

SENATE COMMITTEE ON TRANSPORTATION

February 27, 1997 Newberg, Oregon

7:00 P.M. Tapes 25 - 26

**MEMBERS PRESENT:**

Sen. Marylin Shannon, Chair

Sen. Ken Baker, Vice-Chair

Sen. Joan Dukes

Sen. Gary George

**VISITING MEMBER:** Rep. Leslie Lewis

**MEMBER EXCUSED:** Sen. Mae Yih

**STAFF PRESENT:** Lin Ludwick, Administrator

Nora Carlson, Administrative Support

**MEASURE/ISSUES HEARD:**

The Oregon Transportation Initiative -

Agency Overview and Public Hearing

**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 25, A</b>		
004	Chair Shannon	Calls meeting to order at 7:15 p.m. Welcomes Rep. Leslie Lewis.
<b><u>OREGON TRANSPORTATION INITIATIVE - AGENCY OVERVIEW</u></b>		
027	Gary Johnson	Regional Manager, Oregon Department of Transportation (ODOT), submits and presents a 10-minute video tape titled: <u>The Oregon Transportation Initiative (EXHIBIT A)</u> . Also submits other written materials ( <b>EXHIBIT B</b> ). ( <i>Paused tape during viewing of video.</i> )

040	Johnson	Submits handout and overhead presentation on the Transportation Funding Proposal ( <b>EXHIBIT C</b> ).
045	Sen. Dukes	Comments that the plan did not come out of the hearings, it came after the regional meetings which resulted in a six-cent gas tax proposal.
050	Johnson	Continues with overhead presentation on the funding proposal.
100	Johnson	Continues with overhead presentation on studded tire fees proposal.
143	Chair Shannon	Asks if ODOT will collect a fee on studded tires.
145	Johnson	Responds that it would be a \$10 per tire fee.
155	Sen. Baker	Asks if any assessments have been made on the total road damage per year due to studded tires.
174	Johnson	Responds that they estimate damage at \$40 million per year, state wide.
204	Johnson	Continues with overhead presentation on the state highway fund distribution.
235	Sen. Dukes	Asks if the revenues from the new revenue streams have been included in the 1997-99 budget.
250	Joan Plank	Government Relations, ODOT, explains that the Governor's recommended budget has additional revenues to match ODOT's proposal and is included in his investment budget.
258	Sen. Dukes	Asks if the committee would have access to the Governor's investment budget and also asks what ODOT would do with the funds if approved.
263	Plank	Agrees and explains that approved funding would fill in the gaps identified in terms of maintenance and preservation and that revenue raised would go for construction projects throughout the state.
299	Sen. Dukes	Asks if there is a way to identify new projects that are not coming out of current revenues.
305	Johnson	Responds that some projects have been identified but that he did not have the information on hand.
312	Sen. Dukes	Asks if the people involved in the State Transportation Improvement Plan (STIP) hearings know what they can expect.
320	Johnson	Responds that they have been sharing the information with people by providing a sampling of projects.
		Disagrees with response and comments on a previous

360	Sen. Dukes	plan which wasn't balanced and resulted in a loss of projects.
390	Rep. Lewis	Asks if ODOT has a chart outlining how much a person would have to pay under the new plan and asks if they have shared this with the public.
420	Rep. Lewis	Asks what could be done to ensure that the new Dundee By pass project does not get cut.
<b>TAPE 26, A</b>		
030	Johnson	Encourages the public to provide input and lend support by attending public transportation meetings.
081	Sen. George	Asks what it would take to get the Dundee project underway and describes the current vehicle traffic en route to the coast.
099	Johnson	Explains that they are considering some alternatives but the by pass itself is still the primary solution. Adds that there is a proposal to make some improvements to the existing route.
124	Sen. George	Asks about a plan proposed by the ODOT director to speed up project completion.
139	Johnson	Describes the department's effort to improve project delivery.
165	Rep. Lewis	Asks if the Transportation Commission could show projects outlined in the STIP.
198	Johnson	Responds that he would relay the committee's request.
220	Sen. Dukes	Asks what happened to the Oregon Transportation Plan.
250	Johnson	Responds that it is still a policy setting document for ODOT and explains that there is much discussion to bring it from a long-range outlook to a more immediate setting.
258	Sen. Dukes	Comments that ODOT did not provide a funding mechanism for airports and questions ODOT's commitment.
260	Johnson	Offers to meet with Sen. Dukes to discuss ODOT's modes and plans.
273	Chair Shannon	Comments that it was the legislature who took \$5 to \$7 million out of the high speed rail budget.
281	Sen. Baker	Explains that the reason to withdraw funding from the high speed rail project was because the project had shown a surplus of funds not used from the prior year.
302	Sen. Dukes	Asks if ODOT has a back up plan.

324	Plank	Explains that a bill has been introduced to fund transportation using more traditional methods like gas tax, registration and studded tire fees.
342	Sen. Dukes	Continues to express concern on whether ODOT has a back up plan.
352	Plank	Responds that they get their direction from the Governor and that they are working closely with the House Transportation Committee in terms of providing data on various funding components.
390	Sen. George	Comments on the 3-2-1 plan (3-cents for the state, 2-cents for the county and 1-cent for the city) and asks if he is overreacting on the feedback he has received on the plan.
400	Plank	Explains that she has not heard of any additional discussion of the 3-2-1 tax plan proposal.
<b>TAPE 25, B</b>		
018	Johnson	Responds that the public has been generally supportive of the gas tax plan.
021	Plank	Responds to Rep. Lewis' earlier question and clarifies that half of any new funds would go to cities and counties and the other half would go to ODOT.
029	Rep. Lewis	Asks for clarification that ODOT's current 60/40 funding distribution will be changed to a 50/50 split.
034	Plank	Responds that due to some earlier studies, it was determined that a 50/50 split made more sense in taking care of short-term road needs.
040	Chair Shannon	Closes informational meeting and opens public hearing on the Oregon Transportation Initiative.
<b><u>OREGON TRANSPORTATION INITIATIVE - PUBLIC HEARING</u></b>		
043	Dave Haugeberg	Newberg resident, provides testimony on alternative methods to finance transportation.
100	Haugeberg	Continues with testimony on toll roads.
150	Haugeberg	Continues with testimony on using toll road revenues for projects.
174	Sen. Baker	Asks about consortiums with major corporations on specific projects.
180	Haugeberg	Describes his efforts in public and private partnering.
228	Mike Olberding	Dundee resident, provides testimony on project development issues.

283	Sen. Dukes	Observes that Mr. Olberding's testimony is not unique and comments on ways to raise money for projects and the importance of public support.
309	Sen. George	Comments on the recently installed raised median in Newberg and observes what could happen if a major accident were to occur.
340	Olberding	Comments on the center dividers and the money spent by ODOT to complete the project.
355	Sen. Dukes	Asks if the raised median is still an ODOT project.
360	Dave Bishop	Mid-Willamette Valley Manager, ODOT, responds that it is not and adds that the project team is looking at using a raised median at both ends of the Newberg By pass project.
373	Sen. Dukes	Asks how long the raised median project has been in progress.
375	Bishop	Responds that it began approximately three years ago.
395	Sen. Dukes	Describes how raised median projects first began.
410	Olberding	Comments on the amount of money ODOT has spent in meetings and studies, and comments on the savings that could have been used towards the Newberg By pass project.
<b>TAPE 26, B</b>		
008	Rep. Lewis	Asks if Mr. Olberding is satisfied with the direction that the project is moving.
010	Olberding	Responds that he is satisfied but disappointed in the process; further describes the plan to include citizens as voting members of the team.
020	Chair Shannon	Asks who was responsible for the decision and how long ago did the request occur.
022	Olberding	Replies that the request took place three weeks ago and that he did not know who was responsible for the decision.
025	Rep. Lewis	Question regarding whether the legislature should encourage ODOT to let the communities drive the projects.
030	Olberding	Responds that you have to respect the public's decision if you open it up to the public, but if that part fails it can become an issue.
052	Bishop	Provides background on ODOT's decision to include the three community members in the Newberg project.
080	Chair	Asks if someone other than Mr. Bishop made the

	Shannon	promise that they would become voting members.
085	Bishop	Responds that it was not a promise, and describes his efforts in getting the members into the group.
117	Chair Shannon	Asks Mr. Bishop if he would consider sending out meeting notices to interested parties.
120	Bishop	Explains that they are sending out quarterly newsletters to update the public.
126	Chair Shannon	Asks if the design team lived in the local area.
135	Bishop	Responds that most of the team lives in the surrounding area.
148	Sen. George	Asks if there is a completion date for the Newberg project.
150	Bishop	Describe the project plan phase.
160	Rep. Lewis	Asks how many voting members are on the design team.
162	Bishop	Identifies nine voting members.
165	Rep. Lewis	Ask how many of nine voting members are ODOT employees.
166	Bishop	Responds that all but one are ODOT employees.
170	Rep. Lewis	Asks if the design teams are going to be evenly balanced with ODOT and citizen members.
180	Bishop	Responds that there will be some flexibility depending on the type of project.
200	Fred Casey	Newberg resident, asks Mr. Johnson to describes the alternative solutions to the Newberg By pass.
213	Johnson	Responds that they are looking at solutions related to transit or other modes of transportation, but believes the problem to be largely a highway issue.
223	Casey	Asks if any one knew the cost per mile for light rail and states that he would like to see the issue addressed.
225	Sen. George	Calculates it at approximately \$135 million per mile.
245	Casey	Continues with testimony on the Newberg project, issues discussed: <ul style="list-style-type: none"> <li>* median project plan</li> <li>* land acquisitions</li> <li>* environmental study for toll roads</li> <li>* privatization of ODOT</li> </ul>

315	Chair Shannon	Comments on the privatization of higher education last session and suggests working in a similar direction during interim session.
326	Rep. Lewis	Comments that the House Agency Oversight Committee is looking at a number of privatization initiatives.
340	Sen. George	Provides figures for the cost of light rail at \$150 million per mile, compared to \$8.5 million for a highway and comments on the cost involved in the DMV computer project.
371	Sen. Dukes	Comments on Mr. Casey's earlier concern on whether ODOT would pick up the tab for the environmental study and asks if anyone has asked ODOT.
384	Haugeberg	Responds that the Transportation Commission will want to know the project funding source before they will fund the environmental study.
392	Sen. Dukes	Asks if ODOT would pay for the environmental study if a private company were to match the toll road fees.
394	Haugeberg	Believes that ODOT would agree to pay for the study.
420	Casey	Comments that Oregon is large enough to build additional roadways to handle the increased traffic flow.
433	Chair Shannon	Adjourns meeting at 9:15 p.m.

Submitted By, Reviewed By,

Nora Carlson, Lin Ludwick,

Administrative Support Administrator

**EXHIBIT SUMMARY**

**A - The Oregon Transportation Initiative, video tape, Gary Johnson**

**(OVERSIZED EXHIBIT)**

**B - The Oregon Transportation Initiative, written materials, Gary Johnson, 10 pp**

**C - Transportation funding proposal, Gary Johnson, 1 p**

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