

**PORTLAND-MILWAUKIE LIGHT RAIL**  
**TRIMET IGA, BOND & TRANSPORTATION SDC OVERLAY**

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

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Linda Nettekoven	2018 SE Ladd Ave 97214	linda@lnettekoven.com
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✓ Amy Lewin	2424 SE 28 <sup>th</sup> Place 97214	amy@handpdx.org
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## Portland Pedestrian Advisory Committee

1120 SW 5th Avenue Suite 800  
Portland OR 97204

### Members

April 5, 2011

David Aulwes

Mayor Sam Adams

Roger Averbeck

1221 SW Fourth Avenue, Room 220

Don Baack

Portland, OR 97204

Carolyn Briggs

City Council

Betsy Clapp

1221 SW Fourth Avenue

Daniel  
Friedman

Portland, OR 97204

Marianne  
Fitzgerald

Re: Innovation Quadrant Transportation System Development Charge (TSDC) Overlay

Rebecca  
Hamilton

To Mayor Sam Adams and members of City Council,

Erin Kelley

Portland is the first city in the country to develop a truly multimodal Transportation System Development Charge. We laud this comprehensive approach to addressing the needs that increased capacity puts on our system. We are pleased to see that this dedication to multi-modalism is carried through in the project list for the Innovation Quadrant Transportation System Development Charge(TSDC) Overlay.

Doug Klotz

Rod Merrick

Elizabeth  
Mros-O'Hara

The Portland Pedestrian Advisory Committee supports the TSDC overlay. There is never a good time for a fee increase, and our members expressed concerns about potential negative impacts on business development; however we believe that this fee will result in a direct and meaningful benefit for the adjacent property owners.

Ellison Pearson

Marian Rhys

The TSDC project list has many benefits for pedestrians. The pedestrian and safety improvements on SW 4<sup>th</sup> Avenue are critical to address the impact of the planned growth within the University District and will help foster transit ridership within the downtown core. Without the TSDC Overlay, this project will struggle to be funded. The Clinton to the River project, on the eastside of the Willamette, is critical to solving the transportation needs of the central eastside and supporting the improvements of the Portland to Milwaukie Light Rail project.

We appreciate PBOT's staff presentation at our March 15 meeting regarding the TSDC project list. In the future, it would be more meaningful to the success of these projects if staff consulted with the PAC for our input earlier in the process.

The pedestrians we represent are your neighbors, Portland's business owners and patrons. We are concerned about the safety of every resident and visitor of this community. Because safety is such a critical element to our mission, we support the TSDC overlay and the balanced approach it takes to the impact of development.

Thank you for your consideration.

Sincerely,

David Aulwes  
Chair, Portland Pedestrian Advisory Committee

36851

**Parsons, Susan**

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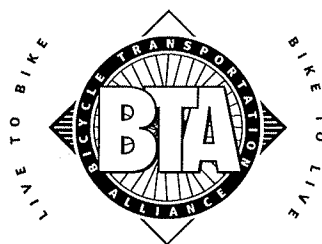
**From:** Oppenheim, Shoshanah  
**Sent:** Tuesday, April 05, 2011 4:40 PM  
**To:** Parsons, Susan  
**Cc:** Ciarlo, Catherine; Pearce, Art  
**Subject:** Rob Sadowsky's testimony  
**Attachments:** pmlr testimony for City Council Rob 4 6 2011.pdf  
Sue:

Rob broke his collar bone and will be unable to join us tomorrow. Here is his testimony.

Shoshanah

Shoshanah E. Oppenheim  
Project Management  
Portland Bureau of Transportation  
1120 SW 5th Ave, Suite 800  
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e: shoshanah.oppenheim@portlandoregon.gov  
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4/5/2011



April 6, 2011

Testimony to Portland City Council  
Portland Milwaukie Light Rail Project

Good morning. I'm Rob Sadowsky, the Executive Director of the Bicycle Transportation Alliance. Let me begin by thanking each of you for your past support on bicycling infrastructure and safety. We are truly on our way to making Portland a great future city for biking. To be that great future city, we need excellent transit and trail connections, safe environments so we can cross busy intersections, and adequate sidewalks to and from businesses, transit and schools.

We are excited to see the City of Portland embrace creative financing solutions to meet the needs of the Portland Milwaukie Light Rail project, one that is a comprehensive approach to addressing the needs that a growing population puts on our system. The Bicycle Transportation Alliance believes that new fees levied through this project will be offset from the direct and meaningful benefit gained for the adjacent property owners.

There is growing evidence that properties near active transportation corridors see a wide range of benefits. These benefits go beyond increased property values but also include improved health and lower obesity rates. Our city's investment in this project is good for business. Active transportation corridors will see a more vibrant economic district as neighbors walk, bike and take transit through the area. This creates a new "triple bottom line": supporting economic growth, promoting physical activity, and making our transportation system safer.

There are specific features to the project that I want to call out in our support:

1. The Clinton to the River multiuse path and the Broadway Cycletrack are critical low cost investments that will help alleviate congestion from planned growth within the Central City and University District as well as address growing transportation needs of the central eastside. This path will reduce reverse commute travel times and provide a comfortable walking and biking connection to the new bridge.
3. The project builds a new bridge over the Willamette River for all users. This bridge eases congestion on the Hawthorne and Ross Island bridges, providing needed access and increased mobility for our members. This beautiful unique bridge will be designed with bicyclists needs in mind providing excellent

OPENING MINDS AND ROADS TO BICYCLING

BICYCLE TRANSPORTATION ALLIANCE PO BOX 28289 PORTLAND OR 97228 503/226-0676 FAX 503/226-0498  
WWW.BTA4BIKES.ORG

Bicycle Transportation Alliance Testimony  
Portland City Council

April 6, 2011

connections to greenways and important bike routes on both sides of the Willamette.

4. SE Powell is a physical barrier to walking and biking even short distances in the Brooklyn and Hosford-Abernathy neighborhoods because of its width and speeds. The project improves Portland's SE Powell Blvd crossing for cyclists and pedestrians, encouraging healthy lifestyles.

5. Finally, it aids the installation of safe pedestrian and bike connections under the SW Harbor Boulevard Structure.

The cycling innovations that are part of this project will mean healthy streets for all users, regardless if they are biking, walking, or driving a car or truck, while encouraging transit ridership. And the transit and pedestrian innovations that are part of this project will mean healthy streets for cyclists.

We recognize how difficult it is to fund transportation projects, that there are multiple demands on every dollar. The emphasis on healthy transportation in this project list is a major reason for our support. We also ask for assurances that if cost overruns put elements of the project at risk that these important active transportation components are not the first to go. For if we are to build the future city that has healthy streets meeting the new triple bottom line, then we need to do it right from the start, intelligently, and with the future of our local economy and the health of our children in mind.

I am proud to live in a forward thinking Portland, a City that is setting the course for a bright future built around healthy streets and vibrant economic districts that celebrate our local home grown business. Portland deserves the benefits that we will see from the completion of the Portland Milwaukie Light Rail project.

Thank you very much.

Rob Sadowsky  
Executive Director





# CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251, Portland, OR 97293-0251

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308  
36851

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April 6, 2011

## MEMORANDUM

TO: Mayor Sam Adams  
Commission Nick Fish  
Commissioner Amanda Fritz  
Commissioner Randy Leonard  
Commissioner Dan Saltzman

FROM: CEIC Board of Directors

RE: Proposed Transportation System Development Charge (SDC) Overlay.

AUDITOR 04/05/11 AM10:50

After careful consideration, the CEIC Board of Directors remains greatly concerned about this proposal.

We strongly support the projects that are listed on table 4-6, however we believe that there are alternative ways to provide the gap financing for the four projects. We are prepared to meet with the City of Portland in the immediate future to identify the sources of funds necessary to complete the funding of the projects.

These are the concerns brought forward by CEIC Board of Directors.

- 1) This will be only the second SDC to be a subdistrict of Portland's incorporated boundaries. This creates a dangerous precedent and market inequity. Typically SDC boundaries go to the city's edge. The difference between two adjacent districts in separate cities is inconsequential in relationship to the full constellation of a city's tax structure. In this case, cost on one side of a street would be dramatically different then the other side of the street.
- 2) The boundaries should not be expanded further in the Central Eastside; although the Hawthorne cutoff creates a terrible inequity.
- 3) The City's Portland Plan's reports advocate for a reduction in SDC to make Portland competitive. This proposal raises the cost rank of this SDC area from eleventh in the region to fourth at a time when Portland is striving to attract investment, not repel it.
- 4) The small restaurants, personal services, and stores will be most severely hit that would make this area a sterile environment of large institutional and employment uses without amenities.
- 5) A connection is required between a development's impact and the infrastructure being financed. This proposed SDC is unique in that the developments that are taxed most heavily – retail and small businesses are the ones least likely to use the transit projects and thus these small businesses subsidize the large office developments that are most likely to use transit. Water Avenue is simply a relocation of an existing function; though it is clearly an important relocation.

In the planning process overall fee levels were reduced, but not by much. Alternative funding approaches have not been presented. Utilization of urban renewal funds was not considered. Exemptions for smaller projects and owner occupied developments should be considered; including extended payment terms for impacted businesses.



AUDITOR 04/05/11 PM 2:16

PORTLAND STREETCAR CITIZENS ADVISORY  
COMMITTEE  
1140 S.W. 11<sup>th</sup> Avenue, Suite 500  
Portland, OR 97205  
Phone: 503.478-6404  
Fax: 503.224-6496

## MEMORANDUM

## COMMITTEE MEMBERS:

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Carol (Zoe) Presson  
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Vern Rifer  
Richard Ross  
Scott Seibert  
Dan Zalkow

To: Mayor Sam Adams  
Commissioner Amanda Fritz  
Commissioner Nick Fish  
Commissioner Dan Saltzman  
Commissioner Randy Leonard

From: Owen Ronchelli, *Chair*  
Portland Streetcar Citizens Advisory Committee

Date: March 23, 2011

RE: Transportation System Development Charge Overlays

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As a standing City transportation committee, the Streetcar Citizens Advisory Committee (CAC) would like to commend the Bureau of Transportation and the City of Portland on their effort to identify new and creative sources of money to fund important transportation projects, particularly Streetcar's Close the Loop. While Transportation System Development Charge (TSDC) Overlays are one of several methods that could be used to raise money for transportation infrastructure, the CAC would like to express our support for and endorsement of the completion of the Streetcar Close the Loop project.

Securing funding for this critical project represents the final piece of a decade-long planning and construction process for Eastside Streetcar. Close the Loop will add vehicle frequency and bolster reliability of a Central City transportation workhorse. It will also significantly increase ridership for the entire streetcar system and help realize the 30-year-old vision of a Portland Central City circulator.

We enthusiastically approve of this project and support the City in its effort to secure funding to ensure the completion of Close the Loop.

## STAFF:

Kay Dannen  
Julie Gustafson  
Rick Gustafson

Cc: Shoshanah Oppenheim  
Art Pearce  
Vicky Diede  
Rick Gustafson  
Julie Gustafson  
Kay Dannen



## Portland Streetcar

Portland Streetcar, Inc.  
1140 S.W. 11<sup>th</sup> Avenue  
Suite 500  
Portland, OR 97205

(503) 242-0084  
Fax (503) 299-6769

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Richard H. Parker, Jr.,  
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Owen Ronchelli  
Doug Shapiro  
Chris Smith  
Peter Stark  
Mark Williams

### Executive Director:

Rick Gustafson

March 21, 2011

AUDITOR 04/05/11 PM 2:16

Mayor Sam Adams  
City Hall  
1221 S.W. Fourth Avenue, #340  
Portland, OR 97204

Dear Mr. Mayor:

I am writing on behalf of Portland Streetcar, Inc. in support of the proposed TSDC overlay proposed for the Innovation Quadrant.

The Innovation Quadrant represents the most important job development opportunity in this region. PSI has worked for the past 10 years in extending the streetcar to South Waterfront connecting to the aerial tram. We are completing the Portland Streetcar Loop to OMSI in 2012 and plan to connect to the Milwaukie Light Rail Project in 2015. Transit is the critical element to making the OHSU campus attractive to employment and to spurring the OMSI District to much higher intensity development. Combined, the two areas have a potential of accommodating 25,000 employees representing a substantial advancement for our regional plans.

The TSDC overlay accommodates key funding commitments needed to assure the effective completion of the Milwaukie Light Rail project, the development of Water Avenue in the OMSI District, and support for connecting the streetcar to the light rail bridge as the Close the Loop project adopted by the PSI Board.

Portland Streetcar, Inc recognizes the importance of the Innovation Quadrant Transportation System Charge Overlay to funding critical transportation projects in the Central Eastside and University District. While we are concerned about the impact to development, we also understand the significant investment the Innovation Quadrant has received and the transformational effect the projects funded by the Overlay will have on the district and the city. The TSDC overlay provides a path to solve some very real transportation issues and support job creation, by making the kinds of investments that spur development and draw new businesses to the quadrant. The light rail and streetcar projects are critical to making the "innovation" occur.

There is never a good time for a fee increase, however we know that the new TSDC overlay will result in a direct and meaningful benefit for the adjacent property owners. Adoption of the TSDC is necessary to assure the support infrastructure needed for this job growth.

Sincerely

Michael Powell, Chair  
Portland Streetcar, Inc.

Cc: Commissioner Amanda Fritz  
Commissioner Nick Fish  
Commissioner Dan Saltzman  
Commissioner Randy Leonard

visit our website:

[www.portlandstreetcar.org](http://www.portlandstreetcar.org)





BROOKLYN ACTION CORPS NEIGHBORHOOD ASSOCIATION  
PO BOX 42651, PORTLAND, OREGON 97424  
[www.brooklyn-neighborhood.org](http://www.brooklyn-neighborhood.org)

AUDITOR 04/05/11 PM 2:16

March 16, 2011

Mayor Sam Adams and City Commissioners  
Portland City Hall  
1221 SW 4<sup>th</sup> Avenue Room 110  
Portland, Oregon 97204

**SUBJECT: Brooklyn Action Corps Neighborhood Association Conditional  
Support for Portland-Milwaukie Light Rail Transportation System  
Development Charge Overlay Project**

Dear Mayor Adams and Commissioners,

The Brooklyn Action Corps Neighborhood Association has reviewed and discussed the TSDC overlay proposal and we feel this is a reasonable and equitable way to generate the \$5 million portion of the light rail construction costs not covered by other revenue sources.

However, we would like to make our support conditional on what we feel is a major setback for the light rail project: The Rhine Street pedestrian bridge replacement project has been shelved due to funding issues. This bridge provides a critical pedestrian link between the eastern portion of the Brooklyn Neighborhood and the proposed Rhine Street station. The bridge is in deplorable condition and in desperate need of replacement. If the funding for Rhine Street pedestrian bridge replacement can be restored with the TSDC or existing funds, we wholeheartedly support the new development charges.

Thank you for your consideration on this matter.

Sincerely,

Michael T. O'Connor  
Chair, Brooklyn Action Corps  
(971) 344-5953  
[mike@brooklyn-neighborhood.org](mailto:mike@brooklyn-neighborhood.org)