



# Portland Transport

20 March 2006

Dear Candidates for Governor,

Portland Transport is a non-profit organization providing a forum for discussion of transportation policy issues in the Portland/Vancouver metropolitan region.

To help highlight regional transportation issues, we have prepared a candidate questionnaire related to current issues affecting our region. We will publish the responses to these questions at <http://portlandtransport.com> as a service to our readers and the voters of Oregon.

We appreciate your attention to these questions. Responses may be e-mailed to [gov-questions@portlandtransport.com](mailto:gov-questions@portlandtransport.com) or FAXed to 503 213-5925.

Sincerely,

Chris Smith  
President, Portland Transport

1. At the recent Bi-State Forum, the featured speaker, Kip Bergstrom, executive director of the Rhode Island Economic Policy Council, suggested that the "Pacific NW economic region", extending from Eugene to Vancouver, B.C. could only truly work as an integrated economic unit if connected by high-speed rail. Will the budget you submit to the legislature contain funding for the Oregon portions of this high-speed rail corridor?
  
2. The Sellwood Bridge, with a soundness rating of 2 on a scale of 100, was conspicuously passed over in the OTIA process. Some have attributed this to pressure from the trucking lobby, which wanted a 4-lane bridge instead of the 2-lane span (with bicycle and pedestrian facilities) suggested by the last major study. Will you support State resources for the bridge, and will this support be conditioned on a particular configuration?
  
3. Measure 37 is once again Oregon law, and many fear that it will significantly erode the ability of Urban Growth Boundaries to prevent sprawl. One alternative strategy that has been proposed to limit sprawl is for local Metropolitan Planning Organizations ('MPOs', e.g., Metro) to "just say no" to extending urban services, including roads, outside UGBs. Do you support this strategy or would you suggest other strategies to keep M37 from creating further demands on limited transportation funding?

4. Traffic congestion in the Portland metro area has recently been in the news regularly. Some feel Metro has been successful in containing increases in congestion better than other regions, others feel that Metro's transportation strategies are the cause of some of our congestion. Do you think Metro is part of the solution, or the problem? If you favor abolishing Metro's transportation planning function, how would you organize the replacement federally required MPO to produce different results?

5. Do you support the Oregon Apollo Initiative (<http://www.onwardoregon.org/site/pp.asp?c=ffIOIRMEG&b=1355271>) to reduce Oregon's dependence on imported energy sources?

6. Do you support reclaiming the east bank of the Willamette River in Portland by moving, burying or removing the I-5 freeway?

7. Perhaps the most significant transportation decision confronting the region is the Columbia Crossing. Which of the following strategies best matches your view of what should be done about this important transportation link (or suggest an alternative strategy)?

- a. Expand the number of lanes on the existing I-5 corridor, while also adding Light Rail to Vancouver.
- b. Add an arterial and Light Rail bridge supplementing the existing freeway crossings.
- c. Add a third freeway crossing as part of a western bypass route around Portland.
- d. Toll the existing crossings and re-assess the need after evaluating the impact of tolling.

8. Many feel that the financial resources dedicated to transportation are not adequate for the needs of the region or the state. If you agree, what is your preferred funding source for incremental resources?

- a. Increases in gas taxes.
- b. A vehicle miles traveled (VMT) tax.
- c. General obligation bonds funded by increased property taxes.
- d. Tolls.
- e. Other?