

Measure No. 26-74

BALLOT TITLE

AUTHORIZES ISSUING BONDS TOWARD FINANCING SHORTENED SOUTH/NORTH LIGHT RAIL

QUESTION: Shall Tri-Met issue \$475,000,000 general obligation bonds - if matching federal funds are approved - toward financing South/North light rail? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

SUMMARY: In 1994, voters authorized issuing the same amount of bonds for almost the same purpose. That proposal included a link to Vancouver. This one does not. Because of this change, Tri-Met must seek voter approval to sell the bonds. The scale of the project will change from 21 miles to 16 miles, and it will terminate in Kenton district rather than Vancouver. Project estimated to cost \$1.6 billion.

This proposed line would begin at Clackamas Town Center, follow Highway 224 through Milwaukie, cross Willamette River on a new bridge near Caruthers, proceed from PSU down present transit mall to Union Station, cross Steel Bridge, and go north along I-5 and Interstate Avenue. (Final route may vary.)

Project may be built in phases. No bonds will be sold unless federal funds are approved. Also, other affected localities will be asked to contribute. These general obligation bonds will mature in up to 30 years. They will contribute to financing, acquisition, and construction costs.

Estimated average annual cost to taxpayers will be \$25.00 per \$100,000 assessed valuation.

EXPLANATORY STATEMENT

Tri-Met is seeking reapproval of South-North MAX Light Rail funds. South-North bonds were first approved by the region's voters in 1994.

South-North MAX light rail is the next step in the region's balanced transportation system. South-North MAX will connect with the existing eastside and westside MAX lines and the proposed airport light rail. It also will connect with Tri-Met's extensive bus system creating a broad network of transportation options for the region's residents.

The South-North bonds will be used to construct the South-North MAX line in phases. The 16.4 mile, 27 station line will connect the following districts, destinations, and neighborhoods to the rest of the Light Rail system in Washington and Multnomah counties:

North and Northeast Portland

- Kenton
- Piedmont
- Humboldt
- Arbor Lodge
- Overlook
- Boise
- Eliot
- Lloyd District
- The Blazer Arena

Northwest and Southwest Portland

- Pearl District
- Union Station
- Old Town - Chinatown
- Downtown
- Portland State University
- Transit Mall

Southeast Portland

- OMSI
- Hosford - Abernethy
- Brooklyn
- Eastmoreland
- Sellwood - Moreland

Milwaukie

- Historic Downtown Milwaukie
- Ardenwald
- Hector Campbell
- McLoughlin - Industrial
- Milwaukie Business - Industrial
- Southgate
- Oak Lodge
- Linwood

Clackamas

- Clackamas Town Center
- Oregon Institute of Technology
- Clackamas Aquatic Center
- North Clackamas
- Sunnyside

The South-North MAX light rail will provide the following benefits:

Environmental

Reduce air pollution by more than 485 tons per year and greenhouse gas emissions by more than 20,000 tons per year.

Traffic Congestion Relief

Relieve traffic congestion and reduce traffic through neighborhoods
Reduce car trips by more than 6.3 million per year

Improve Transit Service

Speed trips for transit and auto users
Provide 13.7 million rides each year

Improve Connections

Connect to the eastside and westside MAX
Connect to the proposed Airport MAX extension
Connect to Tri-Met's regional bus system
Strengthen the regional rail network
Reduce the demand for costly freeway construction

Congress has approved the South-North MAX for construction. South-North is eligible for federal funds to pay half of the project-cost. Reapproval is necessary to get federal matching funds.

A yes vote reapproves the same amount approved by voters in 1994. This measure requests no additional funds.

Submitted by
Philip R. Bogue,
Tri-Met Board of Directors

TRI-MET

Measure No. 26-74

ARGUMENT IN FAVOR

CONNECTING OUR COMMUNITIES

Light rail is all about making connections in our community.

We support South-North light rail as the next logical step in linking our communities with a balanced transportation system.

Over the last twelve years Eastside light rail has connected Portland and Gresham. The line has been a tremendous success with ridership growing significantly since opening. Congestion on the Banfield freeway is less than it would be without light rail, and we have seen millions of dollars in new, people-friendly development along the line.

With the opening of the Westside light rail in September, we have added new connections to our rail system. Now Hillsboro, Beaverton, Portland, and Gresham are all connected by fast, reliable and convenient light rail service. Development along the Westside line began even before service opened. So far, nearly 7,000 housing units have been built, permitted, or are under construction along the Westside line.

Today, through a unique and innovative partnership, the region is planning a light rail extension to the Portland Airport - providing passengers with easy connections to our increasingly busy and congested international airport.

Ballot Measure 26-74 will provide the critical south-north link that connects the light rail network to the rest of the region. South/North light rail will connect the communities of the region: from the fast growing areas of Clackamas County, to the high technology centers in Hillsboro and Beaverton; from the neighborhoods of Gresham, to Portland State University; from the neighborhoods of Milwaukie, North, Northeast, and Southeast Portland to the jobs and cultural attractions in downtown Portland; and from all corners of the region to the Portland Airport.

South/North light rail is a critical part of our plans to relieve congestion, reduce air pollution and connect our communities with a balanced transportation system. We urge a yes vote on Measure 26-74.

Mayor Rob Drake
City of Beaverton

Mayor Vera Katz
City of Portland

Mayor Gussie McRobert
City of Gresham

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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ARGUMENT IN FAVOR

A Message From Congressman Earl Blumenauer

For over 20 years, I've worked at all levels of government to build MAX, our award-winning light rail system. The reason is clear: MAX is a tremendous tool to reduce traffic, help protect our air quality and ensure the continued livability of our community.

Now, as a Congressman, I'm working to keep our vision and our promise to ourselves to build the South/North line from Clackamas County north. I have no doubt we will be successful - that someday you will ride from Clackamas Town Center to North Portland, the airport, or even Vancouver.

The question is "when?"

If we vote to put the previously approved bonds to use immediately, part of this line could be operating within 5 years. If we fail to provide the local support, the delay could be 20 years or more. Other communities want to copy our success and have joined us in the line for federal funding with over 100 new projects.

More important than the delay or loss of federal funds is what we risk doing to ourselves.

Keeping our fast-growing, ever-changing region livable for our families, our economy and our environment requires clear vision, careful planning and regional cooperation. Failure to keep South/North on track would not bode well for the many challenges ahead.

I've served Multnomah County my entire adult life, and have seen MAX transform Portland and Gresham. The expansion to the Westside made sense for the region, making MAX more valuable and effective by allowing it to go more places. Building South/North takes will make our line an inter-connected system, serving our neighborhoods while giving us more control over our future. South/North will have a tremendous positive impact on Multnomah County's neighborhoods and people.

Please join me in voting YES on Measure 26-74.

Earl Blumenauer
Member of Congress

(This information furnished by Earl Blumenauer, Congressman)

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Measure No. 26-74

ARGUMENT IN FAVOR

One of the challenges of living in a beautiful place is that so many people want to join us.

More and more people moving to Oregon mean more environmental problems - like more cars, more congestion, more pollution and more stress on our already stressed environment.

Expanding light rail is a powerful tool to relieve that stress - if we act now. **A yes vote on Measure 26-74** is the one of best ways you can protect our region's environment.

Voting YES on Measure 26-74 will expand our existing East/West light rail with a critical South/North line, turning it into a real, interconnected system. Measure 26-74 is good for the environment because:

- South/North light rail will help relieve sprawl, traffic congestion and other symptoms of growth suffered by cities like Seattle and Los Angeles.
- South/North will help preserve parks, farm and forest lands, open spaces and wetlands by reducing the demand to build new freeways outside the urban growth boundary.
- South/North light rail will reduce air pollution by 485 tons per year.
- It will reduce greenhouse gas emissions by 20,000 tons per.
- South/North will reduce automobile trips by more than 6 million a year.
- It will reduce gas consumption by 5,500 gallons per day.
- South/North will provide an alternative to more and more cars by providing fast, reliable and clean transportation.

Don't just worry about growth. Do something about it. **Vote YES for South/North light rail. Vote YES for the environment. Vote YES on Measure 26-74.**

Chris Hagerbaumer, Oregon Environmental Council
 Christopher Pierce, Bicycle Transportation Alliance
 Jonathan Poisner, Oregon League of Conservation Voters
 Meeky Blizzard, Citizens for Sensible Transportation

(This information furnished by Tom Markgraf, YES! on South/North)

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ARGUMENT IN FAVOR

Experts Agree

South/North Light Rail Will Help Secure Our Future

The Portland metropolitan area is growing, and will continue to grow. How we prepare for that growth now will be the legacy that we leave to our children and our children's children. Building a transportation system that offers a range of options is good planning today, and will serve this region long into the future.

Oregon has a history of making tough choices. Opening the beaches to all, saving farms and forest land, turning a highway into a riverfront park, revitalizing an entire downtown, and putting a deposit on beverage containers have set us apart. We haven't found our future in the mold applied to most other places.

Now we're called on again to take a step towards keeping this metropolitan area on track. South/North Light Rail is part of a balanced approach to meeting transportation needs today through investments that create flexibility and new opportunities tomorrow.

By 2015, **South/North will help relieve traffic congestion** by reducing auto trips by 6.3 million per year, equivalent to 37 million miles of travel per year. South/North will reduce air pollution by 485 tons and greenhouse gas emissions by 20,000 tons per year by 2015.

Light Rail has proven itself as an important part of meeting the transportation needs of our growing region. Ridership is at an all-time high and growing. Eastside MAX now provides 10 million rides a year, up 60 percent since opening. Adding South/North to Eastside and Westside MAX is part of completing a light rail system that works with roads and other transportation improvements.

We urge a YES vote on South/North Light Rail.

Ethan Selter, Ph.D., City and Regional Planning
Carl Abbott, Ph.D., Professor of Urban Studies and Planning
Connie P. Ozawa, Ph.D., Professor of Urban Studies and Planning
Deborah Howe, Ph.D., Professor of Urban Studies and Planning
Nohad A. Toulan, Ph.D., Professor of Urban Studies and Planning

(This information furnished by Tom Markgraf, YES! on South/North)

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TRI-MET

Measure No. 26-74

ARGUMENT IN FAVOR

PORTLAND LIGHT RAIL GETS PRAISE FROM NATION

Experts Point to Portland's Success Addressing Congestion, Air Pollution and Sprawl with Light Rail

"Downtown Portland's landscaped streets, light rail system, innovative parks, and meticulously designed new buildings have transformed . . . (the) business district into a thriving regional center."

Jonathan Barnett - *"Shaping Our Cities: It's Your Call"*, Planning, December 1995

"Portland's light rail has . . . improved air quality . . ."
Atlanta Journal & Constitution - August 28, 1994

". . . instead of accepting ever-escalating levels of traffic, air pollution, sprawl and inner-city decay, (Portland) offers a different version of what American cities could look like in the twenty-first century."

The Nation - October 13, 1997

"In the past two decades, Portland has succeed perhaps more than any other Western City in controlling sprawl, fostering public transportation and revitalizing the inner city."

The Wall Street Journal - December 26, 1995

"Portland . . . (is) a paragon of healthy urban development at a time when most cities find themselves mired in seemingly intractable problems."

Atlantic Monthly - November 1992

"Portland's answer is as good as you're going to get."

Anthony Downs, Brookings Institute, *Wall Street Journal* - December 26, 1995

"Portland has used its transportation system as a proactive element to create a livable, vibrant community with a thoroughly wonderful downtown . . ."

Tampa Tribune-Times - October 1, 1995

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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ARGUMENT IN FAVOR

Building on Success

South/North light rail is vital to the continued success of downtown Portland.

We are the envy of cities across the country. Every month, delegations from places that have seen their downtowns wither as Portland has bloomed come here and ask the same question: "How do you do it?"

Our success is no accident. For more than 20 years we have worked to keep the downtown a vibrant, thriving and inviting place to live and to work. Starting with the transit mall in the 1970s, and continuing through construction of Eastside and Westside light rail, improved transit service to downtown has been the centerpiece of this effort.

Light rail is the key to the downtown transit system. It provides fast, reliable and convenient travel into downtown: so workers can get to jobs, so shoppers can get to stores, and so visitors can reach movie theaters and concert halls.

Today, more than one third of the workers in downtown get to their jobs by transit. That means less congestion on the streets and more parking available for those who do drive. It means less air pollution - so we can continue to enjoy our view of Mt. Hood, instead of seeing only a brown haze.

South/North light rail will link to the Eastside and Westside light rail, the proposed Airport extension, giving us even more options for getting around. It will continue to nourish and support a vibrant and beautiful downtown that serves residents throughout the region.

Continue the success. Vote YES on South/North.

George Passadore, Wells Fargo
Jane Cummins, Legacy Emanuel Hospital
Gregory Goodman, City Center Parking
Michael Powell, Powell's Books
J. Clayton Hering, Norris, Beggs & Simpson
Philip A. Kalberer, The Kalberer Company
John Russell, Russell Development Co. Inc.
Jim Mark, Melvin Mark Companies
Gregg Kantor
Robert Ames, Oregon Park Development
Ron Timpe, C.E.O., Standard Insurance
Eric Parsons, Vice President of Development, Standard Insurance

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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Measure No. 26-74

ARGUMENT IN FAVOR

Take Light Rail to the Zoo

The Oregon Zoo is the states largest paid attraction with more than one million visitors every year, including thousands of school kids, seniors and visitors from around the region and beyond.

Every year the Zoo attracts thousands of visitors a day to see our 875 animals, listen to summer concerts, see the Zoolights display, participate in the Senior Safari or celebrate Packy's birthday.

With all these visitors, transportation is a critical part of making the Zoo a fun and enjoyable experience. Good road and transit connections are the key to making the Zoo accessible to everyone.

The new Oregon Zoo light rail station provides fast, reliable and convenient connections for Zoo visitors. Now, visitors can take a direct rail trip to the Zoo from Gresham, Portland, Beaverton and Hillsboro.

Making the connection with light rail is so important to the Zoo that we redesigned our main entrance so that it is right next to the light rail station.

Ballot Measure 26-74 will provide the critical south-north link that connects the light rail network - and the Oregon Zoo - to the rest of the region.

We urge you to support this important investment in our community.

Vote YES on South/North - Measure 26-74.

(This information furnished by Tom Markgraf, YES! on South/North)

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ARGUMENT IN FAVOR

South/North Will Bring Students to OMSI

Each year OMSI attracts more than 800,000 visitors from all over the Portland metropolitan region as well as across the state and beyond. Kids, adults and retirees, people from all walks of life come to OMSI for our exhibits, classes, movies and events.

Kids are, of course, our most important customers. Whether it's experiencing the interactive exhibits, doing hands on experiments in the physics lab or taking a computer class, OMSI is a great place for kids to learn more about the science in the world all around us.

Imagine how convenient it will be for the teacher at Tubman Middle School to take her class one block to the South/North station, hop on for the short ride through downtown Portland and get off at OMSI's front door.

The same will be true for teachers at Campbell elementary in Milwaukie, Thomas Junior High in Hillsboro, Alpha High School in Gresham and dozens of other schools around the region. Light rail will bring the world of OMSI to our schools' front door.

South/North light rail will improve OMSI's ability to bring the very best in science education to the Portland region. I urge a yes vote on Measure 26-74.

Pat LaCrosse, General Manager
Oregon Museum of Science and Industry

(This information furnished by Tom Markgraf, YES! on South/North)

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TRI-MET

Measure No. 26-74

ARGUMENT IN FAVOR

Rose Quarter and the Trail Blazers for MAX

We built a new arena in the heart of a downtown.

We did this because we love Portland and we love how vital the downtown is.

We were able to do this - locate in an urban setting with limited on-site parking for one simple reason: the location was along the East-West light rail and South/North light rail alignment.

A huge number of the people who come to Blazer games, family shows, concerts, or other events come by rail and mass transit.

If you look elsewhere in the nation, arenas are often built in distant suburbs, usually on top of farm land with several hundred acres of parking.

I am glad and proud we built the Rose Garden in the center of an exciting city.

South/North and other MAX light rail lines will connect the Rose Garden to the rest of the region so that everyone will have the opportunity to travel to an event keeping traffic and parking problems to a minimum.

We hope you continue to support South/North light rail.

J.E. Isaac
Portland Trail Blazers
Rose Quarter

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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ARGUMENT IN FAVOR

A Message from Ron Tonkin . . .

I love cars.

As a car dealer, I make my living selling cars. I believe good roads and freeways are essential to our way of life.

But I also believe if freeways are the only choice we have, we will soon find ourselves in traffic gridlock -

Instead of enjoying our commute, we will dread it . . .

Instead of looking forward to driving our cars, we may find ourselves avoiding them . . .

South/North light rail will help relieve traffic congestion and keep our major roadways moving.

Americans have a long-standing love affair with their cars. Cars provide freedom, prestige and enjoyment.

But it's possible to love something too much. As the region's population continues to grow, if we build only more roads, congestion will get ahead of us.

We need to have options and choices for how to get around. South/North light rail is one such choice. It doesn't get stuck in traffic; it's fast and reliable. It will help us reduce air pollution and greenhouse gas emissions.

Most of all . . .

Light rail is a good investment in our future. It will help us keep moving and keep driving enjoyable for all of us.

Ron Tonkin,
President and C.E.O.
Ron Tonkin Dealerships

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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Measure No. 26-74

ARGUMENT IN FAVOR

NEIGHBORHOOD LEADERS ALONG ALIGNMENT SUPPORT SOUTH/NORTH LIGHT RAIL

- Mike Warwick**, Eliot Neighborhood
- Don Arambula**, Kenton Neighborhood
- David Myers-Eatwell**, Kenton Neighborhood
- Lee Leighton**, Eastmoreland Neighborhood
- Tom Christ**, Eastmoreland Neighborhood
- Thomas Hansen, M.D.**, Eastmoreland Neighborhood
- Tom Markgraf**, Piedmont Neighborhood
- Bill Kline**, Humboldt Neighborhood
- Tom Badrick**, Sunnyside Neighborhood
- Virgil Ovall**, Lloyd District Community Association
- David Bragdon**, Buckman Community
- Lisa Horne**, Downtown Community Association
- Steve Satterlee**, Reed Neighborhood
- Connie Hunt**, Hayden Island Neighborhood
- Tom Kelly**, Neil Kelly Company
- Lenny Anderson**, Swan Island Business Association
- Fran E. Whitehill**, Hector Campbell Neighborhood
- Bob Peterson**, Overlook Neighborhood
- Gordon Van Tyne**, Lake Road Neighborhood
- Anna O'Guinn**, Lake Road Neighborhood
- Dodie Linder**, Milwaukie Neighborhood
- Jim Bernard**, Milwaukie Downtown Development Association

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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ARGUMENT IN FAVOR

Senior Citizens Need Public Transit

Public transportation is often the only way seniors can get to doctor's appointments, shop for groceries, attend church and even visit our grandchildren or friends.

Over the last 20 years we have seen a tremendous amount of change in our community. We have grown from a town somewhat off the beaten path to a real city facing the challenges of other big cities, including traffic, pollution and keeping the quality of life we want for our children, our grandchildren, and ourselves.

If we didn't have public transit, our lives would be diminished a great deal.

A strong transit system is very important to us. The cost - \$25.00 a year for a house of \$100,000 - is worth it to us, even those on fixed incomes. It's less than a dime a day.

- Mary Alice Ford
- Nelly Fox-Edwards
- Rosemary Trudeau
- Mrs. Neil Kelly
- Evelyn Gerkin
- Carolyn T. Dinsmore
- Mary Lou Ritter
- Dolores Raymond
- Alice Neely

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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TRI-MET

Measure No. 26-74

ARGUMENT IN FAVOR

Vote YES for South/North Light Rail
for Portland Neighborhoods

There is no question that light rail benefits the entire Portland metro region. It helps keep our air clean. It reduces the sprawl of urban development.

Light Rail is a smart transportation solution. Light Rail will help us avoid the tangle of traffic congestions that plagues the Seattle area.

But there is even a more important reason for Portland residents to vote YES on Measure 26-74: South/North light rail will help support and revitalize Portland's great city neighborhoods. It will help tie neighborhoods together. It will help connect residents to local shopping and neighborhood business districts. It will link Portland residents to jobs throughout the metropolitan area.

Sure, the big picture matters, but so does the livability of your block, your neighborhood, your community. A YES vote on Measure 26-74 means more for Portland neighborhood livability than any other light rail line. That's why South/North light rail enjoys the enthusiastic support of so many Portland neighborhoods.

Remember - At least 10 Portland neighborhoods will benefit directly from South/North light rail.

Top 10 Reasons to Vote Yes on Measure 26-74

- Sellwood
- Brooklyn
- Hosford-Abernathy
- Old Town/Chinatown
- Eliot
- Boise
- Overlook
- Piedmont
- Arbor Lodge
- Kenton

City Commissioner Charlie Hales

*(This information furnished by Tom Markgraf,
YES! on South/North)*

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ARGUMENT IN OPPOSITION

Compared to Westside MAX the North-South Route is NOT good.

Ridership after first year:

WestSide	\$750 million	20,000 rides/day	\$37,500/rider
N/S.	\$1,600 million	30,000 rides/day	\$53,000/rider

Portland Area people are hit hard since there will be no state funding.

A Metro study said regardless Portland is headed for traffic jams like never imagined

Not surprising. Consider I-5 with over 140,000 trips per day and rapidly becoming a parking lot. N/S might only eliminate at best 6,000 trips. (remember 80% of riders will be former bus riders)

What's next? As commutes take longer you know what happens to air quality. More commuters will switch from gridlocked freeway routes to neighborhood routes.

Lady interviewed on television in North Portland said with jobs moving out into the suburbs light rail will help get to these jobs.

Actually MAX does not mean you can go more places. She was very correct about our loss of local jobs. Guess why? Money. The city receives more state and federal revenues as population goes up. This is not true for employment. (fewer jobs more housing opportunities)

What's driving out neighborhood jobs are zone changes that encourage housing and discourage employment, high local business taxes and the collapsing of our transportation.

The last two people appointed to TRI MET board had zero transportation experience. Same for new general manager.

City Council gave back \$30 million of federal money preventing an Eastside I-5 onramp so trucks, mainly, wouldn't have had to go to downtown Front Avenue for I-5 South.

The Governor tried to get the legislature to put up \$350 for N/S by offering another \$350 million dollars of 'pork' for rural Oregon. This failed.

N/S needs a reality check.

Robert Butler

(This information furnished by Robert Butler)

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Measure No. 26-74

ARGUMENT IN OPPOSITION

LIGHT RAIL IS NOT WORTH THE COST

As experts in transportation planning who have studied the South-North Light Rail Transit Project, we have concluded it will become a financial burden and provide too few benefits to warrant the \$1.6 Billion investment and ongoing operation subsidies.

TRANSIT'S SHARE OF TRAVEL IS FALLING

Despite the expensive investment in light rail and a large increase in revenue from the payroll tax subsidy for transit, transit's share of work trips fell from 7.5% to 5.4% between 1980 and 1990.

LIGHT RAIL IS A COSTLY ALTERNATIVE

It will cost between \$10 and \$15 per ride to build and operate South-North. Benefits will only cover a small fraction of that cost, leaving the rest as pure economic waste.

LIGHT RAIL IGNORES TRANSIT CUSTOMERS

Light rail ignores the best transit customers, the current users. Light rail will divert resources from bus service that better serves those most needing transit.

RAIL REQUIRES DEVELOPMENT SUBSIDIES

Local governments have had to subsidize development around stations with tax abatements and other benefits. Yet even in these "transit oriented" developments, over 90% of the trips are by car. These subsidies are a hidden cost of light rail.

RAIL TAKES MONEY FROM PUBLIC NEEDS

Despite rising levels of traffic congestion, the majority of the region's transportation dollars go to a light rail system that serves about 1% of the regions trips. Other public-sector investments, such as highways, housing, schools, and parks are crowded out by this expensive albatross.

Kenneth J. Dueker, Ph.D
Professor of Urban Studies & Planning

Anthony M. Rufolo
Professor of Urban Studies & Planning

Gerard C.S. Mildner
Assistant Professor of Urban Studies & Planning

*(This information furnished by Lewis Marcus, Treasurer,
ATLAS OREGON PAC)*

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ARGUMENT IN OPPOSITION

DON'T BUY THE LIE

Tri-Met has spent a fortune in your tax money for balloons, cakes, free rides, and hoopla. They want you to forget the poor performance of light rail.

INVESTING IN CONGESTION

Tri-Met ridership continues to lose ground to the automobile. Building another fixed-rail line won't take people where they want to go. Light rail is not convenient.

DON'T BUY THE LIE

Light rail didn't help congestion on the Banfield Freeway.

MORE RAIL MEANS MORE CONGESTION

Congestion has been growing faster in Portland than any other major western city. Congestion will be much worse, because Tri-Met's solution is another light rail line that will never meet the needs of the average commuter.

DON'T BUY THE LIE

Light rail didn't take cars off the Sunset Highway.

IT'S LIKE POURING MONEY DOWN THE DRAIN

Today, Tri-Met subsidies cost every man, woman, and child in the region \$180 per year. This subsidy was only \$49 back in 1980. Skyrocketing taxpayer subsidies are due to the high cost of light rail.

DON'T BUY THE LIE

Light rail didn't help Highway 217.

COST-EFFECTIVE ALTERNATIVES EXIST

Shuttle vehicles, taxis, jitneys, and smaller buses on flexible routes would serve our region better at a fraction of the cost of rail.

LOW-COST ALTERNATIVES SUPPRESSED

Alternatives have been suppressed because they don't cost a lot of money. Big pork barrel projects bring in big campaign contributions from large corporations. Billion dollar boondoggles have grand openings, photo opportunities, and ribbon-cutting ceremonies.

POLITICIANS LOVE PORK

DON'T BUY THE LIE

Vote no on this corporate welfare project

Robert Behnke
President, AEGIS Transportation Information Systems

*(This information furnished by Lewis Marcus, Treasurer,
ATLAS OREGON PAC)*

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TRI-MET

Measure No. 26-74

ARGUMENT IN OPPOSITION

LIGHT RAIL - A PROVEN FAILURE

Portland's existing light rail system is a slow, inefficient method of transit service. MAX can only carry 1,440 seated passengers per hour.

ROAD-BASED TRANSIT IS SUPERIOR

Portland's bus mall can carry 6,952 passengers per hour, that's nearly 5 times more passengers than rail.

LIGHT RAIL - BAD FOR TRANSIT

This light rail is planned to run on the existing bus mall. This light rail will actually reduce the capacity of the bus mall by 700 seats per hour.

ROAD-BASED TRANSIT IS FASTER

Up until May of this year, C-Trans of Vancouver, Washington ran express bus service from Gateway Transit Center to Downtown Portland. The bus made the trip in 15 minutes. Light rail made the same trip in 21 minutes.

MAX IS FALSE ADVERTISING

Tri-Met bills the train as, "The Metropolitan Area Express" - but there's no express service. That's why MAX is so slow!

LIGHT RAIL - BAD FOR YOUR TAXES

Several American cities have chosen to build high-speed busway systems for a fraction of the cost of light rail.

IT'S NOT HIGH-CAPACITY TRANSIT**IT'S HIGH COST TRANSIT****VOTE NO ON LIGHT RAIL**

Light rail is a failure. It's bad for transit, bad for the environment, and bad for your taxes.

John Charles
Sandy, Oregon

John Charles has worked professionally in the environmental field since 1977

*(This information furnished by Lewis Marcus, Treasurer,
ATLAS OREGON PAC)*

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ARGUMENT IN OPPOSITION

**THIS GRAVY TRAIN IS SIMPLY
WELFARE FOR CORPORATIONS**

It is **FIVE TIMES as expensive** as other Light Rail lines because it's packed with corporate give-aways. Corporate contractors are "investing" mega bucks into the political campaign, pushing this boondoggle so **INCREASED** taxes on YOU will reap mega profits for them.

**THIS ELECTRONIC TOY
IS THE LEAST COST-EFFECTIVE OPTION**

At 100 million a mile it would cost - per mile - **SEVEN TIMES** the cost of a bus/carpool roadway, **THREE TIMES** the cost of a six-lane freeway, **12 TIMES** the cost of widening existing roadways.

THIS IS A ROLLS ROYCE PRICE FOR AN EDESEL
(in constant dollars)

East Side MAX cost only 24 million/mile
West Side MAX \$52 million/mile
California's BART system \$67 million/mile
This Gravy Train - \$100,000,000 a mile!

**THIS CORPORATE WELFARE GRAVY TRAIN
WILL NOT REDUCE TRAFFIC CONGESTION**

We already tried it on the Banfield - IT FAILED
We tried it on the Sunset Highway - IT FAILED
We tried it on Highway 217 - IT FAILED

DON'T BUY THE LIE

Light rail will not relieve traffic congestion.

LIGHT RAIL WILL BRING MUCH HIGHER TAXES

This **\$1,600,000,000** rail line will cost
\$3,400 per household just to build.
Operating costs will bring even higher taxes!

AND HIGHER AND HIGHER TAXES

Metro's **\$15 BILLION** light rail transit program will cost **\$32,000 per household** over 20 years. Metro forecasts that this program would reduce auto trips from 86.8% of all trips made to 86.4% of all trips made—a decrease of 0.4%

Myles Cunneen
Former Metro Transportation Planner

*(This information furnished by Lewis Marcus, Treasurer,
ATLAS OREGON PAC)*

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Measure No. 26-74

ARGUMENT IN OPPOSITION

"I place economy among the first and most important virtues, and public debt as the greatest dangers to be feared. To preserve our independence, we must not let our rulers load us with perpetual profusion and servitude. If we run into such debts, we must be taxed in our meat and drink, in our necessities and our comforts, in our labors and in our amusements. If we can prevent the Government from wasting the labors of the people, under the pretense of caring for them, they will be happy"...

Thomas Jefferson

To take more of your money is to take more of your "LIFE". Taking more of your life is to put a limit on your choices in life. Don't let "out-of-state interests" sell you a transit system that gives you no choice. Above all other "rights" you have the right to "own yourself". To own the home you have worked hard to call your own. To travel freely without the dictates of "Big Brother" forcing you into an outdated way of living like a herd of cattle.

It is you, the hard working citizens of this city, that hold the world on your shoulders. You are Atlas! You make the city move. It is NOT the politicians with their fancy ribbon cutting ceremonies, and their insatiable appetite for "YOUR MONEY".

We are facing a billion dollars in local tax increases in ONE YEAR!

We need a break, We need to catch our breath. Say "NO".

Don't "Buy" the Lie!

Ted Piccolo, founder "Atlas Oregon"
289-0219

(This information furnished by Lewis Marcus, Treasurer, ATLAS OREGON PAC)

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ARGUMENT IN OPPOSITION

If the light rail and other bond measures on your ballot pass, people in the tri-county area will see a 20% increase in their property taxes.

Over 70% of Portland area transportation dollars are already being spent on buses and light rail, a system used by less than 3% of the population.

The south-north light rail proposal is the most wasteful pork barrel boondoggle project ever proposed in Oregon. **The system costs more than \$100 million per mile to build!** That's an unbelievably high price tag for a system which does nothing to relieve congestion on our highways.

All across the United States, transportation experts are recognizing that light rail produces extremely limited benefits at an extremely high cost. Studies have shown that light rail does not relieve congestion. It doesn't even reduce air pollution! Is this how we want to spent \$1.6 billion of taxpayer dollars?

More than 90% of trips made by tri-county residents are by automobile, and yet government planners have chosen to neglect our roads and highways to build and expand a light rail/bus system used by only a tiny percentage of the population. Their own studies state that after they complete their light rail system, congestion on our highways will increase more than 300% by 2015. **We must not continue to throw good money after bad.**

The only way we can truly be prepared to handle the growth in the tri-county area is to expand the highway system and add lanes. But if we spend our money on light rail we will have unacceptable levels of congestion.

Please don't vote for light rail so the other guy will get off the freeway so you can drive without congestion. The other guy is thinking he'll vote for it to get you off the freeway!

Light rail means just two things to tri-county residents: a huge increase in property taxes, and more congestion than we've ever known.

Vote NO for light rail.

(This information furnished by Becky Miller, Executive Assistant Oregon Taxpayers United)

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