

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL/EXECUTIVE OFFICER INFORMAL MEETING
DATE: March 9, 1999
DAY: Tuesday
TIME: 2:00 PM
PLACE: Council Annex

CALL TO ORDER AND ROLL CALL

- I. EXPO UPDATE
- II. LEGISLATURE UPDATE
- III. ~~GOAL 5/ FISH RESTORATION ISSUES~~ - ZOO PARKING & UPDATE
- IV. EXECUTIVE OFFICER COMMUNICATIONS
- V. COUNCILOR COMMUNICATIONS
- VI. EXECUTIVE SESSION, HELD PURSUANT TO ORS 192.660(1)(h), TO CONSULT WITH LEGAL COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION.

ADJOURN

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ADJOURN

**METRO**

To: All Councilors

From: John Houser, Senior Council Analyst

Re: Expo Center Hall D Update

Date: March 8, 1999

The Presiding Officer requested that I provide the Council with an update on the status of the proposed replacement of Hall D at the Expo Center. Since the Council's last consideration of this issue at its February 9 informal meeting, further discussion and actions have centered on three areas: 1) the MERC commission's level of support for the project, 2) the timing of the project, and 3) the further refinement of financial forecasts related to the near and intermediate fiscal impact of the project.

MERC Commission Support

At the time of the February informal meeting, the MERC Commission had not formally reviewed or taken a position on the proposed project. A special commission worksession was held on February 26 to review financial, timing and other information related to project that was developed and presented by the MERC staff. Presiding Officer Monroe and Councilor Washington appeared at the meeting and expressed Council support for the project based on the resolution adopted last November (Resolution 98-2734A) which requested the Executive Officer to develop, and present to the Council, a financing plan for the project.

The staff presented a "worst-case" fiscal scenario with only minimal growth in revenue from the new building, but noted that such a scenario was highly unlikely. Instead, the staff focused on a scenario that showed a more moderate growth level that staff felt was readily attainable. Under this scenario, the Center's critical ending balance was never less than \$630,000 and would increase substantially after the new building was opened. Staff also noted that the commission could pursue a variety of options for increasing revenue from the Expo Center including public/non-profit partnerships, changes in the rental structure and other marketing activities such as advertising and naming opportunities.

The staff's presentation also focused on the potential costs associated with the renovation of Hall's A-C. As you recall, the cost of the seismic improvements for these buildings, scheduled for FY 02-03, was a major deterrent to maintaining a positive fund

balance at the Expo Center. The staff's scenario estimated these costs at \$1.5 million, split between FY 03-04 and FY 04-05. Staff noted that it was becoming increasingly concerned about the total potential cost of renovating these buildings and whether these expenditures would be cost effective, given the commission's ultimate goal of replacing these buildings with a third new structure. The commission directed the staff to further examine future development and construction-related issues within the context of a master plan for the facility.

Following discussion of the various issues related to the proposed project, the commission unanimously adopted a resolution which endorsed the construction of a new Hall D.

Project Timing

The commission also discussed the timing for construction of the new building. When the proposed project was initiated last fall, it was felt that it might be possible to begin actual construction this summer. But, there are a variety of factors that would indicate that this timeline would be difficult to meet. First, the 17-week timeline for the issuance of the funding bonds would mean the bond proceeds would not likely be available until August. While the fund balance and other potential sources could finance costs prior to receipt of the bond proceeds, it will take several months to obtain the necessary construction permits and to complete the necessary architectural and design work for the building. Given these factors, the MERC staff has suggested that actual construction not begin until spring of 2000 with the opening occurring in spring of 2001.

If this timeline is accepted, it would be appropriate for the bonds to be issued, and the proceeds received in about mid-fall (October/November). This would provide funding for initial architectural and permit work to be completed prior to construction in the spring. Federal arbitrage requirements also will affect the timing of bond issuance relating to completion of the project. The financial planning staff has indicated that bond proceeds may need to be fully expended within 18-24 months to avoid any negative arbitrage requirements.

Fiscal Impact

At the February informal, I provided an in-depth review of a fiscal impact forecast that I had prepared relating to the Hall D project. The forecast assumed that construction would begin this summer and that the proposed seismic improvements would be made in FY 02-03 at a cost of \$1.97 million. As noted above, MERC is now indicating that construction would not begin until spring 2001, and the seismic improvements, if they are made, would occur over two fiscal years at the total cost of \$1.5 million. Given these changes, I have recalculated my forecast into two scenarios, one with the seismic improvements and one without these improvements (see attached). The A-Council scenario includes the seismic improvements, while the B-Council eliminates these improvements.

I also have worked extensively with the MERC staff concerning the potential fiscal impact of the new building. While we still may differ slightly on particular line items within our forecasts, the bottom line ending fund balances are very similar. For

example, in the scenario that includes the seismic improvements, the MERC forecast shows a minimum fund balance of \$630,000 in FY 2000-01 and a balance of \$1.44 million in the last year of the forecast (FY 2005-06). My forecast shows a minimum balance of \$821,000 and a balance of \$1.55 million in FY 05-06. In our forecasts without the seismic improvements, the MERC forecast shows an ending balance of \$2.94 million in FY 05-06 and my forecast shows an ending balance of \$3.17 million. Both staffs consider these differences to be minor and that either forecast indicates that the proposed project is very "doable" and would recommend to the Council that it proceed with the construction of a new Hall D.

		PROJECTED FISCAL IMPACT OF HALL D AT THE EXPO CENTER						A-Council		
		FY 97-98	FY 98-99 Budget	FY 99-00 (Prop)	FY 2000-01(Proj)	FY 01-02 (Proj)	FY 02-03 (Proj)	FY 03-04 (Proj)	FY 04-05 (Proj)	FY 05-06
Operating Revenue										
1	Rental Income	\$1,072,387	\$1,213,705	\$1,239,672	\$1,243,639	\$1,503,003	\$1,578,153	\$1,657,061	\$1,739,914	\$1,826,910
2	Reimbursed Labor	\$56,851	\$119,997	\$88,792	\$97,671	\$102,555	\$107,682	\$113,067	\$118,720	\$124,656
3	Concessions/Catering	\$1,478,289	\$1,403,096	\$1,492,761	\$1,567,399	\$1,645,769	\$1,728,057	\$1,814,460	\$1,905,183	\$2,000,443
4	Utility Services	\$127,598	\$160,137	\$123,650	\$136,015	\$141,456	\$147,114	\$152,998	\$159,118	\$165,483
5	Parking	\$1,019,949	\$1,092,093	\$1,080,616	\$1,370,896	\$1,425,732	\$1,482,761	\$1,542,072	\$1,603,754	\$1,667,905
6	Other	\$53,791	\$13,810	\$15,137,023	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
7	Total Operating Revenue	\$3,808,865	\$4,002,838	\$19,162,514	\$4,460,620	\$4,863,514	\$5,088,768	\$5,324,658	\$5,571,690	\$5,830,396
Investment Interest		\$73,735	\$51,084	\$500,000	\$190,000	\$40,000	\$60,000	\$75,000	\$60,000	\$50,000
8	Total Resources	\$3,882,600	\$4,053,922	\$19,662,514	\$4,650,620	\$4,903,514	\$5,148,768	\$5,399,658	\$5,631,690	\$5,880,396
Operating Expenditures										
9	Personal Services	\$572,930	\$832,102	\$823,324	\$850,000	\$900,000	\$936,000	\$973,440	\$1,012,378	\$1,052,873
10	Materials and Services	\$608,992	\$716,561	\$800,000	\$850,000	\$900,000	\$936,000	\$973,440	\$1,012,378	\$1,052,873
11	Concessions	\$913,094	\$1,022,543	\$1,097,350	\$1,144,201	\$1,201,411	\$1,261,482	\$1,324,556	\$1,390,784	\$1,460,323
12	Parking	\$112,533	\$129,140	\$102,000	\$106,080	\$110,323	\$114,736	\$119,326	\$124,099	\$129,063
Non-Operating Expenditures										
13	Debt Service									
13a	Equipment Flex Lease	\$97,821	\$99,383	\$99,976	\$100,113	\$0	\$0	\$0	\$0	\$0
13b	Hall E Loan	\$530,038	\$524,136	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13c	Hall D			\$566,000	\$839,000	\$885,000	\$934,500	\$981,500	\$1,041,000	\$1,043,000
14	Capital Spending	\$82,575	\$78,060	\$132,500	\$300,000	\$300,000	\$300,000	\$275,000	\$250,000	\$225,000
15	Capital Improvement Plan (CIP)	\$90,490	\$150,000	\$5,000,000	\$10,084,000	\$0	\$0	\$750,000	\$750,000	\$0
16	Metro Support Services	\$103,169	\$93,999	\$117,274	\$121,965	\$126,844	\$131,917	\$137,194	\$142,682	\$148,389
17	MERC Administration	\$73,297	\$128,499	\$140,377	\$145,992	\$151,832	\$157,905	\$164,221	\$170,790	\$177,622
18	Revenue Bond Repayment			\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0
	Total Expenditures	\$3,184,939	\$3,774,423	\$10,578,801	\$14,541,351	\$4,575,410	\$4,772,540	\$5,698,677	\$5,894,109	\$5,289,142
19	Cash Flow	\$697,661	\$400,000	\$8,883,713	(\$9,890,731)	\$328,104	\$376,228	(\$299,019)	(\$262,420)	\$591,254
20	Beginning Fund Balance	\$734,571	\$1,428,789	\$1,828,789	\$10,712,502	\$821,771	\$1,149,875	\$1,526,103	\$1,227,084	\$964,664
21	Ending Fund Balance	\$1,432,232	\$1,828,789	\$10,712,502	\$821,771	\$1,149,875	\$1,526,103	\$1,227,084	\$964,664	\$1,555,918
22	Contingency		\$117,340	\$200,000						

PROJECTED FISCAL IMPACT OF HALL D AT THE EXPO CENTER								B-Council	
	FY 97-98	FY 98-99 Budget	FY 99-00 (Prop)	FY 2000-01(Proj)	FY 01-02 (Proj)	FY 02-03 (Proj)	FY 03-04 (Proj)	FY 04-05 (Proj)	FY 05-06
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22 Contingency		\$117,340	\$200,000						



METRO

February 10, 1999

Sidney Alpert, President
Wilcox West Homeowners Association
c/o Andrew Wilson
5737 SW Downsview Ct.
Portland, OR 97221

Dear Mr. Alpert,

Thank you for your letter. Here is the issue as I see it.

As you probably know I am elected region-wide. I serve all the citizens of 24 cities and the urban portions of 3 counties. And I am sure you understand that it would be inappropriate of me to serve some neighborhoods over others. I feel it would be poor public policy to allow certain neighborhoods privileges based on proximity to Metro facilities, or as one neighborhood association president suggested, based on voter support for light rail.

So, as "park and ride" requests are being asked for by your group, please realize that decision would open the lot to the entire region. You may have read recently in *The Oregonian* that park and ride lots are full daily along the MAX system. Why would this lot be different? I don't know why it would. I expect it would be full daily not allowing zoo visitors a place to park. It would not be available to the World Forestry Center event goers (often in evenings) or visitors. And it would not be available for the soon-to-be-opened Children's Museum which is filled with families in all weather, on all days, most mornings and many afternoons.

While I am pleased that MAX ridership to the zoo has exceeded expectations all zoo visitors do not have that option. The Oregon Zoo is the number one paid tourist attraction in Oregon - people drive from east of the mountains, up and down the valley, Clark County, Oregon City, Tigard and Tualatin. Any good day, be it July or January, our visitors use that lot. We are unable to predict that in advance. The lot must be available to facility visitors first and foremost. Neighbors have complained to us for years that they do not want Washington Park visitors parking in their neighborhoods. Open that zoo lot as a park and ride and I suspect that is exactly where visitors will be parking. It seems to me it cannot be done both ways.

page two

We are continuing discussion of the various options available to us....your item numbers 1 and 2 among them. Concerning option number 3 -- I understand Tri-Met General Manager Fred Hansen has written to you. Let me be more specific. Your group needs to make your "coverage hole" needs be known, loud and clear. I have enclosed a list of public hearings Tri-Met is currently holding on routes and service for the next ten years of transportation. The timing is right. They tell me that some of the routes through the west hills are some of the least used in their system. Perhaps those resources could be allocated differently to serve you better.

Finally, you should know that I have heard and am hearing from both sides of the parking lot issue. As many people do not want a park and ride up there as do. Please read the enclosed letter from the Southwest Hills Residential League, for example.

Again, thank you for corresponding with us.

Sincerely,



Mike Burton
Executive Officer

c: Fred Hansen, General Manager, Tri-Met
Ben Canada, Superintendent, Portland Public Schools
Honorable Ron Wyden, U.S. Senate
Honorable Gordon Smith, U.S. Senate
Honorable Earl Blumenauer, U.S. House of Representatives
Andrew Wilson, Treasurer, West Wilcox Homeowners Assn.
Teresa Wright, Landscaping, West Wilcox Homeowners Assn.
Diane Schauer, Special Projects, West Wilcox Homeowners Assn.
Gary Lindberg, Secretary, West Wilcox Homeowners Assn.

From: Margaret Sprinkle
To: Everyone
Date: Wed, Jan 27, 1999 4:02 PM
Subject: Tri-Met Service Planning

Tri-Met has asked us to inform our employees about an opportunity to participate in strategy meetings for the next 10-years of transportation. The following list is where and when the meetings will be held. I have ~~tried to find out exactly what bus lines will service these sites, but to no avail, and I am not sure that buses do service all of them.~~

They ask you to visit the website www.tri-met.org to leave your comments if you can't make a meeting, or to see the outcome of the meetings.

February 22, 1999
7:00pm
Tigard Senior High
9000 SW Durham Rd
Tigard OR 97224

February 23, 1999
7:00pm
St John's Episcopal Church
2036 SE Jefferson
Milwaukie, OR 97222

February 25, 1999
7:00pm
NE Workforce Training Center
5600 NE 42nd
Portland OR 97218

March 1, 1999
7:00pm
Portland Building-Rm.C
1120 SW 5th Avenue
Portland OR 97204

March 2, 1999
7:00pm
Garden Home Rec. Center
7475 SW Olsen Road
Portland OR 97223

March 3, 1999
7:00pm
Gresham City Hall
1333 NW Eastman Pkwy
Gresham OR 97030

**If you need other information you can call Tri-Met's Comment Line at 238-5806 Fax 238-6469
Tri-Met Service Planning 4012 SE 17th Ave
Portland OR 97202**

SOUTHWEST HILLS RESIDENTIAL LEAGUE
PO Box 1033
PORTLAND, OREGON 97207

Waney
FYI

01/20/99

Mr. Tony Vecchio
OREGON ZOO
4001 SW Canyon Road
Portland, OR 97221-6836

Dear Mr. Vecchio:

The Southwest Hills Residential League (SWHRL) has long been a participant in planning issues related to our neighborhood and the introduction of Light Rail to the area. We are very concerned by the emergence of interest by some groups to bring about some form of Park and Ride at the Oregon Zoo facility. We strongly oppose these efforts for several reasons:

1. Park and Ride was thoroughly debated in all of the various forums used for oversight and planning of the West Side Light Rail Project. A Park and Ride facility was seriously considered at Sylvan but was rejected due to its high cost and a judgement by the neighborhood and local jurisdictions that it would cause unacceptable traffic impacts on the area. As for the Zoo station, Park and Ride was ruled out practically unanimously because of its conflict with the intended use of the parking facility and due to the negative impacts it would have on the surrounding neighborhoods. The record on this subject is conclusively against Park & Ride uses for this station.
2. The Zoo, Forestry Center and forthcoming Children's Museum are extremely popular visitation facilities. Parking for the facilities is in high demand on numerous occasions. This demand will increase tremendously when the Children's Museum opens. During periods of high demand, the surrounding neighborhoods have experienced unacceptable impacts including high traffic, illegal parking, blocked access and property trespassing. Increased crime and disturbances are other concerns associated with the popularity of these facilities. Park and Ride uses would exacerbate these problems tremendously.
3. Consideration of any form of Park and Ride would be in direct conflict with the entire Master Planning process that has taken place for approval of the Zoo Light Rail station (93-105 CU) and the latest Zoo Master Plan (97-00127 CU MS EN). The imputes of both of these plans was to allow for improvement of the services available from the Zoo area facilities while addressing the adverse impacts that are an outcome of planning for increased use. In consideration of both decisions, it was recognized that the Zoo needed to deal with the inherent conflict between increased attendance while at the same time faced with reduced parking spaces caused by the improvements. Specifically, the Transportation Plan mandated the development of a neighborhood parking management plan to reduce traffic and parking impacts on neighboring residents.
4. Ironically, both the Zoo and City Planners advised the neighbors that the parking facility was inadequate to service parking demand for the facilities. In fact the Master Plan requests an Adjustment that would allow fewer parking spaces than otherwise would be required. Because of this, the Master Plan included the request for conversion of the 125 space temporary auxiliary lot to a permanent lot. This was proposed as a mitigation effort. Now this auxiliary lot is being proposed by some groups as an additional resource available to support consideration of Park & Ride uses. This would be an outrageous violation of the conditional use process.

As part of the decision approving the latest Master Plan for the Zoo, the City identified a requirement for the Zoo to establish a Transportation and Parking committee in order to manage the traffic demand management plans. One specific task of this committee was to develop plans to reduce traffic and parking impacts on residential areas. It appears to SWHRL that this committee has lost its mandate. Instead of impact reduction strategies, some members of the group are promoting Park & Ride uses that are grossly at

odds with the goals of the committee. Much to our association's frustration, the majority of the committee's time has been diverted to debate of regional transportation issues instead of the goals of the TDM Committee which are:

- address the transportation needs of Zoo staff and visitors while reducing the number of Zoo related autotrips per capita;
- minimize the impacts of parking spillover and illegal parking on adjacent streets and in nearby neighborhoods, due to the implementation of on-site fee parking;
- coordinate programming and schedules of facility users to ensure transportation system adequacy and minimize conflicting uses;
- obtain, summarize, evaluate, and report measures of effectiveness related to the implementation of the TDM program; and,
- ensure the Zoo is striving to fulfill statutory requirements, including the ECO rule and the Transportation Planning Rule.

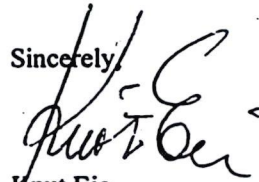
SWHRL contends that the TDM is not the proper forum for promotion or consideration of alternate uses for the Zoo parking facility beyond its planned use for facility patrons. The TDM is supposed to be a working committee developing plans for the mutual benefit of the local facilities and directly affected neighbors - not a policy forum for the debate of high-level regional transportation issues. Along these lines we look to you to direct this committee's efforts back to its stated mandate.

Within SWHRL's boundary are the most directly affected neighbors - the neighbors along Highland Road and along Fairview. These members of our organization strongly object to any form of Park and Ride and they strongly disagree with the decision to leave the light rail station open well beyond closing hours for the facilities. We have discussed having these neighbors attend the TDM meetings to state their objections but we have resisted due to our belief that this is not the forum for either the discussion or public objection.

In order to align our perspective, we would appreciate communication from you stating your opinion about the purpose and appropriate procedures of the TDM committee. If in fact you feel that it is within this committee's mandate to promote alternative uses for the parking facility, we would appreciate an opportunity to have you visit with our board and the adjacent property owners.

We would appreciate a response by February 2, 1999. Please respond to me at the address above or call me at 221-4718.

Sincerely,



Knut Eie
President

Southwest Hills Residential League

cc: Claudia Steinberg, Tri-Met
Berit Stevenson, Metro
Laurel Wentworth, Portland Transportation
Susan Hathaway-Marxer, Parks & Recreation
Mark Reed, World Forestry Center
Betsy Ames, Mayor's Office

.....

Wilcox West Homeowners Association

January 5, 1999

RECEIVED

JAN 08 1999

Mr. Fred Hansen, General Manager
Tri-Met

EXECUTIVE OFFICER

Mr. Mike Burton, Executive
Metro

Dr. Ben Canada, Superintendent
Portland Public Schools

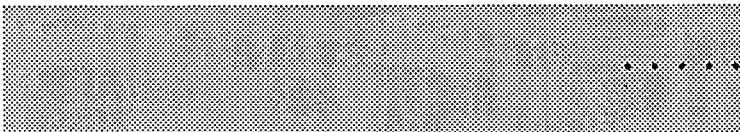
Dear Sirs:

The opening of westside light rail to Hillsboro has been publicized as a new era in mass transit for the Portland metropolitan area. Unfortunately, many residents of the West Hills – including our neighborhood, which lies near the intersection of Scholls Ferry and Patton roads -- cannot access westside MAX via mass transit. A look at the TriMet route map will confirm that there is a "coverage hole" in the west hills north of Beaverton-Hillsdale highway and south of Barnes Road, where there is no bus service at all, or no bus service that connects to MAX. The "coverage hole" is roughly two miles in radius and centered around the MAX station at the Oregon Zoo.

The "coverage hole" is exacerbated by Metro's decision to close the Zoo/Forestry Center parking lot until 9am weekdays for the sole purpose of preventing commuters from using the Zoo lot. The combined effect of Zoo parking lot closure and lack of feeder buses in the West Hills is that residents of our neighborhood must either drive long distances to connect to MAX, or (more likely) drive single-occupancy private cars causing congestion and pollution. The public's massive investment in westside MAX – including what is probably the single most expensive transit station in North America with its 250 foot elevators -- has resulted in no service for our residents.

Finally, much of Lincoln High School's district lies within the "coverage hole." The Portland school district does not provide school buses for Lincoln students on the grounds that it is an urban campus served by public transit. There is a MAX stop at the high school, but – see above – no way to reach MAX from within the "coverage hole."

We would like to propose three alternatives which could improve this situation and increase usage of mass transit in our neighborhood.



.....

First, probably least expensive, and easiest to implement, would simply be to open the Zoo parking lot for commuters on non-peak days. We understand that the Zoo and Forestry Center are important resources for the entire Portland area and that easy access to these facilities is important. However, a visit to the Zoo on a Monday when school is in session will confirm that hundreds of parking spaces regularly go unused. Close the lot to commuters for "free Tuesdays," summer concerts, or other times when high utilization can reasonably be expected; leave it open other days.

Second would be permit parking at the Zoo for residents of the "coverage hole." This program is conceptually similar to the on-street permit parking system used in many Portland neighborhoods. It would be reasonable to charge a small fee for permits.

Third, and most convenient for Lincoln High School students, would be for Tri-Met to run small buses through the "coverage hole" area to the Zoo station. These buses could be timed to Lincoln's hours and peak commute times.

In summary: three units of government – TriMet, Metro, and the Portland School District – have, intentionally or not, combined to create a situation where no transit services are provided for our residents and their children. We have offered what we feel are constructive suggestions to address this problem. We look forward to a constructive response from you and your staff.

Sincerely,

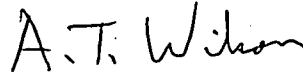
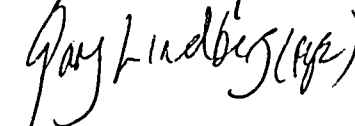
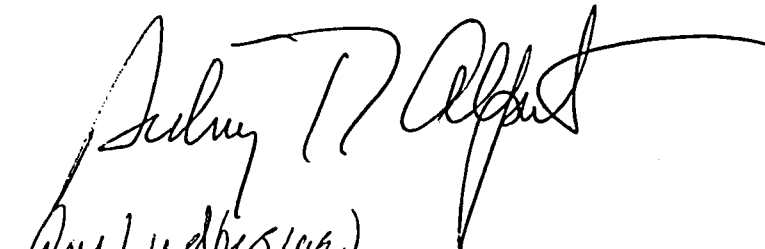
Sidney Alpert
President

Gary Lindberg
Secretary

Diane Schauer
Special Projects

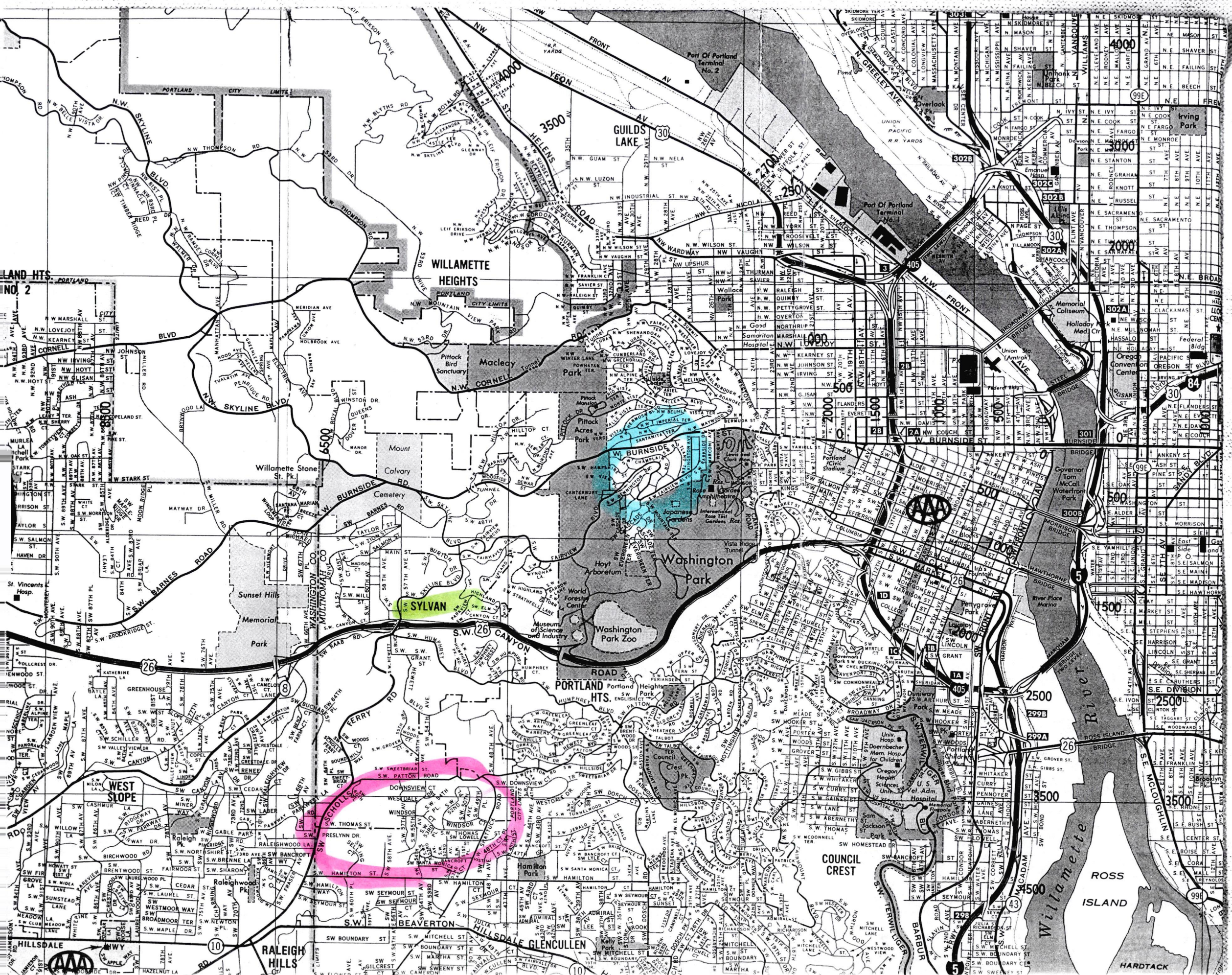
Teresa Wright
Landscaping



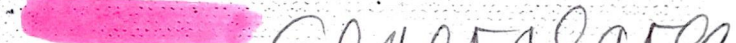
Andrew Wilson
Treasurer



Cc:

Sen. Ron Wyden
Sen. Gordon Smith
Rep. Earl Blumenauer



-  General area Sylvan Highlands
-  General area Arlington Heights
-  General area West Wilcox

Metropolitan Exposition-Recreation Commission

Resolution 99-08

For the Purpose of Approving a Plan to Finance the Replacement of the Expo Center's Hall D

WHEREAS, the Commission is authorized by Metro Code Section 6.01.040(a) to advise Metro, the owner of the Expo Center, on financial measures which are desirable with respect to major capital projects at the Expo Center; and

WHEREAS, the Expo Center's Hall D is in serious disrepair, is deteriorating at a rate which makes maintenance and repair unlikely to be cost effective, and lacks modern heating and ventilation systems necessary for year round use; and

WHEREAS, the addition of upgraded exhibit space at the Expo Center would improve the utilization of regional convention and exhibition facilities by permitting the transfer of major consumer shows to the Expo Center; and

WHEREAS, the Metro staff, the Metro Council, and MERC staff in collaboration have developed a sound plan to finance the construction of a modern replacement for Expo Center's Hall D;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Commission supports rebuilding Hall D at the Portland Metropolitan Exposition Center.
2. That the Commission recommends that the Metro Council and Executive take action to move forward on rebuilding Hall D.
3. That the Commission directs its staff to move forward in cooperation with Metro on development of a master plan for Expo development, and to bring such plans to the Expo liaison Commissioners and the full Commission for consideration.

Passed by the Commission on February 26, 1999.

Chair

Secretary-Treasurer

APPROVED AS TO FORM:
Daniel B. Cooper, General Counsel

By: _____
Kathleen A. Pool
Senior Assistant Counsel

kaj
I:\DOCS\05.ERC\14expo.ct\Res99-08.expo.doc

From: Michael Sublett <Subletts@compuserve.com>
To: Terry Dolan <dolant@tri-met.org>, Claudia Steinber...
Date: Mon, Feb 22, 1999 9:28 AM
Subject: MAXed out!

The above listed persons are aware that the attached e-mail is one of DOZENS of sincere communications (e-mails, letters, phone calls, over-the-fence conversations, etc.) I have received regarding the Washington Park/West Hills MAX Station. There are transportation problems on the inner Westside that are not going away. The parking problem in NW and the at-capacity Sunset Transit Center are bookends to these problems. These problems have been discussed for over 20 months, in venues ranging from the Inner Westside Neighborhood Advisory Committees to Transit Choices for Livability to Westside Start-up Forums to Metro and City of Portland Transportation Meetings. (The answer is not to tell the taxpayers, citizens, residents and voters to go to more meetings.) It has been the subject of opinion and news in The Oregonian. This WP/WH Station is a \$40 million investment, the sole rider connection to a nearly \$200 million tunnel, the only stop for 4.5 miles of 25% of the entire length of BILLION DOLLAR Westside Light Rail. There are over 800 parking spaces in a lot operated by the PLOC, or Parking Lot Operations Committee, comprised of the zoo, parks, and non-profit Forestry Center. Oregonians rightly expect these agencies and institutions to be responsible stewards of these public assets. Yes, for the record, our neighborhoods supported Metro, the Parks Bureau, and Tri-Met in their recent bond elections. This support is one very real reason that criticism of the operation of this station and surrounding PUBLIC assets has been muted, until recently. I am relating a growing discord that is reasoned and restrained. Let's work together on a solution. Voters and taxpayers insist that existing resources are being well-used.

In community service, Mike Sublett
-----Forwarded Message-----

From: INTERNET:JbLbbrown@aol.com, INTERNET:JbLbbrown@aol.com
To: , Subletts

Date: 2/21/99 12:50 PM

RE: MAXed out!

Sender: JbLbbrown@aol.com

Received: from imo27.mx.aol.com (imo27.mx.aol.com [198.81.17.71])
by arl-img-10.compuserve.com (8.8.6/8.8.6/2.18) with ESMTTP id PAA18887
for <Subletts@compuserve.com>; Sun, 21 Feb 1999 15:49:59 -0500 (EST)

From: JbLbbrown@aol.com

Received: from JbLbbrown@aol.com
by imo27.mx.aol.com (IMOV18.1) id VUFSa26290
for <Subletts@compuserve.com>; Sun, 21 Feb 1999 15:49:05 -0500 (EST)

Message-ID: <2c5e51ab.36d07141@aol.com>

Date: Sun, 21 Feb 1999 15:49:05 EST

To: Subletts@compuserve.com

Mime-Version: 1.0

Subject: MAXed out!

Content-type: text/plain; charset=US-ASCII

Content-transfer-encoding: 7bit

X-Mailer: AOL 4.0 for Windows 95 sub 236

Dear Mike,

I would appreciate it if you could forward this to the appropriate people at Tri-Met.

Dear Tri-Met,

It's been three days and I'm still furious about the following.

I have lived in the neighborhood of Sylvan for over 12 years. After years of waiting and voting for support of Westside light rail, for the express purpose only of taking it to the occasional Trailblazers game and downtown for evenings on the town, I find that you have been planning all along to deny me access to my neighborhood MAX station.

I arrived with my 7-year old son and parked about 6:15 on the 19th of February and left my car at the upper end of the lot. I arrived back at the car at 9:45 to find the following note on my windshield.

The Washington Park Max station and its surrounding parking lot is intended for the use of the patrons of the facilities on this hill; the World Forestry center, the Children's museum/OMSI, the Oregon

Zoo,
the Hoyt Arboretum and Washington Park

THIS IS NOT A PARK AND RIDE FACILITY

Anyone using this parking lot for a park-and-ride will be subject to ticketing and towing.

I feel betrayed by Tri-Met, which has had my past support. If it was your intention to deny the use of this lot to the Sylvan Neighborhood residents, as you now say it is, you should have notified us when you promoted the station! Alienating a relatively affluent neighborhood, otherwise defined as those that pay the most for but use the least of light rail is very poorly thought out. I now also very much resent the \$1600 dollars a year in Tri-Met tax I am required to pay, because I am self-employed, every year.

In addition, I am a patron of the facilities. I have family memberships in the Zoo and at OMSI. The use of a completely empty lot between 6-10 PM cannot possibly be construed as use for commuting, although it is certainly parking and riding. My next closest MAX station lies 3 miles in the opposite direction to my usual travel.

Your threats to ticket and tow my car is an affront to me and an insult to my past support. Until you allow me reasonable access to the use of MAX in my neighborhood, I make the following promises.

- 1) I am boycotting MAX and Tri-Met for any travel.
- 2) I am going to do whatever is in my legal power to avoid or withhold my Tri-met taxes.
- 3) I will, in the future, contribute money and encourage support to the campaign against any further expansion of light rail. This includes the North-South or airport lines.

Jeffrey J. Brown
1321 S.W. 61st Dr.
Portland OR 97221

From: <JbLbbrown@aol.com>
To: MetCen.Met2(durann)
Date: 9/14/98 8:54pm
Subject: Re: Zoo's parking lot

I want to thank you for your reconsideration of the parking at the Zoo. I believe that charging for parking would have been a financial and public relations error. Good Work.
I think if you are creative a means to limit daily downtown commuter parking should come to you.

Jeff Brown