



OFFICE OF
CITY AUDITOR
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R E C E I V E D

OCT 30 1978

COLUMBIA REGION
ASSOC OF GOVERNMENTS

October 27, 1978

Columbia Region Association
of Governments
527 S.W. Hall Street
Portland, Or 97201

Gentlemen:

Enclosed is a copy of Resolution No. 32279, adopted by the Council October 26, 1978, responding to the Banfield Transitway Draft Environmental Impact Statement, establishing a City Council recommendation on light rail transit, station locations, and freeway improvements, and setting forth intentions on additional Banfield project decisions.

Yours very truly,


Auditor of the City of Portland

EC:dc
Enclosure

Governor Elect Victor Atiyeh
State Capitol
Salem, Oregon
378-8176

December 19, 1978

Statement by Governor-elect Atiyeh:

"I have today decided to include as part of my 1979-81 budget a General Fund appropriation of \$5.6 million for the construction of a light rail system along the Banfield corridor. The total General Fund appropriation commitment for the project will be \$18.6 million over three bienniums. Above all, my approval of this project is contingent upon the agreement by several units of local government and the state Department of Transportation for a comprehensive program to improve transportation throughout Oregon. Indeed light rail is only a portion of a single large project for the Banfield corridor in Portland which will cost \$161 million. That project includes widening of the Banfield freeway, removal of buses from the freeway and a light rail system to be owned and operated by Tri Met. In addition, the program includes:

1. The City of Portland's withdrawal of the I-505 Interstate project. (\$178 million)
2. The construction of the Sunset Highway--217 Interchange. (\$12.7 million)
3. Improvement of Highway 212 in Clackamas County. (\$6 million).
4. Improvements in 190th and S.E. Powell in Gresham. (\$2.1 million)
5. An agreement to transfer certain federal funds for eight years from the metropolitan area to be used in highway

projects throughout the state. (\$34.5 million)

As I have stated publicly in the past, it was my view that the proposed Mt. Hood Freeway was a better solution to the metropolitan transportation problem and that I had reservations about light rail as an alternative. However, local governments in that area together with Governor Straub decided to cancel that project in 1975. I am now convinced that under federal law the Mt. Hood project cannot be revived. I have examined the remaining options. I am convinced that under the circumstances this program is the only feasible alternative to solving the metropolitan transportation problems and provide federal funds for needed highway projects throughout the state.

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NOTE: Governor-elect Atiyeh is out of Salem this afternoon. Lee Johnson, Executive Assistant, and Fred Klaboe, Transportation Department, will be available for 30 minutes at 12:30 for a briefing session on this subject in the press room. This will be a background briefing without tape recorders or cameras.