TESTIMONY SIGN-UP FOR

35800

#817 4pmTC - Interstate MAX extension

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

	NAME	ADDRESS & ZIP CODE
1	Araceli Reyes	922 N. Lombard st #17 (RHS)
2	Ann GARDNER	APP 520 SW Yamhill #1000 97204
3	Reyna RAMOS	9530 N WOOLSEY AVE Portland OR 97203
4	KENT HODDICK - ARBOR LODGE	6546 N. Maryland, PDX 97217
5	JOSEPH INGLES	1849 N. Kilpatrick St. 97217
6	Maelrq Rodriguez	RHS
7	Cynthia Valdez	RHS
8	Carolina Ramos	RHS
9	DAVE EATWELL	2601 N. Willis 97217
10	Osvaldo Garcia	Roosevelt High School
11	Joe (Campos)	" " "
12	David Rodriguez	Roosevelt High
13	RICK WILLIAMS	NLRT CAC
14	COMMIE HUNT	NLRT CAC
15	JEANIE JOHNSON	NLRT CAC
16	Joanne Fulham	2241 N. Menzies Drive
17	TERRY PARKER	1527 NE 65th Ptld
.	Jose Alvardo	Mexican Deputy Consul

Date: 6/15/99

TESTIMONY SIGN-UP FOR

35800

#817 - 4pm TC - Interstate MAX extension

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

	NAME	ADDRESS & ZIP CODE
18	Deborah Zecic	2034 N. Killingsworth 97217
19	Doug Hartman	4615 N. Colonial 97217
20	Gayla Whitman	570 N Hayden Bay Dr 97217
21	Claudia Magallanes	
22	Vern Ryles	
23	Frank Frankie Gillespie	5429 N Interstate
24	Larry Jones	5501 N. Interstate
25	Karen Williams	7634 SE 32nd Ave
26	Lenny Anderson	2934 NE 27th Ave 97212
27	Maggie Sullivan	7034 N Wellesley 97203
28	Michael Sonnkiter	5905 N. Montana Ave 97217
29	NICK SCOVILL	2133 N Argyle, 97217
30	DON Arambula	8224 N. Fenwick 97217
31	Madeline Woodward	3765 N. Williams 97217
32	Jeff Reed	6545 N. Concord Ave 97217
33	Elise Schick Scolnick	1831 NE Going St 97211
34	Peter Teneau	2715 N Terry 97217

Date: 6/15/99

5:35

TESTIMONY SIGN-UP
FOR/AGAINST

35800

#817 4pmTC - Interstate MAX extension

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

NAME	ADDRESS & ZIP CODE
35 Adonica Marshall	2117 NE Kane Rd Gresham, OR 97403
36 ROGER TROEN	4226 N. MONTANA AV. 97217
37 SYDNEY MOST	〃
38 ~~DAVID EATWELL~~	~~2601 N Willis 97217~~
39 ~~Mark [illegible]~~ JIM HOWELL	3325 NE 45TH 97213
40 ART LEWELLAN	3205 SE 8th #9 PTD
41 Craig Flynn	12048 NE Fargo CT Port Ore
42 JENNIFER CHACON	2726 NE AINSWORTH
43 DUSTIN POSNER	2831 NW CORNELL RD, PORTLAND 97210
44 JOHN CHARLES	813 SW Alder 97205
45 ~~Jim Wolford~~ (written)	~~4105 N. Castle Portland OR 97217~~
46 Gerry Mildner	3503 SE Grant Court, Portland 97214
47 ~~Sybil Merrels~~ (had to leave)	~~815 NE Roselawn Portland 97211~~
48 ~~Barry Walker~~	~~3124 NE 17th 97212 NE Coalition~~
49 Ila Hickey	4026 N. Castle Ptld 97227
50 Linda Kolokolo	2631 N. Mississippi 97227
51 Margaret Tigner	2631 N Mississippi 97227

Date: 6/15/94

Page 3 of ___

TESTIMONY SIGN-UP FOR

35800

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

	NAME	ADDRESS & ZIP CODE
52	Monica Taylor	2631 N Mississippi 97227
53	Varita Gill	2631 N Mississippi 97227
54	TONI TOLBERT	2631 N. Mississippi 97227
55	Ora Forthan	2631 N Mississippi 97227
56	Viktor Pache	6519 N Delaware 97217
57	John Landon	4387 SW. Macadam Ave
58	JOSE LUIS ALVARADO	1234 SW Morrison st 97205
59	SPEAK FOSTER	138 N.E Stafford 97211
60	Lakota Logan w/	1732 NE Alberta
61	SPIRIT	1732 NE Alberta
62	Zenona Cornel	639 NE Meadow Dr.
63	Lavinda	315 N. Albina
64	Desiree Rose	315 N. Albina
65	Maguerite	639 NE Meadow Dr.
66	Yuisa Gitemo	6234 NE Alberta
67	Pam Arden	1817 N Winchell St 97217
68	Ray Polani	6110 SE Ankeny St. 97215-1245
69	Marylou Munroe	2544 N. Emerson 97217-3817

Date: _____

TESTIMONY SIGN-UP
FOR

35800

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

	NAME	ADDRESS & ZIP CODE
✓69	CYNTHIA JULASKI	4005 N. COLONIAL 97227
70	Steve Rogers	533 NE Brazee 97212
✓71	JudaMae Longloss	Box 3346 PTLD 97208
✓72	ALAN HIPÓLITO	10 N. RUSSELL 97227
✓73	LARRY Mills	1406 N. Winchell 97217
74	~~Elliot Dais~~	~~6942 N Williams Ave. 97217~~
✓75	Rex Burkholder	BTA PO Box 9072 Ptld OR 97207
76	Mary C. Hanson	1155 NE Holland 97211
~~77~~	~~Robert Cusson~~	~~7032 N Omaha 97217~~
78	~~Ross Williams~~	~~1020 SW Morrison 97205~~
✓79	Patrick Driscoll	5022 NE 27th Ave 97211
80	CARL FLIPPER	7134 N ALTA 97203
~~81~~	~~TERRY LINDSAY~~	~~3786 N Melrose 97227~~
✓82	Deborah Howes	7315 N Fenwick 97217
✓83	PHIL GOFF	1955 NW HOYT #24 97209
84	STEVE SATTERLEE	3805 SE LIEBE 97202
85	STEVE FLAGG	4015 N. CONCORD 97227
✓86	Tad Winiecki	16810 NE 40th Ave Vancouver, WA 98686
✓87	Rey Cabral	1011 NE Prescott 97211

Date: ______________ Page 2 of ___

TESTIMONY SIGN-UP FOR

35800

IF YOU WISH TO SPEAK TO THE CITY COUNCIL, PLEASE PRINT YOUR NAME AND ADDRESS BELOW

	NAME	ADDRESS & ZIP CODE
87	Peter Mye	1955 NW Hoyt 97209
88	Paul Mortimer	1630 N Highland 97217
89	John Bartley	804 NE Prescott 97211
90	Clara Padilla	
91	Humberto Reyna	2402 NE Oregon St 97232
92	Kas Weigant	3945 N. Longview 97227
93	Shad Adler	Alliance
94	Mildred N. Olled	705 N. Killingsworth 98717
95	Blanch Berry	1615 N. Highland St 97217
96	Maynice Sligden	3705 NE Killingsworth 97211
97	BRIAN HOOP	3009 NE EMERSON 97211
98		
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101		
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Date: _____

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E X H I B I T B see Amended - Replaced 35800

NORTH AND NORTHEAST PORTLAND REVITALIZATION STRATEGY

The City Council request that the light rail project become part of a larger North and Northeast Portland Revitalization Strategy that will include an economic development program, North Interstate Avenue LRT transit service plan, and diversify work plan The following are the description of the elements of this revitalization strategy

1 **North/Northeast Portland Economic Revitalization Program:**
The Council directs that the Portland Development Commission develop an economic revitalization plan that would implement the land use and economic development goals of the Albina Community Plan This plan should include developing revitalization strategies for City Council's review

2. **North Interstate LRT Transit Service Plan:**
City Council request that Tri-Met work with residents, businesses and the Office of Transportation to develop a transit service plan, to be effective with the start of light rail service in September, 2004 The plan should help ensure that light rail and bus services improve accessibility to jobs, schools, community services, shopping and other destinations for North and Northeast residents

3. **Diversify Project Work Force:**
Council request that Tri-Met continue to work with the City of Portland and the Oregon Construction Workforce Alliance to foster apprenticeship training and employment of a diverse workforce on the light rail project Tri-Met is encouraged to utilize the City/County/PDC Workforce Training and Hiring Program, or other programs to maximize training opportunities and increase recruitment and retention of women and minorities involved with the construction of the North Portland LRT Project Also, Tri-Met is encouraged to prepare progress reports on the status of this effort

PROJECT DEVELOPMENT AND DESIGN ISSUES:

The following are design issues that the Community has identified as issues that Tri-Met should evaluate during the next phases of the project Council requests that Tri-Met and the Portland Office of Transportation report back to Council on these issues

1 **Paved Track**-- Tri-Met will explore alternatives to the concrete tie and ballast construction proposed for the trackway in the area between N Freemont Street and N Argyle Street recognizing the Community's preference for installation of a paved track surface in this area

2 **Traffic Management Plan**--Tri-Met and the Office of Transportation will develop traffic management plans to address community concerns regarding traffic displaced by light rail construction and with light rail on N Interstate Avenue

3 **Construction Management Plan**—Tri-Met and the Office of Transportation will develop a construction management plan to minimize disruptions to businesses and neighborhoods along the N Interstate MAX Alignment

4 **Traffic Mitigation**-Tri-Met and the Office of Transportation will develop mitigation strategies to address the traffic impacts at the intersections of Going Street, Lombard Street, and Denver Avenue, and with the proposed park and ride at the Expo Center

5 **Lower Albina Access**--Tri-Met and the Office of Transportation work with businesses in Lower Albina Industrial area to coordinate the Lower Albina Overcrossing Project and to address truck access concerns

35800

AUDUBON SOCIETY OF PORTLAND

Inspiring people to love and protect nature

June 15, 1999

Mayor Vera Katz,
City Commissioners
1221 SW Fourth Avenue
Portland, OR 97204

Dear Mayor Katz and Commissioners,

My name is Mike Houck and I would like to submit the following written testimony on behalf of the Audubon Society of Portland and the Natural Resources Working Group of the Coalition For A Livable Future We would like to go on record, as we did before Tri-Met and Metro earlier this month, in offering our strongest support for a light rail alignment that serves North and Northeast Portland

As you know, the Coalition proposed a north-only light rail expansion last December I have appeared before you in the past to support the Coalition's insistence that light rail remain an important part of our regional transportation mix The Coalition and its Transportation Reform Working Group has worked hard to assure that the region does not abandon its commitment to provide light rail service to North and Northeast Portland Many of our members are here tonight to express support for the Interstate light rail proposal

Light rail and other modes of alternative transit are critical to meeting our region's goal of growing up and not out, while helping protect our urban Greenfrastructure. More than 30% of all stormwater runoff is generated by the massive amounts of impervious surfaces, which are created by roads, parking lots and other transportation-related facilities. Thousands of acres of fish and wildlife habitat are lost to roadway construction Steelhead, salmon and other Threatened, and candidate, species under the Endangered Species Act are negatively impacted by our current auto-dominated transportation system

But, an Interstate light rail alignment is also a question of environmental and economic equity. Our Coalition partners in North and Northeast Portland have worked hard to ensure their community receives the environmental benefits, including healthier air to breath, and economic revitalization that light rail will bring

to their neighborhoods. We are here to demonstrate our support for a light rail alignment that will serve North and Northeast Portland

Respectfully,
Mike Houck, Urban Naturalist
Chair, Natural Resources Working Group
Coalition For A Livable Future

Testimony

35800

Date June 15, 1999

Re North Interstate Light Rail Proposal

My name is Rex Burkholder and I am here on behalf of Catherine Ciarlo, Executive Director of the Bicycle Transportation Alliance

The BTA has been working for almost ten years to create better communities in Oregon Our 1400 members strongly support all efforts to provide practical transportation choices This includes designing, or redesigning, communities in ways that make cycling safer and more pleasant The BTA is also a founding member of the Coalition for a Livable Future, which has been aggressively advocating for light rail in North Portland since last November We share their concerns regarding how this project is built and funded We request that the City take every possible step to avoid undesirable impacts by addressing these concerns

That said, the BTA strongly supports the North Interstate Light Rail proposal as an essential component of a complete transportation system

Bicycles and light rail work very well together

Because a person can travel about 3 times as far by bike as by foot in a given time, bicycles increase the travel shed around a transit station nine-fold (See figure 1) To take advantage of the bicycle's greater mobility it is critical that stations, and the roads leading up to them, be designed to accommodate bicycles Good connections are very important, as are appropriate bicycle facilities such as lanes and plentiful secure parking

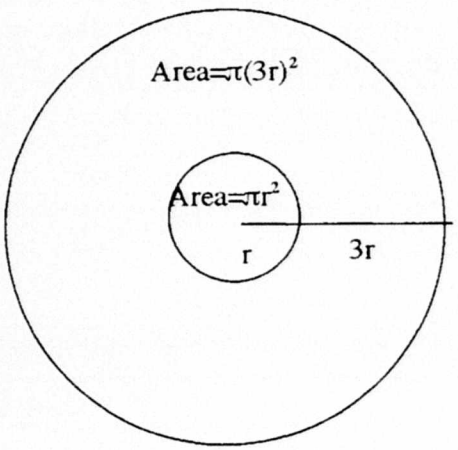

Figure 1

There is a tremendous opportunity and a challenge in that this project is serving existing neighborhoods, rather than giant park-and rides Riders will be walking and cycling rather than driving to the train This will only happen if we design it to happen

Planning for bicycle and pedestrian access must be integrated from the beginning For example, a station at Lombard may make sense from a bus connection standpoint but will people walking or cycling to this station feel comfortable? Lombard and other major access routes will need bike lanes and wider sidewalks if stations are to be truly accessible to everyone

The BTA is eager to work with the City and Tri-Met to ensure that this project is a success

Thank you for the opportunity to comment

WORKING FOR SAFE SANE AND SUSTAINABLE TRANSPORTATION

P O Box 9072
Portland Oregon
97207-9072

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PHONE
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FAX
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Light Rail Alternatives for the Portland Metro Area 35800

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

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

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

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

1 PRT can reduce traffic congestion on the roads and highways

2 PRT can improve people's mobility in urban and metropolitan areas including suburb to suburb and from poor urban neighborhoods to employers in the suburbs

3 PRT can make a profit for transit system owners without tax support from non-users

4 For a significant market share (20-50% depending on the metro area) PRT has the potential to take people where they want to go quicker, cheaper, safer and more reliably than any other way they have of going there

5 PRT can operate economically 24 hours/day (Some times may not be economical, but operating then won't hurt profitability much)

6 The PRT guideway system can be used for automatic delivery of mail, packages and small, light freight, especially during times of low usage for carrying people

7 A stadium or colliseum could have two or three levels of PRT stations with a hundred berths ringing it so people leaving an event could board a PRT vehicle on their level and be home before automobile users are able to leave the stadium parking lot

8 PRT can go many more places than light rail, including inside buildings on the second or third floor

9 PRT can save energy, including energy used for manufacturing and construction of the system

10 PRT can go everywhere it needs to go without stopping road traffic, slowing or colliding with pedestrians or road traffic

11 PRT can be installed quickly and with minor disruption to an area compared to light rail The environmental effect is more like construction of a power line than a railroad

12 With palletized dual mode vehicles added to the PRT system the users can go everywhere in the metro area there are roads, door-to-door (Dual mode vehicles also have wheels to run on city streets)

13 Usually PRT guideways can be added to large highway bridges without adding additional foundations A PRT bridge could be added across the Columbia River at much lower cost than a new light rail bridge and it could be high enough that it wouldn't have to be raised for river traffic

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

HIGHERWAY TRANSIT RESEARCH
Suburb to suburb quicker
http //www pacifier com/~winiecki/Higherway/index html

16810 NE 40th Avenue
Vancouver, WA 98686-1808
winiecki@pacifier com
360-574-8724

PRT vs LRT
by Tad Winiecki
June 15, 1999

Personal transport is solution to gridlock

By Tad Winiecki

A LOCAL VIEW

Most people who have studied the problem of traffic congestion conclude that the primary cause is too many commuters driving alone in cars

Previously attempted solutions to the problem have ranged from accommodating the cars with more and wider roads to changing commuters' behavior so that they work at home, work different schedules, ride on smaller vehicles (bicycles or motorcycles) or bunch together in car pools, buses and trains

Despite these efforts, congestion is worsening in almost every urban area where population is not declining In addition to the anger of the commuters in the traffic jams, there is angry debate among those favoring different solutions

Some want more government intervention, some less Almost everyone wants improvement, but they want someone else to pay for it. Private companies could build toll roads and bridges, but people dislike tolls even more than higher fuel taxes

I believe that it is time for a new approach, a higher way with more freedom, increased mobility and lower overall cost

My approach has three parts

■ First, stop making barriers to people moving under their own muscle power If dead-end streets and cul-de-sacs are needed to reduce automobile traffic in a neighborhood, put paths through them so pedestrians, skaters, wheelchair users and bicyclists don't have to go a lot farther and be forced onto busy arterial streets If a new freeway or rail line is built, provide enough bridges for bicyclists that they don't have to go far out of their way to cross it

■ Second, remove zoning laws and other legal barriers that prevent people from working at home or living close to their place of employment and force them to travel on arterial streets to buy groceries

■ Third, take advantage of new technology to reduce the need for trips and move people more efficiently With the information superhighway, fiber optic cables and new virtual reality display technology, it is no longer necessary to move people to move information We should install the fiber optic network as soon as economically feasible, considering the savings in transportation costs it will bring

Imagine the savings to our schools if high school and college students came to school two or three days a week for band, chorus and drama practice, science labs, cooking, sculpture, shop, physical education and driver education, but used their home computers to learn language, mathematics, science, geography, civics and history

The most promising new technology for moving people more efficiently is personal rapid transit PRT is a no-wait, nonstop, always-available public transportation mode In a personal rapid transit system one could go to a nearby station, insert a card in a reader, select a destination and board a waiting, small, computer-controlled vehicle that goes nonstop to the selected station

The vehicle travels on a monorail guideway above all the surface traffic Because the vehicles are small, they are lightweight and low-cost The monorail is also lightweight and low-cost because the vehicles it supports are lightweight The stations are small and low-cost because they don't have to accommodate many waiting people or vehicles at a time

The system can have many stations near where people want to go and many vehicles to take them there because the stations, vehicles and guideways are not expensive The monorails are mounted to steel poles such as those supporting traffic lights and so take little more right-of-way than do neighborhood power lines Since the vehicles are electrically powered and quiet, the environmental impact of the system is similar to a neighborhood power line

Cost-effective and efficient

Raytheon Corp and the Regional Transportation Authority of Northeastern Illinois are planning to put a PRT system in the vicinity of O'Hare Airport in Chicago Raytheon is currently testing the system at their facility in Massachusetts I am working on preliminary design of another PRT concept that promises to be faster and more cost-effective than Raytheon's

A properly engineered and planned personal rapid transit system could provide all-weather reliability, improved mobility and safety and reduced traffic congestion for Clark County and Portland metropolitan area commuters It is probably the most cost-effective way to reduce traffic congestion and increase mobility when all the relevant costs are considered

The costs of transportation alternatives should be evaluated in terms of people's time in transit (figured at the minimum wage or higher for workers and including waiting times), costs to the environment, accident costs, acquisition, operation and maintenance costs

Because of the small size and weight of the vehicles, the people-carrying capacity of the Interstate 205-Glenn Jackson Bridge could be doubled at much lower cost by adding PRT monorails than by adding light rail tracks or building another bridge PRT vehicles could take people inside the Portland International Airport terminal and to several levels of the Rose Garden arena and Memorial Coliseum, which would reduce parking problems and congestion in those locations

We can have reduced traffic congestion without paving over the county, restricting people's freedom or limiting economic growth if we are willing to objectively evaluate new technology and make the most cost-effective investments to solve the problem

I am willing to answer questions about PRT and make presentations to anyone Call me at 574-8724 if you want to know more

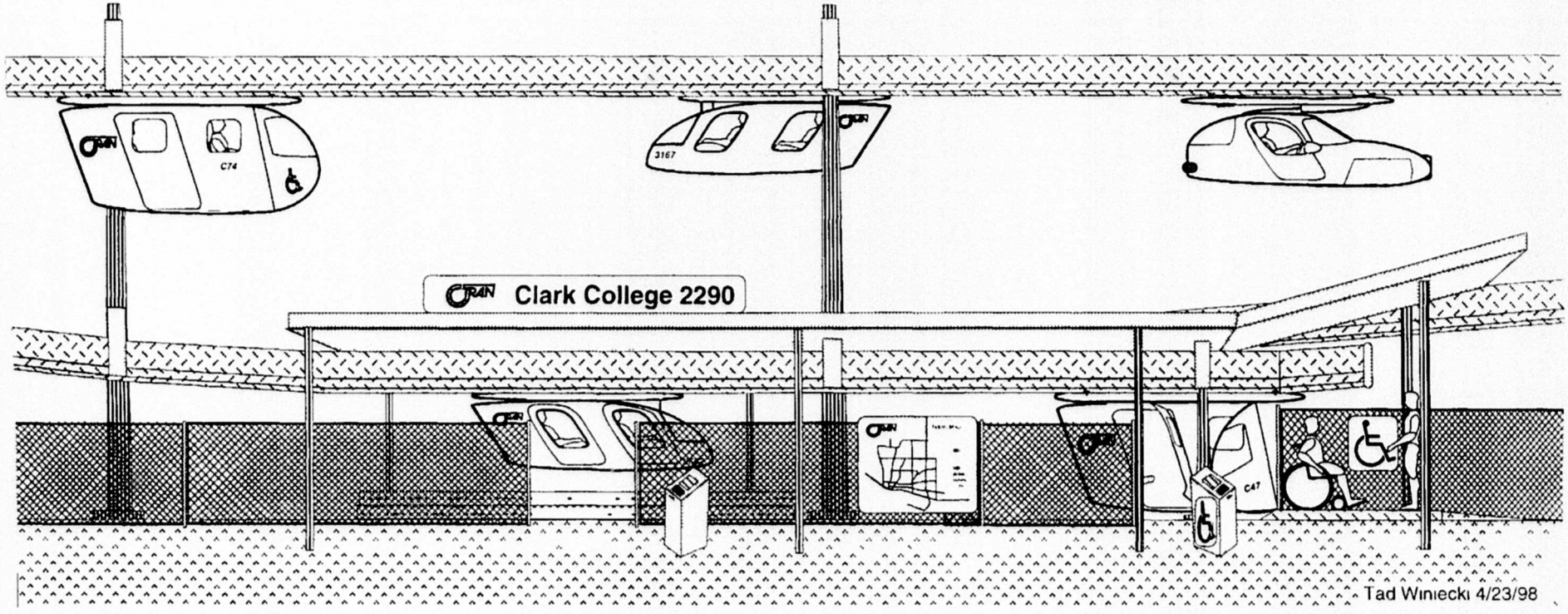
TAD WINIECKI *is a Clark County business owner*

HIGHERWAY TRANSIT RESEARCH

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

Our mission is research and development of personal rapid transit to

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



Tad Winiecki 4/23/98

This is a drawing of a minimal-cost unattended suburban station The transit rider inserts his ride card into the card reader and keys in the number of his desired destination station The doors of the waiting *Higherway Nighthawk* vehicle open and he puts his bag on one seat and sits in the other He pushes the "Close Doors" button in the vehicle and it accelerates up the guideway to merge into the high speed lane of the arterial where all the vehicles are traveling at 45 m/s (100 mph) at minimum 0 5 second intervals The *Nighthawk* doesn't stop until it reaches the desired destination station

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

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

Higherway Station May 9, 1998
Tad Winiecki, Higherway Transit Research
16810 NE 40th Avenue
Vancouver, WA 98686-1808
Winiecki@pacifier com 360-574-8724

Note This is not a C-TRAN project

Look at our website! http //www pacifier com/~winiecki/Higherway/index html

COMMENTARY

Pro/con: Where do we go from here with light rail?

A leaner, rider-efficient south-north MAX is needed, along with central core subway

A business backed proposal to build a MAX line along Interstate Avenue gained momentum this week when Portland City Council members offered conditional support for resuscitating light rail to North Portland. Here are views on light rail expansion by a supporter and a pair of critics.

Interest continues in south north light rail because there is still concern about the future about growth, congestion and quality of life Lasting protection of open spaces and the curbing of sprawl with "smart growth" are receiving national attention, in the Portland area, there's concern by some over the expansion of the Urban Growth Boundary

Even light rail adversaries made the connection between population and automobile use growth, with attending mushrooming problems There is talk of carpool lanes, express buses and general bus service increase Even commuter rail and river transit have supporters In other words, almost everybody realizes that growth and increased automobile use will cause many more problems that will negatively impact our cherished quality of life

Tri Met is proposing to increase bus service, hoping the move will boost both ridership and farebox receipts Business leaders, led by Northwest Natural CEO Richard G Reiten, were reported ready last month to circulate petitions urging a scaled-down, leaner light rail plan It would not require any new money from property taxes, and supporters hope to get it enacted in time to use existing federal funds

In Salem, the Legislature seems poised to increase the gas tax and the vehicle registration fee but, since all vehicle-related taxes are tightly dedicated to roads only, more money will surely mean more pavement, which will guarantee more problems

On the other hand, mass transit is generally understood to be the most reasonable alternative, but it is clear that resources for growing service to achieve more ridership are not readily available

More bus service is desperately needed in and around Portland — in fact, almost everywhere, in cities and between cities Once that bus service reaches capacity, more rail service would be appropriate, because it could serve the public better and more economically

Our light rail from Gresham to Hillsboro is already doing quite well, with better, more frequent and more dense supporting bus service, it could do much more The same is true statewide, in the rail corridors paralleling the interstate freeways and the state highways More buses and trains would certainly help

Well, what to do? Regionally, find more money for Tri Met to increase bus frequency in the corridors and begin building a leaner, more rider-efficient south north light rail, at least between downtown Vancouver and downtown Milwaukie, not only from the Rose Garden to the Expo Center as is being proposed by the business leaders

In fact, if the line were to serve Clark County and Clackamas County, bond money originally approved by Oregon regional voters in 1994 could still be used to match federal dollars and construct a frugal first segment on the east side

Meanwhile, the clogged streets of downtown Portland cannot accommodate a regional light rail Existing east west MAX is already too slow and is overcrowded at peak hours Serious planning for more carrying capacity and faster through service for both east west and south north — via a subway in the central core — is an absolute must, lest the center of the regional system be choked to death

Statewide, the Legislature should let the voters amend the Oregon Constitution to allow gas tax financing of alternative transportation, which everybody talks about for more efficient use of limited dollars

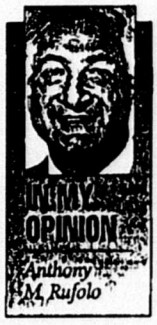
Otherwise, we shall be doomed to more unwanted pavement and automobile use, thus insuring an even tougher life in the future

Ray Polani of Portland is co-chairman of Citizens for Better Transit

Single-minded pursuit of light-rail vision lacks balance with consumer preferences

The recent proposal for a scaled back south north project calls for resurrecting light rail in the north corridor and substituting express bus and carpool lanes for rail in the south corridor

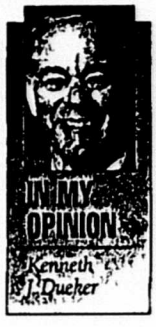
However, in the rush to capture federal money, there is scant attention paid to possible alternatives in the north corridor to address the high cost and limited effectiveness of rail



Although the revised plan appears more cost-effective than the original $100 million per mile project, it only intensifies efforts to continue building more rail lines

Rail advocates find it difficult to look at alternatives to light rail because light rail itself is part of their vision

Their vision of what the region should look like has led to a "command and control" approach to regional planning Regional leaders have decided that dense concentrations of housing and other activities around rail stations will result in people living in these locations and using light rail rather than automobiles to get around Yet they have not determined whether enough people would make such choices to actually lead to the result they promise



The outcome is a regional land use and transportation policy that has little chance to generate the housing and transportation patterns envisioned. The visionaries ignore severe negative consequences

People do not live in suburbs because they never had the choice to live at high density around transit centers Developers would have built more such communities already if people really wanted them Many people have a strong preference for low density suburban living Similarly, people have good reasons for preferring the automobile to mass transit

Are there enough willing buyers of these new products? There are market segments interested in higher density, but probably not to the extent targeted in the Metro 2040 plan Where the market conditions are right, like Northwest Portland and the Pearl District, it will occur But we need realistic evaluations of the likely rates of change in housing preferences

To us it appears unlikely that there is sufficient demand for this type of development to substantially change density or travel patterns

High land prices, induced by a tight urban growth boundary, encourage higher density development But they also create affordability problems and encourage people to commute longer distances in search of lower housing prices Further, we are concerned that subsidies used to encourage dense development divert resources from other important needs

Regional leaders should look realistically at light rail Experience here and elsewhere indicates that light rail is costly and very effective neither in providing transit services nor in reshaping land use

We are concerned that more effective transportation alternatives are being ignored. This needs to be addressed by rerunning Metro's models with realistic alternatives These should include improved bus transit service and express buses operating on carpool, or HOV, lanes The new estimates should then be used to compare the cost and effectiveness of transportation alternatives

In addition, the supporting assumptions used in the models should be re-examined. The current plans are suspect because the population and employment were allocated to jurisdictions and plan designation areas based on "targets" rather than realistic forecasts

If our regional leaders continue to make unrealistic promises based on unpopular and ineffective policies, support for all policies to improve livability is likely to erode

It is time to look for realistic plans that balance consumer preferences with the promotion of livability instead of the single-minded pursuit of a light rail based vision

Anthony M Rufolo and Kenneth J Dueker are professors of urban studies and planning at Portland State University

Ride rail advocates out of town

I found the article regarding the approval of the use of existing ticket fees to finance airport light rail (May 29) to be quite disturbing

Have the citizens of Portland and the greater metropolitan area not by now made it abundantly clear that we do not want light rail to the airport or anywhere else? What part of "no" do the people who insist on ramming the light-rail idea down our throats not understand?

The only rail that we really want to see built is the one upon which we ride these bureaucrats — tarred and feathered — summarily out of town

Support for the light-rail agenda seems to come largely from contractors, who stand to make millions on these projects, and urban-planning drones, whose jobs depend on selling such projects to the public

Those whose profit and employment tenure depend upon these projects will soon have us taking light rail to our favorite camping site or fishing hole if we do not stop this silliness now.

DENNIS GALLAGHER
Oregon City

Light rail means tax increase

I'm glad that light-rail advocates and their critics at least agree on one thing: Building a north line will trigger a massive property tax increase

Light-rail advocate Ray Polani wrote in his commentary piece (April 2) that once a north segment is built, it should then be extended with a $475 million property tax increase approved five years ago. Polani wrote, "In fact, if the line were to serve Clark County and Clackamas County, bond money originally approved by Oregon regional voters in 1994 could still be used ... (to) construct a frugal first segment on the east side."

That's right, in spite of voters' rejecting light rail three out of four times, (some light-rail advocates) plan on spending the money approved in a 1994 election. All this without a new vote of the people.

LEWIS MARCUS, *research director*
Don't Buy the Lie Campaign
North Portland

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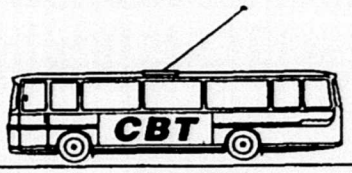

CITIZENS for BETTER TRANSIT

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Mr.Doug Bates, Op-Ed Editor
The Oregonian
1320 S.W.Broadway
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March 22, 1999

There is still interest in Norht/South light rail because there is still concern about the future, about growth, congestion and quality of life. Lasting protection of open spaces and the curbing of sprawl with "smart growth" are receiving national attention (by both President Clinton and especially Vice President Gore.)

In our metro area informed citizens and pundits fret over the recently approved expansion of the Urban Growth Boundary (- stayed by a Court order for now - and the continuing attacks on land use regulations.) Even light rail adversaries made the connection between population and automobile use growth, with attending mushrooming problems: there is talk of carpool lanes, express busses and general bus service increase, even commuter rail and river transit got supporters, (though almost nobody seriously talked about new pavement to address the problems and accomodate inevitable future growth.) In other words, almost everybody realizes that growth and increased automobile use will cause many more problems which will negatively impact our cherished quality of life.

(On February 11 an article reported) Tri Met's proposed next three years' effort to increase bus service hoping it will boost ridership and farebox receipts (and on March 16) business leaders, led by Northwest Natural CEO Richard G.Reiten, were reported ready to circulate petitions urging a scaled down, leaner, new light rail plan with no new money from property taxes enacted in time to use existing federal funds. In Salem, the legislature seems poised to increase the gas tax and the vehicle registration fee but, since all vehicle-related taxes are tightly dedicated to roads only, more money will surely mean more pavement which will guarantee more problems. On the other hand, transit is generally understood to be THE most reasonable alternative but it is clear that resources for growing service to achieve more ridership are not readily available and yet it is the most prescribed alternative medicine to contain, even reduce, auto use connected problems.

More busservice is desperately needed in and around Portland, in fact, almost everywhere: in cities and between cities (and where rail is available,) more rail would be appropriate because it could serve better and more economically, once established bus service needs to grow in frequency and capacity.

Our light rail from Gresham to Hillsboro is already doing quite well; with better, more frequent, more dense supporting bus service it could do much more, (provided Tri Met had the money to buy more trains and more busses to increase both the frequency and capacity.) The same is true statewide, in the rail corridors parallelling the interstate freeways and the state highways: busses, trains and more of them would certainly help. (Portland city voters supported rail, light rail, both in 1996 under statewide measure 32 and in 1998 under metro measure 26-74, though both times the measures failed in Clackamas county, one likely reason being the nominal bus service there: some 5% of the total!! On the other hand, they passed handily in Multnomah county both times, because the I-5 North is THE most congested freeway in the state and there is a good amount of bus service parallelling it through North and North-East Portland and across the Columbia to and from Vancouver.)

Well, what to do? Regionally, find more money for Tri Met to specifically increase bus frequency in the corridors and begin building a leaner, more rider-efficient North/South light rail at least between downtown Vancouver and downtown Milwaukie, not only from the Rose Garden to the Expo center as is being proposed by the business leaders. In fact, if the line were to serve Clark county and Clackamas county - where both cities are - the bond money originally approved by Oregon regional voters in 1994 could still be used to match federal dollars and construct a frugal first segment on the east side, where there is already a well established need to improve existing bus service. The clogged streets of downtown Portland cannot accomodate a regional light rail: existing East-West MAX is already too slow and is overcrowded at peak hour. Serious planning for more carrying capacity and faster through service for both East-West AND North-South, UNDER THE CORE, is an absolute must, lest the center of the regional system be choked to death.

Statewide, the legislature should let the voters amend the Oregon Constitution to allow funding of alternative transportation, which everybody talks about for more efficient use of limited dollars, otherwise we shall be doomed to more un-wanted pavement and automobile use thus insuring an even tougher life in the future.

R. Polani

Ray Polani, Co-Chair

Too Costly to be True:
An Analysis of the North Portland Light Rail Proposal in Portland, Oregon

June, 1999

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Executive Summary.

In March, 1999, a group of Portland business leaders proposed to build a 5 5 mile extension of the Portland, Oregon light rail system to the North Portland This $350 million project is being considered by several public agencies in the region Tri-Met, Metro, and the City of Portland This report analyzes the cost projections, ridership projections, and environmental impacts of the proposal and considers alternative policies

Over two-thirds of the projected riders of the North Portland light rail line would still use the Tri-Met bus system if this project is not built That is, they are riders who are being diverted from a bus to a train For this reason, I have focused on the cost of producing an additional transit passenger trip

Assuming ridership reaches forecast levels, the North Portland light rail project is estimated to cost approximately $31 per additional transit passenger trip Ignoring costs borne by the federal taxpayer reduces the cost per trip to $13 45 per trip or $26 90 per round trip By comparison, the average cost of a bus transit trip in North Portland is only $1 61 per passenger boarding

Traffic congestion in North Portland and the I-5 corridor will deteriorate both during the construction and after the transit line is built, thereby questioning the purported environmental benefits Alternative strategies, including increased investment in buses, congestion pricing, and high occupancy travel lanes, offer greater benefits and the potential for reduced taxpayer costs as well

I Introduction

In March, 1999, the several local business leaders proposed to build an extension of the Portland, Oregon light rail system to the North Portland The transit agency in the Portland area, Tri-Met, currently operates an east-west light rail line from Gresham to Hillsboro, Oregon Local residents had recently rejected a recent ballot measure that would have borrowed up to $475 million in bonds backed by local property taxes to build a much more extensive light rail line from Clackamas County to North Portland The entire line would have cost $1 2 billion In response to this initiative and the negative election results, Tri-Met developed a proposal for the North Portland line that would cost less money and require no property tax bonds or voter referendum

The cost estimate for the project is $350 million, including $79 million for engineering and administration, $70 million for 17 light-rail vehicles, $46 million for street reconstruction, $39 million for structures (Metro, 1999, p 11, adjusted for inflation to year-of-construction dollars)

This $350 million figure, however, excludes a number of costs that are integral to the project Indeed, important costs such as trains, contingency funds, land acquisition and right of way were left out of the analysis Since I only have partial estimates for these hidden and missing costs, I will calculate the cost per rider figures using the $350 million figure and let the reader decide what a true estimate of the project's cost would be I will also report cost estimates that focus only upon the expenses paid by local taxpayers

II. Ridership and Cost

A Calculating Average Cost Per Trip.

To begin, 2015 average weekday ridership on the line is projected at 14,100 (Metro, 1999, p 16) Because rail customers are often former bus customers and rail trips usually involve multiple boarding rides, the net increase in trips is much smaller Previous studies of new rail projects in the United States indicate that a large percentage of rail riders would have been bus riders had the new rail line not have been built For example, Tri-Met admits that 56% of the riders on the Eastside MAX line were really bus riders who were diverted to the new rail line (Richmond, 1998, p 34) Metro estimates the net ridership gain from this project to be only 4,500 trips/day in the North Corridor or 4,400 trips system wide (Metro, 1999, p 15)

As far as I can tell, the SDEIS never states an annual ridership figure In its absence, I will multiply the weekday ridership by 312 equivalent days per year to identify an annual ridership This calculation assumes that weekend ridership is 50% of weekday ridership, a figure which is true for the Tri-Met system as a whole, During the discussion about the Airport MAX projections, Tri-Met used a 12% higher figure to reflect weekend airport demand However, given that such a large number of projected riders are diverted bus commuters, my estimate seems more appropriate My calculation generates a annual North Portland light rail ridership of 4 34 million rides per year And since two-thirds of the projected ridership would occur anyway, the net increase in transit trips is only 1 4 million additional trips per year

There are two components of costs operating and maintenance (O&M) and capital costs Tri-Met estimates the net increase in operating and maintenance costs of North

Portland light rail as $6 8 million/year (Metro, 1999, p 43) That's + $6 9 million for the light rail portion and -$0 1 million for bus operations I suspect that this figure ignores some canceling of bus lines, as Tri-Met has done with Eastside MAX and Westside MAX, but I will use the figure in the SDEIS

As a result, the increase in operating costs per net additional transit trip for North Portland light rail is $4 86 per trip (6 8/1 4) That's incredibly high given that all of the bus routes in North and Northeast Portland currently cost only $1 61 in operating cost per boarding And when operating costs is supposed to be light rail's big selling point, this increase in operating cost seems all the more surprising In the best transit market in the region, we are considering the highest cost method of delivering new service

Capital cost calculations are more complicated, given the problem of discounting and factoring in the federal dollars I will offer three different ways to approach this calculation

1. Average Local and Federal Cost

To begin the analysis, I chose 20-year amortization period at an 8% borrowing rate for the full $350 million price tag for North Portland light rail This isn't really the full cost since the opportunity cost of Interstate Avenue's inside traffic lane and other capital costs are not included, but it's the number in the SDEIS (Metro, 1999, p 41) The amount needed to support such bonds is $35 70 million per year, which amounts to $8 23 in capital cost per ride, for a total of $9 99 per boarding ride (including operating cost) By comparison, Tri-Met reports operating cost per boarding ride for its North Portland buses at $1 22 per boarding ride with $0 39 in capital costs, or only $1 61 total, one-sixth of the cost of a light rail boarding

2 Average Local Cost

If you assume that the federal money is entirely free to local taxpayers, the local share of capital costs falls from $350 million to $110 million On an annual basis, this translates into $11 22 million per year Adding in operating costs and capital costs, North Portland light rail's average cost is $4 35 per ride Again, this is more than double the average cost of North Portland buses Of course, bus purchases are also subsidized by the federal government, so the bus cost estimate is somewhat lower than stated

Average Cost per Boarding Ride
Light Rail Versus Bus

(20-year amortization @ 8 % interest, ridership estimates in year 2015,

		Operating Cost	Capital Cost	Total Cost
North Portland LRT	**Total Costs**	**1.76**	**8.23**	**9.99**
North Portland LRT	**Local Costs Only**	**1.76**	**2.59**	**4.35**
North Portland Buses		**1.22**	**0.39**	**1.61**

3. Marginal Cost

Because building the North Portland light rail line is an addition to an existing transit system, much of the ridership projected for the line is really a diversion of existing Tri-Met bus passengers According to Metro's own analysis, over two-thirds of the North Portland light rail line's ridership are diverted passengers from the existing bus system

For this reason, the cost of attracting an additional passenger to the transit system, the marginal cost, is much higher than the average cost

When factoring in all the costs of the project, including federally-paid expenses, the marginal cost of a single additional transit trip is $30 93 If you look only at local capital costs, then the cost of an additional transit trip is $8 01 per trip
Finally, if you assume that the opportunity cost of capital is only the local tax-exempt borrowing rate of 6% (this assumes displaced private investment occurs in rest of the world and we suffer no effects), then the net transit trip figure falls to $8 01 per trip

Marginal Cost per Additional Transit Trip
Light Rail Versus Bus

(20-year amortization @ 8 % interest, ridership estimates in year 2015,

		Operating Cost	Capital Cost	Total Cost
North Portland LRT	**Total Costs**	**$5.44**	**$25.49**	**$30 93**
North Portland LRT	**Local Costs Only**	**5.44**	**8.01**	**13.45**

Hence, using conservative assumptions, the combined operating and capital costs are $13 45 per trip or $26 90 per daily round trip, even assuming the federal money is free This is even more amazing when you consider all the hoopla that this North Portland light rail project having such a bare bones budget Surely, there are better ways to boost transit ridership, improve pollution, and support the community in North and Northeast Portland

B. The Amortization Assumption

In the section above, I have calculated the annual payment required to retire a 20-year bond The reason for the twenty-year calculation is the general principle for government borrowing that a bond issue should not exceed the useful life of the project After twenty years, Tri-Met will face substantial future costs to replace cars and make other capital improvements

Of course, using longer term bonds to finance a project would reduce the annual carrying cost, but it does not cause trains or track to last longer or depreciate less In fact, much of Tri-Met's capital plant will need to be replaced during this time period Tri-Met establishes 25 years as the optimal replacement period for its existing light rail trains and uses more rapid replacement schedules for other capital items associated with light rail (Tri-Met, 1998b, p CR-5) The only capital item with an indefinite life span is land, but the opportunity cost of land is not included in Tri-Met's $350 million cost estimate

In addition, the effect of longer repayment periods is small due to the higher interest costs that accompany the longer time period Using the Mortgage Constant Formula, which estimates the ratio of annual payments to the capital cost, we can calculate the net impact of changes in either the interest rate assumption or the time period of borrowing (Kau and Sirmans, 1985, p 557) Using a 30-year borrowing period would reduce my estimates by only 15%, a small amount given the magnitude of the costs involved

Mortgage Constant Formula

$$MC = i/(1-(1/1+i)^n)$$

Term (in Years)	Interest Rate	Mortgage Constant
20	10%	11 7%
20	8%	10 2%
20	6%	8 6%
30	10%	10 6%
30	8%	8 9%
30	6%	7 3%

Finally, one might question whether using borrowing rates is applicable at all, given that current resources and working capital are being used on the project However, those funds have the opportunity costs as well Tri-Met could choose to use those funds today to reduce its current debt burdens or invest them for the future Only by putting in a value for interest rates can one analyze projects with costs and benefits in different time periods

C. Taxable and Tax- Exempt Borrowing Rates.

My analysis used a borrowing rate that is relatively high for a tax-exempt, government borrowing rate, but relatively low for a taxable, private borrowing rate There are several good reasons for considering taxable interest rates with this analysis

First, public investment displaces private investment, so the true opportunity cost is the rate of return on private investment Admittedly, some of that investment might take place in other states and localities Second, all local residents are federal taxpayers, so the federal and state income tax subsidy is paid (in part) by them Finally, this project

will be reviewed by the Federal Transit Administration, which represents citizens throughout the United States, most of whom will never travel to Portland, much less use Portland's transit system Moreover, current practice within the federal government requires applying a 10% discount rate to evaluate future and current costs and benefits (Musgrave and Musgrave, 1989, p 159)

In response to previous public testimony that I've given regarding discount rates for light rail projects, Tri-Met proposed using a 6 0% discounting figure (Tri-Met, 1998d) However, in the table above, I show that the difference between using 6% versus 8% as the appropriate borrowing rate is only about a 15% savings in the annual amortization cost Given the large magnitudes of the cost differential between bus and rail, 15% is a small number

III. Ridership Estimates

A. Misleading Train Frequencies.

The Supplement Draft Environmental Impact Statement reports inconsistent numbers with respect to the capital costs and the ridership assumptions As will be discussed later, the ridership forecast is based upon 24 trains in operation, but the capital costs assume that only 17 trains will be purchased

Since the opening year train purchase is significantly less than the number of trains needed by 2015, all the advertised headway estimates for the line are misleading The advertised frequency of service will not happen in 2004, when North Portland light rail is proposed to begin service The service is estimated to bring 8 trains an hour to downtown or a train every 7 5 minutes (Tri-Met, 1999, p 17) By comparison, bus lines like the 14-Hawthorne actually have more frequent service than 7 5 minutes However,

by only purchasing 17 trains rather than 24 trains, the proportionate number of trains per hour falls from 8 trains to 5 7 trains And the headway frequency rises from 7 5 minutes to 10 6 minutes

Hence, the plan for North Portland calls for 4 years of construction and increased traffic congestion on Interstate-5 and all the major arterial roads in North Portland, and in the end, train service in 2004 is no more frequent than an ordinary bus line! Why are we spending so much money to switch transit passengers from bus to rail?

IV. Pollution and Congestion Impacts

A. Pollution.

The Supplemental Draft Environmental Impact Statement claims there will be a reduction in vehicle miles of travel (VMT) and as a result, the report claims that pollution will be reduced However, the report offers no evidence of this except that system wide transit ridership increases by 1 4% (Metro, 1999,p 28) According to the report, traffic levels in North Portland increase as a result of North Portland light rail on every major arterial besides Interstate Avenue (see below) Hence, from the perspective of the average resident of North Portland, local environmental conditions will get worse Since bus operating costs are essentially unchanged, Metro cannot even claim any pollution reduction from a switch of transit trips from diesel-based buses to electricity-driven trains

B. Automobile Congestion

Traffic on parallel streets in North Portland and I-5 get much worse The Interstate 5 highway actually experiences a 1% increase in traffic compared to the No Build option (Metro, 1999, p 21) The most impacted streets in North Portland are Denver (+58%), Albina (+33%), Greeley (+25%), Vancouver (+9%), and Martin Luther King Boulevard (+2%) The only improvement is Interstate Avenue (-50%) but that comes from losing half its capacity! In a recent article in The Oregonian, Metro Councilor Ed Washington argued that pollution in North Portland will improve as a result of this project (Washington, 1999) Clearly, the SDEIS and statements by Metro officials like Mr Washington are misleading the public

C. Train Congestion

The SDEIS suggests that the downtown MAX line will become a branched line with service either going to Gresham or the Expo Center, and possibly also to the Airport (Metro, 1999, p 17-18)) The report describes rush hour train frequency rising from 11 trains per hour (5 45 minute headways) to 19 trains per hour (3 15 minutes) and possibly to 23 trains per hour (2 61 minutes), should through route service on Airport MAX be implemented

I don't believe this is possible My understanding was that when Tri-Met tried to increase train headways during the Interstate-5 Bridge closure to below 5 minutes, enormous train delays occurred due to the bottleneck in the downtown portion of the MAX line Due to our short blocks, traffic signal patterns, dwell times, loading times, and handicapped passengers, 5 minute headways on MAX were our technical maximum

Attempting to operate more than 6 minute headways during the Interstate 5 Bridge closure earlier this year led to trains "bunching up" before they could reach downtown Tri-Met stopped this experiment and has never successfully operated more than 10 trains per hour In effect, the MAX light rail line is experiencing its own form of congestion

If that's true, someone is being lied to Either frequency won't be as great as modeled, peak hour service to Gresham will be cut, Airport MAX will be a Gateway shuttle, North Portland light rail service will deadhead at the Rose Garden, or the cost of a second downtown light rail route or tunneling project hasn't been included in the SDEIS Have voters been informed which of these alternatives will occur? Have they been told which North Portland bus routes will be cut?

Suppose the error is explained by future cuts in train frequency on the Banfield MAX line to Gresham Current MAX service to Gresham during peak hours is one train every 6 minutes and 10 minutes during off-peak Therefore, riders on this line will experience deterioration of service, which will lead to deterioration of ridership This cost has been hidden because Tri-Met officials have reassured residents in the East Portland and Gresham corridor that their service will not be reduced The other possibility is that Tri-Met will incur additional costs to build a new downtown distribution system At some level, this mistake is extreme form of the ridership forecast problem

IV. Hidden Costs of the Project

Having made several calculations using publicly-available data, there are a number of critical issues of cost and distribution of burdens that cannot be answered without

further data and investigation The size of these hidden or understated costs is sufficient to question whether the SDEIS is intended to inform or deceive

A. No Contingency Fund.

To protect local taxpayers, the 1998 South-North light rail project (and others before it) routinely included a 11-12% contingency for each of the capital cost items in the project For South-North as a whole, the contingency funds were a $100 million cost item that served to guarantee that the project could be built, even if costs were higher than promised For the Eliot and North Portland segments of the project, the contingency allocation was were 12% of the capital costs (Tri-Met, 1998e, p 2-46)

In the North Portland SDEIS, the line item for a contingency fund has been eliminated without any explanation (Tri-Met, 1999, p 11) For a project with $350 million in capital costs, this amounts to $42 million of hidden expenses

This missing cost item explains a rather curious statement in the SDEIS "Eighteen different cost categories (listed in Table 2 4-1) have been used to consolidate these cost estimates The definitions of these categories has not changed from the DEIS " (Metro, 1999, p 10) Yet when reading the table, only 17 cost categories are listed, not the advertised 18 A simple use of the delete key on someone's computer appears to have "saved" the project $42 million However, that someone forgot to clean up the rest of the text of the report

B. Hidden Station Costs.

The North Portland light rail project is purported to save in running time and capital cost by reducing the proposed number of stations in the North Portland and Eliot segments of the line This involves reducing the number of stations from 11 to 10 However, the project has a much greater than proportional reduction in station reduction costs

In the DEIS for the South-North project, the cost estimates for stations in the North Portland and Eliot segments was $5 8 million, or $527,000 per station in 1994 dollars (Tri-Met, 1998e, p 2-46) Using the same 1994 dollars, stations in the North Portland light rail SDEIS cost $3 5 million or $350,000 per station (Tri-Met, 1999, p 11) Putting this difference into the year-of-expenditure dollars, this amounts to $2 7 million in unexplained cost savings

It's possible that the reconfiguration of the Rose Quarter station in the original Draft Environmental Impact Statement was counted as a new station, thereby changing the difference in the number of stations between the two proposals to 12 stations to 10 stations However, that still represents a reduction in the per station construction cost from $483,000 to $350,000, and an unexplained cost differential of $2 03 million If the stations are going to undergo such a dramatic reduction in expenditure, then the Supplemental Draft Environmental Impact Statement should have explained this cost savings and factored in the reduction in amenities into other parts of the project's analysis, including the ridership forecasts

C. Hidden Vehicle Costs.

The $350 million is the stated price tag for the North Portland light rail project This is based upon an estimate in the South-North DEIS of $223 4 million in 1994 dollars Since

construction of the North Portland light rail project would occur in 2000-2004, it is appropriate to make all cost calculations in year-of-expenditure dollars, which are 57% higher due to inflation and finance costs One of the largest cost items of the project are trains themselves However, the cost of those two trains is severely underestimated

First, Table 2 4-1 lists as individual components of the capital costs (Tri-Met, 1999, p 11) This includes $44 8 million for light rail vehicles and $8 8 million for operating and maintenance facilities Both of these figures are in 1994 dollars, so that in fact the year-of-expenditure dollars for those cost components are more accurately described as $70 2 million for vehicles and $13 8 million for O&M facilities

Second, footnote #2 of this table says that "Transit vehicles and O& M facility are sized for opening year network " (Tri-Met, 1999, p 11) This is important On Table 2 3-1, which describes ridership and service characteristics, footnote #2 says "2015 operating plan would require 24 LRV [light rail vehicles] Opening year service would require 17 LRVs " (Tri-Met, 1999, p 9)

In other words, the $70 2 million would only purchase a portion of the fleet of vehicles needed to achieve the ridership claims of 4,500 additional trips per weekday Therefore, the true cost of acquiring 24 vehicles (upon which all the ridership numbers are based) is really $99 1 million And absent additional information, I assume that the operating and maintenance facility costs of the extra vehicles is proportionately higher as well $19 5 million instead of $13 8 million

Hence, all the cost per trip calculations that I have previously estimated are missing about $34 4 million in expenses Now, initially you might say that given the $350 million price tag, that means we should inflate my previous estimate by 10% However,

by not putting those costs in the SDEIS, the federal government will not be picking up their usual share of the cost of these additional 7 trains! Therefore, the local share of per trip costs will rise by more than 10% If local taxpayers bear the entire expense, the local capital costs would rise by 30%

Is this sloppy work or deliberate disinformation? All I can say is that estimating the capital costs of a low-service rail line and the ridership estimates of a high-service rail line in the same environmental impact statement is very deceptive This suggests that one of the compromises needed to make this project appear affordable was to limit the level of service in the first decade of its operation to a level below that advertised At the very least, Tri-Met needs to increase its stated project cost by $34 4 million

D. Hidden Park and Ride Costs

In the 1998 South-North DEIS, park and ride lots were planned for the north and south termini of the light rail lines, including a 3,500 space lot at Vancouver costing $35 1 million (Tri-Met, 1998e, p 2-46, 4-45) The assumption was that travelers from Vancouver would stop at the furthest point on the line to transfer to light rail (similar lots were also planned in Milwaukie and at Clackamas Town Center)

However, with the North Portland light rail project, no money was allocated for park and ride lots, either in the Kenton neighborhood or at the Exposition Center (Tri-Met, 1999, p 11) Instead, an existing parking lot of 500 spaces at the Exposition Center would be used as a shared park and ride facility However, this line would be used by commuters from Clark County and moving in the terminus will only reduce that demand marginally As the 1998 DEIS stated, when comparing termini locations

"With the MOS 5 Alternative, a Lombard Street Station (or a Kenton Station) would be more likely to attract drop-off trips and park-and-ride activity on local streets and property in comparison to the Full-Length or MOS 1 alternative As the northern terminus, this station could attract trips from many north Portland locations and even from Clark County, Washington " (Tri-Met, 1998e, p 4-42)

The 1998 DEIS is pointing to a problem when adjusting the terminus of the light rail line Since there is no residential population and little bus service at the Expo Center, almost all demand at that station would be automobile riders Even if an existing parking lot like the one at the Expo Center is used, that real estate has value as well The need to build a parking lot has been left out of the SDEIS, and this would cost somewhere between zero dollars and $35 1 million

E. Hidden Right-of-Way Costs

Tri-Met and Metro has made no valuation for the cost of the right of way on Interstate Avenue that the MAX line will occupy Interstate Avenue is being reduced from 4 lanes down to 2 lanes, which will create spillover traffic on numerous parallel routes in North Portland In the DEIS, the total allocation for right of-way capital costs is $3 6 million (Metro, 1999, p 11) The cost of widening existing arterial roads to compensate for this loss of road space would be appropriate amount to add to the total cost of the project, which would certainly be much larger than $3 6 million In a section elsewhere, I discuss the pollution and traffic congestion impacts of this loss of road space

V. Tri-Met's Weakened Financing Position

A. Exaggerated Revenue Forecasts.

A troubling assumption in the SDEIS comes in the financing section where the report discusses whether Tri-Met can afford to operate the train system that they are purchasing After discussing how much funds are going to put forward by Tri-Met, the City of Portland, and Metro, the report makes a simple statement

"System revenues are based on the assumptions similar to those described in the South/North Corridor DEIS The key assumption is that payroll tax revenue growth will average 7 2 percent beginning in FY 2003 " (Tri-Met, 1999, p 44)

First, the statement is misleading I went back to the South/North DEIS and found that the original payroll tax revenue assumption was for 6 8% annual increases (Tri-Met, 1998e, p 7-10) Hence, the financial assumptions in the North Portland SDEIS are even rosier than the previous study

Second, payroll tax revenue growth comes from either expansions in the employment base or growth in wages The statement in the SDEIS assumes that the current economic expansion will last for 15 more years, and that wages and employment will continue to grow at 7 2 percent annually Everyone seems to forget the payroll tax revenue declines and the transit service cutbacks of the 1980's In a revealing comment, the report states

"While a system revenue shortfall is not projected by the year 2015, conditions could change Given that reasonable levels of beginning working capital are projected to exist, it is very likely that any deficit would be of a magnitude that could be met by standard

management techniques, such as adjusting fares or altering the rate of service increases " (Tri-Met, 1999, p 44)

Now while this statement may be reassuring to New York bondholders and officials in Washington, D C , that Tri-Met's indebtedness from North Portland light rail project could be eventually paid off, to ordinary passengers, the phrase "standard management techniques" means unexpected and unplanned fare increases and reductions in bus service When tough choices have to be made, Tri-Met will certainly view the light rail line as "too big to fail" and neighborhood bus service will be cut

B. Abandoning the Operating Capital Target.

The Financial Analysis of the 1998 South-North DEIS illustrated how Tri-Met would fund its capital investment through the year 2015 and announced an official target of having 3 months of operating capital on hand The report stated

"While two months of working capital is the minimum standard, Tri-Met has a goal of maintaining a working capital reserve of at least three months of operation " (Tri-Met, 1999, p 7-9) The DEIS noted that the various alternatives would go below three months of working capital for only one or two years, depending upon the alternative chosen

With the North Portland proposal, the amount of operating capital falls below Tri-Met's three-month target in six fiscal years - 2004-2009 - just as the North Portland light rail project begins operations This suggests that the project is being under-financed and possibly that capital costs of the project are being hidden in other capital accounts in Tri-Met's budget For example, at the end of the construction period for proposed

South-North light rail, Tri-Met would have had 4 4 months of working capital (Tri-Met, 1998e, p 7-10) With the proposed North Portland light rail project, the amount of working capital available is only 2 6 months (Tri-Met, 1999, p 45)

To have built up those capital funds to their target level, Tri-Met would have had to borrow more and seek additional taxpayer support Thus, by minimize the financing costs of the North Portland project, Tri-Met has allowed its financial target of three months of operating capital to slip This gives further evidence that Tri-Met's long term financial health is being endangered by the North Portland light rail project

VI The Limits to Light Rail

Much of the report indicates that the North Portland light rail project is a poor public investment To understand what kind of public policies might be more effective, we need to understand a few issues regarding travel behavior and transportation systems

A. The Inefficiency of Light Rail

Supporters of light rail system argue only by developing a dense rail network will sufficient economies of operation and usage appear that will guarantee high ridership Certainly, a bus line or rail line built in isolation is not worth very much In building an integrated transit system, Tri-Met has chosen some sensible policies regarding transfers and fare zones and bus scheduling with this in mind Having two 30-minute headway bus lines intersect doesn't do much good unless they intersect at similar times And since people in a neighborhood have multiple destinations, it makes sense to create a grid or network of routes so that they can all get to their destinations

However, this points out one of the main weaknesses of light rail Because light rail is a fixed guideway system with high capital costs, there is little benefit from "branching" a trunk line Instead, the "least inefficient" way of delivering transit service to the suburbs is to built a trunk line and orient all the suburban bus routes as feeders into the trunk line The more efficient way is to produce an integrated bus network With buses, one can operate multiple routes along a trunk line and then each of those routes depart from the busway and service individual neighborhoods This allows suburban riders to minimize on transfer times and get to their destinations at lower overall cost

Because of this, the true operating cost of light rail also has to include the cost per rider for the various feeders That is, we need to compare the cost of an express bus/suburban bus network to a light rail/suburban feeder bus network Thus, although MAX's operating cost per boarding is at a reasonable level, the operating cost for each of the feeder routes that light rail is dependent upon is very, very high

For example, using FY1994 data, the lowest operating cost transit lines in the Tri-Met system (out of a total of 85 lines) were

Tri-Met's Most Efficient Bus Routes

(Source Jarigise, 1998)

Route	Operating Cost per Boarding
72 Killingsworth-82nd	$0 90
15 NW 23rd Ave	0 93
14 Hawthorne	1 03

15 Mt Tabor	1 04
41 Capitol Highway	1 05

MAX came in 11th position at $1 20 per boarding The other top ten low cost routes were 9-Powell, 5-Interstate, 5-King Boulevard, 4-Division, and 40-Mocks Crest, all inner city Portland routes The weighted average for the lines in the system was $1 46 per boarding Hence, at first blush, light rail looks cheaper to operate than the average transit line

However, the suburban feeders that light rail depends upon are among the highest cost per passenger of any lines in Tri-Met's system 26-Stark $1 60, 24-Halsey $1 68, 22-Parkrose $2 16, 80-Gresham-Troutdale $3 00, 83-Hollywood-47th $3 24, 23-San Rafael $3 30, 25-Glisan-Rockwood $3 39, 81-Gresham-257th $4 52, 84-Sandy $4 53, and 27-Market-Main $4 69

Moreover, the person taking a light-rail train is more likely to be taking a linked transit trip involving two boardings, rather than a single boarding trip Hence the cost of a Gresham bus-rail trip might be $1 20 plus $2 16, or $1 20 plus $3 30 By comparison, an express bus route that can troll though the suburbs to pick up passengers and bring them to activity center can do so at a much lower cost Here are a few 91-TV Highway Express $1 81, 99-McLoughlin $1 99, 96-Tualatin-I-5 $2 04, 92-S Beaverton Express $2 23

One of the sad effects of the opening of the new Westside MAX line has been the canceling of most of the express routes and their replacement with a host of light rail feeders to boost up light rail ridership numbers Riders will largely experience increases in travel and transfer times and Tri-Met will experience rises in operating

costs However, this decline in service and patronage is masked by the way that Tri-Met and other transit agencies collect ridership data

Tri-Met and the other US transit agencies typically measures ridership by boardings rather than by trips Since a greater proportion of light rail trips are linked trips, boardings will rise even though trips will not Unfortunately, if we measure the success of a transit agency by the number of boardings (ridership) rather than mode share or number of trips (customers), they have every incentive to build a high cost trunk and feeder route network

To give some data as evidence of this, Atlanta made a huge investment in its rail system between 1980 and 1985, and switched from a bus network to a hub and spoke heavy rail network Between those years, ridership (i e , boardings) rose by 88% Over a slightly longer time period, 1979-86, linked trips rose by only 20% (Kain, 1996) Thus, most of the increase in ridership was simply a diversion of riders from buses to rail

As we build the third, fourth, and fifth light rail lines, we are building lines in territory that is less and less likely to use transit at higher and higher cost The "network" we will be left with will be one we cannot afford to operate

B. The Inefficiency of Congestion.

A popular argument in favor of new rail systems involve comparisons with external costs of driving particularly automobile congestion and pollution I agree that the congestion reduction externality is the benefit that should be aimed for in making transportation investments An important question is what cost do we want to achieve that benefit Is a single extra transit passenger worth $18, $21, $24, or more? In viewing

this cost estimate, the community needs to ask if the pollution or congestion benefits is anywhere near this high Moreover, for a given level of benefit, could other transit investments, particularly in the inner city, achieve more transit riders at lower cost?

To answer these questions, we need to understand the distinction between transit ridership and congestion relief There is a long accepted concept in transportation planning known as "triple convergence", first noted by Anthony Downs of the Brookings Institution (Downs, 1992) That is, when facing rush hour congestion, people react to the congestion by changing their behavior in three ways (1) mode change (rail, transit, car, telecommute), (2) time of travel change (rush hour, off-peak), (3) and route change (highway, arterial) With congestion, actual roadway demand is lower than its potential because people avoid those conditions However, this also means that during any rush hour condition, there is a lot of latent demand waiting to use the congested roadway, if only conditions would improve

Thus, if a transit line is constructed and, say, 1,000 new travelers take that line, then at first blush, congestion on the competing highway improves, particularly during rush hour However, because rush hour congestion improves, many travelers who had previously avoided the congestion, will revert back to the congested highway That is, they change their mode, the time of travel, and their route Thus, there are big differences between gross number of transit riders and the net effect on riders

Interestingly, this effect also holds for new highways, which a lot of planners and environmentalists have caught on to That is, build an extra lane of highway and traffic conditions improve However, the improved conditions themselves then induce people who had not taken that route before (or had use an alternative mode or time of day) to adopt the highway Downs calls this "triple convergence" People speak of this as

"highways inducing travel demand" or "the high cost of building our way out of traffic congestion " Unfortunately, the same principle applies to transit use

VII Alternatives to North Portland Light Rail.

In the following sections, I describe two sets of alternatives for achieving mobility for North Portland residents and for the region as a whole The first looks at increasing investment in buses in North Portland, in the same geography purportedly served by the light rail project The second looks at more comprehensive ideas for increasing mobility In some cases, the two alternatives will conflict, and in others complement each other However, both sets of ideas are considerably more sensible than the North Portland light rail project

A. The Bus Investment Alternative

As the Supplemental Draft Environmental Impact Statement shows, North and Northeast Portland is one of the lowest income sections of the Portland Metropolitan Area And because income and mass transit usage are correlated, North Portland residents are some of the best customers in the Tri-Met system Because of their patronage and high density, North Portland buses tend to have some of the lowest operating costs per boarding ride of the Tri-Met system

However, the history of Tri-Met's practices for allocating buses to the various routes on the system has not been very favorable to North Portland residents In the table below, I compare bus routes in the Tri-Met system that are similar in economic efficiency, where efficiency is measured as the operating cost per boarding ride For example, North Portland routes 72-Killingsworth, 5-Interstate, 4-Fessenden, and 8-NE 15th are

comparable to routes such as the 9-Powell, 15-NW 23rd, 15-Mt Tabor, 8-Jackson Park, 14-Hawthorne, 19-Glisan, 5-Capitol Highway, and, 17-Holgate in that all these lines have operating cost between $0 87 and $1 26 per boarding ride

Tri-Met's Under-Investment in North Portland Buses

Morning Peak-Hour Frequency on N Portland Bus Routes Compared to Routes of Similar Efficiency (operating cost per boarding)

North Portland Bus Route	Peak Frequency	Other Bus Routes	Peak Frequency
72-Killingsworth	12	9-Powell	10
5-Interstate	10	15-NW 23rd	7
4-Fessenden	10	15-Mt Tabor	7
		8-Jackson Park	6
		14-Hawthorne	7
8-NE 15th	8	19-Glisan	10
		5-Capitol Hwy	15
		17-Holgate	10
		71-60th-122nd	15
6-ML King	15	20-Burnside	10
		12-Barbur	10
		12-Sandy	10
9-Broadway	12	33-McLoughlin	15
		54-Beav -Hillsdale	20
		17-NW 21st	10
1-Greeley	15	19-Woodstock	10
		1- Vermont	15
		24-Halsey	15
33-Fremont	15	45-Garden Home	20
		62-Murray Blvd	15

Efficient and equitable bus planning would direct new resources (i e , new bus) to those routes which have low operating costs Of course, for policy reasons, some inefficient bus routes might also be promoted simply for the sake of offering regional coverage and political support for the Tri-Met's payroll tax However, there would not be any legitimate policy reason for offering different levels of service for routes of similar operating efficiency

In the table above, I document how Tri-Met has consistently under-invested in bus routes in the North Portland corridor that they are belatedly proposing to serve This failure to offer the higher frequencies than are offered in Southeast Portland and Southwest Portland routes of similar efficiency suggests a possible bias in the transit system against North Portland residents

As an alternative to the expensive North Portland light rail project, I have designed a bus investment plan of similar cost for the North Portland region In this bus investment plan alternative, I simulate a doubling of the frequency in the eight major bus lines in North Portland For seven of the eight lines, I estimated the cost of doubling the number of vehicle hours of operation For the 72-Killingsworth line, I doubled its number of vehicle hours on only one-third of the entire line since most its operation is outside of the North Portland area Some of these frequencies may be sufficiently high that new routes may need to be designed to prevent "bunching" of bus routes, so that the exact implementation of this plan may differ in some regards Nevertheless, the design of this plan dramatically raises bus service in North Portland

By comparison, the North Portland light rail project focuses its new investment on a single corridor within North Portland, that along Interstate Avenue, The opening year of operation for North Portland light rail calls for 10 minute frequency on the light rail

line, and 10-minute frequency on the next-door Interstate Avenue bus line, for a combined frequency rate of 5 minutes Admittedly, the Interstate light rail line will offer a faster service than the local bus However, this advantage could be simulated on the other lines by creating local and express service, as is done on other lines in the Tri-Met system

Comparing the Service Differences of the Bus Investment Plan Versus the Light Rail Plan

Service measured in minutes between buses during peak hours

	Bus Plan Frequency	MAX Plan Frequency
#1 Greeley	7 5	15
#4 Fessenden	5	10
#5 Interstate + North LRT	5	5
#6 ML King	7 5	15
#8 NE 15th Ave	4	8
#9 Broadway	6	12
#33 Freemont	7 5	15
#72 Killingsworth	6	12

To evaluate the costs of the bus investment alternative, I have used Tri-Met data on the operating cost per boarding ride and the number of boarding rides per route to calculate a cost per route I have doubled this operating cost (or in the case of 72-Killingsworth, doubled its cost on the one-third of the line in North Portland) I have

then used Tri-Met data on capital cost per bus boarding ride to find the total annual capital cost The results of this comparison are shown below

Comparing the Cost Differences of the Bus Investment Plan Versus the Light Rail Plan

Cost estimates assumes a $110 million in local cost for MAX, a 50% federal match for bus purchases, and evaluates capital costs at 6% interest rate for 20 years

	Bus Plan Costs	MAX Plan Costs
Operating Cost	**$13.4 m/year**	**$6.8 m/year**
Capital Cost	**$2.2m/year**	**$9.5m/year**
Total Cost	**$15.6 m/year**	**$16.3 m/year**

As you can see, the annual cost of the bus investment plan is somewhat less than the light rail project, even assuming the large federal subsidy to light rail capital costs and a favorably low interest rate And given that the bus investment gives a higher level of service to the region, that plan seems a better purchase

One key difference in the two concepts is that the bus investment plan will require a much larger share of operating costs as compared to capital costs However, to put this issue into perspective, Tri-Met's payroll tax revenue is growing by approximately $10 million per year, Hence, within two years, the amount of new revenue to Tri-Met operating costs would be sufficient to cover the operating cost of the new route enhancements Moreover, Tri-Met is proposing to invest $50 million in North Portland light rail, which would cover almost 4 years of operating the bus investment plan After

that time period, Tri-Met's payroll tax revenues would have risen to a much higher level where the extra cost could be more easily afforded

The second issue is that the bus investment plan could be implemented in a much shorter time period and with fewer traffic congestion hassles because the road infrastructure is already in place New buses could operating as soon as Tri-Met maintenance facilities and buses are purchased Moreover, the community would not have to endure four years of agonizing rail construction and extra traffic delay to get new transit service

The bus investment plan simply offers greater service with more direct routing of passengers from their home to their destination Tri-Met needs to work with its strengths in bus scheduling and bus network management to deliver significantly enhanced transit service to its best customers, the residents of North Portland

B. Other Policies for Mobility.

There are many ways to achieve better access and higher ridership gains other than building a light rail extension Here I will focus on the broader issue of regional mobility, rather than achieving mobility in North Portland

- **Buy Clean Buses**

For a fraction of the $90 million proposed to purchase 24 light-rail vehicles, Tri-Met could purchase low-pollution, natural gas buses For $17 million, Tri-Met could purchase over 70 natural gas buses, which would increase Tri-Met's fleet

by 11% For Tri-Met's full $50 million expenditure, the fleet could be expanded by over 25%

- **Deregulate Taxis**

The current flat per-mile fare system of taxi-cab rates penalizes taxi customers who have lower average costs than other riders For long distance commuting trips, their fares are substantially above cost, which is demonstrated by the hours that taxi drivers waste in the holding pen at the airport while waiting for a customer The city and the Oregon Department of Transportation need to explore jitneys and shared cab ride service to provide high speed service at an affordable price

- **Endorse Congestion Pricing on Interstate-5**

A Metro/ODOT Task Force recently looked at eight congestion pricing experiments, including an I-5 North option Congestion pricing would reduce travel time and create lasting incentives for people to use alternative modes, not just for airport travel but for commuting travel as well By endorsing that option, the community could improve travel times for customers who rely upon the highway to get them to their destinations

VII Conclusions.

Fundamentally, building the North Portland light rail extension is a waste of resources that the Portland region cannot afford Taxpayer resources could be used for better alternatives With Tri-Met's $50 million contribution alone, bus service on the entire

system could be expanded by 25%, By comparison, the North Portland light rail project offers only a 1 4% ridership increase (Metro, 1999,p 28) Before deciding whether to subsidize light rail trips at $31 each, we must consider whether reducing bus services for inner-city passengers is an acceptable cost

This region is in danger of believing our own press reports In national publications, local government officials (correctly) promote up our scenery, our commitment to environmental protection, and our quality of life In return, we get a lot of attention in the national press for our farmland preservation policies and our transit system But ultimately, we have to live with the system we build, and we have to choose a system that is efficient, affordable, and realistic

As an analogy, recall the life of the 18th century Russian noble, Grigori Potemkin, who sought to impress Empress Catherine the Great of the richness of his land by building fake villages along the route that she traveled The buildings had the appearance of charm and prosperity, but little function From this ploy comes the term "Potemkin villages "

In Portland, we are building Potemkin transit It's new, it looks pretty, but it's very costly to build and very costly to operate Designing a transit system around fixed routes and bus-to-rail transfers guarantees that passenger travel times will increase and net ridership will decline Whether we face the same fate as Grigori Potemkin remains to be seen

Like Potemkin, our knowledge of transit (particularly by non-transit users) is dominated by image and visual impression People will often say that "the experience of light rail is better than riding the bus " However that's a bit like saying that the new Mercedes is a better ride than the old Ford If we keep on disinvesting in our inner city

bus system which gets faithful ridership at low operating cost, what kind of transit system will we be left with? Or will we get to the point of Los Angeles where the bus riders and the NAACP had to sue under the civil rights laws to stop the transit agency's unrealistic rail construction projects and stop the diversion of revenue from the bus system?

My recommendation is that we declare victory with this year's opening of Westside light rail and call an end to the diversion of mass transit money from buses to light rail Instead we should focus developing a truly balanced transportation system This means maintaining our bus system, removing property tax subsidies for road construction, deregulating taxi and van shuttles, and using congestion pricing and HOV lanes to actually increase mobility and access

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Developing a New Transit Vision for Portland

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July, 1997

The dominant transit policy for the last 30 years -- government planning or operation of transit, government subsidization of private operations, and heavy regulation of all transit modes, including taxis and shuttle vans -- has failed, and the failures have become too great and too ubiquitous to ignore

From 1970 to 1991, United States urban public transit costs escalated more than **60% ahead of inflation**, while costs per passenger have more than **doubled** in real terms Compared to competitive industries, passenger transport cost increases have been even more substantial Since 1970, when public and private costs were similar, costs per mile of public monopoly transit agencies increased 88% compared to competitive bus industry costs per mile Passenger transport costs have risen so substantially in the public sector that the costs of moving a passenger one mile is now nearly three times that of the automobile [1]

An analysis of 17 urban areas with representative competitive services showed that, on average, **competitive services are nearly 60% less costly than public monopoly bus services**, 50% less costly than urban light rail systems, and 35% less costly than commuter rail services [2]

Public transit is the Soviet agriculture of American policy

An Alternative Vision

The problems of monopoly transit are not caused by bad management or lazy employees They are caused by the lack of market incentives In Portland, Tri-Met has both a monopoly on service (competition is barred by law) and a monopoly on subsidies The most lucrative of the subsidies, the regional payroll tax, now provides over $100 million per year, *regardless* of how well Tri-Met does its job Every time the economy grows, Tri-Met gets more money through the payroll

tax Under this arrangement, Tri-Met has little incentive to improve service

Additionally, the agency's buses get stuck in rush-hour traffic that is caused primarily by single-occupant vehicles The failure to charge peak-hour highway user fees at the most crowded times of the day means that bus passengers -- who are using road space much more efficiently -- receive no rewards for using transit This induces many commuters to remain in their private vehicle rather than take transit

In 1976 analyst Ward Elliott observed that

> "The two most badly needed reforms in urban transportation are road user charges (for smog and congestion) and legalization of jitneys Together, these two reforms show good promise of cutting peak-hour traffic by about a quarter in cities like Los Angeles This cut, which would reduce total daily traffic by about 5 percent, would reduce daily vehicular smog by at least 10 percent and eliminate most congestion, at a net savings to the public of at least $150 million a year **No other transportation reforms remotely approach these two in combining high benefits and low costs ..** [3] (Emphasis added)

While peak-hour (congestion) pricing has yet to be implemented comprehensively in any American city, private sector transit is already providing important services across the country In Miami, a US Department of Transportation study conservatively estimated that 400 private, unsubsidized vans (jitneys) carry as many as 49,000 riders per weekday, approximately the same number of riders as are carried by Miami's billion dollar heavy rail system Ridership surveys found that 78 percent of van riders were workers with annual incomes less than $25,000 a year The jitneys have increased net passenger transport ridership in Miami by an estimated 13 percent, **at no cost to taxpayers**

The largest US commercial van system operates in New York, where some 2,400 private vans offer superior service to the municipal system The vans have captured 7% of the transit market, according to the Port Authority of New York

Utilizing Market Forces in Portland

There are a number of ways that market-based transit could be instituted in Portland

1 Require Tri-Met to competitively contract out all routes

In essence, this would split the Tri-Met Board from the agency The Board would establish routes, but the agency (perhaps operating under a new name with new authority) would have to bid for those routes with private sector firms

If this occurs, it's important that the light rail operations be included Much of the ridership potential for light rail has been squandered due to Tri-Met's insistence that all trains stop at every station The lack of express service means that Tri-Met is stuck with the high maintenance costs of an exclusive right-of-way, yet can only achieve average operating speeds of 19 MPH This is simply too slow to make the train a serious competitor to the private automobile

Private vendors might well offer lower-cost labor, higher-quality service, and many other innovations if given the chance to bid

2. Open the transit market to unlimited entry by service providers

This could be done in lieu of #1 above or in conjunction with it The empirical evidence from other markets that have been de-regulated -- including the airline and surface freight industries -- clearly demonstrates that competition results in higher quality service at lower cost The transit "market" should include buses, town cars, taxis, and any other form of for-hire transportation service

The primary regulatory role for the government should be to ensure that transit operators are adequately insured and that they are held accountable if they harm people through negligent behavior

3 Establish "curb rights" to facilitate market competition.

One concern that many people have about a de-regulated transit market is that the various transit vendors would weave in and out of traffic, cutting in front of each other to pick up customers at the curb, and generally causing havoc for consumers and other motorists However, this is an easily correctable problem The most obvious solution would be to create areas throughout the city where loading and unloading could occur on public streets, and auction off "curb rights" to give vendors exclusive property rights to those sections of the street

Creation of curb rights would also give transit operators incentives to develop consumer amenities at the curb that address such issues as weather, seating, and security The general lack of these amenities at Tri-Met bus stops is a major barrier to increased ridership

Portland's Saturday Market is a good example of curb rights at work All the vendors have contractual arrangements with the non-profit organization that runs the market which give them curb rights underneath the Burnside Bridge Both the vendors and their customers know when to show up, where they can do business, and what to expect in terms of related services -- e g , food sales, rest rooms, and security Without these types of property rights, Portland Saturday Market would likely be too chaotic to draw a critical mass of shoppers

4. Reduce the rate of the regional Tri-Met payroll tax and convert the subsidies to transit vouchers

As other cities have demonstrated, good transit does not necessarily require subsidies The use of subsidies at any level invites many forms of mischief from politicians, consumer groups, and would-be monopolists

However, if this step is too big for the Portland region to accept, the amount of subsidies should at least be lowered (Wilsonville's public transit system is supported by a payroll tax one-half the rate of Tri-Met's, and passengers pay no fares), and all the subsidies should be converted from **supplier-based subsidies to user-based subsidies.** The key to success in transit is competition, subsidies that flow to one provider (as the payroll tax does) will fatally skew the market If subsidies

are administered in the form of vouchers, all providers will have the same incentives to provide high-quality service

5 Institute peak-hour road pricing on a region-wide basis

This is a critical companion policy to de-regulated transit The reason is that successful transit is likely to be road-based, not rail-based People naturally tend to work, live and recreate where there are roads, therefore transit must be road-based as well

However, traffic congestion caused by the mis-pricing of highways will disproportionately harm high-occupancy vehicles (HOV's), and make them less attractive Using peak-period pricing to solve the congestion problem will give HOV's a significant advantage because the price of congestion tolls will be negligible when divided among many passengers, yet those passengers will receive all the benefits of speedy travel when the tolls cause some single-occupant drivers to change their travel behavior

The regional government in Portland -- Metro -- is currently in the midst of a 2-year study of congestion pricing, sponsored by the Federal Highway Administration After extensive technical analysis and public outreach, Metro expects to reach a decision about a congestion pricing pilot project by June, 1998

Conclusion

Most public discussions regarding transit begin and end with the phrase, "we need more money for Tri-Met" Unfortunately, this analysis misses the point The problem is not a lack of money, the problem is a lack of institutional incentives for transit operators and consumers Until we merge the transit sector into the mainstream of the market economy, simply "throwing money" at monopoly transit will not improve the situation

Endnotes

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2 Id

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Why I Was a Light Rail Supporter Until I Became a Light Rail Commuter

John A Charles
June, 1999

I grew up in northern New Jersey, riding trains throughout the New York City metropolitan area I usually enjoyed the traveling, especially since driving on commuter highways near New York is such a stressful experience

When I moved to Portland in 1980, Tri-Met was in the early stages of constructing its first light rail line I was happy to see light rail being constructed, and subsequently voted to tax myself for its expansion to other parts of the city

After the rail line opened though, I hardly ever rode it, because I lived about a mile north of a rail station and that was too far for me to walk Nonetheless, it still seemed like a good idea

In 1995, I moved to Sandy, and finally became a light rail commuter This is when my real education about regional transit issues began It gradually became clear that actually commuting by rail is not nearly as nice as it seems when you're just thinking about it Against my own intuition, I came to some startling conclusions

1 Construction of light rail makes commuters worse off, not better When the east side train opened, Tri-Met eliminated all its express bus service in the rail corridor, and re-routed most buses to serve as feeders for the train Since light rail offers only local service -- despite its name, Metropolitan Area ***Express*** -- this meant that the commute time for most east side transit users actually lengthened, causing many of them to abandon transit altogether

Transit users on the west side are now learning the same harsh truth The express bus to Hillsboro has been cancelled, and many transit riders who formerly had seats on buses now have to stand on crowded light rail trains

2 Despite owning a very expensive right-of-way reserved exclusively for the train, light rail only achieves average speeds of 19 MPH The primary reason is that Tri-Met refuses to run express service, even though an existing third track at the Gateway transfer station would allow an express train to by-pass a local None of the future planned MAX lines will achieve average speeds greater than 21 MPH

3 Max has not reduced traffic congestion in the Banfield corridor, in fact congestion has

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gotten worse There are many reasons, but one stems from a basic arithmetic problem each light rail car only has an average of 74 seats The cars usually run in pairs, at frequencies of about every 7 minutes during the peak, and every 15 minutes the rest of the day This means that during a peak hour, the trains only have about 1,332 seats available -- when the Banfield freeway alone is carrying 7,490 vehicles (about 9,000 people) per hour There is simply no way that Max can make a difference on the Banfield, let alone other roads in that corridor

Two years after moving to Sandy, I finally figured out a way to get a decent transit commute to Portland I began getting off the train at Gateway Transit Center, and transferring to an express bus operated by C-Tran of Washington This bus travelled non-stop down the Banfield Freeway to the Portland bus mall, arriving a full 7 minutes ahead of the train This was the ***real*** Metropolitan Area Express

Unfortunately, in May 1998, C-Tran re-routed this bus to avoid Gateway, leaving east-siders with no express bus service

As President Clinton said in a State of the Union speech several years ago, "the era of big government is over" Unfortunately, that message has not yet penetrated the growth management culture in Portland, where Tri-Met, Metro, and their special interest boosters continue to prime the pump for more public subsidies for the regional rail program

Supporters of transit should speak out against this 19th century strategy, and demand that private sector transit be allowed, and that any subsidies such as the payroll tax be administered in the form of transit vouchers If many different transit companies were allowed to compete, and could only collect subsidies by providing service that customers actually wanted, the nature of Portland transit would change dramatically -- for the better

John Charles, MPA, is environmental policy director for the Cascade Policy Institute, a Portland-based research institute promoting free-market ideas From 1980 to 1996, he was executive director of Oregon Environmental Council

Tax Supervising & Conservation Commission
Annual Report 1998/1999
Local Government Finance in Multnomah County

HISTORICAL STATEMENT OF TAXABLE VALUES AND TOTAL PROPERTY TAXES IMPOSED WITHIN MULTNOMAH COUNTY

Year	County Population (1)	County Taxable Value (2)	Urban Renewal Increment Value	Total Value	Per Capita Taxable Value	Total Property Tax	Total Average Tax Rate	Per Capita Tax	PERCENT OF TOTAL TAX IMPOSED BY LOCAL GOVERNMENT TYPE				
									State	County	Cities	Education	Other
1900	103 167	45 228 244		45 228 244	438	1 114 990	$24 65	11	18	44	20	14	4
1910	226,261	364 369 988		364 369 988	1 610	4 394 538	$12 06	19	13	23	26	28	10
1920	275 898	542 934 839		542 934 839	1 968	11 988 926	$22 08	43	13	23	37	23	4
1930	338 241	710 211 593		710 211 593	2 100	18 021 764	$25 38	53	14	18	38	25	5
1940	355 099	556 680 453		556 680 453	1,568	17 638 974	$31 69	50	4	27	39	27	3
1950-51	471,537	997,625 394		997 625 394	2 116	32 207 179	$32 28	68	0	24	29	45	2
1960-61	522 813	2 612 178 726		2 612 178 726	4 996	71,126 380	$27.23	136	0	23	24	50	3
1970 71	556 667	4 643 244 365		4 643 244 365	8 341	137 598 136	$29 63	247	0	17	23	55	5
1980-81	562 640	16 161 567 882	189 489 487	16 351 057 369	29 061	290 379 549	$17 76	516	0	14	22	57	7
1990-91	583 887	20 175,534 259	674 292 824	20 849 827 083	35 709	672 840 461	$32 27	1 152	0	15	26	56	3
1992-93	605 000	25 526 709,579	1 065 141 015	26 591 850 594	43 953	613 182 347	$23 06	1 014	0	17	24	55	4
1993 94	615 000	27 500 141 013	1 074 359 219	28 574 500 232	46 463	589 200 368	$20 62	958	0	19	27	50	4
1994-95	620 000	30 711 496 212	1 182 072 766	31 893 568 978	51 441	571 044 326	$17 90	921	0	21	32	44	3
1995 96	626.500	34 683 496 251	1 447 255 457	36 130 751 708	57 671	556 962 539	$15 42	889	0	24	37	35	4
1996-97	636 000	38 460 937 910	1 777 107 584	40 238 045 494	63 267	650 293 834	$16 16	1 022	0	25	35	37	3
1997 98	639 000	32 657 161 229	1 764 211 000	34 421 372 229	53 868	648 905 598	$18 85	1 016	0	24	36	37	3
1998-99	642 000	35 783 014 973	1 988 739 587	37 771 754,560	58 835	709 402 084	$18 78	1 105	0	26	35	36	3

(1) Population estimates per Center for Population Research and Census or U S Bureau of Census

(2) Excludes urban renewal increment value

HISTORICAL STATEMENT OF TAXABLE VALUES, TAX RATES AND PROPERTY TAXES IMPOSED WITHIN THE CITY OF PORTLAND

Year	City Population (1)	City Assessed Value (2)	Urban Renewal Increment Value	Total Value	Per Capita Taxable Value	Total Tax Imposed (3)	Per Capita Tax	TAX RATES ON PROPERTY WITHIN THE CITY OF PORTLAND (3)					
								State	County	City	Education	Regional Dist. (4)	Total
1900	90 426	40 815 560			451	1 028,552	11	4 41	10 78	5 60	3 36	1 05	25 20
1910	212 086	334 625 616			1 578	4 156 050	20	1.59	2 83	3 38	3 45	1 17	12 42
1920	258 288	504 309 331			1 953	11 506 322	45	2 92	5 02	8 68	5 33	0 87	22 82
1930	301 815	643 318 519			2 131	16 883 251	56	3 57	4 37	10 04	6 86	1 40	26 24
1940	305 394	501 782 208			1 643	16 594 941	54	1 32	8 90	13 62	8 22	1 01	33 07
1950-51	373 628	850 718 721			2 277	26 725 329	72	0	7 63	10 92	12 39	0 49	31 43
1960-61	327 676	2 006 893 500			6 125	54 788 193	167	0	6 25	8 37	12 01	0 67	27 30
1970-71	375 161	3 343 100 899			8 911	98 822 063	263	0	5 04	9 35	14 51	0 66	29 56
1980-81	366 383	11 019 135 541	189 489 487	11 208 625 028	30 075	193 685 040	529	0	2 64	5 42	8 86	0 36	17 28
1990-91	437 319	15 932 571 084	674 292 824	16 606 863 908	36 432	556 329 941	1 272	0	4 96	8 80	19 15	0.59	33 50
1992 93	458 275	20 180 129 665	1 065 141 015	21 245 270 680	44 035	493 102 732	1 076	0	3 69	6 31	12 60	0 61	23 21
1993-94	471 325	21 690 875 965	1 074 359 219	22 765 235 184	46 021	471 012 716	999	0	3 75	6 30	10 09	0 55	20 69
1994-95	495 090	25 038 801 518	1 182 072 766	26 220 874 284	50 574	472 762 363	955	0	3 82	6 19	7 59	0 43	18 03
1995 96	497 600	28 311 234 417	1 447 255 457	29 758 489 874	56 896	462 446 933	929	0	3 69	6 14	5 09	0 62	15 5–
1996-97	503 000	31 438 960 627	1 777 107 584	33 216 068 211	62 503	549 061 608	1 092	0	4 00	6 33	5 72	0 48	16 53
1997 98	508 500	26 524 462 295	1 764 211 000	28 288 673 295	55 632	559 832 845	1 101	0	4 89	6 78	7 50	0 62	19 79
1998 99	509 610	28 743 774 007	1 988 739,587	30 732 513 594	60 306	625 154 645	1 227	0	5 39	7 23	7 13	0 60	20 34

(1) Population estimates per Center for Population Research and Census or U S Bureau of Census

(2) Excludes urban renewal increment value

(3) Imposed total estimated by extending value by tax rates per $1 000 for levy code #1 Actual totals will vary

(4) Regional districts include the Metro Port of Portland and Tri Met

SUMMARY OF TAXES COLLECTED
Multnomah County

Year	Taxes Certified for Collection	Taxes Outstanding on 6-30-97	PLUS Taxes Added to Roll (1)	LESS Cancellation of Taxes (2)	LESS Discounts Allowed	LESS Taxes Collected FY 1997-98	Taxes Outstanding on 6-30-98
1998-99	713,896,839						
1997-98	653,119,269		22,475,351	11,907,625	15,859,170	626,188,609	21,639,216
1996-97	653,821,673	21,222,750	902,470	1,492,308		11,770,972	8,861,940
1995-96	558,507,607	7,801,982	264,381	393,115		3,795,827	3,877,421
1994-95	572,548,321	4,984,636	164,007	733,494		3,106,064	1,309,085
1993 94	592 558,858	1,972 584	135,134	338,233		1,311,312	458 173
1992-93	617,078,602	613 768	108,789	397,962		120,967	203,628
1991-92	631,150 107	527 940	11 416	253 832		-75,735	361,259
Prior Years-Combined		884,836	330	412,981		39,166	433 019
Totals		38,008 496	24 061 878	15 929 550	15 859 170	646 257,182	37 143 741

(1) Additions for Omitted Property and other Corrections

(2) Cancellations for Appeals Court Orders, Foreclosures and other Corrections

SUMMARY OF 1997-98 INTEREST EARNINGS & DISTRIBUTIONS
Multnomah County

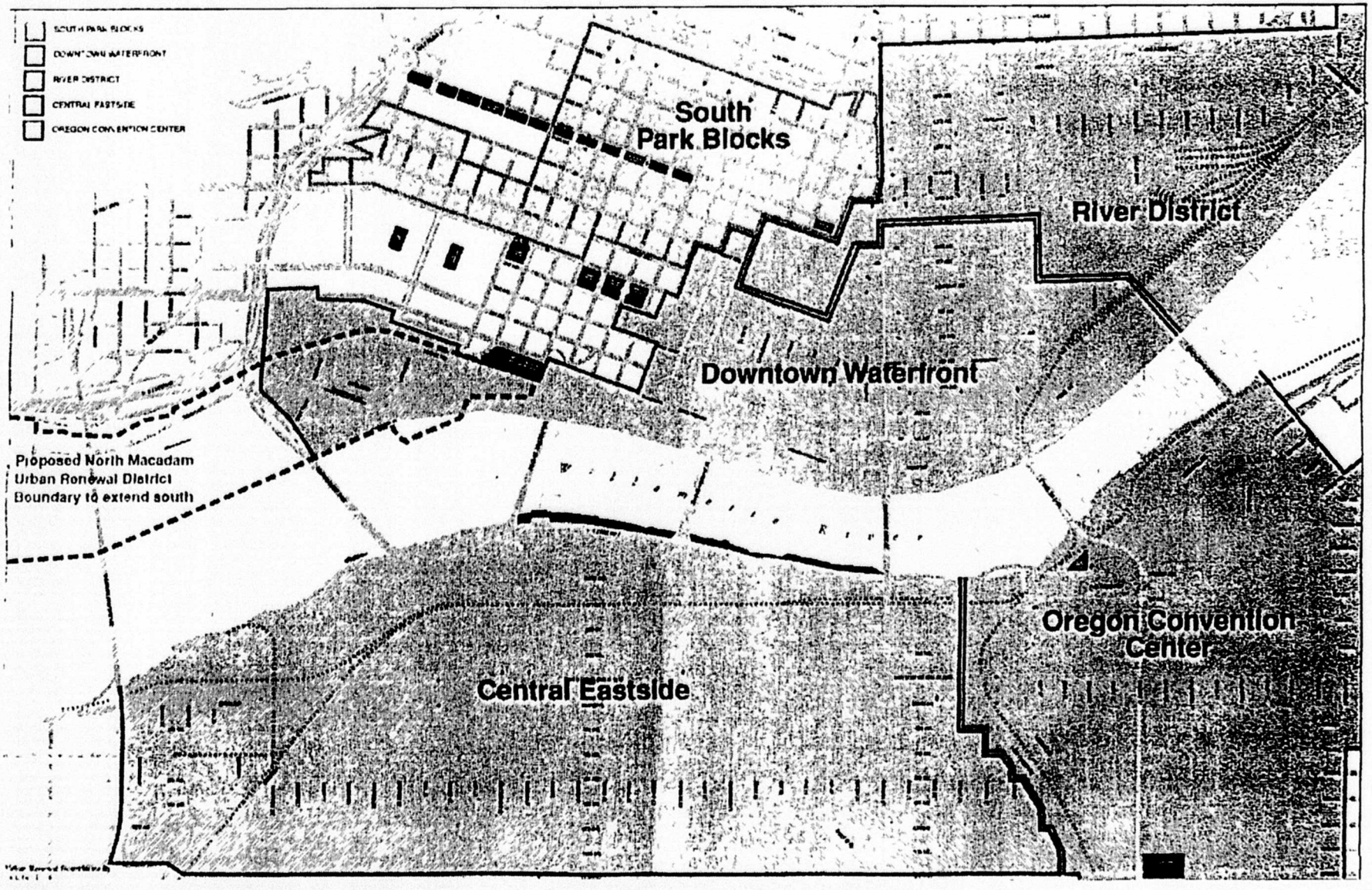
Year	Interest Collected (1)	Deposited in CATF Account (2)	Distributed To Districts
1997-98	791 806	346 227	445 579
1996-97	1 558 580	592 198	966,382
1995-96	1 152 719	440 647	712 072
1994-95	1 438 922	559 696	879 226
1993-94	685 299	227 545	457,754
1992-93	149 591	38 928	110 663
1991-92	107 254	22 350	84 904
Prior Years Combined	145 159	43 649	101 510
Total	6 029 330	2 271 240	3 758 090

(1) Interest is assessed on delinquent taxes at a rate of one and one-third percent per month or 16 percent per year

(2) Per ORS 311 508 a portion of the interest collected was deposited in the County Assessment and Taxation Fund (CATF) For the period of July 1 to December 31 1997 the amount was 33% effective January 1 1998 the amount was increased to 35% Also effective January 1 1998 an additional 25% of the collected interest that would have been distributed to entities other than the county and the education districts was placed in the account The monies in the the CATF account are quarterly transferred to the state to be used as part of an Assessment and Taxation Grant Program

URBAN RENEWAL PROPERTY VALUES, RATES AND TAX INCREMENT

Tax Year	Base Value (Frozen)	Increased Value	Total Plan Area Value	GrossTax Rate	Maximum Authority	Actual Taxes Imposed	Available But Not Imposed
DOWNTOWN WATERFRONT							
1974-75	123,922,901	7,694,168	131,617,069	27 79		213,821	
1975-76	123,183,813	29,802 206	152,986,019	28 65		853,833	
1976-77	121,506,894	46,930,840	168,437,734	28 82		1 352,547	
1977-78	119,829,975	83 666,992	203 496,967	26 96		2,255,662	
1978-79	122,771,507	128,508,594	251,280,101	24 32		3,125,329	
1979-80	121,093,924	176,522,432	297,616,356	20 46		3,611,649	
1980-81	109,142,592	181,711,454	290,854,046	20 09		3,650,583	
1981-82	105,155.648	215,365 226	320,520,874	22 83		4,916,788	
1982 83	106,027,792	247 407,048	353,434,840	25 11		6 212,391	
1983 84	113,254,129	280,745 552	393 999,681	24 34		6,833,347	
1984-85	119,608,320	327,267,263	446 875,583	24 56		8,037,684	
1985-86	124,592,000	385,102,580	509,694,580	25 68		9,889,434	
1986-87	124,592 000	451,678,970	576,270,970	27 62		12 475,373	
1987-88	97,406,603	317,016,733	414,423,336	29 66		9,402,716	
1988-89	97,406,603	357,907,674	455,314,277	31 02		11,102,904	
1989-90	97,406,603	381,775 832	479,182,435	33 23		12,686,335	
1990-91	97 406 603	374,998,032	472,404 635	33 50		12,564,234	
1991-92	97 406,603	459,452 602	556,859,205	30 45		8,163 232	5,828,662
1992-93	97,406,603	535 206 805	632 613,408	29 42		0	15,744,767
1993-94	97,406 603	524 818 411	622 225,014	29 08		0	15 260,092
1994-95	97 406 603	541,681,618	639,088,221	27 28		0	14,779,404
1995-96	97,406 603	585 738,467	683,145,070	26 06		1 875,000	13 387,002
1996 97	97 406 603	621 556 033	718 962,636	25 98		6 841,734	9 306 043
1997-98 (1)	74,836,564	528 782 458	603,619,022	33 38	17 650,321	10 460 692	
1997-98 (2)						0	7,189,629
1998 99 (3)	74,836,564	585 427 584	660 264,148	33 38	19,541 088	7,369,818	
1998-99 (2)						5 079 866	7 091 404
		Subtotal Downtown Waterfront				**148,974,973**	**88,587,003**
SOUTH PARK BLOCKS							
1985-86	402 291 511	0	402 291 511	25 68			
1986-87	402 291 511	57 466,184	459,757 695	27 62		1,587,216	
1987-88	402 291,511	88 659 839	490,951,350	29 66		2,629,651	
1988-89	402,291,511	108,430,202	510,721,713	31 02		3,363,689	
1989-90	402 291,511	100,792,815	503,084,326	33 23		3 349,325	
1990-91	402 291,511	128,244,205	530,535,716	33 50		4 296,796	
1991-92	402,291 511	144,531 902	546,823 413	30 45		1 392 796	3 008 692
1992-93	471 812 571	194 778,468	666 591,039	29 42		0	5 730,012
1993-94	471,812,571	219 575,558	691,388,129	29 08		0	6,384,577
1994-95	471,812 571	204,042,597	675 855,168	27 28		0	5 567,159
1995-96	471,812,571	257,130,962	728 943,533	26 06		625,000	6,074,804
1996-97	471,812 571	248,404,845	720 217,416	25 98		2 331 087	4,122,372
1997-98 (1)	378,055 680	277,508,498	655 564,178	32 00	8,881 596	5 489,840	
1997-98 (2)						0	3 391,756
1998-99 (3)	378,055,680	335,859,080	713,914,760	32 00	10,749,094	5,357,884	
1998-99 (2)						923 608	4 467 602
		Subtotal South Park Blocks				**31,346,892**	**38,746,974**
CENTRAL EASTSIDE							
1987-88	297,333,210	7 627,920	304,961,130	29 66		226,244	
1988-89	297,333,210	3,153 972	300 487,182	31 02		97,842	
1989-90	280,372,860	3 551,549	283 924,409	33 23		118,017	
1990 91	280,372,860	35 797,901	316,170,761	33 50		1,199 402	
1991-92	280,372 860	62 580,244	342,953,104	30 45		1,894,579	11,201
1992 93	280 372 860	55 325 728	335 698,588	29 42		0	1,627,578
1993 94	280,372,860	50,362,948	330 735,808	29 08		0	1,464,398
1994 95	280,372,860	66 138,770	346 511,630	27 28		0	1,804 550
1995 96	280 372 860	87 224 716	367,597,576	26 06		0	2 272,727
1996 97	280,372,860	136 007,940	416 380,800	25 98		2 272,727	1,260,705
1997 98 (1)	224,605,349	144,236 982	368,842,331	32 01	4,617,358	2,853 556	
1997-98 (2)						385 651	1 378,151
1998-99 (1)	224 605,349	189 332,152	413 937 501	32 01	6,060,958	3 584,701	
1998 99 (2)						2 153 777	322 480
		Subtotal Central Eastside				**14,786,496**	**10,141,790**



Urban Renewal Boundries – does not show Airport Way Plan Area

URBAN RENEWAL PROPERTY VALUES AND TAX INCREMENT CONTINUED

Tax Year	Base Value (Frozen)	Increased Value	Total Plan Area Value	GrossTax Rate	Maximum Authority	Actual Taxes Imposed	Available But Not Imposed
AIRPORT WAY (Formerly Columbia South Shore)							
1987 88	146,986,010	4,572,404	151,558,414	23 60		107,909	
1988-89	159,268,260	13,300,791	172,569,051	28 63		380,763	
1989 90	159,268,260	39,077,949	198,346,209	29 29		1,144,710	
1990-91	159,268,260	65,868,193	225,136,453	29 64		1,952,537	
1991-92	159,268,260	109,817,556	269,085,816	28 11		3,075,122	12,050
1992-93	159,268,260	147,211,285	306,479,545	27 18		0	4,001,905
1993-94	159,268,260	147,963,024	307,231,284	26 71		0	3,952,222
1994-95	159,268,260	181,792,560	341,060,820	23 09		0	4,196 900
1995-96	159,268,260	252,852,250	412,120,510	24 13		0	6,102,514
1996-97	159,268,260	333,126,040	492,394,300	24 69		1,531,557	6,694,057
1997-98 (1)	129,701,177	387,340,344	517,041,521	29 59	11,459,726	7,683,820	
1997-98 (2)						0	3 775,906
1998-99 (3)	129,701,177	453,775,619	583,476,796	29 59	13,425,258	2,422,228	
1998-99 (2)						3,421,135	7 581 895
		Subtotal Airport Way				**21,719,781**	**36,317,449**
CONVENTION CENTER							
1989-90	304,528,900	0	304 528,900	33 23		0	0
1990-91	291,915,082	0	291,915,082	33 50		0	0
1991-92	291,915,082	48,231,470	340,146,552	30 45		1,247,632	221,178
1992-93	291,915,082	131,107,808	423,022,890	29 42		0	3 856 943
1993-94	291,915,082	129,680,786	421,595,868	29 08		0	3 770,715
1994-95	291,915,082	186,141,671	478,056,753	27 28		0	5 078 745
1995 96	291,915,082	259,789,038	551,704,120	26 06		0	6 769 063
1996-97	291,915,082	438,012,726	729 927,808	25 98		5,116 863	6,262 502
1997-98 (1)	231,818,606	426,342,742	658,161,348	32 29	13,767 913	8,434 168	
1997-98 (2)						0	5,333 745
1998-99 (3)	231,818,606	424,345,152	656,163,758	32 29	13,703,405	5 554,905	
1998-99 (2)						0	8 148 500
		Subtotal Convention Center				**20,353,568**	**39,441,421**
TOTAL - ALL URBAN RENEWAL AREAS COMBINED (4)							
1974-75	123,922,901	7,694,168	131,617,069	27 79		213,821	
1975-76	123,183,813	29,802,206	152,986,019	28 65		853,833	
1976-77	121,506,894	46,930,840	168,437,734	28 82		1,352,547	
1977-78	119,829,975	83,666,992	203,496,967	26 96		2 255,662	
1978-79	154,748,067	135,312,665	290,060,732	24 32		3,290,804	
1979 80	152,105,119	183 400,407	335,505,526	20 46		3,752,372	
1980-81	135,462,740	189,489,487	324,952 227	20 09		3,806,844	
1981-82	133,618,454	285,979,556	419 598,010	22 83		6 528,914	
1982 83	134,729,991	319,786,958	454,516,949	25 11		8,029,850	
1983-84	143,914,254	352,510,989	496 425,243	24 34		8,580,118	
1984-85	151,990,034	401,313,233	553 303 267	24 56		9,856,253	
1985-86	560,614,463	466,318,798	1,026,933,261	25 68		11,975,067	
1986-87	560,614,301	569,891,916	1,130,506,217	27 62		15 740 415	
1987-88	977,748,286	476,025,156	1,453,773,442	29 60		14,091 197	
1988-89	990,030,536	533,704,064	1,523,734,600	30 96		16,524 557	
1989-90	1,277,599,086	594 118,104	1 871,717,190	32 97		19 588,584	
1990-91	1,264,985,268	674,292,824	1,939,278,092	33 13		22,337 683	
1991-92	1,264,985,268	928 096,857	2,193 082,125	19 03		10 339,939	7 326 300
1992-93	1 304,460,498	1 065,141,015	2 369,601 513	29 20		0	31 105 653
1993-94	1,304 460,498	1,074,359 219	2,378 819,717	28 75		0	30 888 951
1994-95	1,304,460,498	1,182 072 766	2,486 533,264	26 64		0	31 488 845
1995-96	1,304,460,498	1,447,255 457	2 751,715,955	23 99		2 500 000	32 223 864
1996-97	1,300,775,376	1,777,107,584	3,077,882,960	15 56		18 093,968	9 551 740
1997-98 (1)	1,039 017,376	1,764,211,024	2,803,228 400	31 96	56 376,914	34,922,075	
1997 98 (2)						385 651	21 069 188
1998-99 (3)	1,039,017,376	1,988 739,587	3 027 756 963	31 92	63 479 803	24,289 536	
1998-99 (2)						11 578 386	27 611 881
		Total All Areas Combined (4)				**250,888,076**	**191,266,472**

(1) Measure 50 changed the way urban renewal was calculated Base frozen values were recalculated to reflect assessed rather than real market values Increment Value and Total Plan Area Value are now reported as assessed rather than real market value Maximum Authority was established based on a pre Measure 50 authority Actual Taxes Imposed are the amount of taxes based on the increment value

(2) Measure 50 allows an urban renewal special levy to be imposed citywide The maximum amount of the special levy is the difference between the Maximum Authority and the taxes imposed from the tax increment value The special levy is optional

(3) Measure 50 allowed urban renewal plan areas to release part of the increment value to the other overlapping taxing districts This shifted tax dollars raised from the increment value to the other districts and reduced the amount the urban renewal agency collected To compensate for this shift the urban renewal plan areas in some cases increased the amount of the special levy

(4) Includes totals for all urban renewal plan areas in existence in each year reported Three of the plans included have been closed South Auditorium 1958 1988 Northwest Front Avenue Industrial 1978 1992 and St Johns Riverfront 1981 1996

THE AMERICAN INSTITUTE OF ARCHITECTS/
PORTLAND CHAPTER

35800

15 June 1999

To Portland City Council
1221 SW Fourth Avenue, Portland, Oregon 97204
From AIA/ Portland Chapter - Urban Design Committee
Re NORTH LIGHT RAIL - INTERSTATE MAX

The Portland AIA Urban Design Committee is a long standing professional advocacy group which promotes architectural excellence and a high quality public realm Over the past 15 years we have evaluated transit and transportation projects which have a substantial impact on streets, public spaces and the pedestrian environment Regarding the previous South-North proposal, we had serious reservations about the proposed station locations and platform environments, and the wisdom of any alignment south of OMSI The proposed Interstate MAX has addressed many of our station and platform concerns This alignment will better serve a proven transit using sector To reduce I-5 traffic, we strongly endorse light rail connecting downtown Portland to burgeoning Vancouver and the WSU Vancouver campus

We are convinced the alignment running down the center of Interstate, in a regular and efficient manner, is the least disruptive to adjacent neighborhoods This will provide a needed catalyst for revitalization of this languid former highway We believe traffic volumes, turning lanes and essential on-street parking can be maintained The light rail "median" will create traffic calming and reduce the apparent width of the existing highway barrier for pedestrians trying to cross east-west

The station platforms are well spaced to expedite travel time and well located to serve major cross streets However, we strongly recommend two station platforms be revised to better fit their immediate settings the Kenton platform should move further north to fully engage the Denver Avenue main street, and the Rose Quarter platform should be shifted south to better overlap with the transit interchange We implore Tri-met, the city and the arena to take this opportunity to improve the entire transit center, which remains a tangle of roads and sidewalks, a miserable downtown gateway and a soulless, 4 block urban design wasteland

Regarding the specific materials and design character of the station platforms, we recommend the following Retain the pedestrian activated crosswalks and keep them perpindicular to the tracks, not "Z-crossings", make shelters light and easily surveyed by police and citizens, like those downtown not the East Burnside boxes, concentrate the quality materials and street elements including bollards, streetlights and paving at platforms and intersections, allow tie & ballast between stations as a way to "interupt" the 100 foot wide expanse of concrete, but integrate continuous low hedges and planting strips to soften and screen the tracks If carefully designed, this light rail median has the same potential to upgrade the public realm as recent streetscape projects on NE Broadway and Grand/MLK, and the same potential to rejuvinate adjacent merchants, property values and neighborhood pride

Sincerely,
Garry Papers, AIA
Chair, Urban Design Committee

cc Steve Thomson, AIA - Chapter President
Saundra Stevens, Hon AIA

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Portland, Oregon 97204
Telephone 503 223 8757
Facsimile 503 220 0254
E mail aia@aiaportland com
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Joseph M. Ingles
Kenton Neighborhood Association Chair

1849 N Kilpatrick
Portland, OR 97217

Phone (503) 735-3070

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I have lived in North Portland for about fifteen years. In that amount of time there have been major changes in my and many other neighborhoods I bought in this area because there was an opportunity to make my real estate investments work for me We first bought a 1200 square foot home in Piedmont and have now settled in Kenton with 2000 square feet, all for under $100,000 We aren't alone as far as this type of investing goes, but we are out numbered when it comes to the poor condition many people in the neighborhood choose to leave their properties

My personal outlook on the Lightrail is one of revitalization If you take a drive up Interstate Avenue from the Rose Garden Arena you will see derelict property and vacant land The buildings look like they have needed a facelift for about 15 years, and received nothing. There is garbage scattered in vacant and fenced lots, sidewalks in need of repair, and abandoned cars that have been there for months No type of housing or business that would replace this could be worse than what is there now.

As for the Kenton neighborhood, we have an **Historic Business District** filled with beautiful old buildings that are slowly deteriorating to nothing We also have empty land overgrown with blackberries that is going to waste Lightrail would be the shot in the arm that is needed to jump-start our neighborhood

So, along with all the environmental and I-5 traffic aspects of the Lightrail, there are revitalization aspects to boot. I don't quite understand what is meant by the phrase "What part of no do you not understand" because everyone I know and associate with has said YES, and we don't understand why the Lightrail isn't here yet.

ELIOT NEIGHBORHOOD ASSOCIATION

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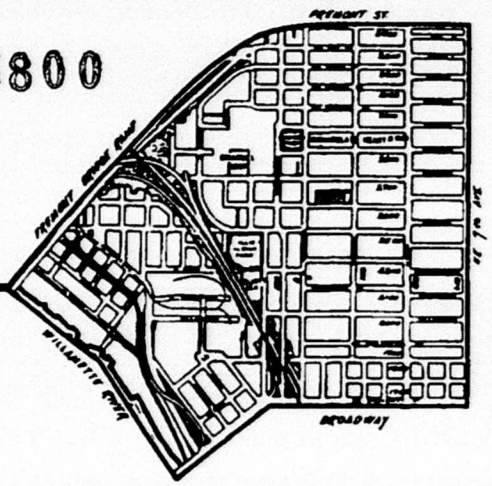

June 9, 1999 SENT
~~July 1, 1999~~

Ross Roberts
Metro Transportation Department
600 NE Grand Ave
Portland, OR 97232

Dear Mr Roberts

On May 11th, 1999, a joint meeting of the Eliot Neighborhood Association's Board and Land Use Committee was held on the Interstate Light Rail proposal and the SDEIS

The most radical change in the Interstate proposal is the part of the alignment through the Eliot neighborhood A change that was not explored with Eliot before being announced to the general public

The proposed route fails to serve Eliot's core residential area and the high density zoning created for a light rail route by the Albina Community Plan along Flint Avenue It also fails to serve Emanuel Hospital and the Broadway Weidler corridor

Instead, it has a station at Russell where it will serve two taverns, a handful of residents, and an already built-out industrial sanctuary, and it will cause problems for the flow of freight in the area High density residential and retail is forbidden in lower Albina by the zoning The type of businesses and traffic flows were such that the Lower Albina district was barely discussed in the Central City Transportation Management Plan

Therefore the Eliot Neighborhood's position is that if the proposed light rail from the Rose Quarter to Expo Center along Interstate Avenue is, the following stipulation must be met

1 Tri-Met does not use any money for the route from Oregon Convention Urban Renewal funds
2 Existing truck access must be preserved to the lower Albina area, and the proposed overcrossing must be built before starting construction on light rail
3 The existing through bus routes in the Eliot neighborhood must be kept
4 Pedestrian access and environment from the station along Russell up under the freeway must be improved
5 A feeder bus/shuttle shall be implemented along Russell that provides service to the hospital and Eliot's core residential area
6 There must be ongoing community involvement in the detailed planning process for the light rail project

Sincerely,

Dari Buckner

Dari Buckner
ENDA Chair
Interstate Brands
POB 12165
Portland, OR 97212
503-287-1114

Steven D Rogers

Steven D Rogers
ENDA Land Use Chair
533 NE Brazee
Portland, OR 97212
503-281-1799

cc Portland City Council Mayor Katz
Tri-Met Board

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Testimony submitted to the Portland City Council for the June 15, 1999 City Council Meeting.

From John W Diehnel,

Re Interstate Light Rail

I have always been for light rail I have support both light rail to Gresham and to Beaverton I believe the line to Portland International Airport will prove a good investment I voted for the North/South light rail project The line to Clackamas made a lot of sense The line north made sense when it went across the Columbia River to Vancouver The building of a line up Interstate Avenue to the Expo Center is the wrong solution is badly planned and is definitely misrepresented to the public

- Interstate Light Rail is not about transportation It is about high density housing
- Interstate Light Rail makes a negligible impact on vehicular traffic to and from North Portland
- Interstate Light Rail makes even less impact on vehicular traffic to and from Vancouver
- Interstate Light Rail does nothing to improve the speed or timeliness of public transportation to and from North Portland that could not be done with existing bus services
- Other than setting up Interstate Avenue for massive redevelopment for high density housing projects, Interstate Light Rail spends $350 plus million taxpayer dollars to replace the Number 5 Bus Line

The Interstate light rail proposal does not provide any meaningful solution to the North Portland transportation problems

- The Tri-Met Supplemental Environmental Impact Statement says it only marginally impacts the number of vehicle trips to and from North Portland
- The SEIS shows that while it does reduce the traffic load on Interstate Avenue, it simply shifts the majority of that traffic to other neighborhood streets less able to handle the traffic
- The SLIS shows it adversely impacts all east-west traffic throughout the region
- It does nothing to solve the major north/south transportation problem which is I-5 to Vancouver North Portland traffic on I-5 is an extremely small part of the I-5 traffic stream Even a casual observation of I-5 rush hour traffic shows few vehicles exiting I-5 to North Portland in the afternoon and few vehicles entering I-5 South in the morning The vast majority of the total I-5 traffic stream crosses to and from Clark County If a light rail is ever built to Clark County, it is much more likely to be an extension of the Airport line to East Clark County Clark County voters have already spoken quite loudly on that issue
- While it does shorten the mass transit commute time from North Portland to Downtown it does so only because light rail will receive preferential treatment at all traffic lights Give the Number 5 bus the same preferential treatment and the Number

5 bus would be just as quick It is not a valid argument to say one service is quicker than another when you give one service a substantial advantage that is denied to the other

- Light rail on Interstate Avenue will severely hamper emergency vehicles A single lane of traffic in each direction does not allow space for emergency vehicles to get past traffic Tri-Met has publicly stated they are considering mitigating that by allowing emergency vehicles to use the light rail right of way While that is a good thought, existing construction estimates are for "tie and ballast" Cars and trucks can not drive on tie and ballast Interstate light rail would have to be paved at an immensely higher cost

Interstate light rail really is a high density housing development tool and a business destruction tool

- Our history with the construction of east-west light rail has clearly shown that a business located on the street where light rail is built has little if any chance of surviving the construction phase Interstate light rail spells the death of most of the businesses along Interstate Avenue Any business that depends on vehicular traffic for survival is guaranteed to fail
- The high density residential zoning that comes as a requirement with light rail clearly implies that Tri-Met and the city desire to build a high density strip city down Interstate Avenue This really means the Tri-Met and the city intend the destruction of the existing neighborhoods and businesses as part of the big picture I believe the citizens of the area deserve to be given this piece of information

John W Diehnel

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Board of Directors Hayden Island Neighborhood Association Board of Director
Board of Directors North Portland Business Association
Vice-President Oregon Liveaboard Association

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Testimony at Portland hearing on "North" light rail. June 16, 1999

Art Lewellan

I support the "North" light rail proposal. It is our prime example of how to improve the entire "South/North" light rail expansion. It has minimal environmental impacts & reasonably simple engineering. These important changes in route design have brought it's costs down 22%. The extension to Expo Center is crucial to attract Vancouver ridership. I guarantee that just as the Westside park-n-rides are filled daily, so will the Expo park-n-ride be filled every day. Support from Vancouver to finish the line will grow. Compared to the original proposal, the "North" light rail is obviously more supportable.

I have not given up hope that a light rail line will be built to Oregon City. Personally, I think diesel & even natural gas buses suck. I do not support the bus expansion plan that includes widening McLoughlin Blvd between SE 17th & Tacoma Street. Only by removing the stoplights on McLoughlin can traffic & transit be improved through this corridor. I'm afraid that widening McLoughlin will eliminate the light rail right of way. I'm afraid that the eastern row of mature trees will have to be cut down. I'm afraid that the widening is not going to help either transit or traffic.

At this point, I must say that Portland did not take a step backward with the "widely" rejected South/North. The "North" light rail is proof that impacts & costs can be reduced & this was an important lesson if we are to continue light rail expansion. Other lessons we learned during the controversial planning have resulted in more new rail projects, than we may have been able to realize, if the South/North were left unopposed. We now have the Airport MAX, the Central City Streetcar & its' expansion plans, the Washington County Commuter-rail, the country's first high-speed train service, the resurgence of the "Amtrak Pioneer", the improved "North" light rail & what I feel is a rail transit proposal that we should "pounce on", the rail transit shuttle between Milwaukie, Lake Oswego & points west.

We have also broadened our land-use planning guidelines by realizing its limits, with regard to what affected residents can accept. And, we have discovered new urban design potential through the concerted effort to maintain confidence that rail transit, particularly surface light rail, should become the standard transit feature of Portland & more American cities.

Testimony at Metro Council, June 14, 1999 **Art Lewellan**
Regarding South Williamette River Crossing

After lengthy study, Metro concludes that there is no possibility of a feasible 'new" bridge across the Williamette River The widening of the Sellwood Bridge is not desireable, or (in my opinion) necessary I must again strongly disagree with the JPACT judgement, "upgrading the Ross Island Bridge to handle more traffic will NOT reduce traffic on the Sellwood Bridge" As much as half of the "cut-through" Sellwood traffic should be diverted to the Ross Island Bridge

Last week, ODOT conceptual plans for redeveloping the Ross's "westside ramps" were unveiled at the South Portland Circulation Study Open House These plans call for a "stop-lighted intersection" on the Ross, just above Moody Ave This concept may allow for increased traffic volumes on the Ross by slowing traffic down From this intersection, access ramps from I-5 North to the Ross & to I-405 from the Ross is a highly desireable diversion of more "cut-through" traffic that is an imposition upon the SW Portland neighborhoods

I have been trying to delay the Ross Isl Bridge resurfacing project & calling for a widening of the Ross instead With a stop-lighted intersection, it may be possible to leave the Ross in its' 4 lane configuration However, the Ross should be widened in lane width & center "lines"

I am a frequent pedestrian user of the Ross & am fully aware of its' dangerous & alienating sidewalk, which should be widened to 6' - 8' with a railing installed between the sidewalk & the traffic lanes It is an insult to protect the concrete balistrade from auto impact, while leaving pedestrians exposed to the mortal danger of such a collision The people from ODOT that I have spoken to about this situation "flippantly" deny accountability & "pass the buck" It was a mistake to remove the widened sidewalks from the Morrison Bridge Ask any bicyclist or pedestrian that uses the Morrison The Ross is no different & in fact, is in greater need of a wider, north sidewalk

Regarding the rail bridge between Milwaukie & Lake Oswego. I'm sure that a variation of this transit service proposal will find support in each community It's also an opportunity for "transit oriented development" according to the 2040 Regional & Town Center concepts, which I support, as long as "precious" lands (parks, school grounds, historic buildings & landmarks) are not sacrificed for "out-of-scale" development or subsequent impacts of that development

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June 15, 1999

Mayor Katz and City Commissioners
City of Portland
1220 S W 5th
Portland, OR 97204

Honorable Mayor Katz and Commissioners

I am speaking as a private individual living in North Portland

I support the Interstate MAX proposal and encourage you to pursue all avenues towards it's creation I hope that the activities associated with this proposal place as much emphasis on redevelopment in North Portland as is placed on the transportation element

My involvement with light rail in the metro area began while I was chairman of the Powellhurst-Gilbert Neighborhood Association in the early 1980's That Association (like most in East County) was against rail In retrospect, clearly from a neighborhood revitalization perspective, it was the right decision to build rail even though some things could have been done better Later I was involved in discussions during the Albina Plan about the potential impact and interactions of rail in the Overlook area of North Portland I expended hundreds of hours on the South/North proposal as a member of the Overlook Neighborhood Light Rail committee I drafted the first letter representing the Interstate Avenue Association position against (60%-40%) light rail on Interstate Avenue I was an invited participant in a private developer's workshop that was part of the South/North economic impact study I was active in an effort with businesses concerned about an alignment proposal that would close the Alberta ramp to I-5 In short I consider myself very knowledgeable about the South/North proposal

In the end I found that not only could I not support the South/North proposal, but I felt it contained more potential downside than benefit to my district I actively campaigned and voted against the South/North proposal

The North proposal is an entirely different proposal This new proposal seems to ask "how can your district benefit from light rail" rather than "how can we get light rail through your district with the least amount of money and most quickly" This proposal has caught my imagination There are implementation details that need resolution, but the potential benefits far outweigh the negatives The creation of an Urban Renewal Area in conjunction with light rail is a powerful strategy for redevelopment I find your proposal to siphon URA dollars for rail funding an acceptable compromise in light of the recently announced private monies targeted for redevelopment in my district

I greatly appreciate your leadership on this important matter

Sincerely,

Doug Hartman

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Portland/Vancouver I-5 Trade Corridor

Fact Sheet, *June 4, 1999*

What Is This Study?

The *Portland Vancouver I-5 Trade Corridor Study* is a bi-state transportation planning and design study of the I-5 corridor between I-84 in Oregon and I-205 in Washington It has two phases 1) Corridor Planning and 2) Project Development

How does congestion affect the economy?

The first task will take an initial look at how congestion in this corridor affects the regional economy, whether there is a range of promising solutions worth full evaluation, and how improvements might be funded This task is called the *Freight Feasibility and Needs Assessment*

To accomplish this task the region's policy makers are seeking advice and input from key business and civic leaders in Oregon and Washington Based on the results of this task, the region will begin a full analysis of reasonable alternatives and will identify promising solutions in a Corridor Development and Management Plan The CDMP will include an extensive public involvement effort

Why Is It Needed?

The convergence of interstate freeways, rail lines, air, and inland and ocean waterways has created a transportation hub unlike any other on the West Coast As a result, the Portland/ Vancouver area has become one of the nation s most important centers for distribution and trade – and that trade has in turn, provided our region with a robust economy This section of I-5 is at the heart of that transportation hub

This is one of the nation's most important centers for trade – and this corridor is at the heart of the activity.

In 20 years, congestion will be 3 to 4 times what it is today.

But this section of I-5 is notable for another reason – *it is the most congested bottleneck in the region s freeway system* Without significant improvements, the amount of overall vehicle delay will triple over the next 20 years, and the delay for trucks will nearly quadruple Delays of this magnitude bring high costs to the region's businesses and degrade our quality of life

Ultimately, this study will identify needed transportation improvements and recommend solutions to the region s policy makers

Who Is Doing the Study?

The study is a joint project between the Oregon and Washington Departments of Transportation They are working in partnership with the cities and ports of Portland and Vancouver, Metro, Southwest Washington Regional Transportation Council, TriMet and CTran

The Leadership Committee is the focal point for Task 1

However, the real focal point for the first task is the Leadership Committee This group includes 14 top business and civic leaders who not only bring an exceptional understanding of trade, but have demonstrated commitment to the community plans and goals for the region

The Freight Feasiblity and Needs Assessment will be completed in late 1999 The CDMP will begin in early 2000 and should be completed in one and a half to two years

For More Information, contact

Dan Layden ODOT
(503) 731-8565, daniel f layden @odot state or us

or

Brian McMullen, WSDOT
(360) 905-2055, mcmullb@wsdot wa gov

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Oregon ACTION

Testimony for Portland City Council
Hearing on North Interstate Light Rail

Tuesday, June 15, 1999
Brian Hoop, Associate Director, Oregon Action

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Thank you for the opportunity to speak and share with you findings from the recent Northwest Job Gap Study and the need for providing living wage jobs in the construction of the North Interstate Light Rail Project My name is Brian Hoop, Associate Director for Oregon Action Oregon Action is a statewide organization with over 15,000 low-to-middle income dues paying members committed to economic justice and fairness

The study was produced by the Northwest Policy Center at the University of Washington Graduate School of Public Affairs, Oregon Action, and a statewide steering committee made up of representatives of business, organized labor, government, and community groups Bev Stein, our Multnomah County Executive, participated on the Oregon Job Gap Steering Committee Her participation has been much appreciated and valued

The Northwest Job Gap Study explores the gap between the number of living wage jobs being created in the Northwest and the number of people needing living wage jobs The study aims to provide regional answers to the questions What is a living wage? Are we creating enough jobs that pay a living wage?

The living wage for a single adult is $10 07 an hour A Living Wage is based on what is needed to meet one's basic needs without resorting to public benefits and provides some ability to deal with emergencies and plan ahead This equates to a full time salary of $20,943 per year, based on 2080 hours of work per year This is a statewide average In higher cost areas, including the Portland metro area, Marion, Lane, Deschutes, and Jackson counties the living wage is even higher at $10 36 per hour

The living wage for a single adult with two children is $16 36 an hour, or $34,019 per year In higher cost areas, like Portland, it is $17 13 per hour Our monthly budgets include providing for basics such as food, housing, utilities, transportation, childcare, health care, and household costs like clothing, etc And this assumes that the employer provides health insurance

While we recognize that many low-wage workers currently are not provided health coverage, we advocate that comprehensive health insurance provided by the employer is integral to the living wage movement The lack of health

coverage for many low wage workers only further exacerbates the struggle of families to make ends meet In addition, we believe that working families should also be able to save money for unforeseen circumstances Currently the national savings average is dangerously low at roughly 1% of one's salary

How does the living wage study impact the construction of the North Interstate Light Rail Project and the economy of North/Northeast Portland? Oregon Action urges you to invest public tax dollars towards providing living wage jobs on this project by prioritizing the hiring of a workforce from those communities Investing in living wage jobs for North/Northeast residents will help fuel the economic revitalization along the route this project is intended to inspire as well as go along way in building a base of community support for this project that is so desperately needed

About half of all job openings in Oregon, or 47%, pay less than the $10 07 an hour living wage for a single adult In addition, there are more people looking for work than there are job openings that pay a living wage For every one job opening paying a living wage at $10 07 there are six individuals seeking that job While I don't know the unemployment rate for North/Northeast Portland I can only imagine the impact of unemployment is far worse in those neighborhoods About three-quarters of all job openings, or 77%, pay less than the $16 36 an hour living wage for a single adult with two children For every one job opening paying a living wage at $16 36 there are fourteen individuals seeking that job

Some people who have not had to survive on low wages might not understand how people earning less than these living wages make ends meet Many are being forced to do without what should be basics – for example, going without health coverage or choosing between which bills to pay Some live in substandard housing, others receive help from other family members, work two jobs, or work under the table Many increasingly depend on credit, creating a higher monthly burden from debt service on credit cards And, yes, many families earning a low wage are increasingly turning to public benefits to make ends meet Our wages aren't "high", they're intentionally made high enough so that people do not have to resort to these actions

At its core, the Northwest Job Gap Study makes a clear case for the creation of living wage jobs on public projects, such as the North Light Rail Project, when public tax dollars are used You as elected leaders must commit to public policies that build and promote healthy and sustainable economies based on living wage jobs that allow working individuals and families in Oregon to live with dignity and security

Thank you for your time

NORTHWEST
Job Gap
STUDY

Idaho • Montana
Oregon • Washington

SEARCHING FOR WORK THAT PAYS

OREGON

NORTHWEST POLICY CENTER AND
NORTHWEST FEDERATION OF COMMUNITY ORGANIZATIONS

JANUARY 1999

About the Northwest Job Gap Study

The Northwest Job Gap Study is a joint project of the Northwest Policy Center at the University of Washington Graduate School of Public Affairs and the Northwest Federation of Community Organizations

The Northwest Policy Center is an applied policy research center that works with policy makers and practitioners to improve strategies for a vital Northwest economy, with an emphasis on the health and well-being of the region's people, communities, and environment

The Northwest Federation of Community Organizations is a regional federation of four statewide, community-based social and economic justice organizations Montana People's Action, Idaho Citizen's Network, Oregon Action, and Washington Citizen Action These organizations represent a broad based, grassroots constituency including disenfranchised and low-to-moderate income residents They engage in community organizing and coalition building, and conduct issue campaigns at the state and community level

Guiding the Northwest Job Gap Study and its research and analysis, and education and outreach efforts are state steering committees made up of representatives of business, labor, government, and community groups

Funding for the Northwest Job Gap Study is provided in part by a grant from the Northwest Area Foundation

For more information contact

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Searching for Work that Pays: Northwest Job Gap Study

Oregon

Purpose of the Study

The Northwest Job Gap Study explores the gap between the number of living wage jobs being created in the Northwest and the number of people needing living wage jobs. It also seeks to raise awareness and promote public dialogue about the job gap and policy options to address it.

The Northwest Job Gap Study—which covers the states of Idaho, Montana, Oregon, and Washington—aims to provide answers to the questions:

- What is a living wage?
- Are we creating enough jobs that pay a living wage?
- Which occupations and industries provide living wage job opportunities for people needing them?
- How can we promote living wage jobs and make sure people needing these jobs are able to get and keep them?

This report examines the first two of these questions.

Key Findings

The key findings for Oregon, based on 1996 data, are:

- The living wage for a single adult is $10.07 an hour. This is based on what is needed to meet basic needs and provides some ability to plan ahead. The living wage for a single adult with two children is $16.36 an hour.
- About half of all job openings (47 percent) pay less than the $10.07 an hour living wage for a single adult. About three quarters of all job openings (77 percent) pay less than the $16.36 an hour living wage for a single adult with two children.
- For each job opening that pays at least the $10.07 an hour living wage for a single adult, there are six job seekers on average. For each job opening that pays at least the $16.36 an hour living wage for a single adult with two children, there are 14 job seekers on average.

What is a Living Wage?

A living wage is a wage that allows families to meet their basic needs without resorting to public assistance and provides them some ability to deal with emergencies and plan ahead.

Living wages are calculated on the basis of family budgets for several household types, as shown in the table on the following page. Family budgets include basic necessities such as food, housing and utilities, transportation, health care, child care, and household, clothing, and personal items; state, local, and federal taxes; and savings.

Living wages are:

- For a single adult, $20,943 a year or $10.07 an hour.
- For a single adult with one child, $27,202 a year or $13.08 an hour.
- For a single adult with two children, $34,019 a year or $16.36 an hour.
- For two adults, one of whom is working, with two children, $29,197 a year or $14.04 an hour.
- For two adults, both of whom are working, with two children, $37,404 a year or $17.98 an hour (which means that the combined wages of both working adults need to total this amount).

These are statewide averages. In some areas, costs are higher (particularly for housing and child care) and, as a result, living wages are higher. In other areas, including most of the state's rural areas, costs and, therefore, living wages are lower. Living wages for higher cost and lower cost areas are:

	Higher Cost Areas	Lower Cost Areas
Single adult	$10 36/hour	$9 45/hour
Single adult with one child	$13 57/hour	$12 31/hour
Single adult with two children	$17 13/hour	$15 37/hour
Two adults (one working) with two children	$14 34/hour	$13 32/hour
Two adults (both working) with two children	$18 75/hour	$17 05/hour

The state's higher cost areas are Multnomah, Washington, Clackamas, Marion, Polk, Yamhill, Benton, Lane, Deschutes, and Jackson counties.

The state's minimum wage is less than 60 percent of the living wage for a single adult and less than 35 percent of the living wage for a single adult with two children. The state's average annual wage ($27,046 in 1996) is 129 percent of the living wage for a single adult and 80 percent of the living wage for a single adult with two children.

Oregon Family Budgets (in 1996 Dollars)

	Household 1	Household 2	Household 3	Household 4	Household 5
Food	141	263	331	462	462
Housing & Utilities	453	568	568	568	568
Transportation	372	321	364	333	390
Health Care	60	112	125	152	152
Child Care	0	146	498	0	498
Household, Clothing & Personal	222	273	300	327	340
Savings	139	171	188	205	212
State, Local & Federal Taxes	359	414	461	386	495
Gross Monthly Income Needed	1,745	2,267	2,835	2,433	3,117*
Gross Annual Income Needed	20,943	27,202	34,019	29,197	37,404*
Living Wage (at 2080 hrs/yr)	$10 07	$13 08	$16 36	$14 04	$17 98*

Household 1 is a single adult
Household 2 is a single adult with a school-age child (age 6-8 yrs)
Household 3 is a single adult with a toddler (12-24 months) and a school-age child (age 6-8 yrs)
Household 4 is two adults (one of whom is working) with a toddler and a school-age child
Household 5 is two adults (both of whom are working) with a toddler and a school-age child

*Total amount earned by two working adults

Are We Creating Enough Jobs That Pay a Living Wage?

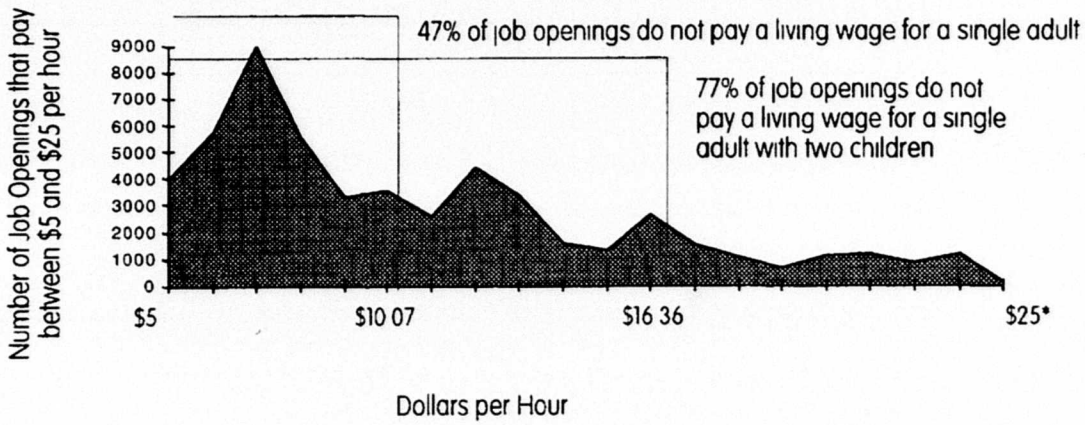
The Oregon economy is not creating enough living wage jobs for all those who need them, according to several indicators. These include the number of working age households compared to the number of jobs that pay a living wage, the percentage of jobs and job openings that pay less than a living wage, and the number of job seekers compared to the number of job openings that pay a living wage.

In 1996, there were slightly more than 1 million working age households in Oregon, but fewer than 760,000 jobs that could support a single adult and slightly more than 300,000 jobs that could support a single adult with two children.

Forty-four percent of all jobs in the economy pay less than the $10 07 an hour living wage for a single adult and 76 percent pay less than the $16.36 an hour living wage for a single adult with two children.

The job market that job seekers face is similarly limited. Of all job openings, about half (47 percent) pay less than the $10.07 an hour living wage for a single adult, as shown in the chart below. About three quarters of job openings (77 percent) pay less than the $16.36 an hour living wage for a single adult with two children. It is important to note the distinction between jobs and job openings. Not all jobs come open during a year. Job openings are of particular interest because they provide employment opportunities to people looking for work.

Oregon Distribution of Job Openings by Wage Rate



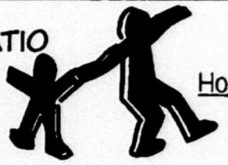
*There are few job openings in the economy that pay more than $25 an hour Due to lack of space they have not been included here

In addition, there are more people looking for work than there are job openings that pay a living wage. As shown in the table below, job gap ratios, which compare job seekers to job openings, are:

- For each job opening, regardless of pay, there are three job seekers on average.
- For each job opening that pays at least the $10.07 an hour living wage for a single adult, there are six job seekers on average.
- For each job opening that pays at least the $16.36 an hour living wage for a single adult with two children, there are 14 job seekers on average.

For those job openings that pay a living wage and require at most some combination of a high school diploma, on-the-job training, work experience, and/or post-high school vocational training, the competition may be even stronger. Fifty nine percent of all job openings that pay at least the $10.07 an hour living wage for a single adult require that amount of education and training. For those job openings that pay at least the $16.36 an hour living wage for a single adult with two children, the proportion is 23 percent.

Oregon Job Gap Ratio



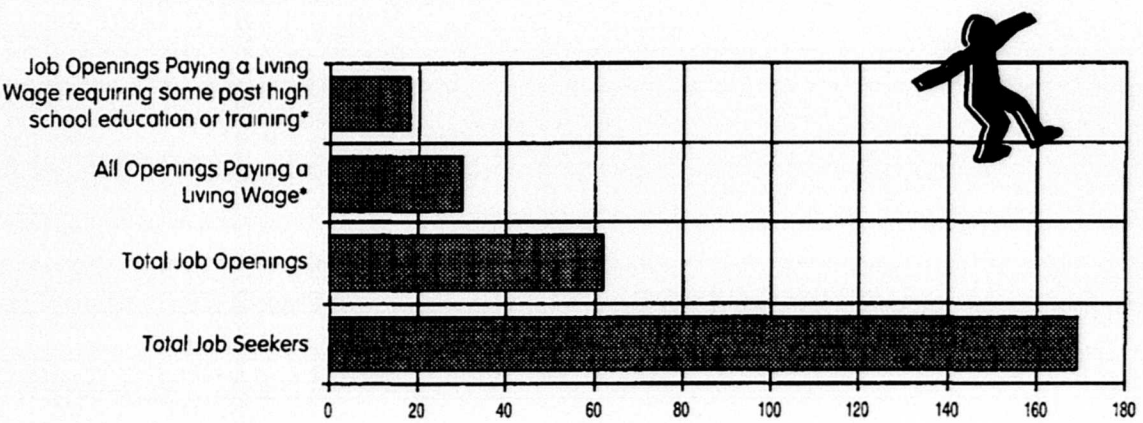
	Household 1 $10 07	Household 3 $16 36	All Job Openings
Job Seekers	166,926	166,926	166,926
Job Openings	30,190	11,947	61,796
Job Seekers per Job Opening	6 to 1	14 to 1	3 to 1
Percent of all Job Openings paying less than a living wage	47%	77%	

Job gap ratios are calculated by dividing the number of people who were looking for work at some point during 1996 by the number of job openings that year. The ratios indicate that, for example, there are six times as many job seekers as there are job openings that pay at least the $10.07 an hour living wage for a single adult, not necessarily that there are six people competing for each job of that type. The ratios do not take into account characteristics of job seekers such as their household size, their skills, or education and training.

Job seekers total 166,926, which equals about 10 percent of total employment in the state. Job seekers include:

- The unemployed—people who are not employed, but looking for work. Included are those who have been laid off, quit their jobs, are entering the workforce for the first time, or are re-entering it. Not included are those who are unemployed due to temporary layoff or those looking only for part-time work. About 64 percent of job seekers are unemployed.
- Involuntary part-time workers—people who work less than full time, but want to work full time. About 29 percent of job seekers are involuntary part-time workers.

FINDINGS FOR OREGON



- Discouraged and marginally attached workers—people who are not employed and not currently looking for work, but have looked within the past year. In the case of discouraged workers, they are not seeking work because they believe there are no jobs available or none for which they are qualified. And in the case of marginally attached workers, it is because of personal or financial reasons. About seven percent of job seekers are discouraged or marginally attached workers.

It is important to note that the unemployment rate reflects only the unemployed and, therefore, misses about 40 percent of all job seekers.

The 166,926 figure is likely an underestimate of the actual number of job seekers. Ideally, the count of job seekers would capture everyone, working or not, who needs a living wage job. The figure used in this study understates the number of job seekers in that it does not count those who are working full time at less than a living wage job, but want a living wage job because data on this group do not exist. It overstates the number in that all the unemployed are counted, even though some may not be looking for a living wage job. Also, people who left the labor market and then re-entered the same occupation are counted among the job seekers, whereas those who moved directly from one job to another in the same occupation are not. However, assuming even a fraction of the 650,000 people working at less than a living wage job for a single adult want a living wage job, the count is, on balance, an underestimate.

Job openings total 61,796 and include:

- Job openings due to growth—the result of new jobs being created by new or existing firms. About 48 percent of all job openings are due to growth.

- Job openings due to net replacement—the result of people retiring, entering school or the military, moving across state boundaries, changing occupations, or otherwise leaving the occupation in which they currently work. About 52 percent of job openings are due to net replacement.

Not included are job openings due to people changing employers, but remaining in the same occupation because these are largely invisible to the average job seeker. Also not included, for the same reason, are job openings for unpaid family workers and self-employment.

Job openings are broken down by occupation, wages paid, and education and training required. Wage and education and training data were collected and analyzed for over 800 occupations. In determining which job openings paid a living wage, the state median wage for an occupation was used, where available; this means that half the people in the occupation earn less and half more than that amount. Not everyone will start at the median wage, but many should progress to that wage over time.

As shown in the chart on the previous page, 30,190 of the 61,796 job openings pay at least the $10.07 an hour living wage for a single adult. And 17,713 of these job openings pay at least the $10.07 an hour living wage for a single adult and require at most some combination of a high school diploma, on-the-job training, work experience, and/or post-high school vocational training.

Next Steps

This first phase of the Northwest Job Gap Study develops estimates of living wages needed to support families and documents the extent to which there is a gap between the number of living wage jobs being created in Oregon and other Northwest states, and the number of people needing living wage jobs. Despite strong growth and the creation of many new jobs over the last decade, Oregon's economy is not creating enough living wage jobs for all those who need them, as indicated by a comparison of living wage jobs to households, the percentage of jobs and job openings that pay a living wage, and the ratio of job seekers to job openings that pay a living wage.

Next phases of the Northwest Job Gap Study will focus on identifying which occupations and industries provide living wage job opportunities to people needing them; analyzing workforce demographics such as race/ethnicity, gender, and education and training levels in the context of living wage jobs; and identifying ways to promote living wage jobs and make sure people needing these jobs are able to get and keep them. Also, education and outreach will be conducted to raise awareness and promote public dialogue about the job gap.

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Tally of Written
June 15, 1999 City Council Public Comments
On North Light Rail Interstate MAX

Pro (with stipulations)	Against	Continuation of Verbal Testimony
20	4	2

Tally of Written, and E-Mail Comments
Related and Received Prior to the June 15, 1999
City Council Public Hearing
On North Light Rail Interstate MAX

Pro (with stipulations)	Against
13	9

Total

Pro	**Against**	**Continuation of Verbal Testimony**
33	**13**	**2**

35800

INTERSTATE MAX

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15, 1999

Please provide your written comments below.

NAME Sheila Holden

ADDRESS 2524 NE 16th 97212

PHONE (Optional) 813-6232

North/Northeast Economic Development Alliance's Position on the Continued Study of Funding, Design and Construction of the Proposed North Light Rail

Represented before Portland City Council on June 15, 1999

The NNEEDA supports the continued study with the intent to build of a North Light Rail. NNEEDA does so with the expectation that the North Light Rail should be designed to:

- Support a quality, balanced transportation system in North Portland.
- Spur development driven by the Albina Plan, community and stakeholders' input.
- Proactively tie the rail's construction and maintenance jobs and business opportunities to local residents and businesses.

We support the Mayor Katz and Portland Development Commission proposal to seek funding support for the rail from the establishment of an urban renewal zone along the rail. A zone is an excellent tool and catalyst to support the construction, then capitalize on the development that the rail should be designed to encourage.

NNEEDA and our member organizations did not and do not support the use of Oregon Convention Center Urban Renewal Area dollars to fund the North Light Rail. The potential $1million or less loan from the zone for the North Rail Station in the OCCURA is tolerable, if the Lloyd area stakeholders get clearly identified considerations in exchange for use of their area's funds.

In fact, the discussion of the use of urban renewal funds in the OCCURA has raised some important issues that led the Alliance to make the following recommendations.

- Since there are projects proposed in the URZ without stakeholder review or comment, such projects and any new projects should have stakeholder review.
- Use of all remaining URZ dollars must follow the eight goals of the URZ.
- Priority must be given to clearly identified and committed projects north of Broadway before any other projects are funded as originally committed.

The Alliance and its membership appreciate and accept our Mayor's charge to specify our community's one to three years goals and priorities for URZ projects for the area North of Broadway. This will coincide with our ACP Five Review.

INTERSTATE MAX

35800

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15 1999

Please provide your written comments below.

NAME Robert E Thompson

ADDRESS 17421 SE. Vogel Rd Boring Ore

PHONE (Optional) 658-5492

I think Interstate ave is the wrong place to run light rail. Business will suffer, the Construction time plus losing two lanes, for traffic, bad idea. Total waste of money. We need money to have our present roads repair bridges, in the tri county area of metro, tri met & Portland have this extra money. It could be returned to the taxpayers.

35800

INTERSTATE MAX

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

Please provide your written comments below.

NAME Ross Williams, Citizens for Sensible Transportation

ADDRESS 1220 SW Morrison Suite 535

PHONE (Optional) 225-0003

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1) Light Rail - like all transpation - is a tool for giving people opportunities:
   - TO Get to the jobs created along light rail
   - to hire people who cannot get to work without transit
   - to build a business and draw customers from all over the city and Region

2) North and Northeast portland should not be abandoned after the region has invested huge resources in an east-west light rail line

3) Involve the communities, provide the resources for residents to use light rail to revitalize their neighborhoods, not gentrify them

4) We need to keep expanding light rail to give people an alternative to sitting in congestion.

35800 Continuation of Verbal

15 June 1999

Interstate Light Rail Public Hearing 1 of 2

Rey Cabral
Rey Cabral
1011 NE Prescott
PDX 97211

In the meetings I've attended, I've not seen a representative of ODOT to address my questions.

1 From N. Angle intersection to where N. Denver blends into I-5 N. belongs to ODOT

2 This N. Denver portion has a viaduct over industrial businesses and the viaduct Columbia Slough built in late 1920's

3 Why install the reports that the city, Tri Met and Metro will foot the money for construction and ODOT pays zero for the viaducts. Why?

4 The public needs to know why it was decided that ODOT deserves Corp. Welfare

5. ODOT needs to be at all public hearings regardless of how bored ODOT feels about being at these hearings

Tri Met ~~built~~ completed from Gateway to Gresham about 1986 service rail commonly known as E. Burnside

1 One has to travel a great distance to make a left turn onto a joining properties

2 U-turns is greatly restricted at many intersections which change the character of that existing area from single and very few duplexes.

3 Now it is apt Heaven ajoining lightrail

Greg Cabral
1011 NE Prescott
PDX 97211

15 June 1999
Public Hearing
Interstate Light Rail
2 of 2

35800

with 2-3 story apt bldgs. These apts bldgs hold from 10 units to hundreds such as Russellville Commons at NE 122nd and E Burnside from Gateway TC to Gresham TC

4 I see the ~~problem~~ happening to Interstate Ave 10 yrs in the future

5 Light rail will ~~remove~~ affect 18 of the 28 intersections by preventing left turns in either direction.

6 This will kill the existing character of the neighborhood. Look what killed MLK when left turns were prevented.

7 MLK died. Now city is spending money to remove/redesign MLK for rebirth.

8 Solution: Place lights at all existing left turn areas and provide U-Turns also to prevent apt. Heaven. It will be cheaper to spend hundreds than millions later.

The current drawings show the station near the coliseum written as Rose Quarter ~~Station~~ TRANSIENT.

1. The public now associate the current Rose Quarter TC as the area under I-5 and the trolley Barn
2. Renaming the coliseum station will remove confusing rail trip planning and also where to transfer to get a different transportation vehicle.

INTERSTATE MAX

35800

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15, 1999

Please provide your written comments below.

NAME GERALD LINDSAY

ADDRESS 3786 N. MELROSE DR.

PHONE (Optional) 281-5765

I AM IN FAVOR OF LIGHT RAIL.

TRAFFIC CONCERNS CAN BE MANAGED WITH GOOD PLANNING.

- LARGE TRUCKS SHOULD BE DIRECTED OFF INTERSTATE AS MUCH AS POSSIBLE - TO GREELEY & GOING
- SINGLE LANE STREETS CAN CARRY LOTS OF TRAFFIC WELL WITH GOOD SIGNAL PLANNING. NE 33RD AVE IS A PRIME EXAMPLE

LIGHT RAIL IS A NECESSARY INFRASTRUCTURE ELEMENT TO KEEP & IMPROVE LIVABILITY IN NORTH PORTLAND.

LIGHT RAIL IN CONJUNCTION WITH WELL PLANNED RE-DEVELOPMENT WILL INSURE THE VITALITY OF INTERSTATE IN THE DECADES AHEAD.

35800

INTERSTATE MAX

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15, 1999

Please provide your written comments below.

NAME ANITA LINDSAY

ADDRESS 3786 N. MELROSE DR.
PRTLND 97227

PHONE (Optional) 503.281.5765

I am in favor for the proposed N/s M.x line. As a city we must continue to plan for the livability of Portland. Relying on the automobile as a primary source for transportation will not allow for reduction of gridlock or poor air quality. Does the N/s solve these problems? Certainly not by itself, but as we web together a transportation ~~tool~~ plan we can build for the future.

Secondly, I believe that light rail will assist Interstate Bl. and North Portland with needed revitalization. The cost and inconvenience of building the light rail does not outweigh the benefits to the livability of North Portland and the city of Portland.

Anita Lindsay

INTERSTATE MAX

35800

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

Please provide your written comments below.

NAME James Wolford

ADDRESS 4105 N. Castle Portland OR 97217

PHONE (Optional)

I am an Overlook ~~the~~ resident and my only access to Portland is accross or along Interstate Ave. I am oppossed to ~~MAX~~ MAX on Interstate Ave for livability reasons access, crime and that MAX is an eyesore in East Portland.

My use of the businesses along Interstate will decrease be cause of the inconvience of MAX. The MAX crossig of interstate at the Rose Quarter is nothing but a source of frustration for me.

St Johns residents will at best see no improvement in Mass transit access, because MAX ~~does~~ will not serve their area, ~~and~~ At worst

(over)

1

INTERSTATE MAX

35800

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15 1000

Please provide your written comments below.

NAME MARIE MEDLITZ

ADDRESS 1420 S.E. 16TH #512

PHONE (Optional)

You had a senior citizen talk and the population is mostly senior citizens. I myself is a senior citizen. Everyone against it is young. Senior citizens are too old to drive, & are limited in every way. Take into consideration us senior citizens. We need all the rails would do prepare. The bus has signs - these seatings are for disabled and seniors, & who usually occupying these seats. Teens and a little older seniors have to go in back of the bus to sit down. The young generation

(over)

INTERSTATE MAX

35800

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15, 1999

Please provide your written comments below.

NAME SYBIL MERRELS KING N.A. - DISTRICT 2

ADDRESS 815 NE ROSELAWN

PHONE (Optional) 249-3960

Most of you have heard from me and/or Jennifer Siebold from King N.A. already. We have been quite involved in the S/N LRT process, and raised many issues around Environmental Justice (EJ) that were overlooked or misrepresented in the DEIS. As individuals + as the association, we have been avid supporters of L.R. in Portland, although we did not support the original S/N proposal due ~~back~~ to the EJ issues that were ~~not~~ not sufficiently addressed. This most recent proposal ~~has~~ is a huge step in the right direction. There are still some issues that need to be addressed, but the planners have done a great job of incorporating many of our concerns. King N.A. strongly supports this proposal, and as I'm sure you are aware, we did not support the transfer of Lloyd/MLK Urban renewal money. Again, we appreciate the fact that you heard our concerns and developed an alternative plan.

Now I'd like to switch my focus from a community activist to an Environmental Scientist. Today I attended a City Sponsored Forum on Climate Change - ie. Global Warming. I was very troubled by the fact that only one person attended from the Office of Transportation!

35800

INTERSTATE MAX

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15 1999

Please provide your written comments below.

NAME ALICE LEHMAN

ADDRESS 3966 N LONGVIEW, PORTLAND, OR 97227

PHONE (Optional) (503) 288-4732

As a resident, my primary concern is the effect of changing Interstate Ave from a 4-lane to a 2-lane street. I am a non-driver, a supporter of all prior MAX proposals. Unfortunately, until solid solutions to the traffic flow question are given, I can not support Interstate MAX.

How will trucks move from the railyards to the freeway? How will it effect the City of Portland trucks that pull onto Interstate Ave (near the Broadway Bridge exit) every morning? How will my son - who rides his bike to PSU - be affected? Will he be safer or will he be less safe?

And why to the EXPO Center? Why not all the way to Jensen Beach? What is Kaiser's input on this - I still have too many questions.

I appreciated the town hall I stayed & listen to the testimony, but I feel some response should be allowed, so those of us not speaking could give feedback to those ideas we strongly support

thanks for reading this.

35800

INTERSTATE MAX

PUBLIC COMMENT MEETING

PORTLAND CITY COUNCIL

JUNE 15, 1999

Please provide your written comments below.

NAME Mark Kirchmeier

ADDRESS 7320 N. Hurst

PHONE (Optional) 286-3776

I'm an administrator at the University of Portland and am here to reaffirm the university's support for Light Rail dating back to the early 1990s.

I'm also here, as a North Portland resident, representing a citizens group that emerged this winter to advocate for creation of an urban renewal area for the Interstate and Albina Avenues areas.

The evidence that Light Rail would help redevelopment includes:

1) The PDC-generated Bauney & Wooth study two years ago concluded that Light Rail would spur redevelopment (more)