

Public Comments: "What's Next for the South/North Corridor?"

**Comments Received Following
1998 Vote on South/North
Light Rail Bond Measure**

**JPACT
December 10, 1998**



METRO

Summary of Comments

(December 9, 1998)

Since the election on November 3, 1998, the public has been expressing their reaction to and reasons for the defeat of the bond measure to fund construction of South/North light rail. The response has been varied, and diverse opinions have been expressed about what the region should do as next steps in the South/North corridor. This document describes the comments received through December 9, 1998.

The comments have been received through a public hearing, correspondence (fax and letters), telephone calls and e-mails to Metro and Tri-Met. Most of the comments have been from citizens who reside in Portland, with a few comments from other areas of the region including Beaverton, Gresham, Vancouver and locations in Clackamas County. A total of approximately 90 individuals submitted comments including 43 who testified to the Metro Transportation Planning Committee at a December 1st hearing.

Overall, a majority of the comments to date are in support of continuing to consider light rail in the south/north corridor, including suggestions for a shorter line either north only or not on the transit mall. Many comments encourage a multi-modal approach that includes light rail with investments in other modes to improve public transportation for all of the region.

Those who recommended alternatives to light rail had a variety of suggestions, with improved bus service and HOV lanes being the most common. Others suggested streetcars, bicycles, hover craft, vanpooling, and flex time. Very few comments promoted freeways in place of light rail and some comments urged against building more roads. Several comments supported continuing to coordinate transportation improvements with the region's 2040 plan.

Numerous reasons were given for the defeat of the light rail bond measure, with the most common reason being that it was too expensive. Several said they voted no because they opposed the route, some wanted the existing MAX service to be improved, and some disliked the loss of express buses with the opening of westside MAX. The number of funding measures on the ballot was another reason voters opposed the measure. Very few people who commented said they voted no because they opposed light rail.

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Section One:

**Minutes of the Metro
Transportation Planning
Committee (December 1, 1998)
Including Written Statements and
Summary of Oral Comments**

MINUTES OF THE METRO COUNCIL TRANSPORTATION PLANNING COMMITTEE MEETING

Tuesday, December 1, 1998

Metro Council Chamber

Members Present: Ed Washington (Chair), Susan McLain (Vice Chair), Jon Kvistad

Members Absent: None.

Chair Washington called the meeting to order at 5:40 PM and welcomed everyone to the Transportation Public Hearing. He said the purpose of the public hearing is to listen to the public's ideas on the future of transportation in the Portland region, particularly in the south-north corridor. He explained the procedure for testifying.

1. INTRODUCTIONS

Chair Washington postponed Agenda Item #2, Consideration of the Minutes, until after the public hearing.

Chair Washington introduced the committee and guests at the dais: Bob Stacey, Tri-met; and Dave Lohman, Port of Portland. He said Councilor McLain would arrive shortly but was held up in traffic.

Councilor Kvistad said this was the first opportunity aside from a meeting of the Joint Policy Advisory Committee on Transportation (JPACT), to discuss the failure of the light rail ballot measure. He suggested a couple of options for consideration and discussion: 1) a free transit system funded by regional employers; 2) east-side light rail alignment with a possible downtown extension so that the region does not walk away from the three-quarters of a billion dollars available to build a basic transit system; and 3) a deregulated transit system that allows for multiple options.

David Lohman, Port of Portland, said the question is how to gain control of the region's transportation destiny—which among the many options to pursue. He said the Port of Portland had struggled with how to maintain good access to the airport and concluded that a light rail line from Gateway Transit Center to the airport was the best alternative. He said he was anxious to hear other people's ideas.

Chair Washington introduced Rod Park, Metro Councilor-elect, and thanked him for attending. He said the purpose of the hearing was to listen. When light rail did not pass, he received a number of calls from people with options. He said Metro did not have a Plan B, so the goal was gather suggestions and investigate possibilities. Light rail was just one small part of the transportation plan. He directed the public's attention to a flyer that lists other meetings on this issue. (A copy of the brochure is attached to the meeting record.)

Mike Burton, Metro Executive Officer, spoke about where Metro has been on this issue and on Metro's overall mission regarding transportation. He said Metro was not the transit authority; that was Tri-Met's job. He said Metro was responsible for coordinating and planning a regional transportation system in its federal designation as a metropolitan planning organization (MPO). It also works with the state on the state-mandated regional transportation plan. Further, Metro's locally approved charter gives it responsibility for regional transportation planning.

He said Metro's concern was coordinating the inter-modal movement of people and freight as they relate to efficient land use planning. He emphasized the strong connection between transportation planning and land-use planning. He said Metro responded positively to Tri-Met's proposed the south-north light rail line because it fit with Metro's 2040 vision. He emphasized that Metro was not an economic development agency, it simply addressed the growth and tried to manage it as well as possible. The south-north option that was ultimately selected dealt with transportation in a particular quarter, but no two areas within the region function independently.

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He said the transportation plan for the southern transit corridor had been developed over seven years after studying and a number of alternatives. Light rail had been selected as the best way to meet the needs in that corridor. With the recent defeat of that plan, other options need to be re-examined.

Mr. Burton said Metro's role is to put together a regional transportation plan, then implement that plan through the STP, which allocates federal and state dollars to listed projects. He said the program elements that have been requested total \$331 million worth of proposals, but only \$75 million is available. He noted that this is not a pool of money to be spent however Metro chooses; rather the federal government puts restrictions on the funding that prevents funds set aside for certain categories of projects to be spent on other categories of projects. He expressed concern over the lack of a state strategy for strategy for transportation over the lack of funding.

He said he had spent some time in the Los Angeles area recently and also in Seattle. He said that although he normally cautions against comparing one area directly with another, he does think there is value in seeing what other areas have done and applying what is relevant. He said the problem in the Portland area is not that we do not know what to do nor that we lack a plan. It is partly because we lack the resources to do the things we would like to do outside of promoting light rail. He said Seattle and Los Angeles recently enjoyed the designation of being two of the most congested cities in the United States, yet they are completely different. Seattle is in a peninsula with geographic constraints. Seattle has extensive HOV lanes and reversible express lanes, yet congestion remains a problem. In the last election, voters approved a \$2.9 billion transportation initiative that will bond that money to build everything from state and local highways to ferries to rail to farm-to-market roads. In addition, King and Pierce Counties in the Seattle area recently approved \$3.4 billion investment to do light rail and transit in the Seattle area of King County. That's a total of \$6.3 billion reinvested in transportation in Washington. This area cannot come close to that, yet the Seattle area will remain congested.

Los Angeles is a different situation. The average freeway width in that area is eight lanes. The total amount of land taken up just in the Los Angeles area is about 24,000 acres. More land is in freeways than in the expansion proposals for the urban growth boundary in the metropolitan area. But the land down there is not worth much. The water is gone from Mona Lake in the Owens Valley. But the system works well if you have nothing else to do with your land. But you cannot apply that system here because it won't work. The land and geography are different. He said he understands that for both Tri-Met and the Port of Portland, moving freight is important. Options being studied there include moving freight at different times of the day, congestion pricing, and other strategies.

Mr. Burton displayed a paper copy of the components of the regional transportation plan's system—maps, regional street designs, regional motor vehicle system, the public transportation system, the regional freight system, the regional bicycle system, and the regional pedestrian system. He said all these are related to each other. All of these must have equal emphasis and should be kept in mind as we proceed. He noted that Andrew Cotugno, Metro's Transportation Director, and Richard Brandman, Assistant, and staff were present and available to answer questions.

Councilor McLain said she felt good about being caught in traffic coming to this meeting. She said it was appropriate, because traffic congestion is not the exception; it is a rule. This is a problem we need to solve. We have a vision to try to carry out. We have a complete system that needs infrastructure dollars. It is important to hear what those present have to say about those issues.

Chair Washington opened the public hearing at 5:40 PM.

3. PUBLIC HEARING: SOUTH NORTH CORRIDOR TRANSPORTATION NEEDS—WHAT NEXT?

Nohad Toulan, Dean of the College of Urban and Public Affairs, Portland State University (PSU), said he represented PSU and himself at the public hearing. He read from written testimony of PSU's official

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position supporting the south/north light rail. (A copy of Dr. Toulan's testimony is included in the meeting record.)

Jim Worthington, 3232 SE 153rd Road, Portland, OR, 97236, said he has been in England, Scotland, and Ireland recently. He said when he returned from overseas, he saw a notice in the newspaper inviting the public to help with ideas on how to "sell" the south/north light rail. He said he wondered what part of "no" these people do not understand. He noted that Mr. Lohman had said we need to get our transportation system under control. He wondered who "we" was--the officials or the voters. He said the voters spoke. In his view, it is "we the people," and not "we the officials." He said there are other forms of transportation, for example, HOV lanes, bus lanes, water taxis. He said in Dublin on certain main streets, particular lanes are designated as bus lanes. He said he had not seen that done in the United States. He also said in the British Isles double-decker buses are commonly used. He thought that ought to be investigated by Tri-Met. He also said that in San Diego, the light rail is used at night for freight. He thought that should be considered here. He said light rail is in the wrong place. He said the I-205 corridor was originally planned to have light rail. He thought that that some people had voted against the south/north light rail because it was not planned for that corridor. He said the Glen Jackson Bridge was designed to carry light rail. He thought the reason some people in Vancouver voted against light rail was because it had been planned to go to the wrong place in Vancouver. He said if it does need to go where it does, millions of dollars could be saved by running shuttles or water taxis across the river and keeping the line on the east side.

The following seven testifiers represent organizations that are members of the **Coalition for a Livable Future**.

Dick Schouten, Citizens for Sensible Transportation, 1220 SW Morrison #535, Portland, OR, 97205, said he has lived in Beaverton for a number of years and is involved in his community and in Washington County. He said he has walked parts or all of four precincts in Beaverton, and most of the people who opposed light rail said it was due to the expense. He said he did not get the impression that people strongly opposed light rail, but those who opposed it most often cited the cost and the number of local ballot measures that involved money. He said particularly in southern Beaverton he heard that people miss express bus service and it now took longer to commute to downtown than before the westside light rail opened. He said some people said because they do not work or live in that transit corridor, they would not use it and therefore were not interested. He said he did not hear support for extensive freeways or major arterials. He said he got a lot of positive feedback, and he thinks people want better bus service, more frequent bus runs to the MAX stops. In areas outside of the immediate MAX-line area, they want some express buses back. One of the issues to look at is improved connectivity with arterials and collective streets, using extensive public input. He commended the committee on its plans to hold public hearings throughout the region.

Chris Hagerbaumer, Air and Transportation Program Director, Oregon Environmental Council, 520 SW 6th #940, Portland, OR, 97205, said she also represented the Coalition for a Livable Future. She said there is no "silver bullet," but she and the other people with her support continuing to work for light rail and other transportation alternatives in the community. She said the region needs to use its existing infrastructure more efficiently, and she recommended pursuing more transportation-demand management strategies, because those will help reduce and reshape demand for the transportation system. She said there are many more strategies than she had time to mention, but they would include such successful measures as carpooling and vanpooling, employer-based commute option programs, telecommuting, parking management, and pricing strategies. These measures are flexible and can be altered to meet the changing conditions and requirements of the facility throughout its life. Perhaps what is most important, the price needs to be right. Basic economics teaches that when something is taxed, there is less of it; when it is subsidized, there is more of it. She said roads and driving are subsidized in this region and throughout the state. In other words, the fees that drivers pay--the gas tax, the weight and mile tax and the registration fee--do not fully cover the cost of building and maintaining the region's roads, nor do they cover such services as traffic cops or emergency response. On top of that, there are other costs of driving, such as air pollution and water pollution, that are quite large and are born by society as a whole. There are a number of strategies that would actually reduce the subsidy for driving, such as congestion

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pricing that Metro is looking at. The full spectrum of transportation demand strategies need to be examined and the existing infrastructure needs to be used more efficiently.

Lynn Peterson, 1000 Friends of Oregon, 534 SW 3rd, Portland, OR 97204, read from her written testimony, a copy of which is included in the meeting record. Her testimony urges Metro to continue to consider building even some of the south/north light rail.

Catherine Ciarlo, Executive Director, Bicycle Transportation Alliance (BTA), PO Box 9072, Portland, OR 97207, said the BTA is a bicycle advocacy organization. With about 1200 members, the BTA advocates making biking safer and more convenient in the metro area, improving bicycle accessibility with bicycle facilities, and promoting a mixture of transportation modes and options. The BTA encourages the Council to invest the region's limited transportation money in ways that give people transportation choices. This means bicycle and pedestrian improvements, but it also means transit improvements and investing in a multi-modal transportation system, not just widening roads and building more freeways. Bikes work great with transit, and this kind of mixed use accessibility gives people options. Bicycles are good for communities, and the kind of community that she has heard people speak about today is a community that is well served by people spending less time in cars and more time on bicycles for clean air, livability, transportation choice.

Alan Hipolito, Urban League of Portland, 50 North Russell, Portland, OR 97217, said the Urban League of Portland is a founding member of the Coalition for a Livable Future. They have been partners with each other and with Metro as they work to incorporate social justice and traditional civil rights concerns with regional growth planning. The committee will hear a good deal of testimony today about future transportation planning and its potential impacts on the region's livability. He urged the committee to heed the testimony of his fellow coalition members about light rail's continued viability. He spoke specifically about North and Northeast Portland and the impacts of the committee's light rail decisions on those communities. Unlike other regions, Portland is not experiencing a dramatic cycle of disinvestment in its communities of color. Portland's regional planning has served to direct investment into North and Northeast Portland, and for that everyone should be proud. However, questions linger as to whether that investment will benefit the community's long-term residents or whether it will serve the needs of the new and changing population. In short, will the future of Northeast Portland hold revitalization or gentrification? Metro's transportation planning and its resulting implementation will direct further resources into North and Northeast Portland. The character of that planning, and especially the opportunities posed by light rail planning, allow the community to benefit from these resources, helping to keep the community affordable to its longtime residents. These benefits include encouraging entrepreneurial opportunities connected with light rail construction and subsequent transit oriented development. These opportunities do not exist when new freeways are built or existing ones widened. He urged the committee to maintain its focus on developing a forward-looking regional transportation system, including a continued commitment to light rail. Finally, he urged the committee to dismiss those who would be foolish enough to assert that light rail will not work simply because the cities in the United States once used rails, as if rail is some dinosaur without continued viability. The ideas of the past should not be ignored in the planning for this region's transportation future.

Tasha Harmon, Community Development Network, 2637 NE Martin Luther King Jr. Blvd., Portland, OR 97212, said she was here to support what her colleagues have said and to speak a little more about whom different kinds of transit modes serve. It is crucial in building a viable transportation system for the future of this region to look at which people are not well served now by the existing transportation system. Basically, the people who are not served well are those who do not have access to automobiles: mostly old people, kids, disabled people, and poor people. It is also important to look at where transportation investments get focused. A lot of transportation efforts are focused all around this country, and even in this region, on outlying communities, areas that are expanding on the fringe, and downtown on the westside of the river. They had hoped that light rail on the east side of the river would finally focus some solid, fixed transportation systems so that the needed land use and redevelopment work can be done on the east side in those neighborhoods that have been ignored by investment. Now it looks like that will not happen, unless the region recommit itself to some kind of focus on the transit needs of those people who do not have access to automobiles and those neighborhoods on the east side of the river that desperately

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need access to the westside light rail line in order to get to the jobs that are now booming in Washington County. She urged the committee to keep looking at issues of diversity of modes and issues of how the transportation investment decisions that will be made as a region will affect the landuse plans that have been carefully crafted for the redevelopment of existing communities.

Mike Houck, Portland Audubon Society, 5151 NW Cornell, Portland, OR 97210, said the Audubon Society of Portland is another founding member of the Coalition for a Livable Future. He said the Coalition understands the relationship of a good multi-modal transportation system to affordable housing and overall quality of life issues in the region. That is why they are at the hearing as a panel showing support for one another, even though some of them work in other arenas. He said the Coalition has 8,000 members in the Portland metropolitan region, and their board of directors voted to support the light-rail bond measure. Their support for light rail and a multi-modal transportation plan continues to be unwavering. He said the support has been long-standing. He recalled walking the potential light rail alignment in the snow about 10 years ago with Richard Brandman of the Metro Transportation Department.

He said while the mission of the Audubon Society tends to focus on fish and wildlife habitat, it understands clearly the importance of alternative modes of transportation to reduce negative environmental impacts, not the least of which is water quality. He said in the next few years Metro, the City of Portland, and the region will need to respond to the recent listing of steelhead in the Willamette River. More listings will come. There is absolutely no question about the negative impact on urban waterways of building more roadways. Forty percent of all urban stormwater runoff, both in volume and in quantity of polluted water, very seriously impact tributaries to the Willamette River and the river itself. He said the coalition remains staunch in its support for a multi-modal regional transportation plan and hopes the committee will not interpret the vote on light rail as a referendum against a multi-modal regional transportation plan nor light rail. There are many reasons folks may have chosen this time around to vote against light rail. Using the greenspaces issue as an example, he said that the struggle to maintain greenspaces has seen many defeats from as early as the homestead days. But no one gave up, and the issue eventually found support. He said that is what needs to happen with light rail.

Terry Parker, 1527 NE 65th Ave., Portland, OR said the south/north line should not be on the transit mall or not built at all. South/north lost because the design was flawed. He said the focus of the east/west line, to reduce congestion, was lost in the south/north planning effort. He said it was viewed instead as a development strategy. In addition to its high cost, collusion with big business downtown put it in the mall and made end-to-end connections untimely. Without a connection across the Columbia, this line is merely a more expensive replacement for buses. The south corridor going to Clackamas Town Center via the McLoughlin corridor was viewed as a subsidy to developers. Development and growth, including commercial, must pay for itself. Although expanding light rail still has a future in Portland, it is time to nail the coffin shut on south/north and move on with some fresh and more economical ideas. Take the emphasis off downtown and make transit work for the rest of the city by connecting center express bus service with job centers.

The first step would be using the shopping centers as hubs, with local express buses as feeders. Mr. Parker said that in 1978, before the House Transportation Committee, he suggested light rail from Gateway to the airport. Now it is happening, 20 years later and with 100% local funding. It's time to consider an I-205 extension to continue the east-side grid to Lents or the Clackamas Town Center. This would help relieve overcrowding on the 82nd Avenue bus line as well as help support the Lents urban renewal district. Alternative, put in a Brooklyn extension and continue the MAX trains from the airport along SW 1st Avenue, cross the Willamette River on the Hawthorne Bridge past OMSI, onto the south end of Brooklyn Yard, where a multi-story park-and-ride could be constructed amenable to being converted to an office building if the rails were extended farther to the south. For now, stay out of Milwaukie--that's a hotbox.

Then look at commuter rail. Not just from Wilsonville to Beaverton, but from Vancouver, stopping at Union Station and then going through to the transit center at the south end of Brooklyn Yards. Stop creating congestion by reducing motor vehicle lanes and establishing bus stops in travel lanes on our city streets.

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This only forces traffic into neighborhoods. There is a tax equity problem with both congestion pricing and HOV lanes, so leave them both out of the plan if they depend on the gas tax.

Tax equity is also an issue with bicycles. Place a moratorium on all bicycle projects until a tax structure on bicycles is in place that equals taxes paid by other vehicles. Adult bicyclists, who on the average can well afford the tax, are probably the only group in Oregon of that stature that have dedicated facilities and make no direct payment to use them. Any politician who dares discuss bicycle taxes is diligent in representation of the mainstream public.

Jennifer Chacon, Multnomah County Health Department, 25 NE 10th Ave., Portland, Or, 97232, discussed why expanding roadways is not a good solution. She said intermodal transport is most beneficial from a public health standpoint. The personal automobile contributes the greatest portion to city pollution. Driving a car is likely the most polluting activity a citizen does daily. Auto emission contain hydrocarbons, which react with nitrogen oxides and sunlight to form ground-level ozone, a major component of smog. In addition, many exhaust hydrocarbons are toxic and potentially cancer-causing. Nitrogen oxides are also precursors to smog and contribute to acid rain. Carbon monoxide, which is also an auto emission, enters the bloodstream through the lungs and forms carboxy-hemoglobin, which inhibits the blood's oxygen-carrying capacity. Infants, the elderly, persons with heart and respiratory diseases are particularly sensitive to carbon monoxide. Carbon monoxide affects even healthy people, impairing exercise capacity, visual perception, manual dexterity, learning functions, and the ability to perform complex tasks. Nationally, two-thirds of the carbon monoxide emissions come from transportation sources. The largest contribution is from highway motor vehicles. In urban areas, 90% of carbon monoxide emissions come from motor vehicles. For example, her in Portland on the Wednesday before Thanksgiving--a commuter day--the air-pollution index for carbon monoxide downtown was 39. On Sunday--a non-commuter day--the index was 13.

Ozone is also a severe irritant, damaging lung tissue, aggravating respiratory disease, making people more susceptible to respiratory infections. As with carbon monoxide, it also affects healthy people. Children and adults with existing diseases are especially vulnerable. Elevated ozone levels inhibit plant growth and could cause widespread damage to crops and forests. In urban areas, at least half the pollutant causing ozone comes from vehicles--cars, buses, trucks, boats, and construction vehicles. Sunlight accelerates the process, making levels highest in afternoons when most people are out and about. In addition, auto emissions produce carbon dioxide, which is a greenhouse gas. Although it does not have direct health effects, it contributes to global warming. In 1980, only 30% of Oregonians lived in clean air. Today, because of air-pollution controls, 99% do. But gains made by better emission control are being lost to the sheer volume of cars being driven. Also, from a public health standpoint, in 1996 over 41,000 people died in motor vehicle crashes and 3-1/2 billion people were injured. If any other disease or drug caused that kind of mortality and morbidity, people would be screaming for a cure.

Sean Swagerty, 5246 NE 19th, Portland, OR, 97211, read his testimony into the record. (A copy of his testimony is attached to the meeting record.) His testimony supported light rail and called into question some of the arguments used to oppose it.

Per Fagereng, 4108 SE 16th, Portland, OR, 97202, said that light rail suffers from an identity crisis--it can't decide whether it's a train or a trolley. It zips along in the outlying parts of the city, separated from traffic. It could be five or six cars long out there. But as soon as it hits the city streets, it slows down. Because the city blocks are so short, it can be only two cars long. It tries to be two separate systems in one weird hybrid. He said more commuter trains are needed and trains need to be separated from the city streets. Within the city, add more buses and/or streetcars.

He endorsed Mayor Katz's idea of expanding fareless square--extended to the entire city, if possible. But at the very least, it should include the downtown east side. He said a trolley or streetcar loop could cross the Ross Island Bridge and continue up the east side and back to the west side downtown. He said the city should have more jitneys. He said San Francisco has had jitneys along Mission Street that co-exist with the muni rail system. He said what we do not need is another Los Angeles. Los Angeles has put all its transportation money into a rail system that serves only about 5% of the people, shortchanging city

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buses and people in south-central Los Angeles. Those people have filed a civil rights suit alleging separate but unequal transportation systems. They have staged strikes and have been supported by the bus drivers. He said our system should serve everybody. A light rail should separate into a commuter train part and a city streetcar part. He said that could be done fairly easily and with a lot less money and a lot less aggravation. He said do not tear up the beautiful downtown traffic mall.

Bill Muzzall, 915 NE Schuyler #606, Portland, OR, 97212, said when he sold his car two years ago he anticipated he would not need it because of the opening of the west side light rail and because of the north/south light rail on the drawing board at the time. He is an engineer at ODOT and said he saw everyday that building all the roads you want would not relieve congestion. Alternatives are needed. He said he still supports light rail, especially the south/north corridor, and anything that could be done, even just a part of it, would be better than nothing.

Robert O. McAlister, 1410 NE Schuyler #4, Portland, OR, 97212, 4108 SE 16th, Portland, OR 97202, read into record his testimony advocating the use of hovercraft in place of light rail. (A copy of this testimony is attached to the meeting record.)

Steve Schopp, 10475 SW Helenius, Tualatin, OR 97062, said he lives just inside the urban growth boundary (UGB) and after years of observing the debate on light rail, he was curious about the lack of explanation or justification of Metro's position on light rail supporters. He took issue with Mr. Swagerty's testimony that made a mockery of the Cascade Policy Institute. He said he was not a supporter or an affiliate of the Institute; but had learned a great deal more from them than from the proponents of light rail. He cited a November 17, 1998, Oregonian article written by James Zehran, an attorney for Metro [sic], in response to another article. He reviewed the article and suggested that Metro and Tri-Met had failed to do an honest analysis of their own data. He said to continue the notion that light rail was reducing congestion was absolutely absurd and the people of Washington County now realized that. Furthermore, he felt the debate seemed similar to the one that took place before the eastside light rail was initiated. He felt after 12 years of eastside light rail and the opening of the westside light rail, there was just one arrogant statement after another and they were never substantiated by documentation. He wondered about the rest of the plan for dealing with the transportation problems in Washington County if the light rail was just part of it. He said funding more light rail was like coming up with a new fleet of modern high-tech gas buses and restricting them to just one street. He felt light rail did not make sense because it couldn't service the areas next to it, and you have to ride a bus to get to the light rail to use it. He had studied the issue, and once the light rail system was done and the villages had been built up and down it, he failed to see the vision of the supporters that putting more people in the area and raising housing costs preserved livability when you did not deal with the roads, which are among the worst in the nation.

Councilor Washington clarified that Mr. Zehran was not an employee of Metro, he was a member of Metro's Citizen Involvement Committee.

David Rasmussen, 4768 SE Milwaukie Ave., Portland, OR 97202, said he had overseen the light rail process for the Brooklyn neighborhood for the past 6 years. He said they had gone through most of the alternative proposals and what came out of it was--at least in his neighborhood--they could not get through the neighborhood without something that had a dedicated right-of-way. He said the fastest growing county in the region was using his neighborhood as a thoroughfare to downtown, and traffic backed up all the way to Powell Blvd. and down to Holgate in the mornings. He said doing away with light rail would not solve their very small neighborhood's big problem. He emphasized that after looking at it from many points of view, the only one that came forward as a solution was light rail.

Dick Jones, 3205 SE Vineyard Rd., Oak Grove, OR, was a supporter of light rail at one time but after studying it, he concluded that light rail on the west side did not work any better than no light rail because as he studies showed, only a few hundred people were out of their cars on account of it. He said each light rail vote had resulted in less support within Metro. He said they should try to define a transportation plan that would reduce congestion. They needed solutions that would lead to less congestion, such as HOV and truck lanes. He said Metro and Tri-Met should listen to the general public. He said almost every meeting he had attended regarding transportation showed him that Metro did not want to listen to people's

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concerns. He said, in fact, that Tri-Met had declined an invitation to his community planning organization meeting, giving as a reason they do not participate in discussion meetings nor in meetings that are videotaped.

He felt the Metro Council must ask one simple question before allowing more housing within the UGB: where would the people who move into the houses most likely find jobs? He said creating housing in Clackamas County and jobs in Washington County not only does not make sense, it violates one of LCDC's goals. Tri-Met should hold off starting construction to the airport until it is determined that light rail is the better choice over widening I-205 to include HOV lanes. He noted that Tri-Met's own projection was that a \$2 million loss would be incurred annually by the airport line. Some of the ideas in the Oregonian lately regarding proposed changes should be seriously considered immediately--for instance, making the Hawthorne Bridge exclusive to HOV and buses at rush hours.

Steve Buckstein, Cascade Policy Institute, 813 SW Alder, Portland, OR, 97205, said he would not criticize light rail today, but in the spirit of the hearing he would offer several positive alternatives they believed should be looked at. He said they believed the south/north light rail was rejected because the claimed benefits of traffic relief and pollution reduction and time savings did not exist. He noted a paper from March 1998, which he distributed to Council, outline low cost solutions to Portland's traffic problems. He said he hoped those solutions would be considered now that the south/north had been defeated. The solutions, in short, include 1) eliminate existing laws restricting or prohibiting entry by private entrepreneurs in both the mass transit and taxi markets; 2) directing transportation subsidies to transit users rather than funneling over \$138 million tax dollars a year to one provider, 3) continue congestion pricing, using Metro's study and implementation of congestion pricing as just the first step. He closed by saying they thought voters had seriously questioned the value of light rail, and it was time to consider better and cheaper alternatives using real diversity, not with one provider, but with competition in the transit market.

Jim Zehran, 4116 SW Comus Street, Portland, OR 97219, mentioned that although he was speaking on his own behalf tonight he had some organizational affiliations that informed and motivated him on this issue. He helped staff the Quality of Life Chapter of Oregon Benchmarks for the state, was a member of the Regional Policy Advisory Committee of Metro before the charter was passed and had been a member of the MCCI since. He had been a member of the Growth Management Committee of the City of Portland, and was on the Board of Directors of Livable Oregon, Inc., all of which led him to struggle with land use issues and look at the bottom line being the quality of life and livability of the region. He suggested that the post mortems on the light rail were premature. He felt if the voters of the region took another look at the attributes and effects of light rail compared to the real alternatives, approval of light rail would occur. He felt they should move fast to take advantage of the \$866 million in federal funds set aside for the project that could not be reassigned to other projects in the region.

He felt the vote was a combination of several factors: it was the lowest voter turnout ever, it was one of several substantial funding measures on the ballot, there were real and/or perceived notions that express bus service was cut down when the westside MAX opened that affected Washington County, there was a perception that light rail would stimulate growth rather than help channel it, there were specific routing oppositions including the Clark County connection and the issues were not really addressed in the campaign for the light rail. He felt it was critical to keep light rail as part of their range of options in the approach to transportation. He submitted written testimony, which is attached to the meeting record.

Philip Goff, 1955 NW Hoyt St., #24, Portland, OR 97209, said although the south/north ballot measure failed to pass, it was not a referendum on light rail transit, but a \$575 million tax increase for a poorly conceived alignment. He felt others voted no in fear of compromised bus service to the region. He felt the region was still interested in the opportunities that light rail could offer. He encouraged the Council to consider the following quickly, before the chances for federal funding evaporated. For the third time Multnomah County residents strongly showed their desire for a north south light rail; therefore, consider building the next phase in Multnomah County. A North Portland alignment could create a whole MAX line for less than 25% of the full alignment's price tag. The train could run from Kenton to the Rose Quarter and use existing infrastructure to run downtown and loop back at southwest 10th Ave. That could give Tri-Met

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and Metro time to reconsider the alignment defeated by the ballot measure and consider other alternatives, such as an eastside alignment or a downtown subway tunnel under the bus mall. He suggested any new proposal include funding for other modes to make it more palatable to the general public. The significant reductions in funding for this alignment would make other funds available for improved bus service, signage and shelters, more bike and pedestrian infrastructure, and improved master planning.

Councilor McLain responded to Mr. Jones' conclusion about her analysis of the westside light rail. She said her good transportation days were days she rode the light rail. She was able to do that 3-4 times a week. She wanted to make sure nobody went away thinking she had the same conclusion as Mr. Jones on that line.

Marsha Hanchron, 2821 SW Spring Garden, Portland OR 97219 was called to testify but chose not to speak.

Karen Sandness, 901 SW King Ave., #917, Portland, OR 97205, testified about her disappointment that the light rail measure did not pass. She said she had sent a letter to Fred Hanson at Tri-Met outlining alternatives as she saw them. She offered suggestions as to what Metro could do to make transit more feasible for more people. She said that environmentalists have been accused of trying to force people out of their cars. That is not the case. She does not drive by choice, but she recognizes that cars are sometimes the best form of transportation. She said the question of compulsory driving has not been addressed. That is the situation in most of America. In spite of land use laws, compulsory driving is also the case in much of Portland. She said she is not referring only to suburban projects of the 1960s and 1970s, but also projects in the past five years. She said that large development housing hundreds of people who have no non-automobile access to services, stores, schools, recreation, or employment make driving compulsory. Even if these are high-density, if they are isolated, the people who live there are still subject to compulsory driving, regardless of how they might choose to get around. Businesses like strip-malls still proliferate. In some of those strip malls, employees cannot get to restaurants without a car even though those restaurants might be within sight, because they are separated from the malls by cyclone fences that keep you from walking to them. If future developments are all required to be transit/bike/pedestrian friendly, people would not be forced to own more than one car. These kinds of neighborhoods in Portland, Hawthorne, Northwest, Irvington, are the most popular. They are transit friendly. She urged Metro to think of the total environment when transit plans are made.

Douglas Klotz, Willamette Pedestrian Coalition, 2630 SE 43rd Ave., Portland OR 97206, said that the Portland Metropolitan Region was close to being out of compliance for air quality, with two days of non-compliance this past summer. He said it was clear that some non-auto form of transportation was what the region should be working toward rather than building more freeways. All the modes need to have a walkable community design. Destinations need to be easy to walk to in a reasonable time. Compact retail centers, housing clustered along transit lines or near retail centers, higher-speed transit than what now exists. He said light rail is the best way to do that. He said other improvements could also be done in bus corridors. Designated bus lanes and signal preemptions can help. Current arterials do not need to be widened, as this divides communities and keeps people from crossing the street. Hawthorne, which is 52 feet from curb to curb, can be crossed in 13 seconds by the average person. The average arterial in Washington County is about 110 feet and takes about 25 seconds to cross. More connections are needed within neighborhoods and more connections in the street grid so all trips do not have to be made on the arterials. The connections make it easier to walk to either destinations or transit.

Greg Gritton, 2806 Knox Ridge Terrace, Forest Grove OR 97116, offered his suggestions for building a high-quality transportation system in the Portland area. He said if public transit is to take people out of their cars, then the system must be better than the automobile. It must be fast, comfortable, and not stuck in traffic. He said examples of good systems are San Francisco's BART system. BART's trains are wide, long, and fast. The trains average 45 miles per hour including stops. That is twice as fast as MAX. The 10-car trains hold five times as many people as MAX. The trains are wider, the seats are wider. MAX seats are too narrow to be comfortable. The BART is either elevated or underground or grade-separated, so it never gets stuck in traffic. It carries as many people as a full freeway--10,000 people at peak hour.

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Vancouver, B. C., has an elevated light rail system. It is completely out of traffic. They plan to expand it, at a cost of \$90 million per mile--cheaper than the proposed South/North line. Seattle has a short monorail--just two stations. It has the advantage of having wide, comfortable cars similar to BART's. It makes a profit, and it is fast. Seattle voted recently to expand that system. They ran a campaign that cost only \$5,000, and it passed. Price estimates, including everything, ran about \$50 million per mile--about half the cost of the proposed South/North. He suggested looking beyond light rail to elevated systems or monorails, which are less costly and offer advantages over light rail. He thought voters would be more likely to approve them.

Ray Polani, Co-Chair of Citizens for Better Transit, 61100 SE Ankeny St., Portland 97215, quoted Paul Weyrich of The New Electric Railway Journal, who advised light rail enthusiasts to build systems that are cheap and respond to public wishes. (Mr. Weyrich's quotation is attached to the meeting record). Mr. Polani's read his testimony in favor of elevated or sub-way systems rather than on-street. He also urged changing the concept to North/South, emphasizing connections to the north. (Copies of his testimony are attached to the meeting record.)

Don Arambula, 8224 No. Fenwick, Portland, OR, 97217, was called to testify but had gone.

Mark Jones, 4234 NW 179th Place, Portland, OR, 97229, was called to testify but had gone.

Martin Rostin, 4706 SE 18th Ave., Portland, OR, was called to testify but had gone.

Jay Cosnett, 2426 NE 45th, Portland, OR 97213, was called to testify but had gone.

Peter Fry 2153 SW Main # 104, Portland, OR 97204 was called to testify but had gone.

George Starr, 909 NE 114th, Portland OR 97220, said he was a retired railroad conductor. He said he is a fan of any kind of rail transportation. He expressed concern over the failure of the south/north project. He suggested designing a more Spartan program and bringing it back to the voters. He said he saw these problems: cost, congestion during construction, and absence of express busses. He suggested addressing those issues by dropping the extension to Clackamas Town Center, and terminating at Milwaukie. He suggested proceeding along McLoughlin Boulevard to SE 7th Ave., then crossing the gulch with a trestle to join the east-side line at Holladay Street. Then proceed to the Rose Garden, then on to Interstate Avenue and on to Kenton. He said at the point where the line enters 7th Avenue, he would replace the south/north line with an east-side connection; he would have an east-side line with a downtown connection. At 7th and McLoughlin the train could be split, part going east and the other going downtown. Take the Hawthorne bridge downtown to SW 1st, then take the Morrison/Yamhill loop and on to the Rose Garden. Then couple with another train on the east side and continue to Kenton. He said if that wouldn't work, then have one train going up the east side and another going downtown, and alternate back and forth. He added that he thought the lines needed fewer stops and fewer stations, to avoid slowing the trains down. He suggested adding express trains that could pass and run ahead of other trains, using the existing center sites at Beaverton and Gateway. He said people could transfer between the local trains and the express trains.

Chris Smith, 2343 NW Pettygrove St., Portland OR 97210, testified on behalf of what he termed the "regional commuter." He said he supports light rail and all the proposed alignments. But he said he lives in Northwest Portland because it is walkable and has attributes of town centers. However, his best employment opportunity is with Tektronics. That means he must commute 36 miles round-trip. He has sought alternatives in order to reduce his environmental footprint, such as geometro and telecommuting. He realizes he is part of the problem. He has tried to use transit as an alternative. To do so he must take a bus to the transit mall, another bus to Barbur, and then the SMART system to get to Wilsonville. The Beaverton campus is easier to reach using light rail and a bus. He can get there in about 20 minutes.

He said light rail builds a hub and spoke system, which works okay along as the transit trip aligns with one of the spokes or around the hub. But one cannot get from the end of one spoke to another. He suggested most people will accept one transfer in a transit trip, but two will lengthen the commute so much that a

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private automobile is faster even in congestion. He suggested building a larger core of regular transit users by serving more people initially before asking for the fixed, long-term investment.

Sybil Merrels, King Neighborhood Association, 815 NE Roselawn, Portland OR 97211, testified in support of a regional rail system. She expressed concern over the health of the residents in north and northeast Portland. She said Multnomah County was the only county to pass the ballot measure supporting the south/north line. Many of the volunteers on the campaign were from north and northeast Portland. She said children's health should take priority over economic interests. She said the children in northeast Portland suffer disproportionately from environmental-related conditions and illnesses. She said that although residents of her area use public transit more than those in other areas, the area has the poorest service. She said the #6 bus sometimes does not show up, and when it does it is overcrowded. She said it costs only \$0.20 more to travel on MAX from Gresham to Hillsboro than it does to go from Alberta to the Metro headquarters along Martin Luther King Blvd. Those with the lowest incomes pay considerably more per mile and receive substandard service. Further, the area is not served by new buses nor natural gas buses. The high level of asthma children in the area suffer is not surprising, given the industry that surrounds the neighborhood, that the neighborhood is bisected by I-5 and Highway 99. Trucks travel through residential areas. Residences breathe industrial chemicals and diesel fumes, yet there are no air-quality monitoring stations anywhere in north or northeast Portland. She said that health comes before livability. She said it is time the health of the residences of north and northeast becomes a priority. She said this area could potentially attract many federal grants because of its great need in many area. Small investments in this area will yield big returns. She said many local activists are willing to help. She applauded the suggestion of free transit, and suggested it begin on Martin Luther King Blvd. She also applauded granting rights of way for buses and rail. She also said a north/south line that meets the needs of all citizens, not just those with money, is needed.

Art Lewellan, 3205 SE 8th SE 8th #9, Portland, testified that the south/north light rail should not go downtown. He said it should remain on the east side in the Union Pacific corridor adjacent to the existing tracks all the way to Oregon City. He said he opposed the south/north not only because of its cost, but also because he believed it would be destructive to downtown. He also thought it would destroy north and northeast Portland, Milwaukie, and between Milwaukie and Clackamas Town Center. He said he supports light rail in general. He supports the central city streetcar and the airport alignment and the existing lines. He said he has supported an electric bus system to serve downtown. It would remove more diesel buses from downtown than light rail can. It could run as frequently as every 2-1/2 minutes, and at a fraction of the cost of light rail. He said few people know about his proposal and those who, do not support it. But he thinks it should be fully considered. He said the electric buses could go down Interstate. They would revitalize the corridors through which they travel. He said he was disappointed in the response he has received from Metro and Tri-Met, although the city of Portland has been helpful.

Dave Stewart, Citizens for Sensible Transportation, 4012 SE 51st, Portland OR 97206, testified in support of light rail. He was disappointed by the election result. He said he grew up in Milwaukie and looked forward to the arrival of light rail. Light rail is one of many tools. The goal is not just to build the project, but to support the regional plan--the 2040 plan. He said the time and effort to build the plan and the consensus achieved on it are phenomenal. He said it will be important to keep that as a goal. He encouraged all tools be re-examined in terms of regional livability, to come up with a plan. He encouraged the Councilors to take the time now to just listen.

Jennifer Siebold, King Neighborhood Association, 211 NE Jessup, Portland OR 97211, testified as to the health problems of the residents of north and northeast Portland compared with children in other areas. She said her research suggests that minority and poor in inner city areas suffer nationwide, not just in Portland. She said the presence of diesel traffic contributes to this. She said although she supports light rail in general, she did not support the south/north alignment because it would not have gone to Vancouver. This would help get cars off of I-5 and benefit the health of the community. She said six years ago, North Portland attracted more attention. It's time to refocus on that area. She said to go from her house at Killingsworth and King by car takes 10 minutes, by bike takes 20 minutes, and by bus at least an hour. Transit does not serve this part of the city well.

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Mark Ginsberg, 3024 SE 31st Ave., Portland, OR, said he is part of the problem here. He has lived in Portland for six years. He is one of the people who came to the area from elsewhere. He said well-managed growth is one of the reasons he came here. He said it will be important to continue managing growth. He said everyone wants to maintain a livable city and most people want options. Most people own and drive cars. Some people ride bikes, buses, or a combination. Most of us want all the options available. He hadn't heard anyone testify that they wanted more pollution. He said affordable and convenient transportation should be available to everyone. Paving for more cars is not the answer.

Tad Winiacki, Advanced Transit Association, 16810 NE 40th, Vancouver, WA 98686-1808 read his testimony into the record supporting personal rapid transit. This involves small vehicles, electric power, and computer control. It runs on elevated guideways and offers many advantages over light rail in both ease of construction, expense, flexibility, and operation. (A copy of this testimony is attached to the meeting record.)

Charles Ramsey, 475 NW Glisan, Portland OR 97209, said he was hit by a pickup in downtown Portland while walking his bicycle in a crosswalk. He said if Metro expected him to ride a bicycle or walk downtown, it would have to make streets safer and ticket drivers who do not stop at crosswalks.

Ross Williams, Citizens for Sensible Transportation, 426 SE 19th, Portland, OR 97214, testified about light rail and congestion. He said many testifiers had questioned the ability of light rail to address congestion. He said that light rail is to congestion what an umbrella is to rain. An umbrella cannot stop the rain and light rail cannot prevent congestion. But both can offer an alternative to people who wish to avoid being in it. He said another point is that in talking about transportation systems, the conversation is not about solutions to problems. Rather it is about providing opportunities to people. Good public transportation makes it possible for a person in north or northeast Portland to take a job in Hillsboro. It lets kids get to the mall by themselves. It is about providing business people the ability to hire people who do not live in the community in which the business operates. Transportation provides employers with access to employees. Business people would have access to customers who do not live in their area but come there by transit. Light rail also encourages people to develop their communities in ways friendly to pedestrians. That is also important. He encouraged Metro to rejuvenate the light rail idea and look at systems that support 2040.

Bob Behnke, Aegis Transport-Information System, 11895 SW Burnett Lane, Beaverton OR 97008, testified that during the south/north campaign, a lot of false and misleading information appeared in local media. He found that bothersome, so he collected Tri-Met and Metro data to provide a factual database to determine what has happened to Tri-Met's ridership, costs, revenues, and subsidy levels since 1971 when Tri-Met started. The data are in 1998 dollars, and include capital as well as operating costs. These data showed that the east-side light rail costs much more per passenger mile and per passenger trip than does a bus. Those costs will be higher for the west side and for the proposed south/north line. Transit fares have dropped, as many riders are in fareless square or have free day passes. Costs have grown faster than inflation. Taxpayers subsidies have risen sharply. Taxpayers subsidies per capita in the Portland area are six times higher than they were in 1971. A typical family of four spends an estimated \$780 per year on taxpayer subsidies. Those are Tri-Met numbers. He said the notion that light rail saves money is a delusion. He said light rail's popularity has dropped considerably. He said suburb to suburb transportation has become a priority, not suburb to downtown. He said new creative ideas are needed. He questioned that Portland's was such a great success story. (A copy of Mr. Behnke's report is attached to the meeting record.)

Fred Nussbaum, 6510 SW Barnes Rd., Portland OR 97225, testified that the meaning of the defeat of the light rail ballot measure is not that people want more freeways or wider highways. He said he did not think it was a referendum on light rail as a technology. He said it was a referendum on a project that did not make sense. He said the original mandate of 1994 could still be followed if the project were designed to make more sense. To do that, trains need to run when they are most needed and most wanted. That would be between Milwaukie and downtown Vancouver. He said he anticipated that some people would question whether Oregonians should pay for a line to Vancouver. He thought it was appropriate. He said the interests of north and northeast Portland suggest it would be in Portland's best interest. He supported

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the notion of calling the project the north/south project because that is where it is most needed and most wanted. He said downtown could be reached across the Hawthorne bridge and along 1st Avenue, connecting to the existing MAX tracks. He said the project should stay within the budget--the \$470 million approved in 1994 plus the \$475 million that would come from the federal government, for a total of \$950 million. He said if the tracks cannot go downtown, then they ought to stay on the east side along Water Avenue.

Larry Mills, Tri-Met Citizen Advisory Committee, 1406 No. Winchell, Portland, OR 97217, said he has been a supporter of this project and a supporter of light rail. He has lobbied hard for his community--North Portland. He supports calling the line the north/south line to indicate that the need and support for the line are both in the north end of the corridor. He said the cost has become a problem, and other parts of the region have not supported the project. He said people in other parts of the region do not see a need for themselves to travel to North Portland. He said people need to understand that this project is important for the entire economic development of the area. He said he has lobbied for this as a system that enables neighborhoods in the process of revitalization. North Portland needs that. He said that on the Tri-Met Citizen's Advisory Committee is currently working on the south portion of the Federal Environmental Impact Statement (FEIS). He said he strongly encourages the Metro Council to endorse finishing the FEIS on the north portion. He said if that is dropped, that kills the project for the north part of Portland. He said it is important that a lot of voters are not only geographically distant from North Portland, but also demographically different. Those folks are not interested in what happens in North Portland.

Steve Fosler, 600 SW 10th Ave, Portland, OR 97205, said the concept of transportation is complex. He said he supports a strong role for Tri-Met and Metro in regional transit planning. He commended both agencies for taking leadership in this arena. He said transportation is about moving people, not cars. He said it is a system, not a thing. It balances the movement of people among modes that benefits the community and does not destroy it. The south/north light rail project as proposed was a good project. It had been refined to reduce cost and minimize construction impacts, increase travel speeds, and maximize ridership, with extensive public participation.

He said light rail already forms the back bone of the transportation system. In light of defeat at the ballot box, he suggested three things. First, finish the environmental impact statement, as it is almost finished and it will be needed sooner or later. Second, continue planning and building a comprehensive transit system, which includes light rail as a major component. Third, keep in mind the things that make the Portland region unique and livable: good transit that is getting better; regional growth management that keeps the urban area compact; limited construction of freeways and parking lots; and urban design that favors walking, biking, and person-to-person communication. He recommended taking a break from building light rail to shape or reshaping the suburbs-- not that there is anything wrong with that--but instead, build the next segment for the purpose of accommodating existing transit ridership. This interim project should be constructed where there are already thousands of daily transit riders--north/northeast Portland in the I-5 corridor and the segment between the convention center and the Expo center. After that, the rest of the north/south line could be build.

Rebecca Douglas, 5746 SE 22nd Ave., Portland Or 97202, testified on behalf of those who choose, for socially and environmentally responsible reasons, not to use freeways. She commended everyone who spoke. She urged the Council to be aware of how many of people each speaker represents. She said transportation is at the heart of culture. She said Portland offers many transportation options, but it could offer more. She expressed concern over the accessibility of transportation to everyone. She said a successful system must serve everyone. She said transportation affects the beauty of the area, the quality of the environment, and social health. Highways can divide and destroy communities. She said she came to Portland because of its reputation as a "green" city. She has become disillusioned over where it is headed. She said it would be important to stick to the 2040 plan and include alternatives to highways, such as bikeways, walkways, mass transit, and access for those who do not have options.

Jim Howell, AORTA, 3325 NE 45th, Portland OR 97213, said AORTA has opposed the light rail's going to Clackamas Town Center, where it is not needed. Rather, it should go to Vancouver, where it is needed. It should not tear up the downtown transit mall. He said the Hawthorne Bridge should be the connection to

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downtown, to 1st and Yamhill. He said recently AORTA modified its position to accept an east-side connection along Water Avenue as an alternative, with dedicated shuttle buses to downtown. He said the organization was concerned about the project's cost. He said the first light-rail line to Gresham was built for less than \$15 million per mile. But \$100 million per mile is obscene, even considering inflation. He said \$100 million is what you'd pay for a first-rate metro system, not a light rail system. Something is wrong with the cost. He said a lot of fat has been built into the project, especially for going through the downtown. He said this project should not go downtown and should not run on the surface. He said within 10 years the east/west line will need to have something else done downtown. He said east/west is at half capacity. The number of trains likely will need to be doubled to accommodate growth in the next ten years. But the system was not designed as a high-capacity system because of the short blocks downtown and the need to run short trains. He said the idea of a subway should be investigated now.

Mike Schow, 4219 NE 39th, Portland, OR, testified as a north/south supporter. He said people he know who did not vote for it said the reasons were expense and alignment. He asked why the 205 corridor could not be used. It has the space. It was designed for that purpose. It could connect with the airport line. He said he would use it if it went to north Portland, but a lot of people wouldn't. If there is nothing at each end that people want to reach, people won't ride it. Even if it did not go to Vancouver, but to Hayden Island instead or to the mall, it would have pull on each end. An HOV lane could cross the bridge if Vancouver did not want to be part of it. He said there must be ways to cut the cost. He said he does not have children in school, but he always supports schools. He pays a lot for schools. The \$3 per month to support the south/north line is far less than what he pays for schools that he does not use. He said he still hopes the line will be built.

Chair Washington closed the public hearing at public hearing at 8:30 PM.

2. CONSIDERATION OF MINUTES OF NOVEMBER 17, 1998

Motion:

Councilor Kvistad moved to adopt the Transportation Committee Minutes of November 17, 1998.

Vote:

Chair Washington and Councilor McLain voted aye. Councilor Kvistad was absent. The vote was 3/0 in favor, and the motion passed.

Councilor McLain asked that the budget analyst who deals with transportation takes a look at the comments made about MILT and takes them into consideration when the budget is reviewed. She requested that staff take note of that.

4. COUNCILOR COMMUNICATIONS

None.

There being no further business before the Committee, Chair Washington adjourned the meeting at 8:34 PM.

Prepared by,

Pat Emmerson
Council Assistant

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ATTACHMENTS TO THE RECORD FOR DECEMBER 2, 1998

DOCUMENT TITLE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NUMBER
Public Hearing on South/North Light Rail	12/1/1998	Testimony of Dr. Nohad Toulan, College of Urban and Public Affairs, PSU	120298tpm-1
Letter From Melvin Zucker to Metro Council Transportation Committee	12/1/1998	Letter criticizing Metro's transportation vision	120298tpm-2
Letter from Stephen J. March, Ph.D. to Councilor Ed Washington	12/1/1998	Letter urging the Transportation Committee to continue supporting light rail.	120298tpm-3
Memo from Robert O. McAlister, Ph.D to Metro Councilors	12/1/1998	Letter proposing hovercraft in place of light rail.	120298tpm-4
Testimony of Cascade Policy Institute	12/1/1998	Testimony proposing alternatives to light rail.	120298tpm-5
Low Cost Solutions to Portland's Traffic Problems	March 1998	Policy Summary of the Cascade Policy Institute	120298tpm-6
Light Rail alternatives for the Portland Metro Area	12/1/1998	Testimony of Mr. Tad Wineicki advocating personal rapid transit (PRT)	120298tpm-7
Transportation Choices in the Metro Area	12/1/1998	Letter from Dick Jones	120298tpm-8
Memo from 1000 Friends of Oregon	12/1/1998	Letter from Lyn Peterson supporting light rail	120298tpm-9
South-North Light Rail Isn't Dead Yet, Nor Should It Be	12/1/1998	Testimony from James A. Zehren supporting light rail	120298tpm-10
Citizens for Better Transit	4/28/1998	Letter to the Editor by Ray Polani supporting light rail	120298tpm-11
Quotation by Paul M. Weyrich, The New Electric Railway Journal	Spring 1998	Quotation supplied by Mr. Polani to support his testimony	120298tpm-12
Going Underground Way for Light Rail to go	June 4, 1998	Letter to the Editor, published in the Oregonian	120298tpm-13
Statement by George Starr before the Metro Transportation	12/1/1998	Testimony in support of light rail	120298tpm-14

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Advisory Committee			
Tri-Met's Tangled Web	December 1998	Written report prepared by Robert W. Behnke questioning Tri-Met's transportation data	120298tpm-15
Testimony by Shawn Swagerty	12/1/1998	Testimony supporting light rail	120298tpm-16

PORTLAND STATE UNIVERSITY

**PUBLIC HEARING ON SOUTH/NORTH LIGHT RAIL
METRO
DECEMBER 1, 1998**

**NOHAD TOULAN
DEAN
COLLEGE OF URBAN AND PUBLIC AFFAIRS**

Chair Washington, members of the Metro Council, I am pleased to be here tonight to offer Portland State University's position on the South/North light rail line. Portland State University is very interested in the future directions the community takes as we work together to meet the goals established by the Region 2040 plan.

Portland State University strongly supports a multimodal transportation system that includes a fully integrated light rail component.

Portland State University is committed to the region's 2040 plan and we believe that a comprehensive public transportation system that works for the residents of this area must include rail as well as expanded bus service and improved roads. Many of the planning experts at PSU believe that population growth is best managed when community and neighborhood development combine access to transportation, retail, and neighborhood amenities. That is why Portland State University has been leading the effort to revitalize the University District -- an urban plan that we believe models the best in downtown development by promoting housing density with transportation and cultural and business services.

Portland State University's plans for growth management have been developed in conjunction with the region's plans and included light rail -- like others we don't have an alternative plan to help us balance increased growth with access to the university -- we believe the region's needs in the future will best be met with expanded rail service. Growth management at the PSU downtown location depends on a light rail line coming to campus. We also support the regional rail line plan because it connects the University to the programs it offers at the OIT Clackamas location and the Capital Center in Washington County.

PSU has developed a transportation management plan to serve the 15,000 students who currently enroll in the University and the 1,900 staff and faculty -- and to respond to a projected growth in students of 33 percent by 2010. PSU has worked with Tri-Met to establish an innovative

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partnership program that provides reduced-cost bus passes to our students and employees. However, the bus is simply not a convenient or realistic option for all of our students and our employees. That is why we worked to bring the South/North light rail to campus -- to provide another public transit option for our students, staff, and community visitors. Portland State University has more than 5 million visits a year and is one of the most frequently visited downtown destinations. Though light rail is only one part of our plan, it is integral to our ability to meet increased enrollment targets. And, as we all know, Oregon's economic competitiveness depends on providing greater access to higher education for our residents.

Portland State University has developed its neighborhood plan around light rail. We are committed to working with policymakers to: assess the vote, evaluate the project, and to someday build the regional light rail system the residents in the metropolitan area need.

Portland State University's plans for the University District have been developed to support the light rail line, the streetcar, and expanded bus service. The design of the Urban Center accommodates the light rail line and we've given up important academic space so that we can build a multimodal transit site at the urban center plaza. We know that the development of high density, mixed income housing depends on expanded access to transit, and we want a PSU neighborhood that reflects the "principles of best practice" associated with urban planning -- after all we do have a nationally recognized School of Urban Planning.

We take the results of the recent vote seriously and believe that we need to know more about why people didn't support the request for funding. We also believe that we need to evaluate the project to determine if areas of the community will support parts of the line that help expand the entire transit system in an effective way.

We don't believe that the voters' opinions should be disregarded -- but the current system is not working and it is not good enough to say that we should simply expand the bus system...or build more roads. The solution we develop must reflect the region's commitment to livability and it must maintain the "Oregon and Portland Quality of Life."

Thank you for the opportunity to testify this evening.

Melvin Y. Zucker

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Tel 503-292-2167 Fax 503-292-0361
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December 1, 1998

Faxed for distribution to:

Metro Council Transportation Committee
Ed Washington
Susan McLain
Jon Kvistad

and other committee participants

The November 1998 rejection of south/north funding, following the 1996 statewide south/north defeat, was a repudiation of the Metro transportation agenda and the land use planning direction which is, as stated by Metro, inextricably intertwined. To continue the appalling display of unfounded self-delusion started at the November 12, 1998 meeting will do nothing to advance a more effective way of increasing metropolitan area mobility. Continuation of policies rejected by voters will only serve those who prefer Metro's elimination.

The first thing Metro needs to do is examine itself to determine why those within Metro have such a different version of the efficacy of the light rail/feeder bus system than independent experts, academics and the public. It should come as no surprise to you that people on Metro committees are commonly referred to as "Metro mushrooms" because of their proclivity to be kept in the dark and fed manure.

It should, also, be no surprise to you that only those with a predisposition to the predetermined agenda are chosen to serve on Metro committees.

Where does Metro go from here?

Metro's transportation planning department needs new leadership. Messrs. Cutugno and Brandman should go.

Metro needs to recognize that the back-bone of transit is road-based transit and purge itself of the anti-road, anti-auto philosophy which has been its hallmark and alienated itself, increasingly, from Oregonians who are not Manhattanites and don't want to be Manhattanites.

Metro's approach has been to start with a shoe and, then, figure out how to squeeze different sized feet into that shoe. It has to reverse the process and get shoes to fit the feet (analyze the trip patterns in an area and determine the suitable conveyor, whether public or private).

HOV lanes, HOT lanes, toll roads, toll bridges, express buses (with compressed natural gas engines), jitneys, smart jitneys, commuter rail are all applications that can be used in the appropriate setting. Incentives to increase carpooling (such as free parking to carpools of four or more) can be much more convenient to the user and less expensive to taxpayers than rail or buses.

Hopefully, Metro will remove its blinders and enter a new, more productive era.

Sincerely,

Melvin Y. Zucker

120298tpm-3

Stephen J. March, Ph.D.
842 NE 44th Avenue
Portland, OR 97213
(503) 235-9708

December 1, 1998

The Honorable Ed Washington
Chair, Metro Council Transportation Planning Committee
600 NE Grand Avenue
Portland, OR 97232

Chair Washington and Committee Members McLain and Kivistad

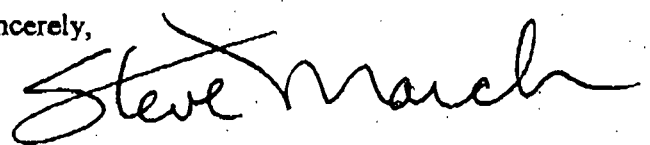
I would urge the Committee to continue to support light rail, albeit in a reduced configuration if necessary. In addition I would heartily endorse additional transportation alternatives to the automobile.

As one who has studied urban development, I have not found an area that has successfully built themselves out of transportation problems with freeways. We need multiple options and while buses contribute to the solution they cannot replace light rail in the long run. We need multi-modal approaches.

In light of the defeat of Measure 26-74 there may be a call for more freeways and even reviving well buried concepts such as the Westside Bypass. I would urge you to reject those calls. There are better alternatives to paving over farmland or houses and we need a transportation system that contributes to the land use laws and principles we have forged. We need a system that supports transit, pedestrian and bicycle alternatives. I ask that your planning take these into consideration as a priority at least equal to the automobile.

Thank you, for the opportunity to comment. I wish you, and us, success in this endeavor.

Sincerely,



Stephen J. March, Ph.D.

for Committee Testimony		Date	# of pages
Post-it [®] Fax Note 7671			
To	PAT	From	Steve March
Co./Dept.	METRO	Co.	
Phone #		Phone #	235-9708
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Memo

To: Metro Councilors
From: Robert O. McAlister, Ph.D. *Robert O. McAlister*
1410 NE Schuyler Apt. 4
Portland, OR 97212
Phone 503/288-7655
Date: December 1, 1998
Subject: Alternative options for North-South transit

My purpose in writing is to ask that our leaders consider one other alternative way out of the South-North dilemma that may have not be discussed in the past. Tri-Met showed extraordinary courage when it embraced light rail, a technology almost unheard of in the U.S. and one that required our use of overseas contractors (eg, Siemens) to help us make it happen--making the project one of truly international scope. I propose we show the same willingness to think beyond our own narrow western U.S. biases as we consider alternatives. Please consider the following points:

1. The proposed South-North tracks run quite close to, and parallel with, the Willamette River.
2. Tri-Met is finalizing plans for an exciting public-private partnership with the Port of Portland. I think the Port has a great deal of influence over commercial traffic along the Willamette and Columbia rivers.
3. Tri-Met has a track record of embracing new technologies and bringing them to Portland from other parts of the world.
4. The ultimate goal is to move large numbers of people with acceptable speed and at moderate cost along the South-North axis of our community.
5. There are many parts of the metro area that cry for development/redevelopment, and may indeed be attractive to private venture capital if they offer the potential for regular visits by our citizens using the transit system. Some of these include the old industrial area between the Ross Island and Sellwood Bridges; the area near Cathedral Park in St. Johns, the area along N. Portland Rd. just west of PIR and Heron Lakes Golf Course; the area between John's Landing and Willamette Park, and the Oregon City area just north of the Falls. Developing these areas into vibrant, mixed-use facilities that include transit, retail, and residential developments could transform Portland and further extend our reputation as a remarkably livable community where our residents have willfully opted to live near the river and in densely populated areas.

I propose that we build a network of new transit terminals built in public-private partnership with the Port of Portland and private developers--to serve **hovercraft**.

Each vessel would be modern, sleek, nicely appointed, and would be painted in Tri-Met's colors and the interior would resemble our new buses and rail line cars. The craft operate using diesel-driven fans to hover over water or land, and, having no propellers underwater, should have minimum impact on the aquatic ecosystem of the river. These vessels would NOT be ferries, and would be passengers-only (no vehicles, except for perhaps special Tri-Met or emergency vehicles.) The hovercraft terminals would be built placed up and down the God-given thoroughfare of the Willamette River, with sites on both the east and west sides, preferably in places that have been undeveloped, or even contaminated, by past industry. Each of the hovercraft terminals would be served by new bus lines, connecting the river commuters to their businesses. And private developers would be encouraged to build around the hovercraft terminals. I would call the hovercraft network, "WAX", which stands for Willamette Area Express, and would market it as being complementary to the buses and trains that form the other elements of our diverse transit system. ("...Ride the WAX to the MAX")

A major terminal would be built where MAX now crosses the river, and I can envision people moving escalators taking people from the shore WAX terminal up the riverbank to the Rose Quarter Transit Center. This would also help us to begin using the full potential of the Rose Quarter area, something our city leaders have been struggling with of late. Other terminals for WAX could help us with thorny problems such as linking the SW Washington commuters to Portland, and we could even have an express line that docks in Vancouver near the Doubletree Inn on the Quay, then goes across the slough and marshes of North Portland

I checked the Internet and a company called Hoverworks Ltd. has been making hovercraft in England for over 30 years. They make models that can carry up to 80 passengers in an enclosed cabin, and the vessels can go 30-50 knots over smooth water. They regularly carry passengers (50 trips per day) between the Isle of Wight and Portsmouth, England. They have been used all over the world, including Canada, for a variety of types of operations, including passenger transport. They also have been used to serve offshore rigs in the North Atlantic, which is notorious for foul weather.

I realize that this idea would require a whole new way of thinking about our urban problems. The construction of the new rail line, bridges and hovercraft terminals would be in places where there is only minimal existing business presence now, and this makes the cost of land, and the disruption of the new system, minimally disruptive to the local economy. And the development of the Willamette as a commercial waterway using a clean, non-polluting technology, fits in well with Oregonian's innovative spirit and love of our environment.

I recognize that further study of this idea may find it to be impractical, but I would at least appreciate Metro including it in the options considered for further study.

Thanks for the chance to comment.



**Testimony before the
Metro Council Transportation Planning Committee
Tuesday, December 1, 1998**

I'm Steve Buckstein, president of Cascade Policy Institute. I'm here today not to criticize light rail, but to offer several positive alternatives that we've been talking about for a long time. Voters rejected various funding proposals for South-North light rail three times. Now it's time to seriously talk about these practical alternatives.

Voters didn't just reject South-North light rail because the route was faulty, or even because the cost was too high. It was rejected because light rail's claimed benefits of traffic relief, pollution reduction and time savings do not exist. They don't exist in the South-North corridor, or anywhere else in the Metro region.

Earlier this year, Cascade published a paper that recommended policies to achieve those same benefits of traffic relief, pollution reduction and time savings. Copies of "*Low-Cost Solutions to Portland's Traffic Problems*" are available on request.

Our major recommendations include:

1. Eliminate existing laws that restrict or prohibit entry by private entrepreneurs in both the mass transit and taxi markets. There is no legitimate reason to think that one bus company, Tri-Met, can serve the transportation needs of a diverse population. Let competition better serve people with buses, jitneys, cabs, and a whole range of rubber-tired vehicles.
2. Transportation subsidies should be directed to transit *users*, rather than funneling over \$138 million tax dollars a year to one provider — Tri-Met. Let providers compete for our business, and for those subsidies. We can greatly reduce subsidies by targeting them at low-income users. Most of us can pay for our own transportation.
3. Metro is studying the implementation of value (congestion) pricing on at least one Portland-area roadway. That should be just a first step. We should then begin to replace the gas tax with value pricing throughout the region. Rather than increase the gas tax, we can reduce it while reducing traffic congestion at the same time.

Now that voters seriously question the value of light rail, it's time to consider better and cheaper alternatives that will provide real transit benefits.

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March, 1998

Summary No. 105S

For full text please see

Policy Insight No. 105

Policy Summary

Low-Cost Solutions to Portland's Traffic Problems:

Congestion Pricing and Free-Market Transit

by Anthony M. Rufolo and John A. Charles

Introduction

Peak-hour traffic congestion on Portland's roads is a serious problem, and is getting worse each year. As most citizens are aware, numerous strategies have been tried to address the problem: expanding the highway system, building light-rail lines, restricting land-uses, limiting the supply of parking, and subsidizing transit operations at ever-increasing levels.

Unfortunately, the results have not been encouraging. Per-capita levels of driving are increasing (as they are everywhere in the country), and transit use — as a percentage of all trips — continues to decline throughout the region.

To the casual observer, it might appear that the policy toolbox is empty, and that we will simply have to accept worsening congestion as a fact of urban life. But such an assumption would be erroneous. In fact, congestion is entirely controllable. Not only is it controllable, the necessary strategies could be implemented quickly, on existing roadways, with no public subsidies.

The solution calls for two, inter-related policies: (1) peak-hour electronic pricing of regional commuter highways; and (2) de-regulation/privatization of the transit industry.

What is Congestion Pricing?

Congestion pricing is a road user fee that varies by the time-of-day, location, and direction of travel. The fee is collected electronically through transponders that are placed on all vehicles using a priced facility. Since individual motorists have pre-established accounts, the fee transactions are made through a computer, without the need for old-fashioned toll gates.

Congestion pricing is the only technique likely to alleviate congestion, because it is the only strategy that gets to the root of the traffic problem: an imbalance between a scarce commodity (road space) and the consumer demand for that commodity. Currently, the demand for road supply is artificially inflated because auto users pay for roads through a fuel tax, not a direct user fee. But the fuel tax does not account for the fact that each car imposes delay costs on all those vehicles behind it, and that those costs fluctuate throughout the day. Unless a road user fee also fluctuates, users will have no incentive to alter their behavior accordingly, through carpooling, transit use, or some other change.

The technology for collecting congestion tolls is now well-established. Electronic tolling (with flat rates) is being used on the Oklahoma Turnpike, the Dallas North Tollway, and on many bridge crossings in the New York City region. Additionally, *peak-hour pricing* is being used on a new tollway in Orange County, California, with great success. The operator of the tollway — a private company — literally "guarantees" a congestion-free trip to motorists, and sets the fee at whatever level is necessary to maintain a smooth flow of traffic. Currently, the peak-period fare is \$2.95 for an 11-mile trip; the off-peak price is \$.060.

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Although it is often suggested that we could accomplish the same goal by simply raising the fuel tax, that would be a mistake. A gas tax cannot have a significant effect on congestion because the relationship between fuel consumption and specific congestion problems is too remote. Regardless of what tax rate we picked (and such a rate would be completely arbitrary), we would inevitably under-charge most peak-hour drivers, but significantly over-charge off-peak drivers. We need a more precise mechanism to collect road user charges.

If implemented correctly, congestion pricing is not a tax, nor does it raise the overall cost of driving. Since it only applies at the peak period, those who do not wish to pay extra for a fast trip can simply wait for the off-peak, drive on a different (non-priced) route, change modes (e.g., take a bus), or share costs by having more than one person per vehicle. And the revenue raised by congestion pricing should be offset by lowering another transportation-related tax, such as the \$.24 per gallon state gas tax. If implemented in this fashion, many drivers will find their total out-of-pocket driving expenses going down, in addition to the benefits of less time spent in traffic.

Regional decision-makers in Portland have recently recognized that peak-hour pricing can be an important technique for better managing our roadways. With the aid of a \$1.2 million grant from the Federal Highway Administration, Metro and the Oregon Department of Transportation (along with several advisory committees) are studying peak-hour pricing. If the study determines that congestion pricing would be beneficial to the region, then a facility (or facilities) may be selected to test the concept.

The Other Side of the Traffic Coin: De-regulated Transit

As desirable as congestion pricing may be, it only affects road use. We must also apply the same market principles to the transit system that uses those roads. Currently, that system relies on a large, public monopoly — Tri-Met — which is supported mostly by taxes and federal subsidies, not customers. Because it is a monopoly, it has little incentive to provide high-quality service.

The obvious solution to this problem is competition, yet competition in the transit sector would be hampered by facing heavily subsidized public transit and roads that are under-priced at peak periods. Therefore, both congestion pricing and de-regulated transit must be introduced in tandem. As professor Robert Cervero has put it:

Congestion pricing and competitive, free-enterprise transportation services are ideal complements. One cannot exist without the other. If the political fallout from congestion pricing is to be minimized, there must be dramatic increases in transportation alternatives for those tolled off of roads. Public [mo-

nopoly] transit cannot handle huge increases in peak hour demand because expanding peak period service is too costly!

Problems With Public Transit

Public transit has been in decline in the United States for many decades. It has become increasingly dependent on subsidies from the federal as well as state and local governments, yet some analysts see the problem worsening. In the words of economist Charles Lave:

For example, Wilsonville, which separated from the Tri-Met service district in 1989, provides a much higher level of service and free fares as compared to the service that Tri-Met had provided; it also levies a payroll tax that is half the rate that Tri-Met levied.

In retrospect, it is clear that misplaced idealism financed by federal subsidies has been a major cause of the problem. Cities were encouraged to take over privately-owned transit systems, with the goal of rationalizing competing services and expanding patronage. Transit managers were encouraged to extend service into areas that were inherently unsuitable for transit. Government funds were used to keep transit fares low for everyone, in order to assure access for a few — the poor. And the easy availability of these subsidies encouraged labor unions to ask for high wages and generous working conditions.

Thus we now find ourselves in a situation where transit service is spread into too many low-usage areas, supply costs are too high, and fares are unrealistically low. Two decades of well-intentioned federal subsidies have insulated management from the discipline of the farebox and encouraged the growth of inefficient service.²

The situation has only worsened since these comments were written 13 years ago.

Tri-Met

Among transit advocates, it is commonly suggested that transit ridership would increase, and traffic congestion decrease, if we simply gave more subsidies to Tri-Met. However, this assertion is misguided. Tri-Met has in fact seen rapidly increasing revenues for both capital expenditures and opera-

tions. For example, Tri-Met's budget shows that total operating resources have increased from \$146,759,968 in 1994-95 to an expected \$190,826,562 in 1997-98. Despite this thirty-percent increase in operating resources, service expansion has been limited. •

Much of any increase in revenue seems to be absorbed by higher costs. For example, in its most recent union agreement, Tri-Met agreed to effectively eliminate any contracting out with no regard for cost differences between private-sector contractors and the cost of in-house service.

Tri-Met's regional employment tax provides the largest source of operating revenue for the agency. This year, it is expected to provide over \$120 million, and is growing rapidly. Farebox revenue is a distant second. Tri-Met has a goal of recovering thirty percent of its operating cost from the farebox, but it is currently well below that target, receiving only about twenty-two percent from its customers.

Payroll tax revenues are not closely tied to service provision. In particular, recent job growth has been concentrated in suburban areas that are not well served by transit. This has created pressure for Tri-Met to provide service to these areas to justify the collection of the payroll tax. This service is typically the most costly and least effective of the transit service provided.

The mismatch between revenue generated and service provided helps explain the secession by Wilsonville and Mollala within the past decade. Each Transit District levies its own payroll tax within its jurisdiction, and the rates vary. For example, Wilsonville, which separated from the Tri-Met service district in 1989, provides a much higher level of service and free fares as compared to the service that Tri-Met had provided; it also levies a payroll tax that is half the rate that Tri-Met levied.

Private Contracting

Numerous studies demonstrate that contracting out leads to cost savings and increased productivity in bus transit. Some reports indicate that contracted services can lower costs by 50 to 65 percent when compared with public agencies.

Tri-Met experience with contracting shows similar results. Tri-Met started the Sunnyside Shuttle on May 10, 1993 to provide service in areas that were not suitable for regular fixed-route service. The experimental service was provided under contract until Tri-Met decided to provide the service directly in April, 1995.

Table 1 shows that the actual cost of operation increased substantially when Tri-met brought the service "in house." This largely reflects the higher wages and fringe benefits for Tri-Met drivers, but may also be partly reflective of different work rules. Information is presented for weekday operation alone.

Table 1**Cost and Productivity of Sunnyside Transit Service Alternatives**

	Contract Operation	Tri-Met Operation
Operations Cost		
Annual Total	\$307,105	\$608,902
Cost/Vehicle Hour	\$22.41	\$44.43
Average Cost/Ride	\$7.37	\$14.61
Rides/Vehicle Hour	3.04	3.04
Total Cost		
Annual Total	\$520,873	\$822,669
Cost/Vehicle Hour	\$41.22	\$60.03
Average Cost/Ride	\$12.50	\$19.75

Source: Rufolo et. al. (1995)³

As the table shows, the operating cost per rider under the contract provision was \$7.37 per ride and the total cost was \$12.50 per ride. These are high compared to the average for fixed-route service, but they look good in comparison to the alternatives. Under the Tri-Met cost structure, the operating cost per ride just about doubled to \$14.61, and the total cost went to \$19.75 per ride.

Hence, the first step in using market forces to improve productivity at Tri-Met would be for more contracting out of service.

De-regulation of Entry

It is currently illegal for service providers to compete with Tri-Met. Given the large subsidies received by Tri-Met, there is no reason to limit competition. Typically, it is expected that any interest in providing service would be targeted at Tri-Met's most "profitable" routes; but since Tri-Met does not make a profit on any of its routes, any shedding of service would reduce the Tri-Met deficit or allow for better service in other areas.

A number of cities have had *de facto* partial de-regulation due to illegal jitney service (a jitney is, in essence, a shared-ride taxi that tends to operate on flexible routes). There are extensive illegal jitney operations in both New York and Miami. In New York, the operations persist despite various efforts to control them, including more than 11,000 criminal summonses issued against jitney operators in one eighteen-month period. That the service can be profitably operated despite very high subsidies to the transit system indicates the potential for this type of service.

Despite the jitneys' attractiveness in terms of frequency, speed, and service, some analysts believe that regular bus service is an important "anchor" for the jitney service by setting a fixed schedule to give potential riders some guarantees of service. Hence, they argue for changes in regulations to permit more mixing of jitney and regular bus service.⁴

The Taxi Cartel

Most cities in the United States (including Portland) place substantial restrictions on taxis, with many regulating entry and most regulating fares and other service characteristics. There is widespread evidence that restrictions on entry lead to high prices and poor service.

...there are clear links between increases in [transit] subsidies, on one hand, and reductions in performance and productivity, on the other.

The effects of regulation and deregulation of taxis were examined in a report prepared by the Federal Trade Commission. The authors identify five areas of regulation: entry restrictions, fare controls, restrictions on the type of service offered, requirements to provide certain amounts of service, and quality regulations. The report concludes that:

[There] is no persuasive economic rationale for some of the most important regulations. Restrictions on the total number of firms and vehicles and on minimum fares waste resources and impose a disproportionate burden on low income people. A number of cities have achieved favorable results by deregulating entry and minimum fares in the radio-dispatched market segment, which typically accounts for around 75 percent of all cab trips. Similarly, there is no economic justification for regulations that restrict shared-ride, dial-a-ride, and jitney service.⁵

While the Portland City Council recently modified its ordinance that had effectively prevented any new taxi companies from entering the Portland mar-

ket in 20 years, much more needs to be done. The two biggest steps would be to deregulate entry into the taxi market and allow for shared rides.

Creating Property Rights for Transit Vendors on Public Roads

Free enterprise in urban transit requires much more than the opportunity to compete. Competitors, and their customers, must have well-understood rules of the marketplace. Without such rules, there will be no incentives for businesses to offer service.

For example, the primary reason why American local governments put most jitney operators out of business in the 1920's — despite their immense popularity — was because the jitneys had a tendency to cruise ahead of electric trolleys, pick up passengers at trolley stations, and offer them a faster ride at the same price. This was good for commuters, but since the trolleys had been authorized to operate as monopolies, they viewed the activities of jitney operators as an infringement of their property rights at each station.

The solution to this problem is to allow transit companies to build and operate their own customer service areas, and to protect those investments from use by competitors. Local governments can facilitate this by auctioning off "curb rights" on public roads where transit companies can establish pick-up and drop-off points reserved exclusively for their patrons. This will provide a structure within which market exchanges can take place.

This approach is analogous to the "bridge rights" that vendors have at Portland's Saturday Market. For specified periods of time, Saturday Market entrepreneurs have exclusive, legally-enforceable rights to space under the Burnside Bridge. Without this legal structure, Saturday Market could not exist.

Transit Subsidies

Although it's counter-intuitive to many people, subsidizing transit can actually make the region worse off. As one study concluded:

...there are clear links between increases in subsidies, on one hand, and reductions in performance and productivity, on the other.⁶

The method used to subsidize transit in Portland — an employee tax on all local businesses — is especially problematic, because it sends an ever-increasing stream of revenue to Tri-Met, regardless of how well Tri-Met is performing as a transit agency. This simply invites waste and inefficiency, especially since other potential competitors cannot get access to the subsidies, even if they are providing a far superior service.

This problem can only be avoided if subsidies are directed to the transit user rather than the transit provider. This would allow consumers to choose whether they want bus service, shared-ride taxis, subscription vans, or possibly some other service. By giving consumers power over the use of the subsidy, there would

be greater incentive to provide the service that customers want.

Given the demonstrated ability of private van services to compete with heavily subsidized bus service in several large cities, it is likely that customers would demonstrate a major preference for this type of service, if given a choice as to how to spend the subsidy.

Many people react to revelations about the level of subsidy to transit by arguing that these subsidies are needed to assure that service is provided to low-income and other transit disadvantaged people. However, the evidence is that little of the subsidy actually has that effect. In terms of farebox recovery, high-density, short-haul routes generate the largest amount of fares relative to the cost of providing the service, and these are the types of routes that typically serve low-income areas. The biggest subsidies per rider go to the low-density, long-distance, suburban service that typically serves relatively higher-income families.

Hence, subsidies provided directly to transit users could also be designed so that relatively more of the subsidy actually assists low-income and other transit dependent commuters than now occurs. Further, if low-income transit users have choice among the types of service providers, they are more likely to get service that meets their needs.

Tri-Met's Attitude and Awareness Survey of 1994 found that 30% of its riders were in households earning less than \$20,000 per year. This represents about fifteen million Tri-Met trips per year by people in this category. After adopting the suggestions outlined here, Tri-Met could use vouchers to directly subsidize each such trip by \$2. This would provide free service to those who need it most and would allow for a tax cut of close to \$100 million per year.

Recommendations

- **Eliminate existing laws that restrict or prohibit entry by private entrepreneurs in both the mass transit and taxi markets.** Some minimum standards, such as liability in-

surance and safety requirements, should be enforced; but those meeting reasonable standards should be able to provide service both in direct competition with existing service providers and by providing types of services currently prohibited, such as shared-ride van services.

- **Develop rules and institutions to allow effective competition.** For example, Tri-Met should be able to restrict the possibility of an interloper accessing one of its bus stops just before a scheduled bus arrives, but it should not be able to prevent someone from providing a competing service.
- **Privatization of the mass transit market is essential.** At a minimum, Tri-Met should be required to contract for service on some of its routes. In principle, there is no reason why Tri-Met should not contract out for the provision of all operations. A way to implement this would be to split off the Tri-Met Board from the agency, and give it a new mission of simply awarding contracts for specific transit routes to Tri-Met or any other contractor that successfully submitted a bid for service in a competitive process.
- **Public subsidies for transit should be directed to the users of the transportation system rather than the service providers.** If the subsidies were provided to users, who could use them to purchase transit service or alternative transportation services, they would promote the most efficient provision of service.
- **Subsidies should be greatly reduced and targeted at low-income users.** Tri-Met will receive more than \$120 million in employment-based taxes this year alone, and this revenue source is growing rapidly. A cut of \$100 million per year in taxes would still leave over \$20 million per year to provide subsidies for low-income, transit-dependent users.
- **The Portland region should implement congestion pricing on all regional highways, and make those facilities totally self-supported by tolls.** To ensure that motorists are not taxed twice, the region should seek authorization from

the state legislature to begin lowering the \$0.24 per gallon state gas tax within the area utilizing congestion pricing.

Endnotes

1. Robert Cevero, **Stimulating Transportation Alternatives in Response to Congestion Pricing**, FHWA Congestion Pricing Symposium, Washington, D.C., 1992.
2. Charles Lave, **Urban Transit: The Private Challenge to Public Transportation**, Pacific Institute for Public Policy Research, 1985, pp. 1-2.
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About the authors

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For a copy of the full report, **Low-Cost Solutions to Portland's Traffic Problems: Congestion Pricing and Free-Market Transit** please call Cascade Policy Institute at (503) 242-0900 or visit www.CascadePolicy.org

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Light Rail Alternatives for the Portland Metro Area

Gordon Oliver reported in the November 13 *Oregonian* that "Beaverton Mayor Rob Drake warned fellow committee members against taking the defeat (light rail bond issue) too hard. He said regional leaders need to look at other transit methods."

I agree with Mayor Drake. Trolleys (light rail) haven't been economically competitive against buses since the 1930s. With an average speed less than 20 mph and expensive infrastructure, how could they be competitive? Tri-Met should forget about expanding their light rail lines and add more express buses instead. Tri-Met should also support research, development and planning for advanced technology which would actually reduce traffic congestion, improve people's mobility, and be more economical than their buses.

Personal rapid transit (PRT) is a no-wait, non-stop, always available demand-response transit mode. With small vehicles, electric power and computer control it can economically take one person where he wants to go without stopping for traffic or waiting for other passengers to get on or off. The most common configuration for PRT is on elevated guideways.

PRT can do the following things that light rail can't:

1. PRT can reduce traffic congestion on the roads and highways.
2. PRT can improve people's mobility in urban and metropolitan areas including suburb to suburb and from poor urban neighborhoods to employers in the suburbs.
3. PRT can make a profit for transit system owners without tax support from non-users.
4. For a significant market share (20-50% depending on the metro area) PRT has the potential to take people where they want to go quicker, cheaper, safer and more reliably than any other way they have of going there.
5. PRT can operate economically 24 hours/day. (Some times may not be economical, but operating then won't hurt profitability much.)
6. The PRT guideway system can be used for automatic delivery of mail, packages and small, light freight, especially during times of low usage for carrying people.
7. A stadium or coliseum could have two or three levels of PRT stations with a hundred berths ringing it so people leaving an event could board a PRT vehicle on their level and be home before automobile users are able to leave the stadium parking lot.
8. PRT can go many more places than light rail, including inside buildings on the second or third floor.
9. PRT can save energy, including energy used for manufacturing and construction of the system.
10. PRT can go everywhere it needs to go without stopping road traffic, slowing or colliding with road traffic.
11. PRT can be installed quickly and with minor disruption to an area compared to light rail. The environmental effect is more like construction of a power line than a railroad.
12. With palletized dual mode vehicles added to the PRT system the users can go everywhere in the metro area there are roads, door-to-door. (Dual mode vehicles also have wheels to run on city streets.)
13. Usually PRT guideways can be added to large highway bridges without adding additional foundations. A PRT bridge could be added between the I-5 Columbia River bridges at much lower cost than a new light rail bridge and it could be high enough that it wouldn't have to be raised for river traffic.

With these advantages it is easy to understand why the city of Sea-Tac is planning for PRT. Tri-Met should plan for PRT also.



HIGHERWAY TRANSIT RESEARCH

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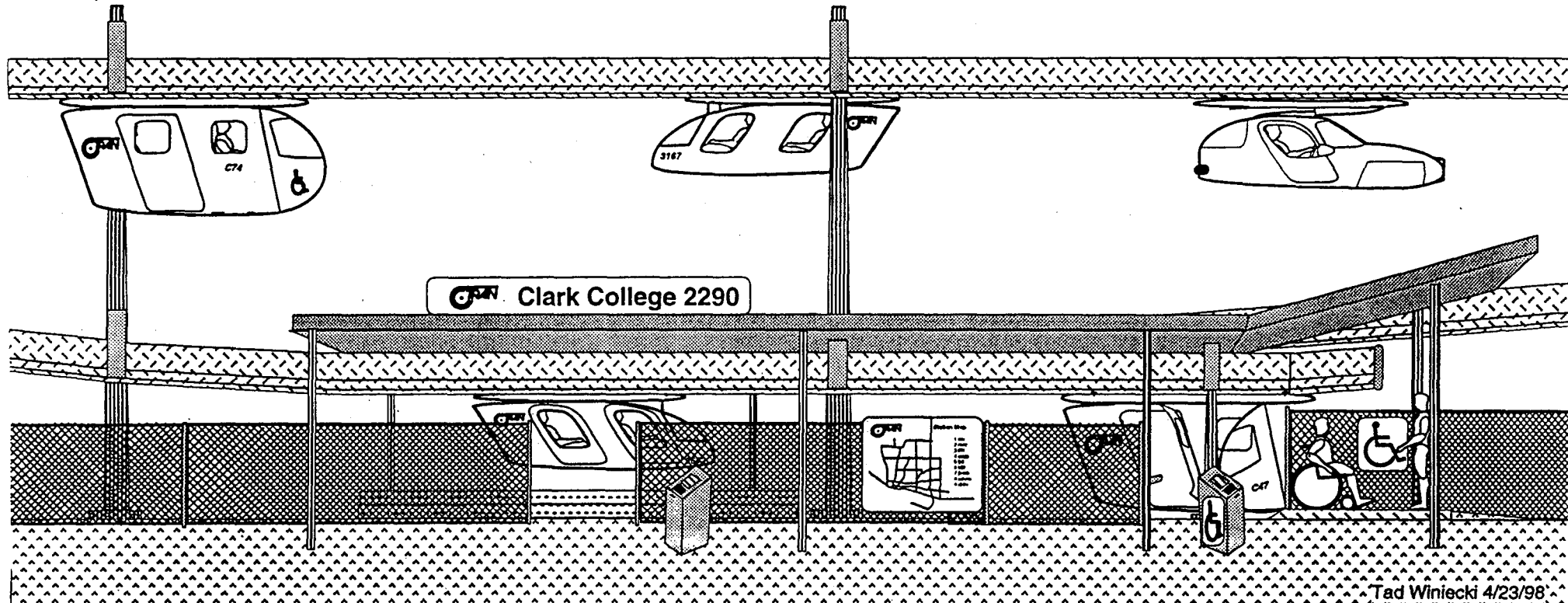
PRT vs LRT
by Tad Winiecki
December 1, 1998

HIGHWAY TRANSIT RESEARCH

Personal Rapid Transit – no wait, non-stop, always available

Our mission is research and development of personal rapid transit to:

- Reduce traffic congestion
- Improve people's mobility
- Make profits for transit system owners



This is a drawing of a minimal-cost unattended suburban station. The transit rider inserts his ride card into the card reader and keys in the number of his desired destination station. The doors of the waiting *Higherway Nighthawk* vehicle open and he puts his bag on one seat and sits in the other. He pushes the "Close Doors" button in the vehicle and it accelerates up the guideway to merge into the high speed lane of the arterial where all the vehicles are traveling at 45 m/s (100 mph) at minimum 0.5 second intervals. The *Nighthawk* doesn't stop until it reaches the desired destination station.

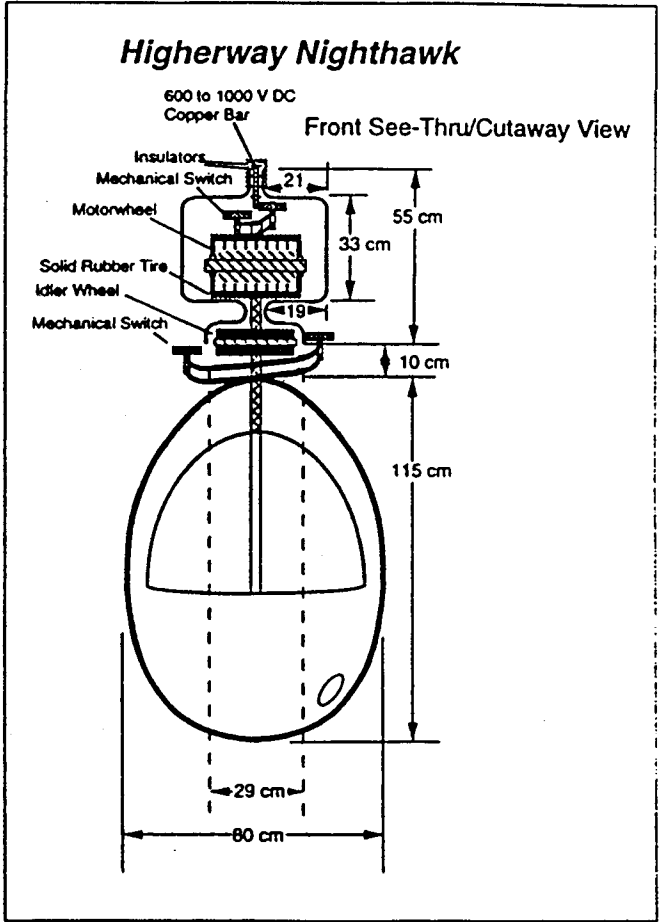
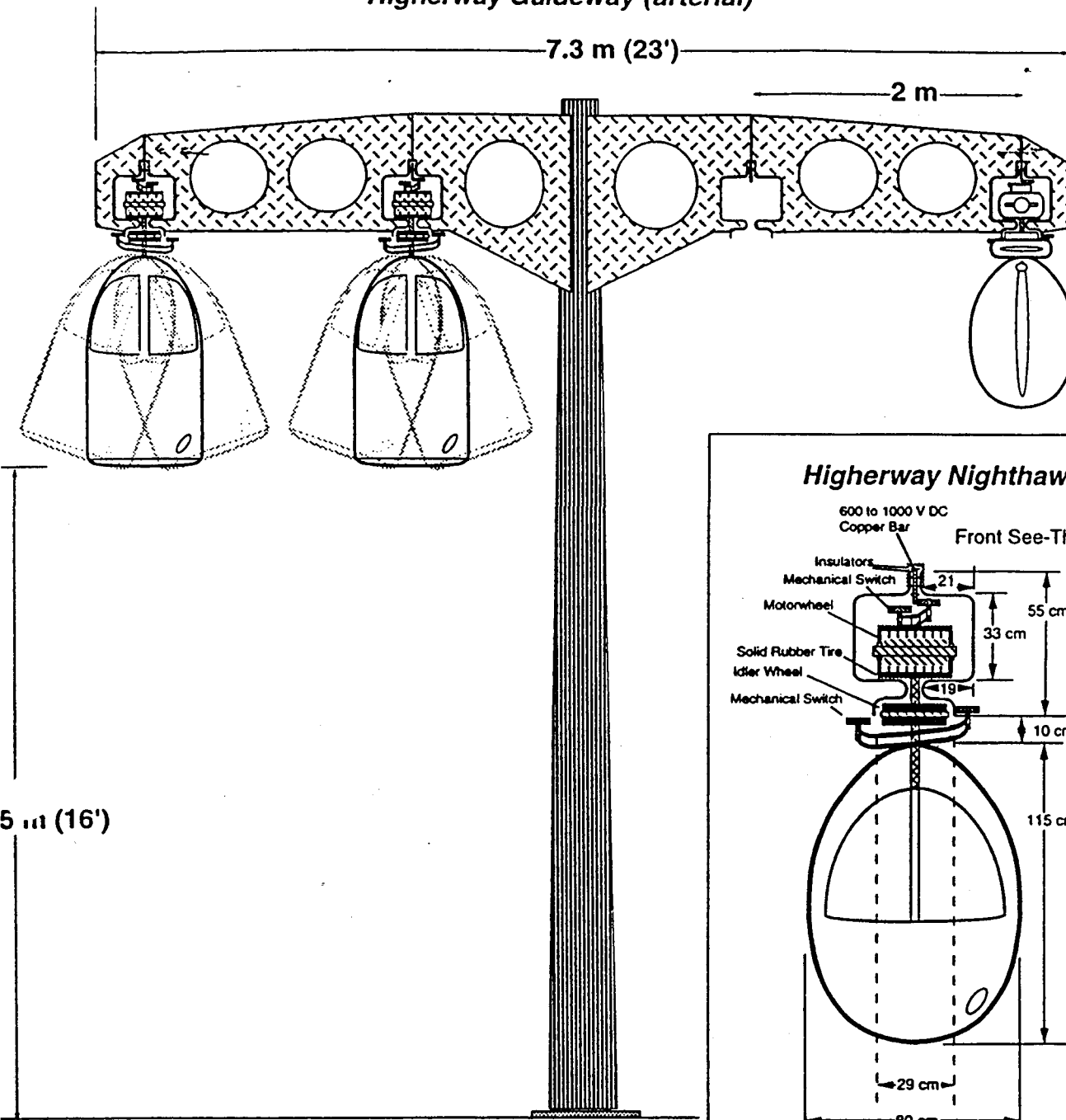
Central business district stations are located on third-floor balconies of buildings or outside with glass-wall elevators for handicapped riders. The *Higherway Nighthawk* and *Pelican* are electrically powered and computer controlled.

A wheelchair user inserts her ride card in the handicapped/cargo card reader and keys in the destination code of her desired station. The front door of the *Higherway Pelican* vehicle opens and the rider backs her wheelchair from the level loading area into the *Pelican*. She pushes a button to close the door and automatic restraints hold the wheelchair and her in place during the ride. The *Pelican* backs up to a Y-section (below the "Clark College" on the station sign) and accelerates up the guideway to merge with the high-speed traffic.

Note: This is not a C-TRAN project.

Higherway Station May 9, 1998
Tad Winiacki, Highway Transit Research
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Higherway Guideway (arterial)



- Notes:
1. The turning control is partially covered by U.S. Patent # 5060575 assigned to Pathfinder Systems, Inc.
 2. This is a preliminary design subject to change.
 3. The guideway is roll formed of corrosion-protected steel similar to highway guardrails, with insulated copper power/guidebars bolted between the two halves of steel. The steel is the negative ground power return.
 4. The cross arms are stamped from corrosion-protected steel.
 5. The support poles and foundations are similar to those used for traffic signals, but with tighter alignment tolerances.
 6. The two-way arterials have an acceleration lane and a 45 m/s (100 mph) lane in each direction. Neighborhood and central business district collectors would be one-way and slower than the arterials, with one or two lanes.

December 1, 1998

To: Metro Listening Post

Subject: Transportation Choices in the Metro area.

Metro must use an old Railroad term "Stop, Look and Listen".

STOP. Each Light Rail vote has resulted in less support within Metro. Rather than dwelling on the whys, we should try to define a transportation plan which will reduce congestion.

LOOK. We need to look at solutions which are leading to less traffic congestion elsewhere such as HOV lanes and truck lanes.

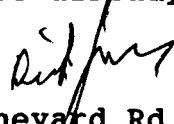
LISTEN. Metro and Tri-Met need to listen to the general public.

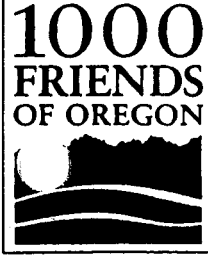
The starting point should be to listen to what the public is saying and thinking. Metro needs a new transportation committee to look at new ideas other than the same old group. This committee must show up with a blank pad, lots of pencils and plan to listen. Virtually in every meeting I have attended on transportation it has been clear that Metro does not want to listen to people's concerns. In fact when I asked Tri-Met to participate in a discussion of transit issues at my CPO the response I was given was that they do not participate in discussion meetings nor in meetings being videotaped.

Metro Council MUST ask one simple question before allowing more housing within the Urban Growth Boundary (UGB): Where will the people who move into these houses most likely find jobs? It does not make sense to create housing in Clackamas County and jobs in Washington County. Not only does it not make sense, it violates one of LCDC goals.

Tri-Met should hold the start of construction of Airport Light Rail until it is determined Light Rail is a better choice than widening I-205 to add lanes including a HOV lane. By Tri-Met's own projection, a \$2 million loss will be incurred to operate this line. Can we get 3,000 additional transit riders per day elsewhere with this \$2 million?

Starting to reduce traffic congestion does not have to take years or cost multimillions. The Oregonian has printed articles by both Dr. Mildner from PSU and David Reinhard the Oregonian Associate Editor with their proposed changes. Making the Hawthorne Bridge exclusively for HOV and busses at rush hours should be considered. Get governments out of ITS (Intelligent Transportation System). These have huge costs and within a few years commercial companies will offer this service. Area radio stations are already supplying traffic data.

by,
 Dick Jones 
 3205 SE Vineyard Rd.
 Oak Grove Or 97267
 phone 652-2998



Memo

To: Metro Council - Transportation Committee Members
From: Lynn Peterson, Transportation Advocate
Date: 12/01/98
Re: Testimony at December 1, 1998 Public Hearing

Chair Washington, Councilors, I appreciate the opportunity to come before you today and discuss with you the impacts on the regional transportation and land use planning from the vote on measure 26-74. This evening I have three short points to make.

First, We still need light rail. Our existing light rail lines have proven themselves in helping to achieve:

- our land use goals that work to balance jobs and households, and provide open space for our children,
- our transportation goals that work to improve air quality and accessibility to jobs and shopping, and
- our livability standards that keep wild and scenic Oregon close to the urban areas.

LUTRAQ, Making the Land Use Transportation Air Quality Connection, study by 1000 Friends of Oregon and, then, Sensible Transportation Options for People demonstrated that combining a diversity of transportation options with a land use plan that includes mixed use centers and urban and neighborhood transit-oriented could have the following benefits over 20 years:

- An increase in the number of jobs within 30 minutes for the region by 21%;
- A reduction in time stuck in traffic by 18%;
- A reduction of greenhouse emissions by 8%; and
- A reduction in energy consumed by 8%.

1000 Friends of Oregon believes that some part of the South/North project should be built. LUTRAQ and light rail lines on the ground provide benefits that are too great to turn our backs. We are currently in discussion with members of the Coalition for Livable Future – Transportation Reform Working Group to propose a modified route. We would also like to work with you to determine a funding package.

Second, 1000 Friends of Oregon believes a wide range of transportation alternatives are necessary to meet our land use goals. The region can not rely on one mode of transportation to supply the demand for the diversity of travel needs that exist in our society today. Strategies, such as, increased transit, HOV lanes, congestion pricing, more bike facilities etc. are all ideas that 1000 Friends of Oregon has stood behind and will continue to promote. Yet, we still need light rail.

Thirdly, a diversity of projects, including light rail, is necessary to meet regional travel demand. Recent research from the Texas Transportation Institute shows that metro areas that invested heavily in road capacity expansion fared no better in easing congestion than metro areas that did not. Trends in congestion show that areas that exhibited greater growth in lane capacity spent roughly \$22 billion more on road construction than those that didn't, yet ended up with slightly higher congestion costs per person, wasted fuel, and travel delay. As soon as the capacity is added, the demand exceeds the supply. This problem plays over and over in every major metropolitan area and show the need for diversification of transportation modes is extremely important.

We need increased bus service in our core areas and the suburbs.

We need roads that include multi-modal facilities.

We need HOV lanes.

We need congestion pricing,

And we still need light rail.

We need you to consider all the options.

Thank you.

1202987pm-10

SOUTH-NORTH LIGHT RAIL ISN'T DEAD YET; NOR SHOULD IT BE

James A. Zehren

December 1, 1998

The postmortems on the region's south-north light rail vote, especially those of light rail opponents, leave the impression that the issue is decided: the project is dead. However, that is neither the most likely nor the best outcome for the region.

Whatever the explanations for the November 3 vote, and however much opponents of the measure may chortle to the contrary, south-north light rail is still the best way for this metro area to add critically-needed regional-scale people-moving capacity to our transportation system.

The fact remains that when fairly and objectively compared to the *real* alternatives, south-north light rail is and will continue to be the regional-scale option that is (i) the most cost-effective, (ii) the most likely to be funded, (iii) the least likely to be blocked by the affected neighborhoods, (iv) the most beneficial for air quality, (v) the most effective for completing our existing regional transportation system, and (vi) the best for implementing our well-conceived and widely-supported Region 2040 Growth Concept for retaining and enhancing neighborhood and community quality of life and avoiding sprawl.

It may not have happened on November 3, but sooner or later the majority of voters of this metro area will compare all of the attributes and effects of light rail with all of the attributes and effects of the comparable alternatives--including the alternative of doing nothing--and will once again approve regional funding for the south-north project. And if we're smart, we'll give voters the opportunity to do so while 50 percent federal matching funds for the line are still available. (Currently \$866 million in federal dollars are earmarked for the south-north project; those federal dollars cannot simply be reallocated to other alternatives such as those advocated by light rail opponents.)

So what went wrong on November 3rd? Is it true, as the ballot measure's opponents have declared, that the region's voters rejected light rail? Neither light rail opponents nor I know for sure, nor does anyone else. But a very strong case can be made that the vote on November 3 was *not* a decision on the merits of a south-north line in particular or light rail in general.

Many factors contributed to the November 3 vote

The most plausible explanation of the vote is that it was the result of a large number of contributing factors, most of which have little or nothing to do with the ultimate merits of a

south-north light rail line or of light rail as a component of our regional transportation system. Eight such contributing factors readily suggest themselves; there likely are others.

- It was the lowest general election voter turn-out ever, even for a non-presidential election year. Low-turnout electorates are generally more conservative than higher-turnout electorates.
- The light rail measure was one of several substantial spending measures on voters' ballots which added up to very large and off-putting property tax increases. On my Multnomah County ballot, the total of the various spending measures approached a *billion dollars*. It was just too much. This piling up of spending measures on November's ballot occurred in part because of Measure 47's requirement that such measures obtain a double majority except in even-year general elections. But given this Sizemore-era fact of life, our political and institutional leaders did a poor job of managing the number and dollar amounts of the funding measures placed on our ballots--with the result that light rail and almost every other major spending proposal was not approved.
- The Legislative Assembly's failure *for three consecutive legislative sessions* to provide funding to address the growing transportation needs of the Portland region and the rest of Oregon meant that the amount of the south-north ballot measure, at \$475 million, necessarily was a very high expenditure for the region's voters to approve.
- Real or perceived reductions in transit service for some riders occurring in conjunction with the September commencement of westside MAX operations may have contributed to the unexpected rejection of the proposal in Washington County. Failure of the light rail "yes" campaign to remind Washington County voters that "their" new MAX service is part of an incomplete *regional* system also may have been a factor. (More on the campaign, below.)
- A perception that the south-north line would stimulate unwanted additional population growth (rather than focus the growth that is occurring) may have increased the negative vote in Clackamas County.
- Some voters--even those who otherwise were inclined to be strong light rail supporters--remained dissatisfied with the routing of portions of the south-north line, whether in Milwaukie, though downtown Portland, or into north Portland.
- A significant number of voters may have felt that the route's failure to extend across the Columbia River into Clark County--no matter the bi-state real politick explanation--was simply an unacceptable shortcoming of the proposal.
- The message communicated by the campaign in support of the measure was soft and fuzzy. This was, after all, a vote about spending a great deal of taxpayers' money--

\$475 million. It also was a vote about securing the future of our region. Were we going to implement our regional plan, or not? Were we going to continue to take a different path than other metropolitan areas, or not? This vote was not just about light rail and transportation; it was about land use, growth management, neighborhood and community livability, and quality of life. It was about choosing between Portland and Los Angeles; about keeping Oregon, Oregon. But we didn't hear those choices being clearly and forcefully posed by the campaign. And we didn't hear from our *current* political and community leaders, speaking from the heart about how important this vote was for the future of all of us across the region. (Can it be that Senator Ron Wyden, with his established credibility among senior citizens and other regular voters, actually *refused* to take a position on light rail, as has been reported? What kind of political leadership is that?)

Can these numerous and varied kinds of factors contributing to the November 3 negative vote be addressed? Yes, they can. Should they be addressed? Absolutely. Should we vote on funding south-north light rail again? In some form, and soon, we must. The future of our region depends upon it.

South-north light rail is a key to our regional future

We have a well-conceived, nationally-heralded, and broadly-supported plan for our metro area's future which has been formally adopted by our elected regional government after years of work and public involvement. As a regional community, we know what we want and we know what we don't want. We do *not* want this region to be like Los Angeles, or Phoenix, or Detroit, or any number of other automobile-dominated, sprawling, economically balkanized metro areas in this country. We *do* want a healthy, fully functioning region of diverse and vibrant neighborhoods, active mainstreets, and compact, mixed-use town and regional centers--in short, a multi-faceted cosmopolitan metropolitan area that is a great place in which to grow up, live, work, play, and grow old.

But we cannot, and we will not, achieve this regional vision if we fail to do the regional-scale transportation piece in the right way. Opponents and proponents of light rail alike are correct to be stressing that we must provide the people of this region with a broad range of transportation options *other than* light rail, including walking, biking, jitneys, buses, trolleys and street cars, high-occupancy vehicle lanes where appropriate, and--yes--arterials and freeways. And if congestion pricing can somehow avoid a public backlash and be implemented, great; let's give it a shot, too.

However, just as important as providing this broad range of transportation options is providing them in ways that enhance rather than diminish our quality of life...that serve to implement rather than frustrate our regional plan. Put another way, the regional transportation system we provide must serve our region's desired land use, not the other way around as is the case in virtually every other major metropolitan area across the United States.

And this is where light rail fits in, in such a crucial way. Only light rail can provide the *regional scale* capacity that we need to add to our regional transportation system and do so in a way that serves our regional vision.

The fact is, primarily because of the impact of the automobile on our society, we have a jobs-housing imbalance in modern metropolitan America. This is true in the Portland metro area, as elsewhere. We would be doing well to achieve a 50 percent jobs-housing balance in our region (meaning only 50 percent of us would work outside of the communities in which we live). Given this circumstance, we need to enable a substantial portion of our citizenry to travel on a daily basis between and among the various communities in our region. For this reason, our transportation system must include a regional-scale component. And as we grow, we must add capacity to this regional-scale component.

So the question becomes how to add to the regional-scale component of our transportation system in a way that supports our neighborhoods and communities and discourages sprawl. More freeways and, in most instances, more high-occupancy vehicle lanes simply cannot meet this test. Los Angeles and Seattle and virtually every other metro area teach us that. Nor do the other approaches offered by light rail opponents. Those approaches either don't provide the needed *regional scale* transportation capacity, or they are injurious or without benefit to our regional land use goals.

Indeed, light rail is the one regional-scale transportation option that has demonstrated it can support and enhance livability in our existing neighborhoods and at the same time stimulate higher-density development and redevelopment in the places where we need it to occur in order to implement our regional plan and avoid sprawl.

Let's not follow the approaches of other regions with lesser quality of life

Light rail opponents are fond of citing very specific transportation option outcomes in other regions, without ever addressing the effects of those transportation options on the quality of life in those regions. For example, in his October 12 *Oregonian* commentary, Gerard C.S. Mildner extols the virtues of high-occupancy vehicle lanes in the Seattle and Los Angeles. Do Mildner and other light rail opponents seriously think that the people of the Portland region want added to their freeways the kind of massive HOV lanes that one encounters in the Seattle and Los Angeles freeway systems? And if HOV lanes are such a successful alternative to light rail, why have the voters of Seattle approved a light rail proposal after decades of failed efforts to do so? (And why has the State of New Jersey just decided to abandon test HOV lanes in that state?)

Now that the Seattle region and so many other metropolitan areas in this country are finally turning to the light rail approach which the Portland region has implemented on our eastside and westside, do we really want to turn away from our successes and begin to follow approaches that have put Seattle, Los Angeles, and other regions in the quality of life predicaments they are now in? I think not.

Maybe we haven't worked out all the bugs in the south-north corridor route. Maybe we have to find a way to extend the line across the Columbia River into Vancouver. Maybe we need to convince our Legislative Assembly that transportation funding is a priority--or elect state legislators who understand. Maybe we should make further adjustments to the mix of light rail and express bus service. Maybe we need to work harder at finding the money to broaden the transportation options provided throughout the region, as Gerard Mildner and other opponents of light rail so effectively advocate. And surely we need to more effectively make the case for south-north light rail to all of our metro area's voters--at the right election and without the ballot being burdened with other large spending measures.

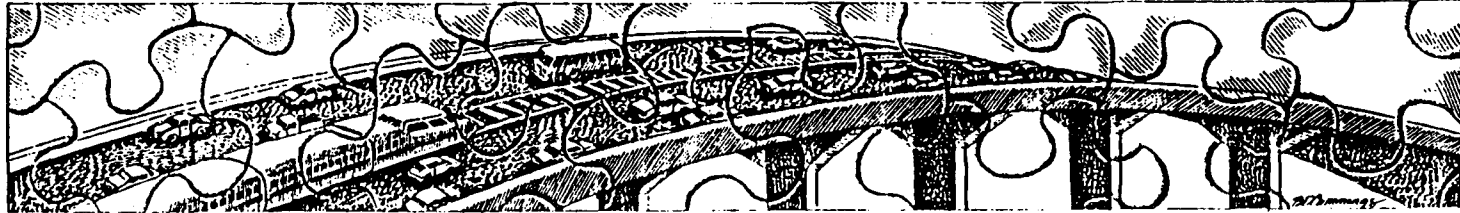
But whatever we need to do to fund and build the south-north line, let's get on with it. Given the unavoidable necessity of adding capacity to the regional-scale component of our metropolitan transportation system, there is no other viable option for our region's future.

James A. Zehren is a Portland resident and attorney who serves on the Metro Policy Advisory Committee of Metro, the Growth Management Committee of the City of Portland, and the board of directors of Livable Oregon, Inc. He previously served as a member of the Regional Policy Advisory Committee of Metro, was chair of the research board and a member of the board of governors of the City Club of Portland, served as chair of the board of directors of the Oregon Downtown Development Association/Livable Oregon, Inc., and staffed the drafting of the "Exceptional Quality of Life" chapter of *Oregon Benchmarks* as originally issued by the Oregon Progress Board.



Light rail remains a key piece in the puzzle

South-north route isn't quite dead yet, and it shouldn't be



© BARBARA CUMMINGS/OPART

By JAMES A. ZEHREN

The postmortems on the Portland area's south-north light rail vote, including Gerard C.S. Mildner's in *The Oregonian* Nov. 12, leave the impression that the project is dead. However, that is neither the most likely nor the best outcome for the region.

When carefully compared to the real alternatives, south-north light rail will remain (1) the most cost-effective, (2) the most likely to be funded, (3) the least likely to be blocked by the affected neighborhoods, (4) the most beneficial for air quality, (5) the most effective for completing our existing transportation system, and (6) the best for retaining community quality of life and avoiding sprawl.

When the majority of the region's voters carefully compare light rail with its true alternatives, they once again will approve the south-north project. If we're smart, we'll give them the opportunity while 50 percent federal matching funds are still available. (Currently \$866 million in federal dollars is earmarked for the south-north project; those dollars cannot simply be reallocated to other local alternatives.)

So what went wrong on Nov. 3? A strong case can be made that the vote was not a decision on the merits.

For starters, it was Oregon's lowest general election voter turnout ever. Low-turnout electorates are more conservative.

Light rail was one of several substantial spending measures on the ballot. In the City of Portland, the total of spending measures

approached \$1 billion. It was just too much. Our regional leaders did a poor job of managing the spending placed on our ballots.

The Legislature's failure for three consecutive sessions to provide funding for the transportation needs of all Oregon meant the south-north ballot measure, at \$175 million, was a large expenditure facing voters.

Reductions in transit service for some riders in conjunction with westside MAX may have contributed to the proposal's rejection in Washington County. Failure of the "yes" campaign to remind Washington County voters that "their" new MAX service is part of an incomplete regional system also may have been a factor.

A perception that the south-north line would stimulate unwanted development (rather than focus development) may have increased the no vote in Clackamas County.

Even some otherwise supportive voters remained dissatisfied with the routing of south-north, in Milwaukie, downtown Portland, and north Portland.

The route's failure to reach Clark County, Wash., likely was unacceptable to many voters, no matter the realpolitik justification.

The message of the "yes" campaign was soft and fuzzy. This was a vote on spending a great deal of taxpayers' money. But it was not just about light rail and transportation; it also was about community livability and sprawl. It was about choosing between Portland and Los Angeles: about keeping Oregon, Oregon. We didn't hear those choices squarely posed. We also didn't hear from

our current leaders, speaking from the heart about the importance of the vote for our collective future.

Can these factors be addressed? Yes. Should they be? Absolutely. Should we vote on south-north again? In some form, we must.

Opponents and proponents of light rail are correct to stress that we must provide a broad range of transportation options other than light rail, including walking, biking, jitneys, buses, trolleys and street cars, high-occupancy vehicle lanes and freeways. And if congestion pricing can be implemented, let's give it a shot, too.

However, these options also have to be provided in ways that enhance rather than diminish our quality of life — ways that implement rather than frustrate our regional plan. Our regional transportation system must serve our region's land use, not the other way around as in virtually all other major metropolitan areas.

This is where light rail fits in. It is the one regional-scale transportation option that can support our existing neighborhoods and stimulate higher-density development where we need it to avoid sprawl.

More freeways and, in most instances, more high-occupancy vehicle lanes simply cannot meet this test. Los Angeles and Seattle and other areas teach us that. Nor do Mildner's other approaches: they either don't address regional scale transportation capacity or they are injurious or without benefit to our region's land use.

Mildner is fond of citing transportation outcomes in other regions without addressing their effects on quality of life. Does he seriously think we in Portland would favor the kind of massive HOV lanes that have been added to Seattle and Los Angeles freeways? And if HOV lanes are such a great alternative, why have Seattle voters approved a multi-billion-dollar light rail proposal after decades of failed efforts?

Now that other metropolitan areas are turning to light rail, do we really want to turn away from our successes and begin to follow approaches that have given Seattle, Los Angeles and other regions their quality of life predicaments? I think not.

Maybe we haven't worked out all the bugs in the south-north corridor route. Maybe we need to find a way to extend the line across the Columbia River into Vancouver. Maybe we need to convince our Legislature that transportation funding is a priority or elect different legislators. Maybe we should make adjustments to the mix of light rail and express bus service.

But whatever we need to do to build the south-north line, let's get on with it. Given the need to add regional-scale capacity to our transportation system, there is no other viable option for our region's future.

James A. Zehren is a Portland resident and attorney who serves on the Metro Policy Advisory Committee, the Growth Management Committee of the city of Portland and the board of Livable Oregon Inc.

Light rail never was the right answer

Pricing, car pooling and better bus net would improve traffic, air quality

By GERARD C.S. MILDNER

Last week, the south-north light-rail project suffered a dramatic election defeat. Voters realized that light rail's claimed benefits of traffic relief, pollution reduction and time savings do not exist. And because express bus routes would be canceled, as Washington County experienced with westside MAX in September, light rail reduces commuter choice.

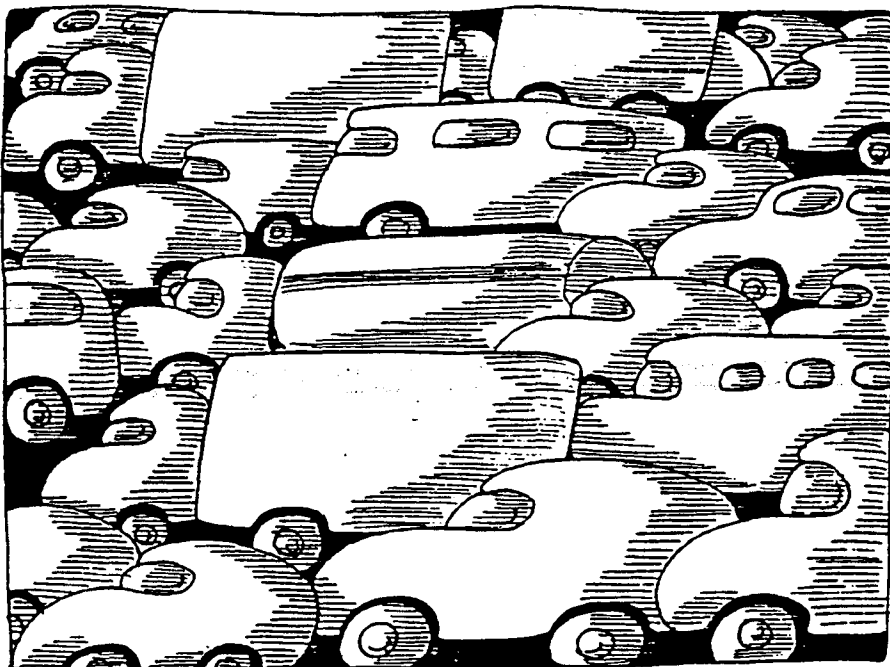
The Portland metropolitan area needs a very different strategy for the public to receive the benefits it wants.

The alternative should involve six elements: better bus service, high-occupancy vehicle lanes, congestion pricing, removal of bottlenecks, more competition in transit and better enforcement of pollution standards. This strategy will build upon existing strengths and current initiatives, including Tri-Met's efficient inner-city bus operations, the Oregon Department of Transportation's new HOV lane on Interstate 5 north, Metro's congestion pricing task force and the city of Portland's recent opening of the taxicab markets.

First, Tri-Met must keep its focus on developing a good bus system. The key to customer satisfaction is offering 5- to 10-minute frequency, on-time performance and no-transfer, direct service. On too many routes, such as 14-Hawthorne and 9-Powell, passengers west of 20th Avenue get passed up in the morning because the bus is already full. Eighty-five percent of Tri-Met's riders are bus riders, and meeting their needs should be Tri-Met's priority.

Tri-Met is doing some good things. For example, the agency pioneered using automatic passenger counters to learn precisely where riders board and where to redesign routes, and it is beginning to use global positioning equipment to allow dispatchers to spot and respond to schedule delays.

The bus operations' success could be greatly assisted if the Tri-Met board would rescind its unwise airport MAX vote and use the \$47 million to purchase buses (which would be routinely matched by the federal government). For example, \$47 million is enough money to increase the fleet by 25 percent. Money set aside to operate south-north could be used to operate these buses. In comparison, the airport MAX



MARGARET SCOTT/NewsArt

project would receive no federal match, cost \$182 million in local tax dollars, and at most, boost system ridership by 1.8 percent.

The second dramatic opportunity to provide congestion relief will come in March when Multnomah County reopens the Hawthorne Bridge. Heavily used by Tri-Met buses and carpools, the bridge could be converted to a high-occupancy vehicle (HOV) bridge during morning and evening rush hours and connected to HOV lanes on Oregon 99W. The carpool emphasis is critical, since more than twice as many Portland residents get to work by carpool than transit.

HOV lanes provide incentives to use carpools and transit, prevent buses from getting bogged down in traffic, and increase the effective capacity of our road system. Seattle has used buses on its HOV lanes for years and has no light rail, yet has a greater percentage of transit users than the Portland area. In Los Angeles, the El Monte HOV-busway handles more than five times the passengers and at faster speeds than an equivalent freeway.

A third opportunity for congestion relief will come next year when the Metro/ODOT Traffic Relief Options Task Force completes its study and makes a recommendation regarding congestion pricing. Congestion pricing (or value pricing) is the concept of re-

placing gasoline taxes with highway tolls that vary over the time of day, and has been used in places as diverse as California, France and Norway.

Congestion pricing can be used to finance new bridges and new lanes, or used to reduce traffic on existing highway lanes. Because congestion is primarily a problem during a few weekday hours, congestion pricing creates strong, lasting incentives for drivers and employers to choose alternative transportation modes and flexible working schedules, and can save us from costly highway expansions.

A fourth area for congestion relief is removing bottlenecks. For example, for a fraction of the cost of building a light-rail line to Clackamas Town Center, ODOT could build an HOV-busway facility to Milwaukie that would allow vehicles to bypass congestion on McLoughlin Boulevard. Another way to reduce bottlenecks is more widespread use of signal pre-emption equipment that the city of Portland has already purchased for buses and emergency vehicles.

More extensive construction projects such as the proposed new bridge on the Willamette River, a high bridge for I-5 to cross the Columbia River, a third lane for I-5 south in North Portland and an express lane to the airport may need to be financed by congestion pricing to reduce demand at

rush hour, prevent new traffic jams and reduce impact on neighborhood. Reliance upon gasoline revenues for these projects only takes money away from road maintenance makes all drivers pay for the costs of rush-hour travelers.

A fifth area for transportation reform is to increase competition within the transit industry. The city could put out a request for proposals on shared-ride jitney routes and jitney stands. The Port of Portland could replace its taxicab cartel system with a competitive system that would force airport cab rates down. The state Legislature could require Tri-Met to contract out bus routes to lower-cost private transit providers.

Finally, we need additional effort to reduce the impact of high-polluting automobiles on our roads. In spite of the small air pollution benefits of light rail, many supporters were motivated by this legitimate environmental concern.

mental concern.

Most of our air pollution gains over the last 30 years have come through reducing automobile exhaust and the replacement of older cars. Yet data from national studies indicate that 90 percent of the regional air pollution is caused by 10 percent to 20 percent of the vehicle fleet, largely because of evasion of the law, old vehicle age or poor maintenance.

Other elements in the strategy also will reduce air pollution.

These examples provide a variety of strategies to solve our congestion and auto pollution problems that is much more comprehensive than south-north. They will create incentives for transit use, carpooling, telecommuting and flexible work hours, without specifying an answer for each citizen or each firm or spending all our transportation dollars on a single corridor. And unlike the south-north proposal, which would have taken five years to complete, most of these strategies could be implemented in a matter of months.

Gerard C.S. Mildner is an assistant professor of urban studies and planning at Portland State University and an academic advisor at Cascade Policy Institute.



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CITIZENS for BETTER TRANSIT

6110 S.E. Ankeny Street, Portland, OR
Tel. 503 232-3467 97215-1245

April 28, 1998

To the Editor

The Oregonian, 1320 S.W. Broadway, Portland, OR 97201

"South-North line stays on obstacle course": your April 26 headline need not be because a new vote on the S/N light rail project is not required IF Tri Met and Metro respect the people's mandate of the 1994 positive Oregon regional vote. The project is needed and can and should move ahead, the sooner the better; Here is how ... Start in Milwaukie, at the Transit center, defer the Clackamas Town Center segment and the Caruthers Bridge crossing; spare the Portland transit mall, where light rail cannot possibly carry future loads, and use the Hawthorne Bridge and First Avenue as an interim, low-cost tie into MAX; use some of the money saved to reach downtown Vancouver and tie into the C-Tran transit system at 7th Street Transit center to relieve Oregon's congestion on I-5 and the Columbia River crossing while tapping and expanding the transit ridership of the corridor.

This way Metro and Tri-Met will respect the 1994 compact with the region's voters to serve both Clackamas and Clark counties, both Portland and Vancouver.

Finally, start now planning for a subway under downtown Portland to efficiently and effectively alleviate the heart of the region's congestion; learn from Vancouver B.C., Seattle and San Francisco: their rails are in subways downtown for capacity and speed !! Let us benefit from the experience of more mature cities and do it right while there is still time.

Ray Polani, Chair

Retrospective

This issue of *The New Electric Railway Journal* is the last to be published by the Free Congress Foundation. In addition, after this issue I become Publisher Emeritus. The magazine will continue in new hands, and I have been told that I can write an occasional column. But the fact is, someone else will be at the controller. So this is when I should speak my piece.

I have already said most of what I have to say, but there are some things important enough that I would like to say them again. First, this country made a grievous error when, through a combination of short-sightedness and chicanery, it got rid of most of its electric railways. They were a wonderful way to get around. I know, because I am old enough to remember riding them. I now live where I have to drive to work each day in rush-hour traffic. Believe me, I would far rather be on the interurban or the streetcar.

It is not surprising that we did in our old friend, the trolley; we live in an age where most good things are gone or going. The surprising thing is that the trolley is coming back. Starting with San Diego in 1981, new lines have sprung up all over the country. Many, such as those in Portland, Oregon and St. Louis, have been highly successful in terms of ridership. Some, again including St. Louis, have been built at very reasonable cost, less than \$20 million per mile. They are called light rail now, but they are still trolleys. In Baltimore and Portland, they are even running on old interurban right-of-way.

There is a threat to the trolley renaissance, and this time it comes from within. It is called overspending. Overbuilt track and catenary, overpriced "hi-tech" cars, oversized management and overpaid labor all threaten the viability and credibility of the trolley's return. Our real friends are not those who wangle the fattest government grants, but people like San Diego's Jim Mills who know how to do things cheap.

That brings me to the second thing I want to say. The industry needs more self-critical voices. Too often, all we hear from transit authorities, advocates and publications is, "Everything's great, give us more money." That has no credibility in Washington, not any more. Too many people know about disasters like Los Angeles, Miami and Cleveland. If the industry cannot or will not police itself, it will be policed by others. Often, such policing will take the form of opposing all new rail projects,



even good ones.

And that, in turn, brings me to my final observation. *The New Electric Railway Journal* has provided an example, and, perhaps, an inspiration for the attitude the industry needs: pro-transit but critical. We have done that through the tireless efforts of our

editor, Richard Kunz, to find and publish first-rate material; through the painstaking accuracy of Bob Abrams, our "Block Signals" columnist, in reporting what is really going on instead of sugar-coating the news; through William S. Lind's willingness to take on important issues most people will not talk about, like the impact of rising crime on public transit; and not least, through the creative brilliance of our designer, Clay Dingman, who has given the magazine an award-winning look. I could add many names to these, and regret I do not have the space to do so. Suffice it to say that everyone associated with the magazine has given it their best, and it shows.

Have we made a difference? Only time will tell. I like to think we may have influenced the new, rising generation of electric railway employees and executives to see their industry in a different light. To those of us who grew up in the years when the trolley was fading from our land, even constructive criticism can be hard to hear. Our mentality is holding on to every scrap we can. That should not be the outlook of the new generation that has come of age in the years of the trolley's rebirth. They should have the confidence to be able to accept and give the criticism that is so necessary if the second trolley era is to reach its full potential.

Let that then be my final admonition as we pass the controller handle to new hands. Do it right. Keep it simple, keep it cheap, focus on what is important to the customers, not the consultants. Give the customer what he wants at a price that we all can afford. That has always been the secret to success in any business. Do it, and watch the singing wire spread a second time across the land. □

Paul M. Weyrich

Paul M. Weyrich

There is a threat to the trolley [light rail] renaissance, and this time it comes from within. It is called overspending. Overbuilt track and catenary, overpriced "hi-tech" cars, oversized management and overpaid labor all threaten the viability and credibility of the trolley's return.

Our real friends are not those who wangle the fattest government grants, but people ... who know how to do things cheap.

[Light rail lines] have been built at very reasonable cost, less than \$20 million per mile.

The industry needs more self-critical voices. Too often, all we hear from transit authorities, advocates and publications is, "Everything's great, give us more money."

That has no credibility in Washington, not any more.

If the industry cannot or will not police itself, it will be policed by others. Often, such policing will take the form of opposing all new rail projects, even good ones.

[T]he industry needs... [voices that are] pro-transit but critical.

[M]y final admonition[:] Do it right. Keep it simple, keep it cheap, focus on what is important to the customers, not the consultants. Give the customer what he wants at a price that we all can afford.

June 4, 1998

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Going underground way for light rail to go

By RAY POLANI

The Portland City Council had an informal south-north light rail briefing as reported on May 20; what transpired deserves the citizenry's and voters' serious attention.

Two major problems must be addressed before it is too late and hundreds of millions of scarce dollars are wasted.

The first is what must be viewed as a fatal flaw that will doom light rail, both east-west and south-north. Actually, it will seriously compromise the whole transit alternative, which is the only sane way to deal with future growth. We are referring to the downtown Transit Mall light-rail alignment.

Mature cities — North American mature cities, West Coast American cities — all use underground rail transit in their downtown hearts. The reason is that rail surface operations in the core end up being fatally compromised in the two major objectives of a rail transit alternative: capacity and speed.

Cross streets closely spaced in central cities, automobiles, trucks, pedestrians and bicycles plus many stops all conspire to make transit movement painfully slow. Short blocks place a physical limit on the length of trains, thus woefully limiting their carrying capacity. Vancouver,

British Columbia; Seattle; San Francisco; and that transit miracle of Toronto all use underground rail in their cores to boost capacity and speed.

If the City Council goes ahead with another on-street light rail, it will be a waste of scarce public dollars.

Westside rail to Beaverton and Hillsboro will open in September, allowing the coupling of jobs and residences all the way from Gresham to Hillsboro. It is reasonable to expect a lot of through movement on this 30-mile cross-regional rail link.

North-south will add to it substantially if the second problem is addressed — namely service to congested North and Northeast Portland in the I-5 north corridor across the Columbia to Vancouver.

Surface light rail in downtown Portland is an interim arrangement and hundreds of millions of dollars cannot be spent on folly.

As a rational, low-cost, temporary solution let us use the Hawthorne Bridge to connect to MAX at First and Yamhill and Morrison and start now serious planning for an underground alignment to serve both east-west and north-south transit.

Let's learn from other cities' experience while we can.

Ray Polani is chairman of Citizens for Better Transit.

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909 N.E. 114 Avenue
Portland, OR 97220
December 1, 1998

Statement by George Starr before the Metro transportation advisory committee, December 1, 1998.

I've been a strong supporter of the Portland area light-rail projects, proud of the achievements so far and very much disappointed at the failure of the vote on the South-North project.

I want very much to see the South-North project go forward. In order to come up with some ideas on what to do next, it seems best to track down why it failed, and then look for ways to address the arguments of the opponents. One reason is the cost and the demand on taxpayers. Then there are those that are saying express buses are a better way to go. Others object to the construction problems if South-North were routed through the transit mall. And then there are the naysayers that don't like anything and just vote 'NO'.

Here are ways I think the cost could be reduced and still provide a good transportation model. I suggest:

1. Drop Clackamas Town Center for the time being and make Milwaukie the south terminus.
2. Northbound, use the McLoughlin alignment exiting at or near 7th Avenue for a 7th Avenue routing to Holladay St., connect to existing MAX line to Rose Quarter, then somehow get to Interstate Avenue and on to Kenton. Southbound, same route.
3. For trips to or from downtown Portland, consider separating the northbound trains at the south end of 7th Avenue with one section proceeding north as above. The other section to cross Hawthorne Bridge to S.W. 1st Avenue to Morrison St., Morrison to 11th Avenue, Yamhill to First, then to Rose Quarter and coupling to a later

TRI-MET'S TANGLED WEB

**A Critical Review of
Transit Ridership and Transit Costs
In Portland, Oregon Since 1971**

Executive Summary

**by
Robert W. Behnke
December 1998**

Preface

This report was prepared in response to many misleading and false statements about Portland's public transit system that appeared in newspapers, magazines and Tri-Met publications and on radio and TV programs during the past few years. Tri-Met is the largest transit agency in Oregon. It provides a variety of taxpayer-subsidized transportation services in Portland and its Tri-County suburbs. Tri-Met's Board of Directors is appointed by Oregon's Governor, who is the elected official directly responsible to the public for the transit agency's performance.

The purpose of this report is to provide business, government, community and media leaders, and other interested persons, with more complete and more accurate information, than that available from conventional sources, about both the ridership and the costs of Tri-Met's fixed-route bus and light rail services. This information includes:

1. Tri-Met's base-fare and no-fare equivalent ridership and its annualized capital and operating costs for each year since 1971.
2. The reason why transit has been losing market share to the automobile while taxpayer subsidies for new light rail lines and expanded bus services have been soaring.
3. The potential of privately-operated taxis, shuttles and jitneys and new communications technologies to reduce taxpayer subsidies and increase transit ridership in urban, suburban and rural areas throughout Oregon.

Unless otherwise indicated, all financial data in this report are provided in constant 1998 dollars. This eliminates the effects of inflation in comparing financial data for different years and in identifying important trends.

This report is dedicated to Governor Ben Cayetano (Hawaii), former-Governor George Ariyoshi (Hawaii), former-Mayor Bob Lanier (Houston), the League of Women Voters of Honolulu, and to the Cascade Policy Institute, Thoreau Institute and Oregon Transportation Institute of Portland, for their conscientious efforts to present to the public the cons as well as the pros for building new rail transit lines.

This report is also dedicated to Fred Hansen, Tri-Met's new General Manager. May the Force be with him in his dealings with the Dark Side.

Executive Summary

Despite what you may have heard about Portland's "love affair" with MAX — Tri-Met's light rail system — peak hour ridership on the 12-year old Banfield or Eastside line is only one-third (34%) of what Tri-Met had projected for it in two reports in 1981. This is shown in the following table, prepared by consultant Myles Cunneen from the reports:

Table ES-1: Eastside MAX Ridership - Forecast Versus Actual

	1995 Forecast	1995 Actual	Percent of Forecast
Peak Hour	9,300	3,200	34%
Daily	57,500	26,000	45%

In fact, Eastside MAX has not reached the 7,400 passengers per peak hour and 42,500 passengers per day that Tri-Met forecast for 1990. Nevertheless, a Tri-Met representative told a transportation committee of the Oregon Legislature in 1997 that MAX light rail has always exceeded the ridership projected for it. Unfortunately, many of the legislators believed him.

Although there were 97,000 (20%) more workers in the Tri-County Area in 1990 (i.e., after MAX) than in 1980 (i.e., before MAX), 10,000 (22%) fewer workers used Tri-Met for commuting. This is shown in the Table ES-2, which was prepared by Melvin Zucker from U.S. Census Bureau data. Myles Cunneen did a similar analysis for the Eastside MAX travel corridor and found the same pattern of declining transit usage as the rest of the Portland area.

**Table ES-2: Changes in Means of Transportation to Work: 1980 to 1990
In the Tri-County (Multnomah, Clackamas and Washington) Area**

	Workers in 1989		Workers in 1990		Change	
	Thousands	Percent	Thousands	Percent	Thousands	Percent
Drive Alone	313	63.9%	427	72.7%	+114	38.4%
Rideshare	88	17.9%	72	12.4%	-16	-17.4%
Transit	47	9.6%	37	6.3%	-10	-21.9%
Other	42	8.6%	51	8.6%	+9	21.0%
Total	490	100.0%	587	100.0%	97	19.8%

Professor Ken Dueker of Portland State University recently completed a study of light rail impacts in the Banfield Corridor. This study found that the ridership in the peak three-hour period has been flat in recent years and stated, "This does not bode well for congestion relief or air quality improvements". It also stated, most Transit Oriented Development (TOD) planning efforts (especially new light rail lines) "target areas of new growth, thereby continuing to neglect the serious and complex problems of the inner city, where the most transit-using and transit-dependent people reside. The emphasis becomes misplaced, chasing the elusive choice rider while underserving the captive rider".

Table ES-2 also shows that there were 114,000 (36.4%) more Single-Occupant Vehicles (SOVs) used for commuting in 1990 than in 1980. This greatly increased traffic congestion levels in the Portland area.

In fact, the U.S. Department of Transportation (USDOT) data show that traffic congestion has been growing faster in Portland than in any other West Coast urban area since 1986, the year MAX started operating. This is shown in the following table derived from the latest traffic congestion report by the Texas Transportation Institute (TTI):

Table ES-3: Annual Person-Hours of Delay per Eligible Driver, 1986-1996

Urban Area	Annual Delay Per Eligible Driver			
	1986	1996	Increase	Percent
Los Angeles	59	76	17	29%
Portland-Vancouver	18	48	30	166%
San Diego	19	38	19	100%
San Francisco-Oakland	60	66	6	10%
Seattle-Everett	41	71	30	73%

It is clear, therefore, that MAX has not increased transit ridership as much as Tri-Met management had projected and MAX has not reduced traffic congestion in the Portland area at all.

In addition, according to Oregon's Department of Motor Vehicles (DMV), there were 325,895 more passenger vehicles registered in the Tri-County Area in 1997 than in 1986. Any claim, therefore, that light rail reduced traffic congestion or gasoline consumption or air pollution in the Portland area is ludicrous.

Despite what you may have heard about the economies of light rail (e.g., "One MAX driver can handle as many passengers as 3-4 bus drivers."), Eastside MAX costs taxpayers 62

percent more than buses (i.e., 94 cents versus 58 cents) per passenger mile. This is shown in Table ES-4, which was derived from Tri-Met data for FY 1998 (i.e., ending June 30, 1998).

Table ES-4: Eastside MAX and Bus Costs Per Passenger Mile (FY 1998)

	MAX	Percent	Bus	Percent
Operations (Systems) Costs	\$.35	33%	\$.55	77%
Annualized Capital Costs	.70	67%	.16	23%
Total Costs	\$1.05	100%	\$.71	100%
Passenger Fares	.11	10%	.13	18%
Subsidy	\$.94	90%	\$.58	82%

Because MAX trips also tend to be longer than bus trips (i.e., 5.47 miles versus 3.79), MAX costs taxpayers 134 percent more than buses (i.e., \$5.14 versus \$2.20) per passenger trip. This is shown in the following table which was also derived from Tri-Met data.

Table ES-5: Eastside MAX and Bus Costs Per Passenger Trip (FY 1998)

	MAX	Percent	Bus	Percent
Operations (Systems) Costs	\$1.91	33%	\$2.08	77%
Annualized Capital Costs	3.83	67%	.61*	23%
Total Costs	\$5.74	100%	\$2.69	100%
Passenger Fares	.60	10%	.49	18%
Subsidy**	\$5.14	90%	\$2.20	82%

Moreover, Tables ES-4 and ES-5 compare MAX with the average bus in Tri-Met's system, which includes high-subsidy services in low-density suburban and rural areas and high-subsidy services to feed light rail stations. If one compared Eastside MAX with the bus

* Since Tri-Met does not provide annualized capital costs for its bus system, which includes maintenance facilities and equipment as well as vehicles, this value was obtained from other sources.

** Includes a small amount from advertisers.

lines it replaced in the heavily-traveled Gresham to downtown Portland corridor, MAX would be found to be even less attractive financially. Professor Jose Gomez-Ibanez of Harvard University has pointed out that this corridor approach, using total costs rather than operating costs, is the fairest way to compare the cost-effectiveness of bus and light rail systems.

In addition, it should be noted that the subsidies per passenger mile and per passenger trip for both the new Westside MAX line and the proposed South-North MAX line will be much higher than the subsidies shown for the Eastside MAX line. The reason is the lower ridership and higher construction costs (e.g., a tunnel through the West Hills on one line and a bridge over the Willamette River on the other) per line mile on the Westside and the proposed South-North lines.

It should also be noted that Tri-Met management projected the cost per passenger trip on the Eastside MAX line would be only \$2.48 (in 1998 dollars). This is less than half (i.e., 43%) of the actual \$5.74 cost per passenger trip shown in Table ES-5 for FY 1998. It is clear, therefore, that the cost of light rail in Portland is much higher than the cost of buses per passenger trip or per passenger mile, and much higher than Tri-Met management had projected. Any claim that MAX, Portland or Tri-Met has proven that light rail requires lower taxpayer subsidies than buses is also ludicrous.

Despite what you may have heard about the great success of MAX in stimulating economic development in downtown Portland, employment levels in the Central Business District (CBD) are virtually the same as they were 25 years ago. Furthermore, the percentage of those who work in Portland's CBD and who commute by transit has declined dramatically from the 40 percent level of 1980. As in most other U.S. urban areas, almost all of the new job growth in the Tri-County area has been in the suburbs, which are poorly served by Tri-Met. In fact, only 2% of those who work in Portland's suburbs use transit for commuting.

Although it is true that hundreds of millions of dollars of new construction projects started in the Portland-Vancouver, Seattle-Tacoma and Minneapolis-St. Paul metropolitan areas after Tri-Met's Eastside light rail line opened in 1986, it is difficult to establish a causal relationship between these construction projects and MAX. The "post hoc" reasoning* that some are using to credit MAX with extensive economic development in Portland-Vancouver could be used to claim a crowing rooster caused the sunrise.

It should be noted that those touting MAX as a powerful economic development tool do not provide a list of projects that would not have been built somewhere in the Portland area

* Post hoc, ergo propter hoc = "after this, therefore, on account of it" - a fallacy in arguing, Webster's New Collegiate Dictionary

without MAX It would be too easy to disprove their claims. It should also be noted that special tax incentives were created in Portland to get developers to build housing near the light rail line. The tax incentives were instituted because the number of new housing units near the Eastside MAX line was growing much slower than anticipated. The need for such tax incentives are not characteristic of a powerful economic development tool. Most of the claims about MAX being the catalyst for hundreds of millions or billions of dollars of new development in the Portland area, therefore, are also ludicrous.

In the early 1980s, the U.S. Department of Transportation (USDOT) warned state and local government leaders that it was a mistake to build new light rail lines far out into the suburbs for commuters. The reason is commuter travel tends to be highly peaked and highly directional. Although light rail trains may be full coming into the city during morning commuting hours, they are almost empty leaving the city. The reverse is true in the afternoon. Furthermore, during non-commuting hours, there tend to be more vacant seats than riders. As a result, average passenger loads tend to be low, and costs and subsidies per passenger trip tend to be high.

To illustrate this point , consider Tri-Met's estimates of the subsidies that will be required per new transit passenger trip for the Beaverton-Hillsboro segment of the new Westside MAX line. Tri-Met's Final Environment Impact Study (FEIS) report shows that the taxpayer subsidies for each new transit passenger trip in the Westside LRT corridor will be approximately \$95 (in 1998 dollars). This means that every new commuter that this suburban light rail segment is expected to attract Tri-Met's ridership will cost federal, state and local taxpayers \$190 per workday. It also means that this suburban light rail segment will cost taxpayers \$135,000 per year for each additional car it takes off the roads, since the average car in Portland provides 1, 423 one-way passenger trips per year (i.e., 3.9 per day).

In the early 1980s, USDOT urged metropolitan areas to make greater use of buses, vanpools and carpools, rather than build suburban rail lines, to handle commuters to downtown in a cost-effective manner. Tri-Met ignored this advice. USDOT also urged metropolitan areas to make greater use of privately-owned and privately-operated taxis, shuttles, jitneys, vanpools and carpools to handle travel within low-density suburban and rural areas, where most Americans now live and work. Tri-Met also ignored this advice. Its recent suburban mobility initiative, called Transit Choices for Liveability (TCL), features more smoke (and mirrors) than substance.

The AARP recently reported that two-thirds of all senior citizens now live and work in low-density suburban and rural areas. Tri-Met's suburban mobility initiative, Transit Choices for Liveability, seems to be trying to reinvent the flat tire. The approach it is using— fixed-route minibus routes and dial-a-ride van or minibus services— will have very high costs per passenger trip. The Transit Choices for Liveability program will raise taxpayer subsidy

levels significantly or it will do little to reduce traffic congestion, parking and mobility problems.

Tri-Met has been the “poster child” for Politically-Correct Transit Planning (PCTP) in the United States. This report was prepared to show how poorly PCTP is working using Tri-Met’s own data. Hopefully, this report will provide government, business, community and media leaders, and other interested citizens, with information they can use to ask Tri-Met’s management tough questions and change Tri-Met’s high-subsidy, low-payoff PCTP philosophy. Hopefully, it will also suggest ways to use new technologies to reduce traffic congestion, gasoline consumption, air pollution and mobility problems in a much more cost-effective manner in urban, suburban and rural areas throughout the United States.

The available data strongly suggest that Tri-Met is heading in the wrong direction with its preoccupation with fixed-route bus and rail transit services. These conventional transit modes cannot transport people economically within low-density suburban and rural areas, where most residents of the Tri-County area and other U.S. metropolitan areas now live and work.

Although Tri-Met management has not been known for its willingness to take advice from outsiders, it may now wish to consider the following words of Joel Garreau, author of Edge Cities:

“Plan A” for the future of America is to pave the planet to accommodate cars. Everybody knows that’s stupid. But the only alternative usually offered, “Plan B” is to return to 19th -Century rail. This involves forcing people to give up their individualism, and to live in apartments that are convenient to a form of (public) transportation that requires thousands of people to want to go from the same point X to the same point Y at the same time, like in Manhattan.

This (i.e. Plan B) is in defiance of almost a century’s worth of practice that shows that if Americans thought Manhattan was such a wonderful idea, they would have built more places like it and they have not — Don’t be satisfied with “Plan B” or “Plan A”, especially when neither is wonderful ---- Instead consider “Plan C” which would include little pager-like devices (or palmtop computers or smart phones) to create instantaneous car pools or “smart jitneys” that are both user-friendly and taxpayer-friendly).

Garreau added that transit can shape urban areas of the future, but to do this it must drastically change the way it operates. Tri-Met’s data seems to support his views.

Mel Webber, Peter Calthorpe and other planners have also suggested using computers and telecommunication to make public transportation systems more cost-effective by matching would-be riders with the inventory of empty seats in private vehicles that are

constantly moving around on our road network. According to Gordon Linton, CEO of the Federal Transit Administration, a market research study found that 42 percent of drive-alone commuters would consider using the “instant ridesharing” or “smart jitney” services made possible by such a system.

A USDOT study estimated that a 20 percent smart jitney usage rate would reduce traffic congestion delays by two-thirds (67%) and a 10 percent smart jitney usage rate would reduce traffic congestion by half (49%), without any expansion of either the road network or conventional public transportation services. USDOT also refers to the instantaneous carpool or smart jitney concept as “personalized public transportation (PPT)” or “transportation brokerage”, as in the following excerpt from a USDOT Report to Congress shows:

Affordable personal micro-computers could facilitate matching the increasingly individualized mobility demand of urban residents with a diverse range of specialized mass transit services and private ridesharing arrangements. Such matching services - known as transportation brokerage - could stimulate greater use of transit services and could increase the independence of persons with transportation handicaps through faster, more convenient and more sensitive match-ups between individuals and a variety of prescheduled or on-demand services. Eventually these computers could coordinate and manage a region-wide network of individual decentralized services offered by a variety of different (public and private) providers.

In an article in Technology and the New Transportation, Secretary of Transportation Frederico Pena noted the close relationship between the IVHS/ITS program and the National Information Infrastructure (NII) or “information highway” program as follows:

Imagine what life in America will be like when the journey toward deployment of Intelligent Vehicle-Highway Systems (IVHS) is complete. What will emerge is a society infused with information systems that are not only connect all modes of transportation into one cohesive system, but also link transportation to the information superhighway of which vice president gore eloquently speaks.

This seamless system of information and transportation will serve a world in which a suburban commuter can wake up in the morning, flip on a computer or television (or smart phone) and obtain accurate travel data to help him decide how to get to work that day. This seamless system of information and transportation will encourage the use of transit systems, not simply put more single-occupant vehicles on our highways. It will also incorporate a broader information system that eliminates many routine trips . . .

The IVHS industry in America is projected to grow to as much as \$200 BILLION by early the next century. In sheer economic terms, if we even approach that sort of projected growth for IVHS, the federal investment in this program will be one of the most productive investments that our government has ever made.

Tri-Met's new General Manager, Tri-Met's Board of Directors, or Oregon's Governor (who appoints Tri-Met's Board) should insist that the transit agency consider new approaches that can reduce both automobile use and taxpayer subsidy levels, not only in Portland but in urban, suburban and rural areas throughout the state.

Appendix A

ANNUAL RIDERSHIP AND FINANCIAL DATA ABOUT TRI-MET

Comments About Appendix A

The information contained in Appendix A was derived from tables provided by Tri-Met, most of which are contained in Appendix B - "Tri-Met Supplied Financial and Ridership Data About Its Integrated Bus-Rail Transit System". Annualized capital costs for light rail lines were obtained directly or indirectly from Environmental Impact Statement (EIS) reports. All financial information is presented in constant 1998 dollars to eliminate the effects of inflation. Annualized capital cost estimates for the bus subsystem, including storage and maintenance facilities were obtained by multiplying the number of buses by \$53,625. A similar procedure was used in an FTA-approved transit plan. The "Source" entry at the bottom of each column in Appendix A shows the origin of the data.

For all-bus transit agencies, as Tri-Met was before FY 1987, annual operations costs (i.e., wages, fringe benefits, utilities, fuel) tend to be two to three times as large as annualized capital costs. As a result, one can get a good understanding about the financial performance of an all-bus transit agency by only looking at operating costs. This is not the case with a bus-rail transit agency, because annualized rail capital costs can vary a great deal and can be as large or larger than annual rail operating costs.

To illustrate, Table A5 shows that Tri-Met's annualized capital costs jumped from \$33 million FY 86 to \$70 million in FY 87 (when Eastside MAX opened) and from \$75 million in FY 98 to \$145 million in FY 99 (when Westside MAX opened). Between FY 86 and FY 99, Tri-Met's annualized capital costs increased by 340 percent, while annual operations costs increased by only 44 percent. As a result, Tri-Met's annualized capital costs in FY 99 will be almost as large as annual operating costs.

Table A2, column F (i.e., A2F) shows that Annual Taxpayer Subsidies Per Capita for Tri-Met will be 620% higher in FY 99 (\$180) than they were in FY 71 (\$29). Table A2, column D (i.e., A2D) shows that the average Tax Subsidies Per Passenger Trip, excluding transfers, will be 240% higher in FY 99 (\$4.50) than they were in FY 71 (\$1.87). The Subsidies Per Passenger Trip or Per Ride include trips within Tri-Met's Fareless Square.

It should also be noted, that building the proposed South-North MAX line would add approximately \$83 million in 1998 dollars to the annualized capital costs of Tri-Met's bus-rail transit system. Based on past experience, this would reduce the percentage of Tri-Met's annual costs that fares cover to under 10 percent. The remaining 90%-plus would be paid by federal, state and local taxpayers.

Table A1 - TRI-MET FIXED-ROUTE BUS & RAIL TRANSIT SYSTEM
Annual Costs, Revenues & Taxpayer Subsidies
(All Dollar Values in Millions of Constant 1998 Dollars)

	A1A	A1B	A1C	A1D	A1E
FISCAL YEAR 7/1-6/30	ANNUALIZED CAPITAL COSTS	OPERATIONS OR SYSTEMS COSTS (d)	TOTAL COSTS	OPERATING REVENUES INCLUDING FARES	TAX- PAYER SUBSIDIES
71	\$16.677	\$33.923	\$50.600	\$24.171	\$26.429
72	16.034	37.482	53.516	24.503	29.013
73	16.034	40.976	57.010	24.182	32.828
74	18.340	46.003	64.343	24.980	39.363
75	22.630	58.536	81.166	23.489	57.677
76	23.112	74.875	97.987	24.623	73.364
77	28.422	84.432	112.854	26.796	86.058
78	28.422	90.761	119.183	27.189	91.994
79	29.762	94.324	124.086	28.826	95.260
80	29.869	100.721	130.590	31.794	98.796
81	30.352	104.294	134.646	35.814	98.832
82	34.857	107.853	142.710	32.410	110.300
83	35.607	115.098	150.705	31.946	118.759
84	35.286	118.371	153.657	30.359	123.298
85	34.535	111.086	145.621	30.969	114.652
86	33.087	103.553	136.640	30.246	106.394
87(a)	70.011	104.770	174.781	33.199	141.582
88	68.134	109.375	177.509	34.839	142.670
89	70.172	112.516	182.688	33.274	149.414
90	70.065	115.200	185.265	33.262	152.003
91	69.153	113.566	182.719	35.260	147.459
92	69.636	117.810	187.446	34.399	153.047
93	69.796	126.188	195.984	33.875	162.109
94	70.869	131.619	202.488	33.765	168.723
95	71.834	141.895	213.729	35.538	178.191
96	73.014	141.301	214.315	36.675	177.640
97	73.389	144.706	218.095	47.418	170.677
98(b)	74.676	147.120	221.796	39.600	182.196
99(c)	145.586	148.850	294.436	43.466	250.970
Source:	A5E	Tri-Met B6B	A1A + A1B	Tri-Met B5D	A1C - A1D

Notes:

- (a) Eastside MAX Light Rail Line opened in September 1986 (FY87).
- (b) Preliminary data, from Tri-Met Monthly Reports for FY98.
- (c) Westside MAX Light Rail Line opens in September 1998 (FY99); Pro-Forma FY 99 data, based on Tri-Met growth rates between FY86 and FY87, when Eastside MAX Light Rail Line opened.
- (d) What the U.S. transit industry calls Operating Costs, Tri-Met calls Systems Costs. It includes labor, fringe benefits, fuel and utilities. It excludes capital costs, such as the cost of rail cars, buses, tracks, bus maintenance facilities, stations, etc.

Table A2 - TRI-MET FIXED-ROUTE BUS AND RAIL TRANSIT SYSTEM
Annual Ridership, Fares & Subsidies Per Ride, & Taxpayer Subsidies Per Capita
(All Dollar Values in Constant 1998 Dollars)

	A2A	A2B	A2C	A2D	A2E	A2F
FISCAL YEAR 7/1-6/30	ANNUAL PASSENGER RIDES (e) (in millions)	AVERAGE FARE PER RIDE	FARE PERCENT OF TOTAL COSTS	AVERAGE SUBSIDIES PER RIDE	TRI-COUNTY POPULATION (in millions)	TAX PAYER SUBSIDIES PER CAPITA
71	14.156	\$1.36	38.0%	\$1.87	.904	\$29.236
72	17.608	1.60	52.6	1.65	.917	31.369
73	17.258	1.36	41.2	1.90	.924	35.528
74	20.550	1.16	37.0	1.92	.931	42.280
75	22.690	1.01	28.2	2.54	.942	61.228
76	28.170	0.85	24.4	2.60	.955	76.821
77	30.460	0.85	22.9	2.85	.968	88.903
78	32.630	0.79	21.6	2.82	1.013	90.813
79	33.160	0.84	22.4	2.87	1.034	92.128
80	39.760	0.76	23.1	2.48	1.053	93.823
81	37.740	0.90	25.2	2.62	1.062	93.062
82	36.960	0.84	21.8	2.98	1.069	103.181
83	36.520	0.84	20.4	3.25	1.058	112.249
84	36.720	0.79	18.9	3.36	1.069	115.340
85	35.640	0.80	19.6	3.22	1.078	106.356
86	33.720	0.83	20.5	3.16	1.088	97.789
87(a)	35.400	0.84	17.0	4.00	1.097	129.063
88	35.520	0.88	17.6	4.02	1.120	127.384
89	37.440	0.81	16.6	3.39	1.142	130.835
90	39.661	0.76	16.3	3.83	1.183	128.489
91	42.311	0.77	17.8	3.49	1.217	121.166
92	43.996	0.73	17.1	3.48	1.240	123.425
93	44.022	0.73	16.4	3.68	1.268	127.846
94	45.612	0.69	15.5	3.70	1.285	131.302
95	47.184	0.70	15.5	3.78	1.305	136.545
96	49.248	0.69	15.9	3.61	1.326	133.967
97	51.432	0.69	16.3	3.32	1.347	126.709
98(b)	53.100	0.67	16.0	3.43	1.368	133.184
99(c)	55.750	0.68	12.9	4.50	1.390	180.554
Source:	Tri-Met B1E	Tri-Met B5A	A2B ÷ (A1C÷A2A)	A1E ÷ A2A	Tri-Met B7B	A1E ÷ A2E

Notes:

(e) All ridership data in these tables are for one-way passenger trips, excluding transfers. Tri-Met calls these Originating Rides.

Table A3 - TRI-MET FIXED-ROUTE BUS AND RAIL TRANSIT SYSTEM

**Transit Employee Productivity
(All Dollar Values In Constant 1998 Dollars)**

	A3A	A3B	A3C	A3D	A3E	A3F
FISCAL YEAR	AVERAGE WEEKDAY RIDES (e)	FTE TRI-MET EMPLOYEES	AVERAGE WEEKDAY RIDES PER FTE EMPLOYEE	ANNUAL FARE REVENUES PER FTE EMPLOYEE	FTE BUS & MAX DRIVERS	DRIVER PERCENT OF TOTAL EMPLOYEES
7/1-6/30						
71	50,200	654	76.8	\$29,339	476	72.8%
72	51,800	671	77.2	34,930	493	73.5
73	61,200	723	84.6	32,427	530	73.3
74	73,100	905	80.8	26,275	645	71.3
75	79,200	1,088	72.8	20,994	760	69.9
76	96,200	1,198	80.3	19,948	850	71.0
77	104,500	1,283	81.4	20,277	881	68.7
78	113,000	1,349	83.8	19,036	938	69.5
79	116,600	1,352	86.2	20,542	963	71.2
80	137,300	1,478	92.9	20,419	964	65.2
81	130,567	1,597	81.8	21,262	988	61.9
82	127,892	1,709	74.8	18,149	1,042	61.0
83	124,158	1,775	69.9	17,310	1,074	60.5
84	125,467	1,722	72.9	16,920	1,011	58.7
85	123,108	1,535	80.2	18,599	887	57.8
86	115,600	1,566	73.8	17,903	882	56.3
87(a)	120,300	1,559	77.2	19,099	858	55.0
88	121,000	1,605	75.4	19,521	871	54.3
89	128,900	1,630	79.1	18,639	868	53.3
90	136,400	1,666	81.9	18,086	885	53.1
91	145,800	1,708	85.4	19,029	899	52.6
92	149,800	1,764	84.9	18,115	912	51.7
93	149,500	1,853	80.7	17,299	938	50.6
94	152,900	2,007	76.2	15,765	980	48.8
95	158,200	2,020	78.3	16,455	1,012	50.1
96	164,500	2,105	78.1	16,159	1,072	50.9
97	171,500	2,161	79.4	16,528	1,075	49.7
98 (b)	177,400	2,282	77.7	15,670	1,153	50.5
99 (c)	184,600	2,272	81.3	16,717	1,122	49.4
Source:	Tri-Met BIG	Tri-Met B4E	A3A ÷ A3B	A4B ÷ A3B	Tri-Met B4A	A3E ÷ A3B

Table A4 - TRI-MET FIXED-ROUTE BUS AND RAIL TRANSIT SYSTEM

**No-Fare & Base-Fare Equivalent Riders
(All Dollar Values in Constant 1998 Dollars)**

	A4A	A4B	A4C	A4D	A4E	A4F
FISCAL YEAR	BASE FARE	ANNUAL FARE REVENUES (in millions)	ANNUAL BASE-FARE EQUIVALENT RIDES (in millions)	ANNUAL BASE-FARE EQUIVALENT RIDES PER CAPITA	ANNUAL NO-FARE EQUIVALENT RIDES (in millions)	ANNUAL NO-FARE EQUIVALENT RIDES PER CAPITA
7/1-6/30						
71	\$1.43	\$19.188	13.418	14.8	.734	0.8
72	1.39	23.438	16.862	18.4	.746	0.8
73	1.37(f)	23.445	17.113	18.5	.145	0.2
74	1.21	23.779	19.652	21.1	.898	1.0
75	1.10	22.841	20.765	22.0	1.925	2.0
76	1.02	23.898	23.429	24.5	4.741	5.0
77	1.09	26.015	23.867	24.7	6.593	6.8
78	1.12	25.679	22.928	22.6	9.702	9.6
79	1.00	27.773	27.773	26.9	5.387	5.2
80	1.07	30.179	28.205	26.8	11.555	11.0
81	1.16	33.956	29.272	27.6	8.468	8.0
82	1.08	31.017	28.719	26.9	8.241	7.7
83	1.23	30.725	24.980	23.6	11.540	10.9
84	1.21	29.137	24.080	22.5	12.640	11.8
85	1.18	28.549	24.194	22.4	11.446	10.6
86	1.30	28.036	21.566	19.8	12.154	11.2
87(a)	1.30	29.776	22.905	20.9	12.495	11.4
88	1.25	31.331	25.065	22.4	10.455	9.3
89	1.21	30.382	25.109	22.0	12.331	10.8
90	1.15	30.132	26.202	22.1	13.459	11.4
91	1.14	32.502	28.511	23.4	13.800	11.3
92	1.09	31.955	29.317	23.6	14.679	11.8
93	1.11	32.055	28.878	22.8	15.144	11.9
94	1.08	31.641	29.297	22.8	16.315	12.7
95	1.10	33.239	30.217	23.2	16.967	13.0
96	1.07	34.015	31.790	24.0	17.458	13.2
97	1.08	35.718	33.072	24.6	18.360	13.6
98(b)	1.08	35.760	33.111	24.2	19.989'	14.6
99(c)	1.10	37.980	34.527	24.8	21.223	15.3
Source:	Tri-Met B5B	Tri-Met B5C	A4B ÷ A4A	A4C ÷ A2E	A2A - A4C	A4E ÷ A2E

Notes:

(f) Interpolated this value between FY 72 and FY 74 because of inconsistencies in Tri-Met's data.

Table A5 - TRI-MET FIXED-ROUTE BUS AND RAIL TRANSIT SYSTEM
Annualized Capital Costs
(All Dollar Values in Millions of Constant 1998 Dollars)

	A5A	A5B	A5C	A5D	A5E
FISCAL YEAR 7/1 - 6/30	NUMBER OF BUSES	BUS COSTS INCLUDING FACILITIES (g)	EASTSIDE LRT LINE COSTS	WESTSIDE LRT LINE COSTS	ANNUALIZED CAPITAL COSTS
71	311	\$16.677			\$16.677
72	299	16.034			16.034
73	299	16.034			16.034
74	342	18.340			18.340
75	422	22.630			22.630
76	431	23.112			23.112
77	530	28.421			28.422
78	530	28.421			28.422
79	555	29.762			29.762
80	557	29.869			29.869
81	566	30.352			30.352
82	650	34.856			34.857
83	664	35.607			35.607
84	658	35.285			35.286
85	644	34.535			34.535
86	617	33.087			33.087
87(a)	563	30.191	\$39.820		70.011
88	528	28.314	39.820		68.134
89	566	30.352	39.820		70.172
90	564	30.245	39.820		70.065
91	547	29.333	39.820		69.153
92	556	29.816	39.820		69.636
93	559	29.976	39.820		69.796
94	579	31.049	39.820		70.869
95	597	32.014	39.820		73.834
96	619	33.194	39.820		73.014
97	626	34.569	39.820		74.389
98(b)	650	34.856	39.820		74.676
99(c)	593	31.800	39.820	\$73.966	145.586
Source:	Tri-Met B3E	A5A X \$53,625	Pickrell (h)	FEIS (i)	A5B + A5C + A5D

Notes:

- (g) The Annualized Capital Costs (in 1998 dollars) of Buses and Bus Support Facilities is taken as \$53,625 Per Bus This was based on an FTA-approved transit plan.
- (h) Pickrell Report - Reference (002)
- (i) Final Environmental Impact Statement (FEIS) Westside LRT Line - Reference (003) Since this project had some overruns, this \$73,466 number may be 5% - 6% too low.

[Testimony before Metro Council Transportation Committee, December 1, 1998, Metro Council Chambers, 600 Grand Ave, NE, Portland, Oregon]

Greetings, council member Washington, Metro Council staff, fellow citizens. I am Shawn Swagerty. I live in the Vernon neighborhood of Northeast Portland.

The question before us is how to best assemble a system that will meet our community's transportation needs now and, progressively, into the future. Such a transportation system would adaptively meet these needs while adding other benefits to life in our metropolitan area. Likewise, such a transportation system would avoid creating deleterious effects that would counter its advantages.

These past weeks have brought forth a few interesting transportation proposals. How many of these plans have merit? Let's have a look.

We hear renewed talk of freeways, bypasses, and beltways.

Studies and hard experiences since the 1940s have provided ample evidence to support the engineer's claim that you cannot reduce congestion by building more roads. The most famous recent study, done in England, concluded that expanded road capacity not only enables people to drive faster, but also cause people to drive more, thus eliminating most, if not all, of the benefits in time-savings and congestion, while adding to negative impacts on air quality and livability.

Experience and close examination have shown in city after city, region after region, that more freeways are no answer.

Not to worry: we have more inventive proposals on the table. A few examples are provided by some local spiritual descendants of bizarre enchantress Ayn Rand. Among other schemes, all of which seem to involve either more asphalt on the ground or more carbon monoxide in our lungs, a local policy institute, which optimistically calls itself a “think tank”, proposes that we pave over West Side light rail tracks and run express buses instead of trains.

In a breathless, poignant, and poorly reasoned article, this institute’s “environmental policy director” extols the virtues of this fossil-fuel/greenhouse-gas-based solution. Unfortunately, he bases his enthusiasm on the seemingly unconscious assumptions that a rider who gets on at one end of a light rail line cannot get off until she has reached the opposite end of the line, and that nobody can get on or off in between. No wonder the institute could never figure out the Oregon Department of Transportation’s actual figures for light rail ridership:

So much for policy analysis.

But who needs analysis anyway, when we have an Op-Ed columnist for *the Oregonian* who proposed this past Sunday that we finance a fleet of Willamette River hovercraft to address the region’s transportation challenges.

Though I'm a fan of this columnist until the bitter end, I must admit I was more than a bit disappointed with this proposal. I had expected from him, at the very least, a proposal for a system of neighborhood-based catapults that would toss commuters from the suburbs to downtown, and hurl eager shoppers to waiting nets and mattresses at Washington Square and Clackamas Town Center. Alas, it was not to be. And so I turned the page, disconsolately, to read of the further adventures of Dolly, Billy, PJ, and Barfy.

What to do? Emprical analyses point to adoption of integrated transportation solutions as crucial to promoting better air quality, rational economic development, livability, and citizen mobility. As a burgeoning component of our own community's transportation system, light rail continues to prove itself a success to spite the nabobs. Ridership increases and exceeds goals.

Our experience of Light Rail Transit compares to that of cities across North America and Europe. Light rail promotes compact, sensible development, provides important arteries of systems fed by bicycles, buses, pedestrians, and automobiles, and all at a cost of less than that of one mothballed B-1 bomber, less than that of an expressway, less than that of a beltway.

Multnomah County voters knew a good thing when they saw it and voted for Light Rail. The City of Portland supports light rail. I urge that you, our officials, use this expressed will to find a way to proceed with the enhancement of our transportation system. A Portland leg of the South/North line, perhaps from Kenton to the Rose Quarter, perhaps from Brooklyn to the north would provide enormous benefits to the community and would enjoy public support.

Find a way to continue to build a coherent transportation system for our community, so that Portland will remain not only a model of rational development and growth, but also a great city in which to live.

Many thanks.

Section Two:

Comments to Metro's Web Site and E-mail

From: <JEJMM1@aol.com>
To: MetCen.MRC-PO(trans)
Date: Sat, Nov 28, 1998 9:20 AM
Subject: Here's my input

Rode max for the first time last night, family of 6, better than expected. However, for the vote/funding, here's my thoughts as a 44 year resident of Portland:

The banfield was a mess, the only way to get it rebuilt was to vote for Max the first time, so we did as our backs were up against the wall.

A few years later we voted for the westside max, to finally get the sunset hwy redone as the package deal, as we were being held hostage again. Surprise! we don't have enough \$ to fix the sunset too. ha ha jokes on us.

Recently, we voted on the North/South. Sorry, we've been tricked before. Our trust in you needs to be earned, the sunset needs redoing before any more rail \$. This is a common feeling, but I never see it in the media. So get the sunset redone (only 75 mill at MOST) and then we will happily pay for the next part of Max. Thanks for listening.

From: <Mikewert@aol.com>
To: MetCen.MRC-PO(trans)
Date: Sat, Nov 28, 1998 11:14 PM
Subject: What now if not light rail?

Dear Metro Transportation Dept:

Although I voted for the south/north light rail bonds, I believe that the failure of the measure indicates that people in our region do not see a benefit equal to the cost of light rail. Many look to bus transport as a simpler and cheaper option. While I do believe that the cost of light rail is affordable for the region, many persons do not share this viewpoint. In my opinion, what will most likely happen in the near future is that cheaper options will be studied and/or implemented.

I am writing to express my concern that south/north plan may be entirely scrapped, and that improving bus/shuttle service will be the "cheap solution" that gains popular support. I feel that this would be a mistake for the region. Bus routes, buses, and bus stops are NOT good tools for guiding land use and land use plans. Bus stops do not impact land use and guide development patterns. There needs to be an emphasis that there are many more issues involved than simply "cost" and "volume of persons." I would not support a plan to put more buses on the roads without adding infrastructure improvements such as HOV lanes, light rail, tramways, etc. Replacing a powerful land use tool such as a light rail system with a plan to simply add more buses to the road is not a suitable option.

Perhaps there should be a move to study trams and surface street rail systems (i.e. trolleys, "central city streetcar", etc.) These are cheaper to build than a full-blown light rail system, particularly since there is little need for massive "station" infrastructure and land acquisition. Let's face it, light rail constructed such as it is through the Lloyd District and downtown Portland is entirely "overbuilt." The trains were built to reach peak speeds of greater than 50 m.p.h., but in congested areas with stops placed a few blocks apart, the train's peak capacity is a waste. They are operating as if they were a streetcar; why not build streetcars? It would have been cheaper to build a street railway. (Look at the Convention Center Station and the Rose Quarter Station, a block apart from each other! A total waste of resources!) If the public is looking for cheaper options than south/north light rail, I feel that it is Metro's responsibility to expand the choices with sensible alternatives. I have heard little talk of using street-based railways. If south/north, as envisioned, isn't going to "fly" with voters, give the public options which are cheaper but have similar benefits. Street railway systems could be built in accordance with the goals of the 2040 growth plan, and could be used in much the same way as light rail was envisioned to create and strengthen "town and regional centers."

During the campaign, I heard very little talk about rail transport as an important guiding force for land use. I also heard little about air quality. Most importantly, I heard nothing about equity. The way I look at it, the region built light rail to the comparatively wealthy suburbs in the east, then to the even-more-wealthy suburbs in the west, but when it came to building it through the poor inner city, we stopped short. Low income communities have higher transit ridership and fewer transportation choices; why light rail wasn't built there FIRST, even before eastside, is perplexing. The south/north campaign skipped all these issues, and in doing so, it came across as being a "pet project" of special interests, with no regard to the community needs/realities.

In conclusion, I would like to say that I am certain Metro planners have the best interests of the region in mind. But I think we need to rethink other options than light rail, while at the same time keeping in mind the benefits of a permanent/fixed rail system. Light rail works best in cities with massive amounts of sprawl for long distances (trains can reach maximum speeds) stretching out from the central business district (Baltimore, San Francisco, New York, etc.). Fortunately for us, we don't have sprawl all the way to Seaside. We should take advantage of our density and compactness by using a method that will encourage us to keep it, such as streetcars and street-trams. Light rail would have done that, but it is apparently too costly for voters to swallow. Give them a similar option that is cheaper.

Sincerely,
Michael Wert
4406 NE 33rd Avenue
Portland, Oregon 97211

From: Graham Ross <gar@eps.inso.com>
To: MetCen.MRC-PO(transideas)
Date: Tue, Dec 1, 1998 3:18 PM
Subject: regional transportation planning

I am unable to attend the listening post meetings. These are my opinions:

>The results of the recent election have left this region
>with a number of choices when it comes to transportation.
>What's next for the South/North corridor?

I live in the Mt. Tabor neighborhood.
I work downtown.
I commute almost exclusively by bicycle.
Most years there are about two months when I buy a bus pass and catch up on my reading.

The main benefit of light rail, as I see it, is its power as a planning and investment tool. If a rail line is going in, investors are willing to build the factories, the townhouses, etc. Moreover, it allows controlled sprawl without as much traffic impact and with a smaller "footprint" in the landscape.

The main disadvantage of light rail is that it takes a huge dollar investment compared to the cost of a similar-capacity solution using rubber tires. Also, the same thing that makes it a perfect urban planning and investment tool--namely, that the trains must follow the track--makes it an awkward transit alternative. It has no flexibility. The Hawthorne Bridge is closed and all those buses use the Morrison Bridge. What if the Steel Bridge were closed??? It hurts to contemplate it.

The North part of South/North is better served by buses. The area is already well-developed. Buses run all over the place already. The main advantage of light rail there would be an infusion of cash owing to increased values along the corridor. I hate to begrudge those neighborhoods that infusion of cash, and I think it would be a good, though small, effort against White Flight and whatnot, but I don't think it is worth it.

The South part of South/North is obviously a great candidate for light rail. The McLaughlin/224 corridor needs some focus and it needs some relief from congestion. For the old Zidell site, we could extend the central city streetcar along the northeast edge of I-405 from PSU down to riverplace and then along the Willamette.

However, it is also a great candidate for HOV lanes. I think we should put HOV lanes through the whole corridor.

I have no idea why the HOV lane on I-5 N-bnd is in effect 3-6PM only. If the road is crowded, the HOV lane serves its purpose, no matter what time it is. If the road is empty, the HOV lane doesn't hurt, no matter what time it is. The time-based rule merely leads to confusion and bickering. No one ever really knows what time it is.

>What about the overall transportation needs for the region?

First of all, I think we continue to build for bikes. Bikes are the ideal transportation solution for a substantial fraction of the population. In my case, for example, my bike is the fastest commute alternative. I ride five miles each way. On the bike it is 15-20 minutes toward town and 20-25 minutes toward home. This is much faster than a car during rush hour, and much much faster than a bus, even though I don't transfer. I pay very little in maintenance. I get fresh air. I don't pollute. Last but not least, I get my daily cardio-vascular workout: 20 minutes of huffing and puffing each and every day. No pesky club dues. No other time commitments.

Second, for new work, we should focus on (1) carpooling and (2) bus service.

1) Carpooling. The solutions that work are (a) HOV lanes, (b) easy pickups from bus stops, and (c) an automated rendezvous system for carpools. Cars are a great solution for many reasons. The trick is to get people to share their cars and get people to ride in other peoples' cars. We need to ask ourselves: What prevents this from happening? How can we overcome these obstacles?

1)a) HOV lanes are obvious. We should do them. Big time.

1)b) Arrange bus stops ahead of HOV lanes so people can pick up passengers to go to destinations other than downtown. I imagine a series of sign posts at the Clackamas transit center. The signs say "Beaverton TC", "NW Industrial", "Tualatin TC", "PDX", etc. Cars blow through looking for passengers that will allow them to use the HOV lanes. This eliminates transfers for these passengers! People hate to transfer. Worst case, the cars travel in the slow lanes and the bus riders transfer through downtown.

1)c) Metro should institute a "dating service" for carpool users. A number of these have been tried over the years, but new technologies are available that have not been tapped (see "Dial 711" at <<http://www.hevanet.com/oti/marraige.htm>>). Riders can rendezvous with carpools using cell phones. They can pay an established rate for a ride. Car owners can choose to participate as riders or as drivers. In a limited system, drivers and riders establish relationships so they can easily know what to expect. Metro provides a convenient way of communicating failures: carpool unavailable owing to mechanical problems or illness, etc. In a full-blown system, drivers function as jitney operators to make a few bucks on the side. Driver/rider relationships are not necessarily exclusive or permanent. When the drivers get a full car they hop on the freeway and hustle to the destination, perhaps dropping passengers at their doors as they near the end.

Metro could institute a program for safety checkups of carpool vehicles. Owners would somehow demonstrate that they offer a carpool service. Metro provides an inspection. Cars that pass get a dated sticker. Riders can be assured of a level of reliability.

2) Increasing the quality and quantity of bus service. Buses should be more frequent than they are now. Buses should be smaller and much more fuel efficient. Trimet should pay bus "concierges" who board buses periodically and help people. They answer questions politely, collect and dispose of

trash, and look like fare inspectors. When they enter they say "Folks, I'm here to answer any questions you have about how to get where you're going." As they leave they say something like "Thanks for riding. Exit using the rear door if you can."

We should be specifying new technologies in the buses we buy. See <http://www.fta.dot.gov/fta/library/technology/attb.html> for example. The power system used by this bus makes it quieter and eliminates almost all exhaust odor. This system also uses far less fuel, particularly for stop-and-go bus lines like so many of the lines that stop every two blocks through zones 1 and 2.

>What are you willing to pay for?

Light rail. HOV lanes. Major bicycle amenities. Sophisticated carpool rendezvous systems, like Dial 711. Much more modern buses. Free fares.

Take anything you can trick a majority into voting for--I would be willing to pay for it without being tricked!

Graham Ross

From: Curt Nichols <curt@ci.portland.or.us>
To: MetCen.MRC-PO(transideas)
Date: Wed, Dec 2, 1998 7:24 AM
Subject: Transportation Solutions for the Portland Metro Area

Metro__

I've been involved with some transportation issues through my position at the Portland Energy Office (since the transportation sector is a big energy user). However, these comments are made as a resident of the Portland metro area and not as a transportation "expert".

First, as a light rail supporter, I was disappointed with the failure of the last ballot measure that would have let us proceed with the South-North light rail line. There is a "bright lining" in this cloud though. Now we won't be tearing up for construction (and later clogging with even more vehicles at peak hours) the downtown transit mall. If this light rail line is ever resurrected, I hope the downtown area alignment is different.

Second, I vote with Jerry Boone and Mayor Katz for making Tri-Met ridership free for all. This would require only a small increase in the business tax that covers most of the costs now and could result in increased ridership as well as cost savings from printing and selling tickets, policing riders, and accounting for all the nickles, dimes, and quarters recieved each day.

Third, bad weather and things like the I-5 bridge closure show how much potential for employees to work from home or some other site closer to home when they have to. Why not make workplace flexibility -- work location, work start/stop times, and more -- a focus as a way to keep the peak traffic flows (when the problems are the worst) down. If everyone could work from home one day a week (and those days home were spread around evenly), the rush hour traffic could be cut by 20% without building any new roads. And, that wouldn't be the only benefit. Employees working from home (or selecting their work schedule) are also more productive!

Fourth, I think that vanpooling is underused. It is a very effective means of moving people that can't work from home. Many of these industrial employees also work in places with poor bus service -- Swan Island, the Rivergate area, etc -- and live in some of our most remote suburbs. While our commutes may not be as long as other areas that have made extensive use of vanpools, the state's Business Energy Tax Credit can cut the cost of purchasing (or leasing) a vanpool van by 35 percent. So, let's help companies learn about this option (and the tax credit!) and get people into vans -- one of the most efficient ways to move people (in terms of people moved per gallon of gasoline used),

And, finally, as a means to ensure Portlanders are more healthy and fit and to keep more cars off the street, I would suggest policies to encourage more bicycling to and from work. The same tax credit that businesses can use for vanpools could apply to the expenses for

covered bike parking structures, locker rooms, and showers for employees. The state already has an incentive ... let's help people use it!

I look forward to hearing more about this process of selecting transportation solutions. Thanks for letting me give my input.

Curt

Curt Nichols
13153 SW 61st Ave
Portland, OR 97219

From: <LYNNBONNER@aol.com>
To: MetCen.MRC-PO(transideas)
Date: Wed, Dec 2, 1998 6:49 PM
Subject: Transportation

I was dismayed the S/N did not pass. Very shortsighted. We need more money for transit and less for highways. We also need increased public relations & education. Unfortunately I do not know where the money could come from.

It appears that voters felt, in part, that the proposed line was too expensive. Maybe voters would pay for better bus service, which would be preferable to nothing, perhaps even for a scaled back S/N, but I am afraid the high moment of LRT has already passed, for this generation.

I have been very much impressed with the excellent staff work and research done by Metro, Tri-Met and City of Portland staff, as well as with their attention to citizens' concerns and interests -- and their extremely gracious, tactful and supportive responses to citizens.

Thanks for the opportunity to comment.

Lynn Bonner
2924 NE 27th Ave.
Portland OR 97212
284-2816

From: <nineleven@webtv.net>
To: MetCen.MRC-PO(transideas)
Date: Thu, Dec 3, 1998 5:55 PM
Subject: transideas

I think a good investment that we could make is in HOV lanes and increased bus service, both of which could reach far more people at a much less cost than a new \$100,000,000 per mile north-south light rail line. We have to face the fact that the vast majority of people will not give up their cars no matter what our government can conceive of (short of banning cars all together) to get them off the road. That being said it is no wonder that everywhere HOV lanes have been applied (here included) it has been very effective at increasing capacity and reducing congestion. Just think if we added an HOV lane to the existing freeway infrastructure, it wouldn't be hard to imagine the positive impact it could have for everyone. I think this should receive top priority as a way to fix our transportation flaws. As for increased bus service, expanding tri-mets reach and concentrating on ontime performance will only help in attracting those that are willing to leave their cars at home. I am open to new ideas and certainly expect the same from our government to help solve problems and to get more value from our tax dollars than just light rail. Thanks for listening.
Doug in Clackamas

From: "Scott M. Neal" <sneal@ichips.intel.com>
To: MetCen.MRC-PO(transideas)
Date: Thu, Dec 3, 1998 6:02 PM
Subject: N/S Light Rail

I am a fan and user of Tri-Met (both busses and MAX), and believe strongly in most of Metro's urban growth philosophies. I live in close-in SE Portland and work in Hillsboro, so I get a double perspective, both urban and suburban (I strongly prefer urban!).

However, I was (and still am) vehemently opposed to the recent North/South light rail line. Let me explain why.

First, I can't see any reason that there needs to be a very expensive (and potentially ugly) bridge built across the Willamette specifically for MAX. Both endpoints (Clackamas/Oregon City and N. Portland/Vancouver) of all proposed lines I've seen are on the eastside of the Willamette. In previous questionnaires I have sent to Metro, I suggested a line that follows as close to 99E/224 as possible, with 15 alignments where appropriate to allow the train to run faster. This would not preclude riders from getting to downtown destinations at all, but would save money in unnecessary bridge construction, and help serve areas which aren't served at all by MAX (as opposed to building new lines four blocks away from the current line).

If the steel bridge were properly set up, with physical barriers preventing auto traffic from using the center "tracked" lanes, capacity and speed could increase, and riders from either N/S endpoint could do one of two things:

- Switch trains at 99E/Convention Center/Rose Quarter. Most other cities with multiple lines that I've seen (San Francisco, New York, London, etc.) follow this methodology.
- N/S MAX would run alternating trains from the endpoints--one which would go straight from one endpoint to the other, and one which would "turn" and cross the steel bridge, entering downtown, and continue to the westside, or loop back at the old end-of-line. The possible proposals here are nearly infinite, and could even include direct connections from N/S endpoints to eastside MAX.

Transit time increases for these proposals vs. a dedicated Willamette crossing would be negligible for riders (5-10 minutes maximum extra?). Most people I've talked to who take Tri-Met would not be concerned with this type of added delay at all.

The second reason I opposed the N/S plan was the proposal to put MAX on the Transit Mall. As a regular user of the mall, I can't believe this was ever taken seriously, let alone given the final stamp of approval! The mall is already overtaxed during peak times with bus

traffic, with no room that I can see for trains. I don't consider closing the auto lanes to be a solution, as the few that are there are necessary to prevent driving many blocks by car just to get to where one is going.

I'm not even considering the amount of pain the mall has already felt in the past ten years in its initial construction--why break something that is *finally* done?

MAX needs to be considered in terms of the proposed streetcar system. The purpose of MAX is to get people from relatively distant locations to "general vicinities", with busses and streetcars doing the final connection to specific locations. I hear comments from Metro stating that MAX needs to hit the transit mall area as this is where most of the commuters want to go (business district). From my perspective, the current downtown line hits the area perfectly, especially considering the streetcar proposals that will connect it to outlying close-in areas (Riverplace, PSU, Park Blocks, Broadway, Pearl district, etc.) and eventually to other close-in areas (Hawthorne, Albina, etc.). MAX can't do everything, and Metro can't be expected to connect every transit-hungry portion of Portland with one line.

Not that I'm conceding the race regarding a dedicated Willamette crossing, but had the initial half-mall proposal (with dedicated river crossing) been the ballot initiative, I might have considered it, but full destruction of the bus mall is ludicrous.

Finally, my last reason for opposing the latest ballot initiative was the attempt to couple the unpopular and heavily flawed N/S proposal with the very popular (and much less expensive) Airport connection. The next MAX ballot initiative needs to focus solely on the Airport proposal, so voters can approve it independently of the N/S line. The complaint I hear from many non-transit users is that MAX doesn't connect to the airport, and if it did, many more riders could be expected to ride the system. Focus on this, put the N/S line on hold, and don't be surprised to see it pass with flying colors, especially with trains that serve downtown to the Airport directly (alternating with the current Gresham line).

As an avid user of the Westside MAX (whose alignment seems perfect to me, and which I feel will continue to be a big success) and bus system (which I also think is good), I and many other transit fans were appalled at the N/S rail proposal. And we're on the right side of the fence--think about how non-transit users felt about what could have become one of the most expensive light rail "boondoggles" ever... I hope that my comments (and those of others) will be taken seriously, as Metro needs to understand why two light rail lines were approved by voters and successfully built, and yet the N/S line has failed at the ballot twice.

Scott M. Neal

From: "Garry Johnson" <garryrj@ethergate.com>
To: MetCen.MRC-PO(trans)
Date: Wed, Dec 2, 1998 7:20 PM
Subject: Use of Existing Park and Rides

I voted against the south/north rail line because of your apparent lack of interest in delivering to the tax paying, bus riding public, continuing low cost bus transportation.

You have in existence a perfectly good park and ride lot at Cedar Hills Blvd and Butner Road that has been abandoned back to the state or feds. Max riders are parking on Butner to get to the Sunset transit center, and now that parking is being taken away. It seems this should be ringing bells somewhere in your organization that the empty parking lot be used again, and be serviced with shuttle buses to the Sunset Center.

Instead of reducing the number of bus lines, you should be increasing coverage everywhere. Convert the buses to natural gas burners. Reduce the cost of fares. (My gosh, you want to spend \$\$ on new construction, spend it on more subsidies.) My son has given up on public buses because he works swing shift throughout the metro area, but buses were not available for him to get home. Your system really only works for day time workers, not the other shifts.

I am really disgusted with your agenda, and will never again vote for public transportation.

Garry Johnson
garryrj@ethergate.com

From: <BOOGLES10@aol.com>
To: MetCen.MRC-PO(transideas)
Date: Sat, Dec 5, 1998 11:23 AM
Subject: North South Light Rail

My comments on the North/South Light Rail Defeat.

The North/South light rail line went down in defeat because it was too big and expensive of a project. The least expensive and best alternative would have been to run the rail project along Interstate Highway 205 from the Clackamas Town Center area to the existing rail line (coming from Burnside Street towards Gateway), thence picking up where the proposed airport line turns off towards the terminal and continuing across the 205 bridge on into Washington. If I recall correctly, I-205 was built for a busway from S.E. Foster all the way to the area around where Rocky Butte Jail was located. Also, the 205 bridge was designed (inside lane in each direction) to accomodate buses or light rail vehicles. From S.E. Foster Road to the Town center, there should be enough right of way along the highway to put the line without having to make any major land acquisitions. Such a simple solution but guess what? It ain't gonna happen (pardon the English); why? Because Tri-Met, the City of Portland, Metro and the downtown business merchants have this bias about downtown Portland; they want everyone traveling on a bus or rail vehicle to go down there. If someone traveling on the 205 line wanted to go down there (I can't imagine why), they could get off at Gateway and take the MAX line going into town.

Portland State will still get their rail line, it will be the Portland streetcar project that is going to go right by the University-not the light rail line they want.

The majority of the travelling public don't even work downtown Portland or go down there (I read a study by PSU that about 140,000 people work and live down there-what about the other 1.2 million people who live in the tri-county area?). Yet, land use and transportation planning is predicated on building up and glorifying the CBD (Central Business District). I live in the Sherwood area and have not been downtown Portland in over ten years, there is nothing down there that I can't get at Clackamas Town Center or Washington Square, read: free parking and all the stores are under one roof. I have talked to several of my neighbors and they all have the same opinion. The only time I go near downtown is when I work out at the Multnomah Club.

It is good to see that land use planners are beginning to develop communities around the designated town centers in the tri-county area. This is a good first start in the process to "wean" the tri-county area from downtown Portland's influence.

Thank you for the opportunity to comment.

Doug Pratt, Jr.
27200 S.W. 207 Avenue
Sherwood, Oregon 97140
email: Boogles10@aol.com

From: <Anderson_Scott__1@bns.att.com>
To: MetCen.MRC-PO(transideas)
Date: Mon, Dec 7, 1998 4:13 PM
Subject: Metro: What's Next?

Hello,

My name is Scott Anderson, I am the vice-president of the Downtown Community Association, and the chair of the Transportation committee.

I've received a card in the mail which lists the dates for "Listening posts," and the general query "What's next for the South/North corridor?"

None of us with the DCA is able to be present at the dates of the Listening posts, so we discussed the general issues and agreed that I would respond by e-mail. Ain't technology great?

The DCA is on record as a supporter of Light Rail and of contributing to the public dialogue about the South/North corridor. There was not agreement within the DCA on the exact routing of the proposed South/North line, so perhaps it's just as well that the November ballot measure did not pass. This gives everyone in the region an opportunity to reconsider the routing. I believe that was the most contentious part of the measure: the options the public were given from which to choose. I will not speculate as to why the measure failed in November, but I am safe in saying there was controversy about the route.

So--Yes! keep the discussion going. We should not abandon thinking and planning about the South/North corridor just because the recent ballot measure did not pass.

Here are some other thoughts from the DCA, in no particular order:

>Consider Rivergate (North Portland) as a route for either bus or light rail.

>Was the I205 bridge across the Columbia not planned to include a rail line? If so, consider routing light rail on 205, just like it now runs along 84 and 26.

>Consider express runs of light rail. An example: in Chicago, during rush hour, they use an alternating stations scheme; a "red" line stops at every other station, and a "blue" line stops at the other stations, which results in cutting rush hour commute time in half.

>Patrol the Park & Rides with security 24 hours, like C-Trans does.

In conclusion, the DCA does not agree with those who say the defeat of the South/North ballot measure means we should stop any consideration of light rail in that corridor. While buses are an important part of the overall transportation mix in the region, they are not the only panacea for our transit needs. Perhaps the citizens of Portland and the region have not been presented with the right Light Rail package--yet.

From: Kent Duffy <kduffy@srgpartnership.com>
To: "'transideas@metro.dst.or.us'" <transideas@metro.d...>
Date: Tue, Dec 8, 1998 5:54 PM
Subject: Next steps for South / North Light Rail

I was on the City Club's study committee for the ballot measure. We interviewed both proponents and opponents and were unanimous in supporting the propose light rail line. It was very disappointing to see the measure fail. Especially since there is no reasonable alternative to address the order of magnitude of the projected congestion or to shape the pattern of development while it occurs as opposed to trying to change it after the fact. It is essential that enough of the primary network for the light rail system to function as a system, instead of a stand alone line, be put into place and that certainly includes south / north. It is not clear to me what options still exist for putting this line into place or in what reasonable time frame it can happen.

I am mystified that the voters of Clackamas County were so strongly opposed to the measure. I suggest that things like HOV lanes be put into place immediately so that the current levels of congestion can be relieved as much as possible. Then, whenever this comes up for a vote again the answer to those that propose such measures as an alternative to light rail can be that those measures are already in place and cannot deal with the increases. In the interim if by chance Vancouver decides that it does want to participate then there may be a way to bring it forward as North / South and go only as far as Milwaukie. It could extend to Clackamas Town Center later when it has more support.

I would appreciate hearing some more analysis on how the voting went county by county and why, and both what we should expect in future votes and what factors would make the case more compelling to the margin of difference.

Kent Duffy AIA
SRG Partnership
(503) 222-1917

Section Three:

Comments to Metro's Transportation Hotline and Telephone Calls to Staff

HOTLINE COMMENTS

December 9, 1998

Date	Name	Address	Comment
11/25/98	Peter Teneau	2715 N. Terry St. Portland OR 97217 978-0119	Lives in Kenton and is disappointed in the S/N vote. Suggested that LR still be built from Rose Quarter to Jantzen Beach or at least up to Kenton. Feels that Clark County would get back in the picture if it went to Jantzen Beach.
11/30/98	Chris Pierce	4334 NE 32 nd Pl Portland OR 97211	Opposes using taxes dollars for new or expanded roads.
12/2/98	Scim Star	1704 N. Willis Portland, OR	Would like to see a transit center built at Lombard and Interstate with a Park & Ride with buses to the Rose Garden. He feels that Park and Rides are the key to success.
12/2/98	Mark Romanaggi	8636 SE 31 st Milwaukie OR 97222	Supports light rail and would still like to see S/N built
12/2/98	Len Weisberg	5025 SE Gladstone Portland OR 97206	Would like Metro to go back to doing only garbage.
12/4/98	Don Aigner	1010 Ogdon Troutdale OR 97060	I am not in favor of light rail and many of us do not have time to go to a meeting. We want another freeway, at least one more, for East/West travel. We need a lot of freeways. People in power now who are against freeways will be voted out 90% of the people want freeways, not light rail.

December 2, 1998

Telephone comments concerning What's Next

Dell Squire
30100 SW Laurel Road
Hillsboro, OR 97123
628-2489

He would like to share some perceptions in his community about Tri-Met and light rail. He commented that the Transportation Hotline seemed bureaucratic because there were so many numbers to press and it acts as a barrier to hearing from the public.

Many people feel that Tri-Met is arrogant and opulent and that the agency is run by "insiders" who have a specific agenda.

This is based on the design of the Westside MAX with brass birds in the bricks at stations and the tunnel being excavated with a very expensive boring machine. He was told the cost for stations was \$1,100/square foot which would be outrageous.

He thinks there should be more investment in operations such as security and fare inspectors. He had an experience with a drunk transient on the Westside line and wanted to report it to someone, but no inspector got on the train almost until the end of the trip. He also thinks restrooms should be available at stations because it takes 45 minutes from downtown to reach Hillsboro.

He felt the campaign for light rail ignored the experts from Harvard and PSU who opposed it and that there should be very strong and convincing facts if Tri-Met disagrees with these assertions.

Section Four:

Letters to South/North Project Staff

12/04/98 11:33 THE FOSLER/ SMITH PARTNERSHIP 7 97571757 NO. 508 P.002
1
Date: Wednesday, December 02, 1998

To: Metro Councilor Ed Washington
Metro Council Members
Metro Transportation and Public Involvement Staff
Interested Parties

From: Steve Fosler 
138 NE Stafford Street, Portland

Re: **What's Next? Public Meeting on South-North Light Rail
December 1st Metro 'Listening Post' Meeting**

Memo: Text of Testimony, with Additional Notes

One of the stock phrases that we've heard frequently, and again this evening, is the question

"What part of the word 'no' don't you understand?"
in reference to the continued discussion of the South-North Light Rail Project in light of the recent vote on funding for the project.

To those people with that question I pose a better question:

"What part of the word 'transportation' don't you understand?"

Transportation is not a simple yes or no thing. It is a complex word describing a complex concept.

I am one of those many citizens who over the past fifteen years have asked, cajoled and then demanded that Tri-Met and Metro take a stronger leadership role in regional transit planning.

And now I commend both Metro & Tri-Met for taking this leadership role, and I appreciate that they've taken a lot of heat for doing so.

But I am convinced that Metro and Tri-Met, along with most of the residents in the region, understand the word transportation. They've got it right:

Transportation is about moving people, it's not about moving cars.

You don't just vote yes or no on something as complex as transportation. Transportation is not a simplistic thing. It's a system. And a good transportation system balances the movement of people in transportation modes which benefit the community, not destroy it. Despite what light rail opponents have been saying, the regional transportation discussion is not, and has not been, only about light rail. But light rail is the essential core of an effective transit network.

The South-North Light Rail Project is a good transportation project. It has been refined and improved to reduce cost, minimize construction impacts, increase travel speed and maximize ridership. And all of these refinements and improvements have been accomplished with extensive public participation.

Light rail already forms the backbone of our transit and transportation system, and light rail is here to stay. Without it all of our other transportation choices become less efficient and more time-consuming.

However, in light of the recent vote on local funding for the South-North Project, I suggest to Metro and Tri-Met that we need to do three specific things:

1. Finish the FEIS North Segment within the next six months; it's almost done and we'll need it sooner or later. It's valuable work resulting from thousands of citizen participation hours over a decade of time. And the North Segment has become the focus of the entire project, especially when precinct voting patterns are analyzed, and the transportation needs of N/NE Portland are considered.

2. Continue planning and building a comprehensive transit system, as we've been doing for the last 25 years, a comprehensive transit system that includes light rail as a major component. Contrary to opponents' claims, we have not been focused only on light rail; many other transit modes are in use or have been evaluated. And several expensive major non-transit SOV (not HOV) projects have recently been constructed, most notably the I-205 / Glenn Jackson Bridge mega-project. (An appropriate headline characterizing this type of project would read: "Major Road and Bridge Construction Fails to Reduce Congestion.")

And, we need to

3. Keep clearly in mind those factors which make the Portland region unique and livable:

good transit that's getting better, regional growth management that keeps our urban area compact, limited construction of freeways and parking lots, urban design that favors walking, biking and person-to-person communications, etc. and we need to avoid the easy over-simplistic responses to property tax measure defeats.

But, right now may be a good time to take a break. Let's consider taking a break from building light rail for the purpose of shaping or reshaping suburban regional development. (Not that there's anything wrong with that.)

Instead, just for now, let's build the next segment of light rail for the purpose of accommodating existing transit ridership demand. This is not a novel concept, it's certainly doable, and it's certainly consistent with meeting the needs of existing urban transit-oriented neighborhoods.

This interim project should be constructed where there are already thousands of daily transit riders, right in the heart of the region. That would be North/Northeast Portland in the I-5 corridor, the segment between the Convention Center and the Expo Center. This Portland light rail project segment forms the ridership core of the full South-North Light Rail Project. And it forms the construction genesis for the eventual rest of the South-North (or as it should now more accurately be called North-South) line.

Eventually, when Clark County and Clackamas County awake from their dreams about their mythical uncongested freeway system (a pipe dream if there ever was one) we'll have already built this central segment of the larger transit system that they (and we) need.

Let's be sure we don't fall into the trap of saying that transportation is all about moving cars though the region and moving them faster. Carpool lanes and express lanes don't do any good unless they go somewhere. And that somewhere is either a huge parking lot or a bunch of commuter-clogged local streets, neither of which is acceptable to neighborhoods or true town centers .

And let's not fall into the trap of saying that transportation is all about reducing congestion. There are no regionally acceptable or economically viable solutions that will reduce congestion in the face of increasing car use. For those who want a way out of congestion, a comprehensive transit system, including several transit modes with light rail at its core, will provide that transportation option. For others congestion is or will become unavoidable by car.

So, in summary, my advice to Metro is this: don't be put off by the cynics and naysayers we hear so much from. They're out to get more than just Metro or Light Rail or Tri-Met. They're out to get anything that makes this metropolitan region unique and different from all other cities and megalopolis' in the country. And they've shown by example how easy it is to say no to someone else's work but how hard it is to come up with something viable themselves.

And just as we wouldn't have expected light rail opponents to give up their fight if Measure 26-74 had passed, neither should anyone expect regional transit advocates and regional rail supporters to give up their efforts now.

But instead of focusing on the simplistic yes/no views held by many light rail opponents, let's look to the positive side and keep working on a comprehensive plan that demonstrates how clearly we understand the complexity and challenges of the word "Transportation."

As we've been doing for the last 25 years, we need to keep working on light rail, along with all the other transit and transportation services that work along with it.

The future of this region and this city is too important to give up to the cynics. We're here to stay, and we're here to work. So let's keep working. It's the only way to keep our city and our region unique, livable and workable.

Ken Johnson

December 6, 1998

TO: Metro Transportation Planning

FROM: Ed Bryans, President
Tours To Anywhere, Inc.

SUBJECT: Your Light Rail Defeat

Since your email addresses aren't functioning, I'm using this method to comment on light rail. For the first time, I voted against it for the following reasons:

1. Your proposed route would not relieve congestion on I-5. Why not partner with Amtrak and Burlington Northern/Santa Fe to move people across the Columbia in the same manner they were moved during the partial closure of the Interstate Bridge? It will take high-rise parking structures and trains every 10 minutes during rush hour, with a lot of shuttle buses from Union Station, but it will be far less expensive than Tri-Met's alternative.
2. Another bridge across the Willamette. This was, and is, an unnecessary expense. If you must serve North Portland, I have yet to see a study showing where folks in that area work so am not sure light rail is needed there, create a transfer point at, or near, the Rose Garden/Convention Center stops.
3. Tri-Met has a sophisticated dispatch system yet they give the impression the system is at, or near, capacity. How can this be when the old Los Angeles streetcar system operated with 90 second headway and dispatching was much less sophisticated? I feel they need to provide better service on the existing lines before they are given permission to lay more track.
4. Tri-Met wastes money. The shortest way through the West Hills is at the intersection of Terwilliger Blvd. and Marquam Street. Guess who they would have served in the process of putting the tunnel there? Portland State University, Oregon Health Sciences University, Dornbecher Hospital, Shriners Hospital, and Veterans Hospital, all venues with critical parking problems. A much stronger case can be made for service to these institutions than a Zoo stop.
5. The idea of putting the trains on the Transit Mall in downtown Portland. That area is congested enough, particularly during rush hour. If an east-side transfer point is unappealing, what's wrong with a Broadway-4th Avenue grid?
6. No thought for purchasing lighter cars and using the Hawthorne Bridge for a Willamette crossing. The grooves for track are already in place and I rode an interurban car over the bridge many times when the tracks were there. (As an aside, the outer lanes of the Hawthorne are being strengthened to accommodate streetcars at some future date. That was the original location of the tracks which were

subsequently moved to the inside lanes because of the large number of accidents when they were in the outside lanes. Sounds like someone failed to read his or her history thereby costing taxpayers more with unnecessary work on the bridge.)

7. Failure to widen I-5 to three lanes in each direction before starting another light rail line.
8. Total lack of express and HOV lanes on existing freeways.

Will I vote for light rail in the future? Maybe. But, there will have to be better route selection, better proof that the proposed line is needed, prior increased service on the existing route, and, above all else, the widening of I-5 through Portland to three lanes each way.

6539 N. Montana Ave.
Portland, Ore. 97217
December 1, 1998

LISTENING POST INPUT

Beth Anne Steele
Metro Council
600 N.E. Grand Ave.
Portland, Ore. 97232

Dear Ms. Steele:

First of all, I trust that the scheduled "Listening Post" meetings are not, in fact, ill-advised attempts to rescutate north/south light rail. I trust that our vote to kill this expensive, unwanted boondoggle will finally put north/south light rail to rest, even though we had to vote it down twice. Please do not subject us to any kind of manipulation or disguised agenda in order to possibly get this on the ballot a third time. **WE DON'T WANT IT!!**

Now, having gotten that off my chest, here is a proposed alternative: I strongly support an express bus system, going down I-5 from the Lombard Street freeway entrance to downtown, traveling in a specially designated bus/carpool lane. This is such a relatively inexpensive and very effective means to get people into town quickly and cheaply. Perhaps this line could even originate at Jantzen Beach, traveling down Interstate Avenue with its next (and only) stop at Lombard before it hits the freeway.

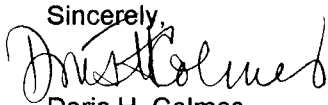
An express bus going down I-5 to downtown would be in addition to the regular bus service that serves the St. John's, North Portland area. Maybe you could even add more buses at rush hours.


This proposal gives commuters what they really want -- and do not get via light rail: Quick, cheap, effective mass transport. We all know that west side light rail has had zero effect in reducing traffic on that corridor. After the 1990 approved funding based on the promise that light rail would reduce traffic in this corridor, we are now facing the fact that *a billion dollars* was spent, with virtually zero effect on traffic volume. ("There was little visible evidence that the MAX line had eased congestion on the Sunset Highway, which continues to back up as usual..." Gordon Oliver wrote in *The Oregonian*, page B-3 on September 20, 1998.)

Thank goodness, we avoided a similar debacle by voting down north/south. As for what I am willing to spend? I would be willing to back the express bus line described above. I certainly would not be willing to back the exorbitant amount you proposed to spend for north/south light rail. As a matter of fact, I do believe you still have approximately 18 million dollars in your kitty which was designated for exploration and implementation of north/south light rail. It would do my heart good and possibly remove the hard layer of cynicism your previous machinations have settled into my consciousness if you would use that 18 million to create a carpool/express bus lane heading south on I-5 so that express buses could actually get started within the foreseeable future. You already have

a northbound bus/carpool lane. It shouldn't take that much to finish up such a project and get it going. Express buses have worked well in other cities. Why not here?

Please acknowledge that you have received and read this letter and that it will actually find its way into the data being collected at your "Listening Post" meetings. Unfortunately my class schedule does not permit my attendance in person and I do not wish my voice to go unheard.

Sincerely,

Doris H. Colmes

P.S. your transportation Hotline at 797-1900 has a menu that only gives options for RECEIVING information, and none for GIVING information. Since I - as a taxpayer - fund all this, I would love to hear from you why you mailed me a Hot line number which does not function as a Hot line - - and the "Hot line" number given me by Becky of your staff (797-1280) turned out to be a non functioning number!!! Please advise - 

→ Gina

DEC 2 1998 AB

Eric G Norberg
1837 S.E. Harold Street
Portland, OR 97292-4932

November 30, 1998

Transportation Inquiry
METRO
600 N.E. Grand Avenue
Portland, OR 97232

Re: Your "What's Next" card, mailed Nov. 25

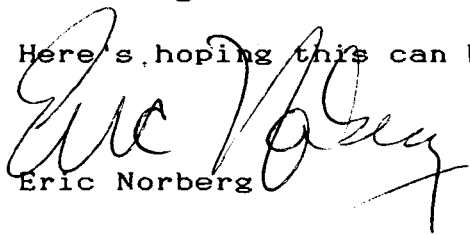
I'm a member of the Board of SMILE, the Sellwood-Moreland Improvement League neighborhood organization, but I'm writing simply as a resident of Portland, since the Board and the SMILE membership have yet to take up the issue since the election.

I believe it is very important, if not essential, to find some way to continue with South-North Light Rail. Not only is it clearly needed to provide for future transportation needs, but our neighborhood and others have adopted zoning and growth plans (now formally approved and adopted by the Portland City Council) for future growth specifically designed around South-North Light Rail. The loss of this resource would not only lead to severe traffic congestion in the fairly near future, but will result in growth patterns which do not match transportation patterns in the future.

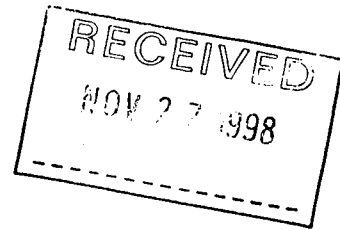
It seems to me that the best option now is to proceed with South-North Light Rail to Vancouver, since that has already been approved by the voters and can proceed with full federal funding now appropriated.

Obviously, Clark County's intransigence is a problem. I am hoping that carrying the rail system north across the Columbia River and ending there, by the north embankment of the river, would satisfy the previous voter's mandate, while still leaving Vancouver and Clark County the option of voting to continue the line beyond that point. The rail service could stop before the new bridge at the river, or could continue north to that river-side terminus, picking up passengers queued up there to catch the train, to fulfill the mandate to provide rail service to Vancouver, while leaving the Washington commuters the option of voting to continue the line to a more convenient location.

Here's hoping this can be made to work....


Eric Norberg

November 25, 1998



Dear Mr. Deleissegues,

I read your recent letter in the Oregonian regarding the demise of light-rail and your proposal for transportation problems.

You think there was an uproar regarding light-rail, just wait until people like you or government propose to tear up Oregon farms and forests to put in roads (Westside bypass and beltway) to help people who live in Washington, by choice, and work in Oregon.

You will find people who voted for and against light-rail will joins forces to prevent an asinine proposal to destroy our environment (why we live in Oregon) by paving over our land.

If you are one of the 60,000 people who come to Portland each ^{day} to work I would suggest you move here because we will not let you rape our prized possessions, our land.

Sincerely,


Dale Anderson

cc: Metro
Oregonian
1000 friends of Oregon

Add roads and new bridge

Two Nov. 13 articles should cause both Oregon and Washington voters concern that the message sent by voters has not been heard by our elected and appointed representatives. Specifically, the articles covered the failure of the south-north light-rail bond measure ("Light-rail backers puzzle over future") and the failure to address area transportation problems ("Expanding connections across the Columbia"). Just what is it about "no" that they don't understand?

First, Clark County voters said "no" to light rail and now Oregon voters have followed suit. Instead of meeting to plan new ways to "save" light rail, Metro's Joint Policy Advisory Committee on Transportation should get the message and start working on other solutions to transportation problems.

Politicians can start with completing a westside bypass and a beltway around Portland and building a third Columbia River bridge west of the Interstate Bridge.

A new bridge over the Columbia would go a long way toward lessening backups, delays and congestion caused by bridge lifts and insufficient capacity on existing highways. The new bridge could even be planned for bicycles and pedestrians and a future light-rail line to Vancouver, if and when the voters ever decide they need it.

DICK DELEISSEGUES
Brush Prairie, Wash.

NOV 13 1998

Karen Sandness
901 S.W. King Avenue, #917
Portland, OR 97205

TO: Metro Joint Policy Advisory Committee on Transportation
CC: Fred Hansen, Tri-Met; Citizens for Sensible Transportation, the
Transit Gazette

NORTH-SOUTH LIGHT RAIL: WHAT WENT WRONG?

The recent electoral defeat of the North-South Light Rail project was disappointing, but not entirely unexpected. Although I was essentially in favor of the plan and even wrote an *Oregonian* op-ed about it (Sept. 28), I had misgivings about both the assumptions underlying the proposal and the pre-election public relations campaign.

First of all, political and engineering concerns appear to have taken precedence over the actual needs of the region and the opinions of frequent riders. For example, when I was at an informational open house at City Hall, I asked an official (whose name I do not remember) why the line was being routed into Clackamas County when the 99W corridor had far more serious traffic problems. He said, in essence, that it was Clackamas County's turn, because Multnomah County had the Eastside line and Washington County had the Westside line.

Another politically motivated decision was having the Kenton neighborhood as the northern terminus, rather than Jantzen Beach. I pointed out that a Jantzen Beach terminus would a) significantly enhance service to heavily transit-dependent North Portland, b) increase ridership, and c) allow Washington residents to park-and-ride at the shopping center, become satisfied customers, and promote the light rail concept to their neighbors in Clark County. This same Tri-Met official told me that they didn't want Washington residents, who wouldn't be paying for the line, to ride it in great numbers. (I guess we shouldn't allow Washingtonians to drive on the Oregon portions of I-5, either. That would ease congestion.)

A third regrettable decision was the plan to construct the southern half of the line first. I was unable to get a straight answer about the reason for that decision, but it probably dampened support in North Portland and made residents feel as if they were being slighted yet again.

At that open house, I also questioned the decision to run the line down the Transit Mall, thereby seriously disrupting one of the best features of the regional transit system. Why not run the trains down Third and Fourth Avenues, which are badly underserved by transit? Again, I got no satisfactory answer. Later, an acquaintance who sides with AORTA's position told me that the Transit Mall route was determined strictly according to engineering considerations.

These questionable aspects of the plan undoubtedly cost the measure a significant number of supporters: members of the AORTA camp voted against it, and many others lacked the enthusiasm to vote at all.

Once the plan was in place, Tri-Met and Metro became complacent. By the time the hearings were completed, a group of Milwaukie residents opposed to density and transit-orientation in their downtown had ousted the two city councilors most identified with the Tri-Met/Metro plans, but the Tri-Met official at the open house assured me that Milwaukie residents were extremely supportive of light rail. The success of the recall campaign should have been an early warning of the defeat to come.

The Westside line was approved in 1990, a full four years after the opening of the Eastside line. Asking for voter approval for North-South a mere two months after the line to Hillsboro opened probably struck a lot of Washington County residents as "Tri-Met asking for money again." (By the way, in 1997, when the anti-light rail forces circulated the petitions that eventually forced the question into the state legislature, I didn't hear a word from Tri-Met or the transit support organizations urging people not to sign the petition. Instead, the lies of the petition gatherers ["We're for public oversight of transit decisions"] went unchallenged.)

The main message of the pre-election campaign was that light rail reduces traffic congestion. The intent was probably to convince die-hard drivers that public transit would benefit even them, but the tactic backfired. It led people to expect smooth sailing on the Sunset after the opening of the Hillsboro line, and when that didn't happen, there went the Washington County vote.

The usual anti-rail suspects conducted a relentless counter-campaign of half-truths and outright lies. Furthermore, most of the "anti" writers, although well known to anyone who follows transit issues, are unconnected with any government organization. I was one of the few "pro" writers who was *not* connected with Tri-Met or

another government body. This strengthened the argument that light rail was an elitist, tax-gulping scheme being foisted upon the plain folks by a bunch of high-handed bureaucrats. Meanwhile, the "Yes" campaign had the names and addresses of literally hundreds of supporters and contributors. The non-governmental members of this list should have been contacted and urged to bombard the *Oregonian*, the *Business Journal*, *Willamette Week*, and their neighborhood newspapers with pro-rail letters and essays.

Now that the proposal has been defeated, the papers report that there is no Plan B. Since you are floundering, I have some suggestions.

1. Pay more attention to the opinions and experiences of the frequent riders. Put out feelers about proposals by distributing surveys to purchasers of monthly passes.
2. Reward your core constituency by enhancing service within Portland. At present, many major neighborhoods have poor or no service in the evenings or on weekends. A major goal should be to bring service in neighborhoods such as Sellwood, Multnomah, N.E. Broadway, and St. John's up to the superb standards already established in Northwest Portland and along Hawthorne.
3. Any street car projects in these neighborhoods should be constructed so that they could eventually be incorporated into a light rail system.
4. As a build-up to the new airport rail line, run express buses from downtown to the airport. The No. 12 is too indirect and poky, and most people don't even know that it's an option.
5. River-based transit has real potential. It would require an initial investment, of course, but constructing the infrastructure would cause little disruption, and if the boats had comfortable seating, a coffee bar, and newspapers and magazines available, they could become quite popular, even prestigious forms of transportation for suburban commuters.
6. As a former resident of McMinnville, I am strongly in favor of commuter rail in the 99W corridor. However, it should run beyond Lake Oswego and into downtown.
7. Let Clackamas County stew for a while. Don't propose any major projects there until residents beg for them.

8. Stop talking about density all the time. It obviously makes suburbanites envision the South Bronx, because they refer to density as causing crime and social dissolution. Instead, promote the idea of *convenient communities with multiple options for getting around*.

9. Stop promising a reduction in traffic congestion. No one anywhere in the world has been able to solve that problem. New York, London, and Tokyo have severe traffic problems, despite their excellent transit systems and hundreds of dense, self-contained neighborhoods, and in the nineteenth century, they had horse and buggy congestion. Beijing has bicycle congestion. Taipei has moped congestion. Undoubtedly, the ancient Romans had chariot congestion.

What you can promise are a) alternatives to sitting in traffic, b) increased mobility for those who can't or won't drive, c) greater community cohesiveness as people ride together instead of being isolated in their cars, d) funneling of at least part of future population growth into alternative means of transportation instead of onto the highways, and e) allowing people to get rid of that second car, thus gaining an immediate, tax-free \$3,000 rise in annual income.

On the whole, I support the goals of Metro and Tri-Met, and I am proud to live in a city that really cares about these issues. However, we all need to avoid complacency, propose better projects, and find more effective ways to get the message across.

NOV 12 1998

Mrs. Jo Miller
555 NW Fariss Rd., #C213
Gresham, OR 97030

Metro
600 NE Grand Ave.
Portland, OR
Attn: JPACT
Re: Defeat of Light Rail Bond

November 7, 1998

Dear Sirs:

After reading the article by Gordon Oliver on the failure of the light rail bond in the Saturday Oregonian, I felt compelled to write. Many of you seem puzzled as to why the measure failed in a city that has the reputation for being light rail friendly. I am writing to tell you why I voted against it, in an effort to offer you a couple of clues that may assist you in your deliberations regarding the future of light rail.

My first reason is simple. I almost never vote for bond measures. The effects of indebtedness on our society have been devastating on all levels, from personal to public finance. I would have voted to give permission for a private corporation to begin the project, but when \$14 million in public funds and four years has already been spent just on planning, already I don't feel tax-payers are getting their money's worth and track isn't even being laid yet.

I would prefer to see this project in the hands of the private sector. This state is sadly in need in more private sector jobs as an overburdened 48% of wage earners now pay the salaries and benefits of the other 52% of wage earners in Oregon. By virtue of sheer numbers, the public employees union is so powerful in this state that tax relief is nowhere in sight for the beleaguered minority. Many of us in that 48% are being taxed beyond our ability to pursue even a modest version of the life we'd hoped for here in Oregon. A bond measure ultimately means additional or higher taxes and we've had enough.

You also have to consider all the bad press that surrounded the Hillsboro expansion completed just 2 months ago. It left serious doubts as to how efficiently tax dollars were being used for that project. A private company would have to be much more careful about expenses since in the end they hope to make a profit while competing with the existing public transportation fees.

My husband rides MAX 5 - 6 days a week to go to work in downtown Portland. After he gets off at the southern most stop, he walks another 15 blocks to his place of business regardless of the weather. For us, the alternative is so much more costly, he is willing to sacrifice his personal comfort for the sake of our

family finances. His company pays half of a monthly pass, so getting him to and from work everyday only costs us 24.50/mo. Riding MAX is both a necessity and a blessing. Yet, in spite of and because of that fact I still voted against the light rail measure. In addition to it being a matter of public debt, it is also a matter of public safety. If riding the train were at least as pleasant an experience as driving my car, I might have overcome my prejudice toward the public bond of \$475 million. But the often unpleasant experience of MAX only adds salt to the wounds of a higher tax burden to pay for it.

My husband has been accosted several times on the train. Once, in defense of his safety and the safety of other passengers, and after getting punched in the face, he and another gentleman literally threw a man off the train who was smoking and verbally berating a little girl, her mother, and other passengers who had asked him not to smoke. Riding Public Transportation isn't safe. It doesn't look like the TV ads. Because of my husband's 2 years riding experience he will not allow me or my children to ride it without being accompanied by himself or another adult male friend, preferably a large one. It seems that the focus of enforcement on MAX - when it is there at all - is whether or not someone has paid for the ride, not whether or not they will arrive at their destination safely and on time. While it is very economical for my husband to use the train, he does so only out of necessity. It would not be his first choice. It still takes twice as long for him to get to work via MAX vs. driving, even in heavy traffic. He chooses to walk that last 15 blocks because the bus is an even worse experience.

A young friend of ours who rides the bus to and from Clackamas Community College is often subjected to the vilest of conversation that, if it were put on a movie screen would be rated NC-17. It makes the current ad with all the nicely dressed people singing on the bus hysterical. Tri-Met could be risking a false advertisement suit if they continue running that one. From offensive smelling drunks who wail or panhandle to loud offensive speaking youths fond of putting their filthy shoes on the seats and handrails, public transportation is often a very unpleasant experience, leaving the decent middle class rider with the urge to shower as soon as he gets home.

The uncertainty of personal safety is further aggravated by incidences such as one that happened to my husband last January. He was working a swing shift with overtime, so he didn't get off work until midnight. Because of icy conditions, he and a handful of other passengers were taken as far as Rockwood and left standing in sub-freezing temperatures with no assurance that a bus would be able to continue the route. Walking from there was out of the question because it was so hazardous on the ice-coated streets and sidewalks. Among these passengers was a woman with a baby in a stroller. It took Tri-Met over an hour to get a bus out to these people and nearly 6 mos. to settle the complaint. My husband did not get home until after 2 am.

I have to laugh at the bumper stickers on some of the Tri-Met buses which claim that some 400+ cars are home because that bus is on the road. The simple fact of the matter is that for the most part, those who use public transportation, do so because they don't HAVE a car to drive. The vast majority of those who can drive will because an uncomfortable number of regular public transportation riders represent elements of our society that the rest of us want to avoid, particularly in closely confined spaces.

I believe that the existing conditions of our public transportation system must be improved if light rail is to have expansion in its future. A better system for collecting fares due and better policing would be a step in the right direction. If all the fares that are due were collected, Tri-Met could easily afford extra policing without increased cost to the riders. I find it hard to believe that falling down drunks and gang bangers actually purchase tickets to ride the train. Better collection and enforcement of fares would help reduce the public nuisance and personal safety risk factors, thus improving the experience and making it more appealing.

The bottom line is, yes, I would like to see a north/south light rail that I could use without paying higher taxes and without fear of being accosted or left out alone in freezing weather or the like. If you can address these issues, you might find a solution to your bewilderment.

Sincerely,

A handwritten signature in cursive script that reads "Jo Miller". The signature is fluid and includes a long horizontal flourish at the end.

Jo Miller

John K. Spence
20800 NE Basket Flat rd.
Battle Ground, WA 98604

Portland Metro ,

Neil Goldschmit and Mark Hatfield, Portland's prominent powerbrokers, have appeared on TV commercials promoting the panacea of panagraphs to perpetuate their propaganda promising pure prompt portal to portal transit.

The people of Metropolitan area pooh-poohed their political agendas and now look forward to preferred transit projects prioritizing roads and new bridges. However we should be prepared for more of the same tired propaganda we have been subjected to for long periods .

Neil, Mark, Metro , et al must be persuaded to go with the flow and allow the area and the people to prosper in an unpolluted environment without congestion. Congestion and pollution can't be controlled with powerbrokers pandering people.

John K. Spence

A handwritten signature in cursive script that reads "John K. Spence". The signature is written in black ink and is positioned below the printed name.

November 12, 1998

Joint Policy Advisory Committee on Transportation
c/o Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Members of JPACT:

Last month, I decided it was time, after nearly 10 years of citizen activism, to leave CST to catch my breath and my wits for a few months. My intent is to return refreshed and refocused and continue to work on transportation issues that help make our region such a wonderful place to live. Before I go, I have a few comments on the region's direction in light of last week's defeat of Measure 26-74 for South/North light rail.

An outcome as narrow as this can be attributed to many things. However, there are a few things we can say people definitely did *not* vote for:

- They did not vote for more freeways. Polls continue to show that people in our region support increased transit over building more freeways.
- They did not vote to abandon our region's land use planning process and goals.
- They did not vote for opponents' schemes such as paving Eastside MAX.
- They did not vote against the region's emphasis on transit or even vote against light rail. Outstanding ridership numbers and approval ratings for MAX demonstrate that clearly.
- Finally, people certainly did not vote for more traffic.

Meanwhile, we're facing a transportation funding crisis that extends far beyond the needs of a single rail project. Even without South/North light rail, the proposed Regional Transportation Plan identifies \$10 billion in proposed transportation projects throughout the region -- but only \$1 billion in available funding for the next twenty years.

The defeat of funding for the South/North project makes the problem even worse: the transportation problems in the south/north corridor remain, but now there's no identified solution to address them. And unless we act quickly, we are likely to lose the opportunity to use federal funds to help solve this problem. We simply cannot allow scarce Federal Transit Administration dollars to slip through our fingers.

As regional decision-makers, you must act quickly to identify both a project that can make use of the South/North project's federal money and a way to provide the necessary local funds. Maybe it's just the northern segment or just the southern segment; maybe it's a mix that combines light rail with other new transit elements to serve them both.

However the project is modified, it needs to optimize our existing investment in light rail and strengthen our regional transit network. And it must meet the needs of the people who live, work and travel within this corridor. It is not acceptable for this region to have Cadillac service from Hillsboro to the airport and no service for communities from North Portland to Clackamas County.

Citizens for Sensible Transportation is committed to making sure that every avenue is explored to create an effective and efficient regional transit system. We continue to believe that light rail, integrated with other transit improvements, is critical to improving our transportation system, preserving the livability of our neighborhoods, and ensuring we don't succumb to the pressures of growth.

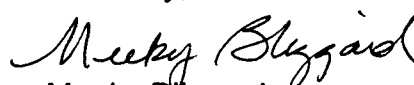
As many of you know, I first got involved with transportation issues when I helped to form Sensible Transportation Options for People, (STOP) in 1989 to fight the Western Bypass freeway through rural Washington County. We were successful because we did our homework, focused on the issues, and promoted better alternatives. Now, as Citizens for Sensible Transportation, we have focused our attention on other projects - like South/North light rail -- that provide people with real alternatives to being stuck in traffic.

Although I am leaving, CST will continue the work we began nearly 10 years ago – work that started with other citizens, business leaders, and elected officials decades earlier with the conversion of Harbor Drive into Tom McCall Waterfront Park, with the vision that created the Downtown Plan and Transit Mall, with the bold decision to scrap the Mt. Hood Freeway in favor of MAX. None of these decisions came easily; all had their setbacks. All survived because of an unerring belief that, through creative thinking, innovative partnerships, and bold leadership, we could make our city, our communities, and our region a better place to live.

Now it's your turn. You are the beneficiaries and the stewards of this impressive legacy. Honor the vision and the effort that has brought us so far. Keep the faith. Move us forward. Add to this legacy.


It has been an honor and a privilege to work with you.

Sincerely,



Meeky Blizzard
Executive Director

SN-LRT: What Next? 09 Nov 98 Page 1

Date: Wednesday, November 11, 1998
 To: **JPACT Members and Andy Cotugno, Chair**
 Interested Parties
 From: Steve Fosler, Citizen 
 Re: South-North Light Rail (SN-LRT)

What Next? . . . A view beyond the vote.

Working Outline / 11 Nov 98 /
 Discussion Draft For Comment

The following are intended as points for thought and discussion.

Principles in the aftermath of the vote:

First and foremost, don't let the rail opponents set the agenda for current and future regional transit decisions. We (citizens, Metro, Tri-Met, JPACT member jurisdictions, etc.) need to remain in the lead on transit ideas. It's not likely that the rail opponents are truly transit advocates; they are clearly not land-use, density, urban or 2040 growth management advocates. Giving them free rein to frame the policy discussions in the post-vote aftermath discussions will not be constructive. Let them try to come up with strategies but they need to realize that their ideas have to pass the same scrutiny that light rail has had to undergo.

We need to form a comprehensive South-North transit plan, based on the 2040 goals and the growth management strategies that form our basis for light rail advocacy. This SNTP would initially review the viability of all transit mode options, thoroughly but fairly quickly, based on a menu-style approach not unlike the Puget Sound plan which includes HOV lanes, bus ways, express bus, neighborhood bus, streetcar, carpool, commuter rail, etc. as well as light rail. Light rail needs to remain in the discussion because it is likely to remain as part of the solution. Each of the options on the menu should receive some additional refined study so that the public can review the options side-by-side and make judgements and decisions based on factual (and rational) comparisons.

But the bottom line is that throughout this discussion we need to maintain and promote our basic principles (2040; transit first, freeways last; planning+transit=livability; urban not suburban; light rail transit as the core of a system interconnected with bus routes, etc.). Most of these principles are not shared by the No Rail constituency. But these principles are shared and supported by a majority of citizens in the region. This support has not gone away. We need to build on it.

SN-LRT: What Next? 09 Nov 98 Page 2

Here are some tasks that I think ought to be done now:

- **Complete the FEIS**

"You have to complete your homework even when the school burns down." This FEIS work is very nearly complete; when public support re-emerges and is articulated in support of SN-LRT, the detailed FEIS work will be a necessary re-starting point. So many decisions have been made as a result of the public consensus building process and they can't be wasted. The FEIS is the most comprehensive culmination of this effort. So, the North Portland crossing process should continue to a conclusion point even though the SN-LRT project is off-schedule for now.

- **Consider an additional MOS for the FEIS**

Since the base of support for SN-LRT is within Portland, we should consider adding a more-local MOS to the FEIS. This could provide another, more geographically-focused, option when the SN-LRT debate is reopened. What about a Portland-only initial segment such as Rose Quarter to Expo Center, or Kenton to N. Milwaukie?

- **Is the will of the voters, the same as the will of the people?**

Compare November vote results to November opinion polls of all residents, not just voters; if there's not a current opinion poll, do one soon.

- **Analyze the voting results**

Look at precinct returns, identify patterns and areas of stronger support. Also, compare the number of Metro region 'yes' votes as a percentage of Metro-region registered voters (not just those voting) for 1998, 1996, and 1994.

- **Write a New and Improved Facts and Myths about SN-LRT**

Review all of the rail opposition's written work from the campaign. Take them on point by point and provide the true facts (not the feel-good things, but the hard facts). It's important to have a detailed written compendium of each anti-rail argument along with a refutation (or acknowledgment where appropriate) in the public record now to provide an historical base for future discussions. The public's perception of LRT five years from now may be based on perceptions or misperceptions of what happened in 1998. This document will help assure an accurate accounting of the debate and the facts. We've got good starting material to work with: the Atlas Oregon campaign piece, the PSU urban studies faculty articles, David Reinhard's columns, the voter's guide, text of campaign advertising (radio, tv, etc.) Also, Metro and Tri-Met Community Relations staff have no shortage of details on the opinions raised at public meetings and over their voice mails and their observations should be included in this work.

SN-LRT: What Next? 09 Nov 98 Page 3

- Make MAX as good as it can possibly be.

Identify East-West Max problems and deficiencies, and correct them right away. There are more than a few. Improving the current MAX line can only help in the future sales efforts for LRT. Here are some areas to look at and work on:

- Make it run faster (fix the signal preemption system especially in Goose Hollow and downtown, reduce dwell times at stations, tighten schedules, improve speeds between stations.)
- Improve frequency (buy more vehicles to assure reliable frequency)
- Improve daily operations (provide extra trains at midpoints of route to fill-in for delayed train or to relieve unexpected crowding, especially at rush hour)
- Continue feel-good TV ads; keep the positive perception of MAX up; keep interesting new riders to try MAX
- Improve MAX-bus connections and timing; ensure that key bus routes that intersect MAX also have 10-minute service or better
- Keep the trains clean, safe and friendly: initiate a 'clean and safe' on-board program, similar to rider-advocates and APP patrols, but acting more like tour guides than patrollers

- Really work on the lrt system we have

Focus EW-MAX improvements in several areas:
 something practical: more LRT vehicles;
 something noticeable to occasional riders: higher capacity Rose Quarter LRT transit center for events;
 something cool: install real-time train arrival information at platforms, etc.)

- Accelerated Central City Streetcar Program

Careful, it's not a substitute for regional light rail, and it's not a substitute for SN-LRT, but . . .

a. CCSP Phase I-A: add budget for 2 more vehicles, based on higher ridership demand due to delay in SN-LRT construction

b. Phase I-A+: construct Mill Street extension as part of Phase One: extend streetcar through PSU urban center (as proposed in SN-LRT) with terminus at 4th & Harrison

c. Phase I-B: Riverplace and North Macadam: Accelerate planning for next phase so construction can continue as Phase I-A+ is completed.

d. Determine Phase Two: consider that Phase II-A may be across the Broadway Bridge; design Phase I-A Lovejoy track turns at 10th/11th to easily accommodate this line; consider installing crossovers and switches now in Phase I-A+ to avoid major disruption later; put rails in new Lovejoy ramp; be sure that the county's Broadway Bridge repair work includes rails, or is rail-ready.

SN-LRT: What Next? 09 Nov 98 Page 4Bureau and Jurisdictional Matches:

- PDOT/City: retain the City's SN match (intentioned and real \$'s) and use it for Central City transit, including South Mall, Streetcar, future regional rail, etc.

- Preserve as much of the funding mechanism and intergovernmental agreement on SN-LRT as possible; we may need it sooner rather than later.

- No more Metro regional \$'s to Clackamas County for roads and interchanges;

- Tri-Met: continue to reserve the local match \$'s by designating them for transit improvements in SN corridor (bus, signal priority systems, streetcar, future regional rail), and reserve funds also for EW-MAX capital improvements

• Busway preliminary design work for comparison purposes

We already know that the viability of busways in the Portland area is questionable. But we need to prove the point to the public. One way to do this is to do just enough design work to show clearly where a busway on I-5 and on McLoughlin would be placed; develop a plan showing a combination of HOV lanes on existing roadways plus new construction of exclusive bus ramps and lanes; overlay onto aerial photos of the alignment. Purpose: to show the construction impact, cost and logistical problems of actual busway construction. Up to now, the only thing that's been shown on maps with any detail is the impact of rail construction. Busway and freeway construction may sound better, until you see it on a map next to or on top of your house.

Other Observations:

- Let's stop being so polite. The bond measure failed largely because the opposition was unrelenting in their attacks. We need to not only advocate for superior transit solutions, but defend the superior transit solutions we already have in place. Clearly, we'll need to fight back, especially against the more spurious charges leveled specifically against LRT, Metro, Tri-Met and more generally against regionalism, regional planning, etc.

- We all agree on regional consensus for transportation and growth management policy. However, the typical regional resident still does not see themselves in a region, but more isolated within their own local area, be it Milwaukie, Wilsonville, Vancouver or NW Portland. Somehow an educational effort is needed to show the average citizen how interrelated the region is (or should be).

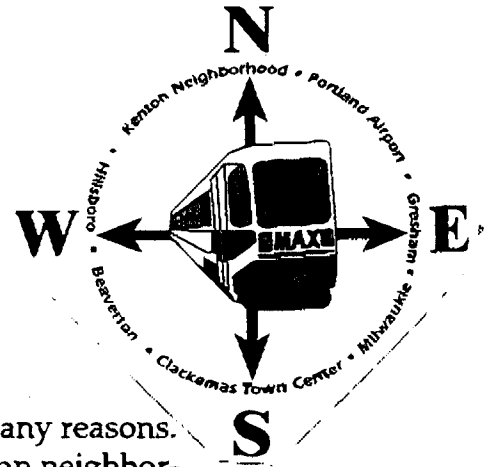
- What about North-Northeast Portland? Not only did the SN-LRT vote deprive these N-NE neighborhoods of a major transit infrastructure improvements, but also the failure of the PCC bond measure deprives the Cascade campus of major education infrastructure improvements. Given this double negative impact, what kind of improvements are possible in the MLK Blvd/Interstate Ave corridor in the near future?



Tuesday, October 27, 1998

Dear Friends:

Please join me in encouraging friends and neighbors to vote for South-North Light Rail. This is an extremely important vote and advance polls still indicate that the outcome is too close to call.



I'm supporting South-North Light Rail for many reasons. But one of my main reasons is because the city's urban neighborhoods in North/Northeast and Southeast Portland are long overdue in getting the same rail and bus transit improvements that we have already provided to the eastern and western suburbs.

Light rail has wide community support and has received clear majority approval in this region in past elections. In contrast, none of the supposed alternatives to light rail has attracted even moderate community support.

While some may quibble about some already-debated South-North alignment decisions, it is clear that if this project is not approved now, we will not see a light rail system serving North/Northeast and Southeast Portland for another ten years or more. To delay this project would be short-sighted and unfair. These neighborhoods are highly transit supportive and many residents here are counting on improved transit for their travel to work or school.

I hope that the optimism and forward-thinking that has typically characterized Portland's vision for the future will again prevail in this election, overcoming the narrow view and strident cynicism of the vocal minority's ongoing campaign against rail transit.

Light rail is the transit backbone of our region-wide transportation system. Without it, all of our other transportation choices become less efficient and more time-consuming.

The outcome of this vote on South-North Light Rail Measure 26-74 will clearly determine whether this unique metropolitan region will continue its rich heritage of innovation and hope, or whether we will start down the road to becoming just another average American metropolis.

Sincerely,

Steve Fosler
138 NE Stafford St

PS: If you need a lawn sign or more information, call me!
Phone (503) 241-9339. Be sure to vote next Tuesday!



NOV 10 1998

November 9, 1998

Metro
Joint Policy Advisory Committee on Transportation
600 NE Grand
Portland, Oregon 97232

Dear Sirs,

South-North lost out by design, a take it or leave it box built by a political agenda. The swing vote, people like me who support the light rail concept, but a flawed South-North line cost you the project. You heard it all throughout the hearing process but chose to ignore the input. Now you can not!

The focus of the original eastside light rail line (to reduce congestion on existing roadways) was lost in the South-North planning effort. South-North was viewed as a future development strategy rather than easing congestion for the people who were expected to pay for it. In addition to the high cost factor, collusion with big business downtown to put it on the mall made end to end connections untimely. Without the North end crossing the Columbia, the North line was no more than an expensive replacement for busses. The choice to go to Clackamas Town Center over using the McLoughlin corridor was viewed as only a subsidy to developers. Development and growth must start paying for itself.

I believe there is still one of two possibilities for additional light rail mileage short term if you move quickly and are willing to accept something less than a Rolls Royce:

1. The 205 Extension

Continue the Eastside grid system and make use of the already acquired right of way parallel to I-205. Extending the Airport line to Lents or Clackamas Town Center would help relieve overcrowding on the 82nd Avenue bus line as well as supporting the Lents urban renewal district.

2. The Brooklyn Extension

Continue Max Trains from the Airport South along SW 1st Avenue crossing the Willamette on the Hawthorne Bridge past OMSI to the South end of the Brooklyn Rail Yards where a multi-story park and ride would be built, constructed in such a manner it could be converted into an office building in the event rails are extended farther to the south. Stay out of Milwaukie for now.

Either choice could couple with the Airport line using that as the local match for Federal funding. No additional local taxes would be necessary if construction is kept to basics.

In addition, start thinking outside the previously built box and revisit some policies:

Quit building in congestion on our streets and roads, ie: curb extensions that include bus stops, motor vehicle lane reductions, bicycle priorities and traffic circles.

Keep costs down by maximizing the use of facilities already in place. Not everything has to be brand new or replaced.

Take the emphasis off moving people to and from downtown and work towards streamlining the movement of people directly between where they work and where they live.

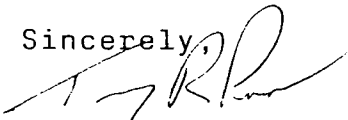
Tax the appropriate users and primary beneficiaries. Neither downtown Portland or bicyclists pay their fair share of the transportation system. Don't expect motor vehicles to pay for other alternatives and be willing to discuss funding options such as bicycle taxes openly with the public, even if you don't agree with them. That is the job of a public servant.

Bring the public in early to the planning process and counter balance the effects of special interest groups.

Have options and do reality checks.

So now it's time to have some humble pie and LISTEN to what people outside the usual downtown circle of friends have to say. Are you ready?

Sincerely,



Terry R. Parker
1527 NE 65th Ave
Portland, Oregon 97213

Wk Ph 768-1391 Hm Ph Eves 284-8742

Section Five:

Comments Submitted to Tri-Met (including E-Mail, Letters, Telephone Call Records)

SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT

> > >>Date: Thu, 05 Nov 1998 22:25:45 -0800
> > >>From: "Melvin Y.Zucker" <myz@hevanet.com>
> > >>Subject: We Wish You A Merry Christmas
> > >>
> > >>The vote in the region for south/north
> > >>light rail was held on Tuesday. We had
> > >>previously beaten it on a statewide
> > >>basis in 1996 to prevent any state funds
> > >>to be used for matching funding. At the
> > >>time, we won statewide but lost in the
> > >>Portland metro area.
> > >>
> > >>The forces of evil came back to obtain
> > >>all funding in the region (region being
> > >>the Tri Met transit district covering
> > >>parts of Multnomah, Clackamas and
> > >>Washington County). This is the core
> > >>constituency of light rail.
> > >>
> > >>Between 1996 and 1998, we did a lot of
> > >>grassroots work, Rotary neighborhood
> > >>speeches. In the suburb of Milwaukie,
> > >>light rail supporting council members
> > >>were recalled. When west side opened in
> > >>September, we did our own counts of both
> > >>light rail usage and the effect on the
> > >>roads. These reports are on the OTI web
> > >>site. It, finally, began to sink in that
> > >>light rail does nothing to relieve
> > >>congestion.
> > >>
> > >>The talk show hosts were very helpful
> > >>and it became rare to hear anyone defend
> > >>light rail's ability to provide
> > >>transportation benefits. Nevertheless,
> > >>many still support it because it looks
> > >>nice.
> > >>
> > >>The dark siders started advertising
> > >>early. They will have spent more than
> > >>\$1.1 million in this small region. We

continued →

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

> > >>did free cable access stuff and with
> > >>three weeks to go got \$130,000 to do
> > >>radio spots which started just 10 days
> > >>before the election.
> > >>
> > >>All of the proponents money came from
> > >>individuals and companies that stood to
> > >>gain from the projects, and I don't mean
> > >>by getting good transit. We received
> > >>\$100,000 from one individual who stood
> > >>nothing to gain besides the satisfaction
> > >>of knowing he was doing the right thing.
> > >>It's ironic that we have government
> > >>buildings, squares and light rail
> > >>stations named after the people that
> > >>have wasted taxpayer resources in the
> > >>worst possible ways and the folks who do
> > >>more for people, than they will ever
> > >>know, choose to go unnoticed.
> > >>
> > >>Three local transportation academics
> > >>(Tony Rufolo, Gerry Mildner and Ken
> > >>Dueker), bravely, came out of the closet
> > >>and Steve buckstein and John Charles at
> > >>Cascade Policy were in there all the
> > >>way.
> > >>
> > >>Our polling (cheap but apparently
> > >>effective) showed we would win about a
> > >>week out. It also showed absentee
> > >>
> > >>ballots running in our favor.
> > >>
> > >>The results of those who went to the
> > >>polls were close. They led in Multnomah
> > >>County (central city and county) and
> > >>were behind in Washington and Clackamas
> > >>counties. They did worst in the county
> > >>(Clackamas) that the line was supposed
> > >>to serve. By last night, it was 50% to
> > >>50% and the absentee ballots were
> > >>beginning to be counted. Each hour our
> > >>lead rose. We are projected to win by
> > >>4%. The official count won't be
> > >>available until late Friday.
> > >>
> > >>We had three additional handicaps:
> > >>
> > >>1. Randal O'Toole not being here. Randal
> > >>>wanted to make it more of a contest so
> > >>he took a fellowship at Yale. Craig
> > >>Flynn filled some big shoes and did a
> > >>great job.

Zucker
11/5

continued → - -

SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT

> > >>
> > >>2. We told the truth while they told
> > >>"whoppers." One of our best radio spots
> > >>was a Bill Clinton impersonator saying
> > >>"You think we tell whoppers in
> > >>Washington. You should hear the whoppers
> > >>those light rail people are saying in
> > >>Portland Oregon."

Zucker
11/5

> > >>3. The local paper, The Oregonian, acted
> > >>like an unregistered PAC.

> > >>
> > >>We, who have worked hard to beat-down
> > >>this wasteful and ineffective
> > >>transportation method, now have a more
> > >>difficult job -- trying to get a
> > >>metropolitan government completely out
> > >>of touch with reality to adopt a good
> > >>system. I hope we don't have to
> > >>implement every piece via the initiative
> > >>process.

> > >>Spread the good tidings.

> > >>
> > >>Mel Zucker
> > >>
> > >>--
> > >>Melvin Y. Zucker
> > >>Oregon Transportation Institute
> > >><<http://www.hevanet.com/oti>>
> > >>2222 NW Ramsey Drive, Portland, OR
> > >>97229-4205
> > >>Tel 503-292-2167 - Fax 503-292-0361 - E
> > >>Mail myz@hevanet.com

Customer Name: KATE DREW
Organization:
Address: 129TH/STARK
City ST Zip: PORTLAND
Phone: () 255-8432 Extn:
Other Info:

11.6.98
, OR

Notes:
Caller said she voted no on N/S because there is no parking at Gateway.
She went there at 10:30AM to go downtown to see a play. She had to drive.
Before Max expands, Tri-Met should take care of its existing passengers.
The caller said she is please that Max is a success and believes in it.

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Author: "Randolph Joseph Miller" [SMTP:randolph_joseph_miller_2@email.msn.com]
at TRIMET

Date: 11/6/98 6:56 PM

Since the voters rejected the north south light rail line I don't think you should ask them again to fund the same line. Instead you should ask them for a straighter line with less stations so it will run faster. You should also look to cut costs. I never got a decent explanation as to why the north south light rail was going to cost \$100 million per mile when other cities build light rail lines for less than \$30 million per mile. You should take lessons from them. I'm sure the voters would be more approving if it didn't cost so much. Another route might be an idea too. How about along the Willamette River with stops only at the bridges? That would make a good north south backbone.

name=Denise Pierce
from=denise.pierce@usa.net

phone=
v ng=

11.6.98

subject=North-South Light Rail

Comment=For the first time, I voted against light rail expansion. My decision had NOTHING to do with the ads run by light rail opponents.

It had everything to do with the recent news articles regarding the parking situation at light rail stations. Maybe if the individuals responsible for making the decision to purposely provide inadequate parking were regular mass transit users they would view things differently. For three years I regularly used the Gateway Transit station, struggling with not only find a safe parking place but any place at all! The transit station is 1 mile from my home, the next nearest parking lot about 5 miles. Using transit already added about 20 minutes to my daily commute, but I felt it was the responsible thing to do. Now I hear that you feel that I should have been driving an extra 5 miles (nearly the distance I would have driven to work!) or have added an additional 20 minutes or so in order to take a bus. This is not realistic thinking - I'm already sold on mass transit and I won't do it - how do you think you will attract new riders with this philosophy?

If I see any indication in the future that Trimet is able and willing to address the real needs and desires of their riders, I'll once again support proposed expansion. But, I will wait until then - I want to know my money is being spent wisely.

reply=noreply

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Subject: South/North failure--what's next?
Author: "Teil Jorgensen" [SMTP:teil@aracnet.com] at TRIMET
Date: 11/7/98 5:40 PM

Gentlemen and Ladies,

I want to say how sorry I was about the South/North light rail initiative not passing. It would have been nice to have a complementary system to the East/West line. Unfortunately people--well most Americans for that matter--are too attached to their cars. (I live and work downtown and am all for banning cars in the central city--oh well I digress.) Anyway, as I was surfing, I found some interesting information on Seattle's planned monorail system. Supposedly it's cheaper than light rail. Isn't this something to be considered? For one thing, we can't let Seattle best us in the realm of transportation. Portland needs to stay on cutting edge. By the way HOV diamond lanes are a good idea too. Why weren't they instituted years ago? I am glad that at least the MAX to PDX will be built. (Why weren't there ever express busses out there? I know the current travel time of upwards of an hour via bus is too long.)

Good luck with finding alternative means to move the masses--even the stubborn who just can't seem to leave their cars at home. If you get a chance, I'd like to get some sort of reply:)

Author: "COLAB" [SMTP:colab@teleport.com] at TRIMET
Date: 11/8/98 6:46 PM

To whom it may concern,

I am an architect and urban planner in Portland. I was very disappointed that the L.R. measure failed last week. I hope that all of you at Tri-met will continue in your efforts to provide a complete rail system for metro Portland. I would like to thank all of you for your hard work in attempting to serve this community. Please do not let the sooth sayers ruin a good idea and plan! Please continue in your efforts to do the smart thing. There has to be a way to accomplish this goal!

Thanks again.

Mark A. Engberg
COLAB
Architecture and Urban Design

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Subject: Light rail
Author: "Secret237@aol.com" [SMTP:Secret237@aol.com] at TRIMET
Date: 11/8/98 6:56 AM

How can you honestly think that this type of light rail works in this area??

It just doesn't solve ANY traffic problems.

Westside light rail was supposed to help the congestion on Hwy 26. Hwy 26 is still packed. Where is the solution that you said West-side light rail would provide??

Any thinking person would have known that Westside light rail wouldn't help this traffic problem. There have been many studies about just that and you choose to ignore these studies, why??

Westside light rail doesn't help ease traffic and that's it. Oh yea, maybe it help less than .5 percent. But why spend that much money on something that produces such little results??

Westside light rail is just about maxed out in terms of ridership too, so how we look to the future??

I live in Beaverton and I work at NE162 and Airport. I am a perfect candidate to use Westside light rail and I am finding it very hard to do so. I haven't yet, to go to work.

I live about 2 miles from the Beaverton station. How do I get there?? I would get dropped off about 3 miles from my work. How would I move myself the 3 miles??

Not to mention how long it would take me. I could take my bike, of course, in the rain. But Tri-met doesn't like bikes on the train at peak hours, I would be traveling at 3:00Pm. It is just very hard for me to justify. I have a small newer car which is very competitive on the cost of driving it to my work versus the \$1.40 I would have to pay each way on the train. I know that gas is not the only expensive involved in driving a car.

The reason the air quality has gone up in this area is NOT because of light rail. It is because of cleaner running cars, don't lie to me, please.

Believe me I am all for mass transit. But why not come up with a plan that really works?? What's wrong with that?? Why are you people so stuck on light rail??

I say pave over it and run busses on it!

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

> From: Scott Chapman [mailto:scott.chapman@worldnet.att.net]
 > Sent: Sunday, November 08, 1998 11:15 AM
 > To: Lynn Ann A. Peterson
 > Cc: meeky@cfst.org; lydia@mail.teleport.com;
 > djkwil@ix9.ix.netcom.com;
 > chris@orcouncil.org; evan@friends.org; randy@friends.org;
 > rll@friends.org
 > Subject: Re: Portland North/South light rail line (fwd)
 >
 >
 > This is not the only crowing that I've been subject to lately. The
 > other
 > side
 > seems to place a lot of emphasis on the merits (or their perceived
 > lack of)
 > of
 > LRT for the election results. What they discount is the public's
 > anti-tax
 > sentiments.
 >
 > I did a lot of phonebanking for various candidates and measures and
 > heard a
 > of negative comments for any tax increase, especially when they
 > wouldn't
 > see
 > any short term and personal benefits from it. As we see, it seems
 > only
 > public
 > safety and education were the only scared cows that were supported by
 > additional "taxes"
 >
 > Question remains, how can we gather support for bigger picture and
 > longer
 > range projects? The public needs to appreciate efforts that may
 > benefit
 > their
 > neighbors more than themselves and may not be absolutely necessary for
 > years
 > to come. I guess this is where we come in....

Rich Ford, acting manager Framers 5000 SE 18 th Avenue, 97202 236-9293	11/9/98		LPS potential displacement - status of vote - does Framers follow through with expansion plans?
Craig Ford 11 N Mason, 97217 813-5478	11/9/98		LPS potential displacement - status of vote - what does it mean?

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

<p>Annie Marshall Clark County resident</p>	<p>11/9/98</p>	<p>since the vote didn't pass, she wants to suggest other routes that would work better in her opinion - she believes the I-205 corridor would make more sense for LRT because of the growth; could connect at Gateway - she thought the route through the downtown Portland area was a mistake because it would tear up the mall - she feels that downtown Vancouver was destroyed by transportation projects so it is not cut off from the rest of the Vancouver area - she is concerned about the impacts of rapid growth and too much density - thinks there aren't enough jobs now for the area, yet people are recruited from other cities for high tech companies - also need to make MAX more attractive to ride by not making people stand up -need to add more trains.</p>
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Subject: Author: "Inga Albin" [SMTP:albini@ohsu.edu] at TRIMET
Date: 11/9/98 1:16 PM

Dear Mr. Hansen:

Following the recent election, puzzlement has been expressed in The Oregonian as to why the funding for a new light rail failed. Were I living in the Metro area, I also would have voted "no". Here are my reasons:

- . Before the west Max took over, I had 4 alternate bus routes I could take to work from the west side to downtown Portland.
- . It took me 20 minutes on the bus to reach my destination. It now takes me over 1 hour on the Max, and a connecting bus.
- . The Max is crowded. My pregnant coworker has to stand to and from work everyday. We always were able to get seats on the bus. The overhead hand rail is way too high to hang on to for average height women.
- . Max is not THAT dependable. Twice I've had to change trains because of malfunctions. The traffic on Sunset Hwy has not decreased appreciably because of the Max.
- . The shelters must have been designed by someone from warm climates: try keeping dry under those worthless shelters when the rain blows in from all directions. You folks must not be taking Max to work, or you would be more aware of all of its shortcomings. For the amount of money it took to build that worthless train, a network of buses would service the community much better.

You could eliminate some of our grumbling and put us in a more favorable frame of mind if some of our buses were re-instated.

Sincerely yours, Inga Albin

<p>Young Free Enterprises 1661 K Street Washougal, WA 98671 360/835-0908</p>	<p>11/10/98</p>	<p>LPS potential displacement at SE Gideon and 12th Ave. - Status of vote - what does it mean? Upset at the cost he has incurred on lost of commercial rental space - feels Metro should be disbanded.</p>
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**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Subject: A letter from a concerned rider
Author: "Wayne Phillips" [SMTP:wphillips01@sprynet.com] at TRIMET
Date: 11/13/98 9:27 AM

I am writing to you to discuss two things that are on my mind. First thing is that I strongly support mass transit. On November 3rd, I voted yes for South/North Light Rail and was very angry when I finally found out that there were more voters concerned with their own pocket books than giving a little for a system that has, and will continue to, give a lot in return. I wish that there was a way for me to legally add 50,000 more "yes" votes to that measure when I was at the ballot box. Please do not give up on South/North Light Rail. If I could I would donate the \$1.6 billion needed to build the line myself, but I am not Bill Gates.

The second issue is that I live near Murray Road in Beaverton and take the #62 to the MAX station. The closest bus stops are the ones immediately north and south of Butner Road. The other night I was headed home. I reached up to ring the "stop request" bell. The bus driver accidentally passed the bus stop because the route signs that are normally bolted to the bus stop shelters are gone. I would appreciate it if you could replace those so that the drivers would know to stop at them. Thank you
Wayne Phillips

Author: "ENorton714@aol.com" [SMTP:ENorton714@aol.com] at TRIMET
Date: 11/13/98 8:39 PM

Light is not working on the west side. You try to tell the people it's working. But the people living on the west side no better. That's why we voted the north-south line down. Your just kidding yourself and your fooling the people on the east side.

If you told them the truth of how you funnel the buses to light rail, you would not have the ridership you have now. Stop kidding yourself and wake to the fact that light rail really doesn't work.

Every bond issue that you put I and my family will be sure to vote it down. I put enough money for you and you don't need anymore. Try funding some other way without tax payers money.

Michael Kepcha 1-360-837-3922	11/13/98	he wanted to know what additional plans are being discussed, i.e. at JPACT since the vote didn't pass - would still like to suggest connection from North Portland to the airport - use the federal money before we lose the opportunity; he thinks the opponents got much more media attention than they should have - John Spence always gets attention in Clark County.
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**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

<p>Jim McCarthy 17919 SW Reisner Lane Sherwood, OR 97140 625-3959</p>	<p>11/13/98</p>	<p>wants to offer options to the South/North routes have 2 spurs - one from Oregon City to airport along I-205 (serves CTC, Mt Scott, etc.) with transfer at Gateway to downtown - another spur from downtown Beaverton along 217 to I-5 and to Wilsonville that serves Washington Square, Tigard and Lake Oswego - transit center at Boones Ferry Road - to Tualitan and Wilsonville Road exit.</p>
--	-----------------	--

name=Daryl Houtman
from=houtman@teleport.com
dayphone=231-7952
evening=
subject=tri-met gives up on light rail?
Comment=Dear Tri-Met

11-14-98

I am writing to express my concern with the response to the narrow defeat of the N/S light rail expansion. I have heard nothing about Tri-Met's intentions to move forward with a new N/S plan. Instead I hear reports of this region considering plans to build L.A. style tollways. Just what direction are we headed in hear in the Portland-Metro area?

Subject: Re: Light rail
Author: "Secret237@aol.com" [SMTP:Secret237@aol.com] at TRIMET
Date: 11/15/98 6:23 PM

I read in the paper that you do not understand why people voted down the North south light rail line. You think that people still want light rail but just don't want to pay so much for it.

The only way it can be viewed is this:

People don't want light rail. It was defeated, if people had wanted light rail it would have passed.

I come to this conclusion (as you should) for a number of reasons:

1. It did not pass in Washington county. If Westside light rail was such a wondrous thing as you say it is then it would have passed in WA county where the residents there (including me) now have it. People would have said: "Hey, this is pretty good." They didn't, I don't. People in WA county now know that it doesn't help with traffic problems.
2. It did not pass in Clackmas county. Right where it is panned to pass thru people don't want it. If they did they would have voted for it. They didn't.
3. People don't want to pay so much for it either. It just costs too much for the results it gives. I would not pay \$100 for one apple, I would do without, it's just too much.

Cont. →

**SOUTH/NORTH LIGHT RAIL PROJECT
POST-ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

But people have in the past have voted in big tax increases so I really don't think that "cost" was the ultimate decision in people voting it down.

The mayor of Beaverton, Drake, reflects my views best. He said: We are not out of it but I do think we need to look at other forms of mass transit. (not in those exact words)

I think we can do better than this type of mass transit.

I would be willing to pay for a study of what type of mass transit system would really work for this area. But it would have to be completely independent from Tri-Met or any other government agency. They are just too stuck on light rail. (the Lord in heaven only knows why)

Please let me know when the public hearing is.

I say pave over it and run busses on it.

Customer Name: KATHLEEN HAGERTY
Organization:
Address:

11/16/98

*Secret
237 11/15*

Notes:

Caller is pro light rail, but voted against the South/North measure. Caller voted no because she didn't like the train being routed into downtown and wanted it to stay on the east side of the river. She also didn't like the train going to Kenton, she felt it should either go to Vancouver or stop at Rose Quarter. Caller did like the southern alignment through Milwaukie and Clackamas.

Customer Name: MARTHA COX
Organization:
Address: 10942 SE VALLEY VIEW TERR.
City ST Zip: CLACKAMAS , OR 97015
Phone: () 698-5029 Extn:
Other Info:

11/17/98

Notes:

Caller has never been on Max because there are no bathrooms on the platforms She is disabled and needs to have bathrooms available.

Caller and others voted against N/S because they feel that issues with existing Max routes have not been met.

Scott Parker 289-4594 resident of N. Ptld	11/18/98		Reasons we lost the election and angry that it wasn't passed: 1. did not go to Clark County 2. need to have our route on
			Interstate. 3. Operations cost

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Karen Williams Eastmoreland NA, light rail 257-6261	11/18/98		Will write up some opinions of the "no" vote and forward to us. Believes we should have had a "plan B" in place in case of a no vote.
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Date received: ~~November 18, 1998~~
 Received by: Jan Shearer
 Caller: ~~Harold Neuman~~, business owner
 1500 N. Interstate

Mr. Neuman is an ardent supporter of light rail and is very disappointed at the Nov. 3 outcome. He has had a number of his customers talk to him about the failure and he would offer us 2 observations as to why many did not support the current measure:

- The alignment was tucked away from the community along the freeway which made it seem as if it were not a part of the community. Instead, it looked too much like the N. Portland portion was just a pass-through to get to somewhere else. "And nobody would ever want to wait for a train at a station tucked up against the freeway and out of the way. It's not safe."
- If the crossover location had been decided, voters would have known for certain what the alignment looked like and what the impacts were. Not knowing that information caused a doubt about whether they wanted to support it or not. Many felt that the further north the crossover was located, the less they would support the project.

NOTE: Mr. Neuman's business would have been acquired by the project. In spite of that, he still supported us and his desire was to be relocated on the Interstate alignment in the same community.

name=Michael Williams
 from=mwill1016@concentric.net
 dayphone=765-463-0171
 evening=765-463-0171
 subject=Airport MAX

11/19/98

Comment=I think the entire MAX light rail system is a great idea. The more light rail installed NOW, the better off the city will be in the future. After I complete my schooling here at Purdue University I intend to return to Portland and am looking forward to using the west extension which was almost complete when I left.

Ragini Singh 6527 N Interstate, 97217 289-4977	11/19/98		was an LPS displacement - wants to make improvements on home - needed status of project
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**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Subject: love light rail
Author: "Ruth Pollock" [SMTP:ruthp@nethost.multnomah.lib.or.us] at TRIMET
Date: 11/20/98 5:27 PM

I just wanted to let you know that I love light rail. People were incredibly stupid to vote against the North-South! May they all die of carbon monoxide poisoning! I'm a westsider and thanks to you guys my formerly torturous commute in a bus on route 26 is now a soothing train ride through beautifully landscaped areas. The wild flower gardens near Sunset transit center are especially nice, but all the landscaping enhances my ride tremendously. There's nothing about light rail that I don't like, and it's just a shame so many people don't realize how wonderful it is to have an alternative to being gridlocked. Keep up the good work!

Author: "Richard Cummins" [SMTP:donmacfat@hotmail.com] at TRIMET
Date: 11/24/98 7:23 PM
Priority: Normal
TO: SHEARER at tri-met_ws
Subject: North - south Max

Jan, I enjoyed talking with you last week. As I stated, I am disgusted and disillusioned that North-south Max was defeated at the polls. I ride Max daily and find it efficient, environmentally friendly and fun. I especially delight in seeing the train's so bright headlights at night beaming my way from the distance (I guess I'm just a big kid at heart). At any rate, I think Tri-Met is great and I wish you much success in developing a North-south alternative plan.
Sincerely, Richard Cummins 2139 West Burnside St. #205 Portland 97210. (P.S. I'm also glad my call last week made your day!)

Bill Price Price Industrial, 238 SE Gideon Portland, OR 97202 238-6717	11/25/98	on alignment - aunts SFR was displacement - very supportive of light rail - wants to help - suggested he attend one of the upcoming public "listening post" meetings.
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**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Notes:

Please see letter regarding why customer voted no on South/North and suggestions for improving the alignment.

Central City Summit Committee

To All:

12/2/98

LOU

BATTAMS

Congratulations on a successful 25 years! And hope for another 25!

7022 SW MITCHELL STREET
PORTLAND, OR
() 774-7085 Extn:
parsons@ncez.com

97206

My concern is the proposed North/South Light Rail Line.

First, I do not believe a line down the Mall would be a good idea and second, I believe we need to examine the potential users of such mass transit.

We have a great downtown Mall and related areas and construction would erase much of the good that has been done. I favor a route near the waterfront, say on First or Front. That would make construction much easier for almost everyone.

The potential riders of mass transit (and especially the proposed light rail line) is a more complicated issue. I believe that we need to examine whom we are building it for. Is it to bring workers to their jobs? Is it to bring shoppers to shops? Or? After focusing on who will be the passengers, we can be more specific about its location of light rail lines and bus lines.

From my perspective, I see the transit system as a "people to work" system. And, as such, it works fairly well. If, however, we are really serious about getting more people out of their cars and onto mass transit, we need to find out what it would take to do that.

Is it money? (If I can afford to drive, I will. Especially since the fares keep going up!)

Is it convenience?

Is "mass" transit only for others? (I'm not one of the "mass".)

Is it safe? (Some people I have talked to do not believe it is.)

So, I propose that we look more closely at the reasons people drive. (And not just why they say they do!)

For me, the cost of the ride needs to be reduced. Perhaps, if we are really serious about reducing driving, we need to reduce the cost, possibly even to zero! (Works in fareless square!)

I voted no on the North/South Light Rail measure on the last ballot, because I do not believe the current plan to put the line on the Mall is a good idea.

I believe that we need to look, first, at the reason for mass transit, shoppers, workers or? then look at the locations that would serve those needs.

This is an important part of the plan you will be making, so I hope you will look carefully at the North/South Light Rail Plan.

DEC-04 00 12:57 FROM: BRENDA STEVENS

SOUTH/NORTH LIGHT RAIL PROJECT POST- ELECTION CUSTOMER FEEDBACK NOVEMBER 5, 1998 - PRESENT

Subject: North-south light rail
Author: "Ed Stevens" [SMTP:ehs@teleport.com]
Date: 12/2/98 9:53 AM

Brenda Stevens*
11760 S.W. Lanewood St.
Portland, OR 97225
(503) 641-3868

Hi, Claudia!

We met last night at the CPO #1 meeting -- I spoke on pedestrian access from the Cedar Hills neighborhood to the Sunset Transit Center. Thanks so much for passing this letter along to anyone you think might be interested. Also, I am interested in serving on the service revision committee. Is this something that any citizen can volunteer for? Please let me know!

I wanted to let the Joint Advisory Committee know my reasons why, as an ardent supporter of light-rail and a user of mass transit, I voted against the north-south light rail line.

I love light rail. I think it's an important part of our mass transit plan. I've waited impatiently for the west side rail line to be completed, and I use it all the time. However, I was very disturbed by what happened to bus service once the line opened. I had seen light rail as a part of the equation, not the solution. When heavily used express lines such as the 94X disappeared, and formerly downtown lines such as the 89 were modified to only serve light rail stations, I began to lose interest in light rail. I have friends who bought houses along those bus lines so that they could use mass transit to get to work. Now their mass transit commute time has tripled or quadrupled, and they are driving to work... Who can blame someone for driving a car when their commute, formerly a twenty minute bus ride, would now mean catching a bus, catching a train, then catching another bus -- with wait times for each?

Another concern is the ease of access to light rail stations. The MAX is wonderful -- clean, fast, and frequent. However, getting to the Sunset Transit Center station can be difficult -- no parking available for most of the day, scanty pedestrian access, and a bus ride on infrequently running busses to get there. There are riders enough for all methods of mass transit if it is only convenient enough. Light rail planners need not worry that there will not be enough riders for light rail if bus lines to downtown are also available. There should be a whole network of mass transit available so that people are able use mass transit without thinking about it too much. More people will decide to use mass transit if frequently running, convenient lines for both bus and rail are available.

Although I use mass transit because it's "the right thing to do," I am a stay-at-home mother with a little extra time during the day. I've learned that in general, appealing to people's sense of altruism is not a good selling point. People with families and full-time jobs don't have the extra hour to spend on an inconvenient commute, if they have the option to drive.

To summarize, I believe that light rail can be a boon to the commuters of the Portland metro area. However, the decision FOR light rail should not have to be a decision AGAINST other forms of easy mass transit.

**SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Author: "Shawn Swagerty" [SMTP:swagerty@fergwell.com]

Date: 12/2/98 9:07 AM

[Testimony before Metro Council Transportation Committee, December 1, 1998,
Metro Council Chambers, 600 Grand Ave, NE, Portland, Oregon]

Greetings, Councilors, Metro Council staff, fellow citizens. I am Shawn Swagerty. I live in the Vernon neighborhood of Northeast Portland.

The question before us is how to best assemble a system that will meet our community's transportation needs now and, progressively, into the future. Such a transportation system would adaptively meet these needs while adding other benefits to life in our metropolitan area. Likewise, such a transportation system would avoid creating deleterious effects that would counter its advantages.

These past weeks have brought forth a few interesting transportation proposals. How many of these plans have merit? Let's have a look.

We hear renewed talk of freeways, bypasses, and beltways.

Studies and hard experiences since the 1940s have provided ample evidence to support the engineer's claim that you cannot reduce congestion by building more roads. The most famous recent study, done in England, concluded that expanded road capacity not only enables people to drive faster, but also causes people to drive more, thus eliminating most, if not all, of the benefits in time-savings and congestion, while adding to negative impacts on air quality and livability.

Experience and close examination have shown in city after city, region after region, that more freeways are no answer.

Not to worry: we have more inventive proposals on the table. A few examples are provided by some local spiritual descendants of bizzarro enchantress Ayn Rand. Among other schemes, all of which seem to involve either more asphalt on the ground or more carbon monoxide in our lungs, a local policy institute, which optimistically calls itself a "think tank," proposes that we pave over West Side light rail tracks and run express buses instead of trains.

In a breathless, poignant, and poorly reasoned article, this institute's "environmental policy director" extols the virtues of this fossil-fuel/greenhouse-gas-based solution. Unfortunately, he bases his enthusiasm on the seemingly unconscious assumptions that a rider who gets on at one end of a light rail line cannot get off until she has reached the opposite end of the line, and that nobody can get on or off in between. No wonder the institute could never figure out the Oregon Department of Transportation's actual figures for light rail ridership.

so much for policy analysis.

cont. →

**SOUTH/NORTH LIGHT RAIL PROJECT
POST-ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

But who needs analysis anyway, when we have an Op-Ed columnist for the Oregonian who proposed this past Sunday that we finance a fleet of Willamette River hovercraft to address the region's transportation challenges?

Though I'm a fan of this columnist until the bitter end, I must admit I was more than a bit disappointed with this proposal. I had expected from him, at the very least, a proposal for a system of neighborhood-based catapults that would toss commuters from the suburbs to downtown, and hurl eager shoppers to waiting nets and mattresses at Washington Square and Clackamas Town Center. Alas, it was not to be. And so I turned the page, disconsolately, to read of the further adventures of Dolly, Billy, PJ, and Barfy.

Swagerty
#2

What to do? Empirical analyses point to adoption of integrated transportation solutions as crucial to promoting better air quality, rational economic development, livability, and citizen mobility. As a burgeoning component of our own community's transportation system, light rail continues to prove itself a success to spite the nabobs. Ridership increases and exceeds goals.

Our experience of Light Rail Transit compares to that of cities across North America and Europe. Light rail promotes compact, sensible development, provides important arteries of systems fed by bicycles, buses, pedestrians, and automobiles, and all at a cost of less than that of one mothballed B-1 bomber, less than that of an expressway, less than that of a beltway.

Multnomah County voters knew a good thing when they saw it and voted for light rail. The City of Portland supports light rail. I urge that you, our officials, use this expressed will to find a way to proceed with the enhancement of our transportation system. A Portland leg of the South/North line, perhaps from Kenton to the Rose Quarter, perhaps from Brooklyn to the north would provide enormous benefits to the community and would enjoy public support.

Find a way to continue to build a coherent transportation system for our community, so that Portland will remain not only a model of rational development and growth, but also a great city in which to live.

Many thanks.

Customer Name: JENNIFER SPRADLEY
Organization:
Address: 1235 S.E. 88TH
City ST Zip: PORTLAND , OR 97216
Phone: () 253-0454 Extn:
Other Info:

Notes:

The customer said light rail has made transportation for her and her family so much easier, including the new light rail to Hillsboro. She also said she can't wait for the South/North line to be built. Keep up the good work.

SOUTH/NORTH LIGHT RAIL PROJECT
POST- ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT

Author: "APQuentin@aol.com" [SMTP:APQuentin@aol.com] at TRIMET
Date: 12/6/98 4:27 PM
Priority: Normal
BCC: BROWNE at tri-met_ws
TO: "browne@trimet.org" [SMTP:browne@trimet.org] at TRIMET
Subject: lightrail

Anna Browne, I saw your small corner piece in The Milwaukie Pilot, and thought it was a chance to ask a few questions.

First, I am retired but still driving. I can get most of my needs within Milwaukie or a general area of about 2 miles radius. So I am not likely to need Light Rail very much.

In following discussions about the subject lightly, I have never heard anything about PARKING. Sure there is parking at Clackamous Mall but how many people would want to do that if they were nearer to a station along the line.

I have lived in Greenwich, CT. and commuted to work in Manhattan for years. There were always parking lots near the rail stations. Or family members would drop you off at the station. But what if both husband and wife work. You need parking. And these days many couples both work.

I grew up through high school and college, living at home in Toronto Canada and using street cars and busses to get around the city. They had an integrated system which covered almost all of the city. With one fare and transfers you could get to any part of the city with very little walking. Later they added subways and modified the system so that busses both electrified or diesel, picked up people and dropped them off at subway stations. They even put in a line to the airport for an extra fare. When I moved away from Toronto I used that airport line on visits.

I was up on Grand Ave. here, one day recently and decided to follow the Light Rail out to Gresham. I did not see any parking lots or signs to parking lots at any stops. Does this mean they only get people who can walk to the line? Or get people dropped off by family members or neighbors?

I can't imagine a rail line being successful unless there are parking lots at EVERY STATION.

Please advise me if I am wrong. Many Thanks. Peter.

**SOUTH/NORTH LIGHT RAIL PROJECT
POST-ELECTION CUSTOMER FEEDBACK
NOVEMBER 5, 1998 - PRESENT**

Customer Name: BRAD NORRIS
Organization:
Address:
City ST Zip:
Phone: () 286-8448 Extn:

Other Info:

12/1/98

Notes:

Caller feels that the South/North project needs to be less expensive for voters to approve the plan. Caller thinks that leaving the train on the eastside of the river and not servicing downtown, would save a lot of money.

Recorder's Notes: Explained to caller that a majority of the money is from federal funding and they like to make sure the maximum amount of passengers will be serviced.

From: "Garry Johnson" <garryrj@ethergate.com>
To: MetCen.MRC-PO(trans)
Date: Wed, Dec 2, 1998 7:20 PM
Subject: Use of Existing Park and Rides

I voted against the south/north rail line because of your apparent lack of interest in delivering to the tax paying, bus riding public, continuing low cost bus transportation.

You have in existence a perfectly good park and ride lot at Cedar Hills Blvd and Butner Road that has been abandoned back to the state or feds. Max riders are parking on Butner to get to the Sunset transit center, and now that parking is being taken away. It seems this should be ringing bells somewhere in your organization that the empty parking lot be used again, and be serviced with shuttle buses to the Sunset Center.

Instead of reducing the number of bus lines, you should be increasing coverage everywhere. Convert the buses to natural gas burners. Reduce the cost of fares. (My gosh, you want to spend \$\$ on new construction, spend it on more subsidies.) My son has given up on public buses because he works swing shift throughout the metro area, but buses were not available for him to get home. Your system really only works for day time workers, not the other shifts.

I am really disgusted with your agenda, and will never again vote for public transportation.

Garry Johnson
garryrj@ethergate.com

Irene Johaneson
1501 N Hayden Island Drive, Space 31-D
Portland, OR 97217

12/4/98

She supports LRT and wants to know how she can help



METRO

To: MPAC, JPACT, MCCI and Metro Advisory Committee Chairs
From: Mike Burton, Metro Executive Officer
Re: Livable Community Awards
Date: Dec. 9, 1998

A handwritten signature in black ink, appearing to read "Mike Burton", is written over the "From:" line of the header.

Metro believes that citizen involvement is essential to good government. Providing meaningful opportunities in which people can participate results in the best policy decisions and regional planning process.

Citizens are actively involved in helping Metro protect those things they value most about living here: access to nature, clean air and water, a strong regional economy, resources for future generations, the ability to get around the region, safe and stable neighborhoods and access to arts and culture. In communities around the region, people are showing their commitment to work as our partners in building a future that works for all of us.

The *Livable Community Awards* program is intended to honor citizens who have worked with Metro and made outstanding contributions to these efforts.

I invite you to nominate someone from your community who is especially deserving for their contributions and assistance (serving on Metro committees, volunteer activities and/or in specific policy development). Applications are due to Metro no later than 5 p.m. on Wednesday, Jan. 13. Mail applications to the Metro Council Public Outreach Office at 600 NE Grand Ave., Portland, OR, 97232, or fax them to 797-1793. Winners will be announced at Metro's volunteer recognition event in early February.

I encourage you to consider taking the time to nominate someone for the *Livable Community Award*. Thank you for your consideration and continuing commitment to this region.

METRO'S

LIVABLE COMMUNITY AWARDS

NOMINATION FORM



METRO

Regional Services
*Creating livable
communities*

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1700

Web site
www.metro-region.org

Metro serves the 1.3 million people who live, work and play in the metropolitan area. Everything we do serves the values that people have told us they want to protect: access to nature, clean air and water, ability to get around the region, safe and stable neighborhoods, access to arts and culture, a strong regional economy and resources for future generations. Livable Community Awards are meant to honor citizens who are actively helping us protect, preserve and promote those values. Please take a few minutes to nominate someone from your community who deserves recognition!

Applications are due to the Metro Council Public Outreach Office no later than 5 p.m. Wednesday, Jan. 13. Mail applications to 600 NE Grand Ave., Portland, OR 97232 or fax them to 797-1793. Attach additional sheets if necessary. Selections will be made by judges picked from inside and outside the agency. The winners will be announced at the volunteer recognition event in early February.

Nominee _____ Phone _____

Nominee's title and/or affiliation _____

Nominated by _____ Phone _____

Metro value(s) award(s) for which person is being nominated for (*please check all that apply, but know that each value checked must be supported by information requested below:*

- | | |
|---|---|
| <input type="checkbox"/> Access to nature | <input type="checkbox"/> Ability to get around the region |
| <input type="checkbox"/> Clean air and water | <input type="checkbox"/> Safe and stable neighborhoods |
| <input type="checkbox"/> Strong regional economy | <input type="checkbox"/> Access to arts and culture |
| <input type="checkbox"/> Resources for future generations | |

1. How many years has this person served this region through involvement in his or her community (an estimation is OK).

2. Describe this person's involvement with Metro (committees served on, volunteer activities and/or role in specific policy development).

3. Describe this person's leadership qualities and/or long-term participation related to the value(s) for which he or she is nominated.

4. Give examples of how this person has collaborated with diverse viewpoints to get a goal accomplished.

5. How has this person demonstrated a commitment to creating livable communities in relation to the value(s) for which he or she is nominated?

6. Give examples of what this person has helped accomplish in relation to the value(s) for which he or she is nominated.

7. Provide any additional information that may be helpful to the selection committee.



Metro Public Hearing

Please print legibly!

Date: _____ Clerk's No.: _____

Name: Rob Kappa

Affiliation: MILWA COUNCILOR

Address: 1219 SE 38

City: MILWA Zip Code: _____

I wish to speak on agenda item#: SOUTH CROSSING

Subject: Bridge

For: _____ Against:

Have you testified previously on this subject? Yes: No: 93058



Metro Public Hearing

Please print legibly!

Date: 12/10/98 Clerk's No.: _____

Name: LEE LEIGHTON

Affiliation: SELLWOOD - MORELAND RESIDENT

Address: 6113 SE 17 AVE

City: PORTLAND OR Zip Code: 97202

I wish to speak on agenda item#: SOUTH WILLAMETTE RIVER CROSSING

Subject: _____

For: _____ Against: _____

Have you testified previously on this subject? Yes: No: 93058



Metro Public Hearing

Please print legibly!

Date: _____ Clerk's No.: _____

Name: Commissioner Diane Linn

Affiliation: Multnomah County

Address: 1120 SW 5th Suite 1500

City: Portland Zip Code: 97202

I wish to speak on agenda item#: 3

Subject: South River Crossing

For: _____ Against: _____

Have you testified previously on this subject? Yes: No: 93058



Metro Public Hearing

Please print legibly!

Date: 12-10 Clerk's No.: _____

Name: Carolyn Tomei (a)

Affiliation: Mayor of Milwaukie

Address: 11907 SE 19

City: Milwaukie Zip Code: 97222

I wish to speak on agenda item#: _____

Subject: Bridge Crossing

For: _____ Against: _____

Have you testified previously on this subject? Yes: No: 93058



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Metro Public Hearing

Please print legibly!

Date: 12/10/98 Clerk's No.:

Name: KEVIN DOWNING

Affiliation: SMILE

Address: 6202 SE 24th

City: PORTLAND

Zip Code: 97102

I wish to speak on agenda item#:

Subject: South Willamette Crossing Study

For:

Against:

Have you testified previously on this subject?

Yes:

No:

93058

COMMITTEE MEETING TITLE JPACT

DATE 12-10-98

NAME	AFFILIATION
CHARLIE HALLS	City of Portland
ROB DRAKE	CITIES OF WASH. COUNTY
KARL RONDE	C ³
Mary Leguy	WSDOT
Jim Hight	4-Cities E. County
David Bohman	Port of Portland
Bill Duggan	Clackamas Co.
Kay Van Sichel	OPOT
ROY ROGERS	WASHINGTON County
Shannon Kelley	Multnomah County
FRED HANSEN	TRI-MET
Jon Kvistad	Metro Council
Elsa Coleman	PDOT
Ann McManamen	SMILE
Dan Bartlett	Milwaukie
Marc Zoltan	City of PDX
STEVE DOTZLER	CITY of PORTLAND STAFF
Debi Pan	Mary's Credit Union
Dr. Eileen Brown	Sisters of the Holy Names
Denna Zajonc	Mary Woods at Mary Street
Scott L Rice	Cornelius City Council
ANNE DEVANE	SMILE - TRANS. COMMITTEE
STAN GIBERTI	Multnomah County
SIM RUSTVOLD	MILWAUKIE

COMMITTEE MEETING TITLE

SPACT

DATE

12-10-98

NAME

AFFILIATION

NAME	AFFILIATION
Gary Katsion	Kittelson & Associates, Inc.
Dan Hayden	ODOT
David Bragdon	Citizen
Rob Kappa	MILWA. COUNCELLER
LEE LEIGHTON	CITIZEN (SELLWOOD - MORELAND)
KEVIN DOWNING	SMILE TRANSPORTATION CHAIR
JOHN DILLON	Sellwood Bee
Susan Lee	Multnomah County
Jimmie Dingles	Multnomah County
Harold Lashey	" "
Karen Schilling	" "
Lynn Peterson	1000 Friends of Oregon
Scott King	Washington County
Ron Papsdorf	City of Gresham
Gary Michael	Milwaukie citizen
GORDON OLIVER	OREGONIAN
Dave Williams	ODOT
GB ARRINGTON	TRIMET
Michael Hoglund	Metro
Carolyn Tomer	Milwaukie Mayor
ROD STANOR	CLACKAMAS COUNTY