



# Briefing for Public-Private Task Force on Innovative Transportation Finance

South/North Transit Corridor Study

June 6, 1996



METRO

**Public-Private Task Force on  
Innovative Transportation Finance**

---

**South/North Light Rail Study  
Briefing Packet**

<b>I.</b>	<b>Proposed Project</b>	
	South/North Corridor “Snapshot” .....	1
	Purpose and Need .....	2
	Congressional Briefing Outline .....	3
	ISTEA Criteria .....	5
	Project Schedule .....	6
	Metro 2040 Growth Concept Facts .....	7
<b>II.</b>	<b>Project Segments</b>	
	Clackamas Regional Center .....	9
	Railroad Avenue .....	10
	Milwaukie Regional Center .....	11
	McLoughlin Boulevard .....	12
	South Willamette River Crossing .....	13
	Downtown Portland .....	14
	Elliot .....	15
	North Portland .....	16
	Hayden Island/Columbia River Crossing .....	17
	Downtown Vancouver .....	18
<b>III.</b>	<b>Oregon Legislature</b>	
	Light Rail Legislation .....	22
	Report of the House Interim Task Force on Light Rail .....	22
<b>IV.</b>	<b>Community Support</b>	
	Light Rail Ballot Measure Election Results by County .....	25
	Business Community Letters of Support .....	26
	Statewide Editorials of Support .....	50



Proposed Project



# South/North Transit Corridor Study "Snapshot"

## Need

- It is estimated that approximately 700,000 more people will live in the Portland Metro area by the year 2015.
- Congestion will increase and air quality will deteriorate.

## The Project

- A 21 mile line starting in Clackamas Town Center in the south and ending in near the Veteran Hospital and Clark College in the north.
- Phase Two: Extensions to the south to Oregon City and the area of 134th Street and Washington State University branch Campus to the north.

## Benefits

- By the year 2015, 68,000 trips per day will be taken on the South/North LRT. The South/North LRT Project and bus improvements would generate approximately 17 million new transit trips per year.
- Travel by light rail during rush hour between major points like Clackamas Town Center and the downtowns of Portland, Milwaukie and Vancouver would be faster than by car or buses.
- South/North LRT will add the equivalent long-term capacity of a six-lane freeway from Vancouver through downtown Portland to Milwaukie and the Clackamas Town Center at approximately half the cost.
- Approximately 53,000 full time family-wage jobs would be created by the project during the construction period.
- In the year 2015, South/North LRT would reduce air pollution by approximately 720 tons per year.
- There would be \$11 to \$13 million savings per year in congestion cost for freight movement from the project.

## South/North Purpose & Need

The problems and opportunities that exist within the South/North Corridor set a context for defining and evaluating the transit alternatives.

- **Growth.** Population growth in the region over the next 20 years is forecast to exceed 700,000. Historically, the South/North Corridor population and employment are growing at a faster rate than the region as a whole. Growth policies in both states are structured to utilize transit improvements to focus development within major transit corridors. The Growth Management Act (GMA) strategy in Clark County includes the identification of three regional activity centers and the implementation of transit overlay districts. The Region 2040 process in the Oregon portion of the region identified Regional Centers which are located within corridors which are planned to be served by high capacity transit (HCT).
- **Traffic Problems.** Traffic in the South/North Corridor is exceeding the capacity of many of the roads and intersections within the highway system. For example, most of McLoughlin Boulevard is currently highly congested with a level of service of E or F (A is best, F is worst). In the north, traffic across the Columbia River has almost doubled since the opening of the I-205 Bridge with projections for continued growth well into the future, causing demand to exceed capacity during the key commute periods.
- **Transit Problems.** As the highway network becomes congested, the bus network, which shares the road with cars and trucks, experiences longer travel times and high levels of unreliability. Deterioration in speed and reliability of buses increases operating costs, deters ridership and costs transit riders thousands of person hours a day through longer bus trips.
- **Regional Plans.** For almost 20 years, the Region has shaped its land use and transportation plans based upon the expectation that high capacity transit (HCT) would be provided within the South/North Corridor. Those plans have sized the road network, defined the comprehensive land use plans and implemented a bus network that would be served by and enhance an HCT facility.
- **New State Regulations.** Both Oregon and Washington jurisdictions face tougher state regulations affecting transportation and land use planning. Oregon now requires that the Region plan for a 20 percent reduction in the per capita vehicle miles traveled and a 10 percent reduction in the per capita number of parking spaces. In Washington, the Clark County area is required to adopt a commute trip reduction ordinance that would result in a 35 percent drop in trips to major employers by 1999.
- **Economic Health.** There is growing concern that reduced accessibility within the South/North Corridor may reduce its ability to attract and retain industrial and commercial development in the Corridor. This trend adds to the concern in Clark County regarding the relative loss of per capita income compared to the Region. Further, concurrency requirements within Washington may limit new developments if the transportation system is inadequate to handle new demand.
- **Air Quality.** The Region is currently "marginal" for ozone and "moderate" for carbon monoxide. Transit expansion is a key element of the Region's proposed Air Quality Maintenance Plan.

**Congressional Briefing**  
South/North Light Rail Project  
March 6-7, 1996  
Washington, D.C.

Status

In November 1994 the Portland metropolitan area voters approved \$475 million in general obligation bonds for the South/North Project. In July of 1995, the Oregon Legislature approved \$375 million in lottery backed state bonds for the project. The Legislature repassed the funding in February 1996 after the Oregon Supreme Court found a technical flaw in the legislation.

The 21-mile long bi-state project will run between the Clackamas Regional Center in Oregon and Vancouver, Washington. Capital costs are estimated to be \$1.4 billion in 1994 dollars (\$2.4 billion in year of expenditure dollars). The project is proposed to be constructed in two segments over two authorization periods. Metro estimates the line will carry about 68,000 daily riders or 22.2 million per year by 2015.

FTA approval to enter Preliminary Engineering is pending. The project recently completed a Major Investment Study which evaluated a full range of mode and alignment options.

To avoid the possibility of a protracted legal battle, Oregon Governor John Kitzhaber recently vetoed the emergency clause in two of the three light rail bills passed during the February 1 special session. Gathering 48,841 valid signatures by May 2 is required to refer the measures to the November 1996 ballot. There remains strong support for the South/North Project in the Portland region, as well as throughout the state. The light rail funding measure includes \$375 million for transportation projects outside the metropolitan area. This change does not alter the region's timetable or effort to secure federal authorization.

FY '97 Appropriations Request

The region would like to move the South/North Project forward in the FY 97 appropriations cycle. However, the top appropriations priority for the region and the state is completion of the Westside-Hillsboro LRT Project. Efforts to advance the South/North Project should be pursued, but should not diminish the Section 3 funds available for Westside-Hillsboro completion. In light of the state and regional appropriations priority and the limited availability of Section 3 funds, a line item appropriation does not seem to present the most attractive alternative.

**Report Language**

The FY 1996 Transportation Appropriations Act report (104-286) contains the following language:

*"The conferees note that the Oregon legislature and Portland area voters have approved \$850 million in local and state funds for the South-North corridor project. The conferees support the inclusion of the South-North corridor in the Portland area program of interrelated projects and note that a project financing plan, based on a discretionary (section 3) share of fifty percent of the total project costs, will be considered should the Portland region seek funding for this project."*

Additional language may be requested to update the current status of the project: \$375 million of State of Oregon funds re-instated at the February 1-2, 1996 special session of the Oregon Legislature; FTA approval to enter PE is expected soon; FTA approval of \$13.1 million in federal e(4) funds for the completion of PE/DEIS work is expected soon; considerable progress has been made in narrowing of alignment options.

ISTEA included Westside-Hillsboro in a category of projects called "a program of interrelated projects". The region would like to explore the opportunity of expanding the FY96 language to fully amend the South/North Project into the program of interrelated projects.

### **Appropriations From Other Sources**

There may be other opportunities to advance the South/North Project without diminishing the Westside-Hillsboro effort. Two possibilities may be:

1. Reallocation of Authority. There has been some interest in looking at unused authority from other communities that could be partially reallocated to the S.W. Washington, N.W. Oregon area. The funds might be used for preliminary engineering, final engineering, right of way acquisition and construction in the South/North Corridor. The Region is interested in continuing to look at this opportunity and the possibility of making appropriations against this authority.
2. Infrastructure Banks. While it is still unclear how the banks could be utilized to the advantage of the South/North Project, we are interested in pursuing opportunities to advance this bi-state project through an infrastructure bank. This option would provide the greatest utility if the bank were capitalized from funds not otherwise available to be appropriated to the region.

### **ISTEA Reauthorization**

Tri-Met will seek a \$750 million authorization of Section 3 "New Start" funds for Segment #1 of the South/North Project in the upcoming ISTEA. Also in the upcoming ISTEA, a "contingent commitment" of \$675 million will be sought for Segment #2. Based on current estimates, the total federal requirement is \$1.425 billion which represents a 50 percent federal share for the project. As this amount is too large to achieve in one federal authorization bill, our strategy is to obtain this commitment over two federal authorization periods.

## South/North and ISTE A Criteria

### Overview

The summary below outlines the S/N Transit Corridor Study results for several key factors or criteria emphasized by ISTE A.

#### 1. Ridership

Metro estimates that the full-length LRT line would carry about 68,000 daily riders in the year 2015. The South/North LRT Project and bus improvements would generate approximately 17 million more transit trips per year than are projected for the Corridor with the "financially constrained" all-bus transit network.

#### 2. Mobility Improvements

The South/North LRT would serve the congested I-5 and McLoughlin Boulevard travel markets, improving traffic service levels and providing mobility benefits to major concentrations of transportation disadvantaged persons.

Travel times would be approximately 33 percent quicker between the Portland Central Business District (CBD) and the major activity centers located within the Corridor as compared to an all-bus system. For example, the transit travel time between the Milwaukie CBD and the Portland CBD would be 28 minutes with an all-bus network and 18 minutes with South/North LRT.

The full-length South/North LRT would result in over 8,900 hours per weekday in travel time savings to transit riders and highway users compared to an all-bus network in the Corridor. Together these reductions in travel time would represent a savings of over \$30 million per year.

#### 3. Land Use

Transit supportive land use controls, including growth boundaries to constrain sprawl, are in place in both Oregon and Washington portions of the Corridor.

There are transit-supportive comprehensive plans in all jurisdictions along the Corridor. Parking controls are in effect in downtown Portland. Station area planning activities are currently underway for all station areas in the Corridor.

#### 4. Operating Efficiencies

South/North LRT would cost \$0.92 per rider to operate. Comparatively, system-wide operating costs per transit passenger would be \$1.51 with an all-bus network in the South/North Corridor and \$1.48 with South/North LRT.

#### 5. Cost Effectiveness

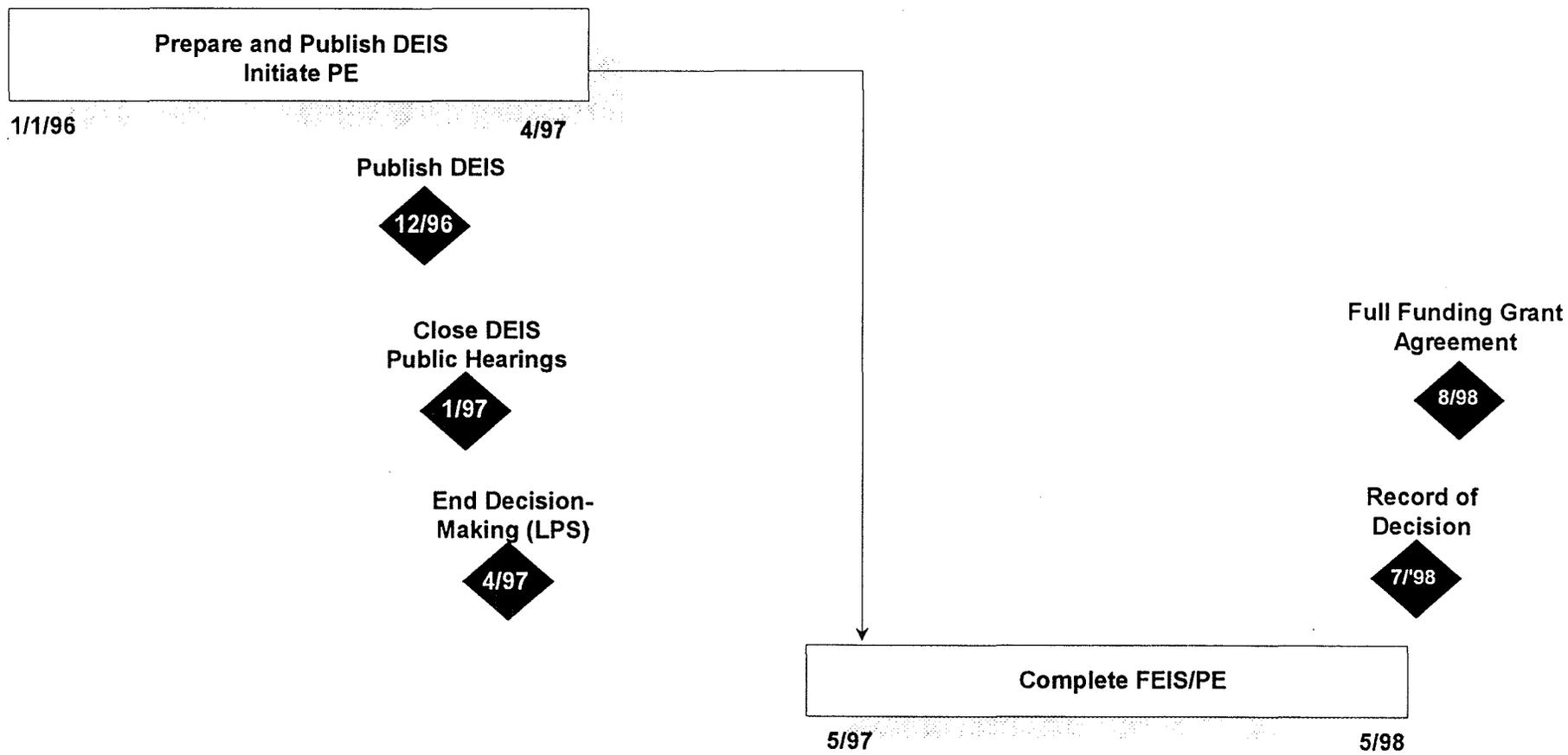
The full-length South/North project would exhibit a \$7.52 federal Cost Effectiveness Index (CEI) assuming the discount rates and value of travel time recently provided by FTA.

#### 6. Environmental

The Portland/Vancouver Metropolitan region is currently in non-attainment for both ozone and carbon monoxide. Forty percent of the emissions reduction required to maintain air quality standards must come from transportation sources. Twenty percent of that reduction is estimated to come from the South/North LRT and related land use densities. The project is estimated to account for a reduction of 720 tons of air contaminants per year.

i:\sncri0229

# South/North Schedule January 5, 1996

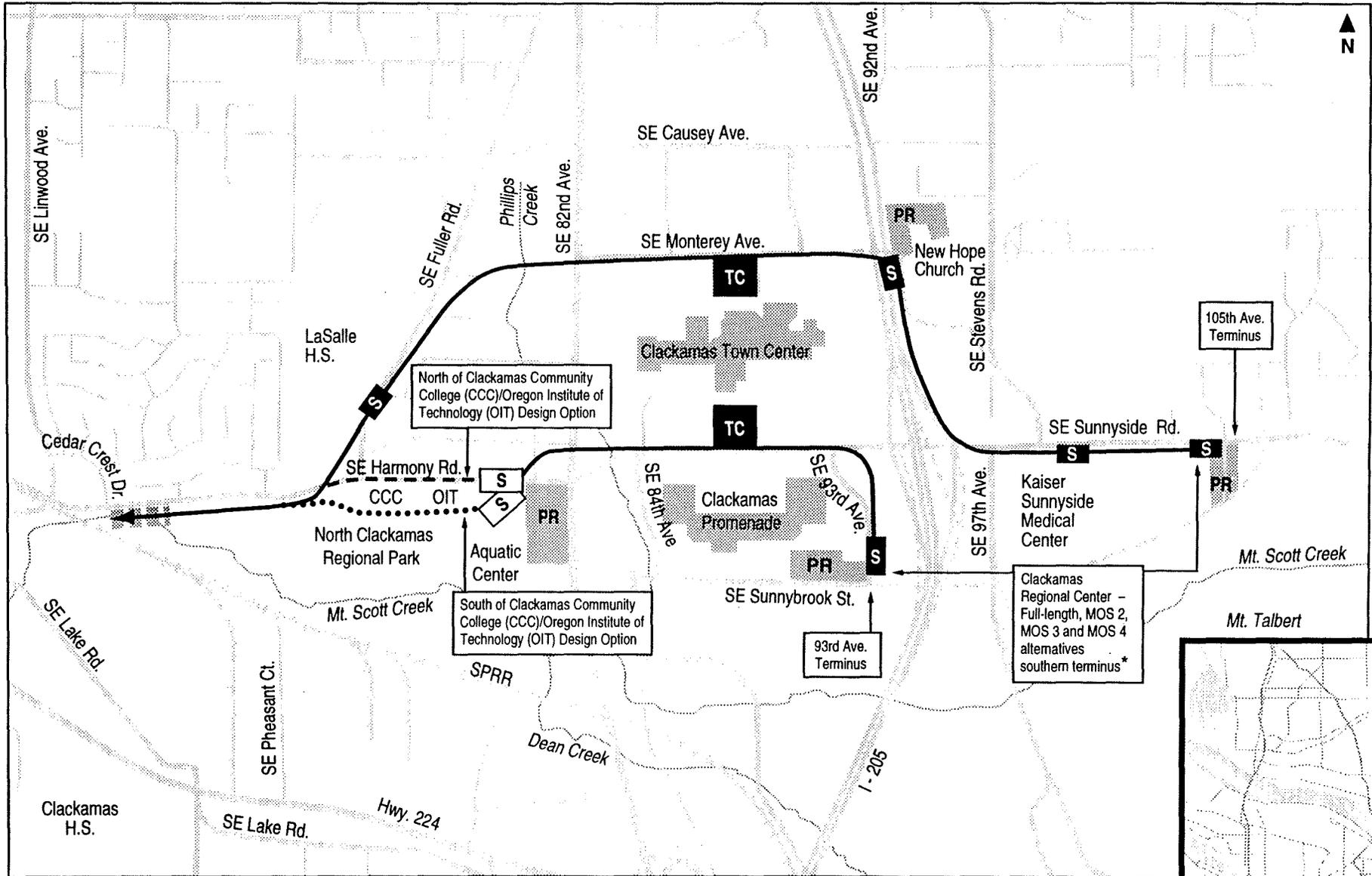


## Metro 2040 Growth Concept Facts

- **Growth Concept Status.** The Metro 2040 Growth concept was adopted by the directly elected Metro Council on December 8, 1994 as the description of official Metro policy direction for the Urban Growth Boundary management and growth management of the greater Portland, Oregon metropolitan region. The Urban Growth Boundary was adopted in 1979 and is intended to be expanded as growth occurs inside it. Since 1979, only about 1% increase has occurred to the boundary.
- **UGB Expansion.** Metro's Urban Growth Boundary (UGB) is currently about 232,000 acres in size. The Metro 2040 Growth Concept calls for expansion by 4,000 acres by the year 2015 - a **2% increase in 20 years.**
- **Population Growth.** Within Metro's UGB, there are 1,200,000 people. An additional 500,000 people will be accommodated by the year 2015 within the UGB.
- **Employment Growth.** Most new jobs will be accommodated within the bounds of the present urban growth boundary. **Only 0-4% of new jobs are expected be located outside the present UGB.**
- **Development Location.** The Metro 2040 Growth Concept promotes compact development. It does so by encouraging growth in areas with high levels of existing or planned transit service, including **Station Areas, Mainstreets, Corridors, the City Center and Regional Centers.** **These areas are planned to accommodate 59% of total job growth and 30% of total household growth.**
- **Residential Lot Size.** The Metro 2040 Growth Concept calls for **reducing the present average lot size of 8,000 square feet to 6,200 square feet** (an average of 5,300 square feet in Inner Neighborhoods, and an average of 7,000 square feet in Neighborhoods).

\*\*\*\*

## Proposed Segments



# Clackamas Regional Center

- North of Clackamas Town Center
- South of Clackamas Town Center

Light Rail Alignment Alternatives

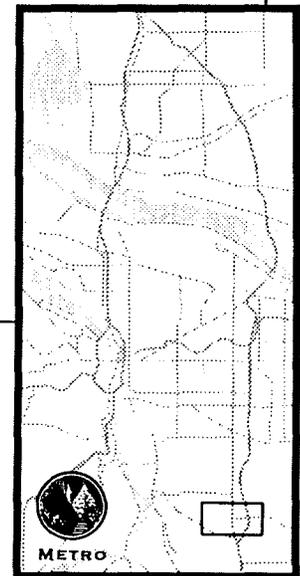
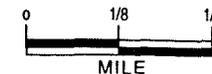
June 1996

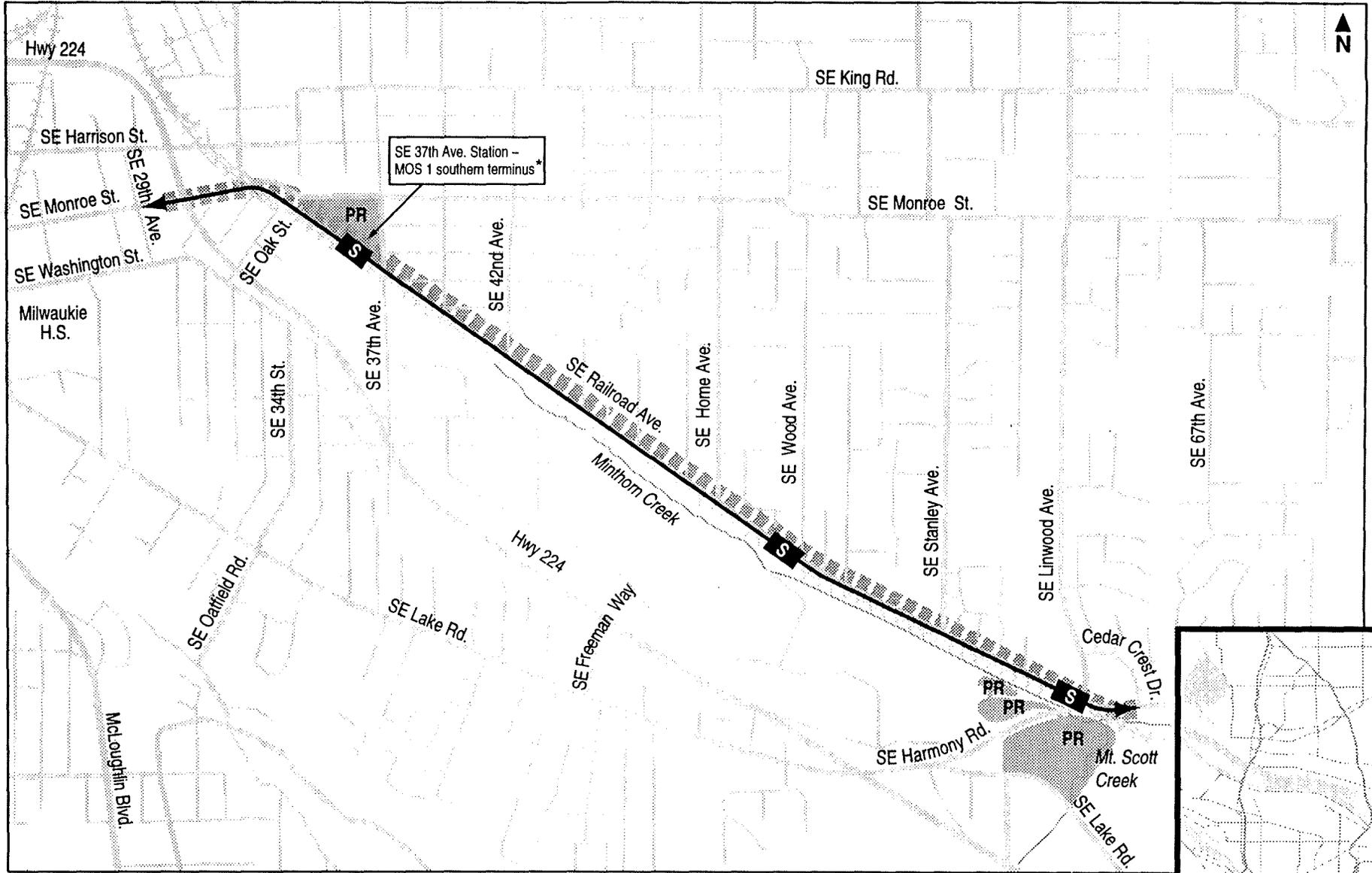
- LRT Alignment Alternatives
- Preliminary Engineering Step One Segment
- Station
- LRT Design Options

- Transit Center
- Proposed ODOT/Clackamas County Roadway
- Park-and-Ride
- Existing Railroad

**Note:** Alignment, station and park-and-ride locations are currently under study and may change.

\*MOS refers to a segment of the full-length alternative called a Minimum Operable Segment.





# Railroad Avenue

June 1996

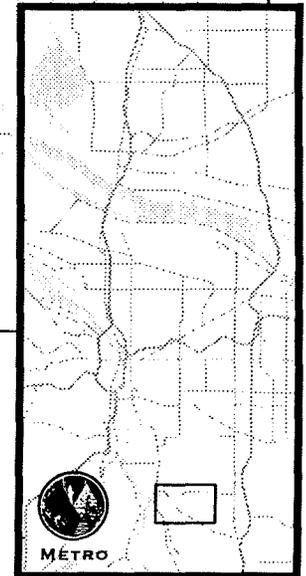
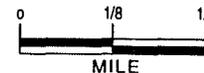
Light Rail Alignment Alternatives

- LRT Alignment Alternative
- Station
- Existing Railroad

- Park-and-Ride
- Preliminary Engineering Step One Segment

**Note:** Alignment, station and park-and-ride locations are currently under study and may change.

\*MOS refers to a segment of the full-length alternative called a Minimum Operable Segment.

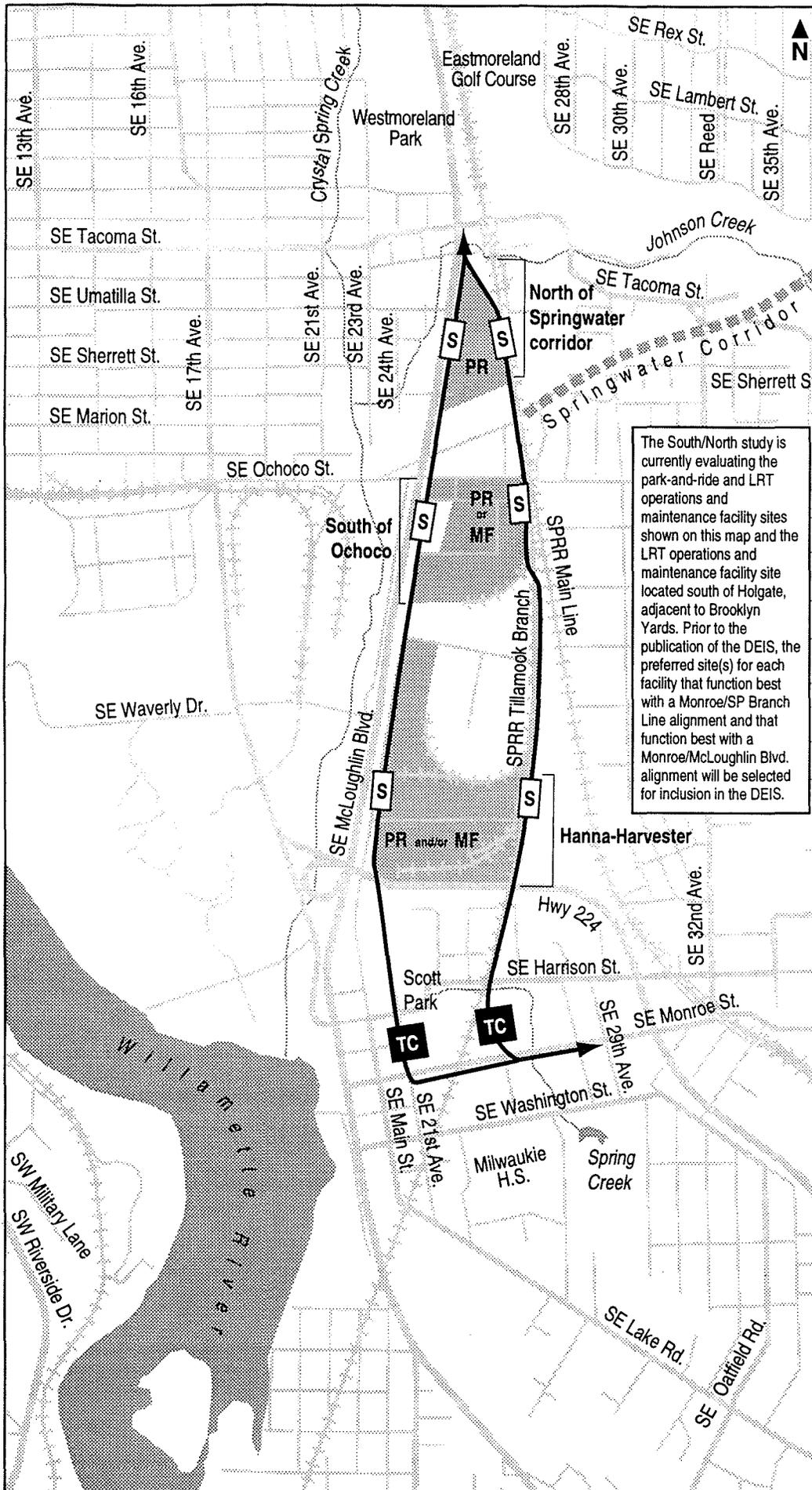


# Milwaukie Regional Center

- Monroe/SP Branch Line
- Monroe/McLoughlin Blvd.

June 1996

**Note:** Alignment, station, LRT operations and maintenance facility and park-and-ride locations are currently under study and may change.



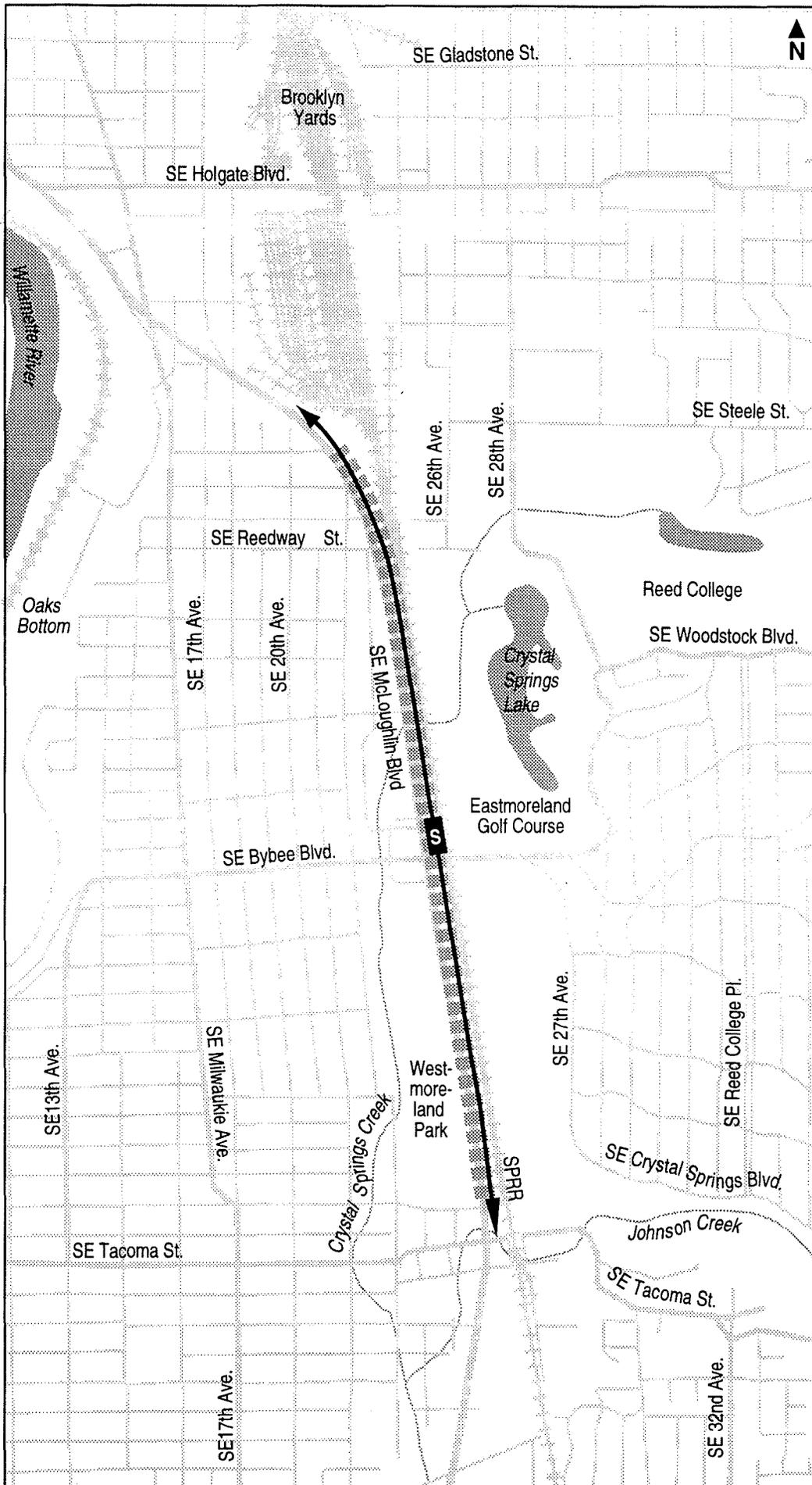
The South/North study is currently evaluating the park-and-ride and LRT operations and maintenance facility sites shown on this map and the LRT operations and maintenance facility site located south of Holgate, adjacent to Brooklyn Yards. Prior to the publication of the DEIS, the preferred site(s) for each facility that function best with a Monroe/SP Branch Line alignment and that function best with a Monroe/McLoughlin Blvd. alignment will be selected for inclusion in the DEIS.



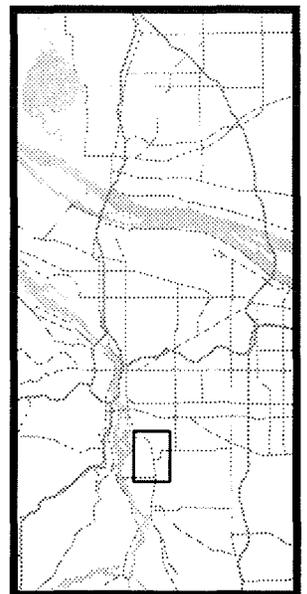
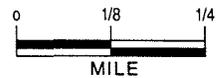
# McLoughlin Boulevard

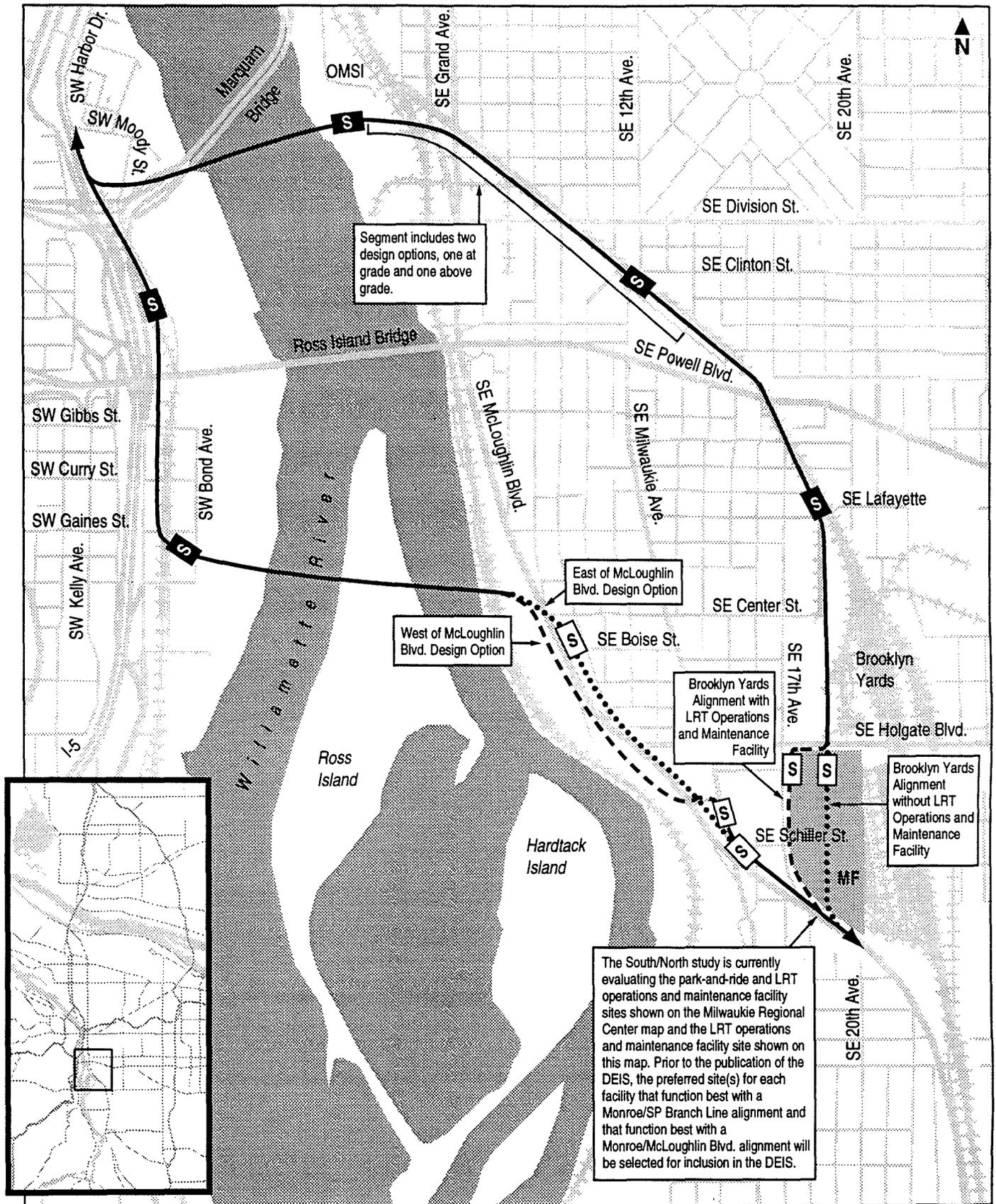
June 1996

**Note:** Alignment and station locations are currently under study and may change.



-  LRT Alignment Alternative
-  Station
-  Preliminary Engineering Step One Segment
-  Existing Railroad





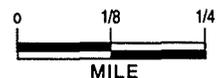
# South Willamette River Crossing

- Brooklyn Yards/Caruthers
  - Ross Island Crossing
- June 1996

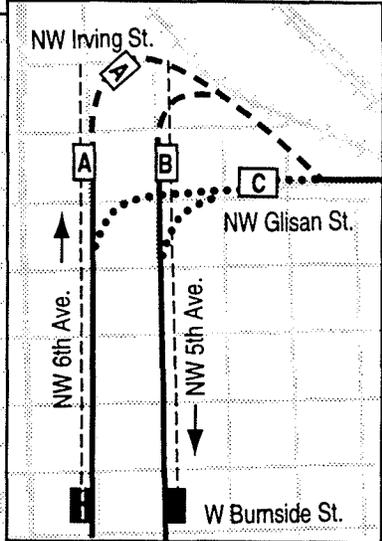
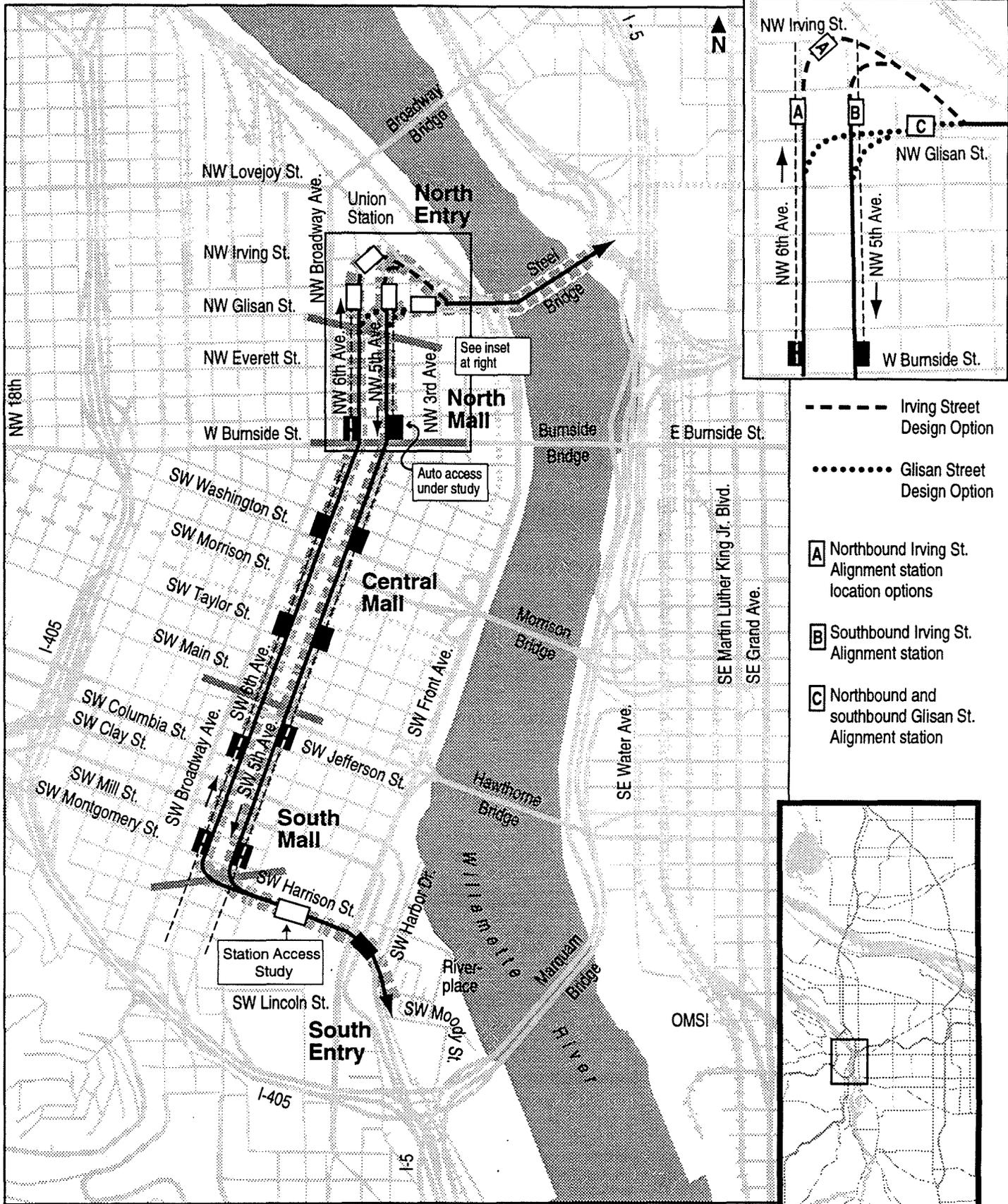
Light Rail Alignment Alternatives

- LRT Alignment Alternatives
- S — Station
- S — LRT Design Options
- Existing Railroad

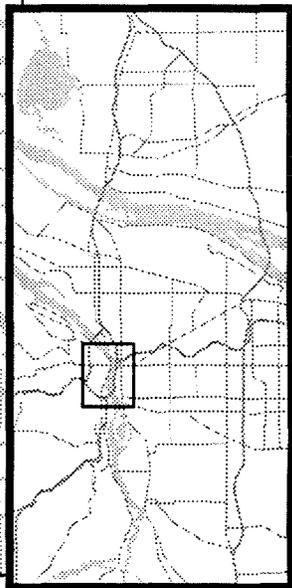
MF LRT Operations and Maintenance Facility



**Note:** Alignment, station and LRT operations and maintenance facility locations are currently under study and may change.



- Irving Street Design Option
- ..... Glisan Street Design Option
- A** Northbound Irving St. Alignment station location options
- B** Southbound Irving St. Alignment station
- C** Northbound and southbound Glisan St. Alignment station



# Downtown Portland

• Transit Mall

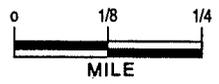
**Light Rail Alignment Alternatives**

June 1996

- LRT Alignment Alternative
- LRT Design Options
- ..... MAX
- ..... Westside LRT
- Existing railroad
- Preliminary Engineering Step One Segment
- Mall auto access
- Station with no auto access on Mall
- Station with auto access on Mall



**Note:** Alignment and station locations are currently under study and may change.



# Eliot

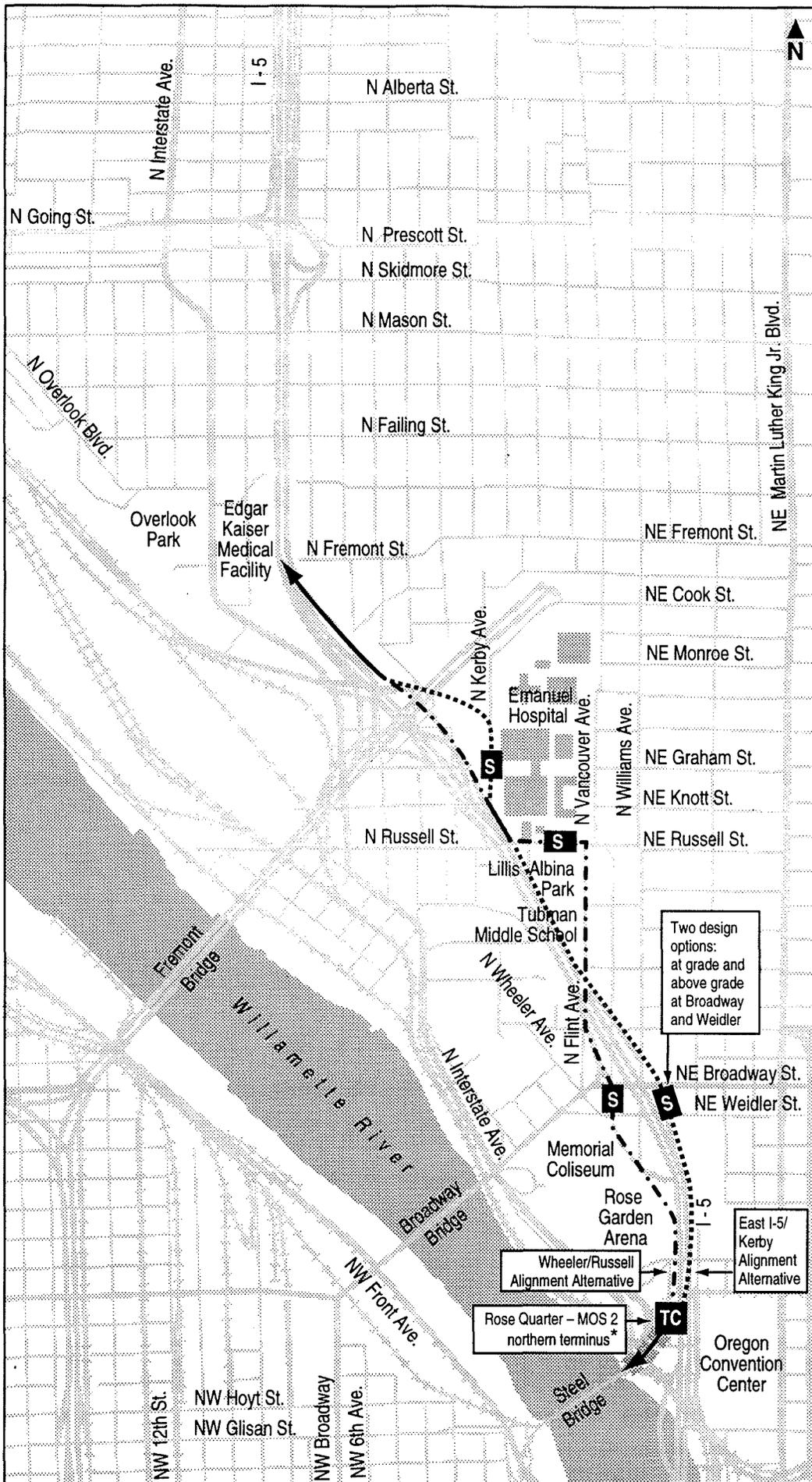
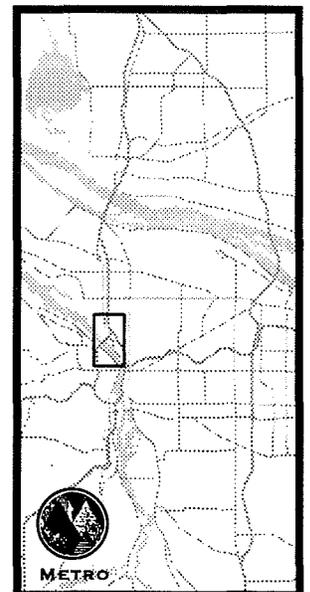
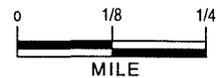
- Wheeler/Russell
- East I-5/Kerby

June 1996

**Note:** Alignment and station locations are currently under study and may change.

\*MOS refers to a segment of the full-length alternative called a Minimum Operable Segment.

- Wheeler/Russell LRT Alignment Alternative
- ..... I-5/Kerby LRT Alignment Alternative
- Common Alignment
- S — Station
- Existing Railroad
- ▨ Preliminary Engineering Step One Segment
- TC Transit Center

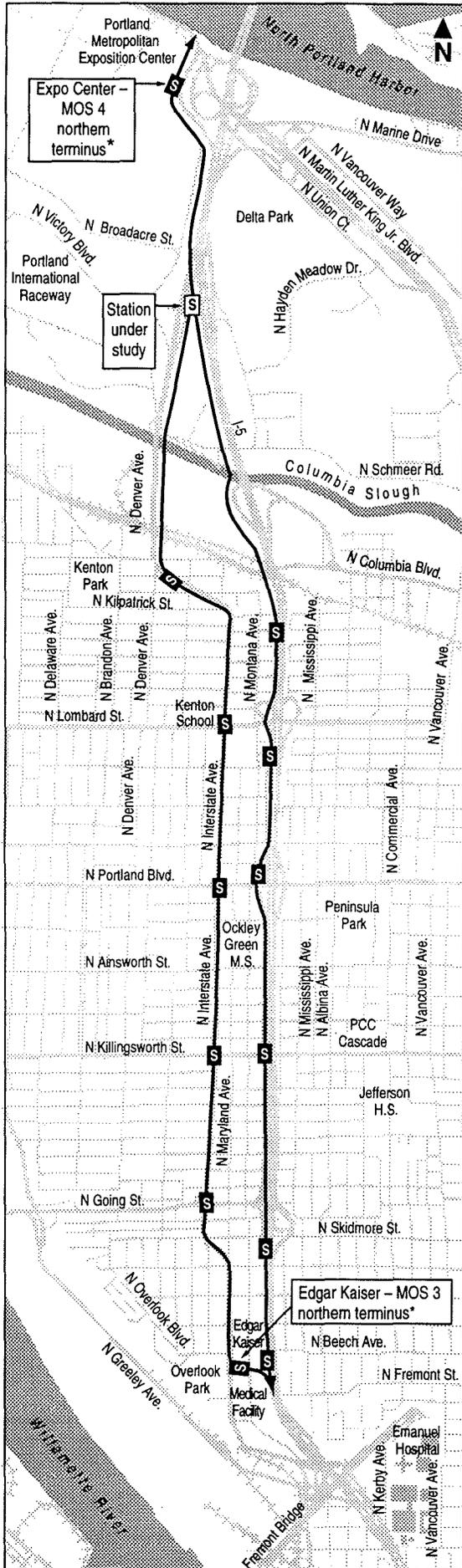


Two design options:  
at grade and above grade  
at Broadway  
and Weidler

Wheeler/Russell  
Alignment Alternative

Rose Quarter - MOS 2  
northern terminus\*

East I-5/  
Kerby  
Alignment  
Alternative



## North Portland

- Interstate Ave.
- I-5

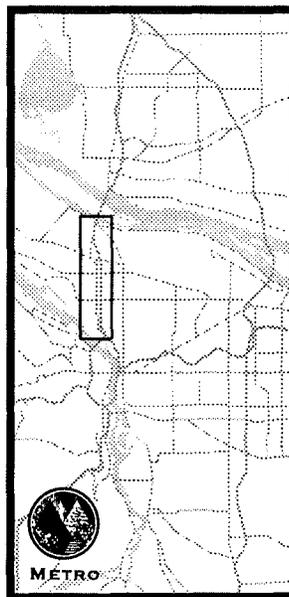
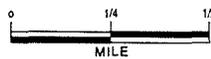
June 1996

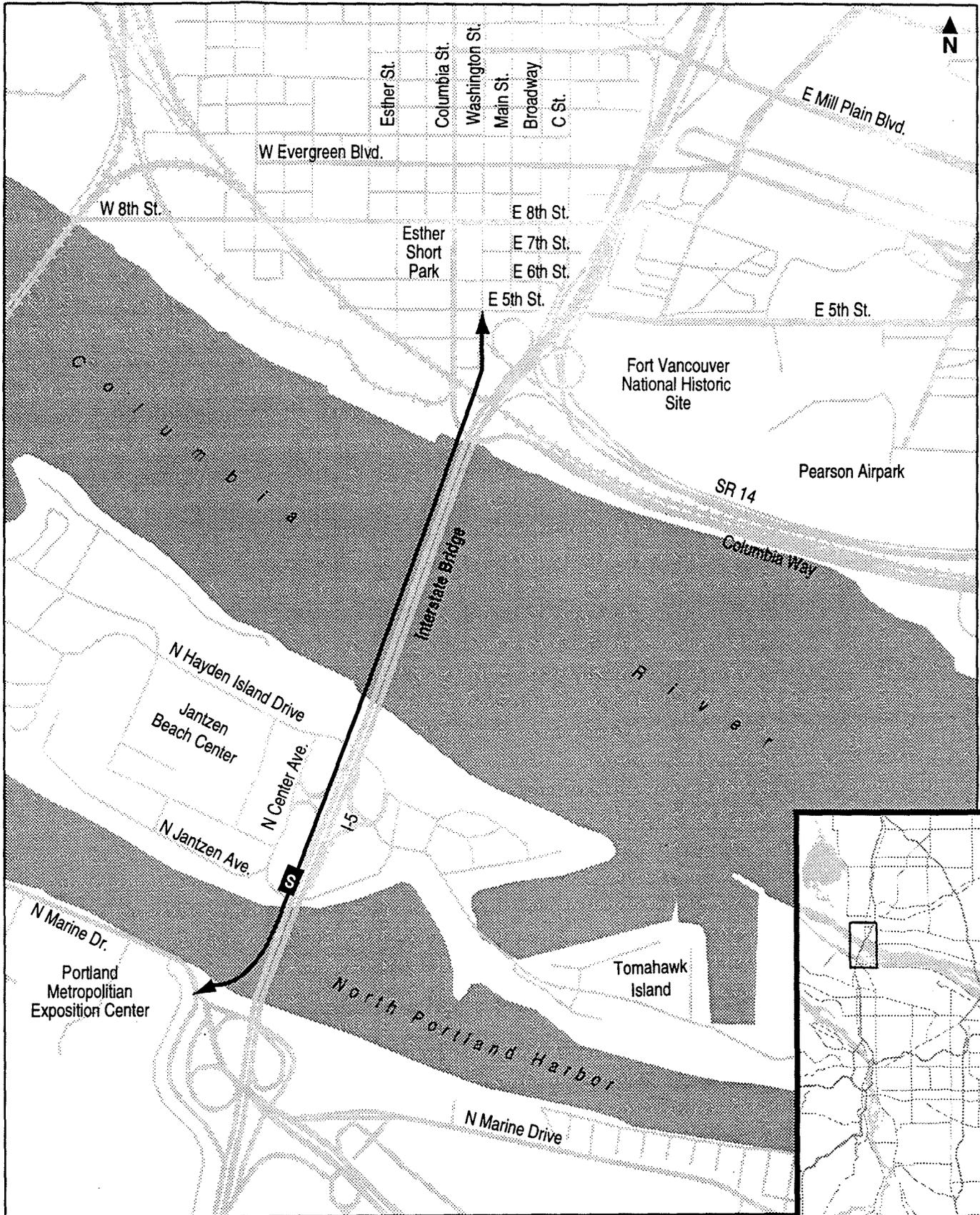
**Note:** Alignment and station locations are currently under study and may change.

A crossover option warranting further study will be determined after technical data for the DEIS is available. The crossover option would connect an I-5 alignment in the south to an Interstate Avenue alignment in the north.

\*MOS refers to a segment of the full-length alternative called a Minimum Operable Segment.

- LRT Alignment Alternatives
- S — Station
- Existing Railroad



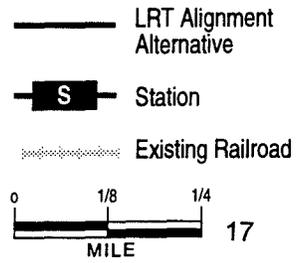


# Hayden Island/ Columbia River Crossing

• West of I-5/Lift Span Bridge

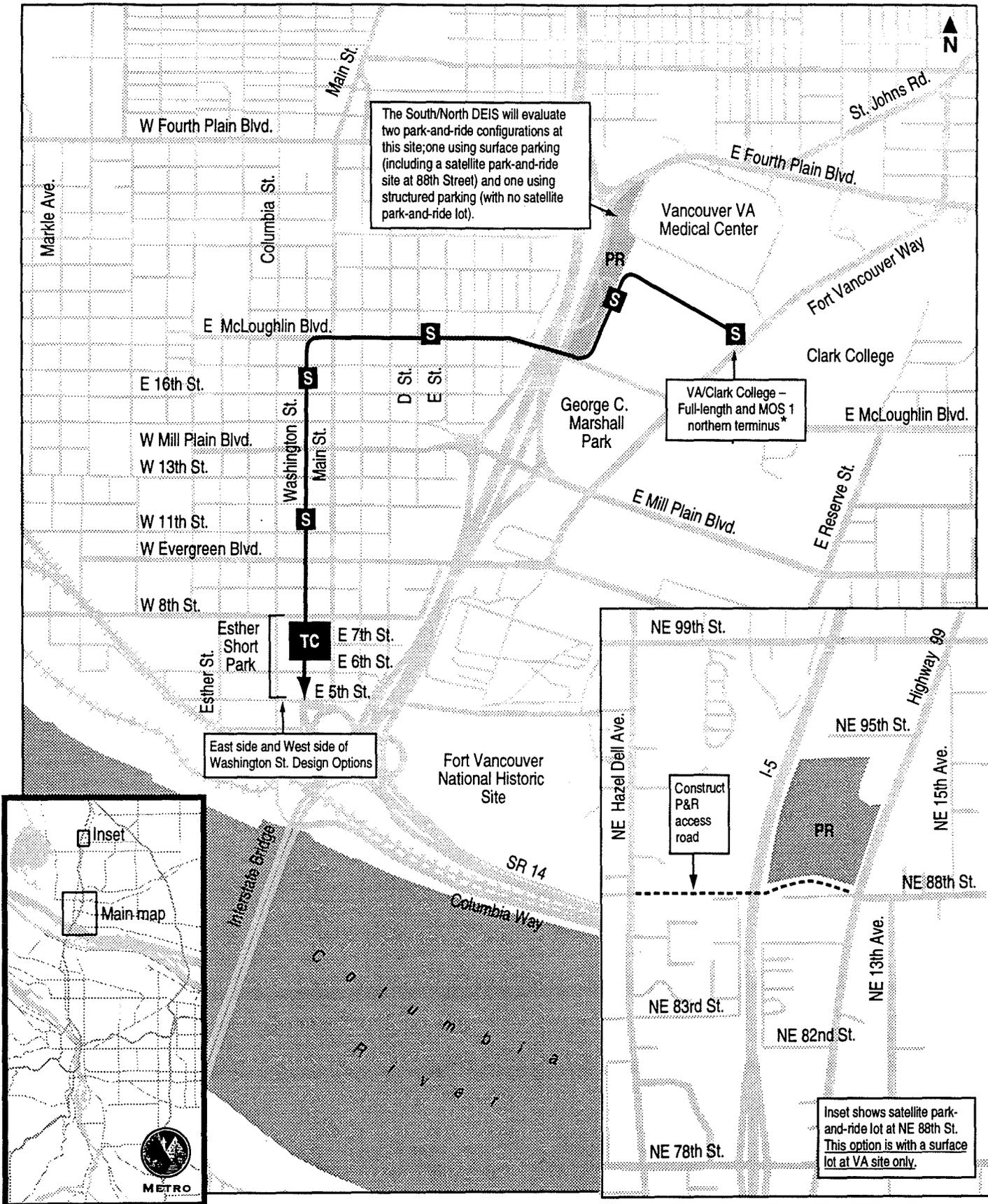
Light Rail  
Alignment  
Alternatives

June 1996



**Note:** Alignment and station locations are currently under study and may change.





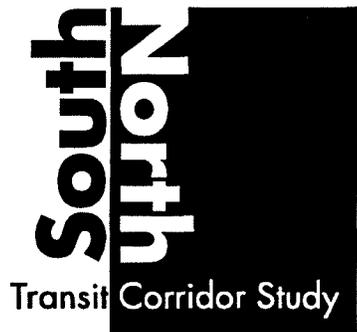
The South/North DEIS will evaluate two park-and-ride configurations at this site; one using surface parking (including a satellite park-and-ride site at 88th Street) and one using structured parking (with no satellite park-and-ride lot).

VA/Clark College - Full-length and MOS 1 northern terminus\*

East side and West side of Washington St. Design Options

Construct P&R access road

Inset shows satellite park-and-ride lot at NE 88th St. This option is with a surface lot at VA site only.



Oregon Legislature

# News-Register

Compromise delivers light rail plan

**Columbian**  
**Light rail**  
**stays alive**  
**in Oregon**

*The Oregonian*  
**Light rail survives Salem**

*Statesman Journal*  
**Light-rail proposal speeds into easy victory**

*The Register-Guard*  
**Mission accomplished**

*The Oregonian*  
**Light rail built with downstate help**

# Kitzhaber signs rail bill

Charles Deister

for *The Clackamas Review*

9-7-95

On a whistle stop visit to Milwaukie Tuesday morning, Governor John Kitzhaber signed the South/North light rail bill into law.

A crowd of about 80 people, including Milwaukie Mayor Craig Lomnicki, President of the Oregon Senate, Sen. Gordon Smith, Sen. Bill Kenemer, and Representatives Larry Sowa and Jane Lokan, gathered in front of City Hall in Milwaukie to witness the signing of the bill,

"Without the vision and per-

severance of many here today," said the Governor, "we would not be here today."

The bill was the product of this summer's hotly contested special session that almost ended without any light rail bill passing either the House or Senate.

What had been expected to be a one-day session in early July to pass light rail, became a week-long knock-down-drag-out fight among legislators. Kitzhaber called the session without a bill in hand, nor had he lined up supporters. This combined with the desire of conservative Republicans in the House

to kill the project altogether to create a stressful special session that caused cracks in the Republican legislative leadership.

Problems arose from the beginning of the session when it became clear that for political reasons, Speaker of the House Bev Clarno could not let the light rail bill onto the House floor for a vote, even though it was widely known that the votes existed to pass the bill before the full House.

After a week of heated caucus meetings, which came close to creating a melt-down of the

Turn to Kitzhaber Page A3

in order to finance rural roads.

The bill became a catch-all for Republican legislators who held the bill hostage until the Governor agreed to a version that included riders for bills the Governor had vetoed during the 1995 regular session of the legislature.

As finally passed by the House and Senate, the bill not only provides \$490 million for light rail construction and financing, but also includes pro-

visions relating to the Oregon Forest Practices Act, confined animal feeding operations, state preemption of pesticide regulation, land use, exemption from liability for noise pollution from shooting ranges and juvenile salmon protection.

Just before signing the bill, Kitzhaber joked about wanting a line item veto, in reference to the many provisions in the bill, unrelated to light rail, that he disagreed with, but acquiesced to in

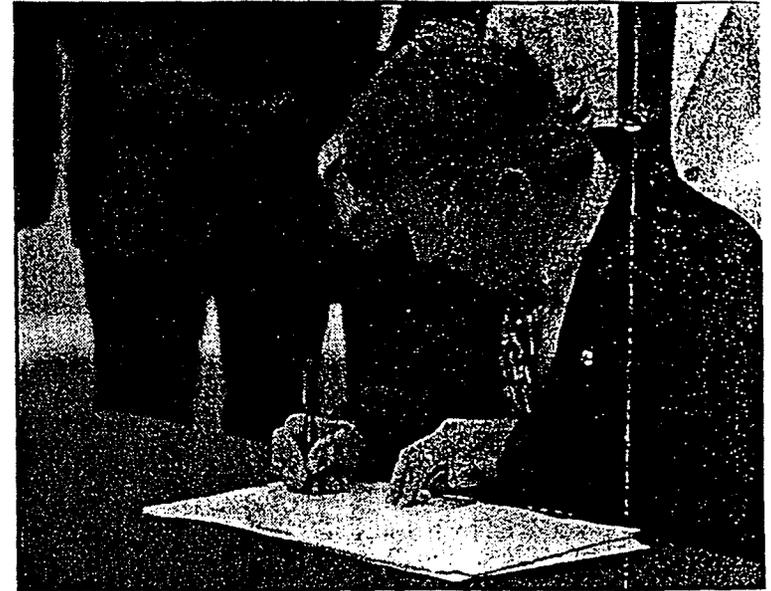


Photo by RYAN NISKA

Gov. Kitzhaber signs the South/North light rail bill Tuesday in Milwaukie

21

## Kitzhaber

Continued from Page A1

House GOP organization, a deal was finally struck.

In order to garner support from rural GOP hold-outs on light rail, Clarno, Senate President Gordon Smith and Kitzhaber agreed to give Oregon counties the same amount of money light rail would receive,

order to save the project. He stressed the importance of South/North light rail to Milwaukie and the region and said we need to "to have the ability to continue to invest, maintain and when necessary, expand the state's transportation system.

"I want to urge all of you who worked so hard to join me over the next 18 months to create a long-term transportation strategy for the state of Oregon."

## **Key Conclusions Drawn from the Report of the House Interim Task Force on Light Rail**

### **THE SOUTH/NORTH LIGHT RAIL IS AN ESSENTIAL ELEMENT OF THE PORTLAND REGION'S GROWTH MANAGEMENT STRATEGY**

- The Portland region is expecting an influx of 500,000 to 700,000 additional persons over the next 20 years. Without an integrated land use and transportation strategy, livability will decline, sprawl will occur, farm and forest land will be lost and the regional and state economy will suffer.
- The Task Force indicated that: *"A coordinated planning approach that recognizes the effect transportation investments have on land use is essential under the Oregon system . . . Light rail is part of Portland's comprehensive strategy to address these land use issues by integrating transportation and land use, managing growth and maintaining livability."*

### **A DECISION ON LIGHT RAIL FUNDING IS NEEDED NOW**

- Letters received from Senator Hatfield and Representative Bunn explain that state funding is needed now to compete for an earmarking in the upcoming federal transportation funding authorization bill.
- The Task Force indicated that the *"Existence of the non-federal match for projects will be critical for establishing the viability of the projects."*
- Without the state funding commitment, the opportunity to secure \$750 million of federal funding would be lost as would be about 32,000 job-years of family wage jobs, \$1.4 billion in wages for Oregonians and \$119 million in state income tax proceeds.

### **EASTSIDE MAX HAS BEEN SUCCESSFUL**

The Task Force considered criticisms of the existing Eastside MAX line and determined that:

- Eastside MAX was *"actually constructed \$7.5 million under budget."*
- Ridership on the Tri-Met system is increasing, in particular on light rail--not decreasing as asserted by opponents.
- Eastside MAX ridership forecasts for the year 2005 are already being exceeded. This is because growth in the region is exceeding past forecasts and is not overstated as asserted by opponents.
- More than half of existing MAX riders are new riders to the transit system--not a nominal number as asserted by opponents.
- Over \$1 billion in new development has occurred along the MAX line.

### **THE DATA ON THE SOUTH/NORTH PROJECT PRESENTED BY TRI-MET AND METRO IS VALID**

- An independent Expert Review Panel consisting of academicians and practitioners from around the country determined that *"sound methodology and generally accepted planning practices were used to show that:*
  - *Light rail provides the highest corridor transit ridership and best opportunity to meet local land use, development and redevelopment objectives . . .*
  - *Cost projections . . . accurately disclose the actual costs to construct the project;*
  - *Ridership projections are prudent and unlikely to overstate light rail ridership."*
- As a result, the Task Force stated *"The Task Force expressed its confidence in the data presented by Tri-Met*

*regarding the costs and ridership of the South-North Light Rail Project."*

## **THE PROPOSED PROJECT IS ECONOMICALLY JUSTIFIED**

- The Task Force noted that: *"the economics of light rail is more complicated than a cost per rider measure. Cost per rider estimates do not include accrued benefits to the public from reduced infrastructure requirements, less sprawl and land consumption, and congestion relief."*
- With the implementation of the Region 2040 Plan, the proposed project would save about 120,000 acres (an area equal to about 10 cities the size of Hillsboro) of urban sprawl in the Portland region over the next 50 years. Such a land use pattern *"significantly reduces the cost of providing sewer, water, utilities, street lighting and other services."*
- The economic value of these benefits in combination with the value of reduced congestion and improved air quality provide the economic justification for the proposed project.
- The proposed LRT project provides twice the capacity at half the cost of an alternative highway project.

**THERE IS REGIONAL SUPPORT FOR THE SOUTH/NORTH LIGHT RAIL PROJECT:** Portland region voters, after observing the performance of Eastside MAX, have taxed themselves twice since 1990 to pay for the expansion of the light rail line -- once by a 64% majority and once by a 74% majority.

## **THE OPPONENTS' TESTIMONY DID NOT RELATE TO THE OREGON SITUATION**

- The conclusions of the out-of-state academicians representing the opponents ignored the requirements and experiences of Oregon land use law, the values and expectations of Oregonians regarding the quality of their environment, the consensus formed in the Portland region regarding a growth management strategy and the observed statistics on the Eastside MAX line. As stated by Dr. Michael Meyer, Chair of the School of Civil and Environmental Engineering of the Georgia Institute of Technology, "Portland is not like Sacramento or Miami or Houston or St. Louis or any other US city. What would work in Portland might not work elsewhere, and vice versa. The Oregon and Portland decision must be based on the situation as you face it, not on generalizations based on inappropriate comparisons . . . Portland has several characteristics that make it more amenable to rail investment than most US cities."
- The Task Force indicated that *"Other cities whose light rail systems have been analyzed for ridership statistics, particularly Houston, Atlanta, and Los Angeles, do not have land use planning comparable to Portland's and light rail is not as well suited to serving areas of sprawl."*

## **THE OPPONENTS' TESTIMONY DID NOT OFFER A VIABLE ALTERNATIVE TO THE SOUTH/NORTH LIGHT RAIL**

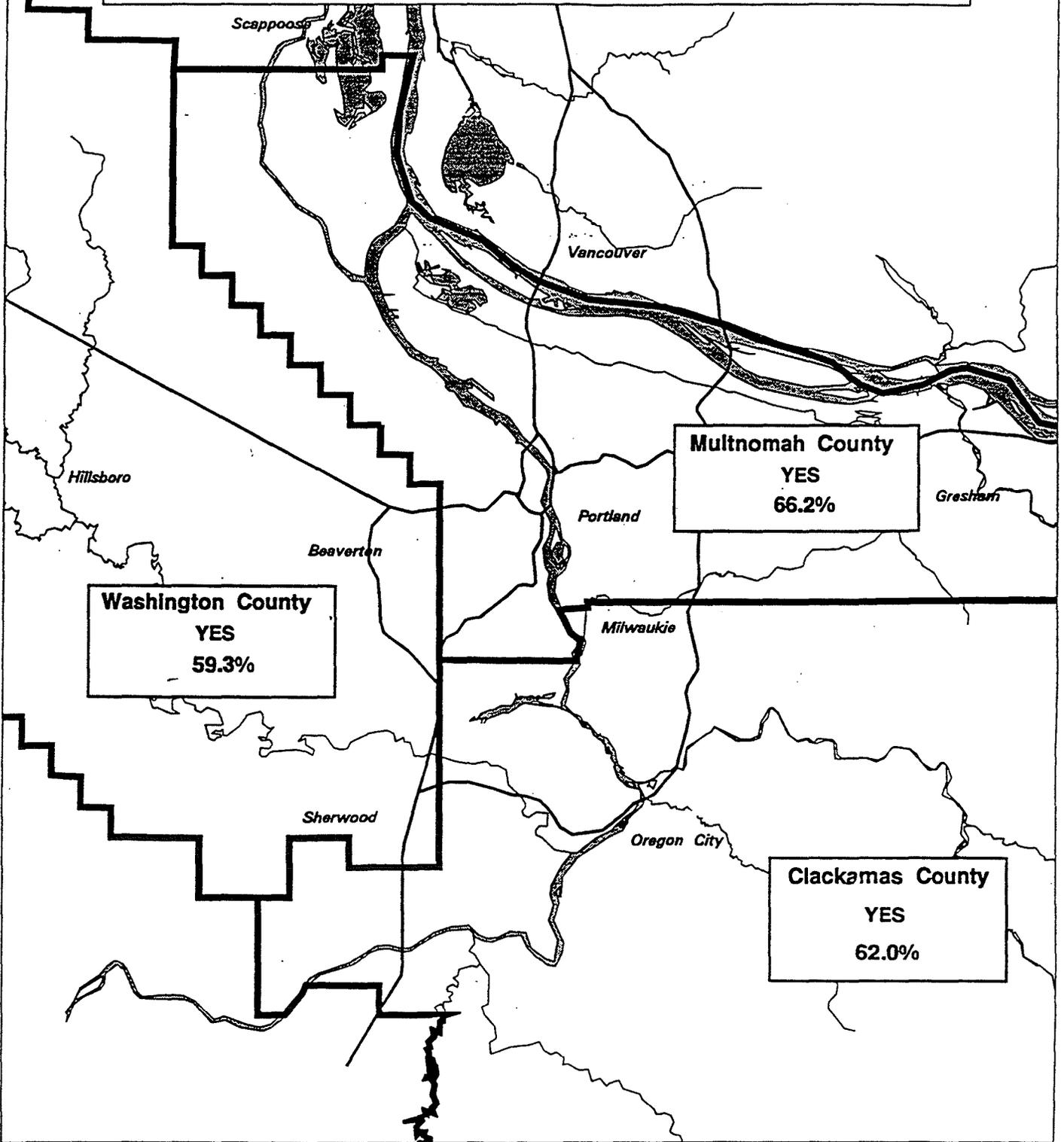
- The Task Force indicated that opponents to light rail must answer the question: "If not light rail, than what?" The alternatives suggested by the opponents were either impractical or did not produce the benefits which result from the light rail proposal:
  - **"Allow Sprawl" Alternative:** violates the values of Oregonians to preserve farm and forest land. In analyzing the situation in California, the Bank of America concluded that sprawl was bankrupting the state.
  - **Congestion Pricing:** imposes fees on the regional road network which auto drivers must pay. This option does not currently have broad-based support. Additionally, alternatives, such as light rail, must also be made available to accommodate drivers forced out of their cars by resulting high costs of using an auto.
  - **Highways, HOV lanes, Carpooling:** The Task Force noted that while these options were *"complements to light rail, none should be considered an adequate substitute for light rail."*

c:\finding\_0719\vf



## Community Support

# South/North Light Rail Has Overwhelming Support In Every County And Legislative District



Ballot Measure 26-13  
South/North Light Rail

Election Results by County, November 8, 1994



**Selected Business Letters of Support**

**Portland Metropolitan Chamber of Commerce**  
**American Electronics Association**  
**Bank of America**  
**Blazers**  
**Dark Horse Comics, Inc.**  
**Downtown Community Association**  
**Downtown Retail Council**  
**First Interstate Bank**  
**H. Naito Properties**  
**Josephine-Crater Title Companies, Inc.**  
**Key Bank of Oregon**  
**Meier & Frank**  
**Norris, Beggs & Simpson**  
**Oregon Association of Nurserymen, Inc.**  
**Oregon Bankers Association/Independent Community Banks of Oregon**  
**Portland State University**  
**Portland General Electric Company**  
**Schnitzer Steel Industries, Inc.**  
**The Governor Hotel**  
**U.S. West Communications**  
**U.S. Bank**



## **Portland Chamber**

January 26, 1996

The Honorable Bev Clarno  
Speaker of the House of Representatives  
269 State Capitol  
Salem, OR 97310

Dear Speaker Clarno:

We are gratified and heartened by the bi-partisan leadership exhibited by you, Senator Smith and Governor Kitzhaber in pledging a quick remedy to the procedural flaw found by the Supreme Court in the legislation funding South/North light rail and transportation projects in all parts of the state.

The debate last summer was vigorous and thorough. And in the end, the result was a resounding "yes" for light rail. Events since have done nothing to diminish either the urgency or the wisdom of that commitment.

As the metropolitan region has moved more deeply into how we can manage growth while preserving economic vitality, it becomes ever more clear that light rail makes economic sense. Congestion is a rapidly increasing concern for the business community. The cost to our economic health and community livability from not building light rail is an expense we cannot afford.

We hope and expect that the legislature will act quickly to preserve funding for light rail and for transportation projects throughout Oregon which will be financed by the Transportation Equity Fund.

Thank you for your leadership on this vital issue.

W. Charles "Chuck" Armstrong  
Chairman of the Board and Chief Executive Officer  
*Bank of America Oregon*

Frederick W. Buckman  
President and Chief Executive Officer  
*PacifiCorp*

John D. Eskildsen  
President and Chief Executive Officer  
*U.S. Bank of Oregon*

Ken L. Harrison  
Chairman and Chief Executive Officer  
*Portland General Electric*

Michael H. Katcher  
President  
*Kaiser Foundation Health Plan of the Northwest*

John G. King  
President and Chief Executive Officer  
*Legacy Health System*

Roy M. Marvin  
Vice President Administration & Secretary  
*Precision Castparts Corp.*

Donald S. McClave  
President and Chief Executive Officer  
*Portland Metropolitan Chamber of Commerce*

George J. Passadore  
Executive Vice President  
*First Interstate Bank of Oregon*

Robert L. Ridgley  
President and Chief Executive Officer  
*Northwest Natural Gas Company*

Keith L. Thomson  
Vice President & Oregon Site Manager  
*Intel Corporation*

Ronald E. Timpe  
President and Chief Executive Officer  
*Standard Insurance Company*

cc: Governor John Kitzhaber  
Senate President Gordon Smith  
Members of the House of Representatives

## American Electronics Association Supports South-North Light Rail

The high technology industry in Oregon is now the state's largest manufacturing employer, providing more than 50,000 jobs throughout the state.

The Oregon Council of the American Electronics Association supports funding for the light rail project in the February special session of the Legislature.

The project will help relieve congestion on highways, making it easier to move products to market. Fewer cars on the road also will reduce air pollution and allow for continued industrial expansion in the metropolitan area. Industry accounts for less than 10 percent of the air pollution in the region, but currently shoulders most of the burden for controlling air emissions.

On behalf of the 150 member companies within the Oregon AEA, we urge the Legislature to approve light-rail funding.

Jim Craven  
Government Affairs Manager  
Oregon Council  
American Electronics Association

January 26, 1996



January 26, 1996

### **LIGHT RAIL NEEDED FOR SUSTAINABLE ECONOMIC GROWTH**

Bank of America strongly supports the effort in the upcoming Special Session of the Legislature to fund the state portion of support for the South/North Light Rail project.

This agreement makes sense for a variety of reasons:

- o It will limit the amount we otherwise would have to spend on new roads and road improvements.
- o It will improve air quality, and allow us to attract new industry to the state.
- o It will maintain a quality of life that Oregonians have said is important -- a quality of life that right now is a economic magnet for the state.
- o The agreement commits Portland area lottery dollars to other parts of the state -- a winning proposition for all of Oregon.
- o Failure to act during this Special Session will jeopardize the opportunity to leverage by at least two to one the federal funding for the project.

At Bank of America, we firmly believe our health as a financial institution is directly tied to the economic health of the communities we serve. To preserve the kind of Oregon we know and love, we need a strategy for sustainable economic growth. Light rail is a key component of such a strategy. On behalf of its 1900 employees statewide, Bank of America urges the support of all members of the Oregon Legislature for this compromise proposal.



Rose Quarter  
Post Up Productions  
Cutting Edge Concepts  
Razor Sharp Productions  
Aegean Development Corporation

January 29, 1996

To the Oregon Legislature

RE: Support of Light Rail

Dear Oregon Legislator:

The issue is managing growth while continuing Oregon's reputation for quality livability and encouraging a continuance of our economic development progress. It is about responsible, environmentally-conscious planning for the future of this fine community.

Alternate forms of transportation such as new freeways and roadways would remove land presently available for housing and economic development. Adding and maintaining these streets and freeways may be a more costly alternative, both in terms of budget and quality of life, than adding more cars and rails to an exemplary regional transportation system, the light rail. So long as operational expenses can be kept in line providing cost-effective ridership, there seems to be no other logical alternative for maximum use of public dollars.

So far, a \$34.5 million public investment has leveraged a \$155 million private investment with the construction and rehabilitation of the Rose Quarter. Going forward, we anticipate further development of up to one million square feet of mixed use activities. The economic reality of moving forward with such ambitious development rides on reducing the need for parking and increased reliance on mass transit. The probability of South/North Light Rail intersecting with the East/West line at the east end of the Steel Bridge was an important factor in why we located the Rose Quarter in the urban core.

I understand the budget priorities are difficult right now, but this commitment seems quite modest relevant to the economic return that is ultimately in the billions of dollars.

We appreciate the opportunity you have given our community by making light rail an issue to be reconsidered.

Sincerely,

A handwritten signature in black ink that reads 'J. Isaac'.

J. Isaac  
V.P./Business Affairs

# DARK HORSE COMICS, INC.

10956 S.E. MAIN ST.  
MILWAUKIE, OR 97222-7644  
(503)652-8815 / FAX (503)654-9440

January 24, 1996

To the Editor of The Clackamas Review,

On behalf of Dark Horse Comic's and it's 100 employees, I would like to express our sincerest support for the Metro area North/South Light Rail line. This project will benefit all metro area residents, employees, and businesses for generations to come. It is one of the few infrastructure investments taxpayers have overwhelmingly supported which directly addresses the concerns and hopes of all Oregonians: the protection of our Quality Of Life.

As a thriving business, Dark Horse Comics has chosen to locate its main offices in Downtown Milwaukie, a community which will be positively influenced by Light Rail. We are considering moving our French and California operations here, and we see the advantages of Light Rail as an incentive to do so. As with any business looking to expand its operations, we require a certain level of community service to facilitate our employees. Currently, over 40% of our employees utilize mass transit, and many more are looking forward to riding Light Rail to and from work. The convenience of Light Rail will have direct positive effects on our expansion.

With ever-increasing traffic congestion and too few parking facilities, we can no longer rely on cars and buses to transport our employees. Other less-fortunate metropolitan communities have attempted to solve their transit problems without a coherent mass transit program. Many of our employees who came from these cities will testify to the failure of these attempts, and the murky future which lie ahead for those cities. Their quality of life is in peril, and with that will come the inevitable exodus of quality employees and businesses. With Light Rail, we will have an option which Oregon can grow into, without a complete reliance on cars and buses.

It would be a tragic mistake for Oregon to chose a future without such an important transportation option. Yes, Light rail is expensive, and not everyone would be directly served door-to-door. It must be recognized, however, that the negative impacts which overcrowding and urban blight can bring to a community who chooses to ignore its growth can be far more costly. The opponents of Light Rail will be long gone by the time our children are confronted by the many enormous social costs caused by the oppositions lack of vision. This "lack of vision" is not native to Oregon. We have always been a progressive state, with the rare ability to create opportunities for our future from today's resources.

In addition to Light Rail's direct transit benefits, Dark Horse realizes the future opportunities which Light Rail can provide for all the citizens of Oregon. The short-term economic impact of construction would be significant for local businesses as well as the



tax collector. The long-term existence of the Light Rail line will spur reinvestment into our businesses, and subsequently revitalize our community. Specifically, the citizens of Downtown Milwaukie see this project as the crucial first step toward our future. It will be a cornerstone investment which will initiate further business and community investments into our struggling business district.

A Light Rail line which covers the entire region would be the ideal transit system. However, Clark County has opted to be excluded from the plan. Washington's decision should not determine our commitment to our children and our future, nor lessen our attention to the burdens of increasing traffic volumes which we experience around Portland everyday.

As Oregonian's, we believe that our Quality Of Life is a precious asset, and its protection is our responsibility. We realize the opportunities which Light Rail can provide for all the citizens of our area, and we are not alone in this belief. Our neighbors and fellow business leaders also support Light Rail. We are looking forward to the successful completion of the Legislative process in this matter. The Legislator's support for Light Rail will be in the long-term best interest of all tax paying citizens and businesses of Oregon.

Very Truly Yours,

Mike Richardson  
President



*Downtown Community Association  
P.O. Box 1623  
Portland, OR 97207  
Phone: 224-7916 FAX: 323-9186*

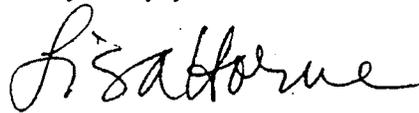
January 30, 1996

Dear Executive Burton:

The Downtown Community Association ("DCA") is the recognized neighborhood association for downtown Portland; as such we take a keen interest in issues and projects that will enhance the quality of life for members of the downtown community. Thank you for contacting us for our input on North/South Light Rail.

Mass transit is essential to the viability of Portland, the region, and Oregon. We believe the continuing success of downtown is greatly dependent on transit, alternative modes of transportation and enhancing the Light Rail system. We support North/South Light Rail, and will continue to work on the downtown alignment issues.

Very truly yours,



**Lisa Horne, President**  
Downtown Community Association

Metro Executive Mike Burton  
Via Facsimile 797-1799



January 26, 1996

Executive Officers

President

Mr. Kerry Kincaid  
Zell Bros. Jewelers

Vice President

Ms. Cynthia McBurney  
Kathleen's of Dublin

Treasurer

Mr. Paul Haggerty  
The Mark Spencer Hotel

Past President

Ms. Phyllis Brown  
Manhattan Hats

APP President & CEO

Ms. Ruth Scott

Program Manager

Mr. Andy Hanshaw

Governor John Kitzhaber  
254 State Capitol  
Salem, Oregon 97310

Dear Governor Kitzhaber:

As President of the Downtown Retail Council, I am writing to ask for your support in helping expedite the construction of the South/North Light Rail Project through downtown Portland.

I served on the Downtown Portland Oversight Committee, chaired by W. Charles Armstrong, C.E.O. of Bank of America and we totally supported the financial commitment of \$375 million match from the State of Oregon from future lottery proceeds in order for us to receive matching funds from the federal government.

We also feel that the citizens' unanimous approval in 1994 of the \$475 million general obligation bonds is a clear indication of the will of the people of Oregon. I remember a speech you gave to a group of us last year in Pioneer Square where you said that in the next twenty years 500,000 people will be moving to Portland--the equivalent of three EUGENES! That made a dramatic impact on me personally. Our city and future growth desperately needs this project to be implemented or we may fall victim to shortsightedness of other large cities, like Seattle. This is critical to Portland's future as approximately one half of the residents of Oregon live here.

We ask you to provide any assistance you can in helping this through the legislative process and enacted into law. If we fail to act in a timely manner we may lose the opportunity to receive federal funding to another state.

Thank you for your attention to this vital issue to the future of Portland.

Sincerely,

Kerry J. Kincaid  
General Manager  
Zell Bros.

34



First Interstate Bank  
Northwest Region  
1300 S.W. Fifth Avenue  
P.O. Box 3131  
Portland, OR 97208-3131  
503-220-4848 FAX 225-3206

George J. Passadore  
Executive Vice President

January 29, 1996

### OPEN LETTER TO THE OREGON LEGISLATURE

We at First Interstate Bank, as a major employer in the Portland region, want to stress the urgency of acting now to reconfirm funding for South/North light rail. And we also want to thank all those in the Legislature who have worked hard to make it happen. The importance to Oregon of light rail is great, and our gratitude to supporters is equally great.

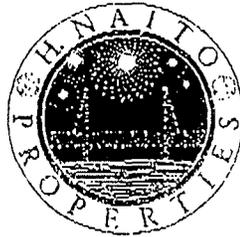
To Senate President Gordon Smith and House Speaker Bev Clarno a special message. You are not from the Tri-County region, and we know you have many interests to balance. So your leadership to help get South/North to the Governor for signature carries special significance.

The urgency is great. Failure to act forces us to take steps backward rather than forward in our quest to build a balanced transportation system that serves rather than detracts from economic vitality and quality of life. Light rail is vital to our land use plans, to preventing sprawl out into surrounding farm land, to maintaining air quality, to the efficient movement of goods and people. And we must act now to secure necessary Federal funds.

We count on you to keep us moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Passadore", with a long horizontal flourish extending to the right.



1/30/96

Oregon State Legislature:

As you know I am a strong supporter of the light rail project and have been for years. I want to share some of my views with you why light rail is a necessity to the State of Oregon.

With the rapid growth of the Metro region we are already starting to see added pressure on roads, congestion and air quality. If we don't properly manage this growth our livability standards will be severely compromised.

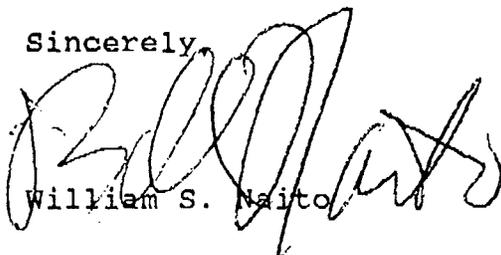
I think light rail is an invaluable tool to help us manage this growth. We already have the overwhelming support of the Metropolitan residents (63%) who voted to increase their property taxes to fund the local match of \$475 million. These people know that light rail travel is faster and safer than a car and as we have been witnessing lately is not affected by the weather.

Not only is light rail good for the residents, it acts as a virtual magnet for business. Businesses like the Convention Center, the Rose Garden, office buildings, apartments, and shopping centers are popping up near the line, making light rail the vehicle of choice for many residents in the Metro area. Light rail will not only help ease congestion for the residents but will free up the highways for commerce, freight, goods and services valued at more than \$11 million per year.

This project is not only preserving our livability it also creates more than 3,000 jobs per year over the next 20 years. Total wages for state citizens equals approximately \$1.9 Billion which in turn allows them to pump more money into the local economy not to mention the income tax derived for the state.

Thank you for taking the time to read my views on this matter. If you have any questions for me please call me at 228-7404.

Sincerely,

  
William S. Naito

## **Josephine-Crater Title Companies, Inc.**

2166 N. Vine Street • Grants Pass, OR 97526 • (503) 476-6722 • fax (503) 476-2826

January 26, 1996

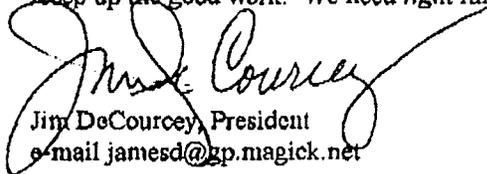
Mike Burton, Metro Executive Officer  
600 NE Grand  
Portland, OR 97232  
Fax No. 503-797-1799  
for fax delivery

Dear Sir:

I live in Grants Pass, Oregon, but I want you to know that we support the re-funding of light rail programs. As you know there are other, properly related, transportation funds in the legislation designated for downstate, and we are equally supportive of that portion of the legislation.

The transportation future of this state is a shared one, and while I may only ride the light rail corridor a few times, its impact as I use the streets and highways in and around Portland will be much appreciated. We are, after all, Oregon together, and together we create a vision for ourselves and those who see us. No one says "The traffic is hell in LA but they really have their act together in Sherman Oaks."

Keep up the good work. We need light rail for all of Oregon.



Jim DeCoursey, President  
e-mail jamesd@gp.magick.net



**Key Bank of Oregon**  
A KeyCorp Bank

1211 S.W. Fifth Avenue  
Suite 300  
Portland, Oregon 97204  
(503) 790-7506

**James J. Atkinson**  
President and  
Chief Executive Officer

January 29, 1996

To Governor John Kitzhaber  
and the Honorable Members of the Oregon State Legislature:

I am writing to urge you to repledge your support for the light-rail funding bill that will be debated during the special session scheduled for February 1, 1996. This vote is necessary as the Oregon Supreme Court struck down passage of the original bill because of technicalities in its language. Approval of the improved measure is critical if we are to ensure responsible growth management and livability in the Portland Metro region and help stimulate economic development and revenue generation for the state.

The light-rail bill addresses the overwhelming pressures our transportation infrastructure is now and will continue to experience in Multnomah, Clackamas, and Washington counties. With more than 500,000 new residents expected to relocate to the area in the next 20 years, we must act now to be prepared for the future.

When complete the planned south/north line will connect Clackamas County to Milwaukie, southeast Portland, the downtown Portland hub, and eventually, on to Clark County, Washington. The 25-mile line is expected to move more than 60,000 riders daily, thus reducing congestion, pollution, and wear and tear on roads.

Investment in light rail benefits all Oregonians. The savings realized from reduced highway repairs may be redirected to other projects across the state. The project is expected to spark over 3,000 jobs over the next two decades, or \$1.9 billion in total new wages. Furthermore, the state will realize a projected \$160 million in additional income tax.

I urge you to listen to the Metro region voters who, in August 1995, voiced their willingness to increase their property taxes to fund the local match of \$475 million. The ballot measure passed in each county and every legislative district with an overall margin of 63 percent.

As a businessman and concerned citizen, I strongly urge you to reconfirm the light rail funding bill. Quite simply, passage of the bill is an investment for the future of Oregonians.

Thank you for your consideration of my viewpoint.

Sincerely yours,

# MEIER & FRANK

A DIVISION OF THE MAY DEPARTMENT STORES COMPANY

J. William Blanford  
Chairman

January 23, 1996

## TO THE OREGON LEGISLATURE

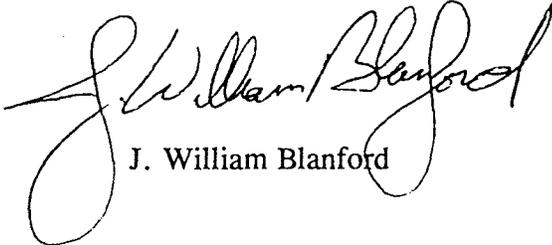
### **RE: SOUTH/NORTH LIGHT RAIL FUNDING**

I am hopeful that you will strongly support this very important issue for the future of both Oregon and Portland.

Typically, out-of-state visitors to Meier & Frank, both customers and suppliers, have expressed admiration at the forward thinking of Oregon's leaders in preparing for our certain growth. Short term planning errors made by other cities on the West Coast serve as spectacular examples of what we must continue to avoid if we expect this growth to be structured and positive.

Meier & Frank, with nearly 3000 employees, conducts business throughout most of Oregon and we have come to understand the impact of Portland's successes - and failures - throughout the state. This is not just a Portland issue. Please continue the legacy of enlightened Oregon leadership. Thanks.

Sincerely,



J. William Blanford

JWB/dw



**J. CLAYTON HERING**  
*President*

January 26, 1996

To the Oregon Legislature  
Salem, OR 97310

Ladies & Gentlemen:

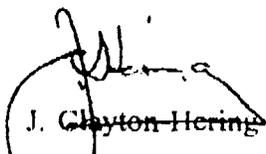
I am sending this letter to again ask for your leadership and support to ensure the passage of funding of the third leg of light rail for metropolitan Portland.

Without effective growth management, of which light rail is the keystone, urban sprawl will effect all Oregonians. It could also shut off the vitality of the largest population center, the spoke if you will, of the Oregon economy. It could hurt the movement of freight and create increased demand for highway funds for the metropolitan area which would potentially be at the sacrifice of projects in other parts of the state.

I think we can agree Oregon is going to see significant growth. Metropolitan Portland will continue to be the engine, and to be so foolhardy to not fund the necessary keystone of growth management would be very unfortunate. I make this plea to you in your role in the Oregon Legislature.

Thank you for your consideration.

Yours very truly,

  
J. Clayton Hering  
JCH/jm  
oregon.jch





Oregon Association of Nurserymen, Inc.

January 29, 1996

Mike Burton  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232

Dear Mike:

Following up on a conversation with Ted Hughes and members of your staff regarding the re-confirmation of the Oregon Legislature's light rail funding support, let me once again share with you the interest and support for light rail within the Portland metro area on behalf of the Oregon Association of Nurserymen's Legislative Committee.

As we stated during the regular session of the legislature last spring and summer, the OAN is in support of the project as a critical element in the metro area's ability to handle the anticipated population growth in the very near future. In view of the large scale nursery and greenhouse business in and near the metro urban area, it is our feeling that expanded light rail service will be of benefit to our members in the area as well as employees.

Additionally, it should also reduce the conflict on the region's streets and highways with commerce traffic, including the large number of trucks which take our grower's product to market. As Oregon's number one agricultural commodity, with a large segment located in and around the metro area, reduced transportation conflict is of great importance to the nursery industry.

Please be assured the OAN continues to support the light rail issue if, and when, it comes before the Oregon Legislature once again.

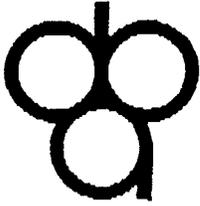
Sincerely,

OREGON ASSOCIATION OF NURSERYMEN, INC.,



Clayton W. Hannon  
Executive Director

cc: Ted Hughes



**OREGON BANKERS ASSOCIATION**

**INDEPENDENT COMMUNITY BANKS OF OREGON**

777 13th STREET S.E., SUITE 130 • P.O. BOX 13429 • SALEM, OR 97309-1429

503/581-3522  
1-800-488-8558  
FAX: 503/581-8714

January 24, 1996

The Oregon Legislature  
State Capitol  
Salem, Oregon 97310

Dear Legislators,

The Oregon Bankers Association Board of Directors continues its unanimous support of funding the North-South light rail legislative proposal.

It is our position that investment in light rail makes good economic sense. Moreover, we believe that funding the North-South light rail project will free transportation dollars for use throughout the State.

For a number of reasons, the window may be closing on the opportunity to receive the federal support necessary to build this critically important line. Additionally, we must ensure that the air shed-pollution restrictions do not restrict the growth of jobs in the most populated area of our state.

In our opinion, the funding of North-South light rail will benefit Oregon in both the short and long term. We urge your support.

Sincerely,



Frank E. Brawner  
President



January 25, 1996

To the Members of the Oregon Legislature:

The Portland metropolitan area is counting on you to help it remain one of America's most livable regions, and perhaps in the coming years its only successful urban area. Oregon is noted for its clear and innovative thinking, and the translation of that thinking into world-class innovations. Our beach bill, bottle bill, land use planning program, and initiative and referendum reforms, among others, have helped to make Oregon a destination for an international audience interested in doing things better.

Today, many of the issues and initiatives you're working on will undoubtedly continue the legacy of innovation that we're known for. Among them must be counted the continued development of our light rail system. Light rail is not about a return to the past, or even a bandaid for the present. Rather, light rail is part of a set of actions that this region, its communities and its people, have elected to take to ensure that urban growth isn't accompanied by decline and environmental degradation. Light rail is about the future that the citizens of this region are trying to create. We are counting on your support and involvement to continue the development of the light rail system as part of what we jointly do to meet the long-term needs of this region and its people.

Some have said the light rail is too expensive, or that transit trips cannot compete with the cost of trips made by car. However, I believe a full accounting of the costs and benefits of light rail would stack up well with a similar analysis done for other modes of transportation. That full accounting would need to take into account the social costs of ignoring the needs of transit-dependent populations, the extra wear and tear imposed by more automobile users, the environmental impacts affecting both human health and future opportunities for industrial expansion, along with the more narrowly construed costs associated with capital construction and ongoing operations.

Make no mistake: neither light rail nor its alternatives does away with all costs. No one is suggesting that we'll get something for nothing with either a light rail or a highway strategy. However, through the years the people of this region have debated the issues, weighed the costs, and made a decision, a decision that the future for this area looks brightest with a strong commitment to light rail now. I and many others look to you to complete the next step in our journey towards the future by strongly supporting the completion of the funding package for South/North Light Rail.

Thank you for your time and consideration. Please feel free to contact me should you have any comments or questions.

Sincerely,

Ethan Seltzer  
Director

ES:ae

**PORTLAND GENERAL ELECTRIC COMPANY**

ONE WORLD TRADE CENTER  
121 S.W. SALMON STREET  
PORTLAND, OREGON 97204  
(503) 464-8825

KEN L. HARRISON  
CHAIRMAN OF THE BOARD  
AND CHIEF EXECUTIVE OFFICER

January 26, 1996

**OPEN LETTER TO THE LEGISLATURE**

I am gratified and heartened by the bi-partisan solidarity exhibited by you and the Legislative leadership in pledging a quick remedy to the procedural flaw found by the Supreme Court in the legislation funding South/North light rail and transportation projects in all parts of the state.

The debate last summer was vigorous and thorough. In the end, the result was a resounding "yes" for light rail. Events since have done nothing to diminish either the urgency or the wisdom of that commitment.

As the metropolitan region has moved more deeply into how we can manage growth while preserving economic vitality, it becomes ever more clear that light rail makes economic sense. Congestion is a rapidly increasing concern for the business community. The cost to our economic health and community livability from not building light rail is an expense we cannot afford.

We hope and expect that the legislature will act quickly to preserve funding for light rail and for transportation projects throughout Oregon which will be financed by the Transportation Equity Fund.

Thank you for your leadership on this vital issue.

Sincerely,

A handwritten signature in cursive script that reads "Ken Harrison". The signature is written in dark ink and is positioned below the typed name "Ken Harrison".

# SCHNITZER STEEL INDUSTRIES, INC.

3200 NW Yeon Avenue P.O. Box 10047 Portland, Oregon 97210  
Phone (503) 224-9900 Telex W.U. 36-0144 FAX (503) 323-2804



January 26, 1996

To: Members of the Oregon Legislature

RE: South/North Light Rail Funding

This is reaffirm our continuing support for the proposed South/North Light Rail Project and the legislative package of transportation funding projects developed and enacted during the 1995 Regular Session. We encourage your favorable consideration and action to make the necessary legislative changes to assure funding for the light rail project and the other elements of that overall legislative package from last year.

We understand the Oregon Legislature will likely revisit this issue during the February special session. Although we do not know yet the specific form of the technical changes or legislative bill numbers, we urge you to keep moving these transportation reforms forward.

One of the critical issues facing the Portland metropolitan area, as well as the State, is funding for the proposed South/North Light Rail Alignment project. Your office has been inundated, I'm sure, with lots of information about this project--and the need for state funds to become part of the match to leverage substantial federal funding.

Although we are a Portland based company, a substantial portion of our investments continues to be outside the Portland metro area, throughout the entire State. Most recently, this has included acquisitions and/or reinvestment in Bend, Eugene, McMinnville, Grants Pass and White City. Our company understands the importance and dynamics of an intra-state and western states economy.

Certainly light rail transit isn't the total solution to the movement of people and it isn't the only transportation project needed in the years ahead. However, it is a very real part of what will permit the Portland metro region to accommodate its existing and growing population. Moreover, by relieving traffic congestion, it will prove beneficial to the efficient movement of "cargo and freight" -- helping manufacturers and producers get their goods to local and world markets. The time delays and costs of getting from manufacturing plants to distribution warehouses or port terminals for export to world markets are quite real in other west coast cities; Seattle during daylight hours is an example of what we'd hope to avoid becoming like.

Page 2

Again, we appreciated the efforts of the Oregon Legislature in approving an overall legislative solution last year and we'd strongly urge your speedy action to keep light rail on track.

Please let me know if you'd like any additional information or other assistance regarding this matter or if we can be of help in other concerns.

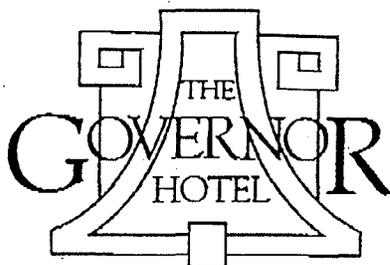
Sincerely,

SCHNITZER STEEL INDUSTRIES, INC.



Tom Zelenka  
Manager  
Governmental, Environmental &  
Public Affairs

TZ:dr



January 25, 1996

To the Oregon Legislature:

The Tri-County Lodging Association, the Portland metropolitan chapter of the Oregon Lodging Association, considered the issue of the proposed South-North Lightrail at its July 11, 1995 Board of Directors meeting and voted unanimously to endorse the project. After having considered both supporting and opposing arguments on this matter, we believe the project ultimately reflects many of the values important to Oregonians and embraces the future we would like to leave for our young people.

Many subsequent decisions will have to be made regarding the project, but we clearly understand the need and support the South-North Lightrail construction.

We appreciate the support this proposal has already received from many tri-county area lawmakers and hope a majority of Representatives will join those in support of the issue when it is brought to the floor. We are pleased to add this letter of endorsement to the growing list of business organizations which have made a cogent decision to support what is right for the votes of the tri-count area.

Sincerely,

George G. Forbes  
General Manager, The Governor Hotel  
TCLA President

GGF/ds

U S WEST Communications, Inc.  
421 Southwest Oak Street Suite 853  
Portland, Oregon 97204  
503 242-5105  
503 242-5465 Facsimile

Chuck Lenard  
Vice President-Oregon



DATE: January 24, 1996  
TO: The Oregon Legislature  
FROM: Chuck Lenard   
RE: North/South Light Rail

As one of Oregon's larger corporations, which has business interests in communities throughout the state, U S WEST strongly supports the North/South light rail funding issue.

A well-planned and adequately funded transportation system is a critical component of a healthy statewide economy. Oregon's investment in the North/South light rail project will help to reduce pressures on our highway infrastructure and provide one more example of what makes Oregon a very attractive place to live and do business.

U S WEST rarely gets involved with issues not directly related to telecommunications, however, this issue is of profound importance to all of us in the business community and I urge you to do your part in assuring passage of a sound funding bill during the upcoming special session.

Thank you for your consideration.



JOHN D. ESKILDSEN  
*President and Chief Executive Officer*  
111 S.W. Fifth Avenue  
Post Office Box 4412  
Portland, OR 97208  
503-275-3989  
503-275-3452 Fax

January 26, 1996

To The Oregon Legislature:

I am writing to strongly encourage your support for the technical changes necessary to reconfirm funding of the South/North light rail project. It is critical to ensure that the project becomes a reality.

Without action by the Legislature in the Special Session, the future for the South/North line is bleak. The voters in the Portland metropolitan region agreed to increase taxes to provide local funding, now we need a final commitment from the Legislature in order to move ahead.

I understand the economic benefits to the state will be at least \$4 billion. This increases state tax rolls benefitting the entire state, not just the Portland metropolitan area. Over 3,000 people will be employed over the five years of light rail construction, many of which will be from all parts of the state.

The window of opportunity for the South/North light rail project is closing in on us, so your support is crucial at this time. It will make a major difference to the entire state as we enter the next century.

Sincerely,

  
John D. Eskildsen

## **Statewide Editorials of Support**

The Beaverton Valley Times\*  
The Burns Times-Herald  
The Business Journal\*  
The Clackamas Review  
Corvallis Gazette-Times\*  
The Daily Astorian  
Daily Courier (Grants Pass)\*  
Daily Tidings (Ashland)\*  
Democrat-Herald (Albany)  
East Oregonian (Pendleton)\*  
The Graphic (Newberg)\*  
Hood River News  
Itemizer-Observer (Polk County)\*  
Lake Oswego Review\*  
Medford Mail Tribune\*  
The News Review (Medford)  
The Oregonian\*  
The Outlook (Gresham)  
The Observer (La Grande)\*  
The Register Guard (Eugene)  
The Sandy Post\*  
The Statesman Journal (Salem)  
The Tigard Times  
The Tualatin Times  
West Linn Tidings  
The World (Coos Bay)

---

\*Indicates Excerpts Included

# Beaverton Valley Times

## OPINION

Thursday, January 25, 1996

### Restrict light rail debate to law fix

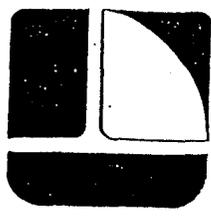
The Oregon Legislature should renew its previous policy of supporting the expansion of light rail in Portland when it meets in special session late next week.

The Legislature will convene Feb. 1 to tackle several key issues, including: helping fund south-north light rail; SB 1145, legislation which will direct the allocation of corrections funding; and funding for education at a time when lottery proceeds are slipping.

Light rail funding is back before the Legislature after the Oregon Supreme Court last week ruled that light rail legislation adopted previously was unconstitutional. The court ruled that the legislation violated the one bill-one issue requirement of the state's constitution.

When they meet in special session, legislators ought to only correct what was ruled improper in the original legislation. This is not the time to resume a debate over the validity of light rail as part of the solution for metropolitan congestion. That debate has been held already. And a policy for continued state involvement in light rail was made.

Lake Oswego



# Review

---

## Opinion

---

• Lake Oswego Review • Thursday, January 25, 1996 • Page A4•

---

### Light-rail approval key to this session

Legislators weren't planning to address light-rail expansion at their special session beginning next Thursday, but suddenly it's the No. 1 topic of discussion. And they shouldn't leave Salem without a resolution to move ahead on the transportation package.

The time to move is now, with \$750 million in federal matching dollars on the table and Sen. Mark Hatfield on the Senate Appropriations Committee.

Lawmakers have had the light-rail debate, so there should be little time wasted hammering out advantages and disadvantages. It would only interfere with other important business, like the governor's community corrections plan.

It's time to make a quick but critical decision to secure \$750 million in federal funding and proceed with additional spokes for Portland's light-rail wheel.

# CORVALLIS GAZETTE -TIMES

## Legislature should support light rail

Oregon legislators, who will begin a special session Friday, should help the Portland area build its chosen transportation alternative.

But light rail should be included because it is a true alternative form of transportation, not just another way of using overcrowded roads. And while this funding decision is on just the north-south route, it will link into the existing east-side Max trains and the west-side line now being built. This next segment will make light rail a system, not just a line.

Light rail can be more effective for Oregon than it has been in other locations, because this state can link land-use planning with transportation decisions. The payoff may not appear instantly, but going ahead now with light rail should produce valuable help that will grow more important as the metro area's population grows.

This decision is important to the rest of the state for more than just its use of lottery money: Without light rail to help handle travel, the metro area will draw greater shares of highway dollars that are needed elsewhere in the state. Steps that help manage congestion in the metro area bolster the state's economy. And those of us who travel from elsewhere to Portland for business or pleasure are helped if light rail either lessens traffic on the roads or if we park at outlying lots and ride Max to our destination (it can be a fun excursion, as well as cheaper and more convenient than parking downtown).

Light rail was chosen long ago by the metro area as an important way to cope with transportation needs. Lawmakers should endorse that decision by approving this funding request.

Corvallis, *Corvallis Gazette-Times*, July 27, 1995

# Daily Tidings

Ashland, Oregon

## Light-rail project has local impact, too

The \$1.5 billion light-rail expansion project in Portland — \$375 million of which the Legislature is expected to either fund, refer to the voters or reject outright this week — may seem like an issue far removed from the concerns of southern Oregonians. But we should care about it, and for more than just financial reasons.

Why should southern Oregon care? Because making bold steps forward with things like light rail paves the way for genuinely "mass" mass-transit systems: high-speed trains from Seattle to San Francisco; regional trains (or trolleys) from Ashland to Medford, Grants Pass and points beyond; and expanded service of improved conventional transit systems, including Rogue Valley Transit District's natural-gas buses.

Light rail is the kind of step into the future that Oregonians — indeed, Americans — need to take to solve the traffic and pollution problems we all face. The answer lies not in standing pat, but in enthusiastically endorsing common-sense mass-transit alternatives that will take us well into the next century. Light rail deserves the support of every Oregonian who cares about how we'll get around in the years to come.

Ashland, *Daily Tidings*, July 25, 1995

# THE GRAPHIC

## North/south light rail is good for all Oregonians

*House Republicans should get behind light rail by ponying up the state's share for next project*

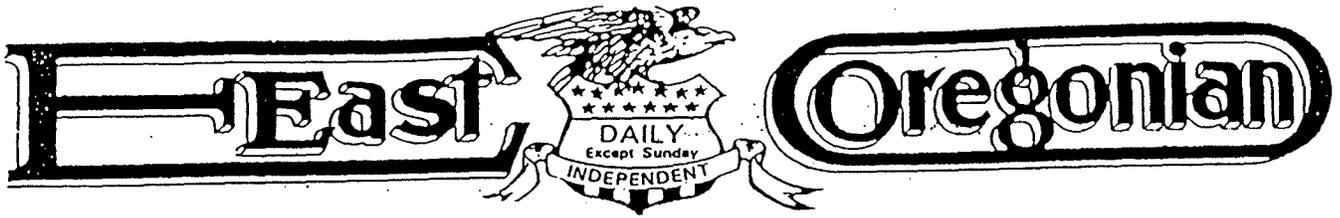
Most Oregonians are still living in the past when traffic was relatively easy to drive in. But

all of us will have to start changing our attitudes as more than a million new Oregonians swell our communities in and around the Portland area. Driving ourselves to and from Portland will require more time and patience, which seem to be in short supply these days. It will also mean that the people who live in the light rail corridors will have to begin using this mode of transportation on a consistent basis.

For those of us who live outside the Tri-Met and MAX zones, the question we need to ask ourselves is, is light rail good for Oregon? We believe that the right answer is "yes!"

We have already invested heavily in light rail through our federal and state tax dollars. The state has no plans for adding lanes to major freeways. Toll roads may be OK on a limited basis, but those projects are still a decade away. We won't know if light rail works well until we have north-south and east-west links and give residents time to buy into this alternative form of transportation. We know that if we wait to fund and build additional light rail, the costs of construction will only go up! We believe that the Oregon House has a responsibility to continue this project.

Newberg, *The Graphic*, July 19, 1995



## Light rail deserves support

Portland's ability to remain the most livable major city on the West Coast — and some would say the Pacific Rim — has profound economic and cultural implications for Eastern Oregon. Portland is one of the few cities that still has a chance to avoid the transportation nightmares which now plague other Rim cities.

And if residents of Eastern Oregon aren't willing to use state lottery dollars to fund mass transit in the state's only big city, we will pay the price in even higher dollars down the road. Rejection of light-rail will force the state into the vicious circle of building expensive, out-dated highways that make matters worse.

The tri-county metropolitan area, one of the vital pistons in Oregon's economic engine, brings to the state economic growth that spreads its benefits throughout the region. As a thriving financial center, it's the place where all of Oregon gets a shot at competing in the global economy. It's the first place of contact for companies looking for the right place to expand or relocate. As a healthy city, Portland has the ability to provide the myriad of services and infrastructure necessary to keep alive a thriving export economy, which is the essence of Eastern Oregon's economy.

Pendleton, *East Oregonian* June 23, 1995

# Grants Pass Daily Courier

## Portland-area light rail would benefit us, too

People in Josephine and other rural counties may think they don't have much at stake in the current debate over state funding for light rail in Portland, but they do.

Portland light rail would be an economic boost for the state as a whole and would likely result in more highway money for rural counties. It seems fair then that the state contribute lottery funds as requested to the \$1.5 billion project.

A special session of the Legislature will take up the issue July 23.

Grants Pass, *Daily Courier*, July 21, 1995

What Tri-Met seeks from the state is \$375 million in bonds, to be paid off with \$32 million in lottery funds annually for 20 years. That's a lot of money, but certainly doable, considering the lottery is expected to bring in at least \$300 million a year over the next few years, and that could well grow.

In return, all of Oregon could enjoy benefits, financial and otherwise.

The most benefits would, of course, be felt in Portland. More mass transit would keep auto exhaust from destroying the quality of life. The train would keep many miles of freeway from being built and take cars off existing ones.

The new line would boost the economy from the start by providing construction jobs. Construction alone is expected to generate \$4.5 billion in economic activity, with millions of it going into state coffers through taxes.

A better transit system, too, would attract businesses and make life easier for existing ones.

The benefits outside Portland would include a healthier economy and the possibility of more highway construction and repair money. Highway money from gas taxes and other sources would be freed up for the rest of the state because fewer roads would have to be built in Portland to accommodate its growth. Also, the three counties benefiting from the light-rail project would provide \$75 million to pay for road improvements in other parts of the state.

The overall benefit of the light-rail project is it would increase the pot of money available to handle the state's transportation needs, whether they're in Grants Pass or Portland. This is because Portland area residents have already agreed to contribute \$375 million that otherwise wouldn't be available. The \$750 million from the federal government would be new money, too.

But this money may not join the pot if the state doesn't make the project happen. And the state would then miss a golden opportunity to stay up with its transportation needs.

Dennis Roler

The Polk County

# Itemizer Observer

## Light rail transports state into greater prosperity

COMMENTARY

by DAN ALLEN

There's little argument that the Portland light rail system is a success. The MAX system, financed by the taxpayers, both local and nationally, plus a metro area payroll tax, fills a need.

How does all this affect rural areas such as Polk County? Presently, the effect is minimal. Auto travelers might in the future travel by car to various park and ride stations and use light rail for the rest of the way to downtown Portland.

There is even the remote possibility that at some time in the future light rail might be extended to areas downstate. But don't hold your

breath. Public transportation in Polk County, private and government-subsidized, has a miserable history of little success.

When the Legislature meets in special session July 28, it should approve the necessary \$400 million state bonding to permit Portland to proceed with the new north-south light rail line.

After all, as Portland prospers, so does the rest of the state, including Polk County.

Polk County, *Itemizer-Observer*, July 19, 1995

# Medford Mail Tribune

## Magic money

Legislators conjure up \$300 million to keep light rail project on track

By the time you read this, the issue may be moot, with legislators either giving up in disgust or coming together to send the measure to the governor. Despite that, we offer our opinion, however belatedly, on a light rail session that has switched onto an uncharted track.

In brief, the issue going into the special session — which began Friday — was this: Supporters of the light rail project want the state to back \$375 million in bonds, which would be increased by \$375 million from Portland-area voters and \$1.5 billion in federal transportation funds.

In part to sell that package to rural areas, the deal included \$75 million for transportation projects outside the Portland area.

All of which was relatively straightforward and supported by Oregonians across the state who recognized that Portland's problems are all of our problems and that the traffic woes of the '90s would be the gridlock of the 21st century.

So, what to do? Anyone who drives through Portland knows the city needs mass transit and will need it more in the future. We can pay now or suffer the consequences and end up paying 21st century dollars to fix a broken-down city.

Surely the Legislature could have come up with a more subtle enticement. Hey, we probably would have settled for a couple hundred million.

Perhaps if the GOP-dominated legislature hadn't been so intent on its less-than-lofty goal of getting out of Salem before pea harvest, we wouldn't be harvesting these sour grapes now. The "smooth" session of '95 now appears a rough patchwork of poorly thought-out legislation, followed by a flurry of vetoes. Can we be any more confident in this latest hasty plan, which seemed magically to take shape in Salem sometime Friday between lunch and cocktails?

We want to see the light rail project go through. It makes sense for Oregon. Now if only our state leaders could make sense.

Medford, *Medford Mail Tribune*, August 1, 1995

---

# THE OBSERVER

---

## Fund light rail

PORTLAND CITIZENS have voted to tax themselves for Tri-Met expansion. The reason is obvious. They are hoping for less traffic congestion. Federal funds are being sought by Sen. Mark Hatfield to pay half of the \$1.5 billion project cost. The Legislature should allocate the lottery dollars now.

Why should the folks of Eastern Oregon care about light rail in Portland? Many people from here visit friends or relatives in the Rose City or go there for business, and have the chance to use the Tri-Met system. Some of our young people will be moving to Portland for jobs or to attend school. Other adults may be moving to the area for job transfers or to retire. Many easterners stand to benefit from the Tri-Met expansion.

Northeast Oregon has been helped much by state and federal transportation funds. Witness last year's Minam Grade project east of Elgin, or the major work being done this summer on Interstate 84 northwest of La Grande. Strong support has been shown in Portland for light-rail expansion. The Legislature should do its part to support it.

LaGrande, *The Observer*, July 26, 1995

# *The* Business Journal

## New residents: 800,000 reasons to fund light rail

It's never a bad idea to have wide-ranging discussions on billion-dollar projects. And with blue ribbon business panels, special legislative task forces and taxpayer advocates all in on the act, you can count on plenty of ventilation on the issue. But when all is said and done with the special legislative session July 28, funding for a north/south light-rail line needs to be approved.

The reason is we need it. Metro's Region 2040 plan projects 800,000 more residents within the next 45 years. Thousands of us need to be led out of cars and into mass transit. Building a mass transit system is never cheap. But not building one will prove more expensive in the long run and crush the region's ability to grow gracefully.

Oregon has always been forward-looking on transportation, planning and environmental issues. Statewide support for light rail combines all three. The special session needs to look beyond demagoguery and petty sectionalism and fund north/south light rail.

Portland, *The Business Journal*, July 21, 1995

# The Oregonian

## Vote against urban sprawl

*Light-rail funding received a fair hearing;  
all it needs now is a fair vote*

**L**ook ahead. Oregon's leaders have been doing that for generations, and it's what legislators ought to do Friday as they address the hugely important question of Portland-area light rail.

If they look ahead, they will approve a share of state lottery dollars to help build a south-north connection to the east-west light-rail spine that is under construction now.

They'll recognize that the region is building a transportation system, not just a couple of more legs of light rail that don't depend on the other parts in order to meet cost, ridership and state and regional land-use goals.

They'll look at the alternatives and compare the state and local costs of more highway, street, school and other public-facilities construction to serve sprawling growth. They'll look at the impact of that sprawl on air quality and energy conservation and particularly on the products and people movement that is so essential to all of Oregon, not just Portland.

Forward-looking legislators will see that investing now will be less expensive than having to tear up city neighborhoods and suburbs after development has taken place, as Los Angeles is doing and Seattle faces.

Portland, *The Oregonian*, July 27, 1995

## The Oregon solution

*Light rail may not work everywhere,  
but it's a good fit for this state and region*

**T**rying to evaluate light-rail for the Portland area without including mass transit's relationship to Oregon's and the region's land-use goals is as futile as trying to fit another 200,000 automobiles into Portland traffic lanes.

Port of Portland, Metro, Tri-Met and other regional and local officials made strong arguments in the task force hearings for light rail as an essential component of the region's strategy to manage growth, contain sprawl and maintain livable neighborhoods and economic vitality.

Legislators called back for the special session ought to be as aware of light rail in that context as were voters of the region last fall, when 64.5 percent of them said yes to providing the local share of financing for a south-north connection.

Officials of the Oregon Department of Transportation estimate that adding, not just reclaiming, one lane each way for car-pooling on Southeast McLoughlin Boulevard between Milwaukie and downtown Portland would cost about \$3.25 billion. The projected cost of south-north light rail is \$2.8 billion — from Clackamas Town Center to north of Vancouver, Wash.

Portland, *The Oregonian*, July 14, 1995



# the Sandy Post

## Legislature should OK light-rail expansion

The current rail link between Gresham and Portland and soon Forest Grove to the west is but a small part of what can be a major transportation system for the metropolitan area. The north-south extension is a crucial link in that system. Without it, there will be no relief from the increasing crowding of roads and highways by a growing metro-area population.

The success, or lack of success, of the current Gresham-Portland link should not be the deciding factor for the Legislature meeting in special session Friday to consider the state's portion of the north-south funding. Light rail in the tri-county area is in its infancy. It needs to be allowed to grow before a true evaluation can be made of its success.

Legislators must be made to understand that expansion of the light-rail system is important to the future of the tri-county area. Voters in the tri-county area sent a clear message when they approved the use of tax dollars to begin the process of expanding north-south. The Oregon Legislature cannot ignore that message.

The metro area needs a strong light-rail system, which will only be made possible with expansion north-south as the next step.

Sandy, *The Sandy Post*, July 26, 1995