

## Tri-Met Announces New Shuttle Routes & Earlier MAX Schedule

Tri-Met General Manager Tom Walsh today announced that MAX trains will run earlier than originally planned in response to employer requests to meet worker shift times. At a transportation event at Intel, Walsh said that when Westside MAX opens September 12, trains will start running around 4 am, 30 minutes earlier in order to get employees to work in Hillsboro and Gresham for 6 am shifts. New employer shuttles will connect with the MAX trains to serve the high-tech area.

"With the opening of Westside MAX and the introduction of new bus service, thousands of people will have new choices for getting to and from work," Walsh said. "Working with Intel and other employers in the area helped us design service that

works for their employees."

Tri-Met will also run MAX trains later in the evening. Beginning September 12, the last MAX train will leave downtown Portland around 1:30 am heading to Gresham and Hillsboro.

Walsh also announced that Tri-Met and local employers have finalized the four employer shuttles routes that will serve the high tech area. The shuttle routes and some of the major employers served are:

- 41S **Hawthorn Farm**: Shuttle serves Hawthorn Farm MAX station and the Hawthorn Farm Business Park, which includes Intel and Lattice Semiconductor, as well as businesses in the Dawson Creek Business Park, which include TriQuint, IDT, Komatsu and Tadisy

- 42S **Orengo**: Shuttle serves Orengo MAX station and Intel, Fujitsu, Epson and Pacificare and Kaiser Permanente

- 49S **Willow Creek**: Shuttle serves Willow Creek MAX station and businesses in the Amber Glen Business Center, which include Intel, OGI, Synopsis, Planar America and Nike.
- 50S **Cornell Oaks**: Shuttle serves Merlo MAX station and Cornell Oaks Corporate Center, which include Sequent, Intel, Nike, Timberline Software, and Leupold & Stevens.

Shuttles will run every 30 minutes on weekdays during rush hours. Three new bus routes will also serve these areas throughout the day, evening and weekends: 47-Baseline/Evergreen, 48-Cornell and the 67-Jenkins/158th.

## Passing on Property to Your Heirs Requires Planning

Your intentions are good—to leave property to your heirs when you die. But if you don't plan properly, your gift of the family farm or lakeshore vacation home could turn into a mess for the people you had intended to help. The following tips are food first steps as you make your way through the process.

**Talk to your family.** You may be uncomfortable talking to your family about what will happen to your property after you die, but talking to your family about what will happen to your property after you die, but talking now can help prevent probate complications and family strife when

you're gone. Talk about your intentions and seek feedback from your family.

**Consider the effects of taxes on your property—now and after you die.** Most people would rather give their money to family or charity rather than the government, but the intertwining effects of taxes—including income, estate, capital gains, and gift taxes—complicates any handing down of property.

**Reduce your estate.** You can reduce your estate (and the taxes it generates) by giving property (or other assets) as gifts to individuals, donating assets to charity, or placing

assets in a trust. When giving property to a family member or friend, a gift tax will apply if the gift is more than \$10,000 per individual per year. Over time, you can reduce your estate considerably with incremental gifts.

**Consult an estate planning attorney and/or financial services professional.** You, in consultation with your family and a trusted professional, will be the best judge of how to structure your estate to realize your wishes. Laws vary from state to state and frequently change; be sure to seek advice from an accountant on your specific tax situation.

## ONE MISSING MAYOR FOUND!

Clackamas Co. Woman finds Picture of 1852 Mayor Marye after Public Plea for Help

Mayor Simon B. Marye will now be able to join his colleagues on the wall of mayors past, thanks to Elaine Lionberger of Clackamas County.

Three weeks ago, Mayor Katz's Office put out a public plea for help in finding the photos of three mid-1800's mayor to complete a display to be placed in the Mayor's Office for the official re-opening of the renovated City Hall.

Upon hearing about the search, Lionberger called the Mayor's Office last week, saying she had a picture of Mayor Marye in a book called *The Maryes of Virginia* which she had obtained while tracing her

genealogy.

Along with the photo, the book also provided the City with a little more history about Mayor Marye. The first judge of the San Francisco County Court, Marye moved to Portland to be a prosecuting attorney for Clackamas County in 1852, the same year he became mayor. He served only a short five-month term, but voted on the Portland City chapter in December 1953.

**The Mayor's Office now has pictures of every past Portland mayor except two: W.H. Farrar and Hamilton Boyd.** Farrar and Boyd were mayors during the mid-

1800's. In those days mayors only served one-year terms, which makes the photos even more difficult to find.

The Mayor's Office has already searched the Multnomah County Library, the Oregon Historical Society, and the city archives. Mayor Katz is hoping that relative, historians, photo collectors or other residents will be able to help complete the search. Photos of the two mayors can be sent to the Mayor's Office to the attention of Carol Winkel, 1220 SW Fifth Ave., Room 303, Portland, Or. 97204. If you have any leads to share with Carol by phone, you can reach her at 823-4120.

## Metro Works for Quicker commute for Car-poolers

The Metro Council is supporting a solution for people in a rush to get through rush hour traffic. Today, the Council approved a pilot project to test a carpool lane on a part of Interstate 5 through North Portland. The Oregon Department of Transportation (ODOT) will manage the program, but Metro must approve the project because of its role as a regional transportation planning and funding coordinator.

The High Occupancy Vehicle

(HOV) lane will run along a 3-mile stretch from the Going to Delta Park interchanges on I-5 Northbound only. This HOV lane will help to eliminate a bottleneck at the Lombard interchange, increase travel times through this area by at least 1 minute for car-poolers, and help decrease the pollution and safety problems created by stop and go traffic. Carpool restrictions would only apply during the evening rush hour.

Re-striping will happen this summer. Carpools of 2 or more people

will be able to start using the HOV lane in October. The pilot project will run through April 1999. ODOT will monitor the project, do performance evaluations, and consult with Metro about whether to continue it in the future.

The project will cost about \$2 million. This includes new paint striping and reinforcing the shoulder just north of the Lombard interchange so that it can operate as a travel lane.

The Council's vote simply,

## NE 60TH & GLISAN LOT TO BE REDEVELOPED

The parking lot at 60th & Glisan is being redeveloped into a new community that includes 288 new apartments in three buildings, 26 row houses, a day care facility, and space for future retail uses. Once the projects complete, there will be no public parking available on the site. Parking within the project will be dedicated to the residents who live there.

The site will be fenced to protect the public from demolition, excavation, grading and construction.

**All cars using this site for parking will need to make alternative arrangements beginning May 1, 1998.** Drivers are urged to not park on neighborhood streets. Residents and business owners need the limited number of spaces for themselves and clients. Local residents are encouraged to walk or bike to the station. An alternative park and ride lot is located at NE 96th and Pacific at the Gateway District Light Rail Station.

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# Business and INDUSTRY

## OREGONIANS UNITED FOR BUSINESS SUCCESS

The Oregon Association of Minority Entrepreneurs (OAME) is a non-profit, tax exempt organization formed to promote and develop minority entrepreneurship and economic development in the State of Oregon.

OAME will be holding a luncheon and trade show that will focus on the diversity of business people in Oregon. The theme for the next two years will remain the same: "Oregonians United for Business Success."

Each year OAME focuses on a specific ethnic group. This year at our luncheon, OAME will focus on European-Americans.

Please join OAME in celebrat-

ing and honoring Oregon's minority and small businesses on May 7 at the Oregon Convention Center.

The keynote speaker for the event will be Dr. Will Keim. He is an internationally renowned speaker to over 2,000,000 students on over 800 college and university campuses around the world. Dr. Keim's teaching topics are numerous and include leadership and Ethics for the 21st Century, Building Community and Affirming Diversity and Multiculturalism. He presents many of the critical lessons of life in a way that truly inspires individuals.

Dr. Keim is passionate, persuasive and honest in his appeal. You will enjoy his sharp sense of humor



Dr. Keim

and direct thought provoking style. It is no accident that Dr. Keim is a successful speaker, he has a message that is true and important and he presents it in a way that makes sense of the issues.

## Small Business Supports 'Major Overhaul' of Oregon Transportation System

"Oregon small business owners are increasingly dissatisfied with the state's transportation system," Joe Gilliam, Oregon State director for the National Federation of Independent Business, said today in releasing the results of questions relating to transportation from the 1998 Oregon State ballot, an annual survey of Oregon NFIB members.

"For the first time, we find a majority overhaul of the state's road

system, with 51% in favor of major action, 34% opposed," Gilliam said. By a slight margin, survey respondents also favor building new roads to controlling the flow of traffic. Some 42% favor new road construction, 33% controlling traffic flow.

The survey found little support for putting more money into mass transportation. Only 7% say they or their customers would use more

buses or light rail to get to their place of business; 87% say they would not.

"These results should not surprise us; in today's economy, a successful business is one that moves its products quickly and efficiently to market, whether that market is in Portland or in Tokyo. Transportation is the key, and for business that means good roads, convenient airports and state-of-the-art state port facilities, but not necessarily more light rail.

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...ed about  
... we all win.

Urban League of Portland

STATE FARM INSURANCE

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Achievement MATTERS



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4th  
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Love  
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Mom and  
Dad.