

SENATE COMMITTEE ON
TRANSPORTATION

Hearing Room
Tapes - 24

SENATE COMMITTEE ON TRANSPORTATION MEMBERS PRESENT:

Sen. Ken Baker, Chair
Sen. Mae Yih, Vice-Chair
Sen. John Lim
Sen. Marilyn Shannon
Sen. Dick Springer

HOUSE GENERAL GOVERNMENT AND REGULATORY REFORM SUBCOMMITTEE ON
TRANSPORTATION MEMBERS PRESENT:

Rep. Cedric Hayden, Chair
Rep. Lonnie Roberts, Vice-Chair
Rep. Jerry Grisham
Rep. Ken Strobeck

HOUSE MEMBERS EXCUSED:

Rep. Mike Lehman
Rep. Bill Markham

STAFF PRESENT:

Janet Adkins, Senate Committee Administrator
Anne Tweedt, House Committee Counsel
Gina Rumbaugh, Senate Committee Assistant

MEASURES HEARD:

Introduction of LC's 2431 and 3782
Informational Overview: South/North Light Rail Project

These minutes contain materials which paraphrase and/or summarize
statements made during this session. Only text enclosed in quotation marks

report a speaker's exact words. For complete contents of the proceedings,
please refer to the tapes.

Joint meeting of the Senate Committee on Transportation and the House
General Government and Regulatory Reform Subcommittee on Transportation.

TAPE , SIDE A

004 CHAIR BAKER: Calls the meeting to order (1:05PM).

WORK SESSION: INTRODUCTION OF LC 2431 AND LC 3782

010 MOTION: CHAIR BAKER MOVES THE COMMITTEE INTRODUCE LC 2431 [EXHIBIT A]
and LC 3782 [EXHIBIT B]

VOTE: FOUR MEMBERS PRESENT, HEARING NO OBJECTIONS THE MOTION CARRIES; SEN.

SHANNON IS EXCUSED

INFORMATIONAL OVERVIEW: SOUTH/NORTH LIGHT RAIL PROJECT

Witnesses: Phil Bogue, Chair, Tri-Met Board of Directors
Mike Burton, Executive Officer, Metro
Renee Cannon, Assistant to Metro Councilor Don Morissette
Jim Bean, Clackamas County Business Round Table
Craig Lomnicki, Mayor, City of Milwaukee
Marshall Glickman, President, Portland Trailblazers and Oregon Arena Corp.
John Magnano, Chair, Board of Clark County Commissioners
Karen Ciocia, Downtown Vancouver Association
Les White, Executive Director, C-Tran
Ed Ianowski, Bond Counsel to Tri-Met and Metro
Ed Lindquist, Clackamas County Commissioner
Ed Hennessey, Citizens Advisory Committee
Ken Harrison, Chairman/CEO, Portland General Corporation

020 PHIL BOGUE, CHAIR, TRI-MET BOARD OF DIRECTORS: Introductory and background remarks regarding the South/North Light Rail Project.

045 MIKE BURTON, EXECUTIVE OFFICER, METRO: Project Overview [EXHIBIT C], South/North Purpose & Need.

105 REP. ROBERTS: How do you estimate how many people will use light rail?

BURTON: Projections of growth patterns, ridership age and need, road traffic counts, and the Westside Light Rail track record.

170 RENEE CANNON, ASSISTANT TO METRO COUNCILOR DON MORISSETTE: Supports South/North Light Rail; submits and summarizes polling information [EXHIBIT

D] on solving traffic and transportation problems.

220 JIM BEAN, CLACKAMAS COUNTY BUSINESS ROUND TABLE: Supports South/North Light Rail; submits resolution in support [EXHIBIT E]. Addresses livability issue. Notes concern for using the available federal funds in light of competition from other cities.

280 CRAIG LOMNICKI, MAYOR, CITY OF MILWAUKEE: Supports South/North Light Rail. Historically, Milwaukee has been the second busiest transfer point within the metro region for Tri-Met. Light rail will create a higher quality of living.

320 MARSHALL GLICKMAN, PRESIDENT, PORTLAND TRAILBLAZERS AND OREGON ARENA CORPORATION: Supports South/North Light Rail. Discusses planning process and development of the new arena as related to transportation.

TAPE 24, SIDE A

015 REP. STROBECK: Approximately how many people ride MAX?

GLICKMAN: Believe ridership is 1,500 to 2,000 per game.

030 CHAIR BAKER: How much did you reduce the parking by in light of transit opportunities?

GLICKMAN: We're building the same number of parking spaces that existed at the Memorial Coliseum, which is 2,800, while adding 8,000 seats in the Rose Garden. At any given time, there's potential to have 32,000 to 40,000 visitors at the arena and surrounding facilities.

045 JOHN MAGNANO, CHAIR, BOARD OF CLARK COUNTY COMMISSIONERS: Reports that Clark County is not walking away from the responsibility of assuring mobility for citizens. The defeat of the funding measure does not end the project--Clark County is still looking at options.

110 KAREN CIOCIA, DOWNTOWN VANCOUVER ASSOCIATION: Board of Directors unanimously approved and endorsed funding of light rail, and hopes to still move forward. The infrastructure for light rail is on the I-5 corridor.

165 REP. ROBERTS: What was the vote count?

MAGNANO: Essentially two-to-one against.

REP. ROBERTS: Did people understand how much federal money was coming into the state?

CIOCIA: The business community understood and voted for it, but the community-at-large was probably not educated enough about the package.

200 REP. STROBECK: I think you should carry the message back to voters and to Olympia that the failure in Clark County had a chilling effect on Oregon citizens, which communicated that transportation is Portland's problem.

MAGNANO: We're trying to be constructive in finding solutions, given what we know about gridlock, congestion, air pollution, and what we hear from ports and chambers of commerce.

230 SEN. LIM: How many people commute between Portland and Vancouver?

MAGNANO: Approximately 45,000 from Clark County into the Portland area, and between 10,000 and 14,000 people from the Portland area into Clark County.

SEN. LIM: Why do so many people come from the Vancouver area to work in Portland?

MAGNANO: Clark County is working hard on growth management and economic development programs to try and produce an equivalent amount of family wage jobs.

280 REP. GRISHAM: References Willamette Week editorial [EXHIBIT F], and asks about Magnano's quote.

MAGNANO: I was not accurately quoted. My point was that although voters voted against it, we have many reasons to continue to work to solve our transportation problems.

REP. GRISHAM: Is one of the reasons for defeat the no new taxes theory (Exhibit F)?

MAGNANO: To a degree, but that's not a fully acceptable explanation. As elected officials, we need to take the time to discern what all the reasons were for people voting no.

REP. GRISHAM: What about the wrong location theory (Exhibit F)?

MAGNANO: After three years of extensive study, we realize that the I-5 is the main crossing that we need to address first.

CIOCIA: Some of the most vocal proponents for the I-205 corridor have distinct private interests.

420 CHAIR HAYDEN: Why would the people in Clark County care where the southern portion would go? I'd presume that 80-90% of riders would debark

in Portland anyway.

CIOCIA: We have always looked at this as a regional project--start, finish, and the connections are all very important to us.

TAPE 23, SIDE B

015 CHAIR HAYDEN: I'm not sure that the legislature as a whole understands that the light rail project is part of an ongoing project that will ultimately include MAX, Westside, South/North, the I-205, and many other options. Is it correct to say the issue is not if the I-5 or I-205 light rail systems would be built, but rather when?

MAGNANO: Yes, that is correct.

045 SEN. SPRINGER: What is your sense of where the State of Washington legislators and congressional delegation may be on funding and supporting this program?

MAGNANO: We're going to Washington DC to discuss those issues this month.

070 CHAIR HAYDEN: What were the geographic boundaries of the bond issue passed in Oregon?

BURTON: The Tri-Met area which includes most of the three counties.

CHAIR HAYDEN: If Clark County had not included operation costs, by how much would they have reduced their bond measure?

LES WHITE, EXECUTIVE DIRECTOR, C-TRAN: We used a 3/10% sales tax rate and 3/10% motor vehicle excise tax rate, as opposed to a strictly 2/10% sales tax rate for construction alone. The operating on the long term is a 1/10% sales tax rate and 3/10% motor vehicle excise tax rate. That equals \$237 million of debt retirement.

CHAIR HAYDEN: How much would the Tri-Met bond measure have been if it had included operation costs?

ED IANOWSKI, BOND COUNSEL TO TRI-MET AND METRO: The question is difficult to answer because of the differences in laws of the states. Clark County voted on a tax levy, not a bond measure. Oregon voted on bonds and, by law, we can only use bond issues for capital items, not for operating.

CHAIR HAYDEN: Confirmed the matching funds from the federal government is 50-50.

110 ED LINDQUIST, CLACKAMAS COUNTY COMMISSIONER: Discusses the South/North decision making process, Exhibit C, page 13.

150 ED HENNESSEY, CITIZENS ADVISORY COMMITTEE: Discusses public involvement, Exhibit C, page 17.

250 CHAIR BAKER: Mr. Lindquist, why are you now a proponent of the I-5 corridor when earlier you wanted light rail along the I-205?

260 LINDQUIST: Summarizes reasons why I-5 was chosen over I-205, Exhibit C, page 41.

350 -Ridership, Exhibit C, page 42

410 REP. ROBERTS: Is there a timeline on the federal money?

LINDQUIST: Yes, if local funding is not put together and the project is not written into federal legislation, it won't be available for six more

years--when competition is greater.

TAPE 24, SIDE B

005 REP. ROBERTS: Concerned about Clark County's possible non-involvement.

LINDQUIST: Oregon still has a project plan should Clark County not join.

035 REP. GRISHAM: Will we be moving people off the buses and onto light rail, or from cars onto light rail? The I-205 system would more likely move people out of cars since the bus system is not as developed as the bus system along the I-5.

LINDQUIST: The bus routes would change so it would become the feeder system into the light rail stations. Regarding the I-205 corridor, we don't have the ridership there yet.

065 SEN. YIH: If Clark County doesn't come along, will the system stop at the border?

LINDQUIST: It wouldn't go to the border; references Exhibit C, page 65, segment 1.

095 SEN. YIH: Did Mr. Burton say the operation cost would be another \$400 million, thus adding to the current \$475, and equaling \$875 million?

LINDQUIST: Some of the operation money is in the transit system now to operate some of the light rail system.

SEN. YIH: How are you going to pay for the operation cost?

LINDQUIST: The majority of operating funds will come from payroll tax on businesses, part from the transportation package, plus about 25% passenger fees.

SEN. YIH: Requests informational sheet noting exactly how operation costs will be funded.

175 KEN HARRISON, CHAIRMAN/CEO, PORTLAND GENERAL CORPORATION: Supports South/North Light Rail. A strong transportation network is critical to our state and business centers; notes economic benefits of light rail.

265 REP. GRISHAM: Portland was at one time served by electric trolleys, which were removed in the 1950's. Concerned that we're making the right decision in spending billions of dollars to reinstall it.

290 HARRISON: From business travels, hear that businesses in other countries are interested in Oregon partly because of the state's vision with regard to transportation issues.

355 CHAIR BAKER: Announces continuation of South/North Light Rail Project technical discussion on Tuesday, March 7.
-Adjourns the meeting

Submitted by, Reviewed by,

Gina Rumbaugh Janet Adkins
Committee Assistant Committee Administrator

EXHIBIT SUMMARY:

- A - LC 2431 -- Staff -- 18 pages
- B - LC 3782 -- Staff -- 23 pages
- C - South/North Light Rail Project Overview -- Tri-Met -- 56 pages
- D - Polling information re South/North -- Renee Cannon -- 3 pages
- E - Resolution in support of South/North -- Jim Bean -- 1 page
- F - Editorial re South/North -- Staff -- 1 page