

SENATE COMMITTEE ON
TRANSPORTATION

Hearing Room
Tapes - 26

MEMBERS PRESENT:

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

STAFF PRESENT:

Janet Adkins, Committee Administrator
Gina Rumbaugh, Committee Assistant

MEASURES HEARD:

HB 2057 Public Hearing and Work Session
HB 2106 Public Hearing and Work Session
Informational Overview: High Speed 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.

TAPE , SIDE A

003 CHAIR BAKER: Calls the meeting to order (1:26PM).

PUBLIC HEARING ON HB 2057

010 ADMINISTRATOR ADKINS: Explanation and background of HB 2057.

NOTE: The Senate Committee on Transportation was present at the House General Government and Regulatory Reform Subcommittee on Transportation Public Hearing for

HB 2057 on 1/31/95; please refer to the House minutes for further information.

WORK SESSION ON HB 2057

035 MOTION: SEN. SPRINGER MOVES HB 2057 BE SENT TO THE FLOOR WITH A DO PASS

RECOMMENDATION

VOTE: IN A ROLL CALL VOTE, FOUR MEMBERS PRESENT VOTE AYE;
SEN. SHANNON IS EXCUSED

Sen. Springer will lead discussion on the Floor.

PUBLIC HEARING ON HB 2106

055 ADMINISTRATOR ADKINS: Explanation and background of HB 2106.

NOTE: The Senate Committee on Transportation was present at the House General Government and Regulatory Reform Subcommittee on Transportation Public Hearing for

HB 2106 on 1/31/95; please refer to the House minutes for further information.

WORK SESSION ON HB 2106

075 MOTION: SEN. YIH MOVES HB 2106 BE SENT TO THE FLOOR WITH A DO PASS RECOMMENDATION

VOTE: IN A ROLL CALL VOTE, ALL MEMBERS ARE PRESENT AND VOTE AYE; THE MOTION CARRIES

Sen. Yih will lead discussion on the Floor.

INFORMATIONAL OVERVIEW: HIGH SPEED RAIL PROJECT

Witnesses: Don Forbes, Director, Oregon Department of Transportation (ODOT)
Erik East, Project Manager, High Speed Rail, ODOT
Gerry Gaydos, former president, Eugene Chamber of Commerce

090 DON FORBES, DIRECTOR, ODOT: Submits written overview of Oregon's High Speed Rail Project [EXHIBIT A]. There is great potential to attract the routine business commuters between Eugene, Salem, and Portland.

180 -Reviews Development Stages, page 7, Exhibit A

190 -In response to Sen. Yih, the goal is to accomplish Stage 1 by the year 2000

240 -In response to Chair Baker, \$5-7 million every biennium for the next two to three cycles is not sufficient to reach Stage 1; it will take roughly \$28 million per biennium for two biennia

265 SEN. YIH: Concerned there is no afternoon return trip from Portland. What kind of ridership do you have now, and how much would they contribute toward the operation of the program? When are you going to add the return trip?

FORBES: Agrees there would be higher ridership if additional funding was in place to run trains both directions. References and explains Performance Chart bar graph, Exhibit A.

335 ERIK EAST, PROJECT MANAGER, HIGH SPEED RAIL, ODOT: ODOT has budgeted for the lease of a high tech train that could be available by June 1995; it

could allow for a temporary return trip southbound out of Portland.

SEN. YIH: How much will the passenger fees pay for the operation of the program?

EAST: Believe we'll achieve about a 32% cost recovery ratio at this point in time; cost recovery increases over time as service is added.

390 SEN. YIH: Does the \$28 million per biennium for the program include the purchase of the high tech train?

EAST: No, that figure involves operating costs and capital improvements;

we're not planning on purchasing any equipment, rather, we'll lease and test the equipment.

415 FORBES: References and explains IC3 train brochure, Exhibit A, and states this is the type of train they'd look to lease before any decisions are made to buy.

445 SEN. YIH: If the passengers can fund for 50% of the operation, what funds are you going to use for the other 50%?

EAST: The price of the other half of the service is in the \$28 million figure.

SEN. YIH: Will the \$28 million come from the General Fund?

FORBES: Short term, we'd propose it come out of lottery proceeds.

TAPE 26, SIDE A

030 CHAIR BAKER: Are you operating the high speed rail project yourself and, if so, why is that as opposed to some other private enterprise?

FORBES: The operation is done by Amtrak, but Oregon will likely help fund the operation.

050 CHAIR BAKER: What is the route through the metropolitan area of Portland? Is there some thinking on placing a transit system outside the core downtown area?

FORBES: Our intent would be to continue going into Union Station.

EAST: Improvements will be made that will save 11 minutes between Portland and Vancouver. We're trying to physically separate the Amtrak and Union Pacific systems so the Amtrak service does not get delayed.

FORBES: Notes reasons why public money is being spent to make track improvements that benefit private rail companies.

100 CHAIR BAKER: Asks if single track versus double track is an issue.

FORBES: At this point, all are single track; we can add a considerable number of trains before we have to move to double tracking.

125 SEN. YIH: References Investment Program 93-95, Exhibit A. Do you have one for 95-97?

EAST: The information in the business plan is reflective of what we're trying to accomplish with our budget proposals for next year; notes some necessary improvements.

SEN. YIH: Are you going to ask Ways and Means for \$28 million in lottery money?

FORBES: No, the Ways and Means request will be a little more than \$5 million in lottery which is in the governor's budget; that would allow us only to basically maintain the level of service that we have today. The transportation finance package under consideration by the legislature includes an additional element of lottery; to be used for capital

improvements.

165 GERRY GAYDOS, FORMER PRESIDENT, EUGENE CHAMBER OF COMMERCE: Eugene is currently undertaking \$750,000 in improvements to rail crossings which is basically federally funded. The community is excited about the prospect of high speed rail.

185 CHAIR BAKER: How is Washington state doing with their program?

EAST: Their initial investment is \$42 million annually, and they have a request in to the current legislature for \$90 million for next biennium.

195 SEN. SPRINGER: Are we spending the improvements money to resolve conflicts between passenger service and freight service or conflicts with the poorly designed rail system?

EAST: Our investments will be targeted to accommodate passenger service without impacting the freight rail.

230 SEN. SPRINGER: Where is the biggest program, and why can't we just dedicate a passenger rail line through that area?

EAST: The bottleneck occurs when Amtrak trains come up to the signal point where the UP line comes in from the east; there's less than 100 yards of trackage that the two of them share.

290 CHAIR BAKER: Adjourns the meeting.

Submitted by, Reviewed by,

Gina Rumbaugh Janet Adkins
Committee Assistant Committee Administrator

EXHIBIT SUMMARY:

A - Informational packet re high speed rail -- Don Forbes -- 58 pages