

Timeline: 1970's (Prof. Gustafson's Transportation class, 2017)

(Streetcars at peak in the 1920's with 110 miles of rail in the city (179 region wide); ridership reaches 169 million in 1944; streetcars cease service in 1958; tracks torn up, streetcars burned)

1969 – Tri-Met and METRO formed; transit ridership at its lowest: 16 million riders a year, City in non-compliance with federal air quality standards; freeways expand

1970 - Tom McCall re-elected Governor

1972 – Neil Goldschmidt elected Mayor of Portland; The Downtown Plan adopted

1973 – Senate Bill 100, Land Conservation and Development Act adopted; Fremont Bridge (I-405) opens, completing downtown freeway loop; Harbor Drive removed for Waterfront Park; Department of Environmental Quality established; auto emission program created for Portland area; City and County withdraw support for freeway expansion. Multnomah County refuses to complete construction of I-205. Senate Bill 769 gives METRO authority to draw an Urban Growth Boundary around the Tri-County area; Gov. McCall fires TriMet board over refusal to expand bus system.

1974 – Don Clark elected Chair of Multnomah County; new TriMet board increases service hours by 40 percent, expands planning staff from one to 34; 1000 Friends of Oregon is formed. Bob Straub elected governor.

1975 – The Downtown Parking and Circulation Policy adopted. Parking lid established.

1976 –. Governor's Task force considers alternatives to Freeway expansion.

1978 – Downtown transit mall opens; Mt. Hood Freeway and I-505 withdrawn from Interstate System; I-205 redesign drops interchanges and exits, adds transit lanes; decision to build Banfield LRT; \$500 million in freeway funds diverted to Banfield and 250 other highway and transit projects. Elected METRO established. Columbia Region Association of Governments (CRAG) goes out of existence and Joint Policy Advisory Committee on Transportation (JPACT) takes its place as a committee of METRO. Rick Gustafson elected Executive Director of METRO

1979 – METRO becomes the Metropolitan Planning Organization (MPO), establishing right to veto JPACT actions not in compliance with land use goals. Legislature approves \$16.1 million General Fund match for Banfield Light rail project; Mayor Goldschmidt becomes U.S. Secretary of Transportation. “Letter of Intent” for \$89m in Federal support for TriMet expansion signed by the end of 1980.

(1986 – The Eastside light rail opens; 1998 Westside LRT opens; 2001 Airport LRT opens, followed by Yellow Line, 2004; Green Line and West side Commuter Rail, 2009; Orange Line, 2015; Streetcar in 2001, 2005, 2006, 2007 , 2012, and 2015; 91.2 miles of rail [16.3 of it streetcar] and 106 million riders in fy 2015 [4.5million on streetcar], \$10 billion of development on LRT; \$4.5 billion on streetcar.)