

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUPPORTING A) RESOLUTION 98-2684A
RECOMMENDATION THAT THE)
SOUTH/NORTH LIGHT RAIL BOND) Introduced by Councilor
MEASURE BE RE-REFERRED TO VOTERS) Don Morissette
)

WHEREAS, Tri-county voters approved a \$475 million bond measure in 1994 to provide partial funding for a South/North project terminating in Clark County, Washington; and

WHEREAS, Clark County voters rejected funding for the same project in 1995; and

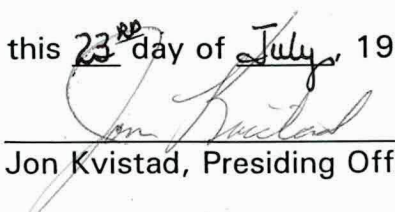
WHEREAS, Tri-Met has sent to Metro an Application for a Land Use Final Order, and proposes to construct the South/North Light Rail Project to the Kenton neighborhood of North Portland, with a funding package approximately \$1.25 billion less than originally proposed; and

WHEREAS, the Metro Council is considering resolutions to approve a Locally Preferred Strategy and a Land Use Final Order; now therefore,

BE IT RESOLVED;

That the Metro Council supports the Tri-Met Board of Directors placing a revised \$475 million bond measure before the voters for the development of the South/North Light Rail Project.

ADOPTED by the Metro Council this 23RD day of July, 1998.


Jon Kvistad, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUPPORTING A)	RESOLUTION NO. 98-2684
RECOMMENDATION THAT THE)	
SOUTH/NORTH LIGHT RAIL BOND)	Introduced by Councilor Don
MEASURE BE RE-REFERRED TO VOTERS)	Morissette
)	

WHEREAS, Tri-county voters approved a \$475 million bond measure in 1994 to provide partial funding for a South/North Light Rail project terminating in Clark County, Washington; and

WHEREAS, Clark County voters rejected funding for the same project in 1995; and

WHEREAS, State of Oregon funds planned to be contributed to the South/North Light Rail project were rejected in a state-wide vote in 1996 ; and

WHEREAS, Tri-Met has sent to Metro an Application for a Land Use Final Order, and proposes to construct the South/North Light Rail Project to the Kenton neighborhood of North Portland, with a funding package approximately \$1.25 billion less than originally proposed; and

WHEREAS, the Metro Council is considering resolutions to approve a Locally Preferred Strategy and a Land Use Final Order; now, therefore,

BE IT RESOLVED;

That the Metro Council supports the Tri-Met General Manager's recommendation that the Tri-Met Board of Directors place a revised \$475 million bond measure before the voters for the development of the South /North Light Rail Project.

ADOPTED by the Metro Council this ____ day of _____, 1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 97-2684, FOR THE PURPOSE OF SUPPORTING A RECOMMENDATION THAT THE SOUTH/NORTH LIGHT RAIL BOND MEASURE BE RE-REFERRED TO VOTERS.

Date: July 22, 1998

Presented by: Councilor Morissette

Committee Action: At its July 21, 1998 meeting, the Transportation Planning Committee unanimously recommended Council adoption of Resolution No. 98-2684
Voting in favor: Councilors McLain and Washington.

Council Issues/Discussion: Councilor McLain moved this resolution on behalf of councilor Morissette, who was not present. There was no staff presentation. The resolution supports a recommendation by Tri-Met staff that the Tri-Met Board of Directors consider resubmitting a \$475 light rail million bond measure to tri-county voters at the November, Oregon general election. A similar measure was passed by voters in 1994, but the maker of this resolution felt that the current situation with regard to the South/North project was different enough (e.g. funding package for the entire project) that it warranted new voter approval for local bond support.

Councilor Washington clarified that this resolution had no effect on the two other resolutions considered in committee on the same day, which approved the Locally Preferred Strategy and Land Use Final Order for the South/North project.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2684, FOR THE PURPOSE OF SUPPORTING A RECOMMENDATION THAT THE SOUTH/NORTH LIGHT RAIL BOND MEASURE BE RE-REFERRED TO VOTERS.

Date: July 17, 1998

Presented by: Councilor Morissette

FACTUAL BACKGROUND AND ANALYSIS

The South/North Transit Corridor study was initiated in 1993 when the Metro Council adopted Resolution No. 93-1784. That resolution selected Milwaukee and the I-5 North Corridors as region's high capacity transit priority to be studied further with a Federal Draft Environmental Impact Statement (DEIS). Eventually, through several narrowing studies, alignment options were recommended along a route which stretched from the Clackamas Town Center, to Clark County, Washington.

A funding package in the range of \$2.8 billion was originally envisaged, combining state, local and federal funds. A local bond measure was approved for \$475 million in 1994, but Clark County financial support failed in 1995. Furthermore, an Oregon state-wide measure proposing to support the South/North Project with state lottery funds failed in 1996. After the failure of the state-wide measure, a cost savings South/North package was approved by the Metro Council.

The Draft Environmental Impact Statement was published by Metro in February of 1998. Having fulfilled federal procedures for public comment related to the DEIS, and accepted recommendations from the South North Steering Committee, JPACT, and a Tri-Met application, Metro is now preparing to adopt a Locally Preferred Strategy (Resolution No. 98-2674) and a Land Use Final Order (Resolution 98-2673). When those resolutions are approved, Metro will move to complete a Final Environmental Impact Statement, and Tri-Met will move into preliminary engineering activity, with construction beginning in 1999.

While the Locally Preferred Strategy identifies alignment options which cross the Columbia and into Vancouver, Tri-Met is proposing to construct the project from Clackamas Town Center only to the Kenton neighborhood in two phases, with known funding. Funds necessary to reach Vancouver remain to be identified.

RECOMMENDATION

Metro's role in adopting a Locally Preferred Strategy and Land Use Final Order is clearly delineated. Responsibility for funding the South/North Project rests with Tri-Met,

and in fact the 1994 bond measure was carried out by Tri-Met, within the Tri-Met boundaries. Since that bond measure, significant changes have taken place, as mentioned above. Going back to Tri-County voters to reaffirm funds for the Oregon portion of the project is the correct action.

Tri-Met has announced its intention to put this bond measure on the November 3 ballot, and the Tri-Met board will make that intent official at their August meeting. This resolution encourages them to take that action.