

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.

INFORMATIONAL
Alternate Uses of
the Highway Fund

SENATE COMMITTEE ON
TRANSPORTATION

April 17, 1991Hearing Room B
8:00 a.m.Tapes 67 - 68

MEMBERS PRESENT:Sen. Joan Dukes, Chair
Sen. William McCoy, Vice-Chair
Sen. Peter Brockman
Sen. Scott Duff
Sen. Paul Phillips

MEMBER EXCUSED: Sen. Tricia Smith
Sen. Eugene Timms

VISITING MEMBER:

STAFF PRESENT: Ruth Larson, Committee Administrator
Shannon Gossack, Committee Assistant

WITNESSES: Bob Bothman, Oregon Dept. of Transportation
Mike Hollern, Oregon Dept. of Transportation
Jim Gardner, Metro Service District
Ken McFarling,
Fred Kennedy, Oregon Council for Blind
Kenton Herman, TRA
Rodney Aho, Oregon ARP
LeRon Howland, Oregon State Police
Dan McFarling, Citizen
Jan Campbell, Committee on Accessible Transportation
Ralph Worrall, Committee on Accessible Transportation
Bernie Guisto, City of Gresham
Richard Rossi, City of Gresham
Douglas Allen, Citizen
Ray Polani, Citizens for Better Transit
Randy Prince, Roundtable Transit Alternatives
Eugene Organ,
Terry Smith, Eugene City Council
Barry Groce, Oregon Railroad Association
Dell Isham, Oregon Highway Users Conference
Lauri Aunan, OSPIRG

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TAPE 66, SIDE A

005 CHAIR DUKES: Explains the intent of meeting.

INFORMATIONAL HEARING:

025 MIKE HOLLERN, OREGON TRANSPORTATION COMMISSION: Apologizes for lack of communication with the Transportation Committee.

040 BOB BOTHMAN, OREGON DEPT. OF TRANSPORTATION: Submits outline of the history of the Highway Fund. (EXHIBIT A)
-Discusses the future of Highways and what direction the Department is going.

-Explains the user fee concept and transit funding.

180 CHAIR DUKES: What percentage of damage do the trucks make up for?

184 BOTHMAN: We think they do 41 percent, and that's going to shift down to 38 percent of the damage. The system is getting bigger, so cost responsibility is in terms of the increased number of cars on the road.

201 HOLLERN: Discusses ODOT'S vision for future transportation modes. There are five areas we are focusing on: transportation leadership, system preservation and development, safety, organizational effectiveness and communication. We are in the best position in years to meet the challenges of the future. The challenges include dramatic population growth, diversity of population, and aging of population. Thus, suburban commute patterns are different, there has been growth in personal income, an expansion in technology, and institutional change. Must respond effectively. Our vision includes a transportation system that insures rural access and urban movement. It will provide for the efficient movement of commerce and people throughout the state, insurance of safety, enhancement of competitiveness, and the maximization of the use of all modes. Now putting together integrated transportation plan. Completing coordination between land use and transportation planning. Have worked on finance plan that entails accelerating Oregon access program, increasing funding for urban arterial program and continued work on the west side light rail. Also looking at bus funding to rural areas through increasing the tax on jet fuel. Committed to presenting integrated plan that will involve new financing plan,

TAPE 67, SIDE A

004 HOLLERN: Discusses integrated transportation plan in regard to financing.

024 SEN. DUFF: Is the possible lack of State Police patrol an impact on the poor accident record?

032 HOLLERN: Discusses the safety summit. We don't have enough police on the roads as one component of increasing safety. The passage of the 2 percent gas tax will allow us to look at increasing safety in a multi-modal view.

041 SEN. DUFF: To what extent will light rail reduce the number of highways?

047 HOLLERN: The light rail will require an additional traffic lane to the west side if we didn't build a light rail to handle the same amount of traffic, roughly a billion dollars.

052 BOTHMAN: The billion dollar price tag was just to improve the highway in the area of the west side transit project. The problem is that it heavily impacts the urban areas involving major transit system.

075 JIM GARDNER, METRO SERVICE DISTRICT: Recently passed Resolution 1420 that was adopted by the Metro Service District.

102 CHAIR DUKES: Does Metro feel that time is right now or evolving for the multi-modal plan?

108 GARDNER: The voters should be asked to modify the constitutional decision. Discusses allocation of resources and the user fee issue. It's a myth that the user fee pays for the entire maintenance costs. Approximately 65 percent is paid for by gas taxes, weight-mile taxes, registration fees and tolls. Must find most cost efficient means to meet needs.

199 SEN. PHILLIPS: You support the concept of broadening this?

205 GARDNER: Yes, but how you proceed as far as which steps to take is still

in question.

235 RODNEY AHO, OREGON ASSOCIATION OF RAILWAY PASSENGERS: Submits and reviews written testimony. (EXHIBIT B & C)

387 FRED NUSSB AUM, OREGON ASSOCIATION OF RAILWAY PASSENGERS: The issue seems to be whether or not the time is right. Discusses the education of the public on this issue.

420 CHAIR DUKES: Costs involved with putting a ballot measure on the ballot are high. If the goal is to educate the public, this is a costly and frustrating way to proceed. proceed.

TAPE 68, SIDE B

010 NUSSB AUM: We are not out here to do a education project on the public. We are confident the time is right, it won't be an education campaign. Discusses the issue of urban and rural transportation. Must find way to reach disenfranchised with accessible transport.

072 JIM HOWELL, OREGON ASSOCIATION OF RAILWAY PASSENGERS: Discusses the the conservation concept. We should look at more effective use of current system rather than focus wholly on new construction. It's not just a Portland issue, it's a state issue. Talks about the Oregon Access program.

193 NUSSB AUM: Expresses doubts about ODOT's process in coming up with the multi-modal plan. Doesn't look at transport between communities and lacks representation of regular users of transit system.

240 HOWELL: I was told a year ago about this process and expressed my interest at that time to the OTC and ODT.

264 JAN CAMPBELL, COMMITTEE ON ACCESSIBLE TRANSPORTATION: Submits and reviews written testimony. (EXHIBIT D)

329 CHAIR DUKES: You are proposing a 1 cent gas tax that would focus specifically on disabled accessibility to transportation that is going to be required?

348 CAMPBELL: Yes.

353 CHAIR DUKES: This doesn't involve more transit?

354 CAMPBELL: No.

356 NANCY MEYER, TRIMET: The \$14 million was given to us by the Public Transit Commission on what would be collected yearly by the gas tax. The tri-county area would be 38 percent of that. Compliance to the disabilities act is mandated by law.

392 RALPH WORRALL, COMMITTEE ON ACCESSIBLE TRANSPORTATION: Discusses the population in Oregon. There is an increase in number of disabled citizens, and coinciding need for better transport for them.

470 MEYER: This discussion includes mentally retarded citizens who are unable to understand the system.

TAPE 67, SIDE B

025 WORRALL: Transportation is good investment for these people attempting to be self-supporting.

058 KEN MCFARLAND, CITIZEN: Discusses the balance of transportation in Oregon. Urges the need for all forms of transportation.

112 CHAIR DUKES: If we were to open the fund then where would you want the money spent?

119 MCFARLAND: There is a large sector that the railroad can serve.

128 FRED KENNEDY, OREGON COUNCIL OF THE BLIND: Supports the broadening of the fund.

147 KENTON HERMAN, TRANSIT RIDERS ASSOCIATION: We want better transit. What ever we can get to improve that would be an option. The lack of hospitals in the rural areas and transport to urban areas with hospitals is a major concern.

170 CHAIR DUKES: How do you feel about least cost option that was talked about earlier?

177 HERMAN: We are going to need it at some point.

199 MCFARLAND: Private enterprise used to provide rail transport due to it's efficiency.

216 LERON HOWARD, OREGON STATE POLICE: Submits and reviews written testimony. (EXHIBIT E)

258 CHAIR DUKES: Do you expect to get into the road fund?

262 HOWARD: We expect to get authority for a constitutional amendment for next election.

261 CHAIR DUKES: You are also working on additional funding?

270 HOWARD: Rep. Mannix is working on funding source for this constitution amendment for fund access.

277 CHAIR DUKES: If the current bill were not to pass you would request that patrol be funded out from the Highway fund?

280 HOWARD: That's correct.

281 SEN. BROCKMAN: With the 156 trooper reduction, what will you be left with?

286 HOWARD: We have 445 troopers.

289 SEN. BROCKMAN: The \$15.00 vehicle registration fee will all be going to the troopers?

295 HOWARD: The proposal is \$3.00 to city and \$12.00 to state police. That is not in the form of a bill at this point.

304 SEN. DUFF: is there a direct correlation between the number of troopers on patrol and the number of accidents?

312 HOWARD: Yes. The number of troopers on the highway does have an effect on the adherence to laws.

317 GLEN RADAR, OREGON STATE POLICE: Explains neighboring states in regard to accidents.

331 TERRY SMITH, EUGENE CITY COUNCIL: The City of Eugene supports broadening the uses of the highway trust fund. We need to address Ballot Measure 5 before we move on this issue.

406 CHAIR DUKES: Could we get your resolution or plan?

410 SMITH: Yes.

415 CHAIR DUKES: Meeting adjourned at 10:05.

Submitted by,

Reviewed by,

Scott Marshall
Assistant

Ruth Larson
Administrator

