

AORTA Bulletin

A publication of the

Association of Oregon Rail and Transit Advocates

Issue 105

April 1995

Since 1976

Bank of America Sets New Direction for America

□ California's Largest Bank Says State *Must* Move "Beyond Sprawl"

San Francisco- In a major departure from past practice, Bank of America is calling for an end to sprawl-type development. The institution joined forces with The Resources Agency of California, the Greenbelt Alliance, and the Low Income Housing Fund in calling for an end to long-standing practices which promote urban sprawl.

The recommendations are included in a report issued February 1995 by California's largest bank to address "one of the most important issues facing" the state. In a cover letter, Dick Rosenberg of B of A says the four organizations "believe California must pursue growth and development that is sustainable. Unfettered sprawl will make the state less competitive, burden taxpayers with higher costs, degrade the environment, and lower the quality of life for every Californian."

The report states "sprawl has created enormous costs that California can no longer afford. Ironically,

unchecked sprawl has shifted from an engine of California's growth to a force that now threatens to *inhibit* growth and degrade the quality of our life."

The report asks for the state to "move beyond sprawl and rethink the way we will grow in the future. This is not a new idea, but it is one that has never been more critical or urgent."

"Beyond Sprawl" expresses concern about the continuing encroachment of housing areas into "agricultural lands and environmentally sensitive areas" and the escalation of "private auto use,"

The report points out that the "acceleration of sprawl has surfaced enormous social, environmental and economic costs, which until now have been hidden, ignored, or quietly borne by society ... Businesses suffer from higher costs, a loss in worker productivity, and underutilized investments in older communities."

continued on page 2 ... see "Bank of America"

Advanced Train to Eugene August 1

□ ABB proposes to bring train from Denmark

ABB Traction was the only company to respond to Oregon DOT's request for proposals (RFP) to bring an advanced technology train to Oregon later this year. The proposal was opened on March 30.

The RFP calls for an "integrated trainset of advanced technology" to come to Oregon for a 3-12 month demonstration project, according to ODOT's Bob Krebs (*see Jan 95 Bulletin*).

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Circulation over 1,200 and GROWING!

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The AORTA Bulletin is published 4-6 times/year by

Association of Oregon Rail and Transit Advocates
PO Box 2772, Portland, OR 97208-2772,

a non-profit citizen's advocate group working for safe, fiscally responsible, environmentally sound transportation.
Also known as Oregon Assn of Railway Passengers (OreARP).

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Also serving on the Board of Directors: Jim Howell, Robert Lowry, Kenneth McFarling, Ray Polani, Art Poole, Andrew Rux, Ed Rynerson, Michael Strider and Tim Wilson.

AORTA works with the National Assn of Railroad Passengers (NARP), but AORTA is an autonomous body.
NARP Directors from Region 8 (AK, ID, MT, OR, WA), including Directors-at-large include James Hamre, Hans Mueller, Ray Polani, Art Poole and Robert Stevens, Jr.

AORTA Annual Dues:

Introductory/senior/student/low income	\$ 10
Regular (family rate add \$5/addtl member)	20
Sponsor	100
Govt/corporate rate (budget under \$100,000)	50
(budget over \$100,000)	100

Comp-U-Serve 72144,2027

The report points out that the land-use decisions we make today "will determine whether our state can succeed in re-establishing the economic and social vitality that have made it such a successful place to live and work for more than 140 years."

"Highway and automobile subsidies that have traditionally fueled suburban growth remain in place today. Since the 1950s, automobile use has been encouraged by government-financed road-building programs, and for the most part the 'external costs' of automobile use (i.e., air pollution) have not been the direct financial responsibility of the individual motorist."

"Local land-use policies ... inadvertently cause sprawl. In many older suburban communities, "slow-growth" attitudes restrict new development, pushing employment and housing growth to the metropolitan fringe. With a lack of regional planning, each community pursues its own self-interests, regardless of costs imposed on other communities.

Transportation advocacy and other environmental groups have long battled with banking/lending institutions, along with developers and members of the highway-oil lobby. "Lending institutions have been one of the strongest (wealthiest) opponents of responsible development," according to AORTA Director Dan McFarling. "Lending institutions have typically made huge profits from sprawl-type development."

Bank of Americacontinued from pg 1

"... we continue to create communities that rely almost exclusively on automobiles for transportation"

"Allowing sprawl may be politically expedient in the short run, but in the long run will make California [Ed Note: and the rest of the USA] economically uncompetitive and create social, environmental and political problems we may not be able to solve.

"At a time when economic growth is slow and social tensions are high, it is easy to dismiss an issue like suburban sprawl as superfluous. Yet it lies at the very heart of the very economic, social and environmental issues that we face today..."

"Allowing sprawl may be politically expedient in the short run, but in the long run will make California economically uncompetitive and create social, environmental and political problems we may not be able to solve."
from "Beyond Sprawl"

"It is very encouraging to see one of the nation's major lending institutions break ranks from the powerful financial interests which have been driving us toward economic disaster. They are finally realizing that the US has been out-of-touch with what will be required in

the years ahead to have a sustainable, competitive economy."

The Oregon office of Bank of America is mailing copies of the publication to all Oregon legislators.

A copy of the paper, "Beyond Sprawl: New Patterns of Growth to Fit the New California" may be requested from Bank of America, Box 37000, San Francisco, CA 94137 (phone (415) 622-8154).

High-Speed Rail to Eugene

... continued from pg 1

ABB proposed to bring an IC3 Flexliner trainset (each "set" is a three-segment articulated car, capacity 160 passengers, plus space for two wheelchairs. (See Jan 95 *Bulletin* for article on the IC3.))

According to Krebs, "Their price and our budget are a ways apart now." The proposal is just over \$1.5M.

In addition to negotiating on price, Krebs stated that issues relating to wheelchair access need to be resolved. Because there is a desire to exhibit the train in many locations, including a national tour, Krebs is hopeful that ABB will agree to provide lifts that are carried on board the cars rather than relying exclusively on platform lifts.

According to Krebs the IC3 and the high speed French TGV have the best horsepower-to-weight ratio, and are capable of both high acceleration and deceleration.

Krebs says he hopes the IC3 will arrive in Oregon in late June or early July. Before it can be put into revenue service, Amtrak employees will need to be trained. ODOT will also be doing some "show and tell" to introduce the equipment to communities in the Valley, according to Krebs.

The IC3 Flexliner will begin a 3-12 mo. demonstration project, operating in revenue service between Eugene and Portland, and perhaps as far north as Seattle. If the project is successful, efforts may be taken to extend the project beyond the timeframe called for in the proposal.

Krebs is hoping the contract will be signed in 4-5 weeks.

At a High-Speed Rail Task Force meeting on April 7, ODOT's Erik East cautioned that he is "not sure this is a done deal."

Talgo 200 from Spain to Salem

❑ European high-speed tilt train to provide revenue service between Portland and Salem, April 21-26

Start-up target date for IC3 service in Oregon is Aug 1, but before the IC3 reaches Oregon's rails, the Talgo 200, which currently travels between Portland and Seattle, will return to the Willamette Valley.

On Apr 20 the Talgo will run a special VIP tour to Salem. The high speed tilt train, now operating as Amtrak's *Mt. Adams*, is expected to leave Seattle at 7 am. It will make a brief publicity stop in Centralia before continuing to Portland. At 12:45 PM, the special train will depart Portland for Salem.

Sen Mark Hatfield, a strong proponent of high speed rail in the PNW, will be on the special train. Amtrak's President Thomas Downs and USDOT Secretary Frederico Pena may also be onboard.

The 2 PM arrival in Salem will be followed by a press

conference. The train will leave Salem for Seattle at 3 PM.

On Apr 21 through Apr 26 the Talgo/Mt. Adams will operate in revenue service between Seattle and Salem. In order to maintain the current schedule between Seattle and Portland, the equipment will operate with a locomotive at each of the train.

The extension is intended to bring more visibility to the high speed rail corridor project while the Legislature is still in session. Cost of extending the Talgo/Mt. Adams to Salem will be about \$2200 per day. ODOT hopes revenue will cover most, if not all, of the cost.

Ride the Talgo Tilt-Train to Salem April 21-26

Portland-Salem round-trip fare only \$12 M-Th
Departs Portland (southbound) 3:25 PM
Departs Salem (northbound) 4:45 PM

The Talgo 200 is designed to tilt as it travels through curves, allowing the train to travel at higher speeds without compromising passenger comfort.

LOCAL LINES: *News Around the State*

Coastal Tidings

Rail-banking in Astoria

Astoria- Astoria Mayor Willis Van Dusen stated he is working to ensure the Burlington Northern rail line between Tongue Point and Smith Point (Astoria) can be reinstated "should an economic change warrant it." Willis said that many rail rights-of-way in Clatsop County have been "lost forever." Van Dusen's remarks were included in a column which appeared in the March 3 *Daily Astorian*. In the same article, Van Dusen said the Astoria Bypass "has been a major city goal for many years."

Greenbelt Reaches North Oregon Coast

Astoria- Green Belt Stages took over operation of the intercity bus service linking Astoria to Portland on February 7, following Raz Transportation Co's petition to abandon the route. Green Belt added package express service to bring more revenue. The Green Belt service is based in Brookings, Oregon.

Yamhill County

YAMCO serves Yamhill County

McMinnville- A headline in the March 16 McMinnville *News-Register* proclaimed "There is life after cars in county." The story told about Yamhill County Transportation's buses, which provide public transportation within Yamhill County. Communities served include Sheridan, Willamina, McMinnville, Sherwood, Lafayette, Dundee and Newberg. Many of the passengers who use the service are unable to drive because of age, disability, or inability to afford. Information about YAMCO service can be obtained by calling 843-3812 between 9 and 10 am on Tuesdays and Fridays, or leaving a message at 843-3133.

McMinnville Airporter and Charter Co (472-7980) also serves Yamhill County, with vans that travel to a variety of Portland locations, including Union Station.

Portland Metro Area

Bogue New Tri-Met Board President

Portland- Philip Bogue was elected president of the Tri-Met Board of Directors Feb 8. Bogue replaces Bill Robertson, who will leave the board when a replacement is appointed by Gov Kitzhaber. Bogue represents District 3 (Southwest Portland). He has served on the board since August 1986.

Bikes on Tri-Met

Portland- Tri-Met announced that all regular buses are equipped with bicycle racks effective Feb 2. The Bicycle Transportation Alliance (BTA) worked hard to ensure that all of Tri-Met's 600 buses were equipped. The BTA helped launch the program in June 1992.

According to Bob Post, Tri-Met Deputy Mgr, the effort has attracted many cyclists to transit for the first time. Approximately 5,800 bike permits have been sold as of February, and use doubled to more than 40,000 rides in 94. "Now that all buses feature bike racks, we hope to see that number increase again," stated Post.

The permits cost \$5 and are good for two years. The permits are available at Tri-Met offices in Pioneer Square or 4012 SE 17th, and at many bicycle shops.

Your Help is Needed ...

... to keep "Local Lines" current with rail and transit related developments around the state. If you are aware of a newsworthy story in your corner of Oregon, please let us know. Contributions are very much appreciated. News stories can be mailed directly to the editor at:

20585 SW Cheshire Court

Aloha, OR 97007-3737

or via Comp-U-Serve: 72144,2027

E-Mail: INTERNET:72144,2027@COMPUSERVE.COM

Attend the FRA Hearing in Portland on Monday, May 15, 5:30 PM

***Tell them why a national rail passenger system
and corridor service are needed.***

BPA Federal Office Bldg, 911 NE 11th St

Region 8 NARP, AORTA, WashARP to Meet in Tacoma, WA

The annual Spring Membership meeting for Region 8 of the Natl Assn of Railroad Passengers will be held May 20 in Tacoma. Speaker will be Gil Mallery, CEO, Amtrak West. Mallery, formerly with Washington DOT, was featured at AORTA's 93 Annual Banquet.

The meeting, which begins with a luncheon at 1 PM, will be at the Tacoma Dome Ramada Inn. Registration is \$14 if chicken fettuccine is selected, or \$15.50 for salmon. Registrations received after May 12 will be \$4 more. The program should conclude about 4:30 PM.

Amtrak Service to Vancouver BC to Resume May 26

Amtrak's new *Mt Baker International* begins service May 26 between Seattle, WA and Vancouver, BC. Tickets may be available May 1. Plans call for using the Talgo, now operating between Seattle and Portland as the *Mt Adams*. The route will include beautiful views of the Olympic Mountains and Puget Sound.

According to Jay Stanley Suchan, Rail Marketing/Communication Mgr, WSDOT plans "extensive advertising, promotional events, and media outreach ... to support the launch of this service."

The service will not allow persons to travel via rail between Oregon and Canada without overnight stay in Seattle. Plans call for adding a second train in 1996.

The Talgo 200 equipment, now operating as the *Mt Adams* between Seattle and Portland, will be used for the new service. Superliner equipment is expected to be used for the *Mt Adams* when the test runs to Vancouver begin. The State of Washington is seriously considering purchasing two sets of Talgo equipment.

After more than 100 years of passenger rail service between Vancouver and Seattle, Amtrak discontinued the Pacific International 14 years ago.

In 1994 ridership in the Pacific NW (Cascadia) Corridor was up almost 30% over the previous year.

Senate Joint Resolution Would Establish Unified Surface Transportation Trust Fund

Sen Dick Springer (R-Portland) introduced SJR 17 which would allow existing and future highway trust fund dollars to be spent for "projects ... that reduce the traffic burden or pollution from motor vehicles on public roads." The bill is identical to SJR 2 which failed by a single vote in the Senate in 1993.

Another resolution, HJR 58, includes similar language but allows only money from increased vehicle registration fees to be used for such projects. Public opinion polls have clearly shown that increases in registration fees is not popular among the electorate.

1995 Membership Renewal and Region 8 Spring Membership Meeting (Tacoma, WA)

If you have not renewed your membership for 1995, please do not wait any longer! Your support is needed for AORTA to continue our efforts. If you have paid, "PD95" should appear after your name on the envelope.

- ☐ I wish to renew my dues for 1995. Enclosed is \$ _____ (See page 2 for membership rates)
- ☐ Enclosed is payment for _____ Cascadia Corridor High Speed Rail lapel pins, \$5 each. Add \$1 for P&H.
- ☐ Enclosed is payment for _____ chicken (\$14) and _____ salmon (\$15.50) lunches, Tacoma mtg (see above)

Name: _____ Phone: _____

Please clip (or photocopy) and return to: AORTA ♦ PO Box 2772 ♦ Portland OR 97208

At this price, it will surely take your breath away.

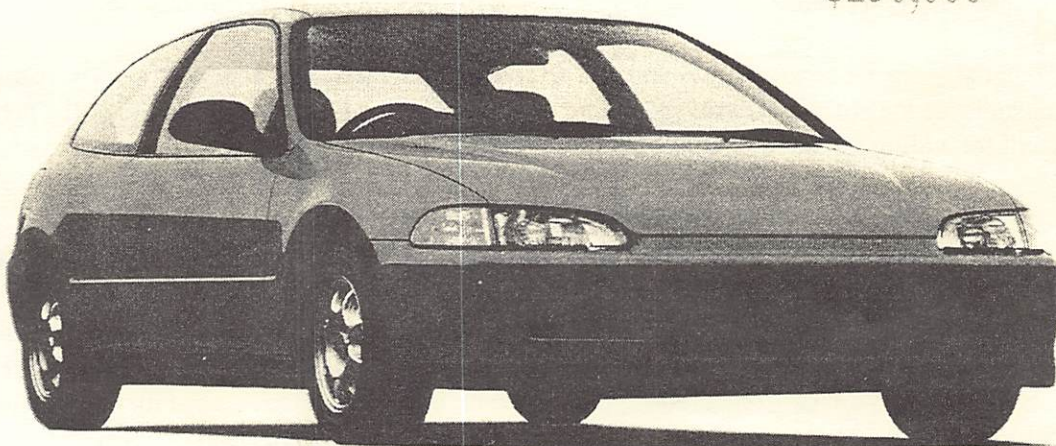
At last, an automobile worthy of the times. The style, the statement, are sheer extravagance. No expense has been spared, no detail overlooked.

A timeless pleasure, the Apocalypse™ boasts unheard of standard features like pollution-related cancer, respiratory and heart disease valued at \$103 billion each year, automobile injuries and related expenses of \$394 billion, and indulgences like gas and auto subsidies, lost time due to congestion, and road construction and maintenance, lifting this impressive little number by some \$927 billion

a year. Still, what good would all these wonders do, if not for the delightful pleasures which have earned this car its name. For example, a guaranteed petroleum supply, most years a bargain at \$30 billion or so, but courtesy of the Gulf War, now over \$150 billion.

And what would the Apocalypse be without the greatest extravagance of all. Introducing The Apocalypse Payment Program (APP), conveniently allowing you to defer your payments to your children, and to their children after that.

\$250,000*



*U.S. sticker price based on individual share of total social costs associated with automobiles in the U.S. over average car life of 10 years. Does not include freight, handling, and P.D.I. oil spills at sea and on land; acid rain from auto emissions and auto industry smoke stacks; environmental and health costs from global warming; damage to water and vegetation from road salts; discharge of auto industry by toxins into waterways and vegetation; neurological damages from lead discharges; health costs due to noise pollution;; secondary emotional damage to families of automobile accidents; tire fires; displacement of biological wetlands; 500 million mammals killed annually by automobiles; 3 million acres of farmland displaced yearly in the U.S.; ozone depletion due to chlorofluorocarbons from mobile air conditioners (#1 cause); oil, gasoline and chemical runoff from roads into waterways (yearly runoff in U.S. estimated at 21 Exxon Valdez oil spills); pollution from underground oil storage tanks. Air conditioning and power steering extra.

Reprinted from
Adbusters Quarterly, 1243 W. 7th Ave.,
Vancouver, B.C. V6H 1B7 Canada
(4 issues: \$18) 1-800-663-1243

Legislature Cuts High Speed Rail Funds

The "Advanced Train" (see pg 1) may not be coming if Oregonians don't object to recent action in Salem. On April 19, a Legislative subcommittee cut all high speed rail funds from the state budget.

If the action is not reversed, much effort on the part of ODOT and citizen activists, including the expenditure of public money, will have been wasted. More importantly, it will set back efforts to bring cost-effective, environmentally responsible high speed rail to Oregon. The action also threatens the PNW's designation as a high speed rail corridor.

The State of Washington is moving ahead, making track improvements and working toward purchase of two trainsets. Failure of the Oregon Legislature to act threatens the viability of the investments to which Washington has already committed.

No one questions the need to increase capacity of the PNW corridor. Rail is the least expensive way to increase capacity. Persons wishing to reverse this decision should contact their legislator immediately.

Salem Area Transit District faces extensive service cutbacks if voters fail to approve a bare-bones budget proposal May 16. The \$1.5 million property tax levy is needed to avoid a 30% decrease in service.

A letter-to-the-editor in the April 12 *Statesman Journal* from Lorraine LeBouef said the bus lines are "life lines" for many residents. LeBouef pointed out that Cherriots and the local WHEELS buses are needed to get to doctors, dentists and shopping, and that about 50% of the patrons use the bus to get to work.

An April 13 letter from Ken Richins said "sooner or later, you will pay for community transportation." Richins said investing in Cherriots is the least expensive option. "We all need more bus service, not less."

Failure of the measure will mean more congestion, more pollution, and more people isolated from society. Persons interested in helping to fund the campaign should send contributions to:

Yes for Cherriots
PO Box 372
Salem, OR 97308

NOTE: Peter Newman's name is incorrectly spelled "Neuman" on pp 1 and 9.

Spring Membership Meeting

National Association of Railroad Passengers - Region 8
Washington Association of Rail Passengers
Oregon Association of Rail and Transit Advocates

Saturday May 20, 1995
Ramada Hotel - Tacoma Dome 2611 East "E" St.
(206) 572-7272

Mr. Gil Mallory, Chief Executive Officer
Amtrak Western Business Unit
Featured Speaker

We will also have updates on Northwest Amtrak issues, including the latest developments in the Northwest Corridor, and other regional transit and transportation issues. Other meeting events and speakers are also planned.

Meeting time: Registration and social hour start at noon. Lunch will be served at 1:00 p.m. The meeting will conclude by 5:00 p.m.

Meal Selection and Meeting cost: For registrations postmarked by May 12: \$16 for baked salmon or \$14 for chicken fettuccine. After May 12: \$20 for salmon or \$18 for chicken fettuccine.

Transportation: By train: the southbound Mt. Adams arrives Tacoma at 12:20 p.m. The north

bound Mt. Rainier arrives at 11:39 a.m. Transportation can be provided to the hotel. By train: Pierce Transit Express route 594X: hourly service from downtown Seattle, leaving 29 minutes past the hour from 9th & Stewart, then operating on Bell, 2nd Ave. and the Metro bus way. Ask driver if you can be dropped at D St. & 26th, just past the Tacoma Dome or walk from Puyallup Ave. & I-705 park and ride. Northbound buses depart park and ride at 18 minutes past the hour. Information: 1-800-562-8109. From I-5: take Exit 133 (City Center), following Tacoma Dome signs, turn right at the end of the ramp and go three blocks.

More information: call Jim Hamre evenings at (206) 848-2473 and days at (360) 357-2626.

I (We) will attend. (Please indicate number of people attending.)
I (We) am making an additional donation of \$_____ to defray meeting expenses.
I (We) can't attend but will donate \$_____ to defray meeting expenses.

Total Enclosed \$_____

Meal choice (indicate number): _____ Baked Salmon _____ Chicken Fettuccine

If there is dietary restriction, please specify (hotel will try to accommodate) _____

Check here if transportation between train station and hotel is needed (a one half mile walk) _____

Name(s) _____

Address (if not shown on other side) _____

City/State/Zip _____ Phone (include area code) _____

Please mail your check or money order to WashARP, P.O. Box 70381, Seattle, WA 98107.
The registration fee is \$16 (salmon) or \$14 (chicken) for early registration postmarked by May 12. After May 12 the amount will be \$20 (salmon) or \$18 (chicken). See you in Tacoma on Saturday May 20.



Commendations

The AORTA Bulletin commends ...

Amtrak employees Scott Hurd, Judi Kidd, Dan Kuhn and Angela Lancaster for taking the initiative and all the hard work to set up the very successful Amtrak Open House at Union Station March 25. AORTA President Fred Nussbaum helped to publicize the event, which drew 4-6,000 people, including several travel agents.

Salem resident Don McNeil for getting a letter published in the Mar 31 *Statesman Journal* to correct misinformation about early rail history in Southern Oregon. The paper erroneously stated construction of the rail line adversely impacted Ashland; McNeil correctly stated that the railroad became a primary employer in Ashland in the 1880's.

Victor Dodier who is volunteering his time to help with Salem Area Transit's campaign to maintain funding for public transportation. The vote will be in May. A favorable result is essential if Cherriots is to maintain current service levels. Dodier is a member of the Transportation Development Branch of ODOT.

Oregon Transportation Commission member and High Speed Rail Task Force Chair Susan Brody. Intelligent, articulate and energetic, Brody is helping move Oregon transportation into the 21st century.

NOMINATIONS REQUESTED

AORTA needs to hear from you! Send us stories regarding superior performance by providers of public transportation and citizen activists. Special attention should be given to providers: bus drivers, on-board services crew, maintenance personnel, station employees, ticket agents, etc.

Let us know name, date, location and what happened. While we are not be able to observe (or report) all exemplary conduct, it is important to recognize some of those who are on the front line, and say ... "Thank You."

Union Station track/signal work to begin in Fall

According to ODOT's Bill Ciz, track and signal work to help increase travel speed in and out of Union Station will begin this Fall. Negotiations are underway with the Portland Terminal Railroad Company (PTRC) to improve the north end of the station yard. The plan calls for providing automatic switches for all turnouts on the mainline, and for tracks 2 and 3 (tracks are numbered 1 through 5, with track one being closest to the station. Tracks 4 and 5 are the mainline).

The absence of automated turnouts now means Amtrak must sometimes stop twice to throw switches manually when entering or leaving the Station (north).

Federal match of \$1 million is expected to help fund the project, according to Ciz.

Planned work improvements to track alignment to allow higher speeds.

Improvements are also planned at the south end of the yard, and on the east side of the Steel Bridge. Ciz stated that they are close to negotiating a resolution of the interlocking problem on the east side of the Willamette River. Conflicts between freight trains operated by Burlington Northern, Southern Pacific and Union Pacific, and Amtrak, at this busy junction often result in significant delays for rail passengers.

Because of the high demand for rail supplies (signals, turnouts, rail) throughout the nation, and a shortage of suppliers, timeframes are longer than usual. *Editor's Note: During the past several decades, federal and state governments have invested billions of dollars in roads. Consequently, private investment in rail was discouraged, and suppliers of rail equipment reduced production capabilities. Now that there is a re-emphasis in rail, it will take time for suppliers to restore needed capacity.*

PTRC is jointly owned by Southern Pacific, Union Pacific and Burlington Northern.

In Memorium

Deryl B. Zumwalt

AORTA will miss this dedicated member and advocate.

1916-1995

Shortlines and Quotes

- According to the Sept 94 Oregon Business Journal the number of containers shipped via rail was up 45.7% in June 94 over June 93. Weight-mile tax receipts for trucking dropped 4.4% during the same period. While the weight-mile revenues may not be an accurate picture of shipping by truck because of fee evasion, the statistics point to a definite trend which reduces air pollution and road maintenance costs. Gunderson, Inc., a major Portland-area employer, is a leading manufacturer of ocean-going barges and double-stack cars designed to carry intermodal containers. The shift to rail/intermodal means more business for the Portland area employer.
- The Jan 6 issue of *Rail Travel News* reported that Washington State Gov Mike Lowery is not happy with the State Transportation Commission. According to *RTN* Lowery said "the Commission is made up of highway people who serve highway interests and want only to build more highways and not [public] transit."
- General Motors is at it again (did they ever stop?). The company that led the conspiracy to destroy public transportation in the US placed ads in San Francisco's BARTD system urging "riders to 'tear up your monthly pass' and buy an Olds." The American Public Transit Assn wrote to GM, saying 'if the millions of daily transit users took your advice literally, both [autos] and buses would risk being stuck in commuter traffic from dawn to dusk.' GM's Oldsmobile Division promised not to run such ads again. They and similar ads had also been used on the East Coast." Jan 95, *Rail Travel News*.
- "Over four times as many Americans have been killed in motor vehicle accidents as were killed in all our nation's wars from the Revolution until today." From an article titled, "Lawsuits anyone?" by Art Weber, Transportation Chair, Gray Panthers of Berkeley, *Ibid*
- Oregon's recent past Governor, Barbara Roberts, is traveling to Boston to take a position with Harvard University's Kennedy School of Government. Because Roberts has been undergoing so many recent transitions (loss of spouse to cancer, decision to not run for re-election, moving out of Governor's Mansion, and a new career in Boston) she says "If I took a plane, in a few hours I'd be there. I'm leaving my family, my state, my commitment here. I wouldn't have time to get over leaving. I wanted the trip to feel like I was going someplace, not leaving someplace." Governor Roberts is traveling by rail, leaving Portland on the *Empire Builder* on April 12. Margie Boule's column, March 26 *Oregonian*.
- Ridership significantly exceeding expectations on the Mt Rainier extension has received much favorable comment in newspapers throughout the Willamette Valley. The headline for a March 27 article in Salem's *Statesman Journal* proclaimed "Seattle Train Line is Big Hit in Valley."
- Amtrak President Tom Downs is expected to return to Oregon on April 19. Rumor is that Downs will fly in from Sacramento, then travel on the *Mt Rainier* to Olympia where he will meet with Washington State officials before attending a 5 PM public forum in Seattle on the future of Amtrak. The forum was originally planned for Portland, but changed to Seattle to avoid scheduling conflicts with another Portland area meeting. Downs is expected to return to Salem on a special VIP train on April 20 (see article, page 3).
- "We need relief from many federal financial burdens: the fuel tax that airlines are exempted from; the fact that we cannot offer tax-exempt bonds. We need your help on the legislative front to correct some of these." Gil Mallory, CEO Amtrak West at NARP Region 12 in Santa Ana, California, as reported in *Rail Travel News*, March 22, 1995. *Editor's Note: "Your help" means YOU!*
- "I'm not going to fool you that there are a lot of rail-oriented people in Caltrans; we are a highway-oriented organization, and it will take some time to change that. I have seen some changes over the last five years." Caltrans Rail Division Head Cindy McKim, as reported in *Rail Travel News*, March 22, 1995.

Australian Peter Neuman Speaks in Portland

□ Cities need rail transit for economic viability

Peter Neuman is an Associate Professor of City Policy at Murdoch Univ in Perth, and Director of the Institute for Science and Technology Policy. He is an internationally recognized expert and author in the field of transportation and city development.

On Jan 9 Peter Neuman spoke before an enthusiastic "standing room only" crowd in the Portland Bldg Auditorium. The presentation was sponsored by the City of Portland, 1,000 Friends of Oregon, Bicycle Transportation Alliance, Columbia Chapter of Sierra Club, and with support from the Energy Foundation.

Neuman's talk was based upon a monograph he co-authored, *Automobile Dependence: "The Irresistible Force?"* The paper was written in response to "the proposition by Charles Lave that the automobile is 'unstoppable,' an 'irresistible force' and that transit has 'lost the battle in the US and is losing it in Europe.'" Lave is a professor at the Univ of California (Irvine).

Neuman says Lave's view appears to be the dominant view amongst the academic community in this country, but "it's not the dominant view in most of the ... cities" Neuman has visited.

Neuman said Americans "need to be shown that the auto is simply a piece of technology that can be adapted ... Our cities are much bigger than any force that would want to tear it apart like the automobile is doing..."

"Even in the US there are cities that are coming to terms with it and showing what can be done. It is very significant what you have been doing" in Portland.

Neuman stated that Los Angeles is "one of the great gifts ... to the world, that most people know now what they don't want (Los Angeles) and that cities like this are not working. That they do need to change..."

"We've been spending billions of dollars creating these pyramids [freeways, expressways] and they really do a great deal of damage to cities, and not just US cities."

"In the UK there has been a study released, the Royal Commission on the Environmental Pollution ... which concludes 'there has been a significant shift in thinking away from what Lady Thatcher once called the great car economy.'"

The Commission's report states "that UK cities have taken the wrong turn and they must turn away from car

dependence. It is suggesting that half of the highway funding in the UK should be diverted into public transport funding and that gasoline taxes should be doubled and that money should go into all kinds of alternative forms of transport."

"It is very powerful on bicycling and walking, the forgotten arts. It is very strong on the importance of land use-transport interaction of the kind that Portland has been showing is so significant.

"It is a document that will certainly set the scene in Europe for many years. The UK has hardly been leading the world in this for sometime. This really does show some leadership.

Neuman said he is finding similar "statements coming out of the US now." He read part of an article published in the Boston Globe: "The end of the auto age: rebuilding a way of life broken done by the highway culture."

"It's a powerful statement, when you have newspapers printing articles like this, obviously people are sensing that there really is a change needed.

Neuman's research reveals strong support for the contention that cities with high dependence on automobiles are in economic decline, while those relying on a combination of rail and bus transit are economically prosperous.

Neuman rejected the contention that American cities, or the American culture, is "different," and not suited for public transportation. His studies have clearly shown that comprehensive public transportation does work in many US cities, and will work elsewhere.

Neuman stated that buses alone are not able to attract significant numbers of riders, but that rail is essential to drawing significant numbers away from automobiles.

Copies of Neuman's informative presentation are available from Flying Focus Video in Portland ((503) 239-7456). It should be required viewing for every person engaged in transportation planning.

World Mainline Rail Capital Spending Per Capita

Selected Countries, US Dollars, 1994

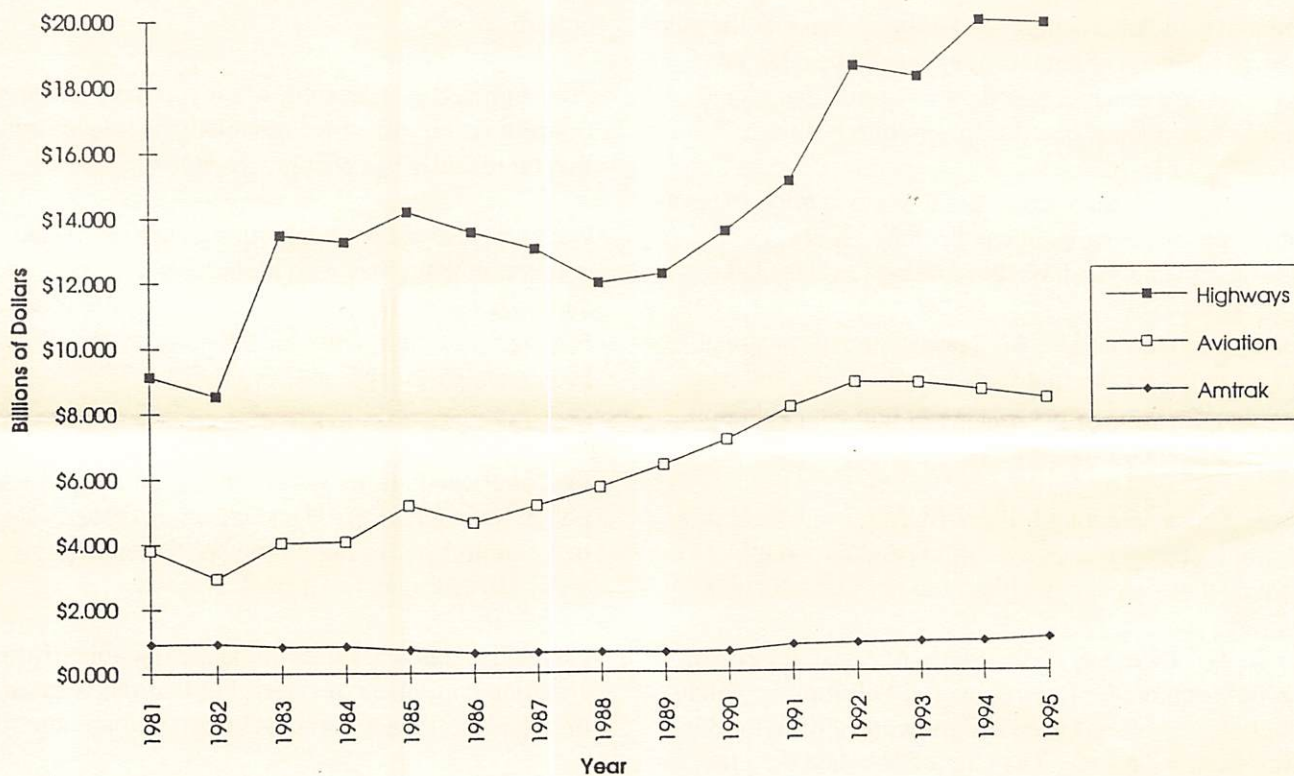
Spending by Central Governments and/or Public Sector Railways

Switzerland	\$ 228.29	Belarus	25.96	Venezuela	4.20	Bolivia	1.75
Sweden	146.55	Greece	24.23	Indonesia	4.00	UNITED STATES	1.64
Austria	132.03	Hungary	24.19	Iran	4.00	Turkey	1.43
Germany	110.84	Botswana	22.65	Namibia	3.71	Canada	1.16
Netherlands	84.97	Ireland	18.38	South Africa	3.58	Malawi	1.02
Denmark	79.97	Britain	13.74	Columbia	3.38	Romania	0.88
Norway	58.27	Slovakia	13.61	Mexico	3.24	Zimbabwe	0.88
Finland	51.85	New Zealand	6.23	Myanmar	2.53	Albania	0.45
France	51.48	Latvia	5.93	India	2.27	Bangladesh	0.45
Portugal	40.34	Belgium	4.89	Thailand	2.07	Pakistan	0.30
South Korea	31.36	Bulgaria	4.62	Guinea	1.80	Philippines	0.29

Does not include private sector spending, which is more in the US and Canada than elsewhere.

Sources: National Association of Railroad Passengers & International Railway Journal

Federal Appropriations for Amtrak, Highway and Air Modes



Source: Various Department of Transportation Budgets and the National Association of Railroad Passengers

Historic Seattle Depot Waits for Face-lift

By Jerome F. Sheldon, AORTA, WashARP and NARP member, Seattle

Almost a quarter-century has elapsed since the last call of "All aboard!" echoed through the vast, tile-floored waiting room of Seattle's landmark Union Station. Soon it may present a bright facade and lighted windows as part of a multi-million dollar renovation and development project.

Built 85 years ago for the Union Pacific Railroad and used also by the old Milwaukee Road, the station has been considered for possible inclusion in a multi-modal passenger terminal.

The historic structure is situated on South Jackson Street, near the international District. It is flanked on the east by a Metro Transit bus tunnel station, and across Fourth Avenue South, to the west, by Amtrak's King Street Station.

The Seattle Daily Journal of Commerce recently quoted Frank Stagen of the Nitzzi-Stagen development firm as saying his company had signed a contract to acquire Union Station as well as master-use permits for the development of a \$150 million, 1.1 million square foot office complex on adjacent land belonging to the Union Pacific Railroad. Some of the construction may also be atop the lid that partially covers the transit-system station.

Union Station was dedicated in 1911. Seattle historian James Warren, in an article written for the *Seattle Post-Intelligencer* in 1989, said the building's size was indicative of the dreams of the railroad magnate Edward H. Harriman. He was widely believed to have visualized a rail line to Alaska and across the Bering Strait, for an eventual connection with the Trans-Siberian Railroad and future service to Paris. Harriman's death in 1909 ended the dream.

The station's principal architectural feature, according to Warren, is a barrel-vaulted interior arching 55 feet high over the old waiting room, 70 feet wide and 200 feet long. There, travelers sat on high-backed oak benches and could use the "foot-high brass spittoons sprouting like so many mushrooms from the tiled floor."

The station was built by the Oregon-Washington Railroad & Navigation Company, a U.P. subsidiary, on the former tidelands south of the Seattle business district. King Street Station, built by Great Northern's James J. Hill, is of the same vintage.

Union Station's use as a passenger depot ended after the creation of Amtrak in 1971. Since then it has been used for occasional catered parties, Christmas fairs, and for a time as an Oriental rug bazaar.



Portland's Union Station has undergone substantial renovation by the Portland Development Commission in recent years.

Time to Renew Your Dues for 1995!

If you have not already paid your dues for 1995, please do so now. If you have paid, there should be a "PD95" after your name on the envelope in which this Bulletin was mailed.

Please be sure to let us know when you move.

🕒 AORTA TIMETABLE

Apr 21-26	Talgo Tilt-Train Service to Salem
Apr 24	Earth Day/Legislative Action Day, Salem Organizational meetinis start at 9:45am Rally Noon to 1PM Rally on Capitol Steps
May 15 5:30-8p	FRA Natl High-Speed Rail Transportation Policy BPA Federal Office Bldg, 911 NE 11th Ave Portland (enter on 9th Street side)
May 17 6-8 PM	Pedestrian & Bicycle Master Plan Open House Portland Bldg, Rm C (1120 SW 5th Ave)
May 26	Mt Baker International begins service between Seattle and Vancouver, B.C.
Portland Chptr normally meets on 3rd Thursday of every month in Rm 208, Union Station. <i>Call 281-0434 to confirm.</i> The Bd of Directors normally meets 3rd Saturday/month.	

Willamette Valley Ridership High

The **Mt. Rainier** and Thruway buses serving the Willamette Valley carried 7,000 passengers in March, the highest monthly ridership so far. Five thousand of the passengers took the Mt. Rainier, 2,000 rode the four Thruway buses. That brings total ridership to 26,000 since the service began October 31, 1995. Of the 26,000 riders, 20,000 were on the train.

Higher than expected means more money will be available for marketing, according to ODOT's Bob Krebs. AORTA has expressed concerns about the absence of publicity for the new service.



Andrew Aloysius Waggoner (5 mos.) with mother, Janna K. on southbound Amtrak Thruway bus on February 15

Amtrak Holds Forum in Seattle

Amtrak's President Tom Downs and Board of Directors are holding a series of forums around the nation to determine the future of our passenger rail system. A forum will be held in Seattle, 5:30-8:45 pm, Union Station, 410 S Jackson, on Wednesday, April 19.

People who are unable to attend but would like Amtrak to hear their views should write to:

Thomas M. Downs, President
Amtrak, c/o Amtrak's Future
60 Massachusetts Ave. NE, Washington, D.C. 20002

New Coalition Formed

Washington, DC- A new coalition of railway equipment suppliers and businesses has been formed to work for better intercity rail passenger service. The American Passenger Rail Coalition (APRC) includes "six core companies," according to **Tracking Transportation**, a publication of the Campaign for New Transportation Priorities (CNTP). The core group includes ABB, Inc.; Bombardier; General Electric; General Motors; Morrison-Knudsen and Siemens Transportation Systems.

The Coalition seeks to help policy makers and the public understand the economic, social and environmental benefits of rail transportation.

Earth Day/Legislative Action Day

AORTA members will be joining many other transportation and environmental advocates in Salem on Monday, April 24. AORTA's President Fred Nussbaum is coordinating transportation for the event.

"Of special significance to AORTA members are proposed measures which would weaken Oregon's land-use laws," states Nussbaum. "These laws were developed over the last two decades with strong bipartisan support." Responsible land-use is a key to making public transportation feasible, says Nussbaum.

Persons wishing information on bus or rail transportation should contact Nussbaum at 292-5549 ASAP. The Talgo may be used for those returning to Portland after the day in the legislature (see 3).