopt rules. The bill received a do pass vote of 24 to 0.

One resolution was approved. **SJR35**, authored by Rep. Sean Voskuhl, D-Marshall, designates a portion of Oklahoma State Highway 74 as "The John N. 'Happy' Camp Memorial Highway." The resolution received a do pass vote of 24 to 0.

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