

Parsons, Susan

From: Noelle Dobson <Noelle.Dobson@oregonmetro.gov>
Sent: Wednesday, December 07, 2016 2:39 PM
To: Biggs, Jean; Council Clerk – Testimony
Subject: Dec 7 testimony item 1367
Attachments: December 2016 letter to City of Portland final.doc; ATT00001.txt

Attached please find testimony from Metro Council regarding item 1367 Powell Division LPA before council on dec 7.



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

December 7, 2016

37254

Mayor Charlie Hales
City of Portland
1221 SW 4th Ave
Portland, Oregon 97204

Dear Mayor Hales and Portland City Commissioners:

On behalf of Metro we want to express our sincere commitment to and excitement for the Locally Preferred Alternative for the Powell Division Transit and Development Project. As Metro Councilors we co-chaired the project steering committee and have seen firsthand how a group of dedicated community members, local institutions, elected officials and agency staff reached agreement on a set of transit and development strategies that can address significant community needs. This planning process to date serves as an innovative example of integrating transit corridor planning with complementary efforts to achieve a broad range of community goals including equity, affordable housing and economic development.

When we began this project in 2013 we heard loud and clear from community stakeholders in the corridor that improving transit service was a high priority; that too many people were getting passed up by full buses; and that they needed more reliability from a transit system that they rely on to get to jobs, schools and services. In East Portland in particular, the infrastructure of sidewalks and safe crossings is inadequate; people are demanding safer streets so they can not only access transit stations but also move more safely throughout their communities.

The Locally Preferred Alternative before the City Council today addresses these needs. The new rapid buses on Division Street will be longer and carry more passengers. Loading and unloading times will be quicker to reduce delay time at stations and help with schedule reliability. The transit stations east of 82nd Ave. will be much more robust, with weather protection, transit trackers and improved lighting. As a result, thousands of people will have safer and more reliable transit trips every day.

City of Portland staff and elected officials have provided important guidance throughout this process. In addition to significant staff time and resources brought to the project, the city played a key role in leveraging the transit planning work to connect with and help achieve other equally important community goals such as community stabilization, affordable housing, and business support. Both the 2013 and 2015 Community Planning and Development Grants that Metro provided to the city helped maximize the impact of this project by recognizing local community visions, promoting district design, activating business districts and jumpstarting catalytic developments that can take advantage of the transit investment. The July 2016 adoption of the Portland Local Action Plan represents a bold commitment on the part of the city to continue to seek solutions that address gaps in local services and help achieve community visions.

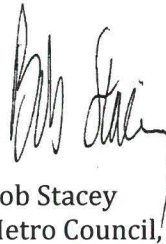
The continued partnerships between Metro, TriMet and cities of Portland and Gresham will be critical to the lasting success of the project and its impact on communities and businesses along the corridor. Metro is committed to advancing the project by conducting the federal environmental review on the Division Transit Project in 2017 and serving on the new steering committee to provide oversight during the project development stage. Metro staff will continue to be engaged in equitable housing and transit-oriented development projects in the corridor, including our role in the redevelopment of property on SE 82nd and Division into affordable housing and a community space. We will continue to support efforts by local jurisdictions and community partners to advance affordable housing and economic development. In addition, Metro is committed to pursuing future opportunities to identify high capacity transit solutions for Powell Boulevard.

Please do not hesitate to reach out to either of us if you have any questions about our strong support for this project.

Sincerely,



Shirley Craddick
Metro Council, District 1



Bob Stacey
Metro Council, District 6

Parsons, Susan

From: kellyjcampbell@gmail.com on behalf of Kelly Campbell <kelly@oregonpsr.org>
Sent: Wednesday, December 07, 2016 1:59 PM
To: Council Clerk – Testimony
Subject: testimony on item 1367 for Wednesday, Dec 7
Attachments: OPRB BRT Testimony 12.6.16.doc

Please find our testimony attached.

Best wishes,

Kelly Campbell
Executive Director
Oregon Physicians for Social Responsibility
1020 SW Taylor St, Suite 275, Portland, OR 97205

503.274.2720 ext 21 office
503.720.1815 cell
email: kelly@oregonpsr.org
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To: Portland City Council, Gresham City Council, Trimet Board and Multnomah County

12/6/16

Testimony concerning the Division Bus Rapid Transit Project Locally Preferred Alternative

Oregon Physicians for Social Responsibility respectfully requests that you consider the following three improvements to the Division Bus Rapid Transit (BRT) Project:

1) The buses should be battery-electric rather than diesel. We are at the cusp of a major technology shift that will allow bus transit to utilize renewable electric energy and eliminate local toxic diesel emissions. Multiple bus manufactures now offer battery-electric vehicles with good performance and adequate range. These are expected to have a total life cycle cost less than comparable diesel buses, due to lower maintenance and fuel costs. TriMet already has 4 standard size electric buses on order, and since the BRT won't go into operation until 2021, now is the time to specify a preference for a clean fleet. Battery-electric busses will provide cleaner air that ultimately saves lives.

2) The base service frequency should be 10 minutes rather than 15. The current Line 4 base frequency is 15 minutes. In order to justify a significant capital expenditure there must be a significant ridership increase, which will only happen if service is actually improved. The majority of rides occur outside the peaks, this is when additional service is the least costly to provide, and it is through round-the-clock service that residents of high density areas are enabled to live without owning automobiles.

3) Since the existing local bus service will be eliminated, stops must be spaced sufficiently close for adequate access. The BRT will be the only service on Division. The current plan is inadequate along multiple segments, such as between SE 12th and SE 20th, between SE 51st and SE 82nd, and close to Gresham. The maximum stop spacing should be 1/4 mile, not 1/2 mile. Current TriMet stop spacing is typically every 1/8 to 1/10 mile. The relatively few additional stops needed will not have a significant effect on travel time compared with their benefit. A major portion of the travel time improvement will come from signal priority and bypass lanes at intersections, along with more efficient fare collection.

We urge you to condition your approval of the Division BRT LPA on it being amended to address the above three issues.

Sincerely,

Kelly Campbell, Executive Director



Parsons, Susan

From: Mary-Rain O'Meara <MO'Meara@humansolutions.org>
Sent: Wednesday, December 07, 2016 12:49 PM
To: 1-800-528
Subject: Council Clerk – Testimony
Written Testimony: Council Item 1367, 12/7/16

To the Portland City Council and Mayor Hales:

I am writing to submit my testimony in support of the Resolution to Adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project with Conditions of Approval, being introduced to council for adoption today, December 7th, 2016 at 3:00 PM.

As a member of the BRT Equity Subcommittee that helped develop the Conditions for Approval as outlined in Exhibit C of the Resolution, I applaud the multi-agency approach and partnership reflected in this document. The BRT is a significant infrastructure investment that will improve transportation options for Portland and Gresham residents and increase access to economic and educational opportunities. However, while large scale transit investments have positive impact through improved mobility, the construction of such projects can have unintended consequences including displacement of local residents and businesses. In terms of housing affordability, the impacts are often disproportionately felt by low income residents who cannot bear the cost of rising rents indirectly caused by the investment.

The conditions presented in Exhibit C of this Resolution present a comprehensive package of mitigation tools to prevent displacement and disproportionate impact of residents along the approved corridor route on SE Division Street. Human Solutions owns two affordable housing properties directly on the route, with several other properties within close proximity. We are committed to maintaining the affordability of these properties for the families who reside there.

As a developer of affordable housing for Human Solutions, I am pleased with the efforts of the Portland Housing Bureau (PHB) to include funding commitments for East Portland and site specific commitments as presented in Exhibit C. PHB's commitment to develop a Memorandum Of Understanding with community stakeholders to further define these investments is to be applauded.

Thank you for your consideration of my testimony in support of the Locally Preferred Alternative for the Powell-Division Transit and Development Project.

Sincerely,

Mary-Rain

Mary-Rain M. O'Meara
Housing Development Coordinator

Human Solutions
12350 SE Powell Blvd.
Portland, OR 97236
Phone: 503-548-0284
Fax: 503.761.1034
momeara@humansolutions.org
www.humansolutions.org

Please note I work a Monday-Thursday schedule. I am out of the office on Fridays.

Human Solutions: Building Pathways Out of Poverty

1093

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37254

December 6, 2016

Dear Mayor and City Commissioners,

We are writing in support of the Powell-Division Transit and Development Project and a Bus Rapid Transit alignment that utilizes the Tilikum Crossing. This is an important project to both Oregon Health & Science University (OHSU) and Portland State University (PSU). Many of OHSU's approximately 15,000 employees, 3,000 students and 250,000 patients, as well as many of PSU's 29,000 students, 4,000 employees, and one million annual visitors live in southeast Portland and East Multnomah County. This project has the potential to make significant transit improvements in the region and that could impact travel behavior at these large institutions.

As you know, both OHSU and PSU strongly encourage transit usage and both have robust travel demand management programs (reduced-rate transit passes for employees and students, various programs promoting bicycle transportation). These programs help keep thousands of vehicles off the road each day. The Powell-Division BRT line utilizing the Tilikum Crossing would provide improved direct access to our universities, hospitals and clinics.

OHSU and PSU are located in the southern portion of Portland's Central City, with limited direct transit connections to Outer Southeast Portland or East Multnomah County residents. The selection of the Tilikum Crossing BRT alignment would rectify this situation, providing this community with convenient access to OHSU and PSU and the rest of the Central City. Nearly one mile of transit infrastructure (Tilikum Crossing, dedicated lanes, transit viaduct and stations that can accommodate BRT buses) is already in place, directly connecting our institutions. As congestion in the city grows, the transit time savings from dedicated transit infrastructure will become increasingly important. The selection of the Hawthorne Bridge BRT alignment would require significant out-of-direction travel for many of the line's riders, add delay and require transfers to access our campuses. The Tilikum alignment provides better transit service now and in the future, without sacrificing other important project elements.

We urge you to support the Powell-Division Project with the Tilikum alignment, and in doing so, help make our educational offerings, healthcare services and career opportunities more accessible to Outer SE Portland and East County residents.

37254



Brian Newman
Oregon Health & Science University
Associate Vice President of Campus Planning, Development and Real Estate



12/6/16

Dan Zalkow
Portland State University
Associate Vice President for Planning, Construction and Real Estate

Parsons, Susan

From: Heidi Guenin <heidi.guenin@gmail.com>
Sent: Tuesday, December 06, 2016 11:37 PM
To: Council Clerk – Testimony
Subject: Testimony for 12/7 agenda #1367 - Division LPA
Attachments: Division LPA Testimony City of Portland.doc

Hello,

I am unable to delivery testimony in person tomorrow. Please find my comments attached for Council.

Cheers!

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The latest episode of **Why Isn't Anyone Talking About This?** is on #CampaignZero & #VisionZero: How do we center racial justice in transportation safety? [Listen to the latest episode.](#)

-Heidi
503.841.7936

December 06, 2016

City of Portland, City Council
1221 SW 4th Avenue
Portland, OR 97201

RE: Locally Preferred Alternative for Division Corridor Bus Improvements

Good afternoon, Mayor Hales, members of Council,

My name is Heidi Guenin. I was a member of the Powell/Division Bus Rapid Transit Steering Committee, where I represented public health interests. After working closely with other steering committee members and project staff for almost three full years, I truly regret that I am not able to testify in person today.

The locally preferred alternative, as approved by the steering committee, will create an environment that supports better community health. Improvements in walking and biking infrastructure, improved reliability of transit that neighbors count on everyday, and long-term reductions in vehicle miles traveled as people who live and work on the corridor have better non-driving options – these are all valuable public health benefits. However, whether or not the existing communities along the corridor will benefit from these improvements rests largely on the adoption of the community and business stabilization strategies advocated for by community groups such as Division Midway Alliance, East Portland Action Plan, OPAL Environmental Justice, and the Asian Pacific American Network of Oregon.

I understand that project staff members have worked closely with leaders from community groups to address the need for complementary investments in housing, business assistance, and transit in addition to the Division Corridor LAP. With this assurance that the City of Portland is committed to funding and implementing community stabilization policies and programs alongside the transit and right-of-way improvements of the LAP, I ask you to please support the LAP.

Thank you for your time and consideration,



Heidi Guenin, AICP, MPH

**LOCALLY PREFERRED ALTERNATIVE FOR POWELL-DIVISION TRANSIT
AND DEVELOPMENT PROJECT AND CONDITIONS FOR APPROVAL**

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (Optional)	Email (Optional)
✓ Douglas R. Allen	734 SE 47th Ave Portland, OR 97215	
✓ Terry Dublinski-Milton	6111 E Burnside Portland OR 97215	terry.dublinski@gmail.com
✓ John Carr	2918 SE 67th Ave Portland, OR 97206	
✓ Alene Kinura	112 NE 133rd Portland, 97230	
✓ Susan Pearce	3142 SE 25th Ave 97202	
✓ Rick Bartko	11130 SE Yamhill St 97216	bartkorick747@gmail.com
✓ Todd Struble	2788 SE 82nd Ste 203 97266	todd@apano.org
✓ Andre PAUGL	Blain 5327 NE 59 97213	andae@group.com

December 7, 2016

Re: Powell-Division Transit LPA — Protecting Air Quality and Reducing Carbon Emissions by Specifying a Preference for Battery-Electric Buses

Dear Mayor and Commissioners:

It is our view that the addition of high-capacity transit to the Powell-Division corridor will help improve local air quality by making transit more attractive than driving. But we believe this project has the potential to do even more towards reducing pollution, noise, and carbon emissions in this rapidly densifying corridor. **We urge you to amend the resolution to Adopt the Locally Preferred Alternative to specify a preference for battery-electric buses.**

From the start, project planners have considered using a "newer bus technology" than diesel. We have no reason to doubt that this is still their goal, yet the final recommendation before you leaves the bus type an open question. While bus size is spelled out (a larger 60' articulated bus) the propulsion type is left open. We ask you to weigh in on that today.

In its most recent National Air Toxics Assessment, the Environmental Protection Agency reported that Portland is the worst American city for respiratory distress from air pollution. While newer diesel buses emit less pollution than earlier models, electric buses do even better.

According to a 2016 analysis by The Union of Concerned Scientists and The Greenlining Institute, battery-electric life cycle emissions of nitrogen oxides and particulate matter are lower than diesel. **Global warming emissions, a key factor in reaching Portland's 2050 goals, are nearly 75 percent lower.** Noise emissions too are significantly less, according to a 2007 study by Staiano Engineering. This is particularly important on densely urban routes.

Two North American manufacturers (BYD and New Flyer) now offer battery-electric buses in the size recommended for this project, and though the upfront cost is higher, lower fuel and maintenance costs actually make them a better deal than diesel over their lifespan. The lifespan of a bus is 12 years, so whether the choice is diesel or electric, the initial fleet purchased for this project will be on Division Street until the year 2033.

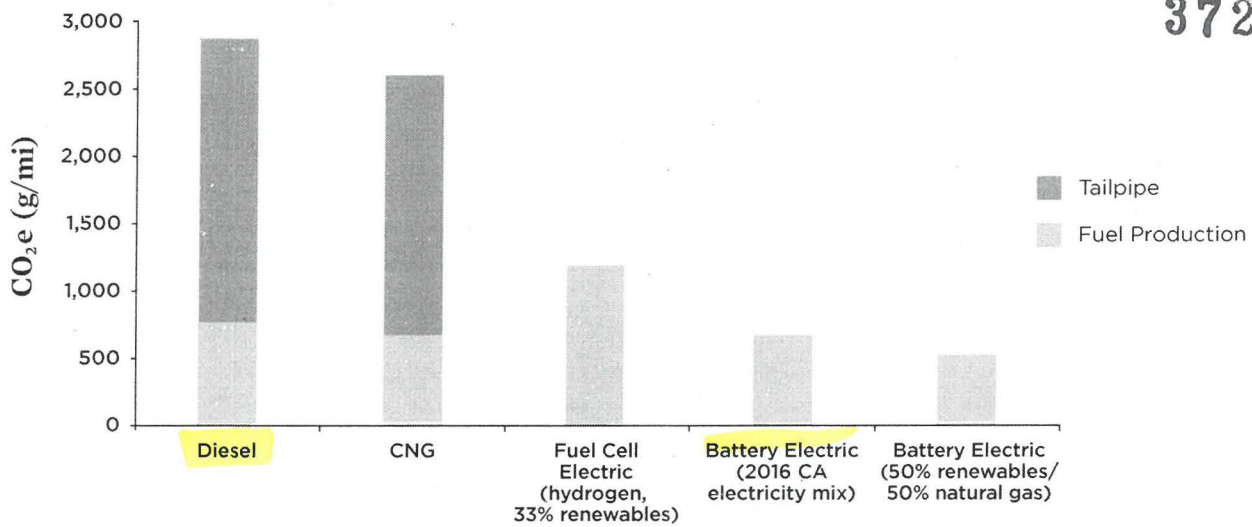
The Portland Streetcar and MAX have set the bar for clean, electric high-capacity transit. If bus rapid transit is the future of high-capacity transit in Portland, electric buses have to be part of it.

Sincerely,
John Carr and
Greg Bourget, Executive Director
Portland Clean Air
portlandcleanair.org

Sources:

- <http://portlandcleanair.org/files/MethodologyMultRankingNATA.pdf>
- <http://www.ucusa.org/sites/default/files/attach/2016/10/delivering-opportunity-executive-summary.pdf>
- http://staianoengineering.com/images/NC07_Ross_Staiano_-_A_comparison_of_green_and_conv.pdf

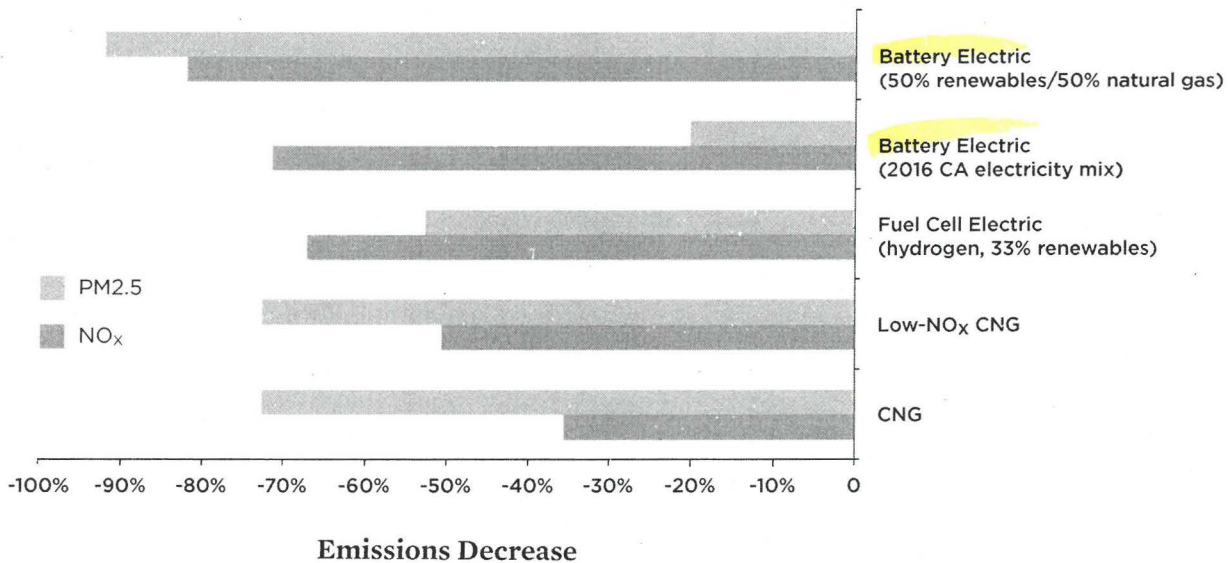
FIGURE ES-2. Reducing Global Warming Emissions by Switching to Electric Buses



Life cycle global warming emissions from diesel and compressed natural gas (CNG) buses are far higher than those from fuel cell electric buses (fueled by hydrogen, H₂) or battery electric buses.

Note: Comparison based on emissions from 40-foot transit buses. CO₂e stands for carbon dioxide equivalent.

FIGURE ES-3. Reducing Particulate Matter and Nitrogen Oxide Emissions by Switching to Electric Buses



Life cycle emissions of particulate matter (PM) and nitrogen oxides (NO_x) for battery electric, fuel cell electric, and compressed natural gas transit buses are low relative to a diesel bus.

Notes: PM_{2.5} emissions refer to particles with diameters 2.5 micrometers and smaller. Comparison based on emissions from 40-foot transit buses.



Methodology

Multnomah County respiratory risk and woodsmoke exposure national ranking using EPA NATA data

How did Portland Clean Air determine Portland is the worst US city for respiratory distress and the second worst for woodsmoke exposure?

Download: 2011 NATA natl respiratory risk by tract pollutant(63 MB)

at:

https://www.epa.gov/sites/production/files/2015-12/2011nata_national_resp_by_tract_poll.xlsx

This 2011 data set released December 2015 is the most current EPA NATA and is located at the page:

<https://www.epa.gov/national-air-toxics-assessment/2011-nata-assessment-results>

For more information on the EPA NATA go to:

<https://www.epa.gov/national-air-toxics-assessment>

Sort the dataset in Excel by "Tract" (A to Z) and second by "Total Respiratory HI" (largest to smallest)

The result of first sorting by tract is that "00000000000" tracts will be sorted to the top. 00000000000 is the code for county.

This sort reports Multnomah County is worst city nationwide for the cause of respiratory distress from air pollution, and King County (Seattle) is second worst, according to the EPA. Multnomah ranks third nationwide behind only Glenn and Colusa Counties.

Sort the dataset in Excel by "Tract" (A to Z) and second by " Fires (ag, prescribed, and wild) Respiratory HI" (largest to smallest)

This sort reports Glenn and Colusa counties are the worst two counties in the US for exposure to forest fires. These two rural California counties are adjacent to Mendocino National Forest with a combined population of 49,541 people. Glenn and Colusa counties are ranked as the worst counties in the US for respiratory risk due to forest fires. In contrast, Portland's respiratory risk is caused by residential fireplaces and industrial air pollution and so is preventable through regulation.

Sort the dataset in Excel by "Tract" (A to Z) and second by "ResidentialWoodCombustion (RWC) Respiratory HI" (largest to smallest)

This sort reports Multnomah County is second worst nationwide for residential woodsmoke exposure and King County (Seattle) is worst according to the EPA.

Sort the dataset in Excel by "Tract" (A to Z) and second by "Point (includes railyards) Respiratory HI" (largest to smallest)

This sort reports Multnomah County is ranked 1,940 out of 3,279 counties for point source (industrial) air pollution while King county (Seattle) is ranked 3,166. The addition of industrial solvents and other point source air pollution being worse in Portland compared to Seattle makes Portland rank worse overall for respiratory risk.

Note that the EPA and DEQ currently only have data on about 5% of industrial emissions. This fact was reported by Portland Clean Air in November 2016 and the report can be downloaded at:

<http://portlandcleanair.org/files/ACDP%20HSIS%20Study%20by%20PCA.pdf>

Testimony regarding Powell-Division BRT Locally Preferred Alternative
December 7, 2016

Submitted by:

Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215

Mayor Hales and Members of the Council:

Division BRT is neither light rail nor a substitute for light rail. However, quoting TriMet General Manager Neil McFarlane, "It may be a model for other heavy use lines in our system." *

As you may know, TriMet fixed route ridership grew a paltry 5% total over the decade from 2005 to 2015, and lately we are seeing actual year-over-year **declines** in the range of 5%. **

As population and density grow, and we expect to reduce reliance on the automobile, this disconnect between housing and our transportation systems cannot continue.

If Division BRT does anything, the least it must demonstrate is a path towards increased transit ridership.

Unfortunately, there are three interconnected problems with the current plan.

- 1) There are excessive gaps between some of the stops.
- 2) The fleet will be 60 foot long diesel buses.
- 3) Service will operate no more frequently than the current Line 4 Division bus, approximately every 15 minutes during the day base.

Remember, this is not an express bus. There is no underlying local service planned for Division. The BRT will **be** the local service. If TriMet reduces access and fails to increase frequency, ridership may not grow even if the signal system speeds up the buses. Is this really a wise model for all of the heavily used TriMet bus routes, removing a majority of the stops?

The stop spacing is defined in the LPA, with some gaps close to 1/2 mile. Stops should be no further apart than 1/4 mile. Most TriMet stops are now between 1/10 and 1/6 mile apart.

The proven way to increase ridership is to increase frequency. Day base service should be at least every 10 minutes, and it should be operated with a fleet of battery-electric buses. For most of the day, standard length electric buses will be more than adequate, but it may make sense to add a few larger buses for selected peak trips. Recent advances in battery technology mean that transit buses with adequate performance and range are now available, at a lower life-cycle cost than diesel buses.

Last July, the TriMet Board passed a resolution stating that a request for bids for buses at the beginning of 2018 will be timely for the BRT project, and that TriMet is interested in the potential for electric articulated buses to be available in the next several years, and that at the beginning of 2018 they may be able to seek that type of bus. ***

So why aren't electric buses part of the plan as a favored alternative?

When I testified before the Powell-Division Steering Committee, recommending battery-electric buses at more frequent intervals, I was told that electric buses were not part of the plan. They had been considered and rejected.

Multiple project handouts make clear that service frequency will not be increased, and the vehicles will be 60 foot diesel buses.

Unless you speak up now, the opportunity to use non-polluting electric vehicles running on renewable power, will be lost.

Likewise, unless you ask for more frequent service and additional stops where needed, this project will be a tragic waste of City, TriMet, and Federal resources, with no new ridership to show for it.

Respectfully,
Doug Allen

Sources:

* December 2016 TriMet Retiree Newsletter "Express Lines"

** <https://trimet.org/about/performance.htm>

*** Resolution 16-07-50

10: City Council, Mayor City of Portland, Division BRT Project
~~for~~ Dec 7, 2016 Submitted Testimony, Terry Dublinski-Milton 6111 East Burnside
Portland

Division BRT Project, Why should we support it?

Benefits for SE Uplift Region

37254

30th Station Added

Completion of the bikelane gap 52nd to 60th

Increased Reliability

Increased Capacity

20 Burnside Bus line becomes Frequent Service

Possible left over Orange Line money for a

Clinton/12th overpass

Result: One will walk a bit further near Division
for a nicer transit stop with a more reliably on-time
and not over capacity bus

Problems:

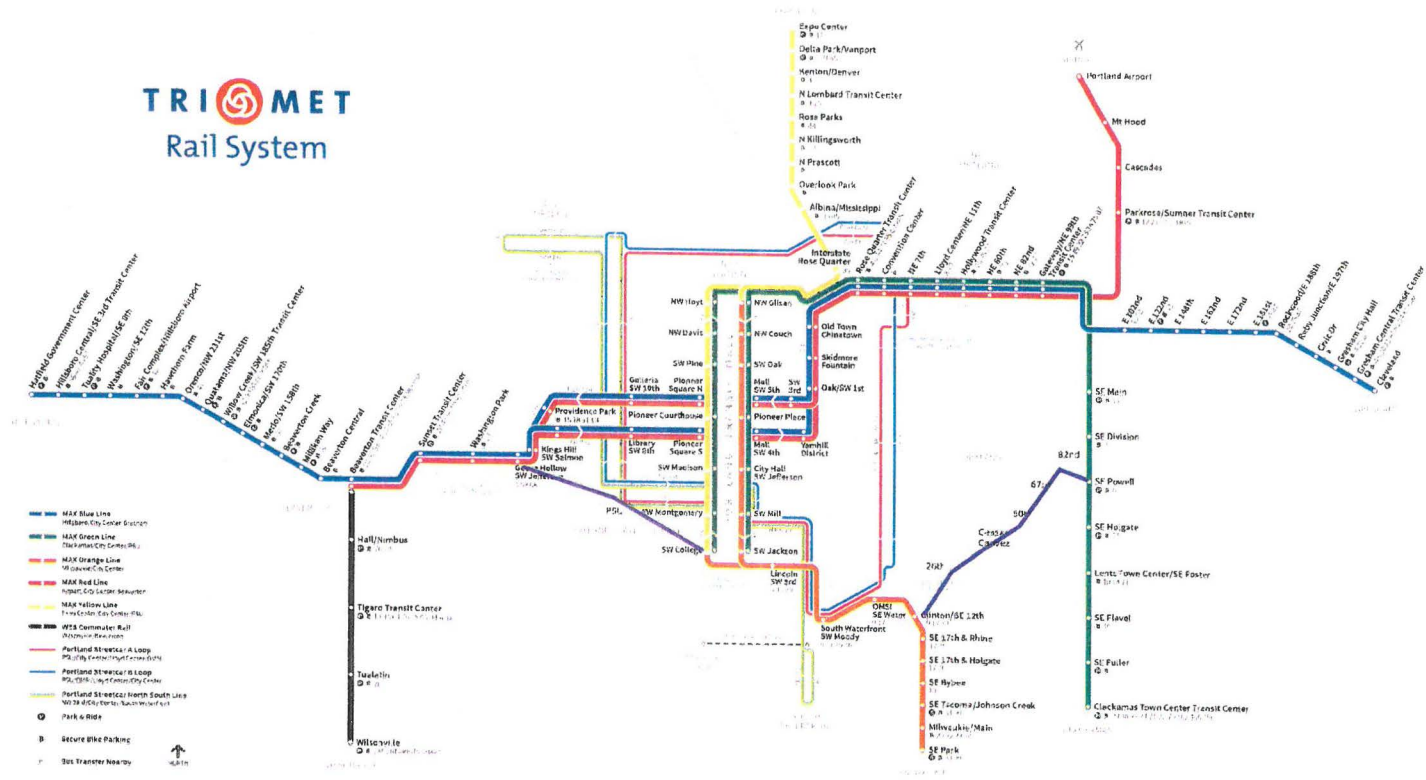
- Powell needs to be studied in depth for future high capacity transit improvements
- Concerns about longer walking distance
- Adding frequent bus service to a High Crash Corridor without improvements (east Burnside 41st to 68th)
- No streetscape improvements Cesar Chavez to 50
- No Commitment to Bus Line Y (north-south based on 20th)

Purple Line Benefits:

- 1) Alternative to Sullivan's Gulch which is at capacity
- 2) Alternative if/when the Steel Bridge needs replacement either through age or earthquake
- 3) adds five stops (Est) between 12th and I 205 on Powell which would require a complete roadway remodel
- 4) Shortens commute time from Clackamas Town center to PSU: 53 minutes (28 stops) to 30 minutes (est) with 16 stops.
- Shortens commute time to Beaverton Transit Center from 73 minutes with one transfer and 30 stops to 50 minutes (est) with 21 stops and no transfer

Prepared By: Terry Dublinski-Milton
6111 East Burnside Portland

MAX on Powell: What does a Billion Dollars Buy Us: The Purple Line



My name is Kem Marks. I am the East Portland Action Plan representative to the Division High Capacity Transit Project (HCT). East Portland comprises 20% of the City's land, and approximately 28% of the population. It also has significantly higher concentrations of people of color, elderly, children, disabled, and immigrants, a large segment who are transit dependent.

EPAP appreciates Councils directive to city bureaus to enter into a MOU by June 15, 2017, and thus supports going forward, with the stipulation that the MOU with the city agencies needs to move beyond the contents of Exhibit C for the reasons stated below.

East Portland is poised to lose much and gain little. Exhibit C was to have addressed our concerns, but the content and commitments are inadequate to our needs. A few points will establish this fact:

PHB is proposing 85 to 125 affordable units along the alignment for East Portland, while Cesar Chavez & Division is slated for up to 300 units. Involuntary displacement can be prevented by investing in East Portland NOW. At the very least, the numbers of affordable units should be comparable.

EPAP has long argued the #4 underlying service should not be eliminated. Our position wasn't seriously considered by either Metro or TriMet. TriMet did add back 4 stops, but only after EPAP and DMA demonstrated that the number of people who would lose their primary stop was over 50% or higher in some places. Still 37% of the East Portland stops will be eliminated.

With respect to TriMet, Exhibit C demonstrates TriMet's unwillingness to commit to replacement of the loss of East Portland stops with N/S service, and only alludes to it in the most equivocal language, with so many caveats that even the best contract lawyers would blush. TriMet is only willing to

“look” at N/S service by 2021 after the Division project is finished. That is almost 5 years and unacceptable. There are no N/S routes in East Portland/Gresham between SE 122nd and SE 181st/182nd. This is a gap of 2.9 miles. In addition, there are no, I repeat, no routes in East Portland that directly go to the Columbia Corridor where family wage jobs are concentrated.

TriMet should begin the planning to add service immediately. TriMet should not be adding service to more affluent areas, while it makes East Portland wait. TriMet should be banking resources while it completes the Title VI analysis and planning process which is expected to take 18 months.

This Council, and the City, has a responsibility to advocate for East Portland with our TriMet and Metro partners. In that the current product does not demonstrate success thus far, we ask you to exert your influence at this juncture beyond the language of this resolution.

EPAP is responsibly exerting our role to provide leadership and guidance when we say that N/S service should be established on either 148th or 162 before the HCT project is completed, and that these routes should be prioritized over adding services to other parts of the network. For equity sake, EPAP contends that no service should be added in any part of the network that have a higher Median Family Income than East Portland and has service gaps less than the 2.9 miles that we experience in East Portland.

We need City Council to direct that the above be addressed pro-actively, so that the community does not need to pursue alternative remedies, such as Title VI of the Civil Rights Act of 1964.

Thank you.



37254

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

December 7, 2016

Mayor Charlie Hales
City of Portland
1221 SW 4th Ave
Portland, Oregon 97204

Dear Mayor Hales and Portland City Commissioners:

On behalf of Metro we want to express our sincere commitment to and excitement for the Locally Preferred Alternative for the Powell Division Transit and Development Project. As Metro Councilors we co-chaired the project steering committee and have seen firsthand how a group of dedicated community members, local institutions, elected officials and agency staff reached agreement on a set of transit and development strategies that can address significant community needs. This planning process to date serves as an innovative example of integrating transit corridor planning with complementary efforts to achieve a broad range of community goals including equity, affordable housing and economic development.

When we began this project in 2013 we heard loud and clear from community stakeholders in the corridor that improving transit service was a high priority; that too many people were getting passed up by full buses; and that they needed more reliability from a transit system that they rely on to get to jobs, schools and services. In East Portland in particular, the infrastructure of sidewalks and safe crossings is inadequate; people are demanding safer streets so they can not only access transit stations but also move more safely throughout their communities.

The Locally Preferred Alternative before the City Council today addresses these needs. The new rapid buses on Division Street will be longer and carry more passengers. Loading and unloading times will be quicker to reduce delay time at stations and help with schedule reliability. The transit stations east of 82nd Ave. will be much more robust, with weather protection, transit trackers and improved lighting. As a result, thousands of people will have safer and more reliable transit trips every day.

City of Portland staff and elected officials have provided important guidance throughout this process. In addition to significant staff time and resources brought to the project, the city played a key role in leveraging the transit planning work to connect with and help achieve other equally important community goals such as community stabilization, affordable housing, and business support. Both the 2013 and 2015 Community Planning and Development Grants that Metro provided to the city helped maximize the impact of this project by recognizing local community visions, promoting district design, activating business districts and jumpstarting catalytic developments that can take advantage of the transit investment. The July 2016 adoption of the Portland Local Action Plan represents a bold commitment on the part of the city to continue to seek solutions that address gaps in local services and help achieve community visions.

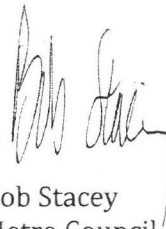
The continued partnerships between Metro, TriMet and cities of Portland and Gresham will be critical to the lasting success of the project and its impact on communities and businesses along the corridor. Metro is committed to advancing the project by conducting the federal environmental review on the Division Transit Project in 2017 and serving on the new steering committee to provide oversight during the project development stage. Metro staff will continue to be engaged in equitable housing and transit-oriented development projects in the corridor, including our role in the redevelopment of property on SE 82nd and Division into affordable housing and a community space. We will continue to support efforts by local jurisdictions and community partners to advance affordable housing and economic development. In addition, Metro is committed to pursuing future opportunities to identify high capacity transit solutions for Powell Boulevard.

Please do not hesitate to reach out to either of us if you have any questions about our strong support for this project.

Sincerely,



Shirley Craddick
Metro Council, District 1



Bob Stacey
Metro Council, District 6

Parsons, Susan

From: Biggs, Jean
Sent: Tuesday, December 06, 2016 1:17 PM
To: Council Clerk – Testimony
Cc: Valderrama, Andrea
Subject: Item 1367 - FW: Transit Project Letter of Support - Councilor Stegmann
Attachments: 4912_001.pdf

Please see attached letter from Gresham City Councilor Lori Stegmann.

- Jean

Jean Senechal Biggs, ASLA | Project Manager

Portland Bureau of Transportation

office: 503-823-7211 | mobile: 503-823-1872

jean.senechalbiggs@portlandoregon.gov (find me in Outlook under Biggs, Jean)

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From: Hall, Teresa

Sent: Monday, December 05, 2016 4:27 PM

To: Kelly, Katherine <Katherine.Kelly@greshamoregon.gov>; Stegmann, Lori <Lori.Stegmann@greshamoregon.gov>

Subject: Transit Project Letter of Support - Councilor Stegmann

Hi Councilor and Katherine,

I have scanned the signed document and attached it for you to send on to the office of Mayor Hales. If you need me to also mail it, please advise.

Thank you,

Teresa Hall

December 5, 2016

Mayor and Council
City of Portland
1221 SW 4th Avenue, Room 340
Portland, OR 97204

Mayor Hales and Portland City Council Members,

I am writing to express my support for the Locally Preferred Alternative (LPA) for the Powell-Division Transit and Development Project. As a member of the project Steering Committee and Gresham City Council, I see great benefit for our collective community in moving forward with the LPA as a means to provide enhanced transit and placemaking opportunities within the project area.

The process for development and determination of the elements that are addressed in the LPA was robust and not always easy. Especially challenging for me was learning that a direct connection to Mt. Hood Community College was not feasible within the scope of this project. However, the proposed Bus Rapid Transit route is a critical connection between our two cities' downtowns and I believe we have worked out good alternative solutions to enhance service to the college as well as greater focus on placemaking at key stations.

In addition to the enhanced transit portion of this project, the local action plans to support investment along the corridor are critically important. Gresham has defined policies outlined in our Action Plan to support our existing community while providing opportunity for new or redevelopment. In conjunction with the elements defined in Portland's Action Plan the full corridor can flourish.

With opportunity to leverage federal investment, I encourage Portland City Council to vote yes to approve the LPA and advance the project. I look forward to continuing the partnership among and between the agencies involved in this process thus far as we move to design and construction.

Best Regards,



Lori Stegmann
Gresham City Councilor

LS/th

Parsons, Susan

From: Biggs, Jean
Sent: Tuesday, December 06, 2016 1:24 PM
To: Council Clerk – Testimony
Cc: Valderrama, Andrea
Subject: Item 1367 - FW: Powell-Division :: CEIC letter
Attachments: Division rbt.pdf

Please see the attached letter from the Central Eastside Industrial Council.

- Jean

Jean Senechal Biggs, ASLA | Project Manager

Portland Bureau of Transportation

office: 503-823-7211 | mobile: 503-823-1872

jean.senechalbiggs@portlandoregon.gov (find me in Outlook under Biggs, Jean)

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Peter T. Stark

December 5, 2016

Mayor Hales (Rm 340)
Commissioner Fish (Rm 240)
Commissioner Fritz (220)
Commissioner Novick (Rm 210)
Commissioner Saltzman (Rm 230)
Portland City Council
1221 SW 4th
Portland, OR 97204

RE: Proposed Transit Rapid Transit on Division between Gresham and downtown Portland. December 7th – Agenda Item 1367

The project is important to increase the ability to move through the region without a car. The proposed enhancements make the system more efficient and attractive to users. The enhancement of the corridor is completely beneficial.

However three issues remain:

- 1) The system needs to effectively connect with Mount Hood Community College (a tremendous asset to our community).
- 2) The Tillicum Crossing is appropriate. We are striving with our partners to realize the vision of the Innovation Quadrant. The choice does deteriorate service to downtown Portland.
- 3) The rail/light rail crossing at SE 12th/ 11th has become completely dysfunctional. We understand that Tri-Met and the Union Pacific railroad are working to define solutions. These issues must be resolved. The delays at this crossing will defeat the project's purpose.

Sincerely,

Peter Finley Fry, Vice-chair
CEIC Land Use and Urban Development Committee.

Cc: Susan Pierce, Hosford Abernethy Neighborhood.

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

PO Box 14251, Portland, OR 97293-0251

(503) 768-4299, Fax (888) 550-3703 – ceic@ceic.cc – www.ceic.cc