

**SENATE COMMITTEE ON GENERAL GOVERNMENT AND  
TRANSPORTATION**

January 26, 2001 Hearing Room 357  
3:00 pm Tapes 15-17

**MEMBERS PRESENT:**        **Sen. Gary George, Chair**  
                                  **Sen. Rick Metsger, Vice-Chair**  
                                  **Sen. Sen. Beverly Clarno**  
                                  **Sen. Sen. Ken Messerle**

**MEMBER EXCUSED:**        **Sen. Sen. Margaret Carter**

**STAFF PRESENT:**         **Patrick Balducci, Administrator**  
                                  **Nancy Masee, Administrative Support**

**MEASURE/ISSUES HEARD:**  
                                  **Overview of Oregon's Public Transportation System**  
                                  **Public Transportation and Service for the Elderly and Disabled**  
                                  **Market Oriented Transportation Strategies**  
                                  **Alternative View of Public Transportation**  
                                  **SB 201 Public Hearing and Work Session**

---

These minutes are in compliance with Senate and House Rules. Only text enclosed in quotation marks reports a speaker's exact words. For complete contents, please refer to the tapes.

---

<b>TAPE/#</b>	<b>Speaker</b>	<b>Comments</b>
<b>TAPE 15 A</b>		
004	Sen. Gary George	Chair. Opens meeting at 3:00 pm. Opens public hearing on SB 201.
<b>SB 201 PUBLIC HEARING</b>		
006	Patrick Balducci	Staff. Explains SB 201. Reads letter from City of Portland opposed to SB 201 ( <b>EXHIBIT A</b> ).
008	Sen. Rick Metsger	District 14. Testifies in support of SB 201. Describes antique car collectors' issues in preferring one license plate.
043	Gale Meier	Route 26 Cruisers Club. Supports SB 201 ( <b>EXHIBIT B</b> ). Testifies that auto collectors represent older, responsible citizens who have substantial financial investments besides personal interest in their cars. License plates detract from the "showmanship" of the cars. Introduces Larry Hill.
087	Larry Hill	Newberg club member. Supports SB 201. Explains how auto collectors view their cars and how only one license plate would not detract from law enforcement.
127	Jack Kinney	Oregon Council of Vehicles. Salem Auto Club Council. Supports SB 201. Comments on how few auto owners will be affected by this bill. Explains most of these cars are driven very little.
144	Sen. Messerle	Supports SB 201. Asks what the criteria are for special interest vehicles. Asks when front brackets for license plates were eliminated.
148	Balducci	Reads the statute defining special interest vehicle.
175	Kelly Taylor	ODOT. Describes special interest vehicles registered with ODOT are at least 25 years of age; an antique vehicle is half the years

		between the current year and 1900. There are presently 5,700 antique vehicles and 13,000 special interest vehicles registered in Oregon. These vehicles may not be used as a primary source of transportation. DMV is not opposed to SB 201. <b>(EXHIBIT C)</b>
200	Chair George	Closes public hearing on SB 201. Opens work session on SB 201.
<b>SB 201 WORK SESSION</b>		
205	Sen. Metsger	<b>MOTION: Moves SB 201 to the floor with a DO PASS recommendation.</b>
		<b>VOTE: 4-0</b>
		<b>AYE: In a roll call vote, all members present vote Aye.</b>
		<b>EXCUSED: 1 – Carter</b>
206	Chair George	<b>The motion CARRIES.</b>
		<b>SEN. METSGER will lead discussion on the floor.</b>
207	Chair George	Closes work session on SB 201.
300	Roger Martin	Executive Director, Oregon Transit Association. Gives overview of public transportation in Oregon and service for the elderly and disabled. <b>(EXHIBIT D)</b>
377	Martin	Explains transportation service across the state of Oregon for the disabled and elderly. Discusses funding for transportation of the disabled and elderly. There has been a high increase in the last 18 months in transportation service for seniors. Majority of help that the Oregon Transit Association offers is to the small transportation systems. There is greater need than can be supplied. There is federal funding but it is insufficient to meet all the need. Volunteers assist the systems.
399	Martin	Explains the state’s contribution in funding and services to transportation for the elderly and disabled. Notes a study relating to elderly and disabled service.
<b>TAPE 16, A</b>		
040	Sen. Messerle	Asks how many in the study were impaired, does it include the impaired who are able to finance their own transportation.
050	Martin	Responds the study was two years ago and he will get the figures for the committee.
055	Sen. Messerle	Asks about impaired respondents, are they not able to drive.
058	Martin	Answers that is correct, the impaired cannot drive themselves.
062	Martin Loring	Manager, Public Transportation Section, ODOT. Explains the public transportation concept. Discusses five functional areas: <b>(EXHIBIT E)</b>
		<ul style="list-style-type: none"> <li>• Planning</li> <li>• Demand Management/Rideshare</li> <li>• Intercity</li> <li>• General public</li> <li>• Special transportation for elderly and disabled</li> </ul>
120	Loring	Outlines the goals of public transportation division: <ul style="list-style-type: none"> <li>• Invest in local public transportation</li> <li>• Help in operational and capital support</li> <li>• Help in communication and coordination improvements</li> <li>• Vision is to supply public transportation for riders of choice</li> </ul>

140	Loring	and quality transportation for those who do not have a choice. Comments on Transportation Demand Management that works with regional managers and local managers to coordinate riders' service. Explains the intercity passenger service and federal funding. Describes transportation needs between rural communities and funding.
185	Balducci	Asks number of Full Time Equivalency (FTE) positions in the public transit section of ODOT. Asks about flexing federal transit money for highways
190	Loring	Answers there are 14.04 FTE. Says he does not know the criteria for flexing federal transit funds. Offers to pursue that question with the Federal Transit Administration.
235	Loring	Explains the general public program. Discusses federal transportation funding programs in rural areas. Example given is the city of Woodburn bus system.
300	Loring	Explains the elderly and disabled program and the federal program. Discusses Oregon Transportation Network that resulted from the 1999 Legislative Session.
350	Loring	Continues presentation describing what funds have been used to: <ul style="list-style-type: none"> <li>• Provide more rides for elderly &amp; disabled</li> <li>• Increase public transportation investment</li> <li>• Increase supplemental operating assistance</li> <li>• Increase 12 planning projects</li> <li>• Increase 8 coordination projects</li> <li>• Increase 52 projects of capital investment other than vehicles</li> <li>• Wrote 252 grant agreements</li> </ul>

**TAPE 15, B**

009	Loring	Continues presentation on sources of special transportation funding and grants. Grants numbered nearly 300. Discusses fleet condition ratings for the senior and disabled group.
050	Loring	Explains the concept of virtual transportation network.
064	Chair George	Asks if the smart jitney system will help the transportation network.
073	Loring	Answers that the jitney system has been followed by ODOT. The project is under the direction of Diane Vines, Oregon System of Higher Education. Says he has not heard anything further about the smart jitney project.
105	Loring	Predicts increase in rides offered to elderly and disabled as time goes on to increase from 3 million to 5 million a year. Displays slides of several small city transportation systems used by seniors.
144	Loring	Continues presentation on transit systems with interactive programs of buses. Discusses teaching safety in using transit systems. Concludes that seniors deserve reliable, affordable transportation.
168	Chair George	Supports the use of buses in communities helping transport seniors and disabled persons.
180	John Charles	Cascade Policy Institute. States the principles of the institute: <b>(EXHIBIT F)</b> <ul style="list-style-type: none"> <li>• Individual liberty</li> </ul>

- Economic opportunity
- Personal responsibility

States his presentation will include ways to improve transit generally. Explains there are trends in transit use that can be observed.

One trend is a decrease in public transit use due to the affluence of citizens.

200 Chair George

Comments on his Chicago experience with public transit and how there is a decrease in use there.

204 Charles

Explains how people can afford to use private vehicles and prefer these to public transit use. Other reasons that affect individual decisions are better air quality and the choice of alternative vehicles.

Suggests as a solution deregulating the public transit system. Monopolies are not good. Competitive contracting of routes by private vendors is the answer. Discusses processes of distributing vouchers based on need not age.

**TAPE 16, B**

010 Charles

Continues discussing different forms of transportation and their cost effectiveness. States that rail transportation is not cost effective. Discusses rail costs and says rail is so expensive it should not be considered.

040 Charles

Explains the extreme cost of Willamette Valley Rail. States the future in transit is privately run, small scale, road-based transit, mimicking private automobile transportation. Discusses a low level of subsidy that is possible by using small vehicles to transport people. Vans and small buses are much cheaper to operate than large transit systems.

083 Sen. Metsger

Asks about free transit and availability into the evening hours and if those are very good attractions.

086 Charles

Replies the high level of service is an attraction to riders. Smaller vehicles are more comfortable than large buses. Later service is a draw.

096 Sen. Metsger

Comments that smaller, more convenient and comfortable service is preferable to large transit services.

129 Mel Zucker

Oregon Transportation Institute. Discusses financial data that does not show transit funding. Shows slide representing the percent of Oregon commuters in bus and rail transit from 1990 to 1998. Transit carries 2.6 percent of all riders. Autos, taxis, and other forms make up rest of work trips. Explains rail transit carries a very low percentage share of all transit in Oregon. Describes the high occupancy vehicle (HOV) lane that is only two and one-half miles long (**EXHIBIT G**).

221 Zucker

Observes there is very little suburb to suburb transit service. Transit agency claim they cannot get sufficient numbers on vehicles. Cannot fill high capacity vehicles between suburbs. Describes jitney systems that can fill low capacity needs of riders. Transit agencies oppose jitneys.

260 Zucker

Believes high-speed rail does not exist. Pacific Northwest Rail Corridor (PNRC) system is what is being implemented in Oregon now. It requires massive investments. This system goes 62 miles per hour between Eugene and Portland from station to station.

Describes buses running in the valley. Contends that passenger rail died out because it was too slow. The timing is not convenient. It cannot compete.

**TAPE 17, A**

018	Zucker	Says senior and disabled transportation should be addressed in one agency. There is a need for transportation in those categories and they need funding. States 70 percent of retirees retire in place.
057	Chair George	Comments on bus transportation in Salem and low patronage. Is oversized equipment the problem?
062	Zucker	Replies that the vehicles should meet a system's needs.
075	Chair George	Adjourns meeting at 4:55 p.m.

Submitted By,

Reviewed By,

Nancy Masee,  
Committee Assistant

Patrick Balducci,  
Administrator

**EXHIBIT SUMMARY**

- A – Written testimony, Susan Schneider, 1 p**
- B – Written testimony, Gale Meier, 2 pp**
- C – Written testimony, Kelly Taylor, 1 p**
- D – Written testimony, Roger Martin , 2 pp**
- E – Written testimony, Martin Loring, 12 pp**
- F – Written testimony, John Charles, 19 pp**
- G – Written testimony, Mel Zucker, 3 pp**