

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME.

Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 11	Laura Young	6624 NE Going St Portland OR 97218	
✓ 12	Lightning		
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14			
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16			
17			
18			
19			
20			

188619



Amy wren <amywren@gmail.com>

*Submitted 9/13/17
(Photos w 9/11 testimony)*

SE 80th & Mill Project TSDC Project #70052

4 messages

Amy wren <amywren@gmail.com>

Mon, Sep 11, 2017 at 12:15 PM

To: cctestimony@portlandoregon.gov, "Aebi, Andrew" <Andrew.Aebi@portlandoregon.gov>

Hello,

I am writing to request that the project proposal at SE Mill between SE 82nd and SE 80th be added to the list of projects receiving funding from the TSDC. By adding this project to the list of projects receiving funding the city will be able to add drainage and infill sidewalks to a 2 block stretch of a street that is not only a Neighborhood Greenway but also a Safe Route to School to Bridger K-8 School.

Currently, there is planned sewer work on this stretch of street, by adding to the list of projects there is an opportunity to connect two Bureau projects at once.

This street stretch is important to receiving funding for improvement for many reasons, it is one of the few streets with a street light crossing 82nd Ave. Many people and families use this street light to cross 82nd and travel along the Greenway East and West. It will also be a future point of connection with the 70s Greenway when completed and the existing Mill Greenway.

This is a busy stretch of blocks given how few places pedestrians have to safely cross 82nd Ave. As a Safe Route to School for Bridger, this street is heavily used by kids in the neighborhood and currently due to front end parking, flooding of the street during times of rain this area is full of conflict between road users. Please see my photos attached to fully understand the poor condition of this road and the need for sidewalks for kids walking and biking to school.

The neighborhood support this project, the Bridger School PTA and families of students support this project, pedestrians, and commuters who use the greenway support this project and I hope that you can add this small project to the list of areas to receive funding from the TSDC. This will affect kids going to Bridger for years to come, students will be encouraged to walk and bike to school, the greenway will become safer for all users.

Please add this project SE Mill between SE 80th and SE 82nd to the list of projects for funding.

Thank you,

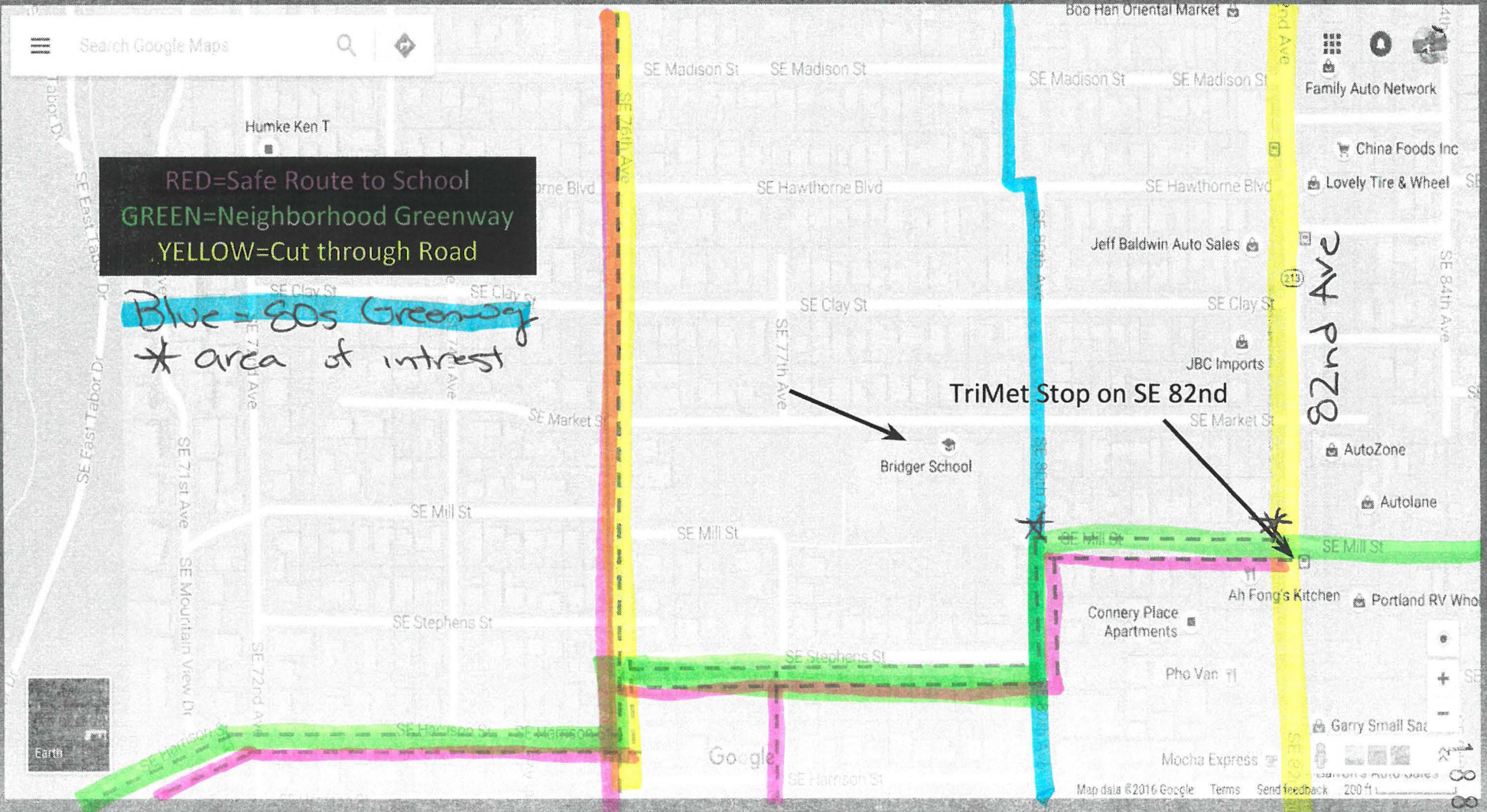
Amy Wren

1406 SE 85th

Portland, OR 97216

8 attachments

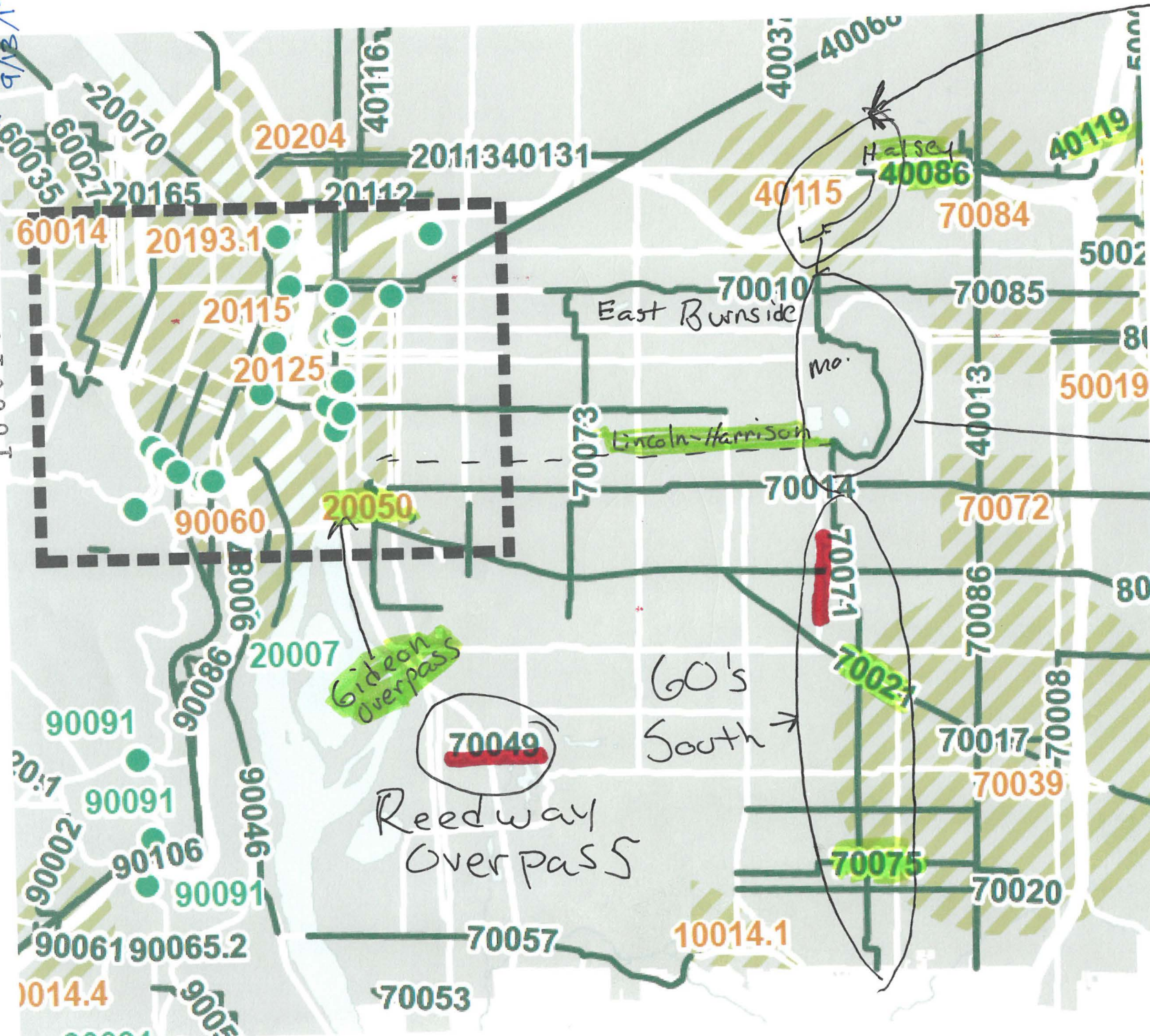
Amy Wren
9-13-17
188619



188619

Terry Dublinski -
Milton 9/13/19

188619



60's
Growing
Transit
Communities

60's
Mount
Tabor
Access
"SE in Motion"

Green =
Funded

Red =
Endorsed
Next Round

**CULLY ASSOCIATION OF NEIGHBORS**

Central Northeast Neighbors
4415 NE 87th Avenue
Portland, Oregon 97220

August 29, 2017

City Council Testimony — cctestimony@portlandoregon.gov

RE: Transportation System Development Charge Update; Hearing September 13, 2017

Dear Mayor and Commissioners:

The Cully Association of Neighbors would like to offer comments on the Transportation System Development Charge (TSDC) Update.

As background, the Cully neighborhood was annexed to the City in 1985. Consequently, we share with East Portland a lack of adequate transportation infrastructure such as sidewalks, safe bike routes, paved streets, and connectivity. We are therefore pleased that a number of projects important to our neighborhood are proposed to be eligible for TSDC funding. At the same time, we are aware that transportation improvements, while needed and desirable, make our neighborhood more attractive to developers, investors and home buyers, driving up prices and exacerbating displacement.

Due to these pressures we, adopted an Inclusive Cully Policy which proposes a variety of strategies, including:

- Encourage moderately-priced individual homeownership.
- Encourage renters to become homeowners to build wealth and stabilize families.
- Encourage alternative designs for infill such as accessory dwelling units, small house “cottage clusters,” and other strategies to promote more affordable, market-rate, infill housing.

All of these strategies could be served by a slightly amended rate schedule for TSDCs.

The proposed rate schedule offers three rates for residential development—single family, single family less than 1200 square feet, and multi-family. The rate for a small house is half the rate for a larger house and a bit more than the rate for an apartment. We appreciate that the proposal seems to acknowledge the need to incentivize smaller housing units. As it stands, however, the proposal does not accomplish that. Almost the only housing that will be built smaller than 1200 square feet is an accessory dwelling unit (ADU) so there is no incentive to build smaller, market rate housing. Meanwhile, the apartment rate means that a 4000 square foot penthouse or a luxury three-story townhouse will actually pay a little less than an ADU.

Proposed Residential Transportation SDC Rates

Residential Dwelling	Non-Central City Rate per Dwelling Unit	Central City Rate per Dwelling Unit (20% reduction)
Single Family	\$5,141	\$4113
Single Family < 1,200 Sq. Ft.	\$2,570	\$2056
Multiple Family	\$2,504	\$2003

The rate schedule for Parks SDCs, adopted in 2014, offers a good example. It lists five residential rates for different sized units, **regardless of whether they are single or multi-family**. This rate structure creates a clear incentive for developers to build smaller, and therefore more affordable housing.

Residential Park SDC Rate

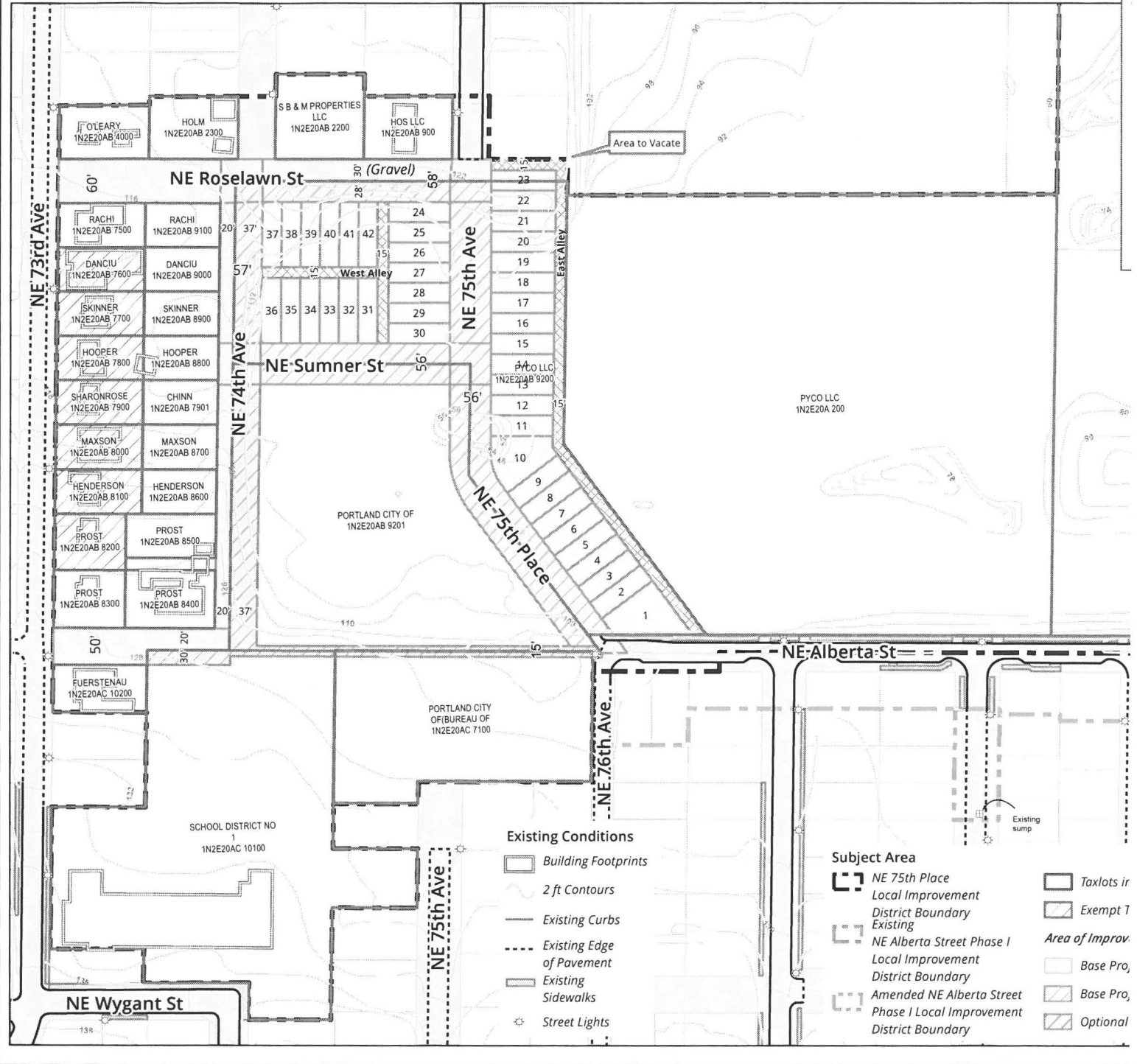
Size of Residential Dwelling	Non-Central City Rate per Dwelling Unit	Central City Rate per Dwelling Unit
Less than 700 square feet	\$5,772	\$4,648
700-1199 square feet	\$8,634	\$6,953
1200-1699 square feet	\$10,381	\$8,359
1700-2199 square feet	\$11,787	\$9,491
2200 or more square feet	\$13,049	\$10,507

We understand and support the new methodology, using “person trips” to calculate TSDC rates. The Parks Bureau used data from 2011 showing that larger dwelling units have more people in them, on average. Now 2015 data is also available through the American Community Survey. It is intuitively obvious that more people results in more person trips.

We hope that the TSDC will follow Parks’ lead in adopting a rate schedule that offers true incentives for smaller units. This could set the precedent that other bureaus will follow in setting SDC rates. We fully expect that such a system will encourage the development of more affordable housing, in Cully and throughout the City.

Sincerely,

Laura Young, Chair
For the CAN Board



Existing Conditions

- Building Footprints
- 2 ft Contours
- Existing Curbs
- Existing Edge of Pavement
- Existing Sidewalks
- Street Lights

Subject Area

- NE 75th Place Local Improvement
- District Boundary Existing
- NE Alberta Street Phase I Local Improvement
- District Boundary Amended NE Alberta Street Phase I Local Improvement
- Taxlots in Area of Improv.
- Exempt Taxlot
- Base Project Area
- Base Project Area with Optional

Laura Young
TSID ID 70052

James C. Brown & Associates, P.C.

Law Offices

Post Office Box 31
Marylhurst, Oregon 97036
Telephone: (503) 557-2245
FAX: (503) 557-0377
E-mail: jcbrownpc@msn.com

September 11, 2017

Mayor Ted Wheeler and City Council Members
City of Portland
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

RE: Portland City Council
September 13 Meeting, Item 1006
TSDC Code Amendment and North Suttle Road LID

Dear Mr. Mayor and Council Members:

We are writing on behalf of our clients, Western Container Transport, Inc. and TriggCo Real Estate, LLC to support the City's proposed amendments of the TSDC code to adopt the 2017 rate study, to establish an updated rate schedule and to amend the Code.

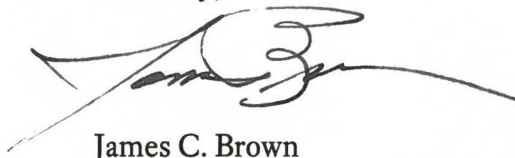
We also respectfully remind the Council of its recent August 30, 2017, adoption of the North Suttle Road LID Ordinance and of PBOT's August 23, \$500,000 contribution of TSDC funds towards the North Suttle Road LID project.

We therefore request that the Council include the North Suttle Road LID on the list of projects eligible for TSDC funding and provide PBOT's \$500,000 contribution to the LID.

Attached are copies of Supreme Perlite Company's and Oil Re-Refining Company, Inc's letters of support for the TSDC amendments.

We appreciate the City's contributions toward the North Suttle Road LID and thank you for your and the City Staff's efforts on behalf of the LID .

Sincerely,



James C. Brown



4600 North Suttle Road, Portland, OR 97217-7720
Ph 503.286.4333 · Fax 503.286.1068 info@perlite.com · www.perlite.com

September 11, 2017

Mayor Ted Wheeler and City Council Members
City of Portland
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

RE: Portland City Council
September 13 Meeting, Item 1006
TSDC Code Amendment and North Suttle Road LID

Dear Mr. Mayor and Council Members:

We support the City's amending TSDC code to adopt the 2017 rate study, to establish an updated rate schedule and to amend the Code. We would also respectfully remind the Council of its August 30 adoption of the North Suttle Road LID Ordinance and of PBOT's August 23, \$500,000 contribution of TSDC funds towards the North Suttle Road project.

We also request that the Council include the North Suttle Road LID on the list of projects eligible for TSDC funding. We appreciate the City's contributions toward the funding of the North Suttle Road LID and thank you for your efforts.

Sincerely,

Frank C. Petterson
President/Owner
Supreme Perlite Company

September 11, 2017

Mayor Ted Wheeler and City Council Members
City of Portland
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

RE: Portland City Council
September 13 Meeting, Item 1006
TSDC Code Amendment and North Suttle Road LID

Dear Mr. Mayor:

We support the City's amending TSDC code to adopt the 2017 rate study, to establish an updated rate schedule and to amend the Code. We would also remind the Council of its August 30 adoption of the North Suttle Rd Ordinance and PBOT's August 23 \$500,000 contribution of TSDC funds towards that project.

We respectfully request that the Council include the North Suttle Rd LID on the list or project subject to TSDC funding. Thank you for your consideration of this matter.

Sincerely,

WJ Buggi
Ord Re-Refinancing done

August 25, 2017

Honorable Dan Saltzman
City of Portland
1221 SW 4th Avenue, Suite 230
Portland, OR 97204

Re: Transportation System Development Charge 2017 Update

Dear Commissioner Saltzman,

The City of Portland urgently needs safe streets where people can walk, ride bikes, and take transit without living in fear of being injured. As you review the upcoming changes to Portland's Transportation System Development Charges (TSDC) please consider this letter in support of the new program and associated investments.

The Street Trust is a non-profit membership organization working to promote and improve public transit, walking, and bicycling conditions in Oregon. We work in partnership with citizens, businesses, community groups, government agencies, and elected officials to create communities where it is safe and easy for people to bike, walk and ride public transit.

We are pleased to see a robust 169 projects recommended for TSDC funding on the final project list with a total eligible cost of \$589 million. The City's focus on multi-modal transportation goals and providing transportation access in underserved communities is especially important to us at The Street Trust. While the new proposed TSDC rate based on 50% of eligible project costs is an improvement over the old rate of 35% we support an even larger increase to help meet our transportation needs. Raising an anticipated \$177-\$229 million over 10 years is a step in the right direction and we urge you to consider setting the rate at 60% to get us even closer to our Vision Zero, Climate Action, and City Comprehensive Plan goals.

As you set the new TSDC rate and approve a final project list please also consider providing direction to staff at the Portland Bureau of Transportation (PBOT) to prioritize funding for projects in the Columbia Corridor, Cully Neighborhood, East Portland and other areas highlighted under PBOT's equity analysis. We stand with our partners in the Transportation Justice Alliance in asking for increased

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PORTLAND, OR 97209
THESTREETTRUST.ORG
(503) 226-0676



investment in multi-modal street safety projects that address racial and income-based disparities through the application of a strong racial equity lens.

Thank you for considering our support for the new Transportation System Development Charge program, increasing the rate to meet our shared policy goals, and prioritizing investment in communities that need it most. We look forward to working with you to ensure the success of the program in the future.

Sincerely,



Gerik Kransky
Policy Director

618 NW GLISAN.
SUITE 401
PORTLAND, OR 97209
THESTREETTRUST.ORG
(503) 226-0676



FORMERLY THE BICYCLE TRANSPORTATION ALLIANCE

August 24, 2017

Honorable Dan Saltzman
City of Portland
1221 SW 4th Avenue, Suite 230
Portland, OR 97204

SUBJECT: Transportation System Development Charge 2017 Update

Dear Commissioner Saltzman,

The Transportation Justice Alliance (TJA) supports the PBOT Transportation System Development Charge (TSDC) 2017 Update. TJA builds power within communities of color and low income that ensures a just and environmentally sustainable transportation system. We believe that Transportation is a human right. We are guided by the following principles: Affordability, Accessibility/Safety, Economic Justice, Healthy Communities, Healthy Environment, Meaningful Participation and Accountability. Leadership Committee organizations include Amalgamated Transit Union Local 757, Asian Pacific American Network of Oregon, Community Cycling Center, OPAL Environmental Justice Oregon, and Native American Youth and Family Center. Ally organizations include Coalition of Communities of Color, Latino Network, 1000 Friends of Oregon, Oregon Food Bank, Oregon Walks, and the Street Trust.

We support the adoption of the rate study and fees by City Council to further advance City policies to enhance multi-modal transportation, accommodate growth and increase capacity of our transportation system. Of particular importance to the communities we serve is the project list. The 169 projects recommended for funding on the final proposed project list contains great projects that advance Vision Zero, climate justice, and active transportation objectives. However, we would encourage further prioritization under a racial equity lens. Of the utmost interest to the communities we serve, we would like to prioritize projects in the Columbia Corridor, Cully, and East Portland and other areas highlighted under PBOT's equity analysis. Particular projects of note include Cully Blvd Corridor Improvements, Jade Montavilla Connected Centers, and Lents Connected Centers. We would encourage PBOT to have a more robust and transparent community driven process in further prioritizing what projects of this list are funded and move on for implementation. Unfortunately, preventable traffic fatalities are an all too common occurrence in many of our priority neighborhoods and infrastructure improvements must be made in all due haste.

Furthermore, we support establishing TSDC rates based on 50% of the eligible TSDC project costs understanding that not all of the projects on the TSDC project list will be funded. However, establishing this rate will raise \$177-\$229 million over 10 years to be used for completing capacity and growth-oriented transportation projects.

The TJA strongly supports the Transportation System Development Charge 2017 Update so long as a strong racial equity lens is applied to funding of the project list. Thank you for your consideration.

Sincerely,

APANO
Street Trust
Oregon Food Bank
Oregon Walks
NAYA
1000 Friends of Oregon

Cc: Leah Treat, PBOT
Anne Hill, PBOT



August 23, 2017

Mayor Ted Wheeler
Commissioner Dan Saltzman
1221 SW 4th Ave, Rooms 340 & 230
Portland, OR 97204

Dear Mayor Wheeler and Commissioner Saltzman,

After reviewing the proposed DRAFT of the TSDC Project Update, Go Lloyd supports the update for the following reasons:

1. Go Lloyd believes it is important to honor the expectations and citizen efforts that were invested in the building of the Transportation System Plan (TSP) project list approved by City Council in 2016. Using the recently adopted TSP, other recently adopted plans to create the proposed TSDC project list supports City Council's development priorities.
2. Funding 50 percent of the eligible TSDC project costs will accommodate growth while recognizing the increasing cost to development. Including the trip adjustments for eligible development projects in the Central City or centers further supports ranked priorities of the Council-approved Comprehensive Plan and supports the development community.

Respectfully,

A handwritten signature in blue ink, appearing to read "Kathryn Doherty-Chapman".

Kathryn Doherty-Chapman
Bicycle Program Manager

A handwritten signature in black ink, appearing to read "Owen Ronchelli".

Owen Ronchelli
Executive Director

Cc: Anne Hill, PBOT



PORTLAND FREIGHT COMMITTEE

August 3, 2017

To: Christine Leon, Transportation Development Permitting & Transit Group Manager

RE: Transportation System Development Charge Project Recommendations

The Portland Freight Committee (PFC) appreciates the opportunity to provide feedback on the Portland Bureau of Transportation's (PBOT)'s efforts to update the Transportation System Development Charge (TSDC) project list. The PFC also appreciates that several important freight projects were included on the originally proposed TSDC list including the NE 42nd/47th Ave Bridge Improvements (TSP 40007), Columbia/Cully Intersection (TSP 40112), Columbia Blvd Smart Cities Corridor Improvements (TSP 30008), Going St Connected/Automated Vehicle Connection (TSP 30015) and the Rose Quarter Interchange (TSP 20119-20121).

On March 8, 2017, a PFC workgroup met to identify and recommend candidate projects for inclusion on the proposed TSDC project list. The workgroup considered projects in the currently adopted Transportation System Plan and the recently prepared Regional Over-Dimensional Truck Route Study. The PFC would like to acknowledge and commend the efforts on part of PBOT staff for including many of our recommendations. Of note are the inclusion of the Columbia Blvd/George Middle School Pedestrian Overpass Replacement (TSP 30112), Columbia Blvd/UPRR Undercrossing Improvement (TSP 30113), and the N. Portland Rd/Columbia Slough Bridge Replacement (TSP 30114). These three projects will greatly improve the efficient movements of oversized loads along strategic emergency response routes.

The PFC supports the currently proposed TSDC project list which we believe achieves a more balanced allocation of funding between modes.

Sincerely,

Pia Welch
Chair

Raihana Ansary
Vice Chair

Cc: Richard Eisenhauer
Anne Hill
Denver Igarta

July 14, 2017

Dear Transportation Commissioner Saltzman, Mayor Wheeler, and Commissioners Eudaly, Fish and Fritz:

The Portland Bureau of Transportation Bureau and Budget Advisory Committee (BBAC) appreciates the opportunity to provide recommendations to the City Council in support of the Transportation System Development Charge (TSDC) Update project. During 2016-17 the BBAC discussed a variety of topics related to the TSDC program and update, including the shift to a person trip methodology, projects, rates & person trip adjustments. This update secures a fair share from developers for transportation improvements needed to accommodate Portland's growth over the next 10 years. Briefly summarized, the BBAC recommends:

Person Trip Methodology: The move from vehicular data to actual person trip data provides a complete picture of how Portland's transportation is used. The new methodology also shifts to measure PM Peak hour travel rather than daily travel to assess impacts when the system is used. This shift from vehicle trips to person trips provides a better starting point for establishing multimodal demand; creates an opportunity to collect new data and adjust old data; develops new planning tools and allows us to plan for what we want instead of reproducing past trends.

Project List: We support the 169 projects recommended for TSDC funding on the final proposed project list. The total eligible cost of the proposed TSDC update project list is \$589.3 million— including \$95 million for regional transit projects. The project team developed evaluation criteria to ensure general geographic proportionality, meet the City's multi-modal transportation goals, and continue to provide access to jobs, housing and daily needs in underserved communities. The TSDC Update project list draws from the adopted Transportation System Plan (TSP), other recently adopted plans or studies (Vision Zero, Division-Midway), and plans that are in the process of adoption. The increased eligibility of more projects results in a more forward looking project list that moves the dial on equity across the city.

Rates: Currently, TSDC rates are based on funding 35% percent of the eligible TSDC project costs. This is not enough to complete the many needed transportation updates. When these projects go unfunded, the strain is felt by citizens who are already under pressure. An increase up to 50% of the eligible cost of the TSDC project list would raise \$177-\$229 million over 10 years for completing capacity and growth oriented transit projects. This will increase revenue by up to three times more than the \$75 million the current funding level has raised over the last ten years. We hope the council will approve this increase.

Thank you for considering our support of the TSDC Update.

Sincerely,
PBOT Budget and Bureau Advisory Committee



City of

PORTLAND, OREGON

Development Review Advisory Committee

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7308
FAX: 503-823-7250
TTY 503-823-6868
www.portlandonline.com/bds

To: Transportation Commissioner Dan Saltzman

CC: Commissioner Chloe Eudaly
Commissioner Nick Fish
Commissioner Amanda Fritz
Mayor Ted Wheeler
Director Leah Treat, PBOT

From: Development Review Advisory Committee (DRAC)

Date: July 28, 2017

Re: **Transportation System Development Charge (TSDC) Update 2017**

Commissioner Saltzman,

In our letter to you of May 8, 2017, we provided five recommendations regarding City Council review of proposed increases in SDCs and other development fees.

One of our recommendations was that Council should review all fee increases together as a package, which will provide a better picture of the overall impact on the cost of development. We also recommended that the fee increases for FY 2017-18 be delayed until January 1. While the holistic review of SDC increases did not happen, nevertheless, DRAC supports the Bureau of Transportation's TSDC Project Update and the changes to the TSDC recommended in the Update. Our support is based on the following:

1. The project team worked diligently to keep us informed as technical work on the project progressed, as well as providing opportunities for our input. Additionally, they provided in depth information on the impact of the TSDC rates on overall development costs.
2. The revised TSDC fees will not go into effect until January 1, 2018, as recommended by the DRAC.
3. Funding 50 percent of the eligible TSDC project costs provides an equitable balance between public and private funding. It will accommodate growth while recognizing the increasing cost to development. Including the trip adjustments for those eligible development projects in the Central City or centers further supports those ranked priorities of the Council approved Comprehensive Plan and supports the development community.

While we support the TSDC 2017 Update, going forward, we will continue to encourage the key development bureaus to put all proposed increases in development-related fees – and any new fees - in a single package to be reviewed and approved annually by the City Council. In our role as the City’s development advisory body, we look forward to working with you to scrutinize the costs of development and making recommendations on how those costs can be managed without compromising other important city policies and priorities.

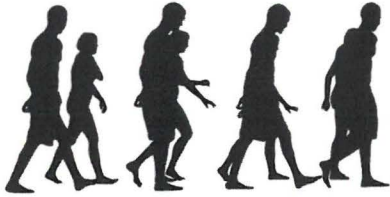
Sincerely,



Maryhelen Kincaid, Chair
 Development Review Advisory Committee

DRAC Members

Name	Representing	Affiliation
Jeff Bachrach	Planning & Sustainability Commission	Bachrach Law, P.C.
Claire Carder	Neighborhood Coalition Land Use Committees	Neighborhood Coalitions
Hermann Colas	Minority Construction Contractors & Development Professionals	Colas Construction, Inc.
Maxine Fitzpatrick	Low-Income Housing Developers	PCRI, Inc.
Michael Harrison	Major Facilities Landowners	Oregon Health & Science University
Rob Humphrey	Frequent Development Review Customers	Faster Permits
Maryhelen Kincaid	Citywide Neighborhood Interests	Citywide Land Use Interests
Christopher Kopca	Historic Preservation	Downtown Development Group LLC
Jennifer Marsicek	Design Professionals	Scott Edwards Architecture
Kirk Olsen	Large Developers	Trammell Crow Company
Mitch Powell	Home Remodelers	The Powell Group
Joe Schneider	Large Construction Contractors	Skanska
Justin Wood	Home Builders	Fish Construction NW Inc.



Portland Pedestrian Advisory Committee

1120 SW 5th Avenue, Suite 800
Portland, OR 97204

July 19, 2017

MEMBERS

Chairs

Roger Averbeck, Co - Chair
Anthony Buczek, Co - Chair

Members-At-Large

Arlene Kimura
Brenda Martin
Chase Ballew
David Crout
Doug Klotz
Elaine O'Keefe
Eve Nilenders
Rod Merrick
Scott Kocher
Brian Landoe
Rebecca Hamilton
Mark Person

Honorable Dan Saltzman
City of Portland
1221 SW 4th Avenue, Suite 230
Portland, OR 97204

SUBJECT: Transportation System Development Charge 2017 Update

Dear Commissioner Saltzman,

On behalf of the City of Portland Pedestrian Advisory Committee (PAC), we are writing in support of the PBOT Transportation System Development Charge (TSDC) 2017 Update. The PAC supports the adoption of the rate study, project list and fees by City Council to further advance City policies to enhance multi-modal transportation, accommodate growth and increase capacity of our transportation system.

We understand that TSDCs are one-time fees assessed to new development and changes in use. The fee is required to help fund increased capacity from new development. We believe that support for the 169 projects recommended for TSDC funding on the proposed project list is a necessary step toward implementation of the Transportation System Plan (TSP). This is an opportunity to more strongly integrate active transportation principles and goals into both policy and funding priorities. With the increase in projects from the previous TSDC program—from 45 to 169—there is a greater opportunity to complete projects because of the ability to leverage additional funds that will enhance options for walking, bicycling, and riding transit.

With Portland's anticipated growth, improvements to the transportation system are necessary. We support establishing TSDC rates based on 50% of the eligible TSDC project costs understanding that not all of the projects on the TSDC project list will be funded. However, establishing this rate will raise \$177-\$229 million over 10 years to be used for completing capacity and growth-oriented transportation projects.

As an advisory body to the City of Portland, the PAC strongly supports the Transportation System Development Charge 2017 Update.

Thank you for your consideration.

Sincerely,

Anthony Buczek
PAC Co-Chair

Roger Averbeck
PAC Co-Chair

CC: Leah Treat, PBOT
Anne Hill, PBOT

July 14, 2017



Portland Streetcar, Inc.
1031 NW 11th Avenue
Portland, OR 97209

(503) 222-4200

Board of Directors:

Jim Mark, Chair
Dennis Allen, Vice Chair
Peter Stark, Secretary
N. Dickson Davis, Treasurer
Mayor Ted Wheeler
Commissioner Dan Saltzman
John Carroll
Christina Deffebach
Troy Gagliano
Wade Lange
Tim Mack
Neil McFarlane
Brian Newman
Lynn Peterson
Owen Ronchelli
Chris Smith
Dan Valliere
Sarah Zahn
Dan Zalkow

Executive Director:

Dan Bower

Leah Treat
PBOT Director
1120 SW 5th Ave, Suite 800
Portland, OR 97204

Dir. Treat;

On behalf of Portland Streetcar, Inc. Board of Directors, please accept this letter of support for the proposed updates of the Transportation System Development Charge (TSDC) program and project list.

PSI and its partners are grateful to see a project list that supports investment in a multi-modal transportation system including the growth of the streetcar system. In particular we are excited to see the change in program eligibility to allow “rolling stock” or transit vehicle purchases. This change will allow the streetcar vehicle fleet to grow with our city and meet the needs of our diverse customer base.

As you’re aware, our over 16,000 daily riders rely on the streetcar to access work, school and medical appointments and a vast majority of our ridership is based in the housing built along the streetcar alignment which includes over 1/3 of the supply of affordable housing in Portland.

Thank you for the opportunity to review the TSDC project list.

Thank you,

Jim Mark
PSI Board Chair

visit our website:

www.portlandstreetcar.org