

RESOLUTION NO. 1191

A RESOLUTION IN SUPPORT OF THE SOUTH-NORTH
LIGHT RAIL FUNDING

WHEREAS, In 1978, Regional, State, and Federal Officials approved reallocation of \$214 million in monies planned for construction of the Mt. Hood Freeway and related projects to fund the construction of the Max Eastside Light Rail Line between Portland and Gresham as the first segment of a Regional Light Rail System; and

WHEREAS, since the Max Eastside Light Rail Line commenced service in 1986, the line has achieved ridership levels of 24,600 riders weekdays, 21,100 riders Saturdays, and 12,500 riders Sundays, for a total current ridership of 8.1 million riders per year, thereby helping to address the Tri-County Metropolitan area's transportation and air quality needs; and

WHEREAS, since the Max Eastside Light Rail Line commenced service in 1986 the line has served as a catalyst for over \$1.2 billion of regionally significant and beneficial development and investment in Downtown Portland, at the site of the Rose Garden Arena, in the Lloyd Center area, in Downtown Gresham, and at transit station sites elsewhere along the line in Multnomah County; and

WHEREAS, in 1990, the voters of the Tri-County Metropolitan area approved by an 75 percent affirmative vote the expenditure of \$125 million in regional monies to fund the construction of a Westside Light Rail Line between Portland and Hillsboro as the second segment of the Regional Light Rail System; and

WHEREAS, in 1991, the Oregon Legislative Assembly and the Governor of Oregon approved the expenditure of \$113 million in state monies to fund the construction of the Westside Light Rail Line; and

WHEREAS, in 1991, the United States Congress approved the expenditure of \$516 million in federal monies to fund the construction of the Westside Light Rail Line and, in 1994, the Federal Transit Administration approved an additional \$75 million in federal monies to fund construction of the extension of the Westside Light Rail Line to Hillsboro; and

WHEREAS, construction of the Westside Light Rail Line presently is ongoing and the line is scheduled to commence service in September 1998, when it will help address the Tri-County Metropolitan area's transportation and air quality needs; and

WHEREAS, construction of the Westside Light Rail Line already is serving as a catalyst for regionally significant and beneficial development and investment in Portland, in Beaverton, and at transit station sites elsewhere along the line in Washington County; and

WHEREAS, in 1994, the voters of the Tri-County Metropolitan area approved by a 63 percent affirmative vote, and with an affirmative vote by the voters of every legislative district voting, the expenditure of \$475 million in regional monies to fund the construction of the South-North Light Rail Line as the third segment of the Regional Light Rail System, and

WHEREAS, during its 1995 Regular Session, the Oregon Legislative Assembly did not act on a bill approving the expenditure of \$375 million in state monies to fund the construction of the South-North Light Rail Line; and

WHEREAS, approval by the Oregon Legislative Assembly of expenditure of \$375 million in state monies for the South-North Light Rail Line prior to Fall 1995 is necessary in order to secure approval by the United States Congress of the expenditure of \$750 million in federal monies to fund the construction of the South-North Light Rail Line; and

WHEREAS, Governor Kitzhaber has publicly stated his intention to convene a Special Session of the Oregon Legislative Assembly on July 28, 1995 to address approval of expenditure of \$375 million in state monies for the South-North Light Rail Line; and

WHEREAS, the South-North Light Rail Line, like the Eastside and Westside Light Rail Lines and other light rail lines planned for the region, is a critical component of the long-term transportation strategy for the Tri-County Metropolitan area, aimed at maintaining mobility while reducing dependency on the automobile, as determined by local and regional elected officials acting through the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), and the Metro Council as part of the region's 50-year Region 2040 planning process; and

WHEREAS, the South-North Light Rail Line, like the Eastside and Westside Light Rail Lines and other light rail lines planned for the region, is a critical component of the long-term air quality strategy for the Tri-County Metropolitan area, aimed at avoiding air pollution and preserving industrial development airshed capacity, as determined by local and regional elected officials acting through MPAC and the Metro Council as part of the region's 50-year Region 2040 planning process; and

WHEREAS, the South-North Light Rail Line, like the Eastside and Westside Light Rail Lines and other light rail lines planned for the region, is a critical component of the long-term land use and growth management strategy for the Tri-County Metropolitan area, aimed at supporting a livable region of connected but distinct communities with vital city centers, as determined by local and regional elected officials acting through MPAC and the Metro Council as part of the region's 50-year Region 2040 planning process, and

WHEREAS, the South-North Light Rail Line, like the Eastside and Westside Light Rail Lines and other light rail lines planned for the region, generally will serve to preserve and enhance the long-term environmental quality, economic well-being, and overall quality of life of the Tri-County Metropolitan area, as determined by local and regional elected officials acting through MPAC and the Metro Council as part of the region's 50-year Region 2040 planning process; and

WHEREAS, in 1991 the Oregon Legislative Assembly authorized the voters of the Tri-County Metropolitan area to approve a charter to govern the affairs of the regional government in the metropolitan area; and

WHEREAS, in 1992, the voters of the Tri-County Metropolitan area approved a Metro Charter providing for a regional government to be governed by the Metro Council and the Metro Executive Officer with the advice of MPAC; and

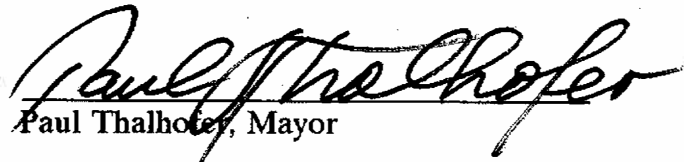
WHEREAS, under the Metro Charter, the members of the Metro Council and the Metro Executive Officer are elected Officials who represent the citizens of the Tri-County Metropolitan area; and

WHEREAS, under the Metro Charter, the membership of MPAC includes elected officials who represent the cities, counties, and special districts of the Tri-County Metropolitan area as well as citizens appointed to represent the metropolitan area as a whole;

NOW THEREFORE , in consideration of the above decisions made during the last two decades by all of the above elected and other officials at the regional, state, and federal levels in support of a regional light rail system to serve all of the above long-term interests of the Tri-County Metropolitan area, the Common Council of the City of Troutdale

1. Reaffirms its strong support for the South-North Light Rail Line as a critical component of the long-term transportation, air quality, economic development, land use and growth management, and quality of life strategy for the Tri-County metropolitan area; and
2. Urges the Oregon Legislative assembly and Governor Kitzhaber to approve the expenditure of \$375 million in state monies for the South-North Light Rail Line during the July 28, 1995 Special Session; and
3. Urges the Metro Council and the Metro Executive Officer promptly to (a) reaffirm their support for the South-North Light Rail Line and (b) convey their support to the Oregon Legislative Assembly and Governor Kitzhaber.
4. Urges the elected council or board and mayor or elected executive of each local government in the Tri-County Metropolitan area promptly to (a) affirm their support for the South-North Light Rail Line and (b) convey their support to the Oregon Legislative Assembly and Governor Kitzhaber.

Yeas:	<u>5</u>
NAYS:	<u>0</u>
ABSTAINED:	<u>0</u>


Paul Thalhofer, Mayor

Dated: JULY 25, 1995


George Martinez, City Recorder

Adopted: 7-25-95